



# TRANSLINK MOODYVILLE DEVELOPMENT

502-536 East 3rd St  
North Vancouver



<b>1.0 Introduction</b> .....	03	4.4 Indoor/Outdoor Amenity Design .....	32
1.1 Project Team .....	04	4.5 Public Realm and Urban Design .....	33
1.2 Proposal Overview .....	05		
<b>2.0 Context</b> .....	06	<b>5.0 Project Statistics</b> .....	34
2.1 Site Context .....	07	5.1 Project Information .....	35
2.2 Land Use .....	08	5.2 Unit Mix .....	36
2.3 Relationship to Context: Location .....	09	5.3 General FSR .....	37
2.4 Relationship to Context: Nodes .....	10	5.4 Parking and Loading .....	38
2.5 Mobility Routes: Transit Network .....	11	5.5 Bicycle Spaces .....	39
2.6 Mobility Routes: Cycling Network .....	12		
2.7 Urban Fabric and Topography .....	13	<b>6.0 Architectural Drawings</b> .....	40
2.8 Local Landmarks .....	14	6.1 Site Plan .....	41
2.9 Views .....	15	6.2 Below Grade Floors .....	42
2.10 Site Surroundings .....	16	6.3 Above Grade Floors .....	44
2.11 Street Character .....	17	6.4 Building Elevations .....	53
2.12 Site Challenges and Opportunities .....	18	6.5 Building Sections .....	55
2.13 Housing Needs: Alignment with CNV Housing Policy .....	19	6.6 Preliminary Fire Department Response Plan .....	56
		6.7 Staging & Recycling .....	57
<b>3.0 Design Strategy</b> .....	20	<b>7.0 Shadow Studies</b> .....	60
3.1 Project Vision .....	21	7.1 Vernal Equinox .....	61
3.2 Design Origin .....	22	7.2 Summer Solstice .....	62
3.3 Building: Massing & Program .....	23	7.3 Autumnal Equinox .....	63
3.4 Building: Amenities .....	24		
3.5 Site Layout and Public Realm .....	25	<b>8.0 Landscape Drawings</b> .....	65
3.6 CPTED .....	26	8.1 Arborist Report .....	66
3.7 Long Term Planning Considerations .....	27	8.2 Site Planning .....	67
		8.3 Planting Strategy .....	68
<b>4.0 Design Precedents</b> .....	28	8.4 Pervious Surfacing .....	76
4.1 Tower Design .....	29	8.5 Landscape Base .....	77
4.2 Podium Design .....	30	8.6 Landscape Sections .....	78
4.3 Rowhouse Design .....	31		

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# Introduction

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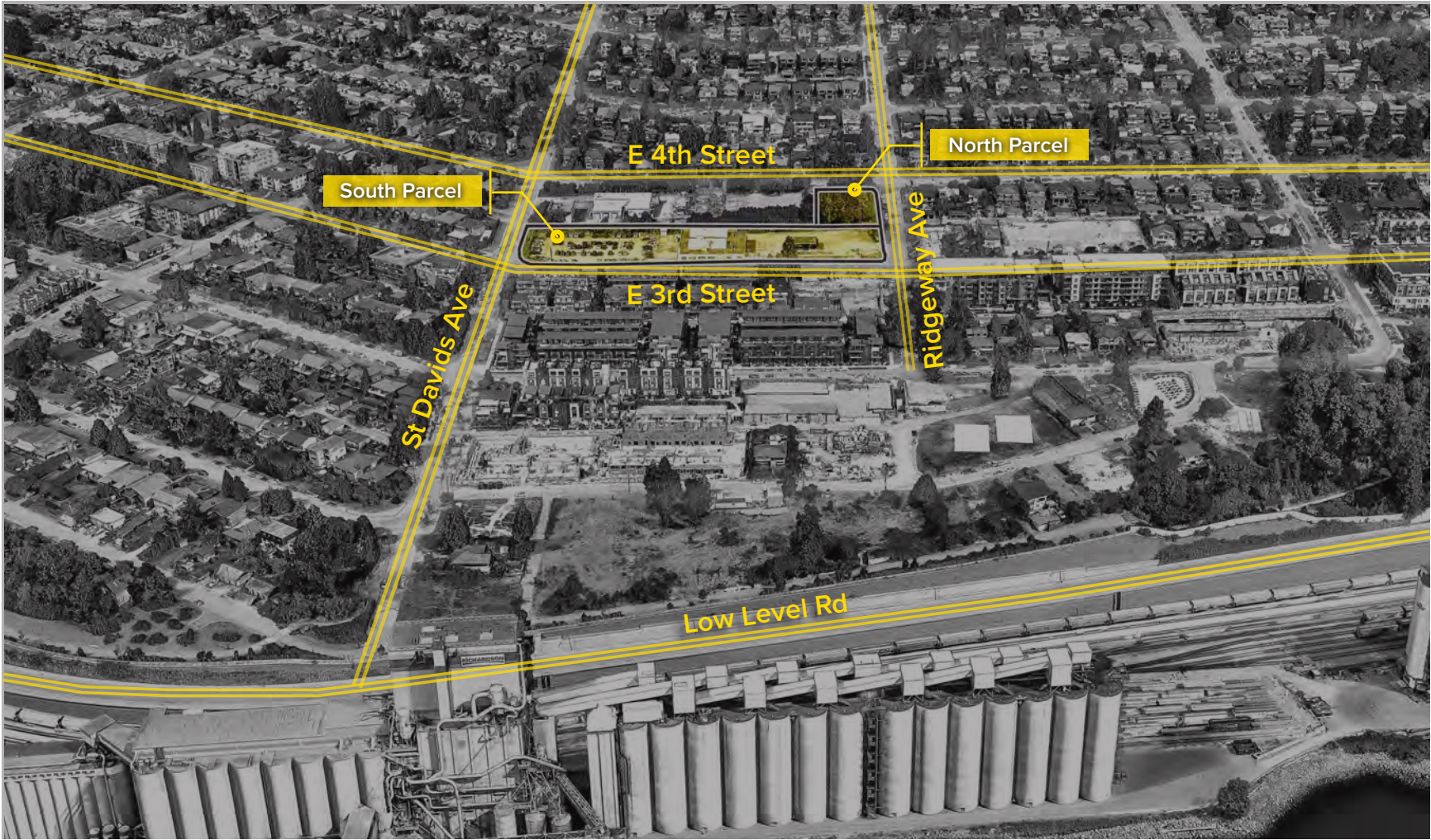
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<b>Address</b>	502-536 East 3rd Street City of North Vancouver, BC V7L 1G4
<b>Existing Zoning</b>	M1 - Service Industrial Zone
<b>Proposed Zoning</b>	CD - Comprehensive Development
<b>Site Dimensions</b>	Frontage: 182.91 m (600' - 1 3/8")
<i>South Parcel</i>	Depth: 41.72 m (136' - 10 5/8") Area: 7,584.85 m <sup>2</sup> (81,645.30 ft <sup>2</sup> )
<i>North Parcel</i>	Frontage: 41.73 m (136' - 10 7/8") Depth: 30.47 m (99' - 11 1/2") Area: 1,271.31 m <sup>2</sup> (13,684.70 ft <sup>2</sup> )
<b>FSR Proposed</b>	
<i>South Parcel</i>	4.2
<i>North Parcel</i>	1.0
<b>Form of Development</b>	Residential Tower (169 units) - 16-Storeys (+ Rooftop Amenity), 6-Storey Podium
<i>South Parcel</i>	Mixed-use Tower - Residential (220 units) & Retail (1,339.10 m <sup>2</sup> / 14,414 ft <sup>2</sup> ) 16-Storeys (+ Rooftop Amenity), 6-Storey Podium
<i>North Parcel</i>	8x Freehold rowhouse units
<b>Amenities</b>	Residential Amenities:
<i>South Parcel</i>	<b>Total Indoor Amenities:</b> 529.10 m <sup>2</sup> (5,695 ft <sup>2</sup> )
<b>Parking Provided</b>	
<i>South Parcel</i>	<b>Total</b> 265 stalls
<i>North Parcel</i>	<b>Total</b> 8 stalls
<b>Bike Spaces Provided</b>	
<i>South Parcel</i>	<b>Total:</b> 589 secured spaces





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Context



**Site History**

The project site is located at 502-536 East 3rd Street in the City of North Vancouver. The subject property comprises of two distinct parcels:

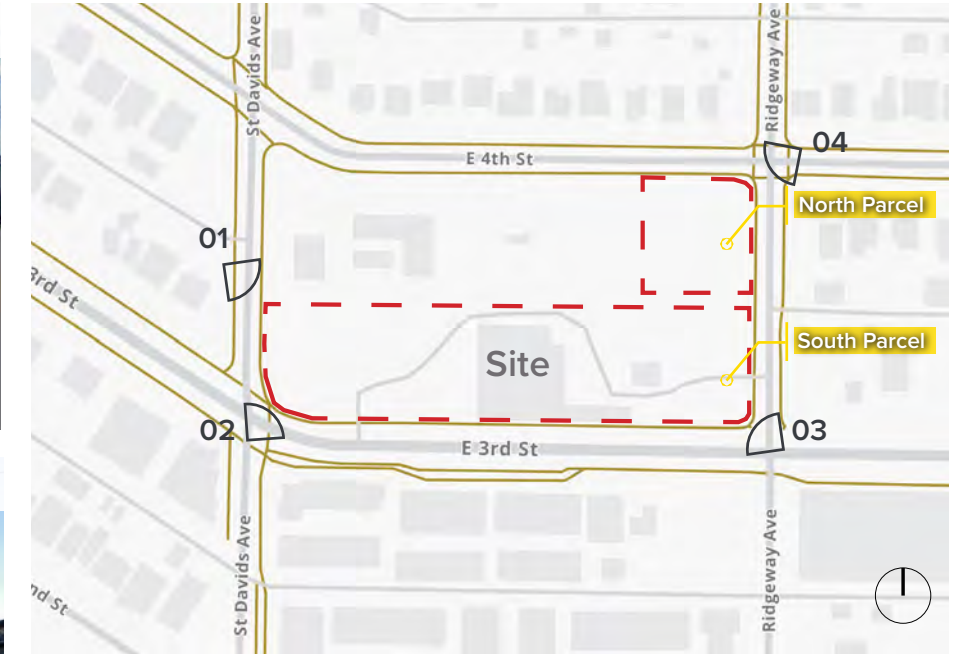
- The south parcel is approximately 1.87 acres in size
- The north parcel is approximately 0.31 acres in size

The site is a former bus depot comprised of asphalt paving and a number of disused single-level buildings. Subsequent to ceasing transit operations/uses on the property, TransLink licensed the property for use as a rental car location and car dealership.

The project site is located in a residential area in the heart of Moodyville, characterized by single-family housing and newer 3-4 storey residential developments. Very limited retail or commercial space exists in the area, although a new development directly to the west of TransLink’s site will include small-scale commercial retail units. Lonsdale Avenue and Lonsdale Quay are the nearest retail areas to the site, approximately 18 minutes away on foot.

The site is proximal to a TransLink bus stop which services the R2 RapidBus. In the westward direction, travel time to Lonsdale Quay and Park Royal is approximately 10 minutes and 27 minutes respectively, while travel time to Phibbs Exchange eastbound is approximately 9 minutes. BC Hydro has electric infrastructure located directly north of the south parcel and west of the north parcel. It is understood that there are no plans to relocate the infrastructure in the foreseeable future.

**Site Photos**





**Land Use Planning**

The Official Community Plan (OCP) sets out the land uses for the project site.

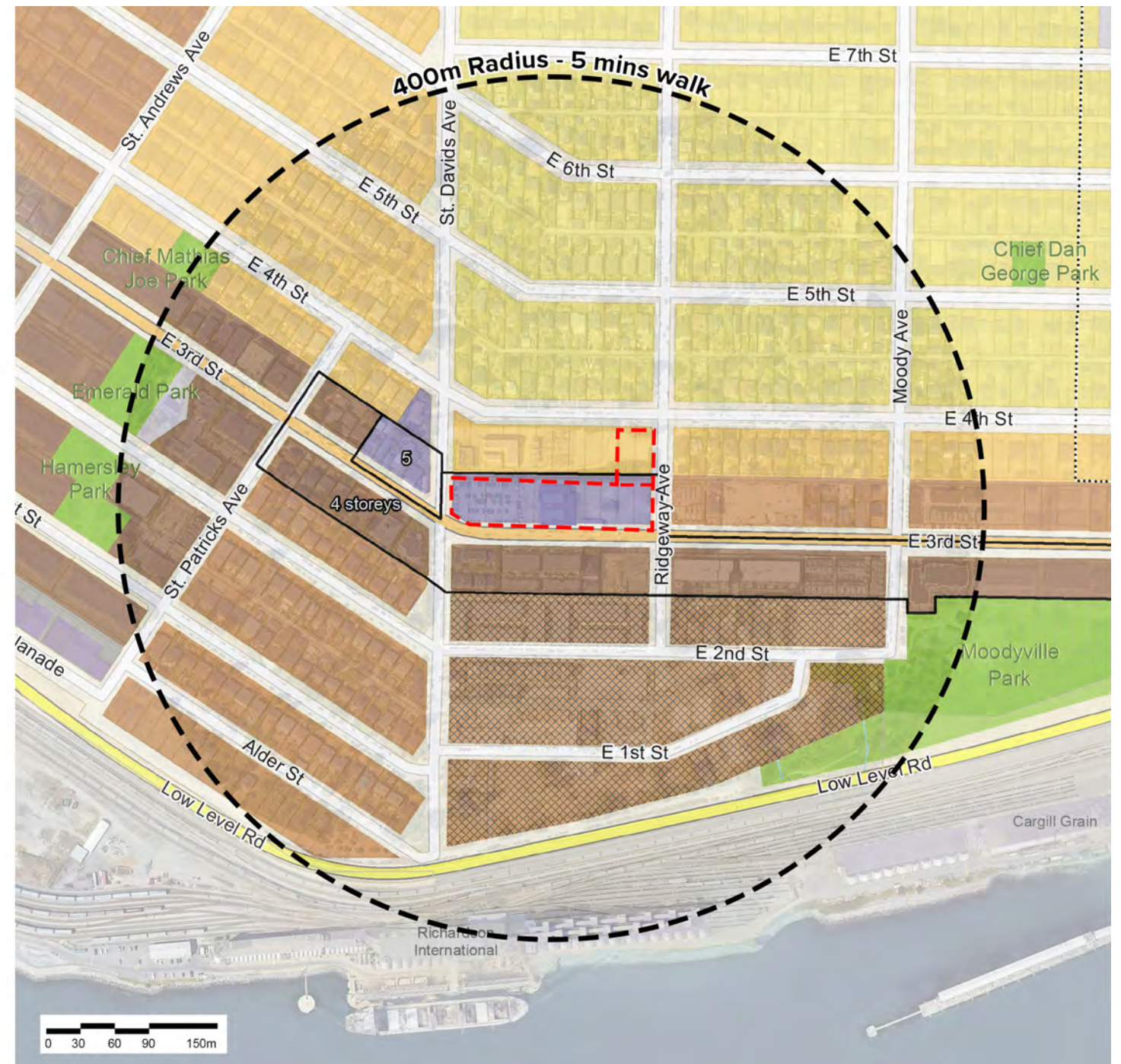
Under the current OCP designations, the south parcel is ‘Mixed Use Level 2 – Medium Density’ which permits rezonings for residential and commercial uses to a maximum height of 4 storeys and a maximum floor space ratio (FSR) of 2.5. The Moodyville Development Permit Guidelines address planning and design for residential land use and note an exception for the south parcel as Subarea 2: Neighbourhood Centre:

*“A commercial or mixed-use centre of the neighbourhood is designated on the north side of East 3rd Street including frontages on either side of St. David’s Avenue and between St. David’s Avenue and Ridgeway Avenue. Since the guidelines are intended for residential use, they do not apply to this subarea. Development in this subarea will create a neighbourhood centre by incorporating ground-level retail opportunities and the potential for office or other commercial uses above. The inclusion of commercial use, shift in the street grid and crossing of St. David’s Avenue greenway elevates this intersection along the rapid transit corridor as a neighbourhood centre. Future development is also expected to respond to the continuing use of the BC Hydro substation on East 4th Street.” (Ref. 01, page 7, Moodyville East 3rd Street Area Development Permit Area Guidelines)*

This application for an OCP amendment addresses the intent for Subarea 2 with a mixed use project featuring retail at grade supported by extensive outdoor publicly accessible plaza space. The above-grade floors are proposed as residential land use.

The north parcel is also part of Subarea 2 and is proposed to be amended in the OCP to permit row house residential land use at a scale that is compatible with existing adjacent low density residential uses as a transition to Subarea 7 across Ridgeway Avenue to the east which support duplex use as a transition to the single family neighbourhood to the north.

