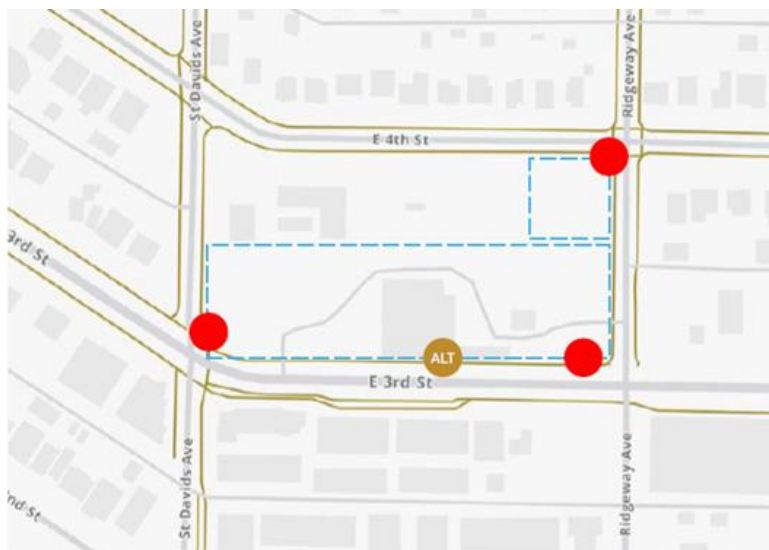
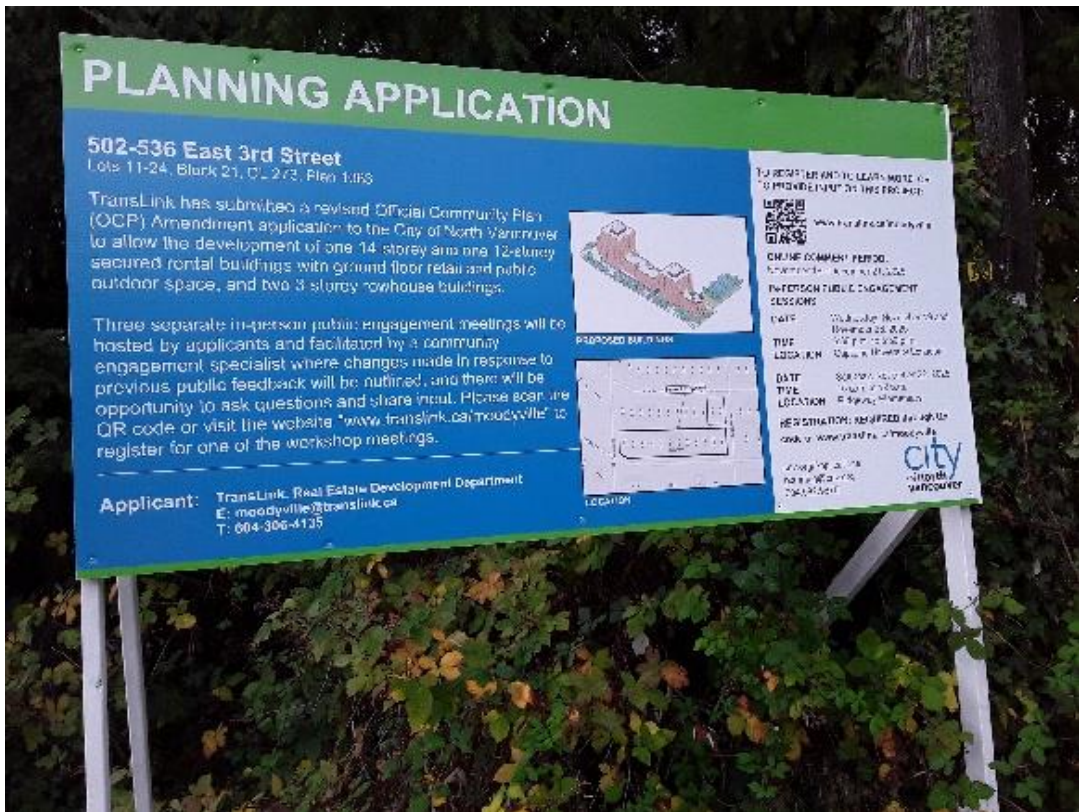


## **Appendix A: Site Sign**

- **Site Address:** 502-536 East 3rd Street & 502 East 4th Street, North Vancouver, BC
- **Install Date:** Monday, November 10, 2025.
- **Locations for Installation:** 3 signs installed, replacing the existing signs in the locations shown below in red





# PLANNING APPLICATION

**502-536 East 3rd Street**  
Lots 11-24, Block 21, O.C. 273, Plan 1063

TransLink has submitted a revised Official Community Plan (OCP) Amendment application to the City of North Vancouver to allow the development of one 14-storey and one 12-storey secured rental buildings with ground floor retail and public outdoor space, and two 3-storey rowhouse buildings.

Three separate in-person public engagement meetings will be hosted by applicants and facilitated by a community engagement specialist where changes made in response to previous public feedback will be outlined, and there will be opportunity to ask questions and share input. Please scan the QR code or visit the website [www.translink.ca/moodyville](http://www.translink.ca/moodyville) to register for one of the workshop meetings.



PROPOSED BUILDINGS



LOCATION

**Applicant:** TransLink, Real Estate Development Department  
E: [moodyville@translink.ca](mailto:moodyville@translink.ca)  
T: 604-306-4135

TO REGISTER AND TO LEARN MORE OR TO PROVIDE INPUT ON THIS PROJECT:



[www.translink.ca/moodyville](http://www.translink.ca/moodyville)

**ONLINE COMMENT PERIOD:**  
November 15 - December 21, 2025

**IN-PERSON PUBLIC ENGAGEMENT SESSIONS:**

**DATE:** Wednesday, November 19 and November 20, 2025

**TIME:** 6:30 p.m. to 8:30 p.m.

**LOCATION:** Caplan Row House

**DATE:** Saturday, November 22, 2025

**TIME:** 10 a.m. to 12 p.m.

**LOCATION:** Ryegate Community

**REGISTRATION: REQUIRED** through QR code or [www.translink.ca/moodyville](http://www.translink.ca/moodyville)



# PLANNING APPLICATION

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Lots 11-24, Block 21, O.C. 273, Plan 1063

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**IN-PERSON PUBLIC ENGAGEMENT SESSIONS:**

**DATE:** Wednesday, November 19 and November 20, 2025

**TIME:** 6:30 p.m. to 8:30 p.m.

**LOCATION:** Caplan University Lounge

**DATE:** Saturday, November 22, 2025

**TIME:** 10 a.m. to 12 p.m.

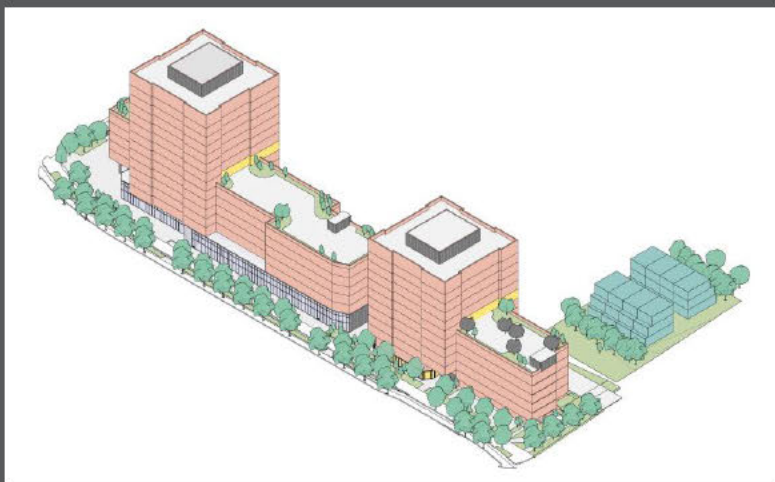
**LOCATION:** Ryegate Community

**REGISTRATION: REQUIRED** through QR code or [www.translink.ca/moodyville](http://www.translink.ca/moodyville)



## **Appendix B: Official Letter of Notification**

## YOU'RE INVITED! FACILITATED COMMUNITY ENGAGEMENT MEETINGS



### Public Input Opportunity: TransLink's Moodyville Official Community Plan (OCP) Amendment Application

6:30pm November 19<sup>th</sup> – Capilano University (Lonsdale)  
10:00am November 22<sup>nd</sup> – Ridgeway Elementary School  
6:30pm November 26<sup>th</sup> – Capilano University (Lonsdale)

For further details and registration,  
visit: [www.translink.ca/moodyville](http://www.translink.ca/moodyville)

Advance registration is required

Online comment period:  
November 19 – December 21, 2025

SCAN ME





TransLink has submitted a revised Official Community Plan (OCP) Amendment application to the City of North Vancouver for **502-536 East 3rd Street, North Vancouver**.

South parcel

- One 14-storey building and one 12-storey building
- 352 secured rental homes
- ~17,785 square feet of ground floor retail space
- ~10,400 square feet of public plaza space

North parcel

- 8 rowhomes, 3-storeys in height

Please join our **Facilitated Community Engagement Meeting** for an opportunity to discuss the updated proposal, ask questions and offer comments. The same information will be presented in each of these meetings. To allow equal opportunity for community members to participate, we kindly request that registration be limited to one session per person.

**Applicant**

Real Estate Development Department, TransLink  
E: [moodyville@translink.ca](mailto:moodyville@translink.ca)

# **Appendix C: Proof of Mailing and Map of Postal Routes**

# Your Targeting Report

## Mailing Campaign Details

10-30-2025

**HONEYCOMB DIRECT MAIL INC**

**Mailing ID 3WWRE126079730356287**



Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

<b>Variables</b>	
<b>Address Attributes</b>	Houses, Apartments, Farms and Businesses
<b>Number of Mail Pieces</b>	4568
<b>Urban / Rural</b>	All
<b>Estimated Delivery Cost</b>	\$840.51
<b>Delivery Mode (Route Type)</b>	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
<b>Valid for Mailings From</b>	25-10-17 To 25-11-13
<b>Householder Types</b>	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we can help identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.



# **Appendix D: North Shore News Advertisement**

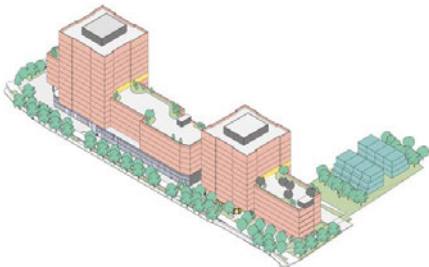
# TRANSINK MOODYVILLE FACILITATED COMMUNITY ENGAGEMENT MEETINGS

TransLink has submitted an updated Official Community Plan (OCP) Amendment application to the City of North Vancouver for 502-536 East 3rd Street.

The revised application proposes 352 secured rental homes, approximately 17,785 square feet of commercial space, and a large public plaza on the south parcel; and 8 rowhomes on the north parcel.

Interested members of the public are invited to attend a facilitated community engagement meeting to learn about the proposal, ask questions and provide feedback.

The same information will be presented in each of these meetings. To allow equal opportunity for community members to participate, we request that registration be limited to one session per person.



## **DATES:**

**6:30pm November 19th** – Capilano University  
Lonsdale location

**10:00am November 22nd** – Ridgeway Elementary  
School

**6:30pm November 26th** – Capilano University  
Lonsdale location

## **Advance registration is mandatory**

To register and learn more  
visit our website:

[www.translink.ca/moodyville](http://www.translink.ca/moodyville)

Online comment period:  
Nov 19-Dec 21, 2025

SCAN ME



## **Applicant Contact**

Real Estate Development Department, TransLink  
E: [moodyville@translink.ca](mailto:moodyville@translink.ca)



## **Appendix E: Online Brochure**



# TRANSLINK MOODYVILLE PROPOSAL

COMMUNITY ENGAGEMENT DISCUSSION GUIDE

502-536 East 3rd Street  
North Vancouver

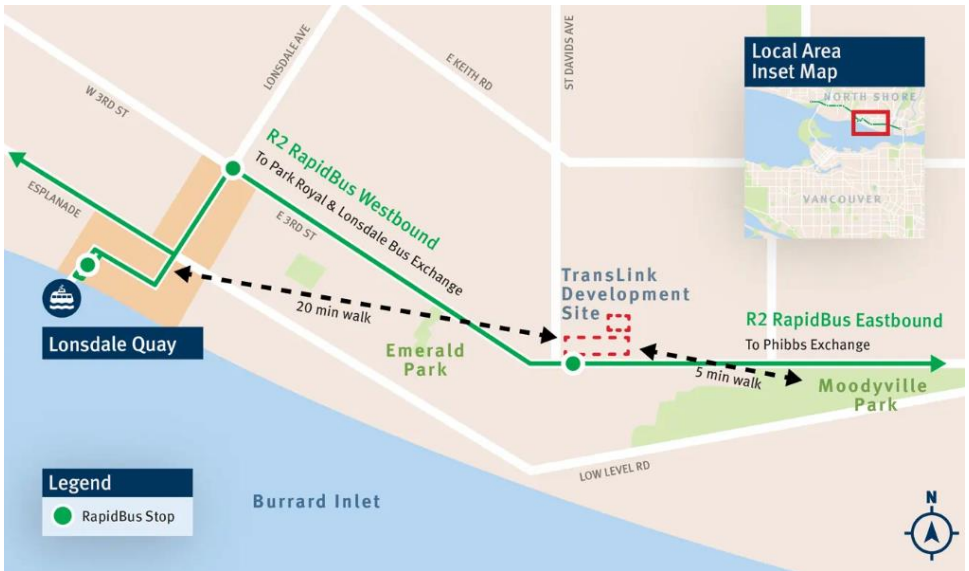
November 2025



# 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

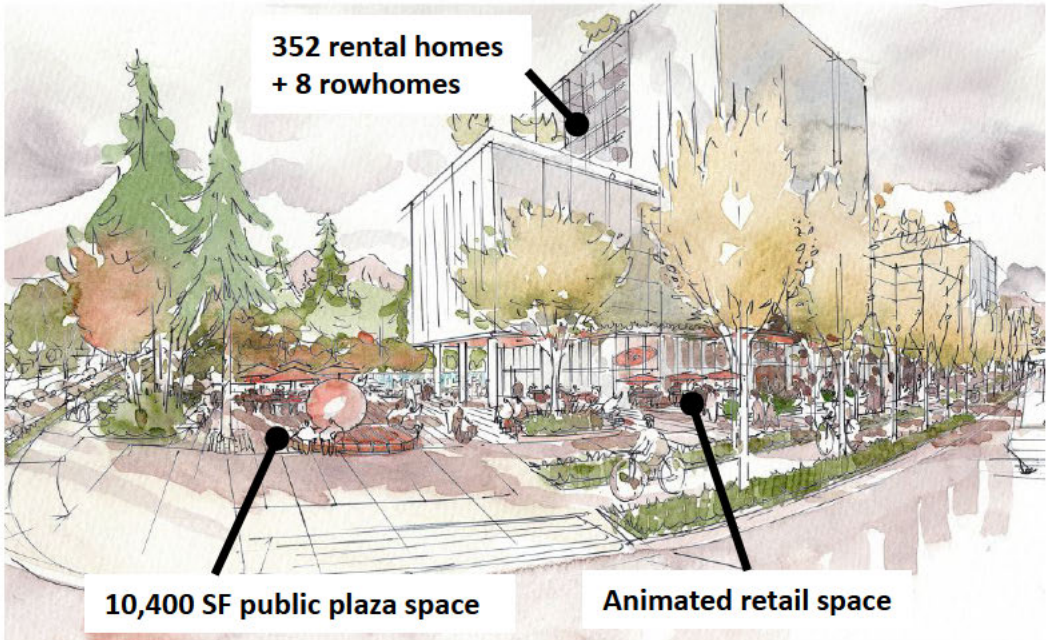
## Key Areas of Concern:

- 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

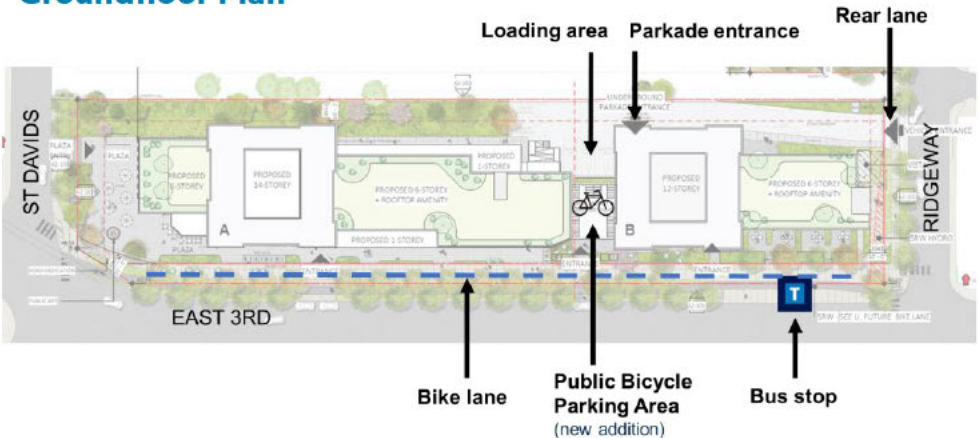
## Vision

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



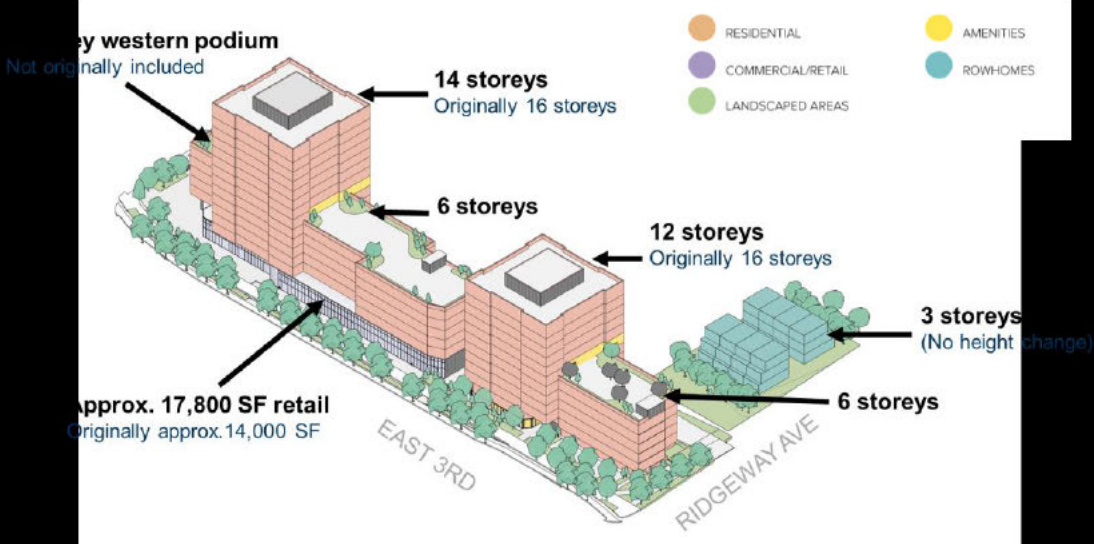
Artist rendering for illustrative purposes, facing the southwest corner of the project site

## 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 policies<sup>1</sup> 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.

<sup>1</sup> 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 policies<sup>1</sup> 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.

<sup>1</sup> 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 policies<sup>1</sup> 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.

<sup>1</sup> 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:**



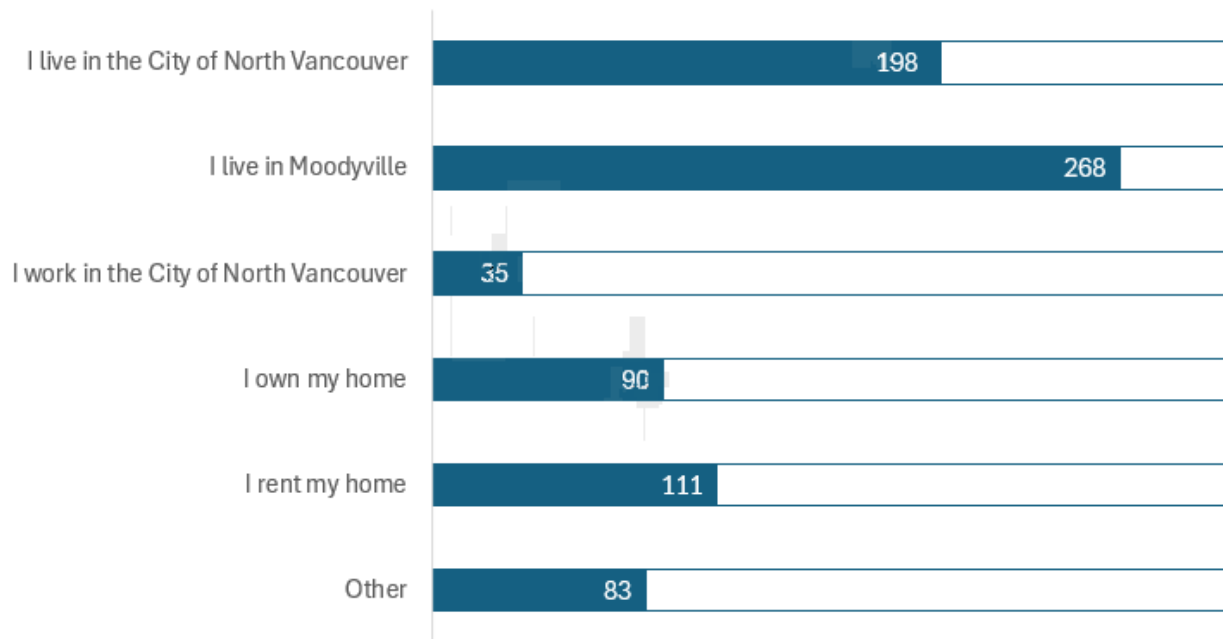
**[www.translink.ca/moodyville](http://www.translink.ca/moodyville)**

**Appendix F: Cumulative Comment Card  
Responses, verbatim**

**Appendix F: Cumulative Comment Card Responses, verbatim**

**Tell us about you!** *Please select all that apply*

- a. I live in the City of North Vancouver
- b. I live in Moodyville
- c. I work in the City of North Vancouver
- d. I own my home
- e. I rent my home
- f. Other



**All "Other" Responses Transcribed Exactly as Written:**

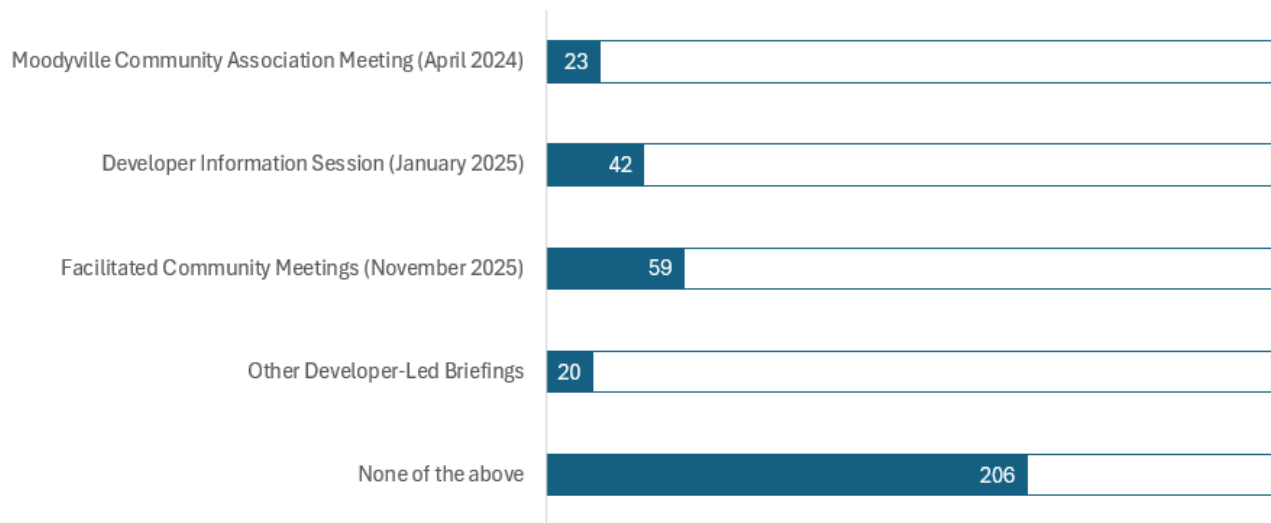
"Other" responses	Count
condo	29
apartment	18
basement suite	10
Townhouse	7
Garden Suite	3
District of North vancouver	1
Attended MCA meeting April 2025	1
I am retired	1
I live in a nearby community	1
I live with family who own the home I live in	1
I with family **	1

**\*\*** *Indicates a physical comment card*

My family also use schools and childcare in the area, we own a car and use Transit when possible.	1
NV Chamber representative	1
The old bus depot is 1.5 blocks from my home. I fear the traffic from the 280 residential parking places & 37 commercial parking places short cutting though my street (E 4th) to avoid newly congested E 3rd/Ridgeway intersection. We already get much shortcutting traffic when the Second Narrows Bridge is backed up. Both sides of E 4th are fully parked most of the time, so it's functionally a single lane wide. With more cars, it will functionally become a one way street going East.	1
West vancouver	1

Which in-person engagements have you attended for this project? *Please select all that apply*

- a. Moodyville Community Association Meeting (April 2024)
- b. Developer Information Session (January 2025)
- c. Facilitated Community Meetings (November 2025)
- d. Other Developer-Led Briefings
- e. None of the above



## TOPIC ONE: FOSTERING COMPLETE COMMUNITIES

### 1. What is needed in Moodyville to help foster a complete community?

All Responses Transcribed Exactly as Written:

What is needed in Moodyville to help foster a complete community?	Count
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't	126

\*\* Indicates a physical comment card

overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community.	
The City of North Vancouver Official Community Plan outline how we can achieve a complete community for the Moodyville area.	7
The official community plan written by the City of North Vancouver provides a strong guideline for building complete community.	5
More townhouses	2
The City of North Vancouver's Official Community Plan outlines how we can achieve a complete community for the Moodyville area. When our school, daycares, clinics, community centers, and roads aren't over crowded form over development because we constantly broke the OCP.	2
- Is the design of the street-level frontage going to be uniform, which could be boring, or will it be designed like it's several distinct buildings (2 to 3 would be good) so it's much more appealing for walking? - 100% need grocery and retail; a place to gather and meet people; more trees - Commercial spaces that offer something for everyone, emphasising places that encourage lingering and meeting each other. Offer something different from what's in Innova so there's little redundancy.	1
- walkable retail (not destination retail) - childcare capacity (daycare & afterschool care) - indoor community space - greenery & areas for gathering	1
*Grocery store.*. Childcare centre. Public gathering place. Library kiosk. Space/art to connect to Indigenous history and present of the area. Low-cost housing (e.g. co-op housing). Artisan doughnut shop (just kidding - we have enough of those!)	1
A Coffee Shop, Convenience / Specialty food store, restaurant - local, walkable	1
A combination of rental housing units and retail units with adequate parking for both that doesn't negatively impact the existing community	1
A community that does not require a car.  No strata street level commercial retail, none!  A curated retail environment  A cash payment as CAC (or whatever the province calls it) with a small amount of below market housing.	1
A complete community would be one in which someone could get groceries, daycare, and an indoor community space all within walking distance	1
A dog park Grocery & vegetable market A sandwich/coffee shop Medical clinic	1
A grocery store! A yoga studio.	1
A grocery store, decent parking spaces and resolve traffic congestion. Infrastructure before density.	1
A grocery store, pickle ball courts, and a mix of duplexes and townhomes,	1

*\*\* Indicates a physical comment card*

A local grocery store and café that serves the neighborhood. There is a lack of small shops and services that people can easily walk to in order to purchase goods or sit down and enjoy a tea or coffee in the morning or afternoon.	1
A offer of Public Transit for the proposed density increase is completely unrealistic in Moodyville. Most people who own their home and have small children have one or two vehicles to accommodate their family and work. Traffic density will be a huge problem on third and Main Street.  Also, a restaurant, pub, small grocery, coffee shop would be excellent idea to help foster a sense of community. This could possibly help with less driving around — to increase walkability would be beneficial.	1
A rec centre.	1
A school that doesn't consist of a large number of portables. Sufficient parking so that residents and their guests are able to park in front of their own home. ***** A Staples or equivalent in the neighbourhood	1
A village with Restaurants, ice cream shop, coffee shop, etc. Parks for children recreation, Moodyville park is not enough. Community centers, specifically swimming pool.	1
Additional school space, retail amenities, like a grocery store, medical clinic, we certainly don't need more housing units as we are beyond the capacity of the infrastructure to handle them	1
Affordable co op housing for families in low rise apartments under 4 stories  No high rises	1
Affordable rental housing and construction that falls within the limits of the City of North Vancouvers OCP.	1
All we need is a coffee shop at a couple corner stores	1
An urban environment where families, couples and single people are able live together where people are not infringing on their neighbors. We need more street parking, better roads and the ability to leave North Vancouver, lastly we need more schools and more hospital facilities.	1
Better infrastructure for a developing neighborhood. Better roads and transportation, schools and public spaces and parks and amenities to accommodate an already growing community.	1
Better parking, better infrastructure.	1
Childcare, neighbourhood retail, maximum four storeys. Additional density with this much parking will create traffic issues as well as safety concerns. There have been many accidents in side streets with cars not seeing pedestrians, cyclists because of the overflow of vehicles parking on the street and limiting visibility. Other areas with density, if it is around skytrain.. residents utilize rapid transit. Not the case near bus loops or rapid transit, people will rely on cars here.. not transit	1
CNV has provide a great strategy on how the community should grow with their Official Community Pla(OCP). We've already accepted gentil infill as an amendment to that plan and we should not deviate any further.	1
Community centre.	1
Community gardens, trails, and green space.	1
Community space, playgrounds for kids.	1
Condos and retail.	1

