

POTTINGER BIRD

COMMUNITY RELATIONS

Developer Information Session Report

502-536 East 3rd Street, North Vancouver
Applicant: TransLink

Version Date: March 14, 2025

OVERVIEW

TransLink has submitted an Official Community Plan (OCP) Amendment application to the City of North Vancouver for the properties at 502–536 East 3rd Street, North Vancouver, to support the development of two 16-storey secured rental buildings with ground floor retail and outdoor public plaza space, and 8 freehold rowhomes.

The site is TransLink's former North Vancouver Transit Centre, which is situated in the heart of Moodyville. It encompasses two distinct parcels that are not currently used by TransLink for operational purposes and will be renewed with new housing and amenities, subject to Council approval. The site is bounded by E 3rd Street to the south, E 4th Street to the north, Ridgewood Avenue to the east, and St. David's Avenue to the west.

The site's location designates it as a 'Neighbourhood Centre' in the Moodyville Development Permit Guidelines. The proposal intends to establish a walkable neighbourhood hub with animated ground floor retail, vibrant outdoor public plaza space, and secured rental housing located in the heart of Moodyville.

The preliminary concept for redevelopment envisions two 16-storey secured rental buildings with a 6-storey podium on the southern parcel and 3-storey rowhomes on the north parcel. The south parcel will add approximately 389 purpose-built rental homes to North Vancouver's housing stock, including 39 homes at 10% below CMHC rental rates and approximately 45% designed as family-oriented homes. The north parcel will add 8 rowhomes, bringing the total to 397 homes, creating a diverse mix of studio, 1-, 2-, and 3-bedroom rowhomes and apartments across the project. The proposal will add approximately 14,000 SF of retail space, including a potential grocery store up to 10,000 SF in size, with frontage along St. David's Avenue and East 3rd Street, along with over 10,000 SF of new public plaza space. This site is a Frequent Transit Development Area, providing direct access to TransLink's R2 rapid bus route and a new bike lane along East 3rd St. The project's goal is to build vibrant communities by concentrating density at a transit-supportive location.

As part of the early planning stages, the applicant, TransLink, held a Developer Information Session ("DIS") on Thursday, January 30, 2025, from 6 p.m. to 8 p.m. in the Shoreline Room at the John Braithwaite Community Centre, located at 145 West 1st Street in North Vancouver. The purpose of this DIS was to share the preliminary development plans with the community and gather the public's feedback on the proposal. 145 members of the community attended and signed in (**Appendix A**)¹.

TransLink organized opportunities for public participation and input through in-person and virtual engagement. The following considerations are outlined below:

- The initial official DIS comment period ran from January 30, 2025, to February 10, 2025; however, at the request of the city, the official DIS comment period was extended to February 17, 2025.
- The applicant's project email moodyville@translink.ca was open to receiving input from the community ahead of the DIS and official comment period. It will remain open for input and inquiries throughout the entire project planning and development process. Only emails received to moodyville@translink.ca during the official comment period are included in this report (January 30 – February 17, 2025). The emails captured in this report do **not** include:

¹ Note: The 145 attendees are an approximate representation of how many people attended the event as some attendees sign-in as a couple/family and some people did not sign in.

- Emails sent to the City or Politicians unless moodyville@translink.ca were copied as an original recipient; or
- Follow-up replies within the same email thread, only the initial email in a chain has been included in the report.
- **It is noted that several individuals submitted feedback through multiple channels, such as comment forms and emails. As a result, certain perspectives within the overall feedback summary may be amplified, and may not reflect overall community sentiment. All submissions, regardless of duplication, have been documented in the report to ensure transparency and completeness.**

There were 320 pieces of input received. All input received through various channels has been documented as follows:

- 66 physical comment forms received at the in person DIS on January 30, 2025 (**Appendix B**).
- 143 comment forms received via the applicant website (www.translink.ca/moodyville) and through scanned submissions sent to the project email (moodyville@translink.ca) (**Appendix C**). All comment forms received via electronic means up to February 17, 2025, are captured in this report.
- 111 email inquiries were received via the project email (moodyville@translink.ca) during the official comment period January 30 – February 17, 2025 (**Appendix D**).

Below is a breakdown of the input received:

Overall Total of Input Received: 320

- Support: 28
- Opposed: 270
- Undecided: 22

Comment Forms

- **Total Comment Forms: 209**
 - Support: 28
 - Opposed: 170 (including 2 duplicates)
 - Undecided: 11
- *Physical Comment Forms: 66*
 - Support: 5
 - Opposed: 57
 - Undecided: 4
- *Online Comment Forms: 143*
 - Support: 23
 - Opposed: 113
 - Undecided: 7

Inquiries via email

- **Total Inquiries received via email during the official comment period: 111**
 - Support: 0
 - Opposed: 100
 - Undecided: 11

DIS NOTIFICATION

The applicant adhered to the City of North Vancouver's DIS notification requirements, which included:

Site Sign

Site signs were erected onsite to advertise the DIS as per the City's requirements of 10 days in advance of the DIS. Three site signs were installed in prominent site frontages on January 18, 2025. A copy of the site sign, along with a photo of the sign in place, is attached (**Appendix E**).

On Wednesday, February 12, 2025, the site signs were updated to note the public input extension to February 17th, 2025. A copy of the updated site signs in place is attached (**Appendix F**).

Mail-out

An official letter of notification (**Appendix G**) was approved by City staff and mailed on December 27, 2024, through Canada Post via HoneyComb to property owners, residents and businesses within a 40m radius of the subject site. The notice was delivered via unaddressed mail. A proof of mailing is attached (**Appendix H**).

Following the initial mail-out, the city requested the applicant team to re-mail the notification to a 500m radius of the subject site. The notification was mailed out for a second time through Canada Post via HoneyComb on January 20, 2025. The notice was delivered via unaddressed mail. A proof of mailing is attached (**Appendix I**).

Newspaper Advertisement

The public was also notified about the DIS via Ads in two consecutive issues of North Shore News ("NSN"), which ran on January 15 and 22, 2025 (3 to 10 days in advance of the DIS). Attached is a copy of the Ad which ran in the NSN (**Appendix J**).