400m Context Maps - OCP Land Use



**OCP LAND USE**

- |                      |                      |                                |
|----------------------|----------------------|--------------------------------|
| Residential Level 1  | Residential Level 4B | Mixed Use Level 3              |
| Residential Level 2  | Residential Level 5  | Parks, Recreation & Open Space |
| Residential Level 3  | Mixed Use Level 1    | Industrial                     |
| Residential Level 4A | Mixed Use Level 2    |                                |

Source:



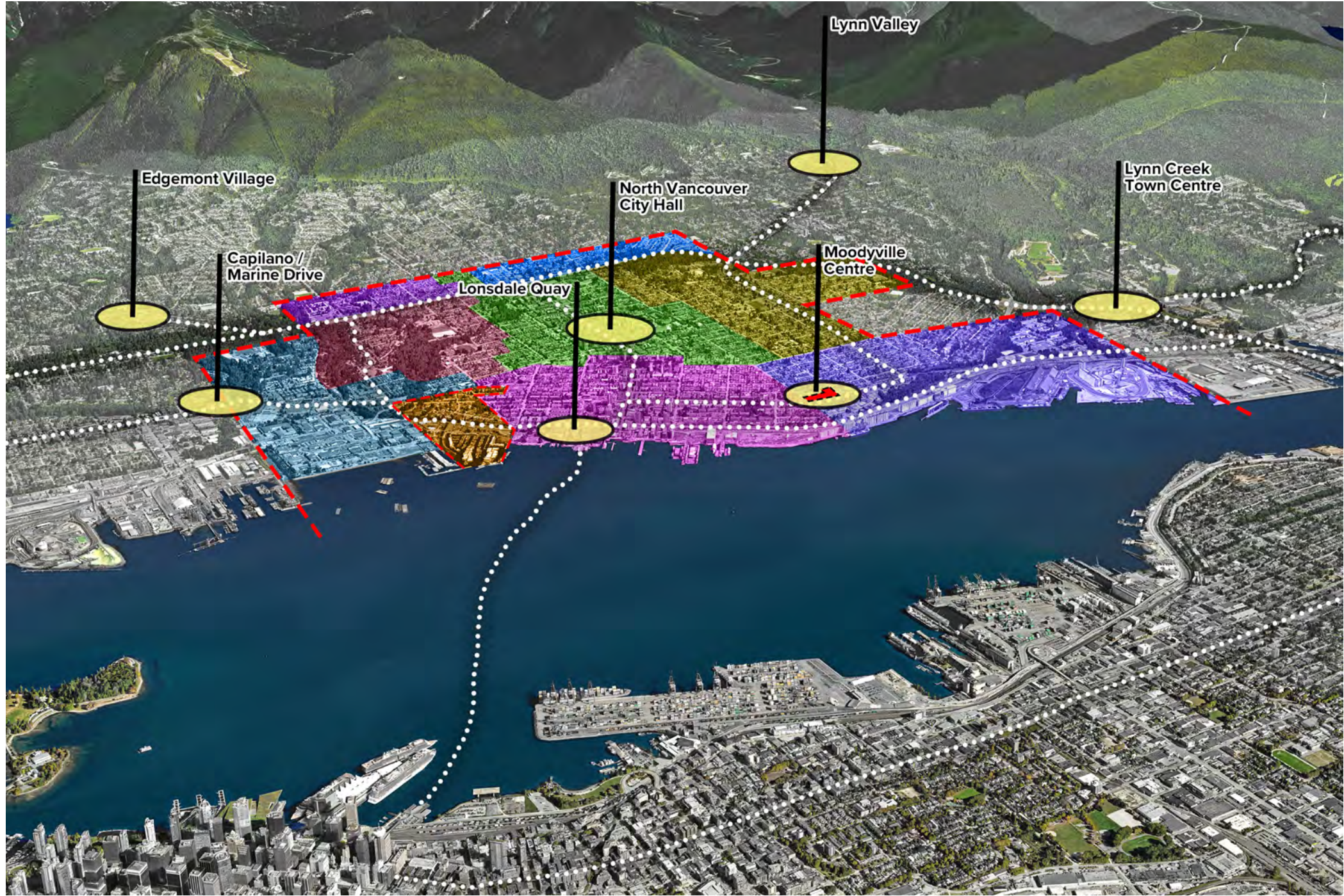


**Centre of Moodyville**

The project site is located along the main thoroughfare of East 3rd Street, between St Davids and Ridgeway Avenues, where the neighbourhood grid changes direction to follow the contours of the land. The CONV identifies this site as the future centre of the Moodyville Neighbourhood. In the Moodyville Development Guidelines, the City notes that “we have the unique opportunity to placemark and differentiate the project within the context of the surrounding 6 storey wood frame mixed use and rapidly changing single family home buildings. The redevelopment of the site is an exciting opportunity to contribute to the vibrancy of the City of North Vancouver. The proposed development is in very close proximity to public transit and encourages walking and cycling as active and healthy modes of transportation.” (Ref. 2, page 7 Moodyville Development Guidelines Zoning Bylaw 1995 Div VII F. City of North Vancouver.)

The Moodyville project presents a unique opportunity to develop a vibrant neighborhood center that aligns with the City’s development guidelines. By incorporating appropriate density and a balanced mix of residential, commercial, and public spaces, the project can become a focal point for the community. This approach not only responds to the City’s vision for the area but also fosters a sense of place within the rapidly evolving neighborhood.

800m Context Maps - Neighbourhood Gateways and Focal Points



**NEIGHBOURHOOD GATEWAYS AND FOCAL POINTS**

Site	City of North Vancouver	Marine - Hamilton	Central Lonsdale	Grand Boulevard	Source: 
Focal Points	Squamish Nation	Mahon	Lower Lonsdale	Moodyville	
City Connections	Westview	Tempe			

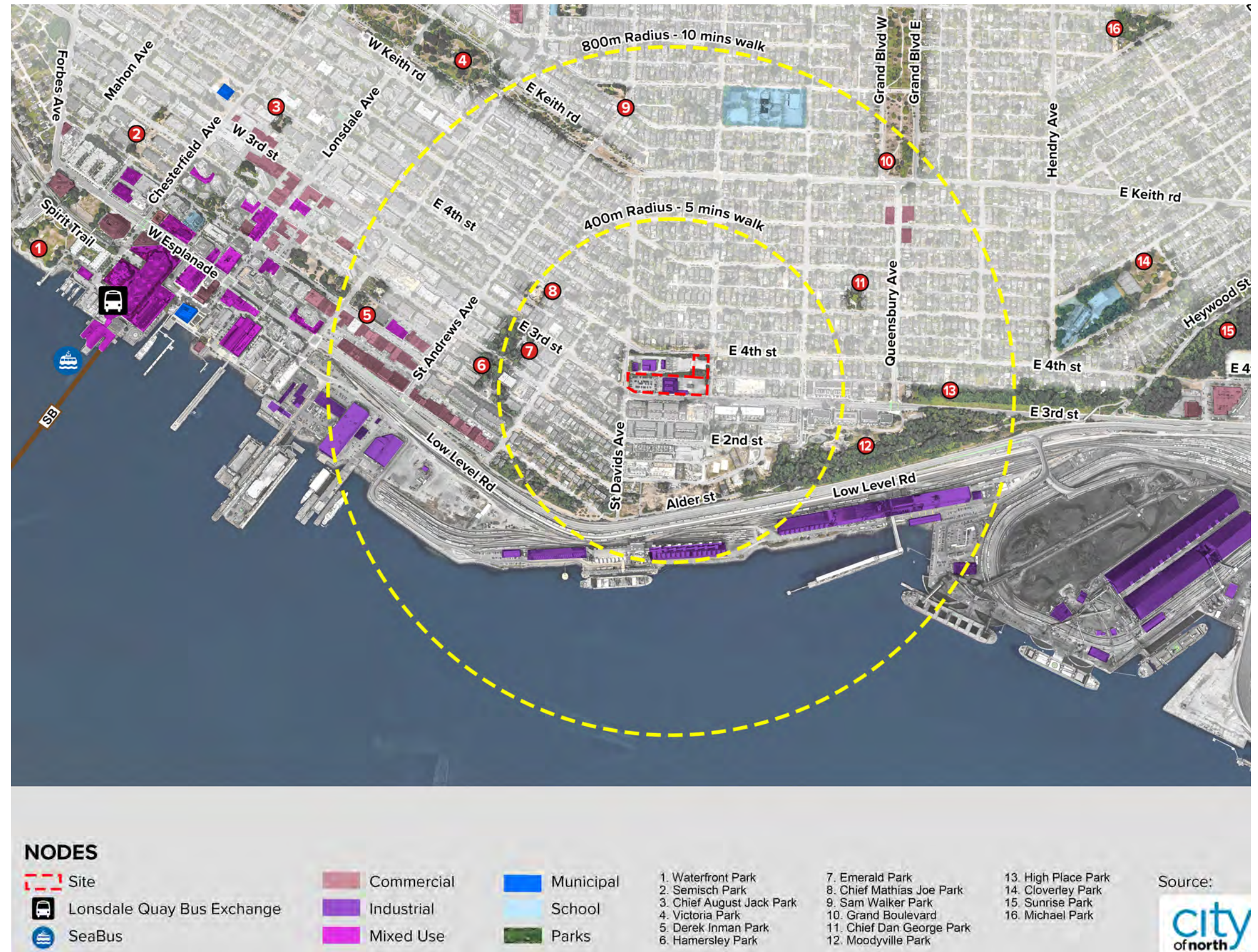


**Planning to activate urban framework**

The project site is located within a close proximity from several key urban nodes. These nodes include commercial areas, parks, municipal facilities, schools, Lonsdale Quay Bus Exchange and SeaBus terminal, highlighting the site's strong connectivity to critical urban infrastructure. Within a 400-meter radius, key parks like Emerald Park, Hamersley Park, Chief Mathias Joe Park, and Moodyville Park provide green spaces that contribute to community well-being and recreation. The proximity to the Lonsdale Quay within walking distance, connects the site to regional transit routes, enhancing access to the broader Metro Vancouver area.

The project's location offers an opportunity to enhance the connectivity of existing nodes through the development of public plazas and retail spaces. By creating a community-oriented focal point at the heart of Moodyville, this project directly supports the city's goal of densification while providing residents access to essential services and recreational spaces within a walkable and transit-rich environment. This will strengthen the sense of place and promote a vibrant, inclusive urban center.

800m Context Maps - Nodes





**Transit Network**

Bus stops are immediately adjacent to the site with potential expansion plans for Bus Rapid Transit (BRT) in the early planning process. Moodyville is designated as one of Metro Vancouver’s Frequent Transit Development Area (FTDA) Centres, positioned along rapid transit corridor. Current bus routes provide public transportation to the center of the City of North Vancouver, the District of North Vancouver, and Lower Lonsdale and, via the SeaBus terminal, to downtown Vancouver.

800m Context Maps - Transit Network



**MOBILITY ROUTES - TRANSIT NETWORK**

- Site
- Lonsdale Quay Bus Exchange
- Bus Stop

- SeaBus Station
- SeaBus Line
- Trans-Canada Hwy

- RapidBus
- Bus Line
- Peak Frequent

Bus Route #

- 228 - Lynn Valley/Lonsdale Quay
- 229 - Lynn Valley/Lonsdale Quay
- 230 - Upper Lonsdale/Lonsdale Quay
- 232 - Grouse Mountain Mountain/Phibbs Exchange
- 236 - Grouse Mountain Mountain/Lonsdale Quay
- 249 - Lonsdale Quay/Delbrook
- 255 - Dunderave/Capilano University
- N24 - Downtown/Lynn Valley NightBus
- R2 - Marine Dr



**Bike Network**

The CONV is currently laying the groundwork for enhanced and safer bike routes to the southern boundary of our site along East 3rd Street. Currently Lonsdale Quay is approximately 1.5kms or a 9 minute cycle ride away with three (3) alternative routes described in CONV cycling map as “comfortable for most” and “comfortable for some”. (Ref. 3, Metro Vancouver Cycling Map 8th edition Jan 2021)

**800m Context Maps - Cycling Network**



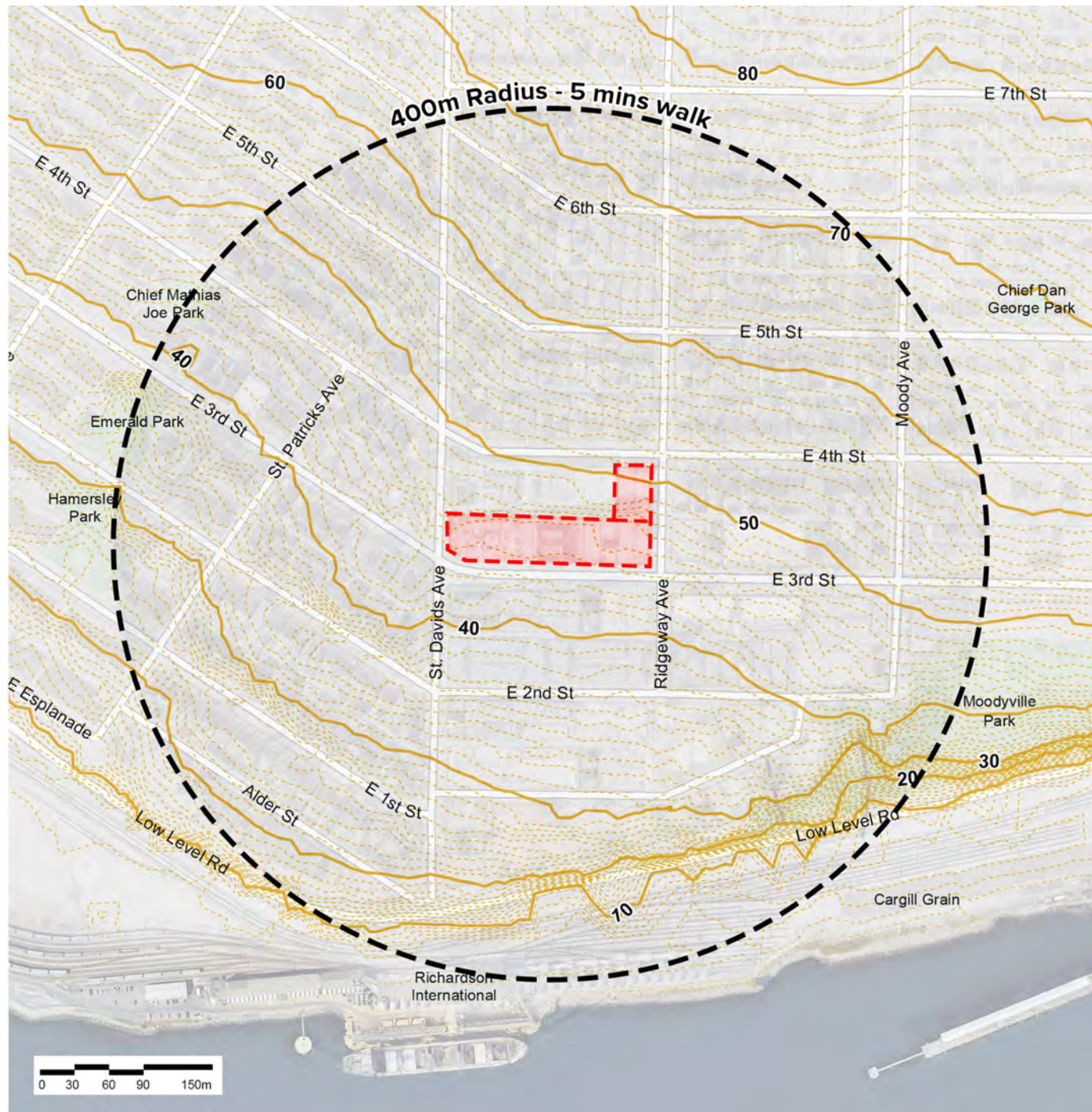
**MOBILITY ROUTES - BIKE NETWORK**

- Site
- Site
- Lonsdale Quay Bus Exchange
- SeaBus
- Trans-Canada Hwy
- SeaBus Line
- Cycle Routes Comfortable for most
- Cycle Routes Comfortable for some
- Cycle Routes Comfortable for few
- Informal Cycle Routes





400m Context Map - Topography



800m Context Maps - Urban Fabric



**400m CONTEXT MAP - TOPOGRAPHY**

- Site
- 1m Contours
- 10m Contours

Source:

**SURROUNDING URBAN FABRIC**

- Site
- Lonsdale Quay Bus Exchange
- SeaBus
- Urban Fabric
- Roads
- Spirit Trail

Source:





**REGIONAL LANDMARKS - HERITAGE RESOURCES**

- Site
- Heritage Conservation Areas
- Heritage Character Areas
- Heritage Protection
- Heritage Register Buildings

Source:  


1. The Shipyards



2. The McDowell Block



3. Hamersley House



4. McNair Residence



5. St. Andrew's United Church



6. Commercial Block



7. Ridgeway Elementary



8. Peers Residence





Existing Views

The project site has views of the City of Vancouver across Vancouver Harbor to the south and of the mountains to the north. Both are compromised at street level by a gentle constant gradient of natural topography to the north and existing industrial facilities (silos) to the south. Once elevated above 2 – 3 storeys, unobstructed views start opening up.