\*\* Indicates a physical comment card

Continuity of building heights within the OCP- 4 stories to limit overburdening of density.	1
Daycares, school , coffee shop, community space, park, library	1
Destination and community serving retail	1
Developers respecting the OCP, we've met our housing target set by the province. We dont need to overdevelop and push our infrastructure over its limit which is already over or at capacity, so TransLink can make more money. I'd rather pay more taxes for to not build over the OCP.	1
Different styles of housing, community spaces, playgrounds for kids.	1
Diverse housing, retail, consumer services, all-weather public spaces, comprehensive transportation.	1
Dog park	1
Expanded healthcare services, more schools, better transportation systems and road ways	1
family housing matching what is in the OCP for Moodyville small corner store/grocer park/green space dog park adequate street parking that offers safe entry and exit from vehicles on an increasingly busy traffic area	1
Feedback we receive from the local business community (large and small business) in proximity to the Moodyville area (east & west) is that there need to be more affordable homes that can allow staff to live on the north shore closer to work. The homes need to be part of a complete local, walk-able community that is close to convenient transit and provide day to day amenities such as shopping, childcare, parks, etc.	1
Food / Pharmacy / Shops to create a hub dedicated to the Moodyville area.	1
Fresh food grocery store.	1
Gathering spaces, coffee shops, parks, indoor community spaces	1
Grocery and food options. More 3 and 4 bedroom homes.	1
Grocery store	1
grocery store, another elementary school	1
Grocery store, gym.	1
Grocery store. Respect for the OCP so there is NOT overcrowding.	1
Growing at an organic rate, keeping the community identity.	1
Gym or recreation centre. Tennis courts, and pickle ball courts.	1
Higher proportion of below market rental units. 10% is not high enough.	1
I think the current OCP, along with its guidelines on character and building height has laid the foundation for a healthy complete community on Moodyville. I think the housing that has been added up to the 4 and 6 storey level has done a good job of maintaining the streetscape and neighbourhood feel. I would suggest that while housing has increased, the amenities to support the residents including daycare, school capacity, healthcare (doctors) and community centres need attention.	1
Ideally the community is a mixed of single family dwelling, townhomes, coach homes, low rise condos, and duplexes. WE have lots of small parks and trails.	1
In my opinion, Moodyville is a quiet community of single family homes where neighbours are connected and support one another. We all love the ability to walk to Queensbury for sushi,	1

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bagels, a sandwich, sunday brunch and, formerly, the Sprouts market. We love the low key vibe and old school culture.	
In order to foster a complete community in Moodyville, NO TOWERS should be built. This will totally disrupt the community that exists currently. A complete community in Moodyville looks like it does now - single family dwellings, many with secondary suites, LOW-rise apartment buildings like those found on 3rd Street, townhouses that are no taller than 3 stories like those found on 3rd Street and 2nd Street. These developments have followed the OCP, and have made the community complete.	1
increased retail locations, too many homes only developments.	1
Infrastructure	1
It is important to have a restaurant or pub in the plan for residents to meet each other.	1
It would be nice if there were more townhouses available.	1
It's perfect as it is right now. Beautiful park, plenty of young families and current habitants who have called Moodyville home for decades. It's the perfect blend of townhouses and single family dwellings within a relatively small area (how many square kilometres is it really?).	1
Just housing, no retail is needed. We just need developer to build to the OCP.	1
Keep the character of the neighborhood that already there.	1
Keeping the character of the neighborhood.	1
Larger scale retail to serve the community (ie grocery store), mix of housing options and tenure (more purpose-built rental).	1
Less density than this proposal	1
Less massive development. No towers for TransLink & Trail lands. We are one of the oldest communities on the North Shore, not a Metrotown or Brentwood, planned and able to accommodate massive development. Follow our OCP!!	1
Less traffic and congestion. More transit and more trees and public places.	1
Low density, appropriate height increase that matches what is already in the community, coffee shop and corner store	1
Low rise building	1
Measured increases in housing, rentals, and the necessary transit and road expansions to accomodate the growing population	1
Mix of residential and commercial but Not buildings with high density. Bringing a high density building will come with more traffic, noise an pollution.	1
Moodyville is already a strong, livable community, shaped through extensive consultation with residents and the City. The neighbourhood reflects a shared vision of low- to medium-density living, with amenities conveniently within walking distance in all directions. The proposed towers do not align with this existing vision or the character of our community. Additionally, they could create increased traffic, overshadow existing homes, and put pressure on local infrastructure.	1
Moodyville needs a small small Recreation and Community Centre similar to what exists at Lynn Creek, with small meeting spaces, rec rooms and a small format self-serve library.	1
Moodyville needs to stick to the OCP and provide gentler infill options to maintain its family-friendly atmosphere and gradually increase services (childcare, schools, vital medical services) to meet demand.	
Moodyville would benefit from a community centre, more day cares and another school nearby. We also need affordable rental housing	1

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Moodyville's 2014 OCP provide a great path forward and development of the community.	1
More amenities, sidewalks and urban furniture. Must push my daughters stroller on the road to daycare as there are no sidewalks. There have been near misses by drivers not paying attention.	1
More density, walkable / complete neighbourhoods, better buses, carshare / bikeshare **	1
More diverse housing options.	1
More duplexes.	1
More food options, more daycares, more townhouses.	1
More gathering spaces, more parks. Townhomes or row homes:	1
More green space - park facilities Grocery store more schools more daycare	1
More green space and space conducive to people gathering.	1
More homes but not in towers, does not fit in with Moodyville, most buildings are 4-6 floors. Parking is a big issue in Moodyville and huge towers will make it worse. Build more homes but keep in style of Moodyville and provide adequate parking under each building.	1
More housing options for younger families. CO-OP living buildings.	1
More housing options.	1
More low rise housing but 4 stories or less	1
More options for younger families.	1
More schools, better infrastructure, gather place, skatepark.	1
More services (grocery, cafes). More schools.	1
More single family dwellings.	1
More thoughtful considerations not money driven!! **	1
More townhomes, co-op housing.	1
More townhouses like the other developments.	1
More townhouses, more gathering places.	1
My wife and I subscribe to the OCP planning form the CNV for how the community should grow.	1
Need significant improvements to aging infrastructure including streets, bridges, and additional schools. Traffic congestion has become extremely severe and continues to worsen. It can take hours to get home due to frequent gridlock, which shows the current infrastructure cannot support the growing population.	1
No high rise towers. I love the idea of more retail space but keep the high rises closer to Lonsdale where they already are	1
no towers built	1
No towers. Keep within what was proposed on OCP. No more than 5-6 storeys. **	1
Not towers as you are proposing. As outlined in the Pov of BC Strategy as outlined in the paper Stronger BC Homes for people, small scale (3-4 storey's) housing such as town homes is required since it fits seamlessly into the local neighborhood. You are attempting to put towers in the residential neighborhood where individuals purchased homes in 3 and 4 story properties on the basis that the current OCP would be respected. On the North shore you don't see towers in Residential areas.	1

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Nothing	1
Other than a public plaza, nothing in terms of community amenities (already outlined by the neighbourhood plan) are proposed. What amenity is being proposed to offset the huge increase in density being proposed here? We need grocery stores within walking distance, more clinics - not more towers and concrete public plazas.	1
Our household is in favour of building new development ONLY within the guidelines of the OCP restriction. What is needed in Moodyville are more common spaces like gardens and playgrounds for families to enjoy. One of the reasons people choose to move here is the proximity to nature, not tall towers and gridlock traffic.	1
Parks for families and children, daycare facilities, more space in schools. Services and commercial operations are well established in Lonsdale area and serve Moodyville. Most important is that residents feel they have space and an environment they can enjoy so too much density would be a negative.	1
Parks, community spaces, community centre.	1
Rec center, sports field, community pool, village with restaurants and services, schools, health care facilities. But definitely what we do not need is a building with 12+ stories to accommodate more people with the little we have and creating more traffic and challenges in the community	1
-rental and strata housing, with majority 2 and 3 bedroom units for families -small scale grocery store and other daily shopping needs at ground level -No buildings over the height already planned for in the OCP. Higher buildings on this one site, looming over the lower buildings, will not foster a sense of community but separation	1
Respect our OCP we don't want towers. Changing the narrative at your meetings does not respect our community. Build where there are two lane roads. Consult 1st responders onto how they will be able to access single lane buildings. It is insulting that there was never a design under our OCP. Your rentals will not be of any great reduction to support low income. Please stick to gentle infill our OCP. Your walkability score is extremely low.	1
Retail, Daycare, community space, service office space	1
School Dr Clinic in take new patients Parking Restaurants Shopping complex	1
Single family dwellings	1
Single family homes, or duplexes.	1
Sports field and small commercial corner shop.housing that supports the existing infrastructure without additional stress.	1
Stay within CNV CURRENT OCP of 4 stories	1
The City of North Vancouver's Moodyville existing Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't at overcapacity (daycares, schools, clinics, hospitals, community centers, parking), and that is in keeping the low-rise character of the community.	1
The City of North Vancouver's Moodyville Guidelines and Official Community Plan provide a good framework for creating a complete community. The guidelines need to be followed, and OCP height restriction of maximum 4 stories needs to be respected, not amended. A complete	1

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community includes infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers). I want the low-rise character of the community to remain.	
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community.	1
Other items include infrastructure that is not overcapacity—such as daycares, schools, clinics, hospitals, and community centers—while maintaining the low-rise character of the community. Plus, parking and access streets are already at capacity too, so anything extra would jeopardize the community as a whole.	
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community.	1
Other items include keeping the low-rise character of the community, taking care of the infrastructure that isn' at overcapacity (daycares, schools, clinics, hospitals, community centers).	
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community. Specially the low rise character, no towers, no high buildings, nothing more than 4 or 5 floors!	1
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community, increase larger outdoor spaces for community to gather, and urgently investing in road and bridge infrastructure	1
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community. Towers belong with other towers.	1
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community. No towers.	1
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community. No towers included.	1
The City of North Vancouver's Moodyville Official Community Plan provides a proactive framework for creating a complete community. Other items include infrastructure that isn't overcapacity (daycares, schools, clinics, hospitals, community centers), keeping the low-rise character of the community. No towers!	1
The City of North Vancouver's Official Community Plan (OCP) for Moodyville provides a long-term vision for sustainable growth and a proactive framework for creating a complete community. Items include housing density and building height restrictions to keep the low rise character of the community, and infrastructure that can meet the needs of the community (daycares, schools, hospital, community health and wellness centers).	1

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The City of North Vancouver's Official Community Plan outlines how we can achieve a complete community for the Moodyville area. We need to grow at a slower pace, infrastructure first.	1
The City of North Vancouver's Official Community Plan outlines how we can achieve a complete community for the Moodyville area. Community services for everyone, like daycare, schools, livable spaces	1
The City of North Vancouver's Moodyville Official Community Plan outlines a strategy which doesn't have towers in the area	1
The community needs more townhouses, and public spaces.	1
The community needs recreational space for children and teenagers above the age of 8.  If my son wants to shoot around a hockey puck around with friends, there's no space. If he wants to play a game of pick up soccer with his friends, there's no space. I want these spaces so my son can go out and play with his friends after school without me having to drive them to another community to play.	1
The community OCP has very good guideline on how it should grow. I subscribe to that planning for the community.	1
The concept of a complete community is being lost. I am hearing from more and more condo residents that they don't see anyone in their building. That living in a tower is isolating. They long for open yards and visual contact with actual neighbours. Over-densification has taken away open neighbourhoods and led to a traffic nightmare. We have lost the freedom to move in our community. The proposal will lead to approximately 400 more cars on our overcrowded streets.	1
The OCP, which I thought was firm when I purchased my home, needs to be followed including the low rise restrictions. Fewer, not more, cars.	1
The official community plan for Moodyville outlines a complete community. Low rise buildings, parks, townhomes, trails. Schools that aren't over crowded and spots in daycare.	1
The Official Community Plan provides a great strategy on we foster a complete community.	1
This is the designated commercial area for Moodyville in the OCP and I support commercial development at this site. I like the idea of having a neighbourhood commercial area with a small grocery store/local retail shops. I would like to see the city set zoning requirements for the kind of retail we will see at this site. We need a new elementary school for the lower lonsdale area and Sutherland Secondary is at capacity. We also need improved transit around North Vancouver and a third crossing.	1
To help foster a complete community there needs to be a place where people can live, work, shop, and play. This project looks to offer housing diversity & affordability, and a balanced mix of uses and amenities. There is limited rental housing and retail amenities in Moodyville, so this project will provide both to help foster a complete community.	1
Townhouses with independent street entrances suitable for families. An adequately sized full range grocery store as well as a pharmacy and daycare to make the community walkable for daily necessities. Sufficient parking to make development self supporting in parking so as to not burden neighbourhood by additional cars. A development in character with existing homes to avoid degrading the neighbourhood by tower sprawl.	1

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We certainly don't need towers! The community is already saturated with the gentle fill of the townhomes south of 3rd St. Rental units would be a benefit but not at the cost of the community.	1
We have great parks where people can get together	1
We need more infrastructure such as schools, medical clinic, daycare spaces and a community centre. We don't need to add more density without adding more support services	1
We need more townhouses and parks.	1
We need to grow at an organic rate, our schools are full, it impossible to find daycare, the traffic is so bad with the bridge nearby.	1
We need to maintain the same character Moodyville has developed over the last decade.	1
We need to stay in our OCP. No towers before infrastructure	1
We need: more shopping within walking distance, less traffic in and getting out of North Vancouver, and more community amenities. New developments need to be designed to fit in well with existing neighborhood's and be of a human scale, not highrises (over 10 stories).	1
We support the inclusion of a mix of residential and commercial uses.	1
What's needed is more infrastructure and amenities (groceries, community center, medical clinics, pharmacies, coffee shops, schools, etc.) to support the already growing, and frankly soon overstretched, neighbourhood. Planning housing and infrastructure that isn't overcapacity and outside of the current Moodyville Development Plan must be top of mind.	1
yes do build a multi purpose developments but not high rises	1

## 2. How well does the proposal support the goals of creating a complete community?

- (3.9%) 12 selected "Significantly"
- (2.3%) 7 selected "Somewhat"
- (4.8%) 15 selected "Moderately"
- (1.6%) 15 selected "I'm not sure"
- (83%) 258 selected "Not at all"

14 responses did not select one of the five options.

## TOPIC TWO: HOUSING FOR ALL

### 3. What do you see as the biggest housing challenges facing North Vancouver today?

All Responses Transcribed Exactly as Written:

What do you see as the biggest housing challenges facing North Vancouver today?	Count
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing	103
We need more townhomes, single family dwellings and duplexes.	10
Not enough townhomes, row houses, single family dwellings, and duplexes.	5
Affordability.	4

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The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. We can't just push housing forward without pushing the supporting infrastructure along with it. It's irresponsible to just build houses and not the rest.	2
- high cost to both buy and rent - new stock lacks adequate space to live comfortably or without compromise ie. new developments not having adequate parking for the number of units; majority of people in North Vancouver do need to rely on vehicles; the translink version of public transportation is not efficient	1
- too much density - traffic - infrastructure lacking -> schools / hospitals **	1
1. Aging purpose-bult rental buildings lacking modern amenities 2. Insufficient supply leading to higher than average rental prices	1
1Overdevelopment that overwhelms an already built-out, functioning neighborhood 2Traffic and safety risks, including increased congestion, emergency delays, and unsafe streets 3Severe parking shortages and spillover that will affect fire access and residential safety 4Overloaded schools, parks, and services, with no substantial mitigation plans 5Destruction of views and property value, in breach of the OCP and real estate expectations 6Poor developer accountability 7Disingenuous public consult	1
A big challenge is trying to increase housing units without destroying the character and ambiance of existing surrounding neighborhoods. Of course another challenge is providing affordable housing.	1
Access to housing. Even rental housing is unaffordable. There is not enough housing available via rent to own, COOP or facilitated mortgage schemes.  The cost of current rental rates vs incomes condemn renters to financial servitude without making any progress towards home ownership.  Translink will just be the same as any other profit driven landlord in terms of creating undesirable social impacts.	1
According to information published by the City of North Vancouver, the City is able to meet its housing targets without these tall buildings in Moodyville, which are inappropriate in scale to this area.	1
Actually over the past year the pressure on the residential market has dropped and properties had become more affordable and there is a better selection available. Also in the rental market the rates have dropped significantly and there is a lot of choice for those looking to rent a place in the neighborhood. I'm somewhat surprised to find there is an intent to build for the rental market at this point.	1
Affordability and density. More housing = lower prices. TL is doing great work to contribute to real estate **	1
Affordability - Even at 10% off standard rental rates, family housing on the North Shore will be unaffordable. Parking for families - the North Shore requires the use of at least one family vehicle to get to sports, shopping and schools. Business owners who have vehicles for their home business (or they are a trades person with a company vehicle) do not have adequate places to park Government not looking at vacant homes which should be used for rentals, why build more when properties sit vacant.	1

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Affordability for rentals, older cheaper places are being developed into smaller more expensive condos.	1
Affordability. Critical infrastructure is not developed well enough for the proposed density increase.	1
Affordable family housing not small apartments.	1
Affordable housing, traffic, lack of adequate public transit	1
Affordable housing.	1
AFFORDABLE rental housing More people, more traffic! Infrastructure needs to be updated	1
Anything but condos, they aren't selling and they're being built smaller and smaller. The older buildings in North Vancouver provide larger spaces at cheaper rent. IF we could build those that would makes sense, but no the new style.	1
Beautiful gentle infill	1
Below market rentals or co op housing.	1
Certainly affordable housing but also liveable housing. For families and extended families. Studios and one bedroom apartments en masse are not the answer.	1
Cheaper options that are bigger. More townhouses.	1
CNV needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. It does not need towers.	1
And note: A date above re in-person engagements is incorrect: MCA met with TransLink (at my house) in 2025, NOT in 2024.	
Cost **	1
Cost and unaffordable rent/utilities	1
Cost of housing is the biggest challenge.	1
Cost of living.	1
Currently, there are too many houses in North Vancouver. Just look at the streets you cannot park anywhere and every street is one-way driving.	1
Demolishing older buildings with lower rents to build new buildings with high rents	1
Density in lower lonsdale. More density needs to be placed in lower lonsdale and strategic parking. Density is good but needs to be near in certain areas like Lonsdale and not in small neighbourhood.	1
Developer breaking the OCP's and not providing infrastructure upgrades to the parts they put strain on.	1
Diverse housing options, we need more middle options.	1
Enough market-priced rental housing	1
Excess of 1-bed condos. Lack oof 3+ bedroom for families that get pushed out of the city. Lack of parking spaces. Lack of outdoor areas. Congestion everywhere. Lack of infrastructure in general (schools, parks, groceries stores). And developers calling bellow rental markets prices to the current prices of rentals/homes - which market? The developer profit markets or the wage market? It's an insult to the average worker sanity	1

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Expensive, undersized, not walkable, prioritizing parking over people. The pushback from people who live here who insist on more parking, but they don't understand induced demand. Many can't conceive of a car-light or -free lifestyle and would never do it themselves, so they assume no one else would. This project's a no-brainer to attract a car-light or car-free lifestyle, which saves people SO much money. Don't waste \$4M+ appeasing neighbours' parking problems. Reduce the parking please.	1
Facilitate more buildings but also improve infrastructure , mainly roads and transportation	1
Fewer residents. Travel infrastructure to and from the north shore is already limited and extremely bottleneck constrained as it is today due to over population.	1
Gentil infill meets our housing targets set by the province.	1
Getting people to realize they need to get out of their cars. Better transit.	1
High cost due to geography of the north shore, added cost to build due to government requirements and lack of infrastructure to handle increasing population. The rental rate is due to the high calibre products for higher income renters as the north shore is a desirable location, hence low vacancy rates. Suites, coach houses and strategic density will satisfy the new home forecast.	1
High cost of development.  Developers -- TransLink included here -- not passing any savings along to renters and owners. Especially for renters, it's shameful that developers try to build buildings that have only 10-20 per cent of its rentals posted for below market rate. That ratio should be reversed.  There are not enough jobs in the City to accommodate the people who live here. This causes burden on roads and transit.  Not enough 2 and 3 bedroom rentals for families.	1
high rent	1
Housing growth has outpaced the delivery of childcare, transit, and other essential community infrastructure. This project directly helps address those gaps. With TransLink's commitment to deliver on-site childcare and improvements to rapid transit, the development will support the needs of young families in the area while reducing reliance on private vehicles. Improved transit access enables more residents to live car-light or car-free, which in turn reduces parking demand, traffic congestion,	1
Housing may be needed but increased density should not require residents to fight proposals such as this that are enormous exceptions to the Official Community Plan.	1
Housing starts aren't matching demand, I think we're also just building too many condos that are really small. Older condos offer lager layouts which are nicer to live in.	1
Housing supply is only a very small part of the complex issue. The speculation on land values that the exception to OCP for this development would bring forward would have further negative impact. You are not solving a problem. You are contributing to it.	1
I am not opposed to increasing density but it seems to me that the current goal far exceeds demand and infrastructure. I don't see affordable housing coming up in Moodyville. I see an endless supply of expensive, high density dwellings. The locals that have been here for some time, enjoy our land and our views and the walkable opportunity to Lonsdale Quay and the Shipyards. I don't think anyone is looking forward to expensive high rises.	1

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I think goals of density need to be well balanced with community amenity to support. Almost no amenities have been added to the neighbourhood as identified in the neighbourhood plan. How does having towers contribute to a complete community other than adding some minor somewhat affordable housing supply?	1
I think we don't have infrastructure such as roads, hospitals, schools and daycares.  I am even struggle to send kids to schools. Every morning bus 228 skipping our bust stop because it is full. Same on the way back from the school. Building tall buidling doesn't make sense. We already in such bad situation with everything and it will be even worse.	1
I'd like to see more single family dwellings, townhomes, and duplexes. No more condos.	1
If increased density is a necessary, The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. High rises take away character and community and destroy the neighborhood. I have lived here a long time and it is hard to drive anywhere or park at house or work in the city and things only going to get worse.	1
In cities like North Vancouver and all other major centres in the Metro Vancouver area, housing cost and rental rates have long lost any connection with real market factors. All the while, what people really want and need, especially in North Vancouver, is livable neighborhoods, 15 min cities.	1
Induced demand. North Vancouver is an amazing place to live. We will never build enough to support everyone who wants to live here.	1
I've been a renter in North Vancouver most of my life. Vacancy rates have always been below 1% up until I purchased in 2014. Now vacancy rates are 1.5 % as reported by Translink at the November meetings, higher than before.The challenge we have in North Vancouver is infrastructure, especially the traffic grid lock, housing is secondary.	1
Lack of backbone to create more housing	1
Lack of diverse housing options.	1
Lack of infrastructure. Currently I find it difficult to leave my parking garage due to traffic. If it increases much more it may become near impossible to navigate the streets safely and in a reasonable period of time. I've seen many road rage incidents around 3rd and near head on accidents.	1
Lack of middle housing options.	1
Lack of public consultation. Government overreach. Slow permitting. Cost.	1
Lack of schools, doctors, roads, hospitals parking, needed to support proposed projections of builds	1
Lack of units, high rental costs.	1
Lack of work where you live opportunities.	1
Leaning too far into the trap of building housing and worrying about the rest later. We are a city where it can take 3-4 hours to get 3 blocks if there is one accident on a bridge; this is not something that can be fixed with wishful bus routes and bike lanes. It's all good to want homes, but what's the point if you either can't get home due to traffic or you never leave home because of it?  Also, as someone who fled Gastown housing for all is a terrifying statement to me.	1

*\*\* Indicates a physical comment card*

Lengthy municipal permit process. Challenges navigating coach house development. Limited rental stock. Shortage of below market rental homes for those in need.	1
Middle housing townhouses for families not tiny apartments. We don't need to need bike lanes.	1
Middle housing, townhouse or duplexes.	1
Moodyville has done a significant amount of development in recent years, I believe if housing is expected to increase we need to improve the recreational spaces for people to enjoy and make this a desirable community to live & play in.	1
More housing supply that isn't condos.	1
More middle housing, too many small condos are being built.	1
More middle housing, we need infrastructure upgrades. It takes three hours to get off the north shore some times.	1
more rental needed for families more affordable housing for all ages	1
No middle housing stepping stones for families.	1
North Vancouver is the most dense city in Canada as per the current Mayor statement. The city has already passed gentle infill to major growth and support housing challenges. There is no need to amend the OCP height and density.	1
North Vancouver needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing.	1
not enough 3 bedroom units, not enough new purpose built rental product. Rental supply in North Van has stalled compared to other areas, driving asking rents higher	1
Not enough middle options.	1
Not enough townhomes.	1
Not enough two and three bedroom rentals	1
Not enough variety.	1
One of the biggest challenges in the City of North Vancouver is the limited opportunity for new rental development to get built without displacing/relocating current residents or tenants. There are limited viable sites in the city that don't involve a costly and challenging tenant relocation plan. This site allows for a significant amount of needed housing stock on a site that is currently being underutilized.	1
Only condos are being built it seems.	1
Over crowding Narrow roads to cater the growth Traffic congestion	1
Over development, we're building too many towers.	1
Over priced apartments and housing	1
Overcrowding Unaffordable rent and house prices	1

*\*\* Indicates a physical comment card*

Overdevelopment on condos that feel like hotel rooms. They're basically jail cells.	1
We need more townhouses, we're losing the middle option for families.	
Price	1
Pricing.	1
protecting current and future home price increased for owners whilst supporting first time buyers. I feel the council should part buy a selection of homes to ownership split with first time buyers. I do not want increases in rental homes that is not solving the problem	1
Purchasing our own house not just renting. Ownership can create a pride in moodyville.	1
Roads are not being updated and built at the same rate as housing which significantly impacts commute for current residents in and out of the city.	1
Roads in and around North Vancouver that are highly congested with traffic	1
Seems like only condos are being built.	1
Supply of all options.	1
Sustainable neighbourhoods with adequate infrastructure and parking for the population density.	1
The biggest challenge is affordability, it's hard for families to own their own property, or land.	1
The biggest challenge is building a variety affordable homes for young families.	1
The biggest challenge is lack of infrastructure, schools, classrooms, hospital beds...	1
The biggest challenge is not lack of units but rather bad traffic and lack of services such as high cost of daycare for young families. With gentle infill the needs of the community can be met with a more sustainable approach	1
The biggest challenge is the nonstop push for more high-density housing when the city can't even handle the population it already has. Roads are jammed, schools are full, and services are stretched thin. Building thousands more units won't make housing affordable, it will just make the city even more overcrowded and unlivable. This approach is not helping residents.	1
The biggest housing challenge facing North Vancouver today is proposed developments like the one proposed by TransLink. This spot density in an isolated location. Just because TransLink has a lot that they don't have to pay for doesn't mean a development if this scope should be built there. Towers of 12 and 14 stories belong in the Lonsdale corridor, not in the middle of the Moodyville neighbourhood. And all the current developments on the North Shore are RENTAL buildings. This one is not needed	1
The biggest housing challenge in north van today is a lack of housing affordable enough for those working in local core jobs in the many service sector private businesses and public sector services that support the functioning of our community. When people must commute from other communities far away to work in North Vancouver for mid/low wage work, they eventually leave and work closer to where they live. Our business community will not be sustainable if the housing needs are not met locally.	1
The city has the 3rd highest density already compared to other cities in Canada. Rather than towers smaller scale housing such as 3 or 4 story town homes are more appropriate. Research indicates that this is much better for growing families and is more conducive to a thriving neighborhood. Your proposal adds issues surrounding traffic/lack of services for citizens. You are not solving any housing issues and only adding to the problem.	1

*\*\* Indicates a physical comment card*

The City needs DOES NOT NEED HIGH BUILDINGS, the City needs more housing yes, but duplexes, triplexes, townhomes, etc.	1
The City needs more middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and especially laneway housing.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding targets need to put on supporting infrastructure, its bad development when you only push one along without the others.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Has anyone committed to building the supporting infrastructure if we build those houses? Or will the communities be dealing with overpopulation? I don't think it's good long term planning to just build one part of a community.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Infrastructure for all! What good is it building all these houses if we our can't support the people that live in them.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. We need corresponding infrastructure to support those housing targets.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. We need to put the same target on the corresponding infrastructure along with the housing targets, or were going to have severely strained infrastructure. This is very bad path the province has set us on, a dance with the devil.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Better infrastructure first!	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding infrastructure needs to be built to meets those housing targets, you can't just build houses and not the support system for those residents.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding infrastructure targets need to be put on the province if we are to meet these housing targets. If not, it's bad development.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding infrastructure targets needs to be placed on the province in order for us to meet the housing targets sustainably. Its bad development and community growth to just push housing ahead without the supporting infrastructure.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding target need to be set on supporting infrastructure.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding targets need to be placed on infrastructure for a community to grow harmoniously. You can't just build houses and pretend nothing bad will happen. We see it in other communities that pushed housing to far ahead of corresponding infrastructure.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Corresponding targets need to be put on supporting infrastructure.	1

*\*\* Indicates a physical comment card*

The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Infrastructure before housing!	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. Infrastructure first.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. No more towers.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. No Towers in Moodyville!	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. The community desperately needs corresponding infrastructure to be built if we're going to meet those targets.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. We also need more infrastructure built to support our housing goals.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. We can't meet those targets without investments in our infrastructure.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing.  The city needs to make quality housing over quantity so that the well-being of the neighbourhood is maintained. The city should also try to improve infrastructure (such as hospitals and schools) before new housing is built so that the city can handle the new influx of people. The city should not leave the housing crisis to the developers to fix.	1
The city needs more missing middle housing: duplexes, triplexes, townhomes, row housing, and laneway housing. How well does the proposal support the goals of creatin	1
The City of North Vancouver has done a good job of making room for varying housing types including laneway homes, duplexes and triplexes. I believe this is a more sustainable route to creating attractive and livable housing for all. The City is on track to meet its Provincial requirements WITHOUT the addition of large scale towers such as these, that are both in contradiction of the OCP and would cause significant strains on the stretched parking, transit and other resources in the community.	1
The city of Vancouver and neighbouring suburbs, not just north van, are expensive but it's not unlike other 'liveable' cities worldwide. Take Melbourne or Sydney, more desirable and considerably more expensive. The geography of the north shore restricts the number of people who should live here period. We don't need densification.	1
The City's housing issues are not Translink's mandate	1
The community need a good range of housing, condos, single family dwelling, townhomes and duplexes.	1
The condos being built are so small, they're like shoe boxes.we need more townhomes and duplexes. That's why he too I fill solves the problem.	1