Other

In addition to meeting the City of North Vancouver's requirements for DIS notification, TransLink launched a webpage on January 10, 2025, containing initial information about the project. The project was also featured in articles published by the North Shore News, Daily Hive and North Shore Dail Post in January.

DEVELOPER INFORMATION SESSION ("DIS") DETAILS

Date:	January 30, 2025
Time:	6:00 pm – 8:00 pm
Place:	Shoreline Room, John Braithwaite Community Centre
Address:	145 West 1st Street, North Vancouver
Attendees:	Approximately 145 attendees
Display Boards:	22 project boards including 3 interactive display boards

Total input received: 320

- **Physical comment forms submitted at the DIS on January 30, 2025: 66**
- **Online comment forms submitted up to February 17, 2025: 143**
- **Inquiries received via email during the official comment period (January 30 – February 17, 2025): 111**

The purpose of this DIS was to introduce the preliminary development plans to the community and collect public feedback on the proposal before a formal application submission to the City. The DIS served as the first opportunity for public input, as the project is in the early design stage and the preliminary phases of the planning process. The DIS displayed twenty-two project boards (**Appendix K**) for attendees to read at their leisure, and the applicant team was present to answer questions. Three display boards were designed to be interactive to receive feedback from the public on the public plaza space and how it could be designed and activated in the proposed future development. No formal presentation was made. Opportunities for both in-person and virtual feedback through physical and online comment cards were available to attendees. 145 members of the community attended (**Appendix A**).

DIS INTERACTIVE DISPLAY BOARDS

The DIS presented three interactive display boards designed to gather community input regarding the proposed public plaza. The first board, titled "What do you want to see here?" (**Appendix L**), invited respondents to place sticky notes sharing their vision for activating and using the public plaza. The other two boards (**Appendix M**), "Precedents: Public Spaces," encouraged participants to indicate preferred public space features using sticky dots.

Engagement Summary: "What do you want to see here?"

A total of 78 comments were posted on the interactive board: "What do you want to see here?" (**Appendix L**). However, only 10% (8 comments) directly responded to the board's question, which asked: *"Place a sticky note on the public plaza and tell us how you envision this space being activated and used by City of North Vancouver residents."* A verbatim transcription of responses for Display Board: What do you want to see here? is included in **Appendix L.1**.

The direct responses included the following themes:

- **Retail and Commercial Amenities** (2 comments): Desire for more retail options, including larger retail spaces, grocery stores, greengrocers, food stores, bakeries, or coffee shops with outdoor seating. Request for retail diversity as the area does not need any more nail salons.
- **Green and Common Spaces** (2 comments): Preference for common spaces, parks, and usable green areas in the plaza.
- **Sustainability Features** (2 comments): Interest in sustainable elements, including solar power and green walls.
- **Aesthetic and Design** (2 comments): A desire for the development to be beautiful and colourful and for a design reconsideration of the 'blocky' podium form.
- **Dog-Friendly Spaces** (1 comment): A request for a dog relief area.

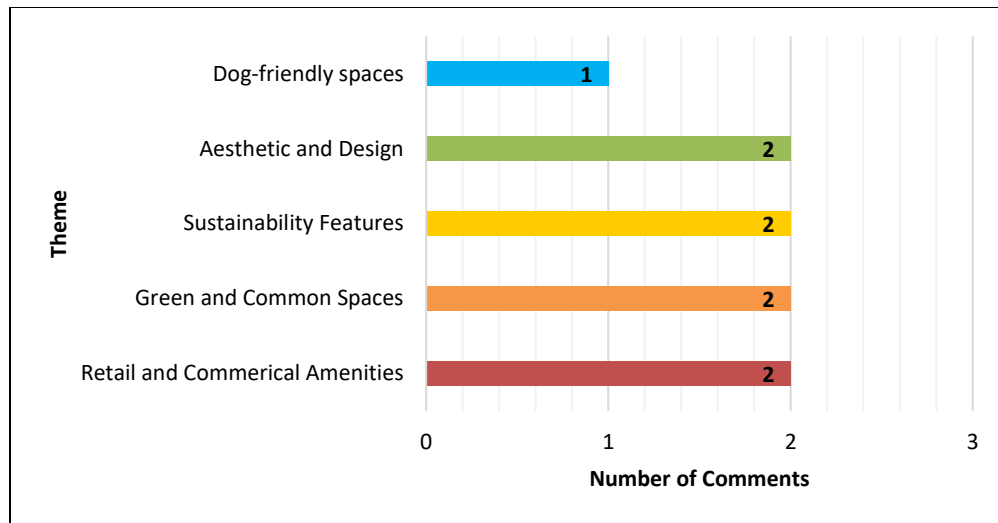


Figure 1: Illustrating the breakdown of key themes from direct responses to the interactive board's question: 'What do you want to see here?'

While the majority of the comments posted on the board did not directly address the activation of the public plaza, they provided broader feedback on the overall development proposal. The following section provides a qualitative summary of the feedback received on this board.

The feedback received included the following themes (Two or more comments):

- **General Support** (3 comments): 3 comments were supportive of the project.
- **General Opposition** (9 comments): 9 comments directly opposed the project.
- **Height & Scale** (34 comments): Respondents expressed concerns with the 16-storey height, indicating it was too tall and out of scale for the area. Many advocated for a gentle density with a maximum height of 4-8 stories, with a few suggesting 8-12 stories, which they felt would be in line with the surrounding built neighbourhood environment and OCP.
- **Neighbourhood context** (18 comments): Respondents felt that the project does not fit within the existing neighbourhood, noting it is a family-oriented area of low-density housing and not Lonsdale.
- **Official Community Plan** (16 comments): Respondents noted that the proposed height contradicts the OCP's 4-story limit for Moodyville and urged respect for the planning and community input that shaped it. One person noted that homebuyers purchased homes expecting the OCP to be upheld.
- **Traffic** (11 comments): Respondents expressed major concerns regarding the impact of the development on traffic congestion and gridlock, particularly along 3rd Street and surrounding local roads. Some called for real traffic solutions and improving public transport.
- **Parking** (7 comments): Respondents raised concerns about the need for more parking. Some noted the need to preserve on-street parking and current parking issues in the neighbourhood.
- **Loss of Views and Shadowing** (6 comments): Respondents raised concerns about the impact of shadowing and blocking light on neighbours, as well as loss of views and sightlines.
- **Infrastructure and Services** (5 comments): Respondents questioned the capacity of infrastructure, such as schools and transit, and services, such as emergency services, to support the additional people.
- **Property Value Impact** (3 comments): Respondents were concerned that the development could negatively impact property values in the neighbourhood.