1. View to Downtown Vancouver



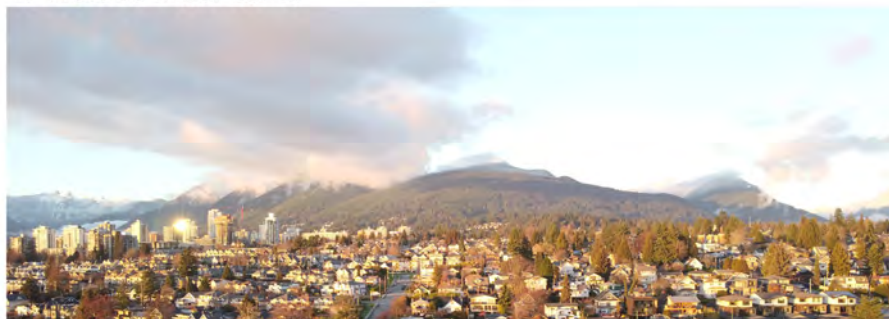
2. View to Burrard Inlet



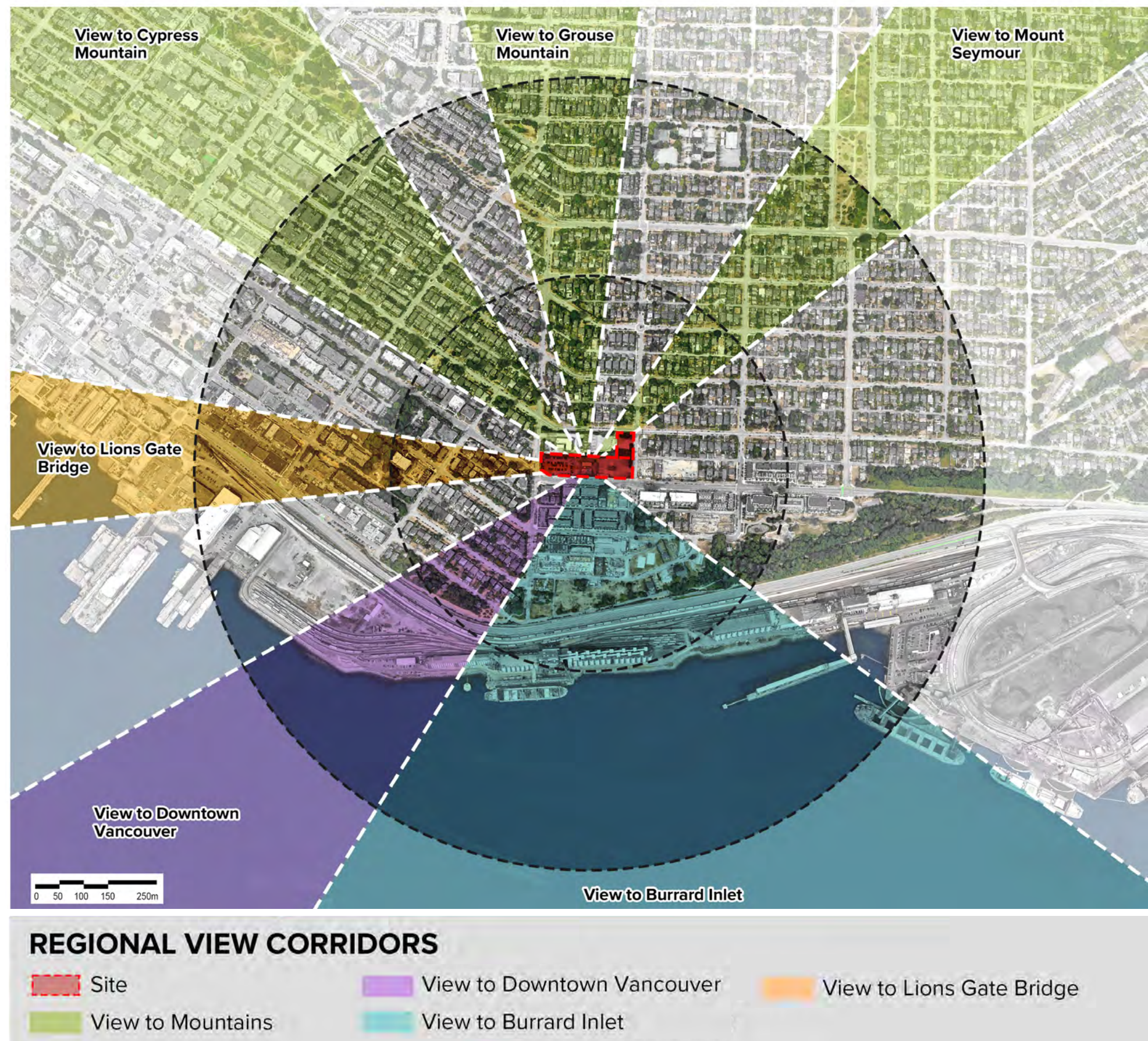
3. View to Lions Gate Bridge



4. View to Mountains

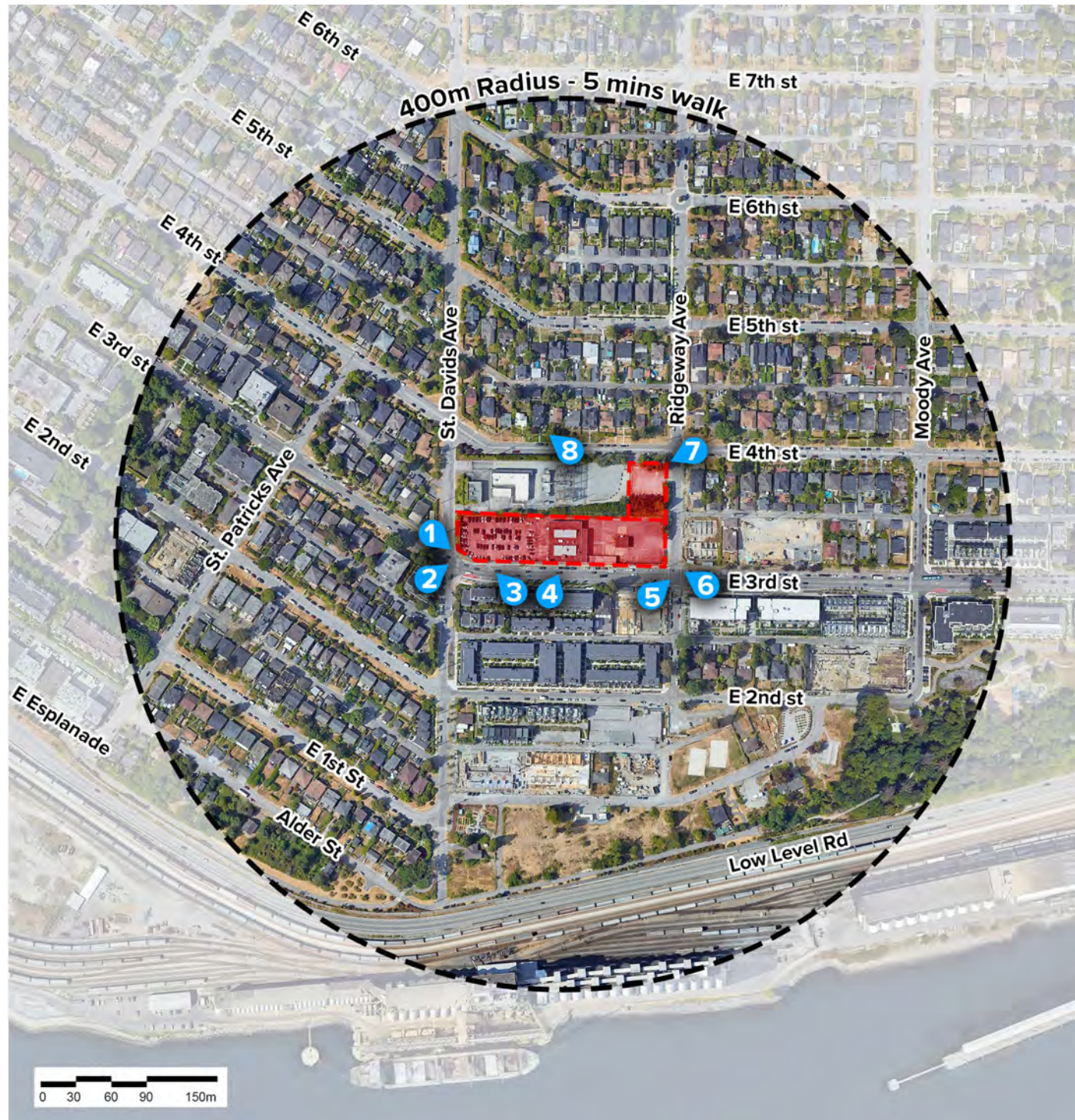


800m Context Maps - Regional View Corridors





400m Context Maps - Site Surroundings



400m CONTEXT MAP - PHOTOGRAPHS

- Site
- View Point

1. Corner E 3rd st & St. Davids Ave



2. Site - South-West Corner



3. Building under construction



4. Site - Existing Building



5. Corner E 3rd st & Ridgeway Ave



6. Site - South-East Corner



7. Site - North-East Corner



8. Neighbourhood Residences





400m Context Maps - Existing Street Views



**EXISTING STREET CHARACTER**

- Site
- Property Line
- Street Views

1. E 3rd St. looking East



2. Ridgeway Ave. Looking North



3. E 4th Ave. looking West



4. St. Davids Ave. Looking North





## Challenges:

### Access to the Site

The south parcel lacks laneway access, requiring all garbage collection and loading turnaround activities to occur within the parcel itself. Vehicular access to the site is restricted to Ridgeway Avenue. Access from East 3rd Street, a main thoroughfare through the city, is not feasible. As a result, the site is accessed from Ridgeway Avenue, which sits at the highest point of the south parcel. To accommodate parking and service needs, the rear service yard has been designed below the East 3rd Street level, allowing it to tuck discreetly under the building while maintaining an efficient parkade layout.

### Grading

The site's natural topography presents significant grading challenges, particularly for vehicular and pedestrian access. The land slopes consistently from north to south, influencing the design and positioning of key site elements such as parking and loading zones. To mitigate this, the rear service yard has been lowered below East 3rd Street, ensuring efficient vehicular access and parking integration while maintaining the integrity of the building design. This approach addresses access requirements but also introduces complexities in managing site drainage, grading and storm-water runoff, which will require careful planning.

### Proximity to high voltage switchgear

The north portion of the site includes a BC Hydro above-ground high-voltage switchgear station. According to BC Hydro's guidelines on "Understanding Electric and Magnetic Fields" (EMF), living near such stations is not expected to pose a health risk. EMF levels diminish rapidly with distance, and by the time they reach the residential areas, they are typically lower than levels already found indoors. Furthermore, over 40 years of research has shown no health risks from EMF exposure below recommended international guidelines. Nevertheless, we have carefully positioned the building massing to minimize the number of residential units with direct line of sight to the station. The building has also been set back to provide adequate separation, creating a buffer between the switchgear and residential areas.

## Opportunities:

### Enhanced Landscaping and Storm-water Management

Despite the site's topographical challenges, the unique slope provides an opportunity to create terraced open spaces and integrate landscaping features that enhance both the aesthetic appeal and environmental performance of the development. The natural grade allows for the incorporation of innovative green spaces between the building levels, maximizing outdoor recreational areas while also integrating effective storm-water management solutions.

### Transit-Oriented Development Advantage

The site's proximity to existing and planned transit infrastructure is a key advantage. It is well-served by nearby bus stops and can benefit from potential Bus Rapid Transit (BRT). Additionally, this location has been designated as one of Metro Vancouver's Frequent Transit Development Area (FTDA) Centres. As a transit-oriented development, the project not only provides excellent accessibility for future residents but also aligns with the city's goals of reducing car dependency and promoting sustainable transportation options.

### Creating a Walkable Community Hub and Neighbourhood Centre

This development presents a prime opportunity to transform the site into a vibrant neighbourhood centre, as envisioned in the Moodyville OCP. By incorporating commercial retail spaces at the ground level, the project design proposes a walkable, self-sustained community hub, where residents and visitors can access essential services and enjoy local businesses. The inclusion of small to medium-sized retail units will encourage local entrepreneurship and contribute to making the neighbourhood more dynamic and appealing.

The publicly accessible plaza along St. David's Avenue further enhances placemaking efforts, offering a functional gathering space that helps establish a sense of identity for the community. This outdoor plaza not only serves as a central meeting point for residents but also fosters social interaction and a stronger sense of community. Together, the retail spaces and plaza reinforce the site's role as a true neighbourhood centre, aligning with Moodyville's vision of a walkable, transit-oriented district.



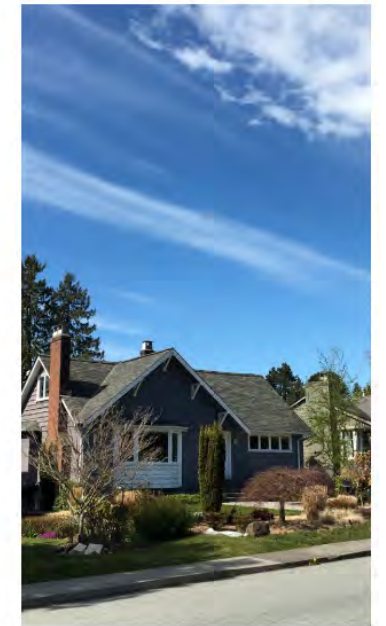
**Housing Needs: Alignment with CNV Housing Policies and Needs**

In 2024, the City of North Vancouver issued the Interim Housing Needs Report to provide “current and anticipated housing needs in the City of North Vancouver over the next 20 years as identified through statistical analysis and community input” (page 5, Housing Needs Report, 2024). Current housing needs relate to affordability and income growth not keeping pace with increased cost of housing. Historical trends are expected to continue to impact affordability and will require construction of a diversity of both new ownership and rental units across a variety of affordability levels. Market rental units in new purpose-built rental buildings are key to addressing the needs identified in the report:

- By 2041, the City of North Vancouver will need **21,301 additional housing** units to address both its underlying and **future housing needs**. According to the last Census, the City had 29,021 housing units in 2021.
- Much of the City’s rental stock (61%) was built in 1980 and before.
- Amidst low rental vacancy rates and high population growth, rental development that has not been able to meet demand.
- **Moodyville has a lack of purpose-built rental stock.** The project will add approximately 389 new rental units to the local market.

**Statement of Affordability**

The north parcel will comprise of market-rate freehold rowhomes, while the south parcel will comprise of secured rental apartment units. 90% of these secured rental apartment units will be at market rate, while the remaining 10% will be mid-market rentals, defined as having rental rates 10% below the CMHC rate for the City of North Vancouver. Note that the unit count and unit sizes are to be treated as “placeholders”.



**STATEMENT OF AFFORDABILITY**

Unit Type	Number of mid-market rental units	Average unit size of rental units	Rate (based on Oct. 2023 CMHC data)
1 Bedroom	10%	590 sqft	\$1,550
2 Bedroom	10%	820 sqft	\$1,973
3 Bedroom	10%	1000 sqft	\$2,655



3.0

# Design Strategy



The subject property is uniquely located at the centrepoint of Moodyville—designated as a ‘Neighbourhood Centre’ in the Moodyville Development Permit Guidelines. Furthermore, the site is located on the TransLink’s R2 RapidBus route, which may transition to a Bus Rapid Transit (BRT) route in the future. Yet, the Moodyville neighbourhood is currently devoid of a central hub of activity, leaving residents to travel elsewhere for their retail needs, and the site is severely underutilized. As such, our vision is to **create a walkable neighbourhood hub with animated ground floor retail, vibrant outdoor public plaza space, and secured rental housing located in the heart of Moodyville.**

Our proposal brings this vision to life with two 16-storey (+ rooftop amenity) residential buildings featuring ground-level retail on the south parcel, complemented by 3-storey freehold rowhomes on the north parcel. The development will deliver approximately 389 new secured rental units, with 10% designated as mid-market rental units. The project also includes approximately 14,400 square feet of retail space fronting St. David’s Avenue and East 3rd Street, along with 10,250 square feet of vibrant public plaza space. In essence, this proposal addresses the urgent need for new rental housing, establishes a dynamic retail hub, and creates inviting public spaces for the residents of Moodyville to enjoy.



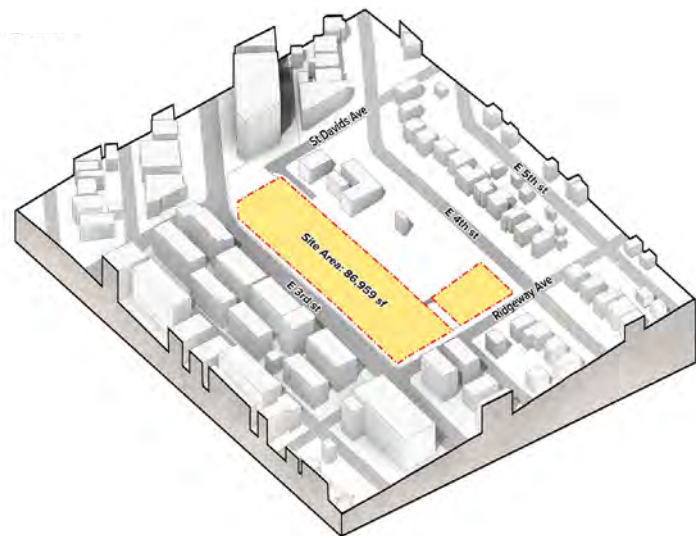


The proposal combines market and below-market secured rental housing with a vibrant retail component at-grade. The final design features two towers, strategically placed to optimize views while respecting the surrounding neighborhood context.