*\*\* Indicates a physical comment card*

the imbalance between rapid population growth and the limited availability of community services and infrastructure. More people are moving into the area. However, essential services such as schools, healthcare, public transportation, and recreational facilities have not kept pace with this growth. This creates added pressure on already stretched resources, making it difficult to maintain a high quality of life for both new and existing residents, and really are we sure these will be affordable?	1
The incredibly high price for a home, whether it be a house, condo or townhouse.	1
The lack of "missing middle" housing is a significant challenge for the North Vancouver community, including family-friendly two/ three bedroom options and ground-oriented housing -- not just towers. The Moodyville area has undergone a dramatic change in density since the 2014 Official Community Plan and has been highly successful in building in density -- including rental-- while preserving a family-friendly residential character. I support rental at this site in keeping with the city's OCP.	1
The lack of a sense of community. Housing that doesnt support families to live work and play within the north shore. New homes does not mean shoebox apartments and destruction of the neighborhood feel	1
The loss of the concept of neighbours. We cannot sustain even more people moving in to North Vancouver. There is no way other than making us a city of towers where no one sees their neighbours. We can't think of providing housing for all without losing ourselves. So I can't answer the question below because I don't want even more people in our community.	1
There are a lot of 6 story, wood frame buildings going up in North Vancouver. Lane way housing, new duplexes and triplexes are helping to build more affordable housing.	1
There is a lack of large family-sized units suitable for small families who wish to live without having to move into a house or townhouse, which are typically darker.	1
There isn't enough stepping stone for the middle, it's condos or houses.	1
There no townhomes.	1
There will always be challenges in a location as desirable as North Van. The city cannot be all things to all people. Stick to the OCP and move forward	1
This is no longer true. The landscape of the rental market has completely changed and vacancy rates are higher than they have been in 30 years so rental housing is not needed	1
This proposal offers rental units at an unaffordable rate, even tho technically under market cost. As a retiree, I could not afford even a one bedroom. Also, does Translink commit to keeping the units as rentals, or will they be sold if rents don't bring enough revenue in the future?	1
Too expensive	1
Too many small condos.	1
Too many apartments and not enough affordable houses. How do you raise a family in tiny apartments with no parking and no transit. We need affordable homes, not tiny apartments.	1
Too many condos are being built. More duplexes and townhouses for younger families.	1
Too many condos, more middle options.	1
Too many towers are being built, not enough middle housing.	1
Transportation and traffic infrastructure	1

*\*\* Indicates a physical comment card*

Trying to shoe-horn multiple towers with a number of stories that are well over Moodyville's current OCP is a ridiculous proposition. There's plenty of single family dwellings and various plots of land around the North Shore that would be better suited to help relieve the housing issues, now and in the future. I would like to own a detached home one day, putting in towers and saturating Moodyville with more people renting will make that dream impossible to achieve.	1
We can't put housing for all first, we need to put infrastructure for current and future residents first. We can't over build Moodyville and bring all these residents into the community and not have daycares, doctors, schools or roads for them to use. This isn't how you plan for the future.	1
We don't have enough townhomes.	1
We don't need new just because some bureaucratic report says we do!! The existing stock serves the low income rental market fine. Example older 1 bedroom renting for \$1,500 per month is much more palatable to those on fixed income etc. than \$2,700 per month. Get it...we don't need new just to replace something older because it's new!	1
We have enough condos, lots are sitting empty. Families need more space like row homes below market value.	1
We need corresponding targets to be placed on infrastructure in order for us to meet our housing targets sustainably. If the province told you to jump from a bridge would you do it? These housing targets without infrastructure upgrade targets is the same thing.	1
We need more middle housing.	1
We need more options for families wanting to jump from condos who can't afford houses.	1
We need more townhomes to be built.	1
We need more townhomes, single family dwellings and duplexes. We need to have infrastructure in place first before welcome more people to community, We can't accommodate families into our community if we have nothing to offer them in support.	1
We need more townhomes, single family dwellings and duplexes. We need to grow at a slower pace, infrastructure first.	1
We need more townhomes, we need bigger square footage condos. We need duplexes.	1
We need more townhouses.	1
We only see condos being built.	1
We're building too many towers and condos are sitting empty.	1
While North Vancouver could benefit from additional housing, this tower project does not address affordability, suitability, or integration into the existing neighbourhood. Moodyville has already absorbed significant density in recent years, and such tall buildings would disrupt the community's character and livability.	1
With apartments the 2-3 bedrooms in low supply, having affordable family sized is important to community. towers are intrinsically does not form community, it separates. Having park space, playgrounds brings out children and their parents to build community.	1

#### 4. How well does this project meet the goals of providing housing for all?

- (3.5%) 11 selected "Significantly"
- (2.3%) 7 selected "Somewhat"

\*\* Indicates a physical comment card

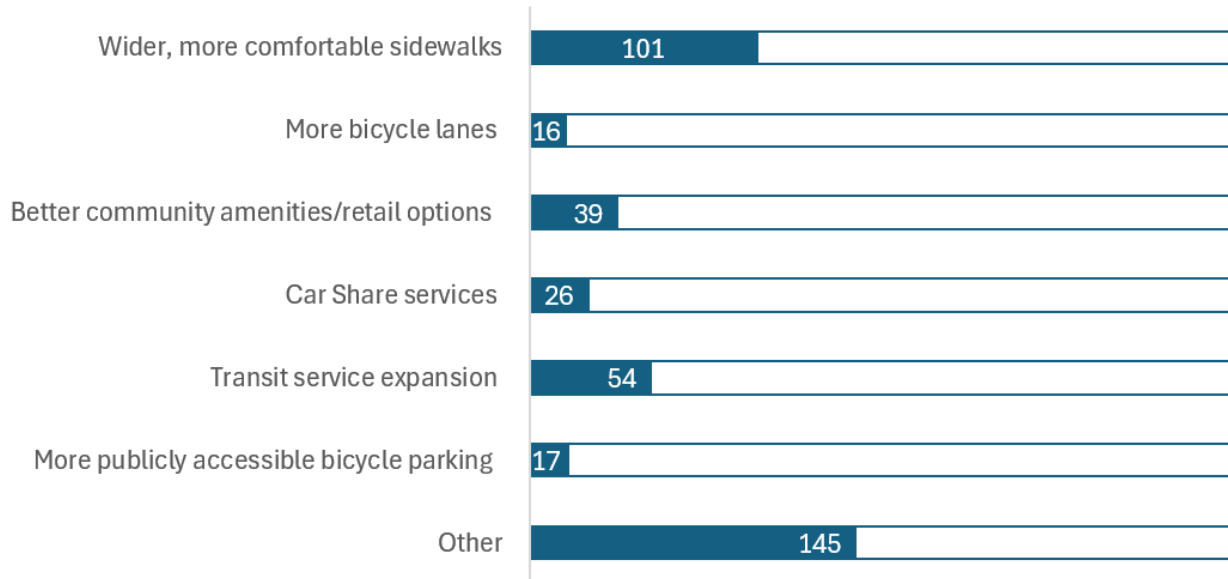
- (7.1%) 22 selected “Moderately”
- (3.2%) 10 selected “I’m not sure”
- (81.4%) 253 selected “Not at all”

8 responses did not select one of the five options.

**TOPIC THREE: TRANSPORTATION & SUSTAINABILITY**

5. We have heard increased traffic is a concern. What measures might help to ease traffic in the area? Please select all that apply.

- a. Wider, more comfortable sidewalks
- b. More bicycle lanes
- c. Better community amenities/retail options
- d. Car Share services
- e. Transit service expansion
- f. More publicly accessible bicycle parking
- g. Other



All “Other” Responses Transcribed Exactly as Written:

"Other" responses	Count
More lanes for cars	5
better roads	3
More parking	3
Another bridge	2
More lanes for cars, more parking options	2

\*\* Indicates a physical comment card

Parking	2
Upgrades to roads	2
A bridge in and out of the city	1
A new bridge	1
A new third crossing of Burrard Inlet & massive upgrade of Upper Levels Highway	1
A Skytrain, wider roads, another bridge	1
A third crossing for vehicles and a plan for getting construction workers to and from work sites with shuttle service.	1
a true rapid transit option like a sky train!! NOT more "rapid" buses - also, for new developments to have ADEQUATE off-street parking for their residents and retail spaces.	1
adequate parking	1
Another crossing	1
apartment	1
apr	1
Be serious about real car alternatives. You are a transit company you are the experts. More live work opportunities.	1
Better feeder routes	1
Better feeder routes for cars, more parking	1
Better road infrastructure and parking	1
Better roads, and more parking	1
Better roads, more lanes, a new bridge	1
better roads, wider	1
Better traffic management, even when not trying to leave the North shore you get stuck in bridge traffic, increase bridge lanes, add another sea bus to cross to east van	1
Bridges with more lanes so that people can come go from the North Shore	1
Bring in the skytrain!	1
Build a sky train	1
Building with forward planning for eventual light rail or Skytrain stations.	1
Buildings set back from street	1
curren transit does not meet the need, you only have to look at the traffic in North Van. Parking is also a concern.	1
Do not increase density in a space that cannot support it.	1
Do not take road surface away! Not for sidewalk or bike lanes. The traffic is a pinch point and putting in transit or bike lanes will not get people out of their cars.	1
expansion of the feeder routes	1
fewer cars	1
Fewer units. Lower density. No higher than 6 stories. Road expansion for smoother traffic flow east to highway and west to Lonsdale	1
Fine tune the traffic lights on Keith Road and Third Street. I often think there is a traffic jam and we are all sitting at a light for no good reason.	1
Focus on the roads of cars owned	1
Have you ever seen a kid with hockey bag and stick on the bus?	1

\*\* Indicates a physical comment card

I am concerned about the increased traffic from these proposed towers - 280 parking spaces for residents and 37 for commercial will add too many cars to our congested streets.	1
Infrastructure	1
Infrastructure upgrades	1
It is not possible considering the geography and proposed increased population and demand for the remaining available street space. We do not want to become another Hing Kong!	1
Keep developments small scale and not towers.	1
keeping the zoning as it presently is	1
Less density (lower the height of the towers)	1
Less restrictive parking	1
Less units in this development.	1
Less units means less people	1
Lower density	1
Lower density development	1
lower height of towers	1
Maintain density as prescribed in OCP - No towers that bring more people to an area already suffering from strain on infrastructure.	1
major upgrades to the surrounding roads	1
Major upgrades to third ave with more lane for cars	1
Making the sustainable choice the easy choice (not driving), make driving more inconvenient, discourage car ownership by offering less parking + charging for parking + reducing parking	1
More Bus service, skytrain access, more seabus routes , electric buses that travel without drivers and there is no delay in service	1
More car lanes	1
More controlled development in the area.	1
More lanes	1
More lanes for cars and more parking	1
More lanes for cars on the road	1
more lanes for cars, more parking	1
More lanes for traffic.	1
More lanes on feeder routes, another bridge	1
More lanes on the road for cars	1
more lanes on the roads	1
More lanes, and another bridge	1
More options for cars	1
More options for cars, families needs cars	1
More parking for cars	1
More parking for visitors and locals in the area	1
more parking, i can't neve find a spot anywhere	1
More parking, more lanes on 3rd for cars.	1
More street lights	1

*\*\* Indicates a physical comment card*

new bridge	1
New bridge crossing, more lanes on third, traffic calming on 4th,5th, 6th and 7th	1
New bridges on both side	1
New bridges, new highways, rapid transit like sky train. As Squamish and Whistler expands the traffic thru North Van will continue to grow.	1
No towers	1
None of the above will help ease traffic	1
None of these options address traffic. Bike lanes make traffic worse	1
Not bringing in more cars and people before significant transit improvements (not just slapping a new name on an existing bus route)	1
NOT BUILDING A DEVELOPMENT THAT BRINGS HUNDRES OF CARS TO THE AREA	1
NOTE: Biking is not an option 12 months of the year	1
nothing	1
One underground parking spot per person for each new adult resident in Moodyville	1
Parking is a nightmare near there	1
Parking, bridge	1
Parking, Security, Bike Path	1
Parking, side streets are already full	1
People drive cars, more parking, way mroe parking is needed	1
perhaps smaller parking spaces to encourage smaller cars.	1
provide incentives within project to use transit	1
public transport that does not share roads with cars	1
Quite squeezing our narrow street	1
Rapid train, wider and more major arteries roads, another bridge, better planning and management of public services	1
Recreational spaces so parents don't need to drive kids to other neighborhoods to play sports.	1
reduce parking supply,	1
Reduce parking, walkable retail ( not destination retail)	1
relieve traffic congestion	1
Respect the current OCP	1
road diets / limit parking **	1
Second crossing	1
Simply build only 4 stories or something for the community that already lives here	1
Staggered work hours.	1
stop overdensification!!! Don't add MORE cars.	1
Storage for bicycles in units. Bike locker rooms are not secure, and are routine break-in targets.	1
street light on roads to north	1
streetlights on 4th, 5th, 6th and 7th street	1
The ideal would be less cars, however if you are to attract families parking spots are a necessity	1
The only thing would be a massive overhaul to the roads, expanding the bridges and adding a third bridge. Everything else is just wishful thinking.	1

\*\* Indicates a physical comment card

There is a reality that a lot of people in this area have young families and need to use a car to commute (to school, work, etc). Only providing options for people to use our car less doesn't make sense.	1
To ease traffic, don't build towers on an already overloaded street.	1
Too much pressure on local roads	1
Traffic calming measures	1
Traffic in the area is already a major challenge. Adding towers without corresponding infrastructure improvements will only worsen congestion. Residents should not be expected to compensate for transit funding shortfalls, and Translink should focus on improving transportation not developing	1
Transit needs to be more reliable throughout North and West Vancouver	1
Upgrades on third street	1
upgrades of the feeder routes, better parking options	1
Upgrades to our roads, more lanes for traffic	1
Upgrades to the roads	1
Upgrades to the roads and feeder routes	1
We don't need mass densification.	1
We need better roads built and street lights on the streets north of the site	1
Widen the current roads to accommodate the current traffic issue. No amount of bus and bike lanes will help. People drive when it rains and people don't walk up the mountain, which is 98% of North Vancouver	1
Widen the roads for more lanes	1
wider roads for cars, nothing narrower than is currently on 3rd Avenue. Where Translink is promoting public transit as a means of transportation, families do have to use their cars and currently 3rd Avenue is narrow and can not afford to be made any narrower.	1
Wider roads ith more lanes,and more parking	1
Wider roads so two cars and parking can fit on the side streets	1
wider roads, more lanes	1
wider roads, more parking	1
wider roads, The BRT only help if oyu life is on that one street	1

**6. How well does the project help to support municipal, provincial and community goals around environmental sustainability, transportation and transit use?**

- (3.5%) 11 selected "Significantly"
- (2.3%) 7 selected "Somewhat"
- (3.9%) 12 selected "Moderately"
- (3.5%) 11 selected "I'm not sure"
- (82.3%) 256 selected "Not at all"

*12 responses did not select one of the five options.*

**GENERAL FEEDBACK**

*\*\* Indicates a physical comment card*

7. Are there elements of the proposed plan that you like? If so, what are they?

All Responses Transcribed Exactly as Written:

Are there elements of the proposed plan that you like? If so, what are they?	Count
none	6
Nothing.	6
None.	5
Nothing	4
No	3
No suggestions.	2
300+ single family homes demolished and 1200-1500 new single family units created. Moodyville has done its part in increasing density for the City. This development is not needed.	1
Affordable housing for families but not in high rise tower forms Buildings 4 stories or less	1
Amenities for the current community could help increase foot traffic and less car traffic.	1
An interesting and needed building for retail, rentals, bike access, beautiful grounds in some areas.	1
As commented in the first proposal this zone is for townhouses not for buildings.	1
Below market rental housing. Limited parking ratio.	1
Better than existing site	1
BRT stop, mixed use **	1
Build it and they will come. We all want to have our place in the sun (rain) to be able to establish our roots where we grew up.	1
CNV promised retail in the Moodyville redevelopment. Translink and Innova will provide some.	1
Commercial and residential area, although the scale is too big for the community. Other than that, there is no other community service. All it's been offered is nothing extraordinary than any other private developer, except this is being funded with public money (land), and the community will continue paying for the unintended consequences (traffic, infrastructure) which is is not and borderline cruel	1
Do not build a high-rise in our community you will ruin it	1
Fresh food grocery store- but the project doesn't guarantee retail tenants.	1
Given that the plan does not conform to the community's vision, guidelines or zoning it is hard to see what elements could be positive.	1
Good mix of retail, outdoor space, housing. Modest scale, terracing heights to transition to lower density housing. redeveloping a severely underused property to complete the new neighbourhood	1

\*\* Indicates a physical comment card

Housing close to transit is critical. While many existing residents prefer cars, and believe other do too, there are also many who prefer not to use cars, and they should be give access to housing close to transit. Also, the commercial space is very attractive in providing services to locals. That will reduce traffic trips and provide wammenities that are in walking distance.	1
Housing diversity is good. It is frustrating for the long term locals that have complied with building codes that severely restricted growth (e.g. laneway home builds) and now it is an "anything goes" approach. I think the rush to increase density is a mistake and likely driven by political agendas rather than actual demand. If there was designated affordable housing, I would be listening. Instead, it seems that the goal is to flood the market to drive the market down.	1
Housing near transit.	1
I appreciate it will be rentals but think the rents will still be too high and units square footage too small.	1
I appreciate that the developers have modified the height of the two towers since the original proposal, however, they are still too tall for the neighborhood.  I'm very happy to see the retail space and I hope that the space for a grocery store is large enough to actually make it viable.	1
I appreciate the following elements: - diverse building heights that helps break up the two towers - large quantity of rental units - housing mix between apartments and townhouses, mixed number of bedrooms, and rental plus ownership	1
I do not like any of the elements proposed in the plan.	1
I don't like it at all.	1
I don't think it fits the community.	1
I don't think the bike's improvement will help. Bikes are stolen every day from our locker rooms across Lower Lonsdale. Crime is growing, and the city and police do nothing. Obviously, more houses, more people, more crime.	1
I hate it. The mayor and council said they would not approve a development of more than 4 stories. Why are they allowing this dangerous precedent.	1
I like densification but with buildings not being higher that four stories. The growth should be within the current zoning plan.	1
i like it until it goes over 4 stories.	1
I like that it will be rental but the scope of the plan is rediculous! You cannot squish that many extra people in this already over populated area!	1
I like the community area.	1
I like the community gathering spot, an di like the row houses.	1
I like the gathering area	1
I like the grocery store, covered plaza, significant number of new rental units.	1
I like the idea of a grocery store and more retail but parking will be a problem. Until there is some kind of improvement in transit on the north shore this will be an issue. I have lived here all my life and there has been very little change in transit options	1

*\*\* Indicates a physical comment card*

I like the plaza area, having pedestrian-friendly retail and a small grocery store. I support the development of rental but I do not support the extreme height in this proposal.	1
I like the plaza, with the change to a shorter building next to it. The indoor, publicly accessible bike parking. Proposal for grocery and ample retail. Native planted area. Tree retention and additions. I will be more likely to support this project if it can secure grocery, be built with mass timber, and be very attractive to look at. And if you reverse the parking increase back to 0.6.	1
I like the row houses	1
I like the shops and plazas	1
I support how this project offers retail to the neighbourhood as it is currently lacking commercial amenities. I also like how the architect is trying to breakup the massing of the building so that it isn't one monotonous wall.	1
I think 12 and 14 storeys is too high and does not fit with neighborhood. Would like to see 6 to 8 max.	1
I understand the need of building more units to accommodate demands but we are doing nothing regarding traffics , i know that roads/ bridges are Provincial jurisdiction but i see disconnect between the city and Province! Building these 2 high rises on E 3rd will increase traffic , it wont be a vibrate neighborhood center at all , it will be a nightmare , already now it take 20 to 30 min to get from point A to point B in North Vancouver during rush hour , for a 10 min driving distance!	1
I understand TransLink needs other sources of revenue to fund transport issues. I think a 12 & 14 foot building is too high for this area. There is not enough infrastructure in North Van to support this growth; roads, hospitals, schools.	1
I'm sorry, but none. We moved here from Vancouver because the neighbourhood offered gentle density and a promise of coming community amenities. We felt like we could breathe with enough room for us and our neighbours (living in current 4 story walk ups).	1
If so, repurposing the area.	1
If Translink was able to guarantee amenities rather than just sell them in, hope that they will get a tenant is important because right now they cannot guarantee any retail or social amenities	1
I don't live directly in the vicinity of the proposal, so I'm not just a NIMBY. My concerns are around the increased traffic density, lack of additional school, no real community amenities other than a potential grocery store. Scale the proposal back to the acceptable limits in the NV OCP.	1
I'm not against housing, I would prefer to have the plan follow the OCP for Moodyville.	1
Inclusion of a Grocery Store, Pharmacy, Daycare	1
Integration of childcare, Transit-oriented approach, Efficient use of transit-owned land, Reduced reliance on parking community	1
It does finally do something with the bus depot that has been an eyesore and falling in ruin	1
It doesn't fit the community.	1
It is difficult to see anything positive when the height you are proposing is this far out of what highly engaged neighborhood already agreed on through OCP. Please propose an option that complies with hight restrictions and show respect for the character of the neighborhood.	1

*\*\* Indicates a physical comment card*

It is unfortunate that some are tower phobic. Perhaps you should start thinking about dealing with numbers of people in motion rather than the height of the tower.	1
The first two floors are the most important to the public realm.	
The west end thrives with mixed use.	
Like I mentioned already, adding towers in an area zoned for 4-5 stories is a big mistake and causes more strain on an existing failing structure.	1
Match and respect the current height and density of the neighbourhood. Do not amend the OCP.	1
Maximizing green space	1
Mixed use commercial. Public gathering space.	1
More commercial space. With some big caveats though, read below.	1
More transit. Get people out of their cars. Density is good here.	1
New sidewalks and street lighting and small "green" space.	1
No more than four stories as per surrounding structures of the Moodyville area.	1
NO nothing, it only creates additional stress to the community	1
No, there are not really any elements of proposed plan that we like.	1
No, there aren't. What happened to the OCP? I HAD ALWAYS REGARDED THAT AS THE CONSTITUTION FOR OUR Municipality. WHY HAVE AN OCP AT ALL IF IT US NOT FOLLOWED. I feel as if we have a Trump like regime dictating whatever they want.	1
None of it, too much development, this is not Brentwood or Yaletown, it is a comfortable urban neighborhood. Leave us alone & develop adhering to our OCP. Of course anyone is allowed to apply for an amendment to the OCP, just pass on this site and build to the OCP - this is the framework and guidelines that community and the City worked on to guide development. Just because you are big government & you got the land at no cost it is not our community that has to loose because you fail	1
None - possibly business / retail **	1
None--- Regarding your recent public input held in November, you attempted to control the narrative by restricting attendance to 80 individuals, and requiring on line registration. Also in some sessions you had trans link employees driving the conversation at some tables, swaying peoples views. At the initial sessions a number of months ago there were over 300 respondent of which over 90% we opposed. By amending proposal slightly and type of questions you are attempting to sway public opinion.	1
None, I'd like TransLink to respect the OCP of four stories.	1
None, this doesn't fit Moodyville at all.	1
None, this is tone deaf with what fits our community. It blatantly obvious this is driven by greed.	1
None. I don't see anything in this plan that addresses the real issues residents face. It feels like more density for the sake of density, with no meaningful improvements to infrastructure, traffic, or community services.	1
Nope.	1
Not actually. Despite the initially attractive commercial areas, the planning related to building entrances, amount of parking and extreme high density for the geographic area that cannot handle it, the trade offs are not worth it. I'd vote to return the donated property to another public service areas (BC hydro, parks or health, education)	1

\*\* Indicates a physical comment card

Not much, community space is nice.	1
Not really , as the deviation from the OCP for the neighborhood is very significant and the increased densification of the area would only aggravate the already existing shortcomings.	1
nothign at all.	1
Nothing appeals to me.	1
Nothing at all.	1
Nothing is this a very poor proposal that doesn't fit the OCP.	1
Nothing, this doesn't fit the Moodyville.	1
Other than retail and public areas that would replicate the feel of Queensbury, I don't believe this is the development plan for this space. While it may be in a FTDA, the transit needs of the region are not adequately meeting the current growing population i North Van and this community specifically. The recent and current developments and added housing up to 6 storeys have been welcome additions and stayed within the OCP.	1
Providing SOME additional homes for families & attached services (we do not know what they might be) to support influx of these families	1
Public space.	1
Rental housing	1
Rental housing - 3 bedroom availability. Community space **	1
retail space	1
Shops and plazas.	1
Sidewalks.	1
Small scale retail.	1
street trees	1
That it is funding translink which is very much needed	1
The gathering spot is nice but not a necessity.	1
The building plan itself would be lovely in a neighborhood with existing towers and a site in a larger area with neighborhood services that can support it. I bet it would create many homes and this deserves to be built somewhere, but not in Moodyville.	1
The gathering spot, and upgraded site.	1
The gathering spot.	1
The location for the project is good.	1
The low-rise middle section that will be used as a retail space. It fits the neighborhood and makes an effort to grow commerical spaces.	1
The mixed housing is a good idea but the size of the development is too large.	1
The old bus depot lot certainly needs to be developed.	1
The only element I like is the proposed retail space. But being as TransLink cannot guarantee what retail stores would be there, it is a lottery that we might get something that supports the neighbourhood.	1
And I find it disheartening that your feedback form limits the characters I can enter! I cannot complete my answers.	
The outdoor plaza is a nice feature.	1

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The proposed amenities and services will help revitalize the site and surrounding area, which is currently underutilized and used primarily for storage.	1
The proposed plan does not address transit issues. It is a misuse of land for profit.	1
The site needs to be developed and mixed use is a good idea.	1
This is a good mixed-use midrise development. There should be more similar projects throughout Metro Vancouver	1
This project needs to follow the OCP guidelines.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. It is ridiculous to increase density this much in what was recently a single family residential area. We have already undergone extensive development in the entire Mandy Wil area selling a number of blocks of single-family houses entering them into 4 to 5 story condos. We definitely do not need 12 or 14 story buildings. This is wrong!	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Everybody has to respect the OCP limit, so does Translink. There's no reason for not respecting it. FOLLOW THE OCP!!!	1
Unless you stick to the OCP there is nothing attractive about this. TransLink will move their profits to the metro vancouver area not the North Shore. Please comply	1
We need more rental units. But they need to be done correctly.	1
While the development is next to the FTN, there will be just one east-west bus route serving the development. Unlike Lonsdale, which has numerous bus routes serving multiple origins and destinations as well as the SeaBus. Therefore, we cannot expect the same low mode share to auto use evident in the Lonsdale corridor at this location. Also, Moodyville has such limited daily shopping/services that most residents will have to drive to these locations. The auto ownership will be higher as well.	1
While the intent to increase housing near transit and promote walkable communities is what is being proposed, there are no elements of the plan that meaningfully support Moodyville's existing character or address the neighbourhood's current needs.	1
Yes, the retail zone for some businesses in the area, the public plaza and the townhome units, those go well with the current neighbourhood	1
You have not listened to the neighbourhood. In fact, the reduction in building heights you have come back with is insulting to those of us who took the time to attend your initial session. This application boils down to Translink looking to maximize profit at the expense of the Moodyville community. You are proposing to change zoning so you can sell the land for maximum money and you don't care about the lasting negative effects of the eyesore you are proposing.	1
You're defying the OCP clear and simple. Our townhouses in Moodyville are enough with plenty if rentals.	1

**8. Are there elements of the proposed plan that you believe could be improved? If so, how?**

**All Responses Transcribed Exactly as Written:**

Are there elements of the proposed plan that you believe could be improved? If so, how?	Count
TransLink should respect the OCP limit of Moodyville by building to only 4 stories.	80

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TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Please add your personal perspective.	8
The proposal needs to follow the Moodyville OCP. Especially for height.	6
Please respect the Official Community Plan of 4 stories, that's how we create a complete community.	5
Build to the OCP.	2
No towers in moodyville.	2
- Can we get creative folks together and mural the old building & add something bright across the fencing to liven it up until this is completed? - I felt very inspired reading the 'What We Heard' report from the Lonsdale Great Streets engagement, and what people said they loved, what they needed. I feel this should be done for Moodyville - Artificial turf is really unhealthy - Make it possible to cycle from St Davids behind the building to access bike entry via the back - Mass timber's faster!!	1
- Place lease restrictions on the retail spaces so that they can only be occupied by businesses that will grow and help develop the community. - Punch the parking lane out so that it connects Ridgeway and St.Davids, to avoid what will be a congestion nightmare, behind the building. - Turn the outdoor pavilion into an indoor community space. Nobody needs more outdoor space in this neighborhood, but we do need indoor space.	1
1) The height of the buildings - Stick to the OCP requirements for Moodyville. NO TOWERS 2) More parking spaces - the area is already saturated with street parking, and adding less than 1 space per unit will only add to this problem. 3) LISTEN to the residents who live here. If you did, you might understand how disruptive this development would be.	1
1. More parking for people living in the building 2. More parking for retail 3. The building should not be higher than 4 stories, 4. The builder should adhere to the current OCP 5. If there retail space in the building that space needs to adhere to the current OCP 6. Revenues from the proposed building should be spent on transit infrastructure in North Vancouver only 7. Retail occupants should be planned to support families in the area such as a daycare, library, coffee shop, convenience store	1
12 stories is way too many for this neighborhood. Around 4 stories would be more suitable. Lower lonsdale could use higher apartment buildings, but that would increase density too much in moodyville.	1
4 story co op housing sliding scale rentals based on occupants income	1
And have a \$600 Million shortfall. Increase your fares/kids shouldn't be able to ride for free, I didn't & you didn't, so why? To go from North Van to Surrey on transit for \$5.65 is insane! We don't need new busses every week. Keep the older obese serviceable, get rid of the top heavy bureaucracy. Fix your leaking ship! There is absolutely no benefit to me and my neighbors of this development, and we shouldn't have to bail you out. Build to the OCP (4 stories) or dedicate the land as a park!!!	1