- **Affordability** (2 comments): Respondents felt that more affordable housing with deeper levels of affordability was needed.
- **Public Consultation** (2 comments): Respondents called for more public consultation in different forms.
- **Sustainability** (2 comments): Respondents expressed interest in sustainable elements, including solar power and green walls.
- **Retail and Commercial Amenities** (2 comments): Respondents expressed a desire for more diverse retail options, particularly food-oriented businesses, while expressing opposition to additional nail salons.
- **Green and Common Spaces** (2 comments): Respondents expressed a desire for green spaces and common areas as part of the development.
- **Aesthetic and Design** (2 comments): Respondents expressed a desire for the development to be beautiful and colourful and for a design reconsideration of the 'blocky' podium form.

Other (One comment only):

- **Dog-Friendly Spaces** (1 comment): A respondent requested for a dog relief area.
- **Agriculture Impact** (1 comment): A respondent noted that they grow their food in the area.
- **Housing Form** (1 comment): A respondent suggested that the housing form could be row housing in multiples without the height.
- **TransLink Specific** (1 comment): A respondent commented on TransLink's financial position with regard to this development.
- **Availability of Housing Supply** (1 comment): A respondent noted that housing supply exists for renters in the form of suites.
- **Quality of Life** (1 comment): A respondent noted that this project would reduce the quality of life for the surrounding neighbourhood.
- **Government Housing** (1 comment): A respondent suggested the need for government-owned housing over private rental.

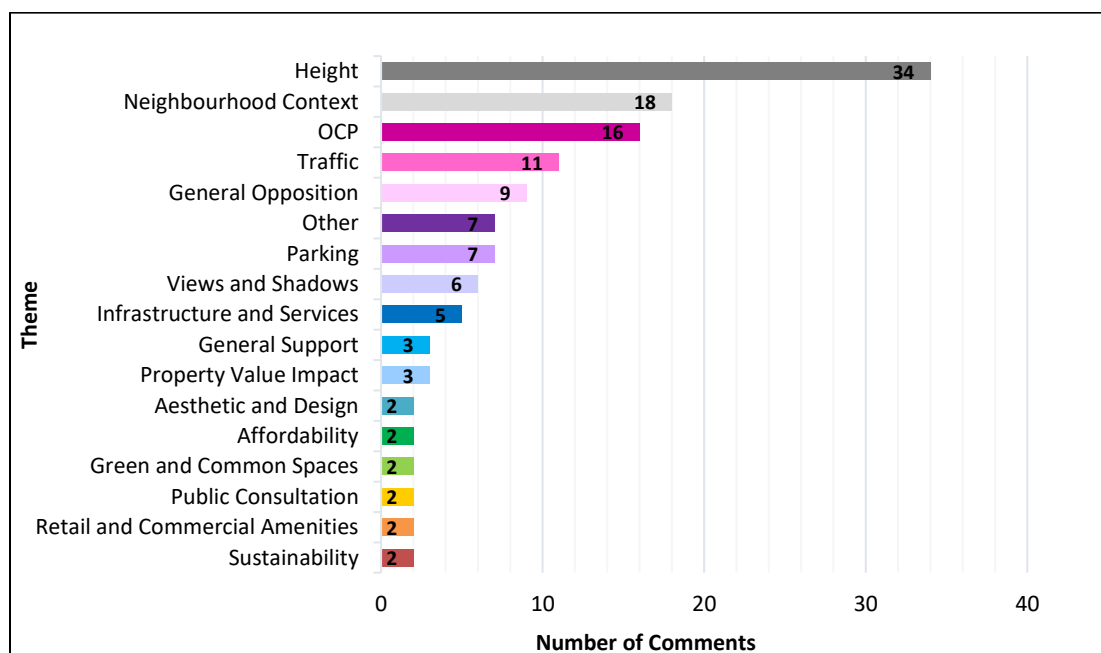


Figure 2: Illustrating the breakdown of themes and other feedback received on the interactive board: 'What do you want to see here?' as it relates to the overall development proposal.

Engagement Summary: "Precedents: Public Spaces"

The "Precedents: Public Spaces" boards (**Appendix M**) presented a range of precedent images categorized under four themes: seating, lighting, planters, and events. The boards invited attendees of the DIS event to participate by responding to the prompt: "Share your input! Use the sticky dots to show what you'd like to see in public spaces, such as the plaza."

This approach encouraged participants to indicate their preferred public space features by placing sticky dots on images that resonated with them. A total of 124 sticky dots were placed across the two boards. The distribution of dots per category and image is detailed below.

The three images that received the most engagement, based on the number of sticky dots, were:

- Sidewalk lighting – 15 sticky dots
- Light-wrapped trees – 13 sticky dots
- Weekend farmer markets – 11 sticky dots

Category	Image Description	Sticky-dot count
Seating	Continuous bench seating	1
	Picnic benches	3
	Singular seating	3
	Stepped seating	2
	Moveable chairs	2
Lighting	Light wrapped trees	13
	Illuminated columns	7
	Sidewalk lighting	15
	Seating integrated lighting	6
	Catenary lighting	5
Planters	In-ground planting	9
	Raised boxed planters	5
	Protected/bordered planting areas	10
	Seating integrated planters	10
Events	Outdoor cinema	5
	Pop-up food vendors	2
	Art fairs	3
	Small business markets	4
	Weekend farmer markets	11
	Live music/cultural performances	8
TOTAL STICKY DOTS		124

PUBLIC INPUT SUMMARY: COMMENT FORMS AND EMAIL INQUIRIES

There were multiple opportunities to submit feedback on the proposal, both in person and online. Comment forms were available for participants to privately record their feedback in person at the DIS and online via the website. Additionally, the public could provide feedback via email during and outside of the official comment period. Email inquiries included in this report capture those submitted during the official comment period (January 30 – February 17, 2025) to the project email (moodyville@translink.ca).