The current scheme prioritizes the intersection of St. David's Avenue and East 3rd Street as a focal point, anchoring this key corner with one of the towers to create a prominent, dynamic presence. To balance the massing, the second tower was thoughtfully shifted towards the mid-block area, allowing for a gradual step-down in scale toward Ridgeway Avenue, preserving the character of the surrounding 4-6-storey neighbourhood.

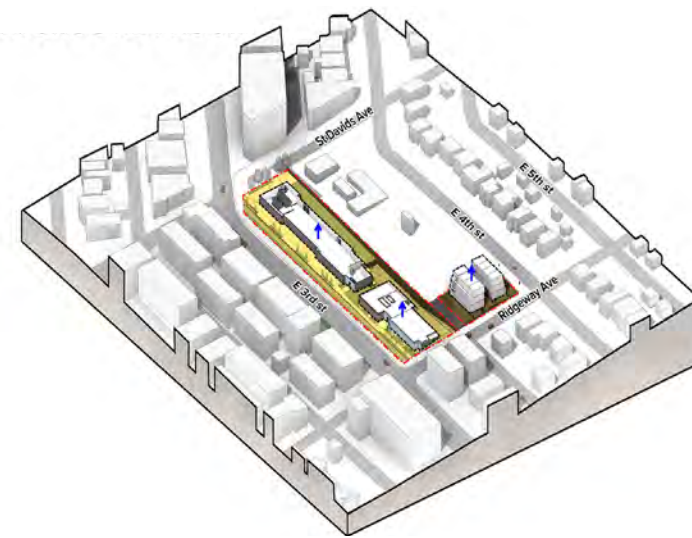
In consideration of the nearby BC Hydro substation, the massing was carefully arranged to limit the number of residential units with direct sightlines to the substation, while also creating a buffer of open space between the infrastructure and the new buildings.

Vehicular access has been restricted to Ridgeway Avenue. Additionally, access from East 3rd Street, a major thoroughfare, is not feasible. To manage these constraints, the design incorporates a rear service yard below the East 3rd Street level, efficiently tucked under the building to maintain a clean streetscape and provide functional underground parking.



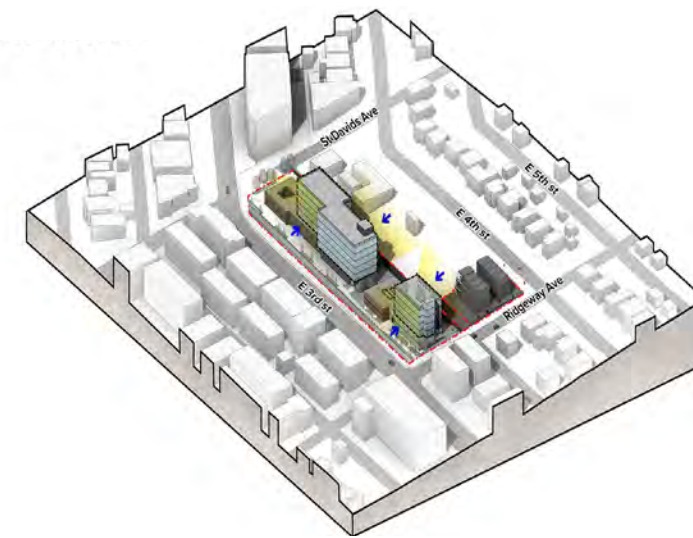
### 1 . SITE

Designing the project's focal point to enhance and respect the intersection of St. David's Ave and E 3rd St.



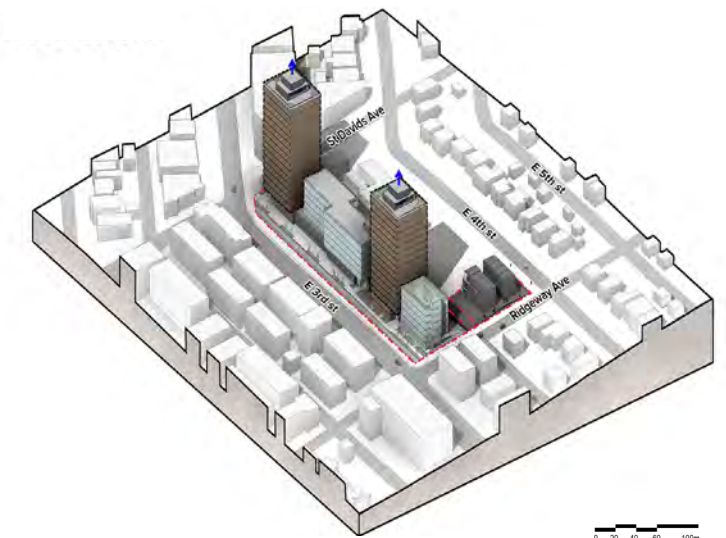
### 2 . GROUND FLOOR

At-grade retail will enhance the neighborhood's vibrancy, creating a lively and engaging streetscape.



### 3 . PODIUM

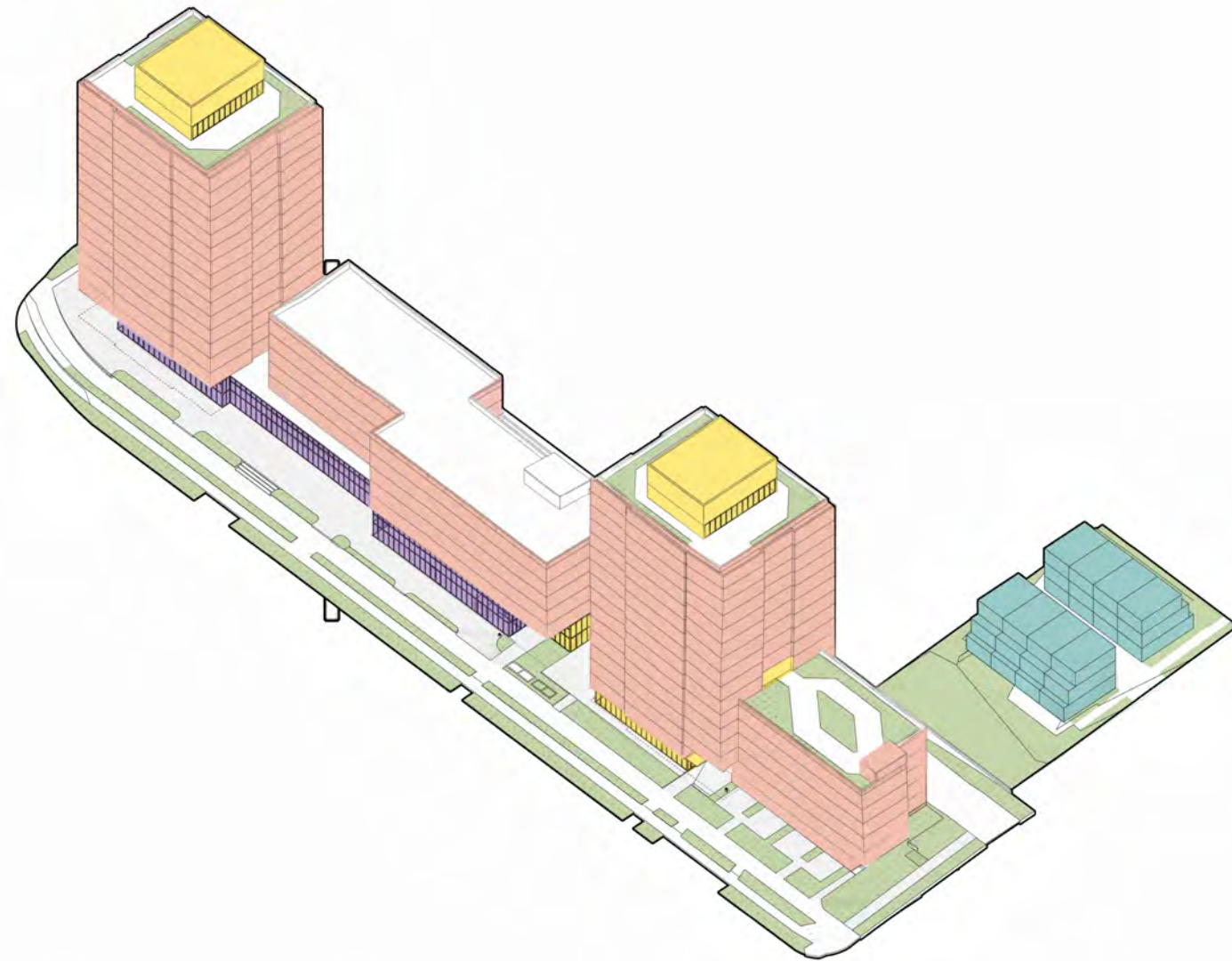
6-storey podium complements the neighborhood's massing and reinforces the context-informed design strategy.



### 4 . TOWERS

Towers are carefully placed to create a dynamic presence, while shifting the second tower mid-block to step down the scale and maintain the neighborhood character.





- RESIDENTIAL
- COMMERCIAL/RETAIL
- LANDSCAPED AREAS
- AMENITIES
- FREEHOLD ROWHOMES

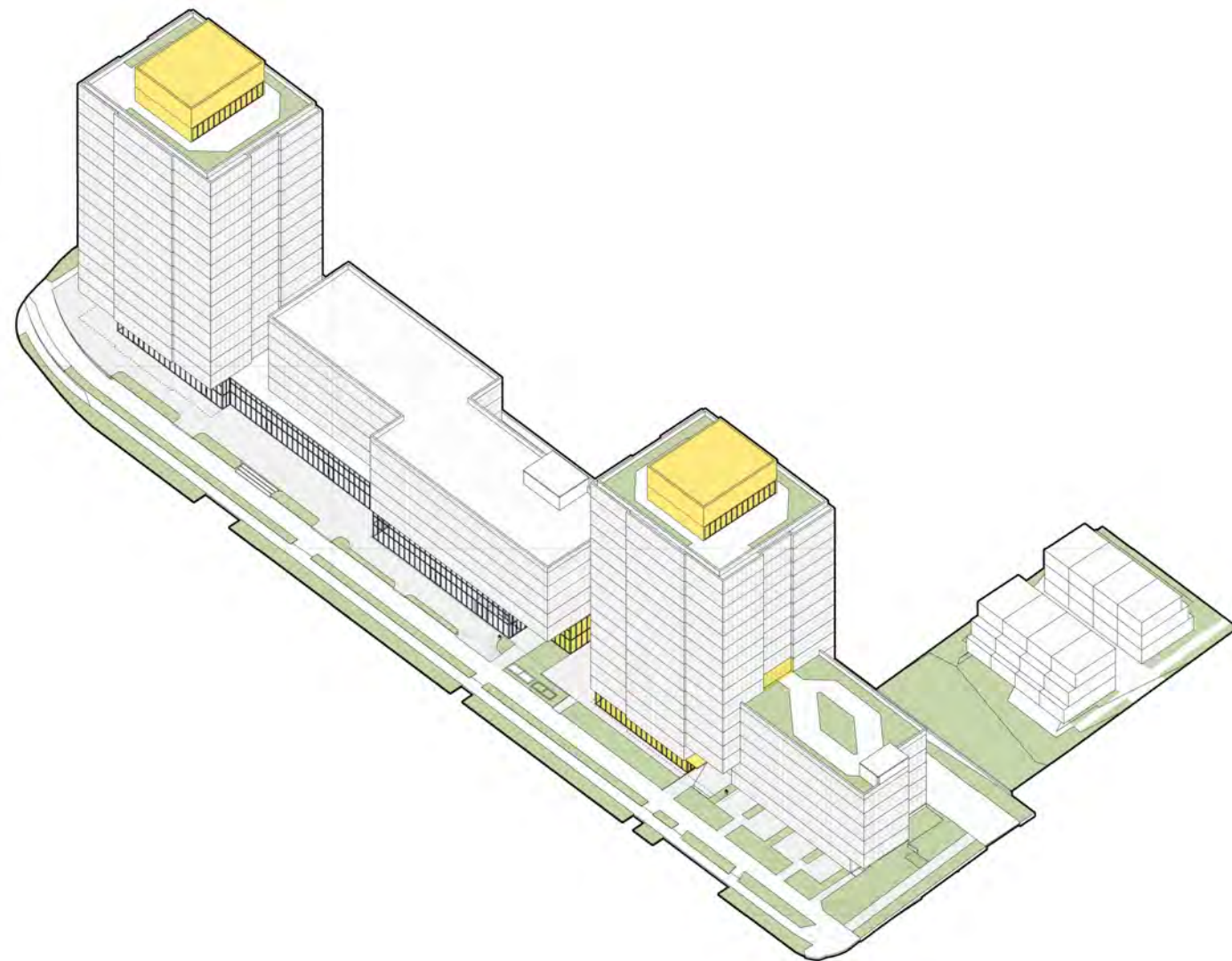
The proposed massing is anchored by two 16-storey (+ rooftop amenity) towers, each thoughtfully positioned to enhance the site’s relationship with its surroundings. The first tower is located at the prominent corner of St. David’s Avenue and East 3rd Street, where the street grid shifts to follow the natural contours of the land. This creates a visually significant focal point that draws attention from both directions along East 3rd Street. The second tower is set back from Ridgeway Avenue, allowing for a transition from the higher-density development to the lower-scale, recently established neighborhood. This transition is further facilitated by the six-storey podium, which reflects the scale, height, and form of the surrounding built environment.

The six-storey massing has been thoughtfully broken down into segments to align with the pedestrian-oriented character of the neighborhood. Ground-level units are designed to engage with the street, creating a human-scaled environment that promotes walkability and interaction.

The north parcel of the site is planned for freehold rowhomes, providing a gentle transition from the denser development along East 3rd Street to the single-family residential fabric to the north.

By orienting the massing in an east-west configuration, the design allows for the creation of a public plaza wrapping along East 3rd Street and extending to the west side of the site along St. David’s Avenue. This plaza will offer spill-out space for adjacent retail, serving as a vibrant community gathering spot. Well-serviced by public transit, and potentially hosting food trucks, cyclists, and events like seasonal markets or pop-up fairs, this space is envisioned as a lively social hub for the neighborhood.





● AMENITIES

● LANDSCAPED AREAS

**Amenities**

The proposal integrates a range of well-planned spaces to foster community engagement, provide recreational opportunities, and enhance the living experience.

**At grade**

At-grade amenities will be designed to meet the evolving needs of residents, potentially including a gym or a multipurpose room, with final programming determined at detailed design.

The design scheme will feature ground-oriented units with private garden spaces, contributing to an active and lively streetscape. This design approach not only enhances the visual appeal but also encourages “eyes on the street,” a key Crime Prevention Through Environmental Design (CPTED) strategy that deters criminal activity. Additionally, the west side of the design scheme will offer greenspace that seamlessly connects to the internal amenity area, serving as an outdoor extension for residents to enjoy.

The low-rise building will utilize the central greenspace to create an outdoor area that complements the adjacent indoor amenities.

**Above grade**

The rooftops of both the tower and podium will feature green roofscapes, offering an eco-friendly solution that reduces the urban heat island effect while providing residents with tranquil, elevated outdoor spaces, away from the activity of the street. An indoor amenity space at the top of the tower is envisioned as a social gathering spot, with additional uses to be defined based on market research. If the low-rise portion of the project is constructed using timber, the structure may not support a vegetated roof treatment; however, other sustainable and recreational features will be explored to enhance the resident experience.



The entire block frontage of East 3rd Street is designed as a continuation of the City’s new standard for a continuous, uninterrupted separated asphalt bike path. The bike path is flanked by a double row of street trees in grass median strips except at the bus stop pad near the Ridgeway intersection and three paved areas at building entrances for drop-off access. Also within the City road right-of-way is a continuous cast-in-place concrete sidewalk of 3 meters in width.

**01** - The pedestrian experience along the sidewalk is animated by the treatment of the adjacent ground plane design. On the east side, the residential building provides landscaping and glimpses of the building entrance and adjacent outdoor amenity spaces. The ground-floor unit patios are slightly elevated to offer privacy while remaining seamlessly integrated with the surrounding landscape, creating a cohesive and inviting streetscape.

**02** - On the west side, pedestrians are invited into a linear public plaza with commercial retail uses that are designed to spill out into it with outdoor eating and displays of merchandise. The building is set back to provide adequate space for both movement and outdoor seating and eating for this south-facing amenity area. Landscaped planters buffer the plaza from the sidewalk while offering a number of openings to allow ease of movement between them.

**03** - The St. David’s Avenue frontage offers a large publicly accessible plaza with a significant area under weather protection. A commercial unit at the southwest corner offers potential opportunities for outdoor eating. The northwest corner is occupied by the building lobby with views from the plaza. The elevation of the plaza is maintained across the site. As St. David’s climbs the hill, extensive landscaping and a generously scaled stair mediate the change in grade between the plaza and the public streetscape.