*\*\* Indicates a physical comment card*

As I said, rethink your plan in keeping with the OCP for this property. When the OCP was negotiated and after much public input this property was slated for low rise housing and potential commercial on the bottom floor. There was discussion about this specific property as I was very much involved. The intent was never to go beyond 5 story's.	1
Bringing down the height to match the current neighbourhood.	1
Build to the OCP height, this doesn't fit the character of the community, it's an invasion of privacy. It's also going to be very shady for the residents on fourth street.	1
Build to the OCP, respect the community plan.	1
Build to the official community plan.	1
Build within the established current OCP of 4 stories Respect our voice	1
Can the height be lowered? The other properties in the area is 4-6 stories. I think the towers should be deleted and it be a 4 story tower.	1
Change the plan to a max 6 to 8 floors , please	1
Do not build a 26 floor high-rise in our community you will ruin it	1
Do not build the towers and focus on community services	1
Excessive height and massing – Towers of 12 and 14 storeys are incompatible with an area planned for 4-storey buildings and would significantly alter the character of the neighbourhood.	1
Please stick with the height limits of the Official Community Plan.	
Focus on smaller-scale development that aligns with the neighbourhood's low- to medium-density character. Incorporate more green space rather than solid walls of buildings, and stay within the Official Community Plan (OCP) to guide balanced, livable growth. Infrastructure improvements, expanded transit, wider sidewalks, and better cycling options should be in place before adding any more density. Additional height is unnecessary and would create long-term challenges for the community.	1
Follow the OCP for Moodyville ie. 4 stories	1
Follow the OCP or close to it. 6 stories would still give adequate rental housing. TransLink already owns the property so if they think/say they won't make any money they are doing it wrong. THESE TOWERS ARE WRONG FOR THE AREA	1
FOLLOW THE OCP!!! FOLLOW THE OCP!!! FOLLOW THE OCP!!! FOLLOW THE OCP!!! FOLLOW THE OCP!!! FOLLOW THE OCP!!! FOLLOW THE OCP!!!	1
Four stories should be the height limit, we are dense enough per km.	1
Get rid of the retail, lower the height to 4.	1
Get rid of the towers, they do not fit in this neighborhood. Moodyville already went through tremendous change from single house neighbourhood to condo/townhouse neighbourhood. The traffic jams are daily nightmare to anyone who has to use cars in their busy daily lives. One rapid bus service is not going to change this and packing more people into the neighbourhood is not going to increase the transportation use because it is simply not good enough.	1

\*\* Indicates a physical comment card

Height of the buildings. Our household and ever other person I have spoken with find it offensive. Development will happen but there is an OCP to guide us. I am in favor of something similar to Innova next door but wholeheartedly against these precedent setting towers.	1
Height, retail, how small the condos are.	1
Height retain 5-6 storeys **	1
Higher % of below market housing. 10% is not enough.	1
I agree with density, but I don't agree with the height being over 5 stories, I also don't like the retail.	1
I do like and approve of the project. However, transportation around & in front of the development (3rd Avenue) is a concern for me. Currently 3rd is narrow and to make it any narrower would not be attractive to prospective renters. I appreciate that Translink is encouraging people to use public transit and the service is going to be improved but families do have to use their cars.	1
I do t want another retail hub, it'll make traffic so much worse, I don't agree with t like the towers at all, they way to tall. They need to be closer to the other developments. Four levels max.	1
I don't approve the current plan for all the comments / reasons made at Nov 25 consultation!! **	1
I don't like the height being over 4 stories, I want them to build to the OCP.	1
I don't like the height of the towers tall, they are too tall. I'd like to see townhomes like the other properties.	1
I don't like the height of the towers, they're out of place with the community look.	1
I don't like the height, I don't like the two towers and how tall they are. I don't want that much density. Should be closer to	1
I don't like the heights, I think 4 stories is tall enough. The community doesn't need retail hub.	1
I don't like how this is over 4 stories and breaks the OCP, lots of other developers have built to that height and TransLink should do the same.	1
I hope that Translink will revise this proposal to a mixed-use development in keeping with the city's ocp. The proposed development is wildly out of scale with the Moodyville community and, if approved, it will dramatically change the streetscape and quality of life for neighbouring residents -- including new residents in the Moodyville 4-story buildings. I would also like to see increased parking for residential/commercial uses and a break between the buildings so it's not a continuous block.	1
I like the density but not he height, the towers are too much for this area, towers should be at Lonsdale only. Four levels max at that location.	1
I think lowering the towers to four stories and getting rid of the retail would be beneficial, a play space for kids is better than gambling on retail.	1
I think the height should be reduced, the tower are out of place for moodyville.	1
I think there is nothing you can improve. Just shut down this idea and think about better infrastructure for North Vancouver, and stop making the lives of communities worse.	1
I would like to TransLink to respect the OCP of four stories.	1
I would look to see if the applicant could work with a transportation consultant to reduce the number of parking stalls for the project. Parking demand has continued to decrease, especially for purpose-built rental buildings, so this could be an option for the project. The Moodyville neighbourhood is concerned about traffic from this project, so reducing parking and providing other measures could help with support.	1

\*\* Indicates a physical comment card

I'd like to see the towers reduced to 6 stories, breaks between buildings added, and a couple more 2-3 room options. Nix the townhomes if that increases individual profit by adding more units.	1
There is no additional committed transit as part of this project. Adding car-share spots would be beneficial.	
There is no commitments on what community services are included. Could TransLink partner with the City to create a small community center ( like Lynn Creek ) + coffee shop (like Delbrook).	
If the plan followed the well thought out OCP, it would be fine. Why does this need to be said? Why have an OCP if it can be ignored or changed to satisfy a developer.	1
If TransLink is just giving the developer minimums, why are they asking for the maximum height change for OCP? Seems like a bad deal for the community.	1
It's too tall, the OCP needs to be followed.	1
Keep to current height restrictions imposed on recent developments in the area.	1
Keep to the OCP maximum four-story height. More underground parking for new residence. Should be at least one underground parking spot per adult.	1
Less parking, more density **	1
Less stories, I dislike the planned amendment to the OCP as the height will change the visual coherence of the community and shade residents. Increased parking to not crowd the streets is a concern. I'd also like to see a plan for how you will support the increase demand on local schools, day cares, transit, and hospitals	1
Lower the height of the towers to 4 stories, or build townhomes in its places, match what's existing.	1
Moodyville was formed as a result of the OCP developed in 2014. People moved here because of that. Any development should be in keeping with the current OCP.	1
More below-market housing, inclusion of supportive/ social housing	1
More parking is needed for the proposed site. If there are not enough they will push the boundaries into the existing areas where there are already parking issues. The lane way homes add density and with the new provincial push for density of having duplex, 4plex or even greater adds to the congestion.	1
More parking, no retail. I don't agree with the towers they need to be removed. The OCP is 4 stories and needs to be height of the development.	1
More than 6 stories high will be a problem. And number of units needs to be realistic with current critical infrastructure allowances. The city will need to spend more to create better traffic flow. What about plumbing/ water lines? How up to date are they? Can they handle the increase density. Tax increases would likely follow suit.	1
No to towers, build to the OCP.	1
No to towers, yes to density. The OCP should be respected.	1
No to towers. Keep the development within the OCP guidelines of nothing above 4 stories. As for the commercial space, nobody wants useless retailers of non-essential shops. Trans-link should commit to making sure that at least some of the commercial space will get directed to useful services for the neighbourhood.	1
No towers please. 4 story building would complement the existing neighbourhood.	1
No towers! Build townhomes	1

\*\* Indicates a physical comment card

No towers! The height is too much.	1
No towers.	1
No towers. Respect the OCP. Ground oriented 2+ bedroom for growing families is needed.	1
No. They would need to limit for four stories as the the OCP.	1
Not a big fan of the retail, and I do t like the towers. Would be nicer if it was a smaller building like the others in the area.	1
Overall, the proposed plan is well considered and responds to many of the needs of the community. That said, there are opportunities to further strengthen the proposal. These could include enhancing the mix and accessibility of neighbourhood-serving retail and services, increasing the provision of larger, family-oriented units, and ensuring high-quality public realm and amenity spaces that are welcoming, safe, and usable throughout the day. Continued attention to pedestrian connectivity, sunligh	1
perhaps adding a bike share (evo) or car share facility would improve access. the building heights should be maintained at 16 storeys to create a clear focal point for the community. perhaps a provision for a retail space that could be used for after-school care (not daycare)	1
Plan for a smaller grocery or corner store aspect rather than a large grocery store, as it may be unrealistic to expect a large grocery chain to operate in that location	1
Plan to limit traffic congestion.	1
Please respect the OCP of four stories.	1
Provide below market retail rental instead of below market housing. Seriously. The retail logarithm will likely suggest a mid size grocer and other everyday services don't make sense. Providing (even subsidizing) neighbourhood retail reduces car use and promotes community engagement as we get out in the streets. Maybe meet a neighbour!!	1
The success of a community is measured by the foot.	
It is unfortunate that your project will kill the Queensbury tiny commercial area (a former transit hub).	
Public realm and street-level experience, Building massing and transitions (improved design and step backs)	1
Realistic expectations about the viability of the commercial spaces is critical for the project to be successful and avoid public cynicism. The promise of the grocery store may not be realistic unless the rent is feasible. (Consider the model/economics of Foxy Market on 1st street. They have provided affordable groceries to the neighbourhood at good prices for 10 + years) Note - when Whole Foods "recently" opened near Lonsdale, the organic food store on Queensbury shut down almost immediately.	1
Reduce height to four storeys of just residential. Or if incorporating commercial can go to six stories. Reduce height. Improve public area and green space.	1
Reduce the height and add more parking. There won't be enough for the development and the retail, it'll be a nightmare around there to park.	1
Reduce the height of the building to the OCP of four stories. Build a four story daycare with that infrastructure tax payer dollars.	1
Reduce the height of the towers in line with the OCP.	1
Reduce the height of the towers tall to 4 stories. Our schools are already at capacity and daycare spaces are non wxistent	1
Remove the retail, no towers, build to five stories.	1

*\*\* Indicates a physical comment card*

Remove the retail, will only add more cars to the area which we don't need.	1
Respect the OCP, the area is zoned for four levels and that fits the surrounding area.	1
Respect the OCP. Follow TransLinks corporate goals of delivering projects that meet the social objectives across the lower mainland. The OCP is the social objective for our community. Stop wasting tax payer dollars to overdevelop a community, which results in infrastructure problems for the community, that then need more tax payer dollars to fix. TransLink tax dollars are supposed to alleviate stress on infrastructure, not add more pressure or put it over.	1
Roses don't fit Moodyville character, the OCP of four stories is what fits.	1
Scale it down drastically to conform with the OCP and existing community. This proposal is causing great unrest in the community due to resentment against Translink for concentrating impacts of development on the municipality most poorly served by Transit in Metro Vancouver. Translink is spending massively on Skytrain and bridges in other municipalities (Langley, Surrey etc.) Translink has no concrete plans that will ease the huge transportation problems, this proposal will make them worse.	1
See above	1
Smaller towers, keep the character of the moodyville area and don't overpopulate, we don't have infrastructure for this kind of project, schools are already at max capacity and driving around here is becoming harder and harder	1
Stay within height and density as prescribed by OCP. Do not add to current strain on schools, daycare, and neighbourhood congestion. Do not assume that buses will solve the traffic congestion. We are well served by transit - but people with families, strollers, sporting equipment, wheelchairs, walkers, etc still need to use their cars to get from A to B safely.	1
Stay within the current 4 storey OCP height limit- no towers	1
Stay within the OCP	1
Stay within the proposed community plan for Moodyville. I like the townhomes and feel it is just starting to develop as a community. High rise towers will not help in any way	1
Stick to the approved plan of only 4 stories.	1
Stick to the existing OCP	1
Stick to the OCP	1
Stick to the OCP height guidelines. Maybe allow 6 stories, if the ground level has retail, with 4 levels of condos above.	1
Stick to the OCP. Towers will ruin the feeling of "community" here. Anything over four stories is not acceptable. It will only a bunch of people crammed in small spaces. Do not remove existing parking and no more bike lanes on East 3rd street, it's dangerous.	1
Still concern about lack of residential parking crowding our streets- increase residential parking Lack of community support and will strain hospitals, daycares, already crowded transit & increase traffic Major concern with the change in OCP allowing higher building heights in our neighbourhood and the height of the building creating shade on existing residences. We bought in the area knowing the existing ocp was in place. Decrease the tower heights to fit the OCP and existing community	1
Teh proposal needs to follow the Moodyville OCP.	1
The best improvement of the proposed plan will be to adjust it in line with the existing OCP for the area and be fair to the existing inhabitants of moodyville who decided to live here based on the existing configuration of the area as being presented through the existing OCP as a quiet community neighborhood or a village as it's called.	1

*\*\* Indicates a physical comment card*

The building cannot be higher than 4 stories as per the neighbourhood plan	1
The clock is ticking. By the time this project is ready to move in state it will be 3-4 years, not sure if our family can wait that long.	1
The community can't support the density of the towers, or the 6 story podium, we have an OCP for a reason. CNV shouldn't be breaking it for TransLink because they have money.	1
The current height as it stands right now does not fit in with the character and community that Moodyville has been built on. Please lower the height and decrease the rent so families can afford to stay on the North Shore	1
The density is too much for Moodyville, it changes the character, the towers are out of place and need to be removed. I'm also don't think we need retail at this location as it will make traffic worse by bringing more cars to the area.	1
The density of the tower is too much for Moundville's infrastructure, that would be a big mistake. It will also change the feel of the neighborhood. I would like to see it all be townhomes with single units on the bottom level. Like the other developments in the area.	1
The height is unacceptable and community amenities are simply what city requires of you so you are not truly contributing to the community. Perhaps the exception should be no commercial and march the building style to the character of the neighborhood.	1
The height needs to be changed, it'll look out of place with the rest of Moodyville, it'll be invasion of privacy for resident on the hill, it'll also cast shade done to people below.	1
The height of the building is against the community ordinance. Keep the building in line with the ordinance or at maximum, 6 stories per tower	1
The height of the towers is too tall, it needs to be 4 stories like the OCP.	1
The height of the towers should be reduced to match the OCP. I would like to see more townhomes.	1
The height of these buildings is astronomically out of scope with the existing OCP. Unacceptable. The number of parking spots is ridiculous, 0.77 per unit for what is promoted as family accommodation? All families will have vehicles and they will all end up overflowing to the already stretched parking areas on the surrounding streets. There seems to be no guarantee that any Translink profit from this project will be invested in this community to alleviate additional stressors to the area.	1
The hight of the buildings should be in line with the surrounding developments, so NO towers!	1
The OCP height is what TransLink should be building to, period.	1
The OCP of four stories should be respected. Why is a train company building such a monstrosity? This is like the waste water treatment facility all over again.	1
The OCP of Moodyville should be respected.	1
The OCP should be followed, that's the community plan and it needs to be respected.	1
The OCP should be respected. 12 and 14 storeys are a complete 180 from this plan, and are better suited along the Lonsdale corridor per that OCP. Adding that many units in this community (which has already grown significantly) will put strain on resources that have not kept up with development, not to mention transit and traffic concerns that are already top of mind for Moodyville residents.	1
The proposal needs to follow the Moodyville OCP.	1
The proposal needs to follow the Moodyville OCP. Especially for height. This is a waste of tax payer dollars.	1

*\*\* Indicates a physical comment card*

The proposal needs to follow the Moodyville OCP. Especially for height. This doesn't fit our community.	1
The proposal needs to follow the Moodyville OCP. Especially for height. We need to build up our infrastructure first before we welcome more families over the OCP limit.	1
The retail is not needed, lots of retail goes out of business or is useless for the local residents. I also don't like the height of the towers.	1
The site would be good for mid-rise housing that we already see along the 3rd street corridor. Perhaps some rental units would be good. It is not a big enough site, and is on a busy street, so not much point in trying to add a public plaza. The limited retail space will not bring in any significant commercial business, such as a big grocery store, so neighborhood people in the area will still rely on cars for most needs. Therefore, increasing parking would be a benefit.	1
The towers are too tall, doesn't fit Moodyville. Please build townhomes at 4 story's	1
The towers are ugly, they're out of don't fit the community plan for Moddyville. The OCP of four levels needs to be adhered to.	1
The towers should be removed from the plan. TransLink, being a public entity, should respect the context of the existing neighbourhood and limit heights to those planned in the OCP. There is also an issue of fairness here; all the other recent developments respected the OCP. I understand TransLink is trying to maximize its return on these lands, but it is egregious for a public entity to ignore and respect the City's OCP.	1
The Translink proposal needs to comply with the OCP which reflects the needs and wants of the community. I am opposed to the present proposal and to any proposal that is over 4 stories.	1
The two towers are bad for the community, it will flood the schools and daycares. The OCP of four levels should be the height.	1
The units the two towers provide are more than the what the community can support. We have an OCP for a reason to stop us from straining our service. THIS doesn't fit the community plan and height needs to align with other project and the OCP.	1
There proposed building should only be 4 stories and should follow the current OCP. The population is already too dense for the area and bringing more people to live in the area will only add to the current traffic congestion.  The plan could be improved to be built to 4 stories only.  The plan should allow for a school, daycare and more parking for families	1
This project needs to follow the OCP guidelines. That's how we grow in at the correct rate and provide the proper services for the residents joining, as well as the current residents.	1
Too tall, the towers need to be reduced, please stick to the OCP.	1
Towers don't fit moodyville, needs to be four story's like the OCP	1
Towers really change the character of this beautiful neighborhood. The height should drastically be reduced.	1
TransLink and the trails team should collaborate to create proper recreational spaces in Moodyville so young families can live and play—like soccer or hockey—within the community. If these amenities existed within walking distance, I'd support breaking the OCP, as it would give kids nearby places to play, and keep them close to home.	1

\*\* Indicates a physical comment card

Retail space is not helpful to us, we only shop a couple days a week, we play outside most days.	
Translink must do a better job of attracting the public onto buses in areas where population density will increase significantly. It is clear what is needed; for example Moodyville buses could be smaller but more frequent. Washrooms are a must at terminals. It is insane that after a \$30 million project at Phibbs Exchange there is still no washroom!. Frankly I think that after the Phibbs Exchange washroom fiasco Translink should not be trusted with managing such a large project as Moodyville.	1
Translink Should be building 4 story rental, it has been done by other developer across the city. The proposal needs to follow the Moodyville OCP. Especially for height. This should be made into a park.	1
TransLink should respect the OCP by limiting building height to 4 stories. This has proven to be successful in the new townhome and condos buildings between Queensbury and Ridgeway Ave on Third Ave.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories! The reason we chose to move to Moodyville 2 years ago from the district of North Vancouver was because we were attracted to the fact that there were NO high rise buildings which fosters a much better and closer knit community. Moodyville has already done a great job at absorbing a large percentage of North Vancouver's increase in density and can continue to do so by sticking to the current OCP limit of 4 stories.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Can TransLink find a another way to develop this piece of land? Can they build an office share building that rents, and is is low rise? Or maybe a large daycare to relieve that strain on the neighborhood? Can a community centre be built in partnership with the city?	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Keep towers on Lonsdale, we also don't need retail here.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. This will change the character of Moodyville forever, it has an identity for young family with a quiet neighborhood, two big rental towers will only make it noisy and unsafe for kids in neighborhood. Why can't TRansLink build something that benefits our community more? We get nothing in this deal but more competition for community services that are already overcrowded.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. What's the point of an OCP if they're never enforced? The city needs to stick to their planning.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Where are all these people going to send their kids to daycare, there all full? where are they going to go to school? Ridgeway has 8 portables, and Cloverly will open at full capacity. Why do we have to pay for this with our community services?	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. You can't have a walkable community when there isn't daycare available, and the developer breaks the OCP by 4 and 5 times, over crowds the closest school and other community support. The promises of the proposal contradicts itself against the impacts it puts on the community. Nothing will be walkable for those residents, they have to take what they can get and it will be far from their home.	1

\*\* Indicates a physical comment card

<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories.</p> <p>The CNV Council &amp; community put a lot of work into the 2014 OCP. The carefully crafted character of this new neighborhood, where 256 single family houses were torn down to make way for around 1,890 low-rise condo and townhouse complexes should be respected. Moodyville's population quadrupled via this change! Enough!!</p> <p>Many have bought in Moodyville believing that the OCP could be trusted long term.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Can we build a bridge first? The traffic is so bad on the Northshore. We can't accommodate all these people and the BRT only good for one street.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. I don't want to live in a first world country with third world services, that's what you get when you only push housing forward.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. I moved here because it was quiet, bringing towers here will make it busy and congested.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. I'm struggling to find daycare nearby; the local clinic is full and turns me away if I'm not there in time. Our streets are already overcrowded with cars, towers aren't going to fix any of this. What the new families going to do if I'm struggling already?</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Infrastructure first.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Is this one project going to solve TransLink funding issues? Is this one project going to fix housing/rental crisis? One thing I do know, this one project can ruin Moodyville as a community and makes it harder for families to get support services in the community and push our overcrowded infrastructure to the breaking point.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. It is unfair that developers can seemingly override the OCP whenever they desire. TransLink should also add ample green space to whatever they build.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Its becoming more and more challenging to find doctors, parking, or places that don't have a line up.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Keep the towers on Lonsdale!</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. More trails, not towers!</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. No infrastructure upgrades means we shouldn't be overdeveloping.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. No towers in Moodyville!</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Other developers in the city have built 4 story rental, it's been proven to be done before.</p>	1
<p>TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Please add your personal perspective. This density will have a negative impact on the community, i can't find daycare. I can only imagine if the daycares are this full that this problem with age up to the schools, and we will have overcrowding there in a few years. Moodyville has densified from single</p>	1

*\*\* Indicates a physical comment card*

family dwelling to low rise and townhomes, this is a good jump for this community. Towers don't belong here.	
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Retail isn't what the residents want in Moodyville, we want to keep our nice quiet neighborhood, and its character. No towers in Moodyville!	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. There is nothing left to go around in the community, why would it be a good idea to break the OCP to give us less, and the new residents even less?	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. This is changing the character of the community, ruining public trust . People whi live here moved here because they don't want to live anywhere that feels like downtown Vancouver, full of towers and too dense. The lifestyle is different than those who seek DT living. Stop ruining the character of North Vancouver which is the special thing about NV. Need to double parking ratio	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. This whole building should be rented for below market values since owned by the government.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Traffic is already a nightmare in Moodyville breaking OCPs is only going to make that problem much worse. When are we going to get upgrades for this population growth?	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Translink should build a 4 story building, two stories we-work, two story daycare, so professionals can work in an office with daycare below. The second portion of the property could be four story rental building. All this could be operated by TL and become monthly income.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. TransLink should build a 4 story daycare, with come other community amenity like a indoor soccer field for kid sports with this money instead of using these tax dollars to apply over pressure to our current infrastructure. We don't have the room for these new people. Everyone is desperate for daycares spaces.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. TransLink should find a rental model that benefits the community infrastructure more, a gym, daycare or indoor sports complex since it rains in NV so much. This would benefit the community and TransLink could profit forever in a rental model.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We can't find any childcare, rent is so expensive for new builds.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We don't need another retail hub in Moodyville, we like it being quiet where families can safely walk the streets in peace, and our kids can play outside. Tower don't belong here.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We don't need another retail hub, we like our community being quiet. Lots of kids play int he streets and we want to keep it that way.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We don't need the retail options at this location as it will only make traffic worse.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We moved to Moodyville because it was away from towers, now the city wants to build them here? Moodyville	1

*\*\* Indicates a physical comment card*

isn't zoned for them. Why do I always have to make room for more people, when there isn't any room left?	
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. We need to grow the community at the same pace of our infrastructure growth.	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Where are these people going to find daycare? Where are they going to find a family doctor, where are they going to go to a clinic that isn't full?	1
TransLink should respect the OCP limit of Moodyville by building to only 4 stories. Why do we have to ruin every neighborhood with towers? Why can't we keep the area low rise? What's the point of OCPs if they're never followed? CNV is very strict with residential heights for new builds, why aren't they the same with developers? Retail isn't a benefit; we don't want it. We want a quiet neighborhood, we don't want TransLink to dictate Moodyville's growth. They need to stick to trains and busses.	1
Turn into 4-storey building all across the site.	1
Way too tall and large. The local residents are concerned but being dismissed. Many concerned people live in the new condos and townhouses, but the opposition is being framed as only from single family homes.	1
We don't like the height of the two towers, they're too tall need to be reduced. They don't fit Moodyville. Tower of that height should be left on Lonsdale.	1
We don't like the height. The towers tall, please respect the OCP.	1
We don't like the two towers, they're too tall. They don't fit the look of the other one. Six stories at Innova is too tall.	1
We don't think the towers fit the look of Moodyville, they're too tall. I think it should reflect the height of the townhomes beside it.	1
We encourage everyone to respect the OCP limits and to prioritize the long-term interests of families and the community, rather than focusing solely on short-term development gains.	1
We live close by and want the eight reduce to align with the OCP. We do not want towers.	1
We should get more infrastructure to support this. We need a bridge or rapid transit.	1
Where is the green space? How can you bring that many people into the small neighbourhood of Moodyville and expect to alleviate the traffic problems?	1
Why not co op housing	1
Widen the roads makes more sense than widen walkable pathways as cars/buses causing traffic congestion. During peak time commuters using inside roads to by pass.	1
Yes all of it. The plan needs a complete rethink. Before adding more housing, the city needs to fix traffic congestion, expand schools, improve road networks, and upgrade aging infrastructure. Without tackling these basic issues first, this plan will only make North Vancouver more crowded, more expensive, and less livable.	1
Yes work with the neighborhood and skyline a tall building doesnt fit.	1
Yes, less density, limit 1-bedrooms to 15% of the units, increase 3+ bedrooms, 2 parking spaces per 2+ bedroom units and separate entrances in different streets for commercial and residential. And a serious rapid train proposal. No more removing car lanes (this does not improve traffic in the north shore). Stop using stupid data from other flat geographic locations with already existing infrastructure to justify this project	1
Yes, no towers, stay within 4-6 stories.	1

*\*\* Indicates a physical comment card*

Yes, the proposal should be adjusted to match the rest of the neighborhood of 4-5 story buildings.	1
<p>You need to reduce the height of the towers. The maximum should be 10 stories.</p> <p>By approving high-rise towers which are contrary to the official community plan you will be setting a dangerous precedent for other developments along 3rd Ave. This is not acceptable. If 10 stories are built on this site it should be clear that this is an exception for Translink only to support the improvement of transit facilities on the North Shore.</p>	1

*\*\* Indicates a physical comment card*

# **Appendix G: Scanned Hard Copy Comment Forms**

**TRANSLINK MOODYVILLE FACILITATED COMMUNITY ENGAGEMENT MEETINGS**

502-536 East 3rd Street, North Vancouver

Thank you for taking the time to provide your input on the proposed redevelopment of 502-536 East 3rd Street. Your feedback is valuable in helping us understand community perspectives and address concerns where possible. All responses will be reviewed by TransLink’s planning consultant team and shared verbatim with City of North Vancouver (the City) Planning Staff. Please do not include the names or personal identifying information about other people in your responses.

**PROJECT OVERVIEW**

TransLink submitted a revised Official Community Plan Amendment application in October 2025, to propose:

- One 14-storey building and one 12-storey building with 352 secured rental units on the south parcel.
- Eight (8) freehold row homes on the north parcel.
- Approximately 17,400 square feet of retail space.
- Public plaza space.

**Tell us about you!** Please select all that apply

<input type="checkbox"/> I live in the City of North Vancouver	<input type="checkbox"/> I own my home
<input type="checkbox"/> I live in Moodyville	<input checked="" type="checkbox"/> I rent my home
<input type="checkbox"/> I work in the City of North Vancouver	<input type="checkbox"/> Other <u>live w/ family</u>

**Which in-person engagements have you attended for this project?** Please select all that apply

<input type="checkbox"/> Moodyville Community Association Meeting (April 2024)	<input type="checkbox"/> Other Developer-Led Briefings
<input type="checkbox"/> Developer Information Session (January 2025)	<input checked="" type="checkbox"/> None of the Above
<input type="checkbox"/> Facilitated Community Meetings (November 2025)	

**TOPIC ONE: FOSTERING COMPLETE COMMUNITIES**

The City’s Moodyville Development Permit Guidelines designate the site as a ‘Neighbourhood Centre’, encouraging a mix of residential and commercial uses to be incorporated into future development.

**1. What is needed in Moodyville to help foster a complete community?**

<u>more density</u>
<u>walkable / complete neighbourhood</u>
<u>better buses</u>
<u>carshare / bikeshare</u>

**2. How well does the proposal support the goals of creating a complete community?** Please select one.

Significantly     Somewhat     Moderately     I’m not sure     Not at all

**TOPIC TWO: HOUSING FOR ALL**

The City currently has one of the highest average rental rates in the Province, paired with low vacancy rates. Much of the existing rental stock is aging and the City’s Housing Needs Report indicates that 21,301 new homes are needed to meet demand over the next 20 years.