All input received has been transcribed exactly as submitted, without any corrections to spelling or grammar. These verbatim transcriptions of comments are included in the appendix of this report, along with anonymized scanned copies of the original comment forms and email inquiries, in accordance with the City's requirements, which can be found in the appendix.

- Physical comment forms submitted at the DIS on January 30, 2025 (**Appendix B**)
- Online comment forms submitted up to February 17, 2025 (**Appendix C**)
- Inquiries received via email during the official comment period (January 30 – February 17, 2025) (**Appendix D**)

A total of 320 responses were received from members of the community. This figure includes duplicate submissions of comment forms and email inquiries. The below summary provides an overview of the public input received via physical comment forms submitted at the DIS on January 30, 2025, comment forms submitted via electronic means up to February 17, 2025, as well as public input received via email during the official DIS comment period (January 30 – February 17, 2025). Of the input received, we have determined that:

- **(9%) 28 respondents voiced support** for the project;
- **(84%) 270 respondents voiced concern** for the project;
- **(7%) 22 respondents voiced neutral** comments and or suggestions for improvement.

The **comment forms** revealed key areas of support, concern, and suggestions. The prominent themes for each category are listed below:

Key Areas of Support (with five or more comments):

- **64 comments** expressed support for **retail and community amenities**;
- **39 comments** expressed support for the **proposed housing tenure**;
- **36 comments** expressed support for the **landscaping and public realm**;
- **15 comments** expressed support for **site revitalization**;
- **14 comments** expressed support for the **proposed on-site grocery store**;
- **10 comments** expressed support for **walkability and transit**;
- **5 comments** expressed support for **neighbourhood activation**.

Key Areas of Concern (with five or more comments):

- **140 comments** expressed concerns about the **proposed height**;
- **94 comments** expressed concern for **neighbourhood context**;
- **84 comments** expressed concern for **inconsistency with the Official Community Plan**;
- **68 comments** expressed concern about **parking**;
- **65 comments** expressed concern about **traffic**;
- **49 comments** expressed concern for the **lack of infrastructure support**;
- **36 comments** expressed concern for the **increase in density**;
- **26 comments** expressed concern for the **visual impact** including shadowing, views and light;
- **22 comments** expressed concerns about **transit connectivity**.
- **20 comments** expressed concerns about the current design of the **public plaza**.
- **10 comments** expressed concern for the **community consultation process**.
- **9 comments** expressed concerns about the need for more **affordability**.
- **9 comments** expressed concerns about the impact on **property ownership** in the area.
- **7 comments** expressed concerns about **road safety**.
- **5 comments** expressed concern for **continued construction** in the area;

Key Suggestions:

In addition, several suggestions were expressed through the comment forms received, including:

- Consider lowering the **height and density**;
- Consider providing better or alternative **traffic mitigation and management**;
- Consider offering more **shadow impact study**;
- Consider focusing on **public gathering spaces** that serve community events;
- Consider increasing the amount of **off-street parking stalls**;
- Consider redesigning commercial space to include **a grocery store**;
- Consider **redesigning commercial space** to include a grocery store, restaurants, and café that serve community needs;
- Consider providing **transit passes** for initial years of residents to ease community concerns about parking and traffic;
- Consider coordinating this development with **adjacent sites** along 3rd Street, ensuring similar height, density, and mixed uses to enhance housing opportunities.

The **email inquiries** also revealed a variety of prominent themes that are listed below:

- **87 comments** expressed concern about inconsistency with the **Official Community Plan**;
- **85 comments** expressed concern about the **proposed height and scale** of the development, with some respondents noting that the **artist's rendering** did not accurately reflect the height of the development;
- **82 comments** expressed concern about the impact on the **neighbourhood context**;
- **67 comments** expressed concern about increased **traffic congestion and road capacity**;
- **65 comments** expressed concern about **inadequate parking availability**;
- **61 comments** expressed concern about **local infrastructure capacity and its ability to support additional residents**;
- **49 comments** expressed concern about the **visual impact, including shadowing and blocked light and views**. Respondents asked for **a revised shadow study** to be made available;
- **41 comments** expressed concern about **transit limitations and the lack of new commitments to support growth**;
- **37 comments** expressed concern about the **community consultation process and lack of public engagement**;
- **34 comments** expressed concern about the impact on overall **livability and property values**;
- **32 comments** expressed concern about the need for **more community amenities and services**;
- **30 comments** expressed concern about **transparency and trust** in the approval process;
- **26 comments** expressed concern about prolonged **construction disruptions**;
- **21 comments** expressed concern about **road safety and increased risks for pedestrians and cyclists**;
- **21 comments** expressed concern about **rental housing and ensuring a mix of unit types**;
- **18 comments** expressed concern about **walkability and the lack of pedestrian-friendly infrastructure**;
- **7 comments** expressed concern about the **need for more affordable housing options**.

The following section provides a detailed breakdown of the input received through comment forms and email inquiries.

PHYSICAL COMMENT FORMS SUBMITTED AT THE DIS ON JANUARY 30, 2025

Of the 66 people who filled in a comment form at the DIS, we have determined that:

- **(7%) 5 respondents voiced support** for the project;
- **(86%) 57 respondents voiced concern** for the project;
- **(7%) 4 respondents were undecided** about the project.

The following section provides a qualitative summary of the key themes heard from the physical comment forms submitted at the DIS. **Appendix B** provides an anonymized copy of all comment forms submitted at the DIS. **Appendix B.1** provides a verbatim transcript of all correspondence received.