**04** - The streetscape is designed with a 2 meter wide public sidewalk and a grass median strip, prioritizing pedestrian-friendly design and green space. This thoughtful layout enhances walkability and contributes to a welcoming streetscape.

**05** - The Ridgeway Avenue streetscape is designed with a standard 2 meter wide concrete sidewalk flanked by grass medians and a row of street trees along the curbside. The streetscape treatment extends northward to East 4th Street. The row of street trees is interrupted by two vehicle entrances

serving the north and south parcels. At the south end corner, a short diagonal sidewalk provides a shortcut for pedestrians heading west along East 3rd Street.

**06** - The north side of the southern block edges the lane. It is designed to buffer the development from the BC Hydro substation to the north. Recognizing that this space would not be enjoyable for outdoor use, it is designed, in the eastern half, as access to the underground parking for the entire south development and for loading. The entrance to the underground parking is perpendicular to the drive aisle and hidden from direct views from Ridgeway. The western half is intended as a landscape buffer and provides a stormwater infiltration feature.

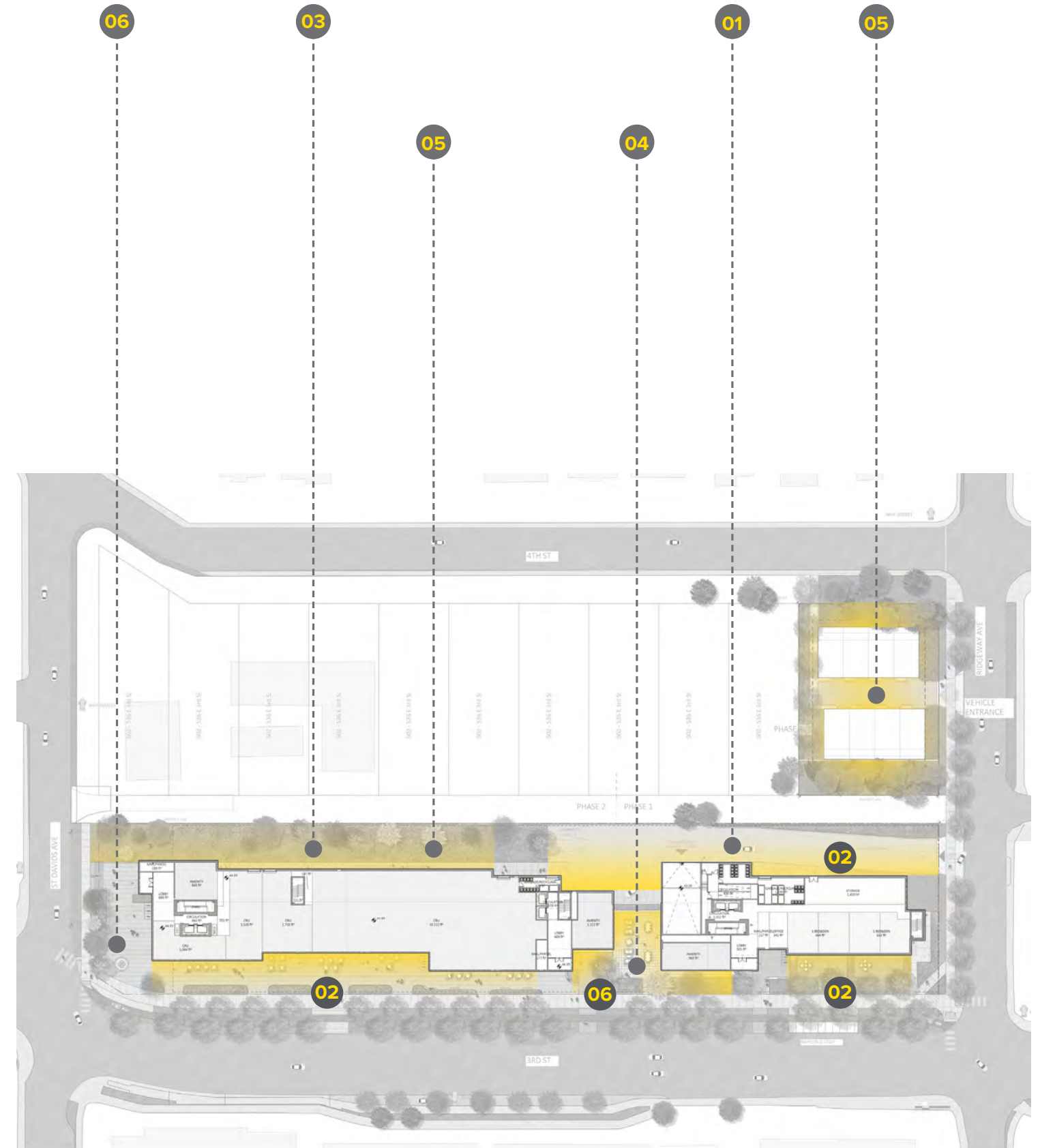
**07** - The north parcel is designed as a separate project that continues the Ridgeway streetscape and integrates with the existing East 4th residential character by providing a substantial setback from the street and by retaining the existing trees, identified as suitable for retention by the arborist report, along the north and south sides of the site. A row of trees is proposed to buffer the development on its west side. The central vehicle courtyard is surfaced with concrete pavers to make it visually attractive to passers-by along Ridgeway and is anticipated to provide a surfaced play area as well as access to parking within each unit of the freehold rowhomes.





The project considers key principles of CPTED to promote a safe and secure environment for both residents and visitors. Here are a few design measures considered to minimize crime:

- 01** - Access to the rear of the development is designed for bike and vehicular use only, immediately drawing attention to any pedestrian activity in this area, ensuring that unusual behavior does not go unnoticed.
- 02** - The podium commercial and residential units face south, with ground-level units oriented toward the street, enhancing natural surveillance. Additionally, residential units overlooking the commercial retail spaces provide continuous “eyes on the street,” a well-known CPTED strategy that helps deter criminal intent by fostering a sense of community watchfulness.
- 03** - The design minimizes opportunities for concealed spaces or hidden alcoves. Fencing and vegetation will be kept at low heights, and trees will be maintained with sufficient ground clearance to maintain clear sightlines throughout the site. This openness is a key aspect of CPTED, reducing areas where potential offenders could hide, increasing visibility for both residents and passersby.
- 04** - Oversight of the shared amenity space between the two buildings is ensured by sightlines from both buildings, as well as from the indoor amenity areas, further reducing opportunities for undesirable incidents. This careful placement of amenities promotes passive surveillance, keeping the area safe and well-monitored.
- 05** - Landscaped spaces will be thoughtfully illuminated with safety in mind. Lighting will be designed to provide enough visibility to ensure security without causing disruption to local wildlife, such as night birds and bats, or discomfort to building residents.
- 06** - The design of hardscaped spaces, such as the public plaza, will remain free of clutter, with fixed furniture designed to discourage inappropriate uses such as sleeping or skateboarding. This approach ensures that the plaza remains a welcoming, functional public space without inviting misuse.
- 07** - Lastly, controlled access landscaped area between the west building and BC hydro property will be implemented to limit the possibility of unauthorized access, ensuring that the area remains safe and secure for residents while preserving its natural character.





The City of North Vancouver recognizes the need for a central hub within Moodyville that offers retail, dining, and public gathering spaces—a focal point that will grow in importance as the area becomes more densely populated. Our proposed development directly aligns with these goals by creating a vibrant, walkable town-centre anchored by higher-density buildings, which will serve as key visual markers for this emerging neighbourhood hub.

The inclusion of a spacious public plaza and outdoor dining areas will foster a lively atmosphere, encouraging social interaction among residents, particularly those living in multi-family units. This mix of retail and food services not only meets the daily needs of the local community but also enhances the visitor experience for users of Moodyville Park, located just a short walk away.

In addition, the streetscape design along East 3rd Street has been carefully planned to accommodate future urban mobility needs. The proposal includes separated cycling infrastructure to promote active transportation, and it is also designed to be easily adaptable for Bus Rapid Transit (BRT) route, ensuring the neighbourhood remains well-connected. The proposed bus stop design further supports this transition, and there is potential to integrate the streetscape into a pedestrian-friendly zone.

By aligning with the City's long-term vision, this project will help transform Moodyville into a dynamic and inclusive urban centre that meets the growing needs of its residents while supporting sustainable transit and active transportation initiatives.



4.0

# Design Precedents





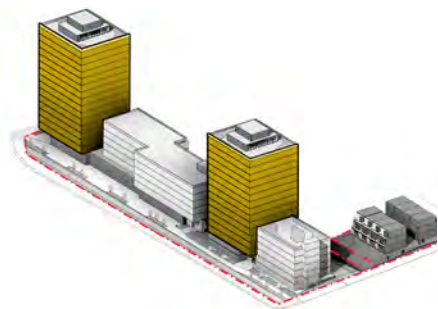
180 E 2nd Ave, Vancouver, BC



444 Kootenay Street, Vancouver, BC



250 East 15th Street, North Vancouver, BC



159 West 2nd Ave, Vancouver, BC



250 East 15th Street, North Vancouver, BC





Chapter & Verse Hotel, Wuzhen, China



Salaino 10, Milan, Italy



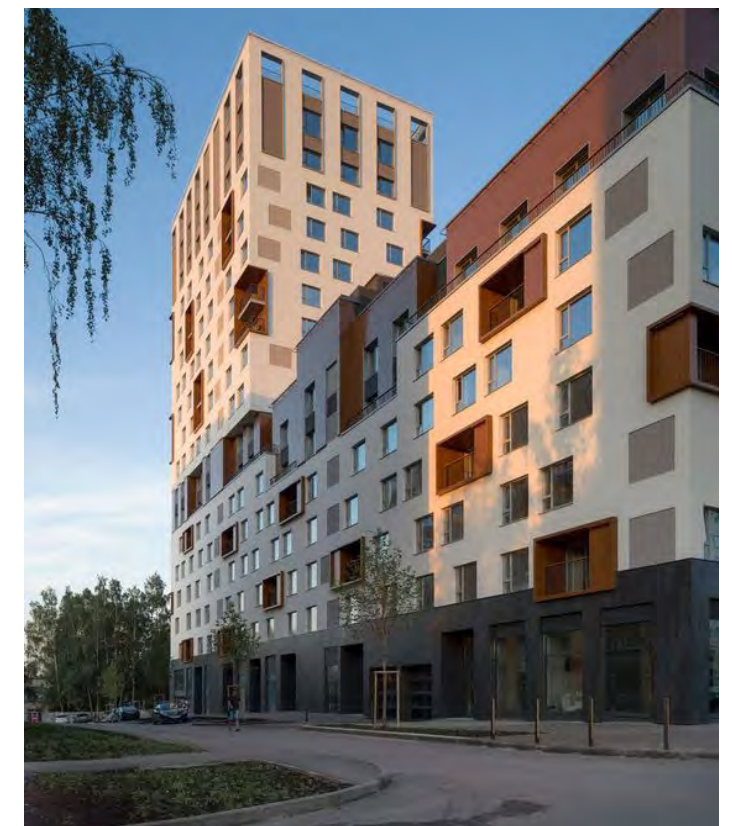
Windsor House, Toronto, ON



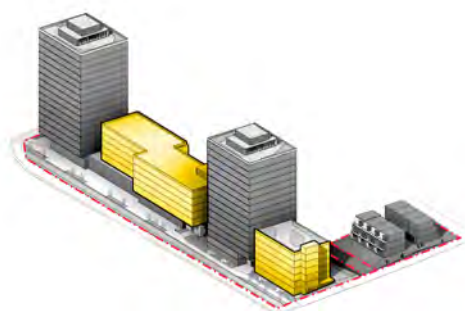
26 Nam Ngu Homestay Lodging Vietnam



4780 Hastings Street, Burnaby, BC



Bruniska, Yekaterinburg, Russia







3/32-36 Newry Street, Richmond, Melbourne, Australia



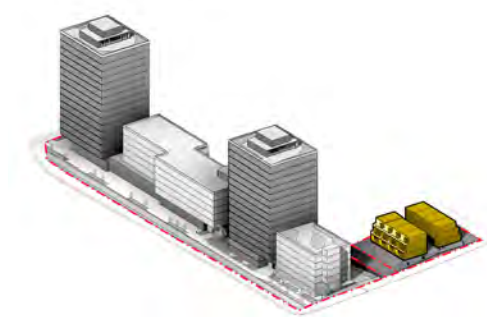
3/32-36 Newry Street, Richmond, Melbourne, Australia



13/198 Beavers Road, Northcote, Melbourne, Australia



St Georges, Parkville, Melbourne, Australia

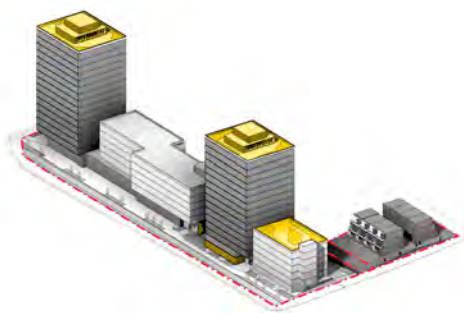
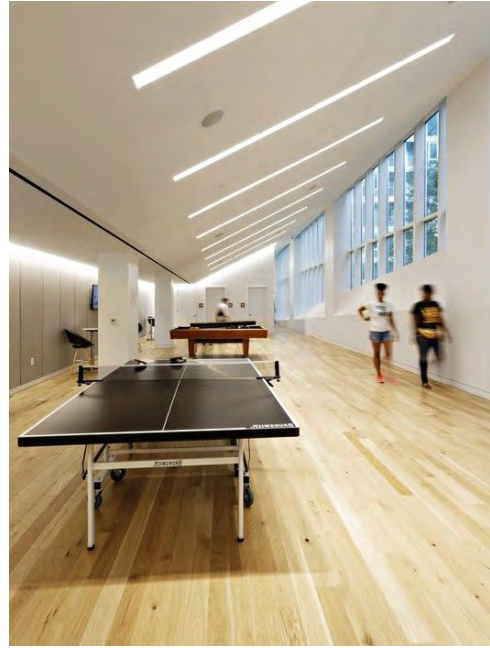


Zenhusen housing, Stockholm, Sweden



Daquin-Ferriere, France









Edgemont Village  
North Vancouver, BC



Capers Community Market  
2285 W 4th Ave, Vancouver, BC



Vanke Ten Miles View Mansion  
Taizhou, Zhejiang Province



De Laat Streetscape  
Alkmaar, Netherlands



De Laat Streetscape  
Alkmaar, Netherlands



Forumtorget Streetscape  
Uppsala, Sweden



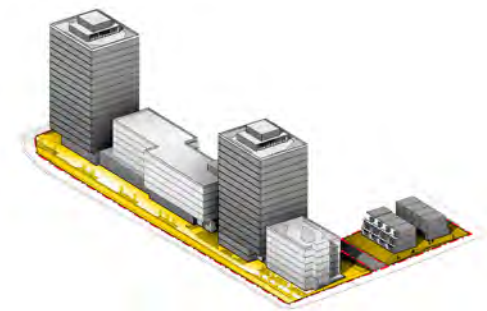
Mermoz and Pinel Avenues  
Lyon, France



Sun Hop Park  
3333 Main St, Vancouver, BC



RMIT New Academic Street  
Melbourne, Australia





5.0

# Project Statistics



## Translink Moodyville Centre

### SITE INFORMATION

Civic Address:	502-536 East 3rd Street, City of North Vancouver, BC
Legal Description:	LOT 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 AND 24, BLOCK 21, DISTRICT LOT 273, PLAN 1063
Property ID:	014-868-989 (LOT 11); 014-869-012 (LOT12); 014-869-021 (LOT13); 014-869-055 (LOT14); 014-869-063 (LOT15); 014-869-098 (LOT16); 014-869-101 (LOT17); 014-869-110 (LOT18); 014-869-128 (LOT19); 014-869-144 (LOT20); 014-869-187 (LOT21); 014-869-195 (LOT22); 014-869-209 (LOT23); 014-869-217 (LOT24)

Total Gross Site Area	<i>m<sup>2</sup></i>	<i>ft<sup>2</sup></i>	<i>ha</i>	<i>ac</i>
	<b>8856.16</b>	<b>95330.00</b>	<b>0.89</b>	<b>2.19</b>

### ZONING DATA

	Existing	Proposed
Zoning Classification	M1 - Service Industrial Zone	CD - Comprehensive Development
Land Use Designation	Mixed Use Level 2 (south parcel); Residential Level 2 (north parcel)	
Development Permit Area	East 3rd Street Development Permit Area	

### ABOVE GRADE SETBACKS

	Broadway Plan Setbacks Required			Setbacks Proposed	
	<i>Code Reference</i>	<i>m</i>	<i>ft</i>	<i>m</i>	<i>ft</i>
Front Yard Setbacks	11.4.7	3.7	12'	3.7	12'
Side Yard Setbacks - West	11.1.7, 11.4.9	3.7	12'	3.7	12'
Side Yard Setbacks - East	11.1.7, 11.4.9	2.4	8'	2.4	8'
Rear Yard Setbacks	11.1.7, 11.4.10	-	-	3	10'