**3. What do you see as the biggest housing challenges facing North Vancouver today?**

<u>affordability &amp; density.</u>
<u>more housing = lower prices. TL is doing great work</u>
<u>→ to contribute to real estate</u>

4. How well does this project meet the goals of providing housing for all? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**TOPIC THREE: TRANSPORTATION & SUSTAINABILITY**

The site is located within a Frequent Transit Development Area, which promotes higher-density mixed-use development near transit to create complete walkable communities and sustainable growth.

5. We have heard increased traffic is a concern. What measures might help to ease traffic in the area?

Please select all that apply.

- Wider, more comfortable sidewalks  
  Car Share services  
 More bicycle lanes  
  Transit service expansion  
 Better community amenities/retail options  
  More publicly accessible bicycle parking  
 Other road diets / limit parking

6. How well does the project help to support municipal, provincial and community goals around environmental sustainability, transportation and transit use? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**GENERAL FEEDBACK**



7. Are there elements of the proposed plan that you like? If so, what are they?

<u>BRT stop</u>
<u>direct use</u>

8. Are there elements of the proposed plan that you believe could be improved? If so, how?

<u>loss of parking</u>

**CONTACT INFORMATION:**

<b>Name:</b>		<b>Phone</b>	
<b>Address</b>		<b>Email</b>	

I give permission to be contacted by the applicant team with future updates. Please circle one YES / NO

Please return your completed feedback form to the registration desk or send it to [moodyville@translink.ca](mailto:moodyville@translink.ca) by December 21, 2025. More information is also available on our website at [www.translink.ca/moodyville](http://www.translink.ca/moodyville)

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**TRANSLINK MOODYVILLE FACILITATED COMMUNITY ENGAGEMENT MEETINGS**

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- Approximately 17,400 square feet of retail space.
- Public plaza space.

Tell us about you! Please select all that apply

<input checked="" type="checkbox"/> I live in the City of North Vancouver	<input checked="" type="checkbox"/> I own my home
<input type="checkbox"/> I live in Moodyville	<input type="checkbox"/> I rent my home
<input type="checkbox"/> I work in the City of North Vancouver	<input type="checkbox"/> Other _____

Which in-person engagements have you attended for this project? Please select all that apply

<input type="checkbox"/> Moodyville Community Association Meeting (April 2024)	<input type="checkbox"/> Other Developer-Led Briefings
<input checked="" type="checkbox"/> Developer Information Session (January 2025)	<input type="checkbox"/> None of the Above
<input checked="" type="checkbox"/> Facilitated Community Meetings (November 2025)	

**TOPIC ONE: FOSTERING COMPLETE COMMUNITIES**

The City’s Moodyville Development Permit Guidelines designate the site as a ‘Neighbourhood Centre’, encouraging a mix of residential and commercial uses to be incorporated into future development.

1. What is needed in Moodyville to help foster a complete community?

more thoughtful considerations not money driven!!

2. How well does the proposal support the goals of creating a complete community? Please select one.

<input type="checkbox"/> Significantly	<input type="checkbox"/> Somewhat	<input type="checkbox"/> Moderately	<input type="checkbox"/> I’m not sure	<input checked="" type="checkbox"/> Not at all
--	-----------------------------------	-------------------------------------	---------------------------------------	--

**TOPIC TWO: HOUSING FOR ALL**

The City currently has one of the highest average rental rates in the Province, paired with low vacancy rates. Much of the existing rental stock is aging and the City’s Housing Needs Report indicates that 21,301 new homes are needed to meet demand over the next 20 years.

3. What do you see as the biggest housing challenges facing North Vancouver today?

cost

4. How well does this project meet the goals of providing housing for all? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**TOPIC THREE: TRANSPORTATION & SUSTAINABILITY**

The site is located within a Frequent Transit Development Area, which promotes higher-density mixed-use development near transit to create complete walkable communities and sustainable growth.

*City is adding more stress to an already stressed out community!*

5. We have heard increased traffic is a concern. What measures might help to ease traffic in the area?

Please select all that apply.

- Wider, more comfortable sidewalks  
  Car Share services  
 More bicycle lanes  
  Transit service expansion  
 Better community amenities/retail options  
  More publicly accessible bicycle parking  
 Other \_\_\_\_\_

6. How well does the project help to support municipal, provincial and community goals around environmental sustainability, transportation and transit use? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**GENERAL FEEDBACK**

7. Are there elements of the proposed plan that you like? If so, what are they?

*Rental Housing - 3 bedroom availability  
community space*

8. Are there elements of the proposed plan that you believe could be improved? If so, how?

*I don't approve the current plan  
for all the comments/reasons made at Nov 25  
consultation!!*

**CONTACT INFORMATION:**

Name:	[Redacted]	Phone	[Redacted]
Address	[Redacted]	Email	[Redacted]

I give permission to be contacted by the applicant team with future updates. Please circle one YES / NO

Please return your completed feedback form to the registration desk or send it to [moodyville@translink.ca](mailto:moodyville@translink.ca) by December 21, 2025. More information is also available on our website at [www.translink.ca/moodyville](http://www.translink.ca/moodyville)

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- Approximately 17,400 square feet of retail space.
- Public plaza space.

Tell us about you! Please select all that apply

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> I live in the City of North Vancouver | <input checked="" type="checkbox"/> I own my home |
| <input type="checkbox"/> I live in Moodyville                             | <input type="checkbox"/> I rent my home           |
| <input type="checkbox"/> I work in the City of North Vancouver            | <input type="checkbox"/> Other _____              |

Which in-person engagements have you attended for this project? Please select all that apply

- |  |  |
|--|--|
| <input type="checkbox"/> Moodyville Community Association Meeting (April 2024) | <input type="checkbox"/> Other Developer-Led Briefings |
| <input type="checkbox"/> Developer Information Session (January 2025)          | <input type="checkbox"/> None of the Above             |
| <input type="checkbox"/> Facilitated Community Meetings (November 2025)        |  |

### TOPIC ONE: FOSTERING COMPLETE COMMUNITIES

The City’s Moodyville Development Permit Guidelines designate the site as a ‘Neighbourhood Centre’, encouraging a mix of residential and commercial uses to be incorporated into future development.

1. What is needed in Moodyville to help foster a complete community?

NO TOWERS. Keep within what was proposed in OCP.  
NO MORE THAN 6 STOREYS

2. How well does the proposal support the goals of creating a complete community? Please select one.

- Significantly  Somewhat  Moderately  I’m not sure  Not at all

### TOPIC TWO: HOUSING FOR ALL

The City currently has one of the highest average rental rates in the Province, paired with low vacancy rates. Much of the existing rental stock is aging and the City’s Housing Needs Report indicates that 21,301 new homes are needed to meet demand over the next 20 years.

3. What do you see as the biggest housing challenges facing North Vancouver today?

- Too much density.  
- Traffic  
- Infrastructure - Lack of.  
↳ Schools / Hospitals

4. How well does this project meet the goals of providing housing for all? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**TOPIC THREE: TRANSPORTATION & SUSTAINABILITY**

The site is located within a Frequent Transit Development Area, which promotes higher-density mixed-use development near transit to create complete walkable communities and sustainable growth.

5. We have heard increased traffic is a concern. What measures might help to ease traffic in the area?

Please select all that apply.

- Wider, more comfortable sidewalks  
  Car Share services  
 More bicycle lanes  
  Transit service expansion  
 Better community amenities/retail options  
  More publicly accessible bicycle parking  
 Other \_\_\_\_\_

6. How well does the project help to support municipal, provincial and community goals around environmental sustainability, transportation and transit use? Please select one.

- Significantly  
  Somewhat  
  Moderately  
  I'm not sure  
  Not at all

**GENERAL FEEDBACK**

7. Are there elements of the proposed plan that you like? If so, what are they?

NONE - Possibly business/retail

8. Are there elements of the proposed plan that you believe could be improved? If so, how?

Height Retain 5-6 stories

**CONTACT INFORMATION:**

Name:	[Redacted]	Phone:	[Redacted]
Address:	[Redacted]	Email:	[Redacted]
I give permission to be contacted by the applicant team with future updates. Please circle one YES / NO			

Please return your completed feedback form to the registration desk or send it to [moodyville@translink.ca](mailto:moodyville@translink.ca) by December 21, 2025. More information is also available on our website at [www.translink.ca/moodyville](http://www.translink.ca/moodyville)

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## **Appendix H: In-person session transcripts**

**TO:** City of North Vancouver, Planning & Development  
E: planning@cnv.org

**FROM:** Catherine Rockandel, CP3, IAF Certified Professional Facilitator  
E: cat@growpartnerships.com

**SUBJECT** Nov 26, 2025 TransLink Moodyville Public Meeting from 6:30pm – 8:50pm  
Table Group Discussion – Flip Chart and Post it Notes

**DATE** December 9, 2025 **Pages:** 18

## OVERVIEW

The meeting process was designed to respond to input from the previous DIS that requested more in-depth discussions and opportunities for questions. The meeting included a short 15-minute overview presentation on what had changed in the proposal. This was followed by 30-minute in-depth table discussions supported by a table host and guided by the three broad questions in the project brochure. These smaller group conversations encouraged the sharing of air time, supporting quieter, introverted people to contribute in a less intimidating environment. It also allowed the table groups to identify what concerns they held in common and where they diverged. Each table then shared their concerns and questions in a 60-minute whole group discussion so that everyone could hear the concerns with the TransLink team responding to questions. For questions about the application process and Council-approved policies/bylaws and guidelines City staff in attendance responded.

## WHOLE GROUP TABLE REPORTS

### Q&A Discussion Transcription

#### Table One

- At our table there was a discussion that there is a misalignment between a complete community where our kids can safely play and there is a consensus that there is not enough park space in the Moodyville
- The table wants it registered that everyone at this table disagrees with the change to the OCP and what it envisions for the community. The proposal feels like is catering to single people that are high turnover. The reality is people drive on north shore.
- We have a family at our table that moved here to avoid being near towers and they wouldn't have moved here if they were already here
- Density in context is okay but this is not within context in this community
- There are concerns about privacy and light pollution
- Infrastructure and transit are needed before density

**Q:** Why not put forward a proposal that fits the OCP?

**R:** Thank you for your comments. Part of our job in the TransLink real estate group is to enhance the lands that TransLink owns to generate non-taxable revenue for the organization that is reinvested back into transit so that is why we have an ambitious approach to this project. In doing so we are also supporting regional goals including: the delivery of complete communities and the delivery of rental homes on transit routes

**Q:** Through the presentation it was mentioned that TransLink is looking to maximize opportunity, but for whom?

R: We are working on a number of real estate projects across the region, the Moodyville project is one, we have a site in Vancouver, Surrey and Coquitlam. All of these projects the primary goal is to generate revenue for the organization that is reinvested into transit across the region.

C: A number of people called out and said, "answer the question", "that was not an answer to the question". Another person said, "all those projects are on rapid transit, not just a bus that doesn't go anywhere during rush hour"

R: Yes, they are located next to buses and Skytrain. There is a mix of different transit types

Q: Who will own the building once it is built?

R: TransLink has the option of retaining long term ownership of the property. We are often asked will this be a rental property forever? So, what happens, is TransLink signs a housing agreement, there is a covenant on title which secures rental units for the long term, typically 50-60 years or the lifespan of the project. TransLink has the option to own it for the long term.

Q: What is average market rent? And

R: The average rent in City of North Vancouver, recorded by the Canadian Housing and Mortgage Corporation. The average captures both new and older buildings across the City. The most recent data is 2024. \$1,608 for studio, \$1,802 one bedroom, two bedroom is \$2,309 and a three bedroom is \$3,888 and then corresponding mid-market rent is 10% below that so \$1,448 for studio, \$1,622, one bedroom, two bedroom is \$2,078 and a three bedroom is \$3,722.

C: A participant addressed the presenter and said: "According to the CMHC in 2024 a one bedroom on the North Shore is \$2400 to \$2700, a two bedroom is \$3300-3450 and a three bedroom is \$3800 to \$4800. Where do you get your statistics from?"

R: The numbers I provided are for the City of North Vancouver. As well to clarify rental rates change, the rents will be whatever the rental rates are at the time that the building is built

Q: Another table participant interrupted the table presenting and said, "I want to ask a clarifying question. 10% is the going rate for any development for mid-market, not just TransLink. Why just 10%?" Another participant did not allow a response from TransLink and said: "Because they want us to dig them out of hole. TransLink wants us to financially help them out."

The facilitator asked participants to stop interrupting each other, to ask questions one at a time, and let people respond, so others in the room can hear what is being said

R: (City Staff) The 10% is a Council approved policy because 100 percent project must provide 10% of market units and ...

C: Participant interrupts City staff stating: "Understood but what I am saying it is nothing special, why call it out when it is required. It is being used as reasoning when it is required." Another participant said: "TransLink should be required to do more".

R: (City staff) If you ask a question from us, of the City, please let us answer your questions.

C: Another participant then interrupts the City again and says, "look the question we are asking is they got the land for free, why are they not providing more than 10%."

Facilitator, then reiterates the question and asks people to stop interrupting and to listen to the response. After which we will be going back to the table that were sharing their comments and questions when they were interrupted by others in the room.

R: In terms of TransLink's project profitability, can we provide more than 10%, this is directly related to the amenities. We are also providing more family units 2 and 3 bedrooms to be inclusive. We think this has a greater impact in terms of providing people housing options.

**Q:** Our table had another question about the EMF, when was the EMF study done?

**R:** We had our consultants look at the impacts of living right next to hydro station. There is also lots of peer reviewed scientific studies by Health Canada and there is no health link between living next to an electric infrastructure that has been documented.

**Table Two**

- Our overall conclusion at this table is we are not in favor of this project. The density is too much, the character does not fit the neighbourhood, and the height is too much. Lowering it two storeys or four storeys is ridiculous. And top of that 12 storeys does not include any infrastructure that is on top of it.
- Key points include: Moodyville has already absorbed much of CNVs density. Over 300 single family homes have been demolished to create 1200-1500 single family units and why should we have to include this.
- New purchasers have bought with the expectation that the OCP would be observed.
- Traffic congestion – we are not confident that the BRT will address expected congestion.
- Unrealistic rendering of plaza. In that picture with the trees, they are 30 year old trees. The view study on the presentation board shows a light pole that is half the size of the building massing
- One of the participants at our table has lived on the north shore her whole life. The rate of vacancy is about 1% for ever. What is being built right now is all rental.
- I am retired teacher, when I first graduated I could not afford the rents you quoted. So don't tell me its teachers, health care workers, and nurses. They can't afford this
- The other thing I am really burned up about is you got the cost of the land for free so many years ago. It doesn't matter when, you don't have to buy it. All the other developers, condos like Innova and they are able to make it profitable on 6 storeys or on 4 storey. I don't understand why TransLink thinks that they can make money at this community's expense.

**Q:** TransLink can you clarify, in your presentation you said the BRT was funded in the planning process. What does that mean?

**R:** The design process is funded as per the 2025 Investment plan. It means, it is funded to what we call 30% level of design, then it goes back to the TransLink Investment Plan for further funding.

**Q:** What does 30% design mean? Speak to us in our ... language we can understand

**R:** It is a technical way of describing design. The way these public projects go forward, they go in levels of design stages. 30% is significant and there are more things to figure out to get it to 100% in terms of procurement.

**C:** Another participant interrupted the TransLink representative and asked another TransLink representative 'can you summarize the conversation we had about the distrust and getting it all the way to the finish line before the Council votes on the application'.

**R:** I think you summarized your feelings well.

**C:** Another participant states loudly: It is not feelings.

**R:** TransLink responds: To clarify I did not say that

**C:** Our table wants to finish sharing our perspective including that north shore transit is till totally inadequate. Community services: hospitals, schools and daycares have to before this type of development. We are short as it is now. Stick to OCP

**Table Three**

- We have a lot of same concerns. The BRT is on one street. Lack of child care, school capacity, support services. I can't find daycare for my daughter. I am 60<sup>th</sup> on the list and there are only 2 spots that are going to opening up. I believe that problem is going to age out with kids into Cloverley school
- All our side streets are double parked with cars. I appreciate there is a lot of hope people will use BRT but if you are a family you have a car.
- We think the townhouse parcel should be converted to public park to add more green space
- The rendering is really basic schematic which we have heard from others. One of the individuals at the table suggested adding balconies may help design
- There was a discussion around the rental tenure and whether condos could also serve renters needs because condos are bought by investors and then rented out – could people not use those rentals. There was a view that both are necessary – secured rental and rental of owned condos
- At the table we were concerned about privacy and overlook on to 6<sup>th</sup> street with renters being like a revolving door
- The table report was interrupted by an individual speaking loudly saying – 'who wants towers'. The facilitator asked an individual to refrain from interrupting people. The individual parroted the facilitators comments, at which point another participant at the table said, 'we'll tone it down'.
- The table reporting continued to share: We had some areas of support at the table. The fact that is right on the BRT line and it is the kind of development that we need in North Vancouver to help alleviate congestion on bridge.
- Density equal tax base which equals greater services

**Q:** The City of North Van has already met their 2041 housing targets through gentle infill, why do you need to break OCP?

**R:** (City Staff) Thank you for the question. I want to be clear. We have not met our housing target. The Province mandated that Cities create potential to meet the housing needs for the next 20 years, and every five years. There will be another round of OCP revisions in 2027/2028. It is only creating the potential for meeting the housing targets. So, we have not met the targets

**C:** One of Translink's corporate objectives is deliver projects with a social objective. I am not sure if you know what social objective means for the betterment of community regardless of what it costs. So, I am curious why you are not delivering this project with your corporate values, your social objectives in mind, and why you are not respecting our OCP. I also think it is a possible misuse of public funds that you are building over the OCP and you are adding more pressure to our infrastructure. These are tax dollars earmarked for TransLink to serve our transit needs.

**Q:** About the BRT if it is not built will the current R2 still serve it is only 2 stops to the Seabus?

**R:** The R2 will continue on there are no plans to cease that service

**C:** There are a lot of concerns and we understand those. One of the big positives is the ability to provide homes for 360 families that would be able to live in Moodyville that don't have a place to live in now

**Table Four**

- The location is ideal because of location to R2. There were concerns around 2pm you can't go east because of congestion.
- In order for it to work TransLink would have to put dedicated lanes from Park Royal to Metrotown

- We are concerned that if TransLink is able to get the OCP amended it will set a precedent for other developers
- Vancouver's west end is a good example of mixed low and high rises. Not a bad idea. There is a point where density works and puts density into the neighbourhood
- We discussed two projects that we thought were similar at 16<sup>th</sup> and St Andrews and 17<sup>th</sup> and St Georges where scale is similar, and it works well. There were suggestions to check out the neighbourhood.
- Density brings a good mix of retail. The closest retail is Park and Tilford and that is quite a ways away. It would be beneficial to have that.
- We had concerns about the 12 and 14 stories and that should be reduced to 10 storeys
- There was concern about the increase to .77 parking ratio, which is approximately 38 spaces. Assuming as we discussed it costs \$100,000 per space, then that would be \$3.8 million that TransLink would be spending to address the public's need to drive around. Some at our table felt it was counterproductive and essentially will increase traffic
- Number of bike spaces good but ensure interior design of development is made wide enough so bikes can be taken into units if needed
- Add dedicated bike lanes all the way to park royal

**Q:** What is the breakeven point for the height of the building where Translink meets their financial needs, then what is the additional height that TransLink wants?

**R:** In terms of where does this development make sense to be able to deliver it, is it feasible. We have made amendments to the height, and we have located it where it has the lowest impact on the neighbourhood, what we have proposed is what we need to financially deliver the project.

**Q:** A participant from another table asked: Could you deliver it as four storeys?

**R:** That is not what we are proposing

**C:** Answer the question.

**R:** A lot of the projects in the neighbourhood are strata row home projects that are for sale projects. For sale projects have fundamentally different financial feasibility assessment and structure. This is purpose built rental housing and they have different financials.

**C:** Participant asked that it be recorded: We are not satisfied with your response.

**C:** Participant asked that it be recorded that he stated to TransLink – that gives you the right to ruin our community.

**C:** Participant at another table: I am sorry but I am thinking about the projects in the District of North Van in Maplewood by the Stongs. They are all rental and manage to stick to no higher than 6 storeys. Also there is a project at 2<sup>nd</sup> and St Georges that is rental that sticks to the 6 storeys

**Q:** The table continued sharing their discussion and questions. What is TransLink doing to decrease car use?

**R:** There is a range of transportation strategies that TransLink will be looking to implement, retail that is neighbourhood serving including potentially a small grocery store. The idea is that rather than drive people can walk or bike to buy groceries at the base of the building. The second is bicycle facilities, we have extensive bicycle parking and bicycle land along the front. Of course many people don't want to cycle so we have this menu of options for people. We will be implementing transportation demand management strategies to help support people to use alternative modes of transportation like ride sharing.

**Q:** Can you remind us who can use the bicycle parking spaces?

R: Within the building the City requires us to provide a certain number of spaces for residents. In addition, we have centrally located bike parking for 40 or so bikes for public.

C: The individual who previously stated : “no one wants towers” reiterated the comment adding “no one wants towers anyway. It’s a mute point”, interrupting the speaker from the table sharing their questions who responded with “sorry but we would like to finish with our final question”.

Q: Does TransLink intend to finish the bike lane to west as currently it ends past Innova building?

R: There are no plans because those are other people’s properties but my understanding from City staff that as different blocks are developed out, each of those blocks will continue the bike lane across.

R: (City staff) Thank you TransLink for the answer. We will review the requirements if the proposal proceeds.

C: One of the comments on our flip chart said 10 storeys might be reasonable, but I don’t think this was supported by the table as a whole. We respected the diversity of perspectives at our table and that was one person’s perspective.

#### Table Five

- The table asked me to share our discussion. I am retired real estate agent, if you give TransLink this OCP amendment you are wrecking our neighbourhood. All the developers will go highrise. We don’t want this.

Q: How did TransLink arrive at the 14 to 12 storeys?

R: In terms of the height the 14 and 12 storey very carefully considered a balancing act between what we are trying to achieve here.

- Another participant stated: You realize you would break our OCP and change our whole neighbourhood. (Facilitator asked people to allow the representative to finish responding to the question)

R: The OCP is one of the policies alongside others we considered

- I purchased in the neighbourhood because of the quality of low-density housing in our area. Moodyville does not want to take on the debit of Translink (several other people were heard saying ‘yup’ on recording). TransLink should focus on transit not development.
- I have been counting the buses in the day from 9am to 3pm I have counted 10 people on the rapid transit buses each way.
- Has the BRT been funded? We hear it is in the works. The topography in the area is not walkable especially for people with babies, elders. We are a neighbourhood of diverse people.

Q: Does TransLink have secured retail tenants and how they can ensure that they will occupy this space?

R: Thank you for that question. We are at an initial level of design. We are a long ways from breaking ground and starting construction. So a typical process is to have a retail tenant closer to construction.

- So, you are a long way from construction and breaking ground. Well I am telling you the Trails, the Wall people they want to break ground soon. If you get this they’ll start.
- Unanimously at this table we oppose towers. We oppose breaking the OCP
- We are concerned about the bike lane safety on 3<sup>rd</sup> street. 4<sup>th</sup> is already a bike lane. Having it as the same level as the plaza means people will walk into it.
- Walking to the Quay is 30 minutes at least. It is not walkable to the average person.

- We are over capacity at schools, the bridges have no capacity. I have heard that TransLink said they met with the school district and they said that the new school that is opening provides additional capacity. That is not true. One of my neighbours has to drive her child from Moodyville to Brooksbank right now to go to kindergarten.
- So, we are so absolutely emotionally upset. Thanks, TransLink. Ownership of a home is the largest decision of a family in their lifetime. You are playing with our investments here.
- We want our children and grandchildren to grow up with us. We are north shore people. Towers should be at Phibbs and Lonsdale. And to those other people here that referred to towers that are at 16 and 17 that is not Moodyville. That is a different OCP that is walkable to stores and the hospital we are not in the same boat.
- We are concerned about the conflict of interest with our Mayor. She sits on the Board of TransLink. Why that is not good for us. People is already flooded with traffic. They come from all over the place to play in that park because it is such as draw.
- We want it recorded in the minutes that we want to see a direct link from any profits of this project reinvested into rapid transit that will benefit everyone in the neighbourhood. We are not talking about a rapid bus because the roads are at capacity.
- Another participant added: If this project goes ahead I really want to see the direct investment from this project in North Shore transit for the betterment of our community.

**Q:** One of our questions was why was this concept not considered for Phibbs where there are towers already?

**R:** TransLink does not own Phibbs Exchange land. This is a fully functional bus depot.

**Q:** Where does the revenue from this project go? Will it be for us? Our neighbourhood or are you sending it out to Surrey for the Skytrain.

**R:** Any proceeds that are realized on this project will be returned to TransLink for services. The development itself in terms of how we are proceeding, advancing with the approvals on its own merit. The City is making sure that we are delivering the amenities that are required of a development of this scale.

**R:** To the question that was asked about why Mayor Buchanan is on the Board. Mayor Buchanan is not a voting member on the Board. She is appointed from the Mayors Council that is made of all Mayors in the region.

**C:** Another participant in the room stated: I don't think any Mayor should be on the Board.

#### **Table Six**

- We had some mixed views in our table discussion. We discussed why TransLink has not submitted a proposal that respects the current OCP which has been mentioned by others in the room.
- We discussed the existing congestion at the bridges, then we had an interesting discussion about traffic in that it is a chicken and egg situation where congestion is due to a lack of housing, and there is not enough transit due to fewer residents, issues around employee retention and business loss, and having housing near transit allows people to use transit efficiently.

**Q:** Why is TransLink investing in things outside of transit?

**R:** The idea is to optimize the properties TransLink has, being fiscally responsible with the assets we have. Being responsible we believe this proposal does address many of the needs of the community. I hear your concerns about the density and height, but it is a rapid corridor so this brings density.

**C:** One person stated loudly, "that does not give you the right to ruin our services for local people"

**C:** The individual sharing for table six started to say “we had some support for the other modes of transportation such as biking, transit, car share”, but were interrupted by the individual stating loudly, “that doesn’t give TransLink the right to overcrowd the daycare and school – this is a joke”. The facilitator asked them to be respectful and stop interrupting other participants at other tables that had taken the time to participate and share their ideas and concerns.

- There was some support for having a walkable community with services nearby and building near transit.

**Q:** There was concern about the security of having a grocery store tenant and question about whether that would be affordable if it is not a big box grocery store, what type would it be?

**R:** The amount of space we have earmarked for the potential grocery store is relatively small so 10,000 to 12,000 square feet. So, the type of tenant might be an IGA or a Nesters. We are not talking about huge big box Costco type of store.

**Q:** Can you guarantee that there will be a grocery store there?

**R:** No, we cannot guarantee that, we have designed the space to ensure that it would operate and be functional as a grocery store, but as I mentioned in my previous answers we are at an early level of design and we are many years away from construction.

**C:** There were numerous people in the room saying how can TransLink come to community and propose to break the OCP with the height and density. The table sharing said we would like to be heard and have some more questions.

**Q:** Will TransLink maintain ownership of the retail space? If yes, will the rent be at a rate that independent shops can afford?

**R:** In terms of the retailers that will move into that space, as we said previously it is TBD (to be determined) It is designed for a small grocer. So, there are some options and it will depend on when we come to market. What we have done is market soundings to determine that this is something that is in demand. We have had positive response.

**Q:** The question was more related to will the space be stratified or will TransLink retain ownership?

**R:** It would not be stratified as this is overall a rental project. As well I would flag that TransLink has a portfolio of rental properties that we own. We have the option own retail space for the long term.

**C:** I think this question has been answered but the table wants to have it on the record. How do we know what type of retail will be in the commercial space? And will we know if it is neighbourhood appropriate. The suggestion at our table is to engage with the community when the time comes.

**Q:** Another table participant asked a question of clarity. Who is going to be in charge long term of deciding who rents it? Let’s say one or two, or three years from now we can’t make a go of it. For example: Nesters says we tried we can’t make a go of it. Are you guys permanently and in perpetuity keeping control of who rents that space and what type of space so it doesn’t become something the community doesn’t want? Are we losing control over what goes there if say a grocery store doesn’t happen in the way you want it to?

**R:** Thank you for the question. It is a tough question to answer because we can’t confirm and commit retailers to a space. We cannot do so at the OCP amendment level of the process. Those things happen much closer to construction and leasing the space.

**C:** Please answer the question: who long term is going to in charge of making that decision in years to come? Is it TransLink that says yes to signers on lease

**R:** So back to the previous information we shared about this being a rental building, that it will not be stratified. We will be the owners and operators of the building. In terms of what goes into the space, sometimes that comes forward in terms of commitments at the rezoning level agreements and what type of retailers the City says can be in that space. These are the things that we can look forward to in terms of the long-term piece. In terms of where we are today, we can't make that commitment but it is in our interest to serve the community with quality retailer there.

**C:** We too had lots of discussion about retail space, and keeping it affordable for independent shops, particularly given new build retail space is expensive. We talked about walkability, whether it is truly walkable and how this building will enhance walkability.

**C:** We also had a discussion about parking – the reality is North Van residents drive. For example: Pets can't go on transit, kids sports require more gear. There was a suggestion about considering over height parking for gear boxes, skis, surfboards. The suggestion was made that there should be one parking space per unit.

**Q:** What is the parking utilization rate for parking in North Van and do you have that data?

**R:** There is a Metro Vancouver report that was released this year that indicated for the City of North Vancouver the utilization rate in rental and strata buildings was around 70%.

**C:** We are concerned that this will set a precedent for other height and density in the area.

**Q:** Will parking be included in rent?

**R:** Typically, what happens is a renter pays rent for the unit. If they need a parking stall then that is additional fee.