Key Themes

Key Areas of Support (with five or more comments):

- **Proposed housing tenure (12 comments):** Support expressed for rental housing with affordable and family-friendly options.
- **Landscaping and public realm (11 comments):** Support for public plaza, green space, community gathering places and landscaping improvements on the site.
- **Retail (11 comments):** Support expressed for retail and commercial spaces with community-serving stores and services.
- **Site revitalization (7 comments):** Support for a development that will revitalize the site.
- **On-site grocery store (5 comments):** Support for grocery store on-site creating convenient food options in the neighbourhood.
- **Neighbourhood activation (5 comments):** Support for activating the area with retail, community amenities and public open spaces such as green and park spaces.
- **Walkability and transit (5 comments):** Support for enhanced walkability in the neighbourhood and improved access to transit options.

Key Areas of Concern (with five or more comments):

- **Proposed height (38 comments):** Respondents expressed concerns that 16 storeys are too tall for the area.
- **Official Community Plan (30 comments):** Respondents expressed concern that the proposed height does not align with the OCP which limits height to 4 storeys.
- **Parking (20 comments):** Respondents noted current parking challenges in the area and the inadequate parking provisions of this development.
- **Neighbourhood character (17 comments):** Respondents noted that the proposed development form was out of context with the neighbourhood and surrounding development.
- **Traffic (12 comments):** Concerns expressed for increased traffic pressure contributing to heightened congestion and road infrastructure strain.
- **Increase in density (11 comments):** Concerns around the increase in density and population growth and the ability of the area to support this.
- **Lack of infrastructure support (8 comments):** Respondents noted the lack of infrastructure to support increased density including schools and hospitals.
- **Impact of shadowing (5 comments):** Respondents expressed concerns about the shadowing of towers on surrounding properties.

Key Suggestions:

In addition, a number of suggestions were expressed through the comment sheets and online comment form received, including:

- Consider lowering the **height and density**;
- Consider providing better or alternative **traffic mitigation and management**;

- Consider offering more **shadow impact** study;
- Consider focusing on **public gathering spaces** that serve community events;
- Consider increasing the amount of **off-street parking stalls** and;
- Consider redesigning commercial space to include a **grocery store**.

Heat Map

A heat map has been developed to visualize the geographical distribution of comment form responses received at the DIS event. The heat map illustrates clusters of respondents' stances: supportive, opposed, or undecided, relative to their dwelling types. These heat maps have been provided to better understand the neighbourhood and key areas of concern.

The following data has been derived from the heat map analysis:

- **Opposition:**
 - 56 respondents who opposed the project reside in single-detached homes.
 - 10 respondents who opposed the project reside in multi-residential buildings.
- **Support:**
 - 8 respondents who supported the project reside in single-detached homes.
 - 4 respondents who supported the project reside in multi-residential buildings.
- **Other Considerations:**
 - 3 respondents, represented by arrows on the map, were located at a significant distance from the immediate neighbourhood. While their input was recorded, it was not factored into the interpretation of localized feedback.

Based on this data, it can be concluded that opposition to the project was particularly strong among residents of single-detached homes, with primary concerns regarding building height, inconsistency with OCP, neighbourhood character, shadowing, and limited neighbourhood parking.

The heat map will guide how to focus community outreach, allowing the project teams to prioritize engagement in areas with strong opposition or low participation.

Geographical Distribution of Physical Comment Form Responses from the DIS Event

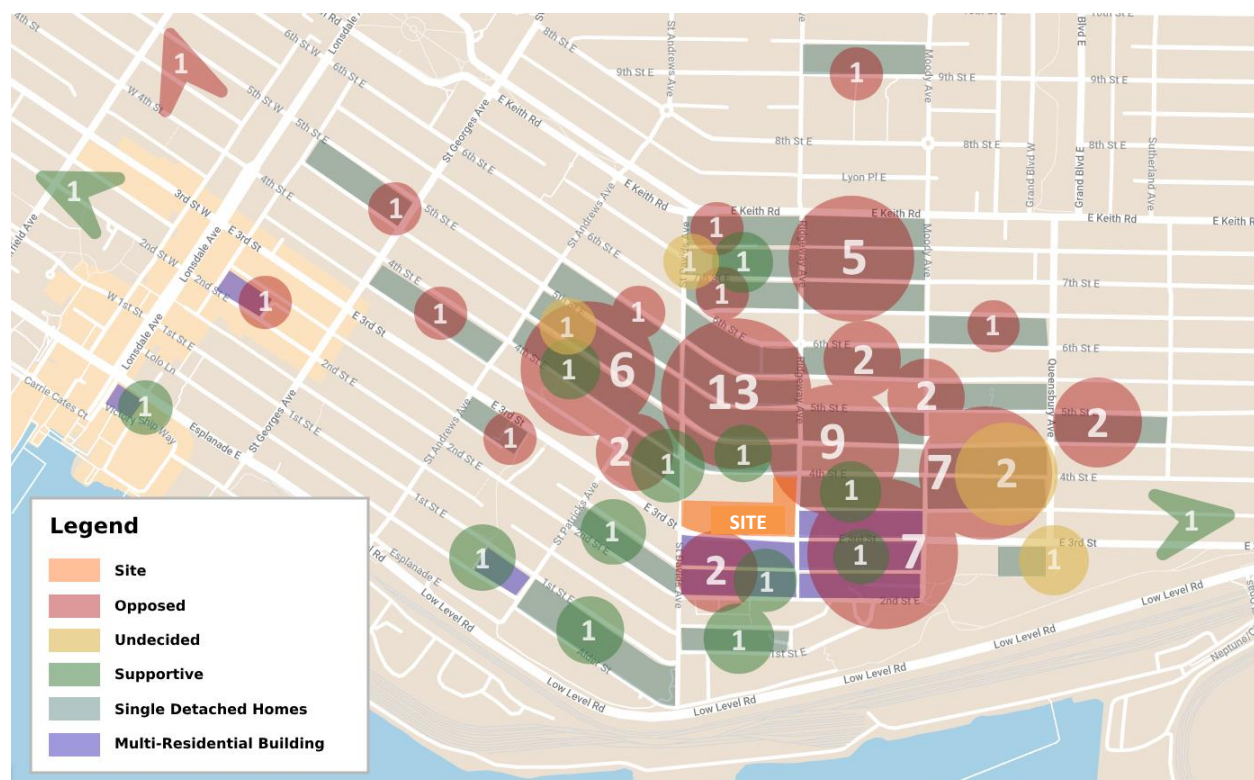


Figure 3: The heat map illustrates clusters of respondents' stances: supportive, opposed, or undecided, relative to their dwelling types.²

ONLINE COMMENT FORMS SUBMITTED UP TO FEBRUARY 17, 2025

Comment forms were also received via electronic means through the online form available at www.translink.ca/moodyville and through scanned submissions sent to the project email (moodyville@translink.ca). All of the online comment forms received up to February 17, 2025, are captured in this report.