### AMENITY, COMMERCIAL AND RESIDENTIAL SPACE SUMMARY

Space usage	Total Areas	
	<i>ft<sup>2</sup></i>	<i>m<sup>2</sup></i>
Amenity Spaces	5695	529.1
Commercial Spaces	14414	1339.1
Residential Spaces	272948	25357.7
<b>TOTAL</b>	<b>293057</b>	<b>27225.9</b>



## NORTH PARCEL UNIT MIX

### PRELIMINARY RESIDENTIAL UNIT MIX

8x Freehold rowhouse units of 3 levels

Total GFA per unit: 1746 ft<sup>2</sup> / 162 m<sup>2</sup>

## SOUTH PARCEL UNIT MIX

### PRELIMINARY RESIDENTIAL UNIT MIX

Type	STUDIO	1 BED	2 BED	3 BED	
<b>Target</b>				<b>Target 35%</b>	<b>Total Qty</b>
AMENITY ROOFTOP	0	0	0	0	0
LEVEL 16	0	6	4	0	10
LEVEL 15	0	12	8	0	20
LEVEL 14	0	12	8	0	20
LEVEL 13	0	12	8	0	20
LEVEL 12	0	12	8	0	20
LEVEL 11	0	12	8	0	20
LEVEL 10	0	12	8	0	20
LEVEL 9	0	10	4	4	18
LEVEL 8	0	10	4	4	18
LEVEL 7	0	10	4	4	18
LEVEL 6	0	14	13	5	32
LEVEL 5	0	17	16	5	38
LEVEL 4	0	20	14	5	39
LEVEL 3	0	20	14	5	39
LEVEL 2	0	20	14	5	39
LEVEL 1 MEZZANINE	0	9	2	3	14
LEVEL 1	0	4	0	0	4
<b>TOTAL (by unit type)</b>	0	212	137	40	<b>389</b>
<b>TOTAL %</b>	0.0%	54.5%	35.2%	10.3%	100%

45.5%



**NORTH PARCEL - GENERAL FSR - TOTAL SITE AREA: 13,684.70 ft<sup>2</sup> / 1,271.31 m<sup>2</sup>**

GENERAL FSR						
Storeys	GFA Estimate		Exclusions Estimates		Net Floor Area	
	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>
LEVEL 3	4026	374.0	0	0.0	4026	374.0
LEVEL 2	4736	440.0	0	0.0	4736	440.0
LEVEL 1	5210	484.0	0	0.0	5210	484.0
<b>TOTAL</b>	<b>13972</b>	<b>1298</b>	<b>0</b>	<b>0</b>	<b>13972</b>	<b>1298</b>
<b>FSR</b>						<b>1.0</b>

**SOUTH PARCEL - GENERAL FSR - TOTAL SITE AREA: 81,645.30 ft<sup>2</sup> / 7,584.85 m<sup>2</sup>**

GENERAL FSR						
Storeys	GFA Estimate		Exclusions Estimates		Net Floor Area	
	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>	ft <sup>2</sup>	m <sup>2</sup>
ELEVATOR OVERRUN	2131	198.0	2131	198.0	0	0.0
AMENITY ROOFTOP	4262	396.0	3228	299.9	1034	96.1
LEVEL 16	9796	910.1	1097	101.9	8699	808.2
LEVEL 15	15330	1424.2	0	0.0	15330	1424.2
LEVEL 14	15330	1424.2	0	0.0	15330	1424.2
LEVEL 13	15330	1424.2	0	0.0	15330	1424.2
LEVEL 12	15330	1424.2	0	0.0	15330	1424.2
LEVEL 11	15330	1424.2	0	0.0	15330	1424.2
LEVEL 10	15330	1424.2	0	0.0	15330	1424.2
LEVEL 9	15330	1424.2	0	0.0	15330	1424.2
LEVEL 8	15330	1424.2	0	0.0	15330	1424.2
LEVEL 7	15876	1474.9	546	50.7	15330	1424.2
LEVEL 6	28832	2678.6	550	51.1	28282	2627.5
LEVEL 5	33458	3108.4	0	0.0	33458	3108.4
LEVEL 4	33458	3108.4	0	0.0	33458	3108.4
LEVEL 3	33458	3108.4	0	0.0	33458	3108.4
LEVEL 2	33458	3108.4	0	0.0	33458	3108.4
LEVEL 1 MEZZANINE	12107	1124.8	0	0.0	12107	1124.8
LEVEL 1	30365	2821.0	5778	536.8	24587	2284.2
<b>TOTAL</b>	<b>359841</b>	<b>33430</b>	<b>13330</b>	<b>1238</b>	<b>346511</b>	<b>32192</b>
<b>FSR</b>						<b>4.2</b>



## PARKING SPACE REQUIRED / PROVIDED

Code Reference	Classification	Factor	Unit	Total Quantity	Parking Spaces Required	Parking Spaces Provided
9-3 Table	Residential Use Req. Parking	0.6	per unit	389	233	238
908 (7)	*Visitor Parking	0.1	per unit	389	39	36
908 (11)(a)	*Accessible Residential	0.038	per unit	389	15	15
9-3 Table	Commercial Use Req. Parking	1	per 50m <sup>2</sup>	14414	27	27
908 (11)(b)	*Accessible Non-Residential	1	each 25	27	1	1
<b>TOTAL</b>					<b>260</b>	<b>265</b>

## SOUTH PARCEL - PARKING PROPOSED

### OFF STREET PARKING PROPOSED

Parking Levels	Accessible	Visitors	Standard (Res.)	Small (Res.)	CRU	Total by Level
P1	10	36	23	5	26	92
P2	6	0	160	8	0	173
<b>TOTAL</b>	<b>16</b>	<b>36</b>	<b>183</b>	<b>13</b>	<b>26</b>	<b>265</b>

\*All stalls are to be equipped with a Lv. 2 Energized Outlet for EV charging.

## NORTH PARCEL - PARKING PROPOSED

### OFF STREET PARKING PROPOSED

Parking Levels	Accessible	Visitors	Standard (Res.)	Small (Res.)	CRU	Total by Level
L2	0	0	8	0	0	8
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>

\*All stalls are to be equipped with a Lv. 2 Energized Outlet for EV charging.

Code reference: CONV Bylaw 6525

## OFF STREET LOADING SPACE SUMMARY

Summary of Off-Street Loading Space Regulations Bylaw Section 10 CONV Bylaw 6525

			SOUTH PARCEL	NORTH PARCEL
10.1001	Industrial, Commercial or Civic Use	Min. 1 Loading Space per building or 1 Loading Space per 1393.5m <sup>2</sup> (15,000sf) of GFA whichever is the greater. Dimensions of a Loading Space: 2.743m (9ft) wide x 9.144m (30ft) long x 4.191m (13.75ft) in height.	5	N/A
<b>TOTAL</b>			<b>5</b>	<b>0</b>

## SOUTH PARCEL - LOADING PROPOSED

### OFF STREET LOADING SPACES REQUIRED/PROPOSED

Type	Bylaw Estimate	Total Proposed	Level	Length	Width
Loading (9.1m x 2.7m)	5	2	Grade	9.144m	2.743m



## BICYCLE SPACE REQUIREMENTS

Classification	Secured Spaces Required	Short-Term Spaces Required	Code Reference
Bike Spaces Commercial (1339 m <sup>2</sup> )	Min. 1 per ea 250 m <sup>2</sup> GFA 5.4	min. 6 ea 1000 m <sup>2</sup> GFA 6	10A-02
Bike Spaces Residential Use	1.5 per unit 584.0	6 per every 60 units 18	10A-02
<b>TOTAL REQUIRED</b>	<b>589</b>	<b>24</b>	

Code reference: CONV Bylaw 6525

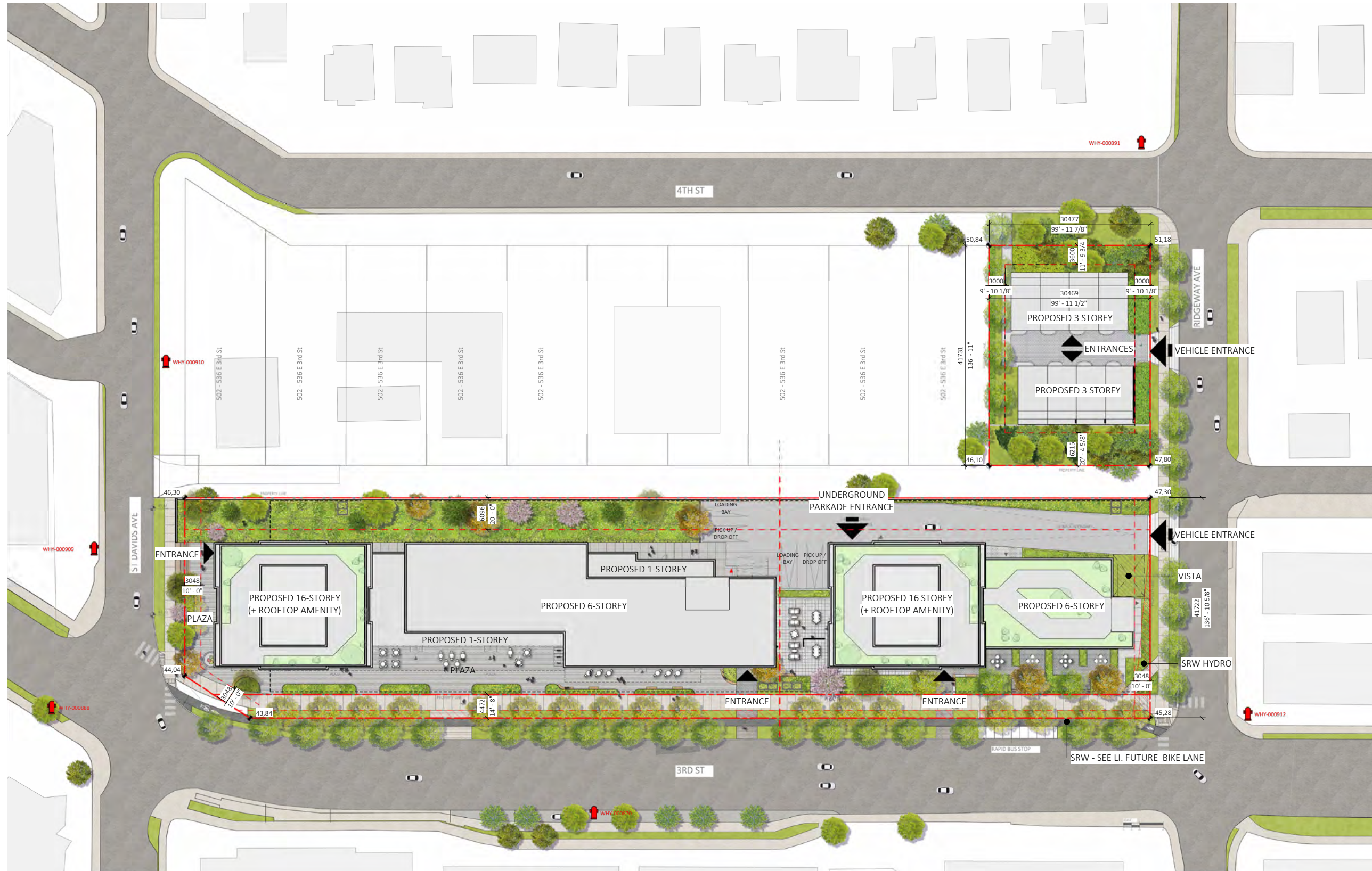
## SECURED BICYCLE SPACES REQUIRED/PROVIDED

Type	% Required	Required Qty	Provided Qty
Class A - Horizontal (Standard) 1800 x 600 mm			237
Class A - Horizontal (Tapered) 1800 x 600 mm			0
Class A - Locker (Standard or Tapered) 1800 x 600 mm			106
Class A - Oversize 2400 x 900 mm			0
Class A - Vertical 1000 x 600 mm	35% max	206	132
Class A - Stacked 1800 x 600 mm			114
<b>TOTAL</b>		<b>589</b>	<b>589</b>