**Q:** Is staff parking included in the 34 retail spaces?

**R:** Yes

**C:** 34 spaces is not very much for retail especially if the staff is using it. I get that some people are close by and will be walking but it just doesn't seem enough like enough. I work in a small business and my husband owns a small business. He pays for a parking spot in his busy season to leave his parking open for customers.

**Q:** Is there a commercial entrance to the parking as well?

**R:** Everyone accesses the parking from the rear. It is shared between residences and retail customers which is quite typical.

**Q:** Would you consider subsidized bus transit passes for residents of this building? I will note that there was mixed support for this idea at the table.

**R:** The bus passes would be considered a transportation demand management strategy. We haven't made that decision yet, but it is worth looking as part of the menu of options.

**Q:** Two people at our table, so not everyone, asked: How fast can this be done?

**R:** We will be following the City's due process. Remembering we are at the very beginning of OCP amendment, then there is the rezoning process, then the building permit process. Several years of design work through this process.

**Q:** We were curious how in the Maplewood area they can deliver six storey rental? Do you know how they make that work financially?

**R:** I don't know that specific project but the climate we are in right now there are high construction costs, impacts the feasibility of projects

**Table Seven**

**C:** The Moodyville community is concerned about applications for more height and density than the OCP allows and TransLink is getting special treatment as a public entity and they are concerned that the Mayor has a conflict of interest being on the TransLink board.

**Q:** I am going to combine several of our tables questions because they are interrelated. How did TransLink acquire site and when the conversations start with the City? Why was the community not informed at beginning? Can the City provide full accessible records of all discussion between City and TransLink including preliminary concepts to density targets that occurred before public was notified and explain why disclosed to the community?

**R:** This project was released to the public January of this year, we have been working on this project for a year, year and a half. Part of our work is design work, due diligence. We do environmental work, site surveys, all that gets fed into the architects work. All that gets fed into the application which is comprised of variety of studies, architectural reports and studies.

**R:** In terms of how the site came to TransLink I can only comment on how it came into our portfolio. We look at the current value in terms of property taxes. We would have to get back to you on how long TransLink has had the property.

**R:** (City staff) in terms of public engagement we encouraged TransLink to reach out to the community early which they have done. If you want any records you can request that through a Freedom of Information request, they are public records.

**C:** Its obvious you have been working on this since 2023 I don't understand why you can't work within the OCP. We don't want your towers. Individual at table again called for people to put their hands up if you don't want towers. (The facilitator explained that calling for votes or polls intimidates and makes people who don't want to be identified feel unsafe. She asked the group to focus on their questions)

**C:** An individual turned to other people at the table asking if they lived in the community. (The facilitator asked them to stop and re-directed conversation back to the questions)

**Q:** Many of the questions have been asked: When did TransLink decide to not respond to OCP height limited, the OCP specifies that Moodyville will not have towers, but be gentle infill. When did the conversation change to a tower application?

**R:** The OCP is from 2014, any private owner of land has a legal ability to make an application to have an OCP amendment. This is approved or not through Council vote. It also goes through a City process as well

**Q:** The table reporting said they wanted TransLink to answer a question posed by another participant. The participant posed the question: TransLink is not a resident, you own this land because you got it from government which was from our taxes, and now you get to change the OCP, we all live in that area and we don't want it. Why should you be able to do that as a public entity?

**R:** I am not sure I can address this point other than to say many of the developers that have built out Moodyville are developers that are active across the region. Anthem is an example they bought Founders Block.

**Q:** Again, many of the questions have been asked by other tables, one that may not have been asked is did TransLink design an architectural design within current OCP? And if not, why?

**R:** TransLink in completing its due diligence (shows slide that summarizes various reason for tower heights) which included two-acre parcel size suitable for larger development, full frontage on third

street, we looked at shadow impacts. The response was interrupted by the participant that self identified as from the Moodyville Community Association.

**C:** Our team the Moodyville Community Association asked you to do the shadow study again, you have done it three times at our request. I don't get it we don't want towers in Moodyville. We need housing we get that. We are not afraid of housing. We are not afraid of development. We don't want towers. We want you to stay within the OCP – that is the message.

**C:** all the other questions have been talked about including the BRT funding, you talked about the 10% market rate, you talked about the bike lane

**C:** you talked about the percentage of parking spaces used in the lower mainland. One thing I can say is that when you take the whole region in consideration there is a lot of off shore non-resident investors who rent it out. People that are actually residents, the percentage of parking is way higher than 70%. There is no way that people that live, work here on a hill community. Don't rely on some study that takes the lower mainland into consideration when I look at all the empty towers along Georgia street.

**R:** I can also offer that in completing our due diligence we spoke to developers that built rental projects on the north shore to identify what their uptake of parking was in their projects. They had similar parking ratios as we proposed and they found that was adequate.

**C:** If you would look at our community in particular and go on 2<sup>nd</sup> street and 4<sup>th</sup> street right now to see the effect of the towers that were built one block south and one block west of where your proposal is. You will see all the cars parked along the street. There is no way that 0.77 is adequate. We are the north shore, we are hilly, we are steep in this area. Everyone uses car. I live two blocks away and I drive to the grocery store. If this grocery store is built I will still drive. I will not walk up the street and carry \$150 in the rain in December respectfully. The assumptions that are being made are out of touch with how the north shore lives. In addition, name me a tower project that you are aware of that doesn't have two four lane arterials that go down one direction or the other in the lower mainland.

**R:** I will think about it.

**C:** Our neighbourhood has gone through five or six years of construction fatigue. It took forever, and now you're talking about another five years on top of that and you add Trails on top of that and you are going to run concurrently there is going to massive delays there for a decade. If these go through I am moving. It is super frustrating to think about what life is going to be like with the construction delays, add to that one lane each way on third street and you are going to potentially constrict that with dedicated bus lanes. We have asked for having two lanes each direction, expanding it from Marine Drive to Main Street for four lanes for cars. We want you to think about how you are strangling our neighbourhood with this proposal. We care less about the grocery store than not being stuck in jail in traffic between 3:30pm and 5:30pm every day of the week. We are advocating for 4-6 storeys, because we think it will have less impact on the traffic issues we are experiencing every day.

**C:** Are you listening to us, have you heard what we are saying. Is it going to be in the report?

**R:** The facilitator acknowledged that she would be preparing a written report that includes the transcribed comments, the flip chart notes and the sticky notes from each table.

**C:** I speak at City Hall meetings all the time. Young families in early 30s that grew up in Moodyville are trying to live in their parent's backyards or vice versa they want to move into the neighbourhood with gentle infill. Please find the middle. Thank you.

## FLIP CHART AND POST IT NOTES

### Table Group Discussion

Table Host: H.M.

*Flip Chart Notes* (Q: Questions for whole group discussion)

- Concern – congestion on bridges
- Discussion about traffic – congestion due to lack of housing, not enough transit
- Issues around employee retention/ business loss
- Housing near transit allows people to use transit efficiently
- Discussion about if TransLink sold would they redevelop to this size
- Concern about affordable retail space
- Support the idea of retail. Discussion on new build retail space
- Concern about area walkability. Not super walkable
- Concern over lack of parking. Reality is North Van residents drive. Pets can't go on public transit. Kids and gear require cars, etc. ski and snowboard
- Suggestion for over height parking for gear / ski boxes/ surfboards, mountain bikes, camping tents
- One parking spot per unit
- Encourage transit use, other forms of transportation to get people out of cars
- Support walkable community
- Support building near transit and services
- Concern – security around grocery store, tenant and affordability

Q: How can Maplewood deliver 6 storey rental work?

Q: Why is TransLink investing in things outside of transit?

Q: Will this development set a precedent for other height/density in the area?

Q: Will parking be included in the rent? Trade-off: more parking at cost to renter to keep unit rents down

Q: Is staff parking in 34 spaces for retail

Q: Would you consider subsidized transit passes for residents? There was a mixed response at table for subsidizing transit passes

Q: Have there been studies done for daycare/ school capacities? How do you future plan for kids at school/daycare?

Q: How fast can this be done?

Q: What is parking utilization rate for parking in North Van specifically

Q: Will TransLink maintain ownership of retail? If yes, will the rents be at a rate that independent shops can afford?

Q: How do we know what type of retail will be in the community and will it be neighbourhood appropriate?

### *Post it Notes*

- Main concern: many people worked hard to develop OCP. Neighbours bought units in this neighbourhood depending on the integrity of the OCP. Towers were not in this plan
- Why hasn't TransLink considered submitting a proposal that respects the current well thought out Official Community Plan from 2014
- Highest and best use. What would other options be to achieve the above. Without re-development it's a wasted space. A wasted opportunity. How soon? Who will own retail space?

Table Host: V.B.

*Flip Chart Notes*

- Privacy: Overlook onto 6<sup>th</sup> street. Don't feel good about renters looking into my home and yard
- Child care can't be overbuilt
- Support: Right on BRT – very exciting – exactly the kind of development we need. It will help alleviate congestion on bridge
- Excitement shared – believe a good direction to go for neighbours
- Support for transit orientated development
- Understand 'protectionism' of neighbourhoods but caution what end result will be (example: San Francisco). It could become a place we no longer want to live.
- Important to recognize 350+ families who will get to call Moodyville home – should not be overlooked/ taken lightly
- Suggestion: Consider converting townhome parcel into public park. Believe there is a lack of park space in neighbourhood
- Generally interested in project renderings lack of articulation. Realize early days schematics but would like to see it improved
- Suggest: Balconies, more in context of surrounding neighbours
- Concur with density. Not enough infrastructure
- Lack of child care, school capacity, Clinic capacity
- Frustration with lack of support services
- Support for retail, but no guarantee for grocer
- Concern for overcrowding on side streets due to lack of parking. Not enough capacity in and out of north shore for emergencies
- Support for BRT – but only one street....there will still be a need for cars, especially families
- Seems to be a lack of community amenities for scale of development. Could you add a daycare, park space where townhomes are?

Q: Has the City of North Van already met their 2041 housing targets through gentle infill?

Q: If they have, why is TransLink breaking the OCP?

Q: Tenure: Could the market not meet/ serve the rental need?

Q: Why can't TransLink deliver this project by meeting their corporate values of social objectives?

Suggesting social objective of Moodyville is in OCP

Q: Is it ethical for TransLink to take money to support their infrastructure while burdening other infrastructure?

*Post it Notes*

- TransLink has a responsibility to the future residents that adequate services in the community are there for them
- Has TransLink considered another rental avenue, i.e.: gym, hockey rink, or community rental space?
- How TransLink acquired the land, and/or their profit is irrelevant!! Think Forward
- Density = tax base = services!
- Does TransLink think its ethical/responsible to use infrastructure money designated to relieve pressure on infrastructure, now put pressure on other infrastructure that will take money
- Regarding BRT before / if not built, will the current IR2 still serve? Only 2 stops from Seabus

Table Host: M.F.

*Flip Chart Notes*

- Moodyville Community is concerned with applications for more height and that TransLink is getting special treatment as public entity and concern that Mayor has conflict of interest due to Board position.

- Money does not stay in North Vancouver

Q: How did TransLink acquire site and when the conversations start with the City?

Q: Why was the community not informed at beginning?

Q: Can the City provide full accessible records of all discussion between City and TransLink including preliminary concepts to density targets that occurred before public was notified and explain why disclosed to the community?

Q: When did TransLink decide to not respond to OCP height limited (214-2016) OCP specifies that Moodyville will not have towers, but be gentle infill. When did the conversation change to a tower application?

Q: Why bother having a community plan?

Q: If City allows TransLink to not follow OCP, how do other developers not follow suit?

Q: Did TransLink do a design respecting the community and build an architectural design within current OCP?

Q: Has TransLink got an iteration of the design that would be viable at OCP limits, especially since land was gifted and therefore cost of land is not a prohibitive factor

Q: Does TransLink have funding for the BRT?

Q: Is BRT being used as reason for increased density and height because it is not funded?

Q: What community benefit is TransLink giving – TransLink is required to have commercial – 10% market rate. Is this funding secured?

Q: Bike lane removes a lane of traffic – where do cars go?

Q: How many square feet are each type of unit?

Q: It is walkable neighbourhood already – What is the point?

Q: What is TransLink's motive? Land not paid for

Q: Where is the planning integrity?

Table Host: A.A.

*Flip Chart Notes*

- Ideal location of access to the R2
- Concern that any time after 2pm you can't go east - too congested already
- TransLink would have to put dedicated lanes all the way in order to reduce congestion
- Clear that TransLink would need to have a true BRT
- Concern that TransLink amends OCP and it will set precedent for other developers
- West End is good example of mixed housing (low and high rise) and it's not bad
- There's a point where density works and puts life into neighbourhoods
- Density brings good mix of retail
- Concern that current retail is empty and place take a while to fill
- Closest retail is Park and Tilford, more retail will come
- Concern with 14 storeys – suggest 10 storeys
- Concern around increase from 0.6 to 0.77 and 38 spaces. So, 3.8 million is going to be spent to address the public's need to drive around which will increase traffic. – counterproductive argument

- # of bike spaces is good. Ensure interior design is wide enough to take bikes to units
- Add dedicated bike lanes the entire way to and from Park Royal

Q: Is the density appropriate for neighbourhood? See 16<sup>th</sup> and St. Andrews and 17<sup>th</sup> and St Georges scale similar to TransLink's proposal and it looks fine and works well. Take a walk

Q: What is a breakeven point to the density/height where TransLink meets financial needs and what is the additional density/height needed to make a profit?

Q: Is the further reduction not viable to meet TransLink's financial needs? 16-14 & 12

Q: What is TransLink doing to decrease car use?

Q: Who can use the bicycle parking spaces?

Q: Does TransLink plan to continue bike path to the west? It ends after Innova.

Table Host: D.F.

*Flip Chart Notes*

- Height and density still far too high
- Moodyville has already absorbed much of CNVs density
- Over 300 single family homes have been demolished and replaced with 1200-1500 single family units which observe the OCP.
- New purchasers have bought with the idea that the OCP would be observed
- Traffic concerns of increased congestion
- Not confident that BRT will address expected congestion. Not funded yet ??
- Rapid transit to downtown has not been addressed
- North Shore transit still inadequate
- Parking allowance (0.77) still too low. Especially for families (hockey, events, etc.) they won't all take transit
- Fear of loss of on-street parking
- Community services – hospitals, schools, daycare and other infrastructure.
- Address infrastructure first before density
- 10% of mid-market rentals seems too low
- After 7pm R2 seems empty
- Can't include dedicated lanes over Second Narrows bridge
- Feeling that TransLink is developing property at expense of local residents
- Stick to the OCP (4 storeys)
- Change to community character – out of place – spot density
- Unrealistic rendering of plaza (mature trees) and view corridor illustrations
- Feeling that new rented units are not needed. Vacancy rates have historically been +1% on North Shore
- NOT in favor of this project: Density, character, height

Q: Clarify traffic study?

Q: What is market rental rate?

Q: How much on-street parking would BRT eliminate?

Q: What about enforcement of commercial truck traffic on 3<sup>rd</sup>?

Q: What about parking conditions on Ridgeway?

Q: What is total occupancy and unit mix?

Q: How does City intend to address rat racing on adjacent streets as a result of congestion?

Q: What is data on ridership anticipated on R2 to Metrotown?

Q: Since TransLink didn't purchase land, why does the project need this density to make it profitable?

*Post it Notes*

- Majority of people at this meeting live in Moodyville LISTEN to these resident's concerns
- Are you aware that there are many unoccupied retail spaces in many buildings in CNV??
- If TransLink is being 'responsible'. What right do you have to be 'un-responsible' to our neighbourhood??
- Secured tenants?? Do you have control over the retail tenants in the building? Can you guarantee a small grocery store?
- Cost of land?! Why so much density/ height when you didn't have to purchase land?! TransLink says they need this density to make it profitable

Table Host: J.G.

*Flip Chart Notes*

- I purchased in the neighbourhood because of the guarantee of low density in the area!
- Moodyville does not want to take the debt for TransLink
- Too large of a change/ departure from the OCP
- TransLink should focus on transit, not development
- During the day buses east/ west are under utilized
- Neighbours experience lack of space at local school and have to drive to bring their kids to school in another area
- The topography of the area is not walkable
- Unanimously the table oppose the tower form
- Highrise building form does not sustain adequate life and safety
- 3<sup>rd</sup> avenue is not a safe cycling lane, 4<sup>th</sup> or others are much safer
- TransLink get out of debt without drive the land use
- Ownership of a home is the largest decision of an individual lifetime and this project changes the value of properties that were invested based on the existing OCP and policies
- Towers should be at PHibbs and Lonsdale not in between
- Concern of conflict of interest for the Mayor sitting on TransLink Board
- Moodyville is already flooded with traffic from all over to profit from all local amenities (Moodyville Park)

Q: How did TransLink arrive at 14 and 12 storeys from 16 storeys?

Q: Has the BRT been funded?

Q: Does TransLink have a secured retail tenant and how can they ensure that a grocery store will occupy this space as envisioned?

Q: How will neighbours be compensated for their properties?

Q: How will the strains on neighbourhood character, local amenities and traffic be address?

Q: Does TransLink really know the school capacity and how this development will impact the local school?

Q: Where does the revenue of this project go. It will be great and is there any assurance that the neighbourhood will benefit the most?

*Post it Notes*

- Why are we putting density where services unsupported 3<sup>rd</sup> street already at capacity, bridges at capacity, schools and hospitals. We don't have the infrastructure to support this
- Walkability to the Quay is 30 minutes at least. Not walkable to the average person
- Has BRT even been funded? Does go to where people need to go. Rapid transit. Can't be a ton on congested roads
- Concern about safety of bike lane. 3<sup>rd</sup> is NOT a bike road. 4<sup>th</sup> is already bike lane. Having it on the same level as the plaza means people will just walk into it
- Why can't TransLink develop this land within the OCP guidelines
- Central Lonsdale is not Moodyville. It is walkable. OCP will effect us
- Bike spaces need to have multiple charging stations and locks for e-bikes
- This looks like the government is getting special treatment if the OCP is changed for this project
- Not in support with a precedent setting amendment to the OCP. This is a significant concern for long-term change to our community.

Table Host: Z.B.

*Flip Chart Notes*

- Misalignment with creating a complete community in Moodyville. Want to see a neighbourhood where kids can freely play (safety) = not enough rec space
- Disagree with a change to the OCP and what it envisions for the community. I would like to register that everyone at our table is against a change to the OCP
- Proposal feels like its catering to single people with high turn over
- Reality is that people drive on the North Shore
- We moved to this area to avoid being near towers...wouldn't have moved here otherwise
- Density within context is ok, but this is not within context of this community
- Concern for privacy and light pollution as a result of project
- TransLink should be held to a higher standard in terms of what they can propose, especially since the land was free
- Infrastructure/ transit needed before density
- Not enough hospital, school capacity here or buses!
- TransLink is not bold enough with their transit initiatives
- It's unrealistic to say people won't have a car – biking is not a solution to congestion.

Q: Why not put forward a proposal that fits the OCP?

Q: 'Maximize opportunity' for who?

Q: Who owns building once it is built?

Q: What is below market rent?

Q: If the site was given to TransLink, why only 10%?

Q: How many CRUs? Is grocery store parking enough

Q: Was an EMF study done?

Q: How do you propose to fix the traffic issues that already exist, when you're bringing more density?

*Post it Notes*

- Preferred recreational space to retail space
- Who will own the building? TransLink? Profiting again to pay a 450K salary

- 3<sup>rd</sup> is hardly a transit corridor. One rapid bus does not constitute a transit corridor
- Why is TransLink not putting an alternative proposal that compliant with OCP?
- Limited recreational space in community for early youth (8year old+) to play sports (soccer, hockey, ect) have to drive children to other communities to allow this. (Mahon park, ridgeway elementary) you don't have a yard or side street where your kids can play for an hour after dinner on school day
- Why reduce height? Clearly you knew you're in the wrong. Stick to the current OCP..no one would be upset
- Why not serve community better within the OCP? Density within context is supported....this project is NOT that!
- The rapid bus proposal includes removing another lane for cars and parking. This will not help congestion and current parking shortages
- 'Maximize the opportunity' for whom?
- What is an urban grocer? No one wants a Nesters, Urban Faire, City Market. Whole Foods is there who can afford to shop there?
- If people don't want to go sit next to hydro, why would they live it? Has an electric magnetic study been done on Hydro property? When? Dates?
- The hosts of tables were not all independent contractors
- You said TransLink is trying to be sustainable and efficient with its operations...so why is CEO's salary \$500,000
- 34 parking spots for retail. How many retail units are these? What is rules on parking spots (businesses) How can so few spots be adequate for retail customers and staff?

**TO:** City of North Vancouver, Planning & Development  
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**FROM:** Catherine Rockandel, CP3, IAF Certified Professional Facilitator  
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**SUBJECT** Nov 22, 2025 TransLink Moodyville Public Meeting from 10:00am – 12:00pm  
Table Group Discussion – Flip Chart and Post it Notes

**DATE** December 9, 2025 **Pages:** 16

## OVERVIEW

The meeting process was designed to respond to input from the previous DIS that requested more in-depth discussions and opportunities for questions. The meeting included a short 15-minute overview presentation on what had changed in the proposal. This was followed by 30-minute in-depth table discussions supported by a table host and guided by the three broad questions in the project brochure. These smaller group conversations encouraged the sharing of air time, supporting quieter, introverted people to contribute in a less intimidating environment. It also allowed the table groups to identify what concerns they held in common and where they diverged. Each table then shared their concerns and questions in a 60-minute whole group discussion so that everyone could hear the concerns with the TransLink team responding to questions. For questions about the application process and Council-approved policies/bylaws and guidelines City staff in attendance responded.

## WHOLE GROUP TABLE REPORTS

### Q&A Discussion Transcription

#### Table One

- Q:** Why is TransLink stretching the OCP? Why are other developers not getting the same special treatment?
- R:** Any property owner can submit an application that requires an OCP amendment. It is Council that decides if that application is approved or not. Other property owners decided not to request OCP amendments. In this case, we have. There is no special treatment. We are going through the due processes in the application process.
- Q:** Can you tell us more about the consultation that you are undertaking with the First Nations?
- R:** Yes, we have followed the City's process to do engagement with First Nations. The proposal is circulated to First Nations, comments are collected and shared with the proponent. So, we are working through comments from Squamish Nations that did submit comments. The consultation is ongoing. In addition, we have worked with TransLink's Indigenous Relations Team in the consultation.
- Q:** How TransLink got the ownership of the land that was first owned by BC Hydro and it is public land. Is TransLink planning to sell the land? How is the process going to unfold?
- R:** The ownership of the land is TransLink. We have owned it for some time. We don't have the exact history of how we came into ownership of it. It was previously a bus depot for a long time. It is now an underutilized parcel of land. We were leasing it out to car dealerships at one point there was a public garden centre. In terms of selling the property, there are no decisions about that. Our program is to develop the property and decide to whether we want to remain the long-term owner or sell after it is completed.

The model is that this project is a public/ private partnership. We will partner with a market developer. There will be a competition to determine the partner to manage construction. The long-term ownership is TBD to be determined.

**Q:** How is the community going to benefit from this, towers and density that is being introduced is going to be a problem there is already a shortage of infrastructure and services for current residents. How is the density going to benefit community?

**R:** We foresee a variety of benefits, firstly the retail space. When we undertook our initial engagement back in January we heard loud and clear that people have to drive outside of the neighbourhood to get essentials. This is contributing to further congestion. We have increased the amount of retail space and we really do hope that we are able to secure a small group store for that space. As well the inclusion of public realm that anyone can use, can sit and enjoy a coffee or publicly accessible and inclusive. More broadly across the region there is an under supply of rental homes and rental rates are sky high. More broadly we are contributing to solutions for the housing crisis.

*Facilitator* – To TransLink: I am hearing people in the room asking for more details about specific community benefits that would benefit neighbours living here. If you could think about examples and include information in future responses that would be helpful for people in the room.

**Q:** What are the current environmental impacts from the historic bus and gas facility there and how will that be addressed?

**R:** We have undertaken extensive study and monitoring of the site for over a year. We have drilled all sorts of well monitors across the site, and have had environmental reports completed to identify the level of contamination. There is soil and soil vapour contamination. All the contamination is on the site. We will be submitting a remediation plan to the Ministry of Environment prior to development activity happening. The remediation will likely require TransLink to remove all the contaminate material at the time when we break ground.

#### **Table Two**

- Thank you for giving us this opportunity to provide feedback. We have a variety of comments and concerns at our table. The first is a feeling of extreme anger amongst some people in the neighbourhood, we are concerned about increasing on street parking, too much density. People feel TransLink is gaining at the expense of the residents.
- Even if TransLink did buy this land it was so long ago it would have been pennies on the dollar compared to today's market.
- We find the parking ratio is still too low. We like the 2-3 bedroom rental units. They are great for the neighbourhood and allow families to move in.
- The height proposed while reduced from the initial proposal, we feel is blatant disregard for the community will as expressed in the OCP. (clapping) *Facilitator* – please hold clapping to ensure we can hear from all tables and people that took the time to provide input today.
- Traffic is going to resonate from all tables. We have a fear of the increasing congestion. Transit can't keep up with demand. Rat running around the neighbourhood is already an issue as most people will attest. The lack of parking, the increase is not very significant to us. It seems to be at the expense of families, seniors, of people who need two vehicles one for work and one for personal use. It is very hard to take a couple of kids to hockey when you don't have a car.
- Our interpretation of your presentation was you are providing 34 stalls for the amenities. I don't see how a grocery store operator is going to look at that and say I want to build a grocery store

when I can only have 34 people in my store. I know some people will walk and some might ride but that is a hard sell.

- The greatest fear at our table is that this project will set the precedent for the height in our community.
- Our understanding of TransLink's mandate is to provide transit not develop properties.

**Q:** There is only one chance to dig the hole so why can't it be dug deeper?

**R:** We have studied car parking in North Vancouver rental buildings that have recently been developed as well as meeting with a variety of developers to understand the uptake on parking in those projects. Based on those conversations, we do feel comfortable that the ratio we are providing roughly matches the lived experience in those projects. As well there are two studies prepared by Metro Vancouver with regards to car parking, the data indicates that typically renters have a lower propensity to drive a vehicle. Another study across the region including North Vancouver, it found that there is a reasonable large proportion of car spaces in newer buildings are underutilized. We took those considerations in developing our parking ratio.

**Q:** In the calculation of 0.77 parking stalls per unit did that include motorcycle parking?

**R:** That is just car parking

**Q:** How will third street accommodate bus rapid transit?

**R:** That would be determined through the design process. Currently they are at 10% level of design which is quite high level. They will be taking it to 30% level of design which would provide answers to those types of questions. I believe TransLink will be undertaking further engagement on bus rapid transit next year.

### Table Three

**Q:** A lot of things we wrote down have been raised by two tables. I will start with what we have not heard a lot about. Translink has said in the past they don't control the retail space . It is whomever pays the bills. I bring this up because you are talking about grocery stores, coffee shops and pizza places. Across the street in Innova they have a Delaneys but the rest of it has remained fairly empty. How are we going to encourage people to go in that are not currency exchanges and nail salons and how will TransLink be working to actually provide community-based retail spaces.

**R:** We are at an early level of design which means we are quite far away from construction. It is too early to secure tenants that being said our design does protect for the ability to have a small grocery store. We have vetted the design to allow that to happen. TransLink wants to ensure this is a successful project – that means curating the retail space that it serves new tenants in the building and existing tenants.

**Q:** When reducing the the size of the building from 16 and 14 to 14 and 12, what prompted you guys to bring this down? Why not stick with the 16 and fight for that?

**R:** We received a lot of feedback in January from our Open House in regards to the building height. We wanted to listen to that feedback and that is why we made that change.

**Q:** I think I would like a really clear answer about the traffic. A lot of us have had issues with the congestion. It is already quite bad as someone that gets stuck in that traffic. Is TransLink response to the congestion concerns, get on a bike or ride a bus, or is there ever going to be consideration of how they can improve traffic flow. Is the final statement from TransLink get out of your car, take a bus or ride a bike.

**R:** Absolutely not – TransLink has a focus on all kinds of transportation, cars, bikes, pedestrians, and buses. Part of the strategy we are proposing in our application is to allow all those different modes

to be used. We have bike parking, bike lanes, we hope that people that live locally are able to walk to the retail stores, and we have made space for car parking. We will be looking at a range of transportation demand measures so things like car share for resident and public use. And we do have the transit there. We do try to take a holistic view.

**Q:** In regards to the traffic study, are those made available to us to see before proposals go through and when will those traffic studies will be available for us?

**R:** Yes, we will make that traffic study available. I will provide some more background on the traffic study. We initially submitted the traffic study in October 2024 and City staff reviewed that study, requested that we make a series of edits and amendments to the City so we did that and resubmitted it last month October 2025. It is currently under City staff review. When City staff are happy with it then we will post it online. We don't know when the City will complete it is review so no specific timeline.

#### Table Four

- Hi everyone I am – name not published – I have lived in Moodyville for 30 years. I participated in the last OCP fiasco that resulted in what we have today and I believe that everyone should adhere to the OCP which includes TransLink and the Wall Centre development that is going to happen in the future. (Clapping – Facilitator reminded people to refrain from clapping)

**Q:** I have worked on the real estate development side, I have put on these types of presentations, and I know how to get a proposal through. I am telling people that the result is that we are going to have to live with this for a long, long time. TransLink doesn't have to do that. They are going to develop the development, they are going create a lot of chaos while it is going on then, they will disappear. There only attachment to this site will be a bus stop. Bottomline is I am in absolute terror over what is going to happen to our neighbourhood as it is now. My question I why can't you develop the property according to the existing OCP?

**R:** Thank you for your comments and question, our role in the TransLink Real Estate Development Group is to enhance the value of the properties we own to generate revenue that is reinvested back into transit services. There is also multiple positive benefits through this approach in terms of delivering new rental housing in the region, delivering complete and connected communities right next to transit.

**Q:** So what you are saying is that the money that is generated by this project is going to go to servicing a deficit of say 600 million dollars for this year and there is going to be no benefit directly back into the neighbourhood of the North Shore. How is the money being used?