Of the 143 people who submitted an online comment form, we have determined that:

- **(16%) 23 respondents voiced support** for the project;
- **(79%) 113 respondents voiced concern** for the project;
- **(5%) 7 respondents were undecided** about the project.

The following section provides a qualitative summary of the key themes heard from the comment forms submitted via electronic means through the online form available at www.translink.ca/moodyville and through scanned submissions sent to the project email (moodyville@translink.ca). **Appendix C** provides an anonymized copy of all online comment forms. **Appendix C.1** provides a verbatim transcript of all correspondence received.

Key Themes

² Heat Map dots represent generalized areas rather than specific addresses to protect respondent anonymity.

Key Areas of Support (with five or more comments):

- **Retail & Community Amenities** (53 comments): Support for retail, commercial and public spaces, with a preference for small/local businesses such as restaurants, cafes, bakeries, butchers, gyms/fitness spaces, micro-breweries, children play areas and gathering spaces that support walkability and activate the public plaza.
- **Housing & Density** (27 comments): Support for purpose-built rental housing including more affordable homes, family-friendly housing and townhomes near transit, though many preferred mid-rise developments over high-rises. Respondents supported the increase in affordable housing.
- **Public Realm & Landscaping** (25 comments): Support for community enhancements, including a dog park, green/park space, community garden plots, seating areas, and weather-protected public spaces.
- **Site Revitalization** (8 comments): Recognition of the need to redevelop an underutilized site.
- **On-Site Grocery Store** (9 comments): Support for improved access to food options through a well-integrated grocery store.
- **Transit** (5 comments): Support for improved access to transportation options through the site.

Key Areas of Concern (with five or more comments):

- **Height & Scale** (102 comments): Concern that 16 storeys is too high, with many preferring a 4-10 storey development in keeping with the neighbourhood and surrounding development. Concerns of precedent-setting. General support for redeveloping the site at a medium density and scale.
- **Neighbourhood Character** (77 comments): Concern that the proposal is out of scale with the existing low-rise residential context, with suggestions for alternative locations for taller buildings. Respondents noted that the area is unable to support increased density and it would impact negatively the community.
- **Inconsistency with the Official Community Plan (OCP)** (54 comments): Concern that the proposal exceeds the OCP limit of 4–6 storeys, contradicting prior community planning efforts.
- **Traffic Congestion** (53 comments): Concern that East 3rd Street is already congested, with bridge traffic worsening and risks to emergency vehicle access. Many felt rapid transit alone wouldn't offset increased car use, particularly with the increase in vehicle activity from grocery stores and retail users. Concerns were raised about further congestion with population increase.
- **Parking Adequacy** (48 comments): Concern about insufficient parking provided, noting that residents will still rely on cars. Concerns were raised about current on-street parking issues, the need for underground parking and the strain on parking with population increase.
- **Infrastructure Capacity** (41 comments): Concern about insufficient infrastructure, namely schools, healthcare services, and daycare availability to support increased density. Additionally, respondents noted the lack of sufficient road infrastructure, bridge expansion and water/sewage capacity to support population increase.
- **Density** (25 comments): Concern about the overall increase in density and its impact on livability.
- **Transit Connectivity** (22 comments): Suggestions for future SkyTrain integration, enhanced bike infrastructure, and better pedestrian connectivity. Concerns around the lack of a transit hub and rapid transit system feasibility with vehicle traffic and road infrastructure impacting transit efficiency.
- **Visual Impact** (21 comments): Concern about obstructed views, reduced natural light, and increased shadowing on surrounding properties.

- **Public Plaza (20 comments):** Suggestion for a larger, well-lit, and functional plaza with play areas and green space. Respondents noted the current design could be improved and better connected to this development and surrounding developments.
- **Community consultation (10 comments):** Concerns around lack of community consultation and disregard of historic engagement on the OCP.
- **Affordability (9 comments):** Respondents called for increased affordability in the housing offering.
- **Property Ownership (9 comments):** Concerns around the impact of the development on property value and respondents noted they purchased homes based on OCP height restrictions.
- **Road Safety (7 comments):** Concerns around speeding along East 3rd Street, calling for traffic calming measures. Concerns for pedestrian and cycling safety, suggestion to move bike route off of 3rd and onto 4th/connecting to Spirit trail because of high vehicle activity along East 3rd Street.
- **Continued Construction (5 comments):** Concern about ongoing construction disruption in the area.

Key Suggestions:

In addition, several suggestions were expressed through the comment forms received, including:

- Consider **lowering the height and density** to align with the OCP and neighbouring developments;
- Consider providing better or alternative **traffic mitigation and management**;
- Consider offering more **shadow impact study**;
- Consider increasing the amount of **off-street parking stalls**;
- Consider **redesigning commercial space** to include a grocery store, restaurants, and café that serve community needs;
- Consider providing **transit passes** for initial years of residents to ease community concerns about parking and traffic;
- Consider coordinating this development with **adjacent sites** along 3rd Street, ensuring similar height, density, and mixed uses to enhance housing opportunities.

Heat Map

As before, this heat map illustrates clusters of respondents' stances: supportive, opposed, or undecided, relative to their dwelling types. The heat map represents online comment form responses received up to February 17, 2025, where addresses were available.