# 6.0 Architectural Drawings

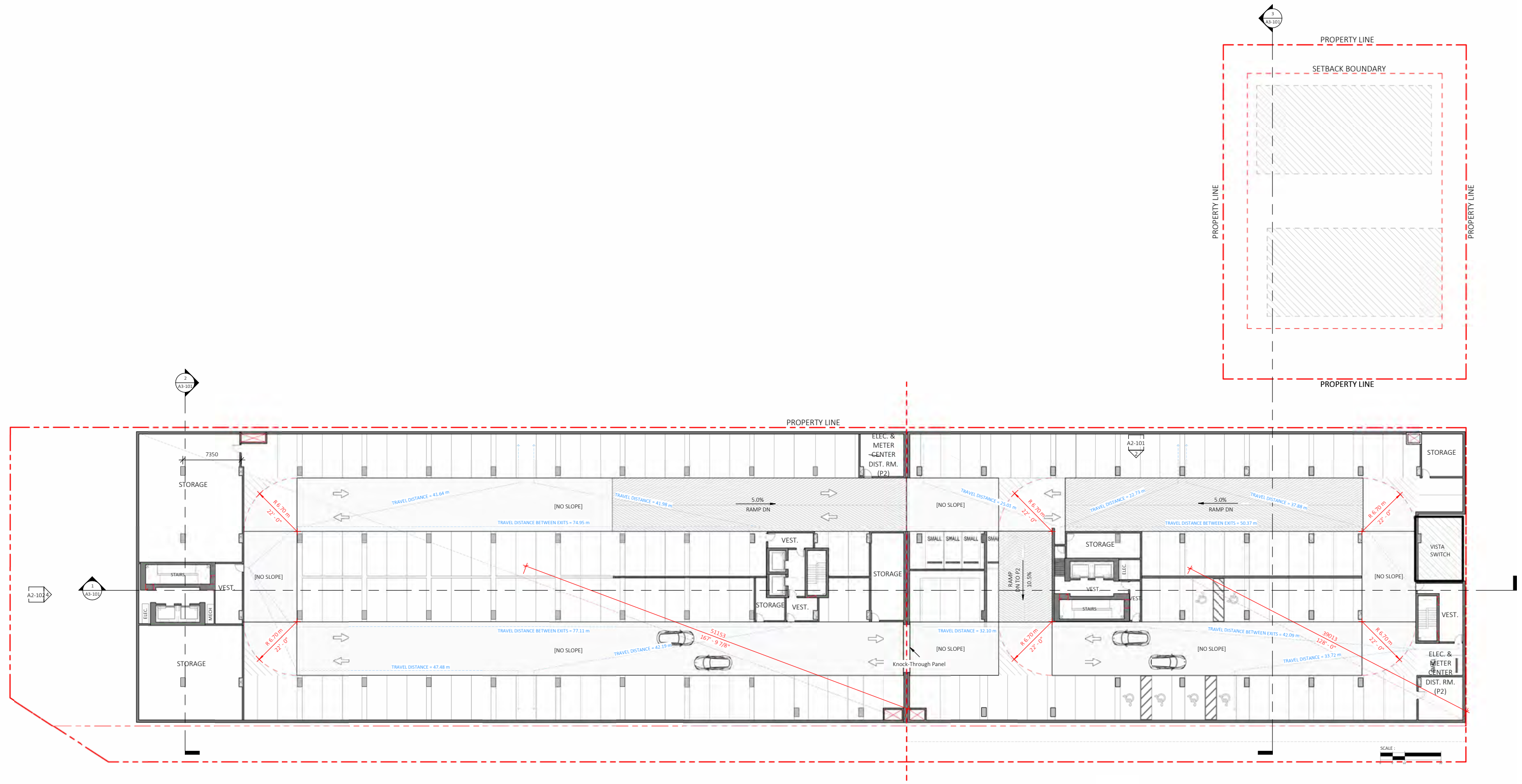




SCHEMATIC SITE PLAN

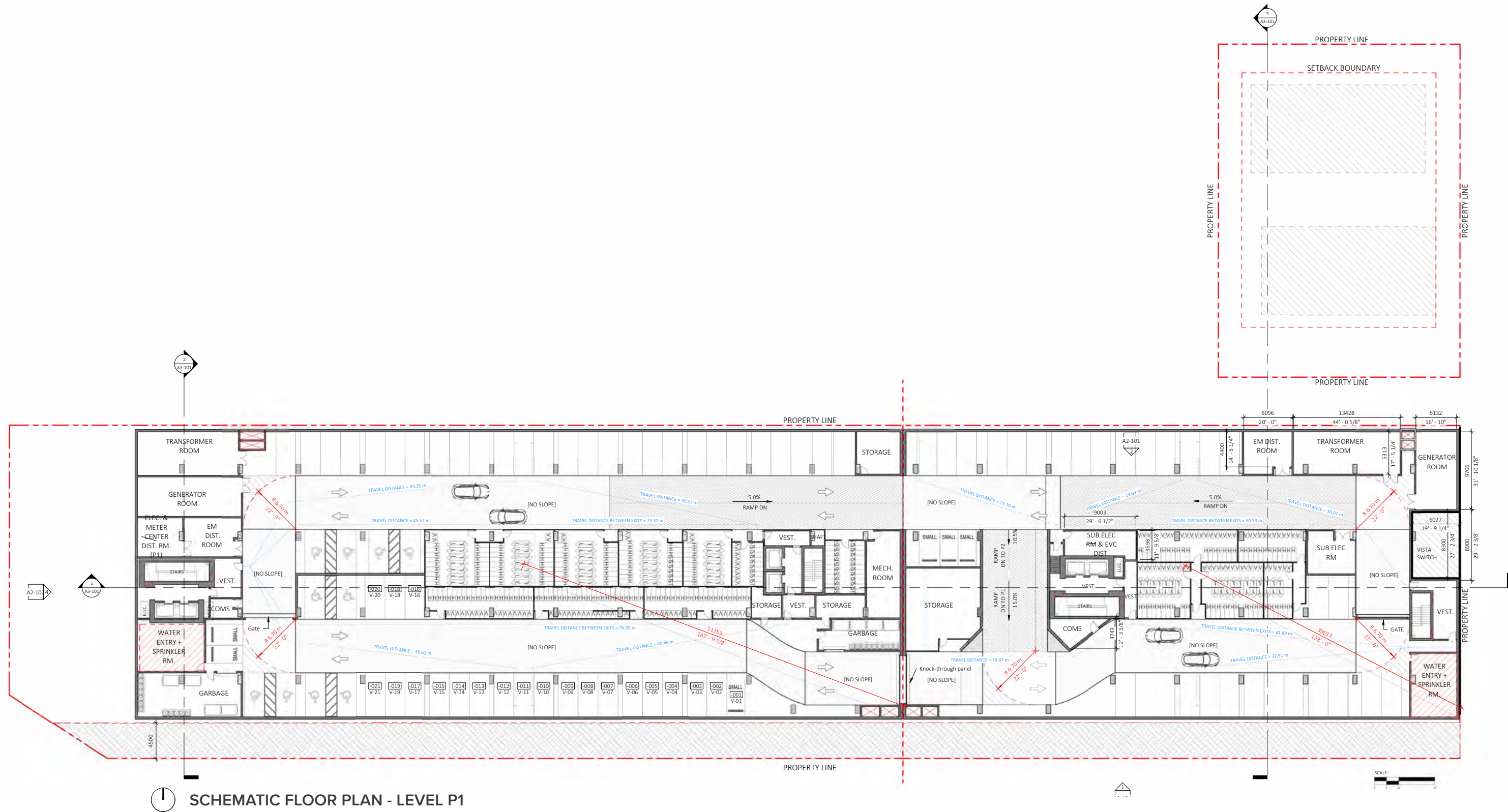
SCALE: 1" = 10'-0"