**R:** In terms of the revenue that we generate it will be applied to where it is needed. In terms of the site itself it will be developed to deliver housing.

**C:** So as I said before, TransLink is going to maximize profits, put it into the pit and disappear – period. What improvements has TransLink made to our livability over the past ten years. Very little.

**Q:** Why can't TransLink just donate the land as a park? Or some other community use. They are a community business AKA government business. Why don't they put it to another use and forget about this?

**R:** We are focused on highest and best use of the land. In terms of the best use of this site, where it is situated.

**Q:** So during construction which could be up to four years there is going to be a bunch of construction workers parking, disruption, what is TransLink going to do that is special to

accommodate those construction workers during construction, because a lot of people that live near the site are going to be impacted as they won't be able to park their vehicles nearby at all

**R:** TransLink will work with our contractors to ensure that there is a construction management plan in place. We will also be following the City's good neighbor policy to ensure there is clear communication to residents and strategies in place to mitigate any impacts from construction activity. In addition, you will remember we have that north parcel part of our thinking is that we could deliver the south parcel and use the north parcel for construction staging, parking for construction workers and so forth.

**Q:** Typically, in Moodyville there are breaks between the buildings. Why is there not break between anything you plan? It is just a massive block development.

**R:** There is actually two distinct buildings, there is the western building that has the retail and the eastern building. In the middle is where we have the bicycle parking area for public use.

**C:** Another participant shared, I live behind the Innova building, this came up in our public hearing In the Moodyville guidelines any development cannot be a continuous block there has to be a break between the buildings. The six storey podium is not a break so are you requesting an additional request because you do not have a break between the building. This is significant because without that break on the Innova project there was a greater shadow impact on all the adjacent neighbours.

**R:** (City Staff) To clarify the Moodyville design guidelines do not apply to this site. The OCP is a separate document from the Bylaw Guidelines. In the guidelines it is clearly stated that they do not apply to this site because the Moodyville Guidelines are for ground orientated residential buildings and this site is designated as a mixed use building within the OCP. So those breaks in the buildings are intended for residential buildings. Nevertheless, if this project proceeds to detailed design, then at the rezoning stage they would work on the design of the buildings.

**Q:** I have a further question, if this site is designated a residential how can the residential guidelines not apply to this site.

**R:** This site is designated as mixed use. It means that there will be commercial on ground floor and residential on top of the commercial. The Moodyville Guidelines are for ground orientated residential buildings. This means there would be residential from the ground floor to the top of the building. The residential is separate from the mixed-use component of the building. This is why the Moodyville Guidelines do not apply to mixed use.

#### Table Five

- We took the time at our table to answer the three questions you posed to us. The first question, how do you prioritize competing needs, in terms of height and density, we thought one way is to look at what has already been established, that would be the OCP that has already been created. We highlighted that North Vancouver is already one of the most-dense or most dense City's in Canada according to our Mayor. So, we want to look at how the community has already designed and set precedent. There are not towers over 6 stories.
- The OCP we recognize needs to adapt, we recognize that. It was created in 2016, we went back and forth on how many years you're supposed to be making a change to the OCP but we did recognize that the change you are trying to make is not a small change. 4x what is already been set is a really big change.
- You talked about how beautiful the neighbourhood of Moodyville is and how beautiful the views are, however, for most of the people in the room your tower is going to block that so your comment was a little lost on some of the people at our table. Moodyville has beautiful views and right now it is proposing to be blocked.

- We also talked about the origins when the OCP was created, the first time there was single family homes. Moodyville has already been changed. The current OCP that was created to handle competing needs between single and multi-family was to come up with the height and density that we have right now.
- In terms of tradeoffs, an elementary school was brought up. In terms of the increase from 0.6 to 0.7 this is more for the City to hear it was felt that it is not TransLink's responsibility to address the parking issues it is the City's. We felt TransLink shouldn't have to be paying for the neighbourhood's parking problems.

**Q:** Does TransLink know how many units have been brought into the community between St Patrick's and Queensbury?

**R:** We don't have that data at hand. We can look at that and circle back

**Q:** What is the minimum amount of density required for the retail? There were people at our table that really liked the mixed use and the retail at the bottom.

**R:** There is no hard and fast number. For there to be a viable grocery store element and other retailers there needs to be a critical mass of people. For example: Hypothetically if this was a four storey proposal we would not be including the amount of retail space that we have included already.

**Q:** There was a lot of concern at our table about where the contaminated materials are going. How is TransLink going to control sustainable ways of getting rid of materials and has it considered that from a sustainability perspective you are proposed 4x the size so you would be using 4x the materials.

**R:** In terms of the contaminated materials that would be taken off site. The details of that would be remediation plan so we don't have that right now. In terms of the questions about sustainable materials in development, it is generally accepted that building denser forms where there are lots of people and units in a smaller space is sustainable in so far as it is less land intensive than sprawling built forms and single-family homes. We have not made a decision as to whether it would be concrete or mass timber. We are interested in mass timber option. We will be having discussions with future development partners to identify the most appropriate materials to use.

#### **Table Six**

- We were supportive of the rental, for public entity proposing rental, support for the public realm and plaza design, and for potential grocery store
- General areas of concern which a number of them have been raised is that it is an OCP amendment outside of existing zoning and too tall – that was large concern at our table.
- A concern about traffic and safety particular for children
- Lack of green space existing in Moodyville

**Q:** What confidence does Translink have to lease CRUs and confidence to get a grocery store?

**R:** As I mentioned previously we are at an initial stage of design. It is too early to secure a tenant. We have had retail consultants vet our plans and there has been positive feedback on that front but still early days.

**Q:** How will rapid transit existing and proposed impact traffic circulation for new and existing residents? TransLink asked if this was in reference to the BRT. The individual said yes.

**R:** The BRT design is in the early stage. It started earlier this year. It is under analysis. Once that analysis is completed TransLink will share what that would look like.

**Q:** Who is consulting with the North Van School District to match current and proposed development with school and daycare capacity?

**R:** Thank you for the question. TransLink met with the School District back in May to share our plans. As part of the City's review process, the City shares our proposal with the School District to provide comment.

**R: (City Staff)** The City does its own engagement with other levels of government, not just the School District, but with VCH, Port of Vancouver, Fraser Port, Squamish Nations, Tsleil-Waututh Nation. We will have a separate engagement facilitated by staff. The applicants have also done their due diligence. We will have a summary of this engagement in our report to Council.

**Q:** We had a lot of discussion about Moodyville Park. It is a high use destination park. Where is additional green space coming to support the additional population?

**R:** Our proposal includes the plaza but it does not include park space.

**Q:** We talked a lot about parking and this has been raised by other tables. We really want to know how new government funding is going to mitigate traffic concerns? Is there planning underway for transit in the City of North Vancouver other than buses?

**R:** It sounds like you are asking about Skytrain type options. There are no plans for Skytrain or light rail service.

The BRT level of service will be more frequent. The Park Royal to Metrotown route spans 21km with 16-17 stations. Once it is complete TransLink has estimated that the route will have 60,000 daily riders. It will have a travel time of one hour during rush hour. Frequency will be approximately 5 minutes during peak hours. We estimate that the BRT will provide rapid transit access to over 85,000 households and approximately 100,000 jobs.

**Q:** What kind of magic is going to happen to make all this increased capacity and people to use this if there are not major changes? Are we not still talking about the same road which is Marine Drive and Third? What magic is going to happen on the bridges to allow this to happen? I am having a hard time getting on board with density increases when I don't see any real talk about what is going to happen.

**R:** Those concerns are part of the design work that identifies how the buses would move along the eastside corridor to ensure there is a functional road network for both buses and cars.

#### **Table Seven**

- Thank you for coming to present and defend this valued engineering project. There is a lot to unpack. In regards to your key questions we at the table summarized those as a lot of those answers are reflected in the Official Community Plan, so that is best guideline to figure out how to balance multiple stakeholders and there was a fulsome process as part of that. We will skip through a lot of the concerns which are repeats from the other tables. These are reflected in our flip chart notes. We have a couple of questions:

**Q:** This is for the City what is the minimum MMR required for developing residential of this size.

**R: (City staff)** As of July 14, 2025 the minimum mid-market rental requirement is 10%, but that 10% is for 100% rental project, and it is still considered as a benefit.

Q: We really look at TransLink as a partner for moving around and one of the key problems facing North Van is the traffic and congestion. The question for the applicant is how did you get here today? Did you get here by bike, bus or car?

R: I got here by Skytrain, Seabus, then bus.

Q: How long did it take you?

R: Just over an hour

Q: This area is kind of unique as there are many developers already building in the area. I can think of Creo, Anthem, and Innova and they are doing that at the 4 storeys. What makes TransLink unique in requiring to build at this scale – Is it a cost management issue or a profit desire for profit margin?

R: It is a little bit of both. So those developments built in the Moodyville area are predominately strata and for sale product. We have a rental project that has fundamentally different economics. Our site in Moodyville is quite unique, in that it has BC Hydro property to the north. A lot of the shadows fall within or on BC Hydro site, whereas the other developments directly abut homes.

Q: If the City does grant the OCP exception, what assurance do we have that TransLink won't sell the project.

R: This project is being planned as a public private partnership. We will remain a partner through development permit, rezoning, construction, all the way to occupancy. In terms of whether we stayed involved long term that is yet to be determined. What we would do as part of the selection process of an operator, we would put into the contract our own values and conditions, which would also align with the conditions of the City.

Q: I think it would be interesting if everyone can raise their hand – right.

C: People in room asking 'why'

C: I think it would be interesting to do a straw poll to see who supports the project. (The facilitator discouraged voting or poll as it can intimidate and make individuals with different perspectives feel unsafe)

C: I think it would be interesting to see who wasn't supportive of the project and who didn't raise hand. I think that the majority in the room do not support the project.

#### Table Eight

- I don't think our table is any different than the rest of the room in terms of concern over the amount of density lift over the OCP. We don't see how that is going to play out well for the character of the community, the safety of people moving around, children.
- We can't see how the idea of a complete community is fostered by this development because it puts more pressure on over pressured community amenities such as parks, schools, and adds to the parking lot that has become our roads during some times of the day. It just seems to be adding to congestion, this sense of being behind rather than in front of offering community amenities. These are long term costs that the community bears but TransLink does not.

Q: One thing that we have not heard a lot about is, what is the guarantee for grocery? You are considering this as a big amenity. That is a promise to the community, yet there is no ability for you to promise it. The parking seems to be not viable for a grocery store

R: The design of the retail space allows for the grocery store to be functional. We have had that designed vetted. The car parking of 34 spaces has also been vetted.

**Q:** Vetted – does that mean it is viable and does that mean it is guaranteed

**R:** It is not guaranteed. I want to be clear that the grocery store is relatively small. We are not talking about a large grocery store. We are talking about a small urban grocery store so think about a Nesters or IGA sizes.

**R:** Because we have had so many questions about our confidence in the grocery store I want to clarify that vetted means we have checked with the market to determine what they need to be functional. To make sure it is designed to allow that use in terms of the space, structure and functional. At this point we cannot complete contracts and lease agreements with a grocer. We have confidence in the market sounding that there is demand for a grocer in this area.

**C:** We did discuss the attractiveness of the BC Hydro site and that this would diminish the attractiveness as a residential site as many people would choose to not live next to a hydro station.

**R:** We have been careful in the placement of the buildings and the massing to help mitigate views of the BC Hydro site, as well as landscaping around the back of our property to mitigate. We have done research in terms of health impacts, Health Canada and BC Hydro both have published research which shows that there are no health concerns related to Electric Magnetic Frequency (EMF) waves.

**C:** The school has been mentioned, but there is a social contract if you take on density you can then will provide the amenities. We already have portables on Ridgeway Elementary, you are bringing in more families and we don't have enough school capacity currently for the children we do have. If there are no new parks, or schools then you can't absorb additional children. More portables is not a viable option.

**R:** As we mentioned the School District been engaged and informed of our project. Through the City they will be providing comments formerly.

**Q:** There is a paper online signed by our premier Stronger BC for Everyone. I encourage everyone including TransLink who have not read it to refer to this paper. It is very clear in this paper that the development that they want to see City's conduct is small scale missing middle housing. What that means is 3, 4, 5 storey developments like what we have in Moodyville right now. I will refer to you the OCP amendment which will be voted on Dec 8 in that amendment it indicates all infill housing. No towers what so ever. And you guys say this property is outside that development picture. I would remind you ten years ago when we developed the OCP that property was not designated as tower, that property was designated as 4,5 storey back in the day. Now what has happened you have slipped in a special study saying this property you can allow towers. The Council of the day said that property was no more than 6 storeys. Why are we renegeing on that agreement that was made 8 or 9 years ago?

**R:** (City staff) thank you for the question. The part where you were commenting on Mayor and Council I can not comment. In terms of the process, I would like to explain the difference between what the Province is mandating to do and the application that we have in front of us. In terms of the Province, it has mandated to increase the number of housing to meet the housing demand. That was for the whole BC. The City had to make those changes to the bylaw and OCP to meet the housing need. That process as an OCP amendment was led by the City. In terms of this application we have an individual coming to the City to amend the OCP for a specific site. We have this situation with the application and meetings is led by the applicant. They have to justify their request. They have to present a trade-off for the extra density they are requesting. The application is bringing these benefits, services and at the same time they are saying the cost of it is this amount of density. It comes to the public to say would you like these benefits and services at this cost.

**Q:** Has the application been put forward to the City for where TransLink is right now?

**R:** Yes, the application was submitted in October 2024.

**Q:** No, what I am asking is has the development permit been put forward by TransLink right now?

**R:** No, it is a sequential process. We start with the OCP amendment, if approved it goes to rezoning, then if approved it goes to building permits.

**R:** (City staff) In terms of this process, this application has not been submitted to Council yet. We are going through this process to engage a variety of stakeholders including public. We will gather the data, and develop reports. Once ready it will go to Council, and there will be a public hearing where the public can express their opinion to their elected officials. Until then the application does not go to the next stage.

**R:** (City Staff) in terms of the previous question about mixed use, the site is designated as mixed use level two. Even if we do not receive a OCP amendment but we receive a rezoning application compliant with the OCP retail uses are a requirement of the site. However, the amount of them is based on the proposal. The applicant is proposing rental with below market units and providing other benefits.

**C:** We agreed on an OCP 7 or 8 years. We all understand that we need more density in the City but that is not the question. We have allowed density in the City, you just walk around our neighbourhood. I would encourage TransLink to go back to the drawing board to create a development with 4 or 5 stories, then present it to the City.

**C:** I would like to point out that mid-market rent does not equate to affordable rent. I love the bike and BRT I really appreciate that and we definitely need that on the north shore. If these towers are going in we need better transportation on the north shore, not just on 3<sup>rd</sup> and marine. This is pivotal moment in North Vancouver, if this gets approved it is saying that towers are okay at every bus stop in North Van.

## **FLIP CHART AND POST IT NOTES**

### **Table Group Discussion**

Table Host: H.M

*Flip Chart Notes (Q: Questions for whole group discussion)*

- Issues with amendment to OCP, involving height, others have respected height
- Need more green space/ parks and often require a vehicle to transport gear
- Lack of green space in Moodyville. Well served by transit (it's on time efficient) but people need their car
- Our table concerns include: traffic/ safety (especially for kids), possibly losing vehicle lands, OCP amendment/ outside of existing zoning/ too tall, green space
- Our table supports: Rental, public entity proposing rental, public realm and plaza, would love a grocery store (concern for lack of guarantee at OCP amendment stage)

**Q:** Why should TransLink get such a huge exception?

**Q:** Will this set a new precedent for height and density? Ie: Wall Financial

**Q:** Traffic: How will government funding mitigate traffic concerns by investing in new transit? Eg: is there current planning underway for new transit in City of North Vancouver other than buses?

**Q:** Who is consulting with the North Van School District about matching development for school/ daycare capacity?

Q: How will children travel safely b/w school/ daycare and home?

Q: Where is the additional green space coming to support new population? Moodyville Park is a destination park. High interest and lack of parking

Q: How will rapid transit (existing and proposed) impact traffic circulation for new and existing residents?

Q: What confidence does Translink have to lease CRU/ get grocery?

*Post it Notes*

- If it means that we don't get any retail and that will allow us to keep to 4-5 storeys – I think that would be the best solution/ benefit to the community

Table Host: A.A.

*Flip Chart Notes*

- Look at what has been established (OCP) North Van is most dense city in Canada. Look at how the community has to designed
- OCP adopted in 2016 and changed or reviewed every 5-20 years. This is a very big change. 4x the size of change. Growing and adopting shouldn't be so large so fast.
- A lot of new residents will have views except neighbours grandfathered in
- Area used to entirely single family and now has been positively impacted. Faced a lot of opposition but community came together and made decisions. Single family was opposed. Community already came together to create 4 storeys
- There is precedent for honouring the OCP height and density while being able to still have retail space
- Sustainability: Narrow window, embrace materials that are not toxic in construction. Ie: Cement is very toxic
- Trade-offs – Elementary schools. Look at what precedents have already been set in the community (ie: Innova) 6 storeys and retail. It should be designed to honor OCP, Reduce amenities to allow density
- Stick with OCP. OCP already allows for mixed & rental and retail
- It's not TransLinks responsibility to increase parking space from 0.6 to 0.77. It's the City's responsibility to deal with parking issues in the community.

Q: How many units have been brought into community between St.Patrick's and Queensbury?

Q: What is the minimum amount of density for retail? How much can be built to allow for retail to exist? Is the current plan enough to address the needs?

Q: Where is all the contaminated material going to be sent from current transit depot? How is TransLink going to control sustainable way to get rid of these materials and how is it considered given the project is 4x size? Is it possible to use mass timber?

Q: What is the cost to TransLink to increase parking ration from 0.6 to 0.77 and will it increase the rent?

Q: How many people can be moved through this corridor daily by bus rapid transit? 60,000?

Table Host: V.B.

*Flip Chart Notes*

- Not enough residential parking proposed
- Current Moodyville
- Not enough residential parking proposed
- Current Moodyville planning has reduced livability this will add to it (poor planning)
- Need more parking for family suites – more realistic ratios for families
- Preference for car free-ish if possible based on service
- Consider car share and cargo bike (include suitable parking for cargo bikes)
- Younger generation driving less – Seabus and rapid bus is very attractive
- Concerned TransLink is only interested in profit
- Please build to OCP
- Support for rental tenure
- Concern about reality of revenue making an impact on transit system
- Need family friendly homes
- Concern for school capacity
- Severe construction fatigue and construction parking
- Six of seven people at our table wish to see 4 storeys
- Concern with scale of development
- General overcrowding on streets – third crossing
- Not opposed to density, need for younger generation, but we need infrastructure to support growth

Q: Why doesn't TransLink donate land as a park?

Q: Why can't TransLink build to OCP?

Q: Moodyville guidelines require a break in building – Why doesn't this building follow this?

#### *Post it Notes*

- Construction phase a distress for community. Parking!
- Blind corner @3<sup>rd</sup> Street and St David. It will be worse with 14 storey at corner
- 2 bridges over capacity already
- How has the increase of the parking ration affected the # of units and/or retail space? Are some of the loss of units from height reduction made up by the inclusion of the western podium?
- Uniform development in keeping with the existing neighbourhood – what's the point of an OCP? Conflict of interest with L. Buchanan to be a 'Mayors Council Designate'
- "Of service' how's that? "Optimize Use"? OCP why not conform
- Determined sit acceptable to height and density – why
- Sq. ft of site: FSR of revised development

Table Host: J.G.

#### *Flip Chart Notes*

- The project would be more supported if it were to happen in collaboration with more investment in new transportation infrastructure
- The site should accommodate more missing middle levels of housing
- The proposed level of density does not work with the current capacity of nearby schools and hospitals
- Financial viability argument doesn't seem accurate given the density that is being built nearby
- OCP in its current state already gives good guidelines for development and expectations for public realm

- Green space is always a good idea
- Should consider impacts to neighbourhood (shadowing)
- Height is a concern for shadowing. It doesn't fit with context.
- Site is not currently supported by sufficient transit
- There are better uses within the confines of the OCP
- There are not enough 2-3 bedroom units and ground orientated units
- There is not enough support for vegetation (Harsh conditions on 3<sup>rd</sup>)
- Public amenity or grocery store is a good idea, however, CRUs next door are currently empty
- TransLink is not a proven developer
- Mid-market rental might not be sufficient to support affordability
- Car traffic is causing safety concerns. Current traffic issues are not being taken into consideration
- There is an opportunity for more interesting/ attractive design (seems VE'd)

Q: How is the feedback going to impact the development proposal? Is this just a formality?

Q: What has been the City's feedback on the project so far?

Q: Distributed density was the promise of the OCP, why is that changing?

Q: What is TransLink doing to evaluate transportation demand and provide car space?

#### *Post it Notes*

- How did you get here today? Bus, Bike, or Car?
- Double row of tree planting has all died across the street. Why does this work for TransLink?
- 3-4 times OCP is in line with OCP? Did you take transit to get here? Minimum MMR 10%
- What was the feedback from the City?
- Respect the OCP within OCP ground orientated 2+ bedrooms is needed
- If OCP exception is granted what assurance does the community have that TransLink won't sell the site if OCP exception was in fact granted
- What is the minimum MMR required by municipality?
- Many developers in the area can make the project economics work? What makes TransLink different? Is it a cost management problems? Higher desired profit?

Table Host: M.F.

#### *Flip Chart Notes*

- Don't think traffic changes are safe
- 14-16 storeys are not in accordance with OCP – infill small scale
- Re: Stronger BC. Zoning 'missing middle' context is 5-6 storeys
- This is not in character with neighbourhood
- That land is free public it could be anything. The cost are construction not land. (Why not build as per OCP?)
- We want answers as a community. The City over many years has a track record of disregarding concerns over density
- I'm concerned about the impact of the development on school's capacity, quality, green space
- Buses can't get you where you need to go. Always behind. Filled. Late. Jammed
- We' can't get away from cars
- Existing bike and transit
- Council has failed to acquire new parks, schools, community amenities, services as its part of the deal for allowing density. The complete community is not taking front burner and we are behind

on this front. This brings the community further back. Always behind, rapid transit in early stage, but doing this excess development now. Bridges inadequate

- Where is everyone going to park. Parking is inadequate. Needs to be 1:1. People have children – need to carry things
- I don't want more portables. Buy more school property
- Why does the City continually shoulder excessive density load for the region.... Along with all the problems this brings policing, transport, social issues, amenity needs. The costs outstrip benefits

Q: Is 34 parking enough for a significant grocery store? How be a grocery store (Nesters size) Viable – not likely

Q: How do you keep community safe from trucks and traffic? Interested in proposal

Q: How can TransLink justify density in excess of OCP including amendments regarding infill homes – scale?

Q: What is the history of the land? Was bus repair facility – hydro sub-station is separate and staying

Q: What is the future of the hydro station?

Q: If other developers can make \$ building small scale why does this site need to have towers

Q: You hear buzz of power station – is that a comfortable context for residential? Are EMFs a concern. I think so

Q: Will all infrastructure need to be rebuilt to facilitate this development? How can ingress and egress from this site and north shore handle this? Already clogged here

Q: How does TransLink think 2-3 buses are a 'transport hub'. The quay is overly congested. 'Hub corridors' have sky train or something effective not just rapid bus.

Q: What is 2027 bus plan? What are the connections to Metrotown? Will it be reliable and frequent?

Q: Can a grocery store be guaranteed long term?

#### *Post it Notes*

- How much money does except through retail/rentals per month

Table Host: Z.B.

#### *Flip Chart Notes*

- Is the only answer to congestion concerns "get on a bike" or walk to take the bus
- Development doesn't have enough parking
- Current street used to be quiet, now a freeway. Need to consider aging population and their safety. I want to feel safe walking in the community from a traffic standpoint
- NV is seniors and young families. This feels like a Vancouver project for professional – not built for people who live here
- Inova project CRVs are currently vacant
- Re: The plaza and safety – who will be monitoring this space at night?
- Property values. Bought 26 years ago. View is changed. Trees etc. Values will be decreased
- Concern for infrastructure pressures- schools, hospitals, emergency services
- MCA – previously told by TransLink that they curate who goes into CRUs
- Understand need, but don't want to see height, density, out of character for the area
- Appears that TransLink is getting special consideration by being able to apply to amend the OCP (given the huge heights proposed)
- Huge traffic issues already – will get worse. Need to consider those who have 2 cars or more
- Good to think about reducing the # of cars but still need to think about transit and getting off North Shore

- Really need rapid transit! Would reduce driving if this was a reliable option. Need infrastructure to support this sort of density first
- Concern for precedent setting – Trails project

Q: For City: Laneway (dead end) will have trucks. Any chance to punch it through lane or reconfigure Ridgeway? What mitigation measures will be implemented here?

Q: Will the traffic study be made available to the public and when?

Q: Why consider an OCP amendment in the first place?

Q: Is the only answer to my traffic congestion concerns... "get on the bus, bike or walk"?

Q: How will TransLink ensure quality CRU tenants and keep them tenanted?

Table Host: D.F.

*Flip Chart Notes*

- Extreme anger – single family neighbourhood, increasing traffic and on-street parking, density too much
- TransLink gains at expense of residents
- TransLink didn't have to purchase property
- Parking ratio still too low
- 50% 2-3 bedrooms. POSITIVE -family – families and seniors don't always walk
- Urban grocery store – only 34 stalls too low. Dig parking deeper to allow more spaces
- Height is blatant disregard for community will as expressed in OCP
- Traffic – fear of increase in congestion, transit can't keep up with demand. Rat running is already a problem
- Lack of parking – contractors need a vehicle
- Plaza and amenity offerings are disingenuous – don't address real community issues
- Infrastructure cannot handle the density – schools, roads, health care facilities, sewer, etc
- Fear of project setting a precedent on height
- TransLinks mandate is to provide transit not develop properties
- Two zone fare on seabus to north shore
- # of empty rental properties in CNV – do we need more rental housing?

Q: Who is developing the property?

Q: Did TransLink pay for the property initially?

Q: TransLink planning to sell it?

Q: Site contamination and remediation plan?

Q: How would a dedicated bus lane on 3<sup>rd</sup> actually work?

Q: Mayor is on TransLink's board – will she declare a conflict of interest?

Q: How many motorbike stalls are being proposed?

Table Host: M.P.

*Flip Chart Notes*

- We really want to survey the height and density by a vote of everyone in the room
- Traffic and parking issues. Parking issue is real. There aren't enough space for current residents to get a parking spot
- No amenity will make this appealing we have bigger concerns. Height and density
- Parking ratio is a problem. Not every unit getting a stall
- There should be a vote on height and density
- The topography should dictate the height – City

- TransLink did not buy the land. Did not need to pay. Will sell to a developer.
- Width of the street and congestion
- Fire department and services cannot get through – City
- Parking was the reason that people chose this neighbourhood and now its crowded
- Key areas of concern are bigger issue. The support are fluffy. There is no comparison
- Amenities are not enough. How can we improve crime and safety in Moodyville when density will make it difficult.
- The City should not listen to this application.
- Take at least 4 storeys off each building
- Amenities are a gift and the density is not for the neighbourhood. This will affect the character of the community
- Money for TransLink and not serving the community
- Staying within the OCP!
- Service to the community: Towers and density. The area has already absorbed density and infrastructure has not gotten there yet!
- The Towers are the issue! They don't belong. This is not Lonsdale!
- The community is not getting any benefits from this?
- City issue on how they are allowing this land to be developed
- Densification is an issue. Services cannot catch up! It changes the whole culture of the neighbourhood
- With this economy, how can TransLink ensure robust retail space and if they will be rented?
- People want to stay within the OCP. It will be dense enough and solve this issue
- Traffic and bridge issue! Hospital overload! The waiting times are already an issue
- Density and more traffic and strain on the infrastructure. Infrastructure should come first

**Q:** Is TransLink developing the land or they are gonna sell and walkaway?

**Q:** How TransLink got ownership of property by BC Hydro?

**Q:** How come all the developers stay within the OCP and TransLink is trying a different approach?

**Q:** Would other people be able to develop the same? It comes down to money

**Q:** Why TransLink is stretching OCP? Why is TransLink getting the special?

**Q:** The traffic safety for kids and elderly – any measures? There is the issue. The community is taking the strain and have not seen anyone actually managing

**Q:** Who is going to manage the outcome? Community is left with the outcome. It is not a benefit

**Q:** Where are the storeys counted from 3<sup>rd</sup> or 4<sup>th</sup> or lane?

**TO:** City of North Vancouver, Planning & Development  
E: planning@cnv.org

**FROM:** Catherine Rockandel, CP3, IAF Certified Professional Facilitator  
E: cat@growpartnerships.com

**SUBJECT** Nov 19, 2025 TransLink Moodyville Public Meeting from 6:30-8:30pm  
Table Group Discussion – Flip Chart and Post it Notes

**DATE** December 9, 2025 **Pages:** 14

## OVERVIEW

The meeting process was designed to respond to input from the previous DIS that requested more in-depth discussions and opportunities for questions. The meeting included a short 15-minute overview presentation on what had changed in the proposal. This was followed by 30-minute in-depth table discussions supported by a table host and guided by the three broad questions in the project brochure. These smaller group conversations encouraged the sharing of air time, supporting quieter, introverted people to contribute in a less intimidating environment. It also allowed the table groups to identify what concerns they held in common and where they diverged. Each table then shared their concerns and questions in a 60-minute whole group discussion so that everyone could hear the concerns with the TransLink team responding to questions. For questions about the application process and Council-approved policies/bylaws and guidelines City staff in attendance responded.