The following data has been derived from the heat map analysis:

- **Opposition:**
 - 69 respondents who opposed the project reside in single-detached homes.
 - 22 respondents who opposed the project reside in multi-residential buildings.
- **Support:**
 - 7 respondents who supported the project reside in single-detached homes.
 - 6 respondents who supported the project reside in multi-residential buildings.
- **Other Considerations:**
 - 18 respondents, represented by arrows on the map, were located at a significant distance from the immediate neighbourhood. While their input was recorded, it was not factored into the interpretation of localized feedback.

This data shows that opposition to the project was strongest among residents of single-detached homes, mainly due to concerns about building height, alignment with the OCP, neighbourhood character, shadowing, and parking shortages.

Geographical Distribution of Online Comment Form Responses up to February 17, 2025

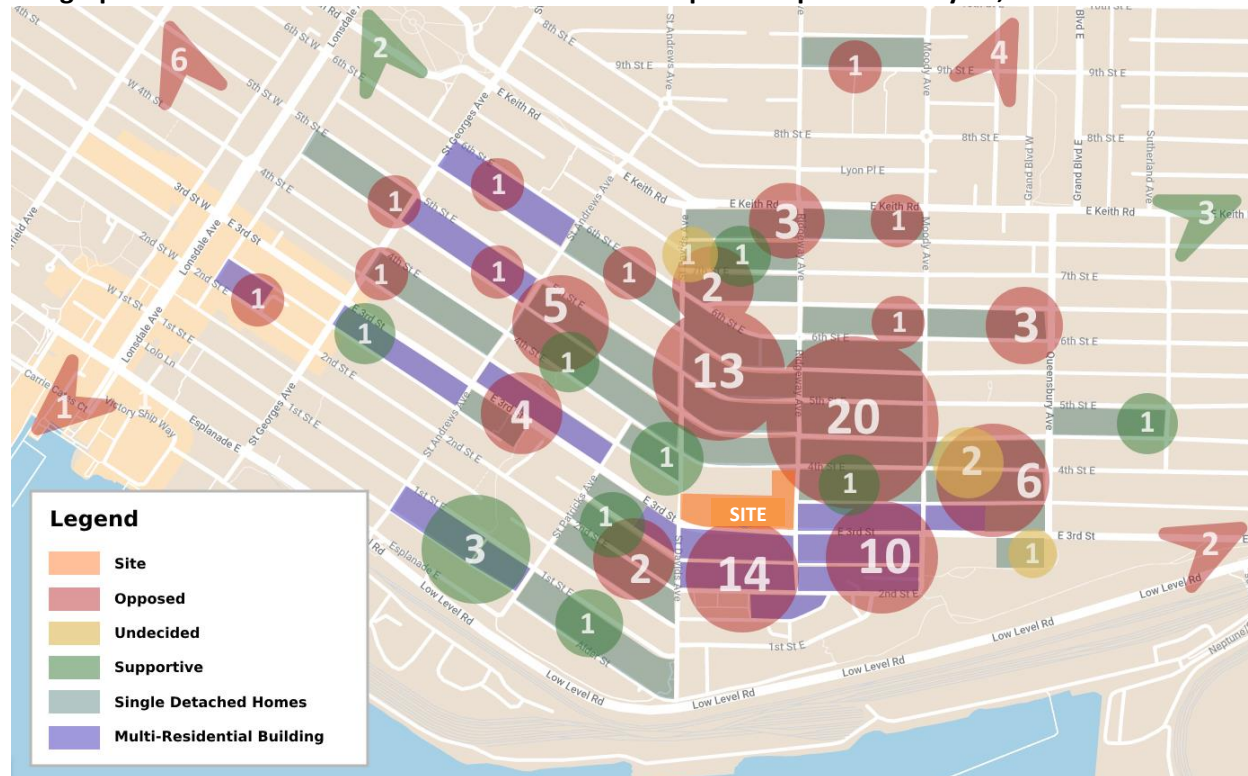


Figure 4: The heat map illustrates clusters of respondents' stances: supportive, opposed, or undecided, relative to their dwelling types.³

EMAIL INQUIRIES RECEIVED DURING THE OFFICIAL COMMENT PERIOD

Of the 111 people who sent an email to moodyville@translink.ca during the official comment period (January 30 – February 17, 2025), we have determined that:

- (0%) 0 respondents voiced support for the project;
- (90%) 100 respondents voiced concern for the project;
- (10%) 11 respondents voiced neutral comments and or suggestions for improvement.

The following section provides a qualitative summary of the key themes heard from the email inquiries received during the official comment period (January 30 – February 17, 2025). **Appendix D** provides an anonymized copy of all email correspondence received. **Appendix D.1** provides a verbatim transcript of all correspondence received.

Key Themes (with five or more comments)

- **Inconsistent with OCP (87 comments):** Respondents outlined concerns that the proposal exceeds the OCP height prescribed for Moodyville, raising concerns about setting a precedent and undermining the planning process. Several emphasized that the OCP was a product of

³ Heat Map dots represent generalized areas rather than specific addresses to protect respondent anonymity.

extensive community consultation and should be respected. Respondents referenced that homes were purchased in the area expecting the OCP to be upheld. Respondents asked that the OCP remain unchanged.

- **Height & Scale (85 comments):** Respondents expressed concerns about the height, citing that the proposed 16 storeys are out of context with the 4-storey height limit outlined in the OCP and the surrounding neighbourhood. Some conditional support was voiced if the development was scaled appropriately, aligned with the OCP and neighbouring residential character, and included community amenities. Respondents noted that the artist's rendering of the development inaccurately represented the heights of the buildings and should be revised.
- **Neighbourhood Context (82 comments):** Respondents noted that the proposed towers are inconsistent with the surrounding residential neighbourhood and expressed concerns that the tower form would alter the area's character, which primarily consists of low- and mid-rise multi-family buildings and townhouses. Some respondents suggested that this type of development would be more suitable in other nearby areas. Many referenced that other developments in the area adhere to the neighbourhood and OCP development context. Concerns were raised about the visual impact and potential changes to the community feel.
- **Traffic (67 comments):** Respondents expressed concerns about existing traffic and congestion, noting that the proposed development would exacerbate these issues, create construction-related road disruptions, heighten safety concerns, and increase traffic pressure. Respondents also noted that the existing road network infrastructure is insufficient to accommodate the increased density, particularly during peak hours.
- **Parking (65 comments):** Respondents outlined concerns about the inadequate number of parking spaces per unit, highlighting existing issues with overflow onto residential streets and resident on-street parking measures being ignored. Additional concerns were raised that visitors and commercial spaces would further strain parking availability and increase pressure on nearby streets. Respondents noted that many households require at least two cars because of family size, recreational activities and the North Shore lifestyle. Questions were raised about the availability of bike parking and EV charging facilities.
- **Infrastructure Capacity (61 comments):** Respondents reported concerns that local infrastructure, including roads, bridge, transit, schools, healthcare, emergency services, and public services, has not kept pace with growth, is already strained, and will be unable to support additional residents and vehicles without a clear plan. Schools were emphasized as a particular concern, with Ridgeway at capacity and Cloverley still under construction. General concerns were also raised about waste, water and electricity infrastructure deficits and how these would manage the influx of residents.
- **Visual Impact (49 comments):** Respondents raised concerns about the towers blocking sunlight, creating shadows and impacting views, particularly for homes north of the development. Many noted that the shadow study was difficult to interpret and requested a clearer, more detailed version that would be shared with all neighbouring properties affected.
- **Transit Improvements (41 comments):** While some respondents supported transit-oriented development, many questioned whether the current transit system could support increased density and that transit will not be a complete replacement for personal vehicles. Concerns were raised about the lack of new transit commitments to accompany the development. Residents noted that TransLink should focus on improving transit service, frequency and Rapid Bus Network around this site as well as on the North Shore. Some noted that the current transportation network does not connect the North Shore with recreational areas resulting in

people relying on their vehicles. Respondents also raised that dogs/animals are not allowed on the buses forcing people to take their cars.

- **Community Consultation** (37 comments): Respondents expressed concerns over the perceived lack of notice and opportunity for public discussion and expressed frustration with the consultation process. Concerns were raised that decisions were being made without adequate resident input and transparency. Respondents called for a different form of consultation to occur such as a Town hall, with another mailout reaching a wider radius.
- **Livability** (34 comments): Respondents expressed concerns about the impact of density, height, congestion, and infrastructure strain on overall livability, well-being and quality of life in the community as well as on property values.
- **Amenities** (32 comments): Several residents emphasized the need for more practical community services and amenities, such as grocery/food stores, medical clinics, pharmacies, gyms and recreation spaces. Respondents suggested that a lower-scale development with similar benefits would be more appropriate.
- **Transparency & Trust in Process** (30 comments): Many respondents questioned the integrity of the approval process, citing misleading renderings, lack of detailed studies, and concerns about potential conflicts of interest with the Council.
- **Disruption** (26 comments): Respondents voiced concerns about prolonged construction impacts, such as noise, dust, and traffic delays, disrupting daily life. Some noted that they had already endured years of construction-related disturbances. Some respondents noted the general disruption to daily life that the added population would bring.
- **Road Safety** (21 comments): Respondents expressed concerns that an increase in vehicles from the added population and construction-related traffic detours would further compromise road, cyclist, and pedestrian safety. Respondents highlighted the need for improved sidewalks, street lighting, and speed-reducing measures.
- **Rental Housing** (21 comments): Respondents expressed support for a mixed-use development, particularly if scaled down and aligned with the OCP, which adds new rental housing, alongside retail amenities and public spaces. There was also an interest in more family-sized unit options.
- **Walkability** (18 comments): Respondents appreciated the potential for improved walkability and local amenities. However, some noted that the area lacks the necessary infrastructure to function as a truly pedestrian-friendly neighbourhood.
- **Affordable Housing** (7 comments): Respondents raised the need for more affordable housing and said that 10% of units will be below-market, which was inadequate.

NEXT STEPS

The applicant, TransLink, has carefully reviewed all input received regarding the proposed development at 502–536 East 3rd Street, North Vancouver. TransLink appreciates the engagement and contributions of both Moodyville residents and the broader North Vancouver community. The organization is dedicated to developing a project that delivers much-needed housing, and neighbourhood retail, along with publicly accessible spaces that benefit the entire community.

TransLink is committed to ongoing public engagement and will continue to solicit feedback throughout the planning process. The Development Information Session (DIS), held on January 30, 2025, marked the initial phase of public engagement. Further opportunities for input and dialogue will be available as the project evolves, ensuring ongoing collaboration with local residents, community members, key stakeholder groups, North Shore organizations, and other relevant parties. As planning progresses, TransLink will continue to work with City staff to refine the project, incorporating feedback where

possible. Translink values the time and contributions of all participants and looks forward to continued engagement throughout the development process.

APPENDIX

- **Appendix A:** Sign-In Sheet
- **Appendix B:** Physical comment forms submitted at the DIS on January 30, 2025
- **Appendix B.1:** Transcription of physical comment forms submitted at the DIS on January 30, 2025
- **Appendix C:** Online comment forms submitted up to February 17, 2025
- **Appendix C.1:** Transcription of online comment forms submitted up to February 17, 2025
- **Appendix D:** Email inquiries received during the official comment period (January 30 – February 17, 2025)
- **Appendix D.1:** Transcription of email inquiries received during the official comment period (January 30 – February 17, 2025)
- **Appendix E:** Site Sign (January 18, 2025)
- **Appendix F:** Site Sign (February 12, 2025)
- **Appendix G:** Official Letter of Notification
- **Appendix H:** Official Letter of Notification - Proof of Mailing
- **Appendix I:** Official Letter of Notification - Proof of Mailing
- **Appendix J:** NSN Ads
- **Appendix K:** DIS Display Boards
- **Appendix L:** Display Board - What do you want to see here?
- **Appendix L.1:** Transcription of Responses for Display Board What do you want to see here
- **Appendix M:** Display Board – Precedents: Public Spaces

– END –