## WHOLE GROUP TABLE REPORTS

### Q&A Discussion Transcription

#### Table One

- Height and density too high for the area. Impacts livability.
- Although some at table appreciated the varied heights of revised plan
- Appreciated design that would allow bicycles to proceed where cars can't go through
- Conversations around some density is necessary as it adds to affordability. There is a lack of affordability currently in the neighbourhood. Some felt the re-design had addressed many concerns and that some density be allowed, some felt that height and density is a tradeoff for retail, plaza and better neighbourhood connectivity.
- Some people asked that if housing is a priority, should it not be placed on this site which is a large site, then where, as it is a large site on transit.
- St David's is bike route, lots of hills so different types of users, can we accommodate bike parking for cargo e-bikes carrying kids
- Given that St David's is the bike route to ensure safety into the parkade could we explore adding in cycling and pedestrian access along this green space – still keeping the green space. Making for less conflict along third street.
- Much of the traffic on the north shore and on bridges is coming from over town. Given the site is underused, some people felt there is an opportunity here rather than other areas to do more.
- Some people at our table asked could we go higher, in exchange for greater affordability, more than 10%
- Please put car share on the site.

**Q:** Our one question at the table is 14 stories necessary could it be brought down to 8 or 10?

R: Lots of considerations are made when it comes to the height and density. 14 stories is necessary for a feasible project, to ensure there is a viable population mass for the retail space and this is suitable given the transit orientated nature of the site.

#### Table Two

- The table started the conversations talking about concern that there was not sufficient attention paid to the comments made at the Open House earlier this year. This includes: not sufficient on street parking has been provided, there is already a scarcity of on street parking in the area. As well there is not enough off-street parking for residents. The lack of off-street parking per unit may hinder the developments ability to attract people from different walks of life and folks that have different professions.
- We discussed a lot of comments about height. The neighbourhood has a lot of four storey developments currently. There is a feeling that this would be more appropriate for the context of the site.
- Transit and traffic issues – bringing that many people to the neighbourhood would potentially cause issues in terms of additional traffic and demand on transit. The group proposed that there is a need to take a closer look at the transportation demand.
- We discussed the concern about too many studio and one-bedroom units. If the objective of the project is to attract more families then there should be more two and three bedroom units.
- In terms of amenities such as parks and open spaces, Moodyville Park is already highly used park. If we are attracting more residents how are we scaling up the amount of open spaces and parks in areas. This also includes the amenities provided in those parks.
- The objective of the project seems to be about profit maximization rather than meeting community needs.
- In regards to the character of the public realm and the landscape there was a comment about considering what type of tree species will be used on site, in particularly trees north of the development.
- Discussed the substation that is there, positive that this development would mask the substation in a way so it is not such an eye sore for the neighbourhood.
- There were some thoughts about interesting amenities in the area including community gardens, the current ones are at capacity or limited. Daycares, live music and entertainment, ice cream shop and coffee shop.
- Most of our discussion at the table was about density. There was an overall sentiment that it would be helpful to compare the density in the Moodyville area with the overall density in Metro Vancouver area, to assess and understand the need for additional units.

Q: If the schools in the areas are at capacity, how will that be considered?

R: (TransLink) We have spoken to the school district there is going to be a new Cloverley School. We understand from those initial discussions that there will be sufficient space in the new Cloverley School to accommodate students from our development.

R: (CNV) In terms of process, as an OCP amendment we do refer this to intergovernmental agencies which includes the school district. That has been done. We are awaiting comments and will continue our review in consideration of those comments.

C: The member of the public asked TransLink to follow up as they have heard from the PAC chair the school is at capacity and there will be no room for additional students.

#### Table Three

Q: There was questions at our table about school capacity and hospital capacity.

R: The municipal, regional and provincial government is responsible for health care, that is beyond our project through the referral process the City reaches out to those authorities for feedback.

Q: How did you get the parking ratios?

R: City bylaw for building car parking is 0.6 spaces per residential unit. That is what we originally proposed a year ago. We then increased it to 0.77. We have spoken with developers who have built rental buildings in the City of North Vancouver to understand what the uptake of their parking spaces was. It is roughly in the range between 0.75 to 0.85 per residential unit.

Q: Curious about the other TransLink projects you are doing and whether this is the only project that is not in step with the municipal plan of the project?

R: Our other project is in the City of Vancouver, we will be getting shovels in the ground next year we hope. The project aligns with the Broadway Plan. It is at the corner of Broadway and Arbutus at a future sky train station.

Q: Concern about parking on the street, people who live on the North Shore often have two cars. They use one space in building and one on street, will there be ways to manage the street parking generated by this project? Will the City be able to restrict parking?

R: To reiterate we spoke with developers that have rental projects in the City. They found the ratio we are proposing was appropriate for parking we were proposing. There is also a study completed by Metro Vancouver that indicated that renters have a lower propensity to have multiple cars. In addition, we have a transportation study, this information was all inputted into the parking ratio calculation.

- We discussed positive things about the project. Rental is secure, more affordable homes on North Shore, that it will get value out of the TransLink lands
- We had interesting conversation about the density that it seems too large for the neighbourhood but also that Moodyville is a very successful emerging neighbourhood with a lot of missing middle housing that a lot of places in North Vancouver are adding clusters of towers and that Moodyville is a success in missing middle housing and people like that.
- This leads to the concerns about the Trail Lands to the south which proposes more towers. Concern that while it would be great to support TransLink project and there is bias towards supporting this project because of the public value, it sets a standard and opens the door for the Trail Lands density to be endorsed by the approval of this project.
- Strong feeling that the North Shore is taking a lot of high-density housing and towers but with all that increase in density are these areas getting the amenities to go with it.
- This led to discussion about if there is going to be this high level of density is the rapid bus the right form of transit for high density.

#### Table Four

- Consistency with community and neighbourhood plan height and scale. They expressed at previous meetings they didn't want to see towers so to see the revised proposal come through with just reduced tower height makes us feel like we weren't listened to. So much work was put into the original OCP. Ultimately the changes made by TransLink are not enough – expected a greater reaction.
- Key concerns include livability of neighbourhood, change to the character of neighbourhood, potential traffic impacts as a result of the development, shadow impacts on personal property surrounding the development, and privacy impacts from towers overlooking neighbours. Overall they feel decision makers aren't listening to what the neighbourhood concerns to date. They

feel the neighbourhood has seen a great deal of densification and they have concern about the precedent this project sets in relation to density.

**Q:** Do you expect to pay any compensation to residents as a result of loss of views and shadow impacts

**R:** There would be no compensation

**Q:** What is the timeline for construction? When should I move?

**R:** We are long ways out from construction. We have to go through an OCP amendment process, which is stage we are in now. If approved then there is a re-zoning process, then a building permit process before any construction starts so multiple years away from any onsite construction activity.

**Q:** Is there a timeline for when the City will hear the proposal?

**R:** There is no timeline for that. We submitted the revised application last month. The City is in review of application. We are implementing these community engagement sessions and taking feedback, looking at further revisions, and receiving further staff feedback.

**Q:** Does the current OCP supply or cover the 21,000 the City would like to see as its target? Can we meet that requirement without this development?

**R:** Our understanding of the City's current analysis is that the 21,000 units can be achieved with some amendments to the OCP that does not include this project.

**R: (City)** a clarification to the gentleman that I mistakenly gave you the current zoning designation for the site, but you were asking about current OCP land use designation which is mixed use level two – medium density.

**R: (City)** As many of you know we just went through third reading to meet provincial legislation requirements for small scale housing. There will be further OCP amendments that will be required in the future as we go through our next housing report which is 2027/28. We will be required to do further reviews of the OCP to meet those targets. I would have to get the numbers our housing team to confirm the question about the 21,000 housing units and interim housing report.

**Q:** If every single unit in the new rental building is occupied how many people would be added to the neighbourhood?

**R:** We don't have that number and would have to do the math on that and get back to you

**Q:** You keep referring to the current OCP, given that next month there will be a new OCP I don't understand how this project fits into that?

**R: (City)** The OCP that just received third reading is just a tactical update as you will to meet the year-end deadline to meet the provincial small-scale multi-unit housing. This is just related to the current RS1, RS2, and RT zones which are the low-density low rise. What that means is that we have two areas designated in the OCP for that style of housing. This does not deal with the larger OCP amendment that would be required. We will be starting that process in next year or two. This project requires an OCP amendment through the application made and we are doing that but the OCP approval that was given on Monday is just to meet the provincial legislation. The Council meeting is public.

- The proposal is out of character for area, they don't want towers and understood this neighbourhood would be low rise moving into it. They like walking to Lonsdale and the retail in the area.
- Concern about whether this project is approved will that create a precedent for the Wall Trails towers.
- Concern about safety in the public plaza

Q: In terms of the grocery is there a certain scale required to be able to deliver a grocery store here?

R: Yes, we have a retail consultant to review our plans to ensure that would function as a future grocery store.

Q: How can we ensure there is a quality of retail in the commercial retail units?

A: From a developer's perspective ensuring there is quality retail space enhances the whole site so we are intrinsically motivated to ensure there is a good quality retail as the tenants benefit from that too.

Q: We had a conversation about the Innova project across the road which is 6 stories, why can't this project can't be like Innova – we googled it and its 168 units and achieve the same goals?

R: The Innova project is a strata project which has different economics than a rental project. Our site as we described is directly adjacent to the BC Hydro site. It wouldn't work as a strata project, many people would not want to buy a unit that faces the BC Hydro site, whereas renters are more forgiving about views. There is a fundamentally different financial structure for this project.

Q: What is going to happen to the existing street parking?

A: We responded to this question already so I will repeat it. We have undertaken a transportation study, we have revised and re-submitted to the City. There will be further review to determine what will happen with the existing street parking on east third. We don't have an answer right now.

Q: What is the point of the row homes if the rest of the project is all rental? Will they be sold off?

R: The north parcel is much smaller parcel size. It can accommodate a lot less density. The row homes are the most feasible built form for that parcel. Yes, they will be sold.

Q: Is the purpose of selling the town homes to create some cash?

A: It is the highest and best use for that parcel, to create revenue for TransLink.

Q: How will the rental be secured forever?

R: Typically, there is covenants on title to ensure purpose-built rental is secured, These are typically 60 years and there would be housing agreements we would have with the City.

Q: Why isn't the whole project below market rental?

A: It is not financially feasible to be all below market

Q: Are there any restrictions being so close to the BC Hydro substation in terms of building and what are the impacts of EMF?

R: We had consultant team look at the proximity to the site and Health Canada has a variety of studies looking at impacts of EMF. There is no correlation between proximity to this infrastructure and health impacts.

Q: What is community getting outside of the plaza? For example: a rec room? Would there be fees or compensation for another amenity in the community for a gym or other amenity? At our table there was discussion that the public plaza was not enough.

**R:** We would hope that the retail space is also seen as a neighbourhood serving amenity. We look forward to any suggestions from the meeting today about other amenities that could be included in the project.

**Table Six**

**C:** We had quite a few questions. There is quite a bit of concern over this project, how it is going to impact the existing infrastructure in place – whether it is traffic related, City services, other services and also daycares, schools, other concerns are related to parking and ratio. Many of these concerns have been brought up in other groups.

**C:** We also had concern over unit mix and how you could increase family orientated units at same time how infrastructure is going to get caught up to that,

**C:** We want to see a really good grocery store that is convenient and serving bigger neighbourhood.

**C:** Also, if they could have a daycare that would be nice.

**Q:** Have you done any studies about how this project is going to impact the traffic on third and over the bridges?

**R:** Our traffic study evaluated the intersections directly surrounding our property. I can't speak to impacts for the bridges. Our study is under review by City staff. The preliminary findings, which used a grading scale of A-F scale with A being the most functional intersection and F is fail, determined that the surrounding intersections of our project and taking into consideration the potential Wall – Trails project and population growth on the north shore, the intersections scored a B and C.

**C:** That person must not live nearby (participant laughter) as the traffic nearby often doesn't go anywhere when it is busy

**Q:** Why not have a mixed use building with rental and condo for the south parcel?

**R:** Typically, in buildings you would not mix rental and condo components. To reiterate, we have done a lot of market sounding work and a condo project on the south parcel would be really challenging.

**Q:** Is there any possibility of TransLink transferring the ownership of the development and what would happen to the rental?

**R:** In terms of who will own and operate this project we're planning on delivering this project and in terms of operations it would be in partnership with someone who specializes in that

**Q:** So, TransLink would continue to own it long term?

**R:** We haven't yet made that decision when it comes to operations

**C:** Oh, so the word development in your title is really about development not ownership, not looking after the neighbourhood

**R:** We haven't made that decision yet – that is a future decision.

**Q:** Is this development senior friendly and how would imagine senior residents moving and trying to use bus to get to their appointments or anywhere they want to go

**R:** We visited lots of buildings across the City of North Vancouver and the region and we find there is residents of all ages and walks of life. There are specific requirements in the building code about having accessible units for seniors and a variety of different people

**C:** Many of our other questions are similar to the other groups in terms of concerns of how TransLink is treating current OCP and current designation, that this type of development is not appropriate to the character of the rest of the low rise neighbourhood. Also we are concerned about infrastructure, project

timeline, and possible disruption to traffic on third when construction happens. We want it made clear that this development is not in character with the neighbourhood.

**Table Seven**

**Q:** Who represents the community officially? Who speaks on community's behalf? Who is defending the residents

**R:** Another participant at another table responded to say: City Council

**Q:** TransLink should put buses for additional capacity in now before the development to gain community's trust. Is there any consideration to do that?

**R:** The commitment for additional buses was made earlier this year in TransLink's Investment Plan. It is fully funded and approved. So that is a firm commitment

**R:** This development is independent of that. We are happy that commitment has been made.

**Q:** The existing site has contamination, as former gas station, what considerations are being made for that?

**R:** The site is contaminated because it was formerly a bus barn. We have undertaken a lot of studies and monitoring of the site and submitted those studies to the Ministry of Environment. The contamination is in the soil and soil vapour and we will be submitting a remediation plan for Ministry of Environment approval. There will be remediation activity prior to construction. When we construct the site, the contamination will be removed.

**General Discussion Comments and Questions**

**Q:** The old bus depot has been owned and operated by the transit company since the 1940s so TransLink inherited the land, you didn't have to buy the land

**R:** We are not sure of the history of the land, we are looking at this project in a whole way

**C:** I can't understand you, can you simply answer yes or no. I am asking you if TransLink had to buy the land.

**R:** I don't know

**C:** You would think that if TransLink didn't have to buy the land then costs for development are a lot cheaper so you would think that TransLink could build less storeys and be profitable as many in this room would like given you have lower development costs.

**Q:** Have you considered doing that?

**R:** I appreciate the question, when you consider what we are delivering here, we have heard many say that they would like lower development, lower density, lower height. We have also heard we should go higher, so we are taking into account all of these, what is feasible, and our vision is that it is an optimization of all of these

**C:** At the developer's information report for the January 30 DIS 88% of the respondents were against the height. So that should be taken into account.

**Q:** How does TransLink's funding model work? How does money, proceeds get recycled at some point into the community, if it does?

**R:** The whole purpose of the Real Estate program at TransLink is to generate revenue for the organization and that revenue will be recycled back into transit services.

**C:** There is no one here that does not live in the community so those views are not being heard here today

**Q:** In terms of the revenue model, from TransLink's point of view is it better to get a lump sum of money by selling or hold on to it to create a steady stream of revenue into the future?

**R:** We have a variety of options, if this was a strata project we would have to cash out immediately. In this case because it is a rental project we have the option to hold on to the development to create an ongoing revenue stream or we could set up and hold for 10 or 20 years.

**C:** So for the City, living in this area, I can see we will have lots of different developments on 2<sup>nd</sup>, 3<sup>rd</sup> street and we are worried about traffic and all these high buildings they should not be built there from my perspective. I have heard that many houses in the area have been built by developers and they are going to build towers all over. I experienced all the problems caused by Cascadia and Innova. Does the City agree with all the development that is happening in this area. It seems so.

**C:** Does the critical infrastructure have to be upgraded – water, sewer, utilities?

**R:** As part of the process our application gets sent to a variety of organizations they look at these areas and comment on that.

**C:** Going back to who actually owns this land. TransLink is a public service so it is public land. I think the public deserves to have a little more control, a little more say than a corporation being able to come in and over run Official Community Plan which is something put together by the City. I think the question of who is developing it and how long it is going to remain in TransLink's hands is a really important question that has not really been answered. I don't think if this is a public land project we are not getting nearly enough amenities out of it than should be. Thank you.

## **FLIP CHART AND POST IT NOTES**

### **Table Group Discussion**

Table Host: M.F.

*Flip Chart Notes* (Q: Questions for whole group discussion)

- Secure tenancy and need affordable homes. Get value out of TransLink project
- Too large for neighbourhood
- There is a bias towards supporting Translink
- Need 2 and 3 bedroom units
- Like existing 'missing middle' trend in neighbourhood
- Trail Lands density is endorsed by this approval
- North shore has many areas for high rises. Done a lot. Not getting the amenities to go with density
- If accept project should go with more significant transit
- Traffic comes from Vancouver. More homes near BRT

**Q:** Is this first TransLink Project?

**Q:** Is it only one to not follow OCP?

**Q:** What are the impacts on hospital, on schools?

**Q:** How do you get the parking ratios?

**Q:** Will there be parking on the streets, due to too little parking in project?

**Q:** Could parking be lowered with agreement from City to restrict street parking?

*Post it Notes*

- If TransLink is allowed an OCP amendment, then a precedent will be set for the Trails and other towers to be allowed – that's worrisome. Moodyville is supposed to be max 4 stories
- Too tall for community stay within OCP

- Worried about 280 cars from 280 parking spots moving through already crowded streets, including narrow sidewalks.
  - Not enough parking – will overflow on already crowded streets
  - Traffic diversion
  - Less height, more gradualism
  - 70% of the workforce lives outside North Shore
  - Moodyville character
  - PGE building?
  - Grocery store?
  - More people, less livability
  - Construction period
  - Meeting was well done! Thx
  - If a private developer proposed such a big change, how would people feel? ‘Halo’ of bias because its TransLink
  - Concerns over large increase in population in neighbourhood (past and future)
  - No one who does not yet live in North Vancouver is represented here
  - If the units are dog friendly there is not enough green space and there is already a strain in walking on sidewalks in the neighbourhood
  - This is a bit of a positivish comment – please don’t make it ugly. I have to look at it every day. The revised plan has taken view for residents on 3<sup>rd</sup> street on the west side and their concern with parking flow. Appreciated could be better on the corner
  - Lots of dog owners in the area could they be allowed in the outdoor plaza? Especially if residents want to grab a coffee and enjoy that during a walk
  - Suggest spending less \$\$\$ on parking and spending more on amenities (public) instead
  - My amenity suggestions: Grocery store (no Urban Fare) daycare, gelato/bistro, coffee/bakery, gym/ pilates, pharmacy, massage therapy, NO vape or currency exchange
  - I’m concerned about available daycare, knowing this area will high density family units and there being a strain already for daycare, how can you support with that. It’s a large part of the community
  - The local walk in clinic wait is already strained with several hour wait times, this level of density will make already existing residents have a harder time getting seen by healthcare harder for those working families with kids.
  - I like the overhang on public space with retail in the same area
  - Affordable homes in every neighbourhood increases freedom and options. Seniors who want to stay in neighbourhood but need changes, level entry and unable to drive
  - Great project. Let’s build it! Height + more homes = Good!!
  - Parking ratio seems high for rental project near future rapid transit
- Q: Where would overflow parking go during busy times etc?
- Q: How is the neighbouring building feasible with retail and only 6 stories?
- Q: Would there need to be significant infrastructure (water, power) upgrades?
- Q: Is market rate for rentals affordable?

Table Host: Z.B.

*Flip Chart Notes*

- Ideas to trade off amenities ie: Playground instead of plaza. Splash Park
- Proposal out of character to area – No towers

- Understood this area would be low rise
- Like that there isn't retail right here – like to walk to Lonsdale
- Grocery wanted in community. Is a certain scale require to have this delivered?
- Innova has vacant units
- Current buses get stuck in traffic. Bus is always late going to work
- Concerned will this project set precedents and mean the wall project is approved too
- Concerned about plaza safety

Q: Why can't this project be like Innova and achieve same goals?

Q: How many units in Innova? – 168 with 6 storeys (Technical team provided clarity during table discussion)

Q: No pot shops- How do we ensure quality retail?

Q: Concern about street parking – What happens to existing parking?

Q: How will PBR be secured?

Q: What is the point of the rowhomes? How do these fit into the broader project?

Q: Why isn't the whole project below market and mid-market?

Q: Are there any restrictions around being so close to BC Hydro substation and EMF impacts?

Q: What is the community getting outside the plaza? I.e.: Rec room? Fees and comp for another benefit in community (gym) The public plaza isn't enough

Table Host: M.F.

*Flip Chart Notes*

- Any more amenities as part of the project since the land is public and what makes this any different from any other development
- The concern over this project vs existing infrastructure
- Huge urbanization in the area
- The character of the bigger north shore
- There is around 700 people living in the neighbourhood
- Concern over the development not fitting within the current character
- Need for a commercial hub
- Commercial to be really good and grocery - convenience
- City services at capacity, who pays for it?
- Is it senior friendly? Getting to places
- Where is the transport minister – infrastructure
- How TransLink got this land and the bus service was public and now they want to develop
- Profit for TransLink and who is the owner of the development?
- Why isn't TransLink honoring the OCP and 4 storeys
- OCP version
- Density and transit
- Current FSR vs proposed FSR
- Skytrain line vs BRT
- Some people are satisfied with current bus services
- Road conditions
- The school capacity
- What kind of tenant for the CRU?
- Unit mix – add the unit mix and number of 2/3 beds
- The trails development and existing community garden

- Whose needs – some want housing and are for it
- Security of rental market – what community gave up
- Enough people to support businesses
- Period of rent control and rent cap
- Parking will be an issue! 0.77 is lower than what is needed
- People living on north shore, staying and working here
- Bus vs car rides – issue with traffic management – bridge issue
- Traffic is more of an external issue coming from other places
- Day care centre need! Day care waitlists!
- Rental rates. Market – it's not a significant drop of rent

Q: What is the right size for this location and with OCP?

Q: The timeline of the project, will 3<sup>rd</sup> street be out of service?

Q: What is TransLink transfers ownership?

Q: Why use the term 'development' and 'management'?

Q: Why not condo or mixed use?

Table Host: V.B.

*Flip Chart Notes*

- Height and density too high for the area (as per the 2015 OCP)
- Appreciate community as is
- Concerned with livability
- Height – 6 could be okay
- Construction fatigue
- Appreciate varied heights of revised plan
- Lack of character in new Moodyville projects
- Expectation to maintain OCP
- Traffic is a concern – 'Rat Runners' - Traffic calming? Dead ends?
- Allow bicycles but not cars through
- Density is needed – adds to affordability
- Redesign has addressed many concerns
- Trade off- height and density for retail and plaza. Neighbourhood connectivity
- We need housing. If not here, where? Its large scale on transit. Many living here won't have cars
- St. David's is a bike route and pedestrian. Less conflict if we can provide access along back
- Benefit to 'transit orientated' in nature. Commuters contributing to congestion
- Benefit is an empty under used site – there is an opportunity to do more
- Parking will be an issue. Please consider car share

Q: Could we go higher in height for greater affordability?

Q: Is 14 necessary? Could it be brought down to 8-10?

Q: Could the old PGE building be incorporated? Alder Street. Similar to Shipyard

*Post it Notes*

- More housing is an amenity benefit!
- An OCP is not a guarantee of anything forever. They are legally mandated to be updated, to change and respond to community needs
- Ground floor patios are lifted. There should have barrier free ground floor units for accessibility

- This is not a tower proposal. This is a MID RISE proposal. It could go taller!
- 6 storey podium is great – design it to be interesting and people won't even notice the floors higher than 6 floors
- Public land should be maximized for the PUBLIC – NOT controlled by local residents
- More density would be great
- Use of empty land
- Transit oriented development should help relieve congestion

Q: Will vehicle load support both large grocery deliver vehicles as well as short term loading (pick up, drop off and taxi, etc)

Table Host: J.G.

*Flip Chart Notes*

- Little to no attention paid to previous comments (DIS session)
- Specifically, parking on street not sufficient and off street
- Height is out of character – 4 storey context – sets precedent
- Transit and traffic issues- need to look closer at transport demand
- Unit sizing – more 2-3 bedroom units
- Schools at capacity
- Challenging topography for circulation.
- Masking the substation is a good idea
- Additional need for daycare in the area or other similar amenities for families
- Need more parks and open space
- Profit maximizing at the cost of community needs
- Consider tree species in shadow
- Interesting amenities to consider: Playgrounds, community gardens, services like dentists and daycare
- Live music and entertainment
- Consider impact to nearby residents
- Coffee and ice cream shop
- Would be helpful to compare Moodyville density to the greater area to understand the need for additional units.

Table Host: D.F.

*Flip Chart Notes*

- Consistency with surrounding community and neighbourhood plan – max 4 storeys, height and scale
- No towers – was expressed at last meeting
- Feel like we weren't listened to, feel it was a waste of time
- So much work was put into the OCP and it seems to be being ignored
- TransLink should concentrate on providing public transportation only not be a developer
- Changes made were not enough, we expect more
- Reasonable density, but a 16-storey tower seems insulting to community. Devalues existing neighbours
- Decision-makers aren't listening to neighbourhood concerns about density
- Neighbourhood has already seen much densification
- Concern about precedent this project sets with respect to density

- Transportation and Sustainability
  - One lane of dedicated bus lanes is not possible on 3<sup>rd</sup> street
  - Lane closures will not be permitted on 3<sup>rd</sup> street unrealistic during construction
  - Parking ratio is considered wildly insufficient
- Key concerns:
  - Livability of the neighbourhood
  - Change to neighbourhood character
  - Traffic impacts
  - Shadow impacts on personal property
  - Privacy – towers overlooking neighbours

Q: Who approves the OCP amendment?

Q: Is there any compensation for residents to loss of view or shadowing?

Q: Bought properties with expectation that OCP would protect existing property. Why does it not?

Q: What is timeline for construction? When should I move?

Q: Does the current OCP supply the 21,000 rental units needed by the City or will target be met without this development?

#### *Post it Notes*

- The community is residential and we expect residential to be on this site. Adding cafes and late night venues to a small community will add to much noise to an already noisy area from waterfront
  - Why does TransLink feel they should be above the deeply discussed OCP. The four stories was expected to be a maximum height
- Q: With traffic already maxed out, how will adding a centre of focus (retail) be reasonable when traffic is unacceptable?
- Q: Why is lower height and density not acceptable or viable as the TransLink rep says. There must be a ration that is profitable yet fits within the OCP
- Q: Is the suggested 21,300 units needed already being met by OCP changes? The excess density proposed is not needed.
- Q: When the proposal was amended based on community input, did the community say drop 2 storeys? I would think not, so it appears TranLink is not listening

Table Host: A.A.

#### *Flip Chart Notes*

- 12 and 14 storeys is too high
- Quadruple OCP
- OCP amendment should be for entire area
- OCP amendments should be made/done through CNV
- Information about development should be shared more broadly as more people use/ drive in area not just local residents that live there
- The development might not go through correct processes to be expediated
- Current retail space is sitting empty. Only 20% of units are full
- Trade Offs – stay within OCP. 4 storeys.
- Consider 5 storey with level of retail
- Road is not being made wider
- Transit infrastructure should be put in first (more buses/ sea buses)

**ROCKANDEL&ASSOCIATES**

- Let people continue walking to Lonsdale Quay and Phibbs
- The Moodyville area will not be a hub – should keep Quay and Phibbs as hubs
- People making decisions in this area should be familiar/live in area.

**Q:** Who represents the community officially?

**Q:** TransLink should put buses in now before the development to gain our trust. Why do they not do that?

**Q:** What considerations are being made around contamination?

## **Appendix I: In-person session post-it notes**

# TransLink Moodyville Nov 19 2025

Dec 3, 2025



37 Notes

## Translink Moodyville Nov 19 2025

The notes are organized into several thematic groups:

- Station Design & Accessibility:** Notes discuss the need for a "level" platform, "APPROXIMATE" platform, and "SUGGEST" station layout. One note asks "Would there need to be signalized intersection (walk, bike) upgrades?"
- Community & Livability:** Notes mention "more people, less livability", "Construction period", and "less height, more graduation".
- Local Context:** Notes reference "The local area", "The Moodyville area", and "PG&E building?".
- Other Notes:** Notes include "HEATING WAS A BIG ISSUE", "Traffic diversion", and "Grocery store?".



# Translink Moodyville Nov 22 2025

Dec 5, 2025



17 Notes

## Translink Moodyville Nov 22 2025

- Double row tree planting has all died across the street. Why does this work for Translink?
- No track record completing and maintaining products. Conversion of existing transit assets to transit compound problem.
- What was the feedback from the city?
- How did you get here today? Bus, Bike, or Car?
- "of service" laws that?  
- "optimize use"  
- OCP only not confirm  
- determine site appropriate to layout + density only  
- # of sides  
- EIR of desired development
- 3-4 times OCP is in line with OCP?  
- Did you take transit to get here  
- Name MMR 10%
- RESPECT THE OCP WITHIN OCP GROUND ORIENTED 2+ BED ROOMS IS NEEDED
- Many developers in the area can make the project economic w/out. What makes Transit different? Is it a cost management problem? Higher desired profit.
- What is minimum MMR? ~~required~~ required by municipal
- If it means that we don't get any retail and you will allow us to keep to 4-5 stories - I think that would be the best solution/benefit to the community.
- IF OCP exception warranted. What assurance does the community have that Translink won't sell the site if OCP exception was in fact granted?
- Blind corner @ 3rd & ST. DAVID will be worse with 14 stories @ corner.
- 2 Bridges over capacity already
- construction Phase a distress for community parking!
- we been development in keeping with the existing neighborhood - what do you want of an OCP  
- conflict of interest  
- Richardson to be a "designated" designate
- how has the increase of the parking ratio affected the # of units and/or retail space?  
Are some of the loss of units from the height reduction made up by the inclusion of the western podium?
- How much money does retail/rentals per month.