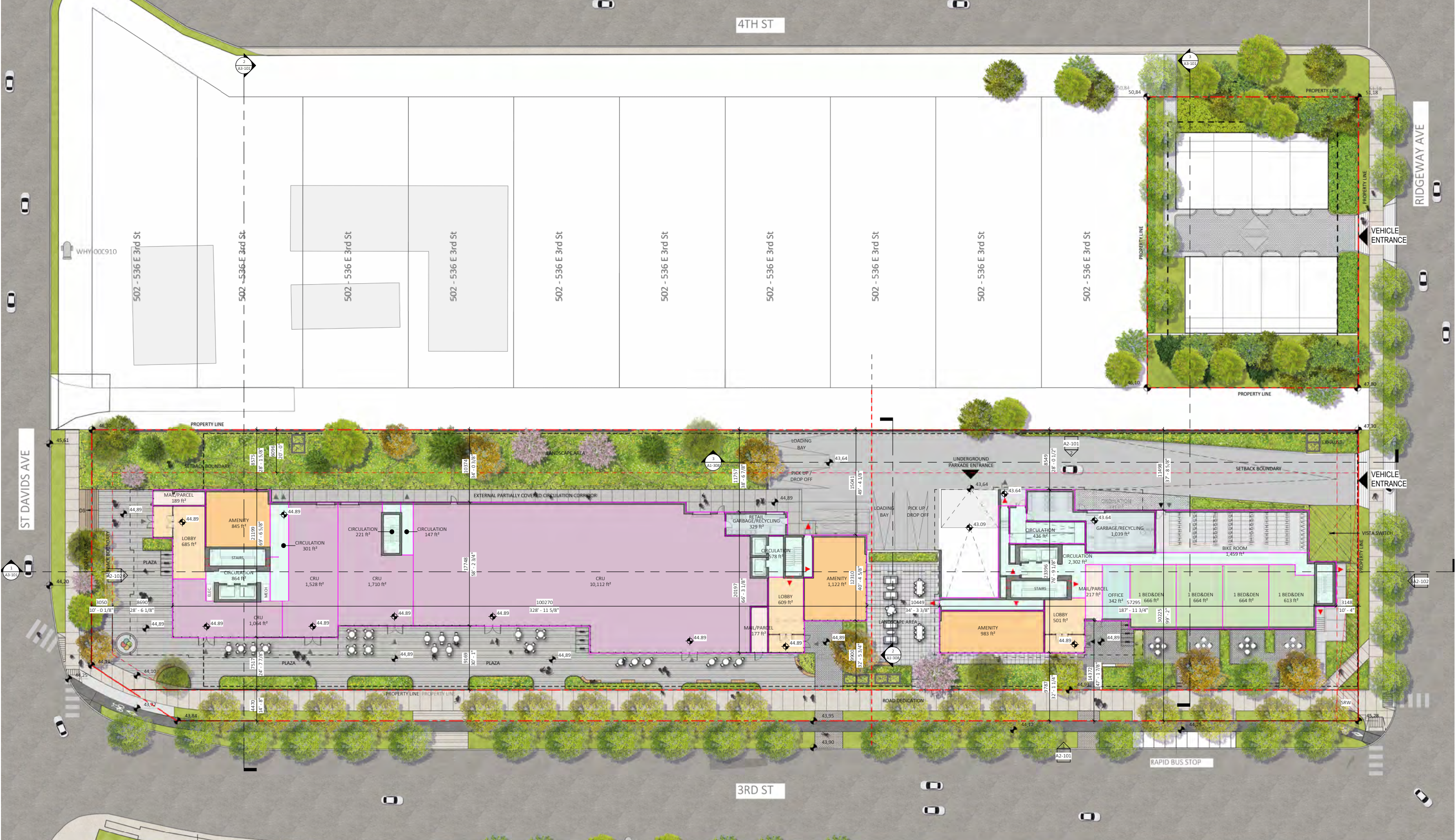


SCHEMATIC FLOOR PLAN - LEVEL P2



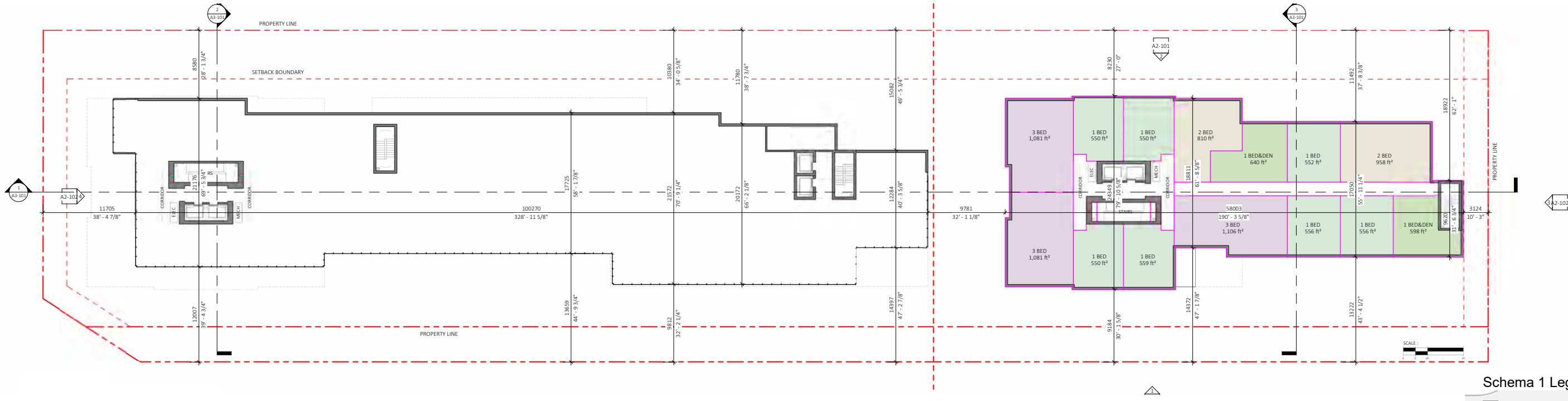






SCHEMATIC FLOOR PLAN - LEVEL 01



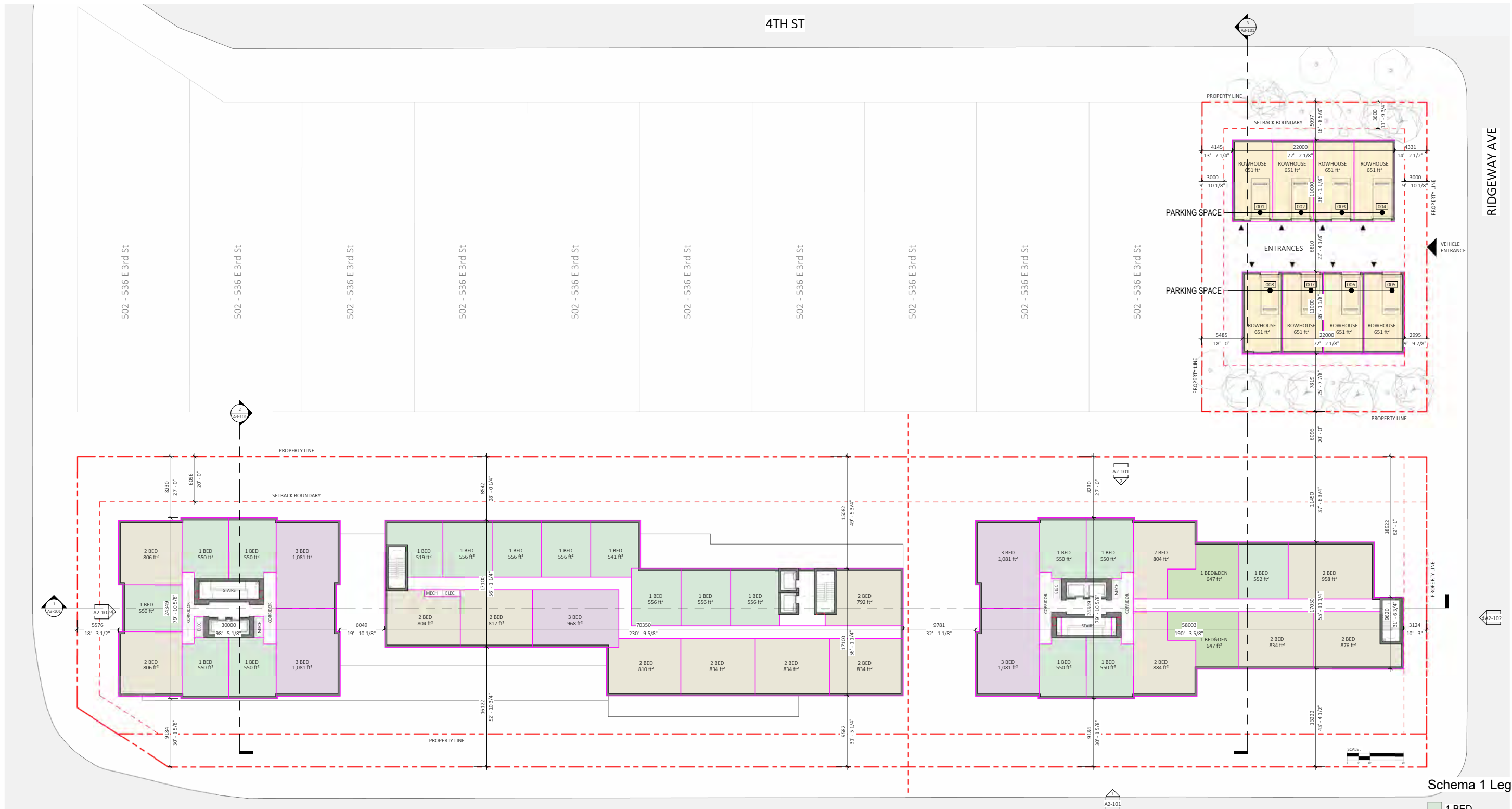


**Schema 1 Legend**

- 1 BED
- 1 BED&DEN
- 2 BED
- 3 BED

SCHEMATIC FLOOR PLAN - LEVEL 01 MEZZANINE



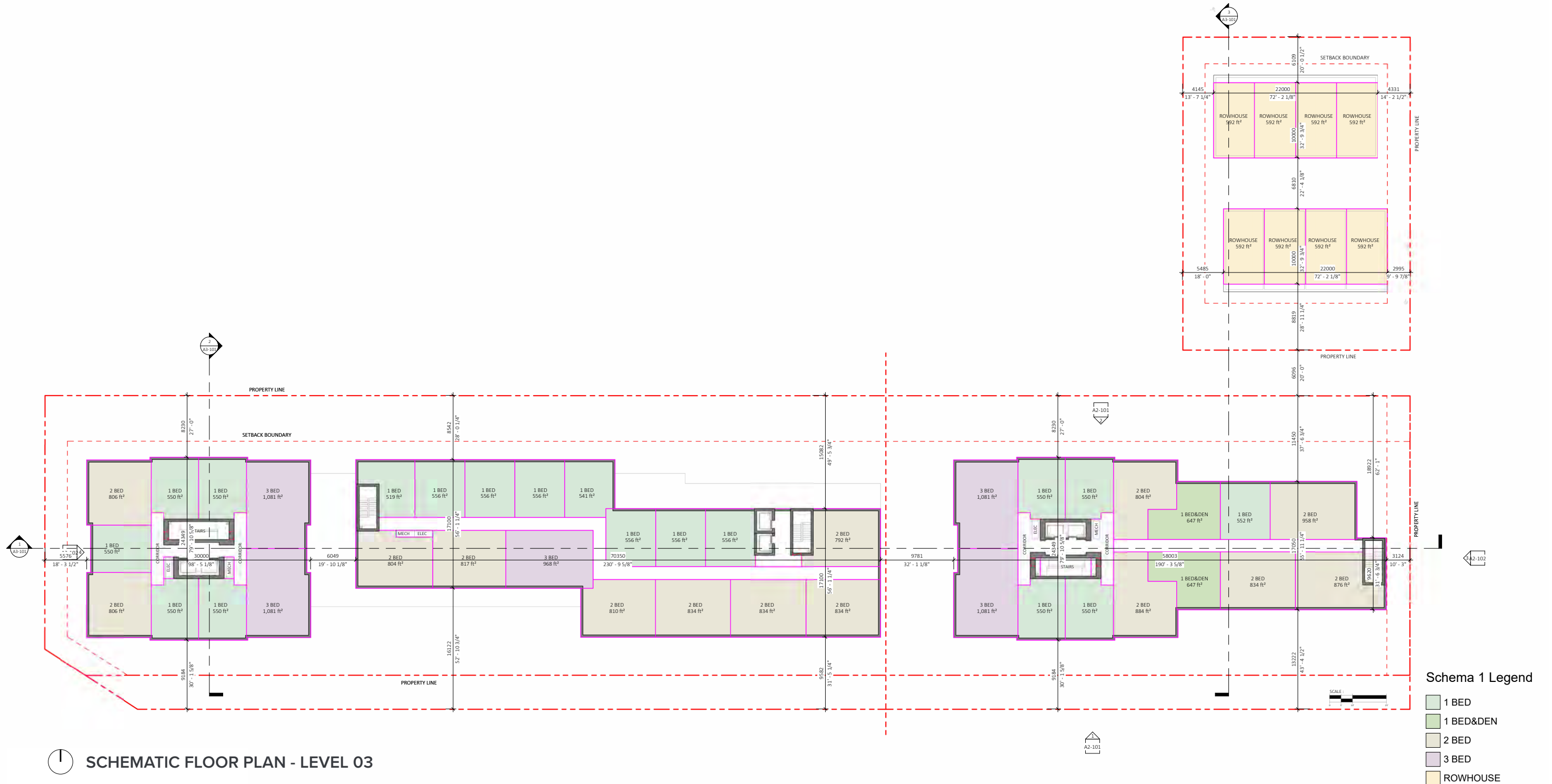


SCHEMATIC FLOOR PLAN - LEVEL 02

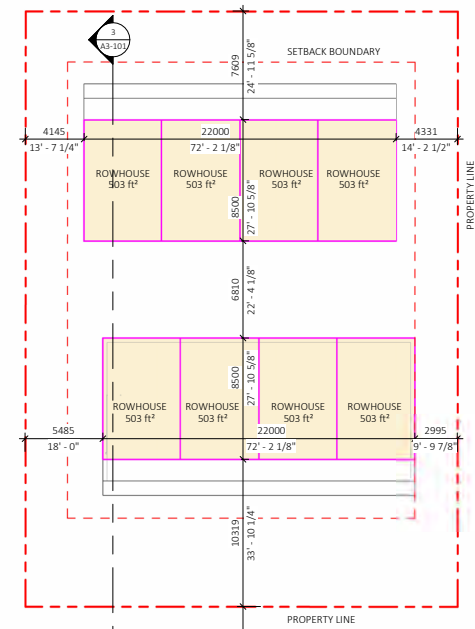
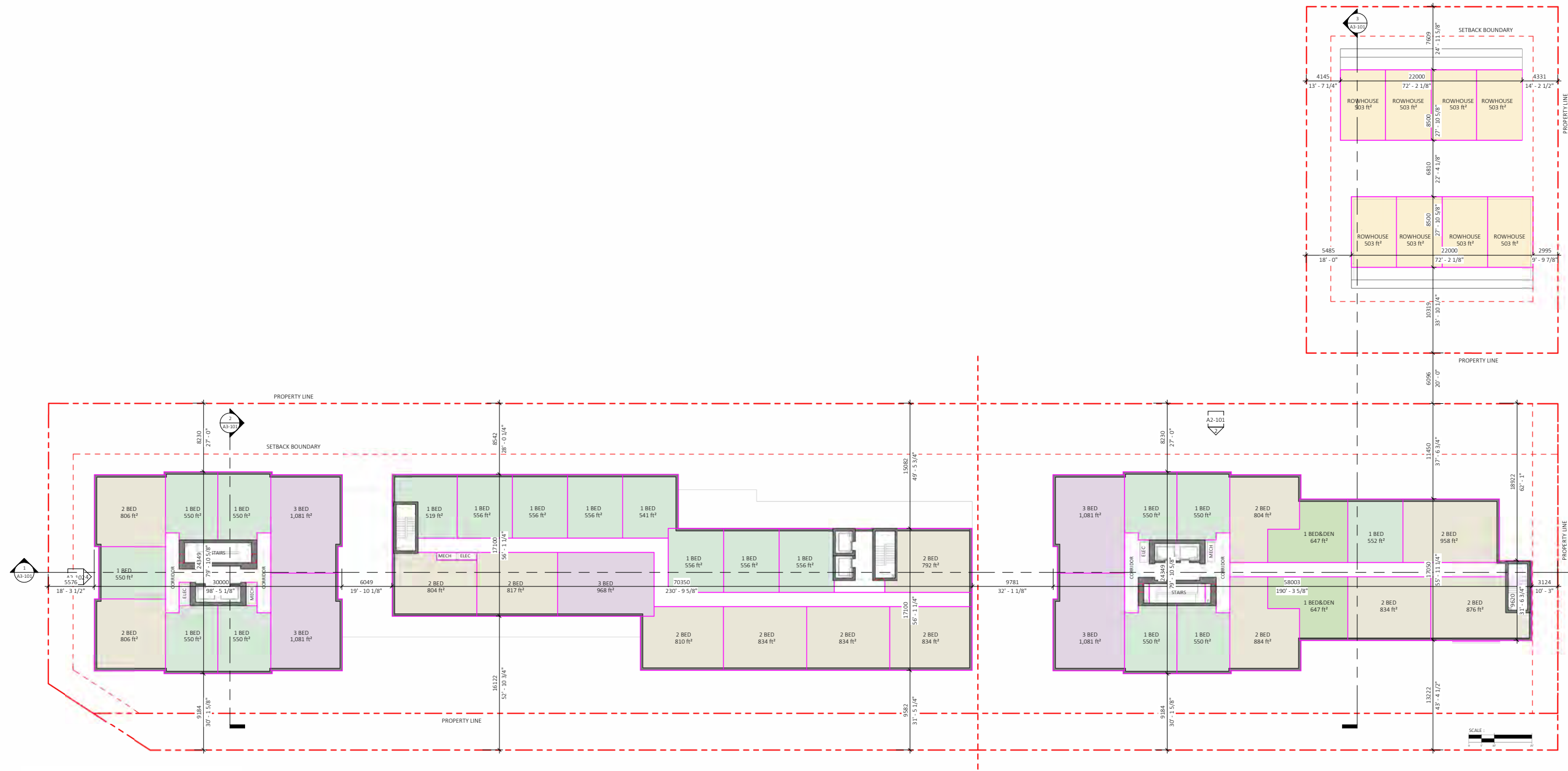
Schema 1 Legend

- 1 BED
- 1 BED&DEN
- 2 BED
- 3 BED
- ROWHOUSE





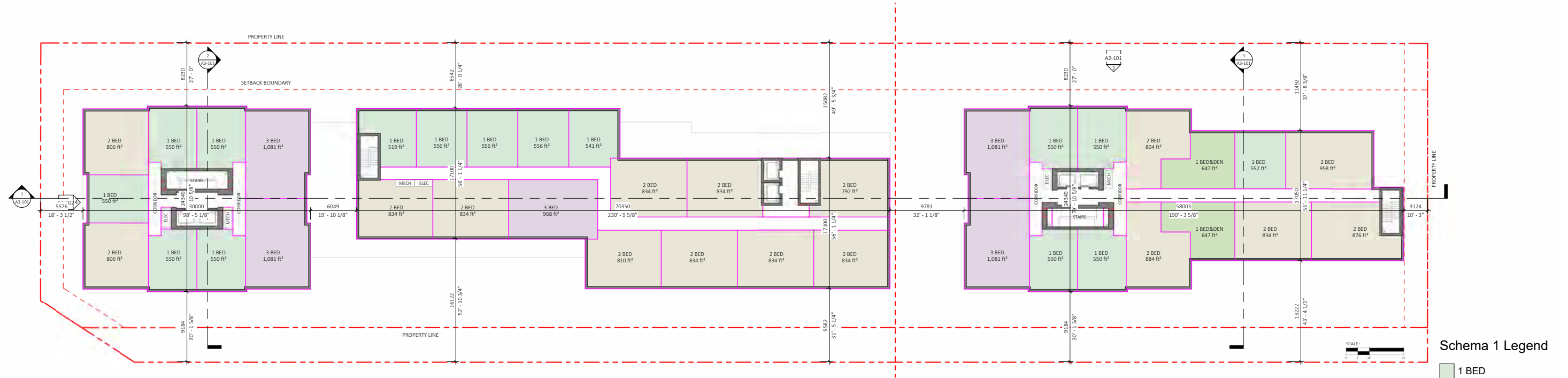




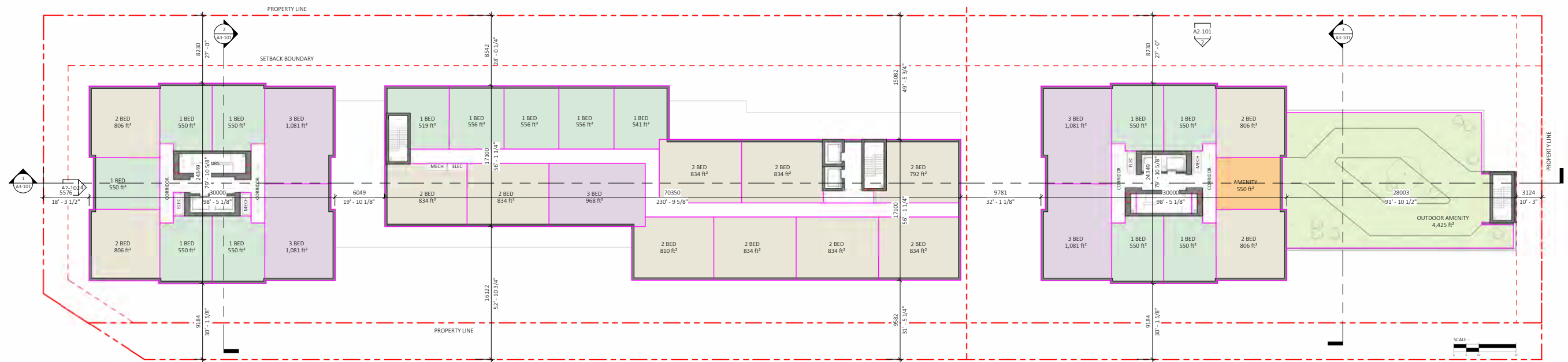
**SCHEMATIC FLOOR PLAN - LEVEL 04**

- Schema 1 Legend**
- 1 BED
  - 1 BED&DEN
  - 2 BED
  - 3 BED



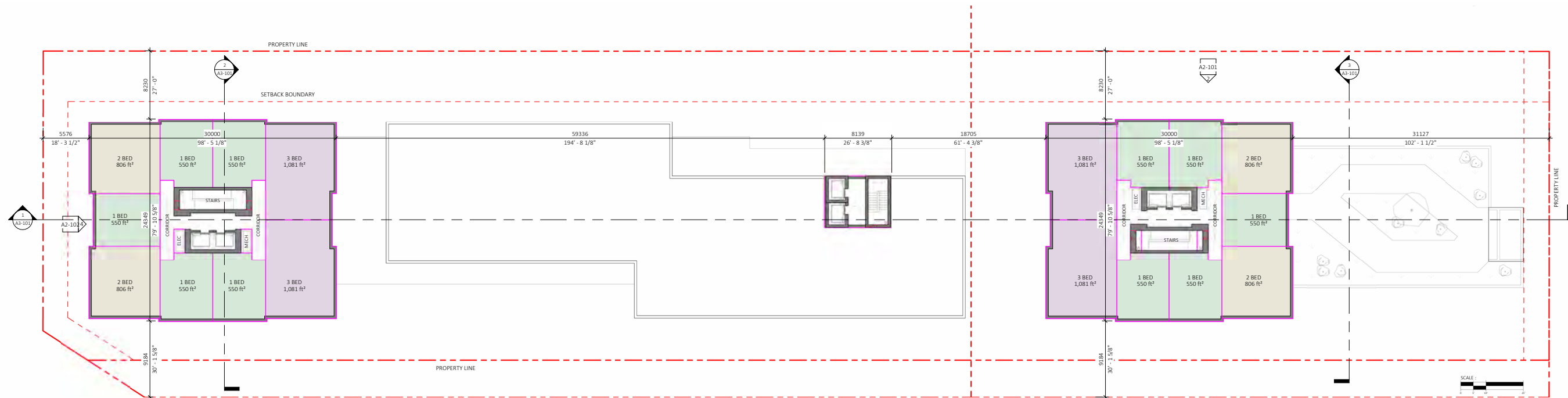


**SCHEMATIC FLOOR PLAN - LEVEL 05**

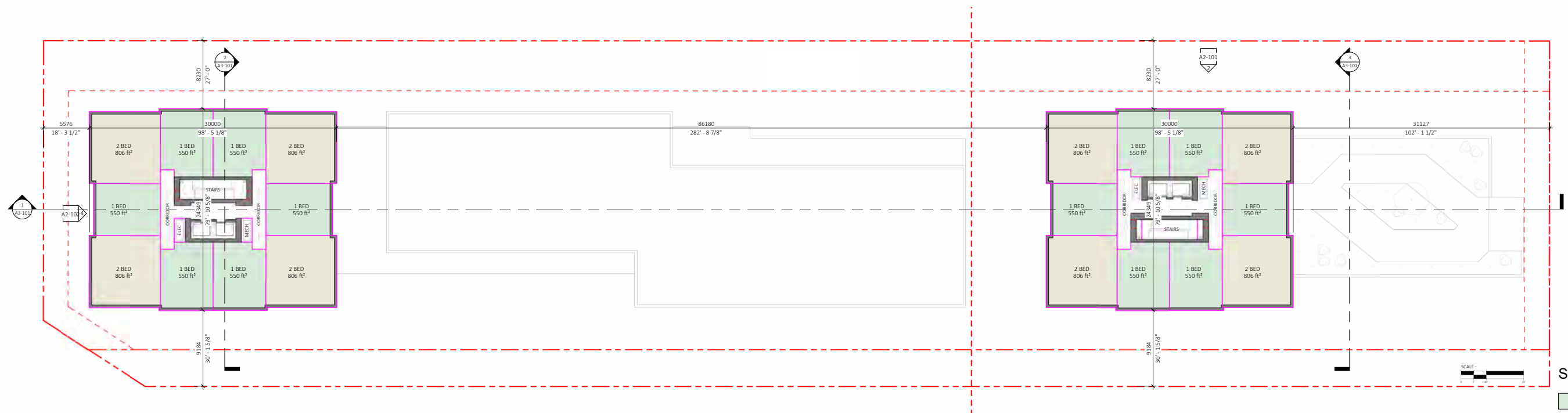


**SCHEMATIC FLOOR PLAN - LEVEL 06**





1 SCHEMATIC FLOOR PLAN - LEVELS 07 TO 09

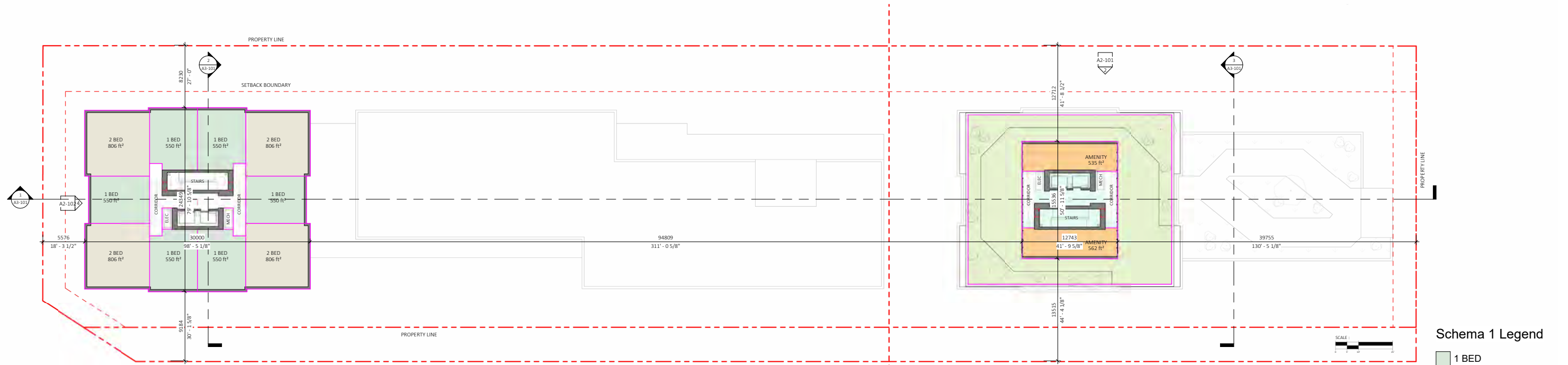


1 SCHEMATIC FLOOR PLAN - LEVELS 10 TO 15

Schema 1 Legend

- 1 BED
- 2 BED
- 3 BED
- AMENITY
- OUTDOOR AMENITY

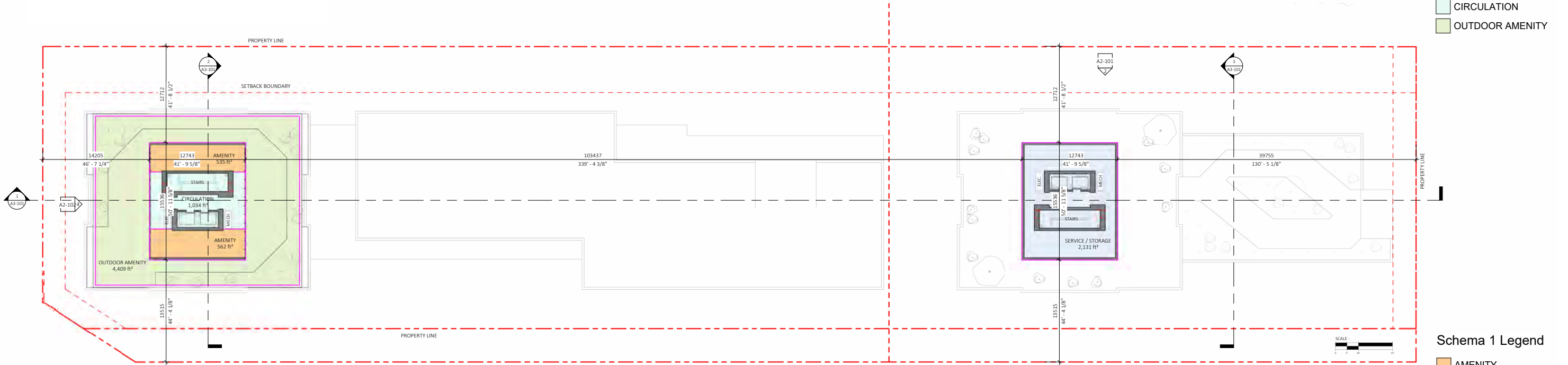




Schema 1 Legend

- 1 BED
- 2 BED
- AMENITY
- CIRCULATION
- OUTDOOR AMENITY

SCHEMATIC FLOOR PLAN - LEVEL 16 / AMENITY LEVEL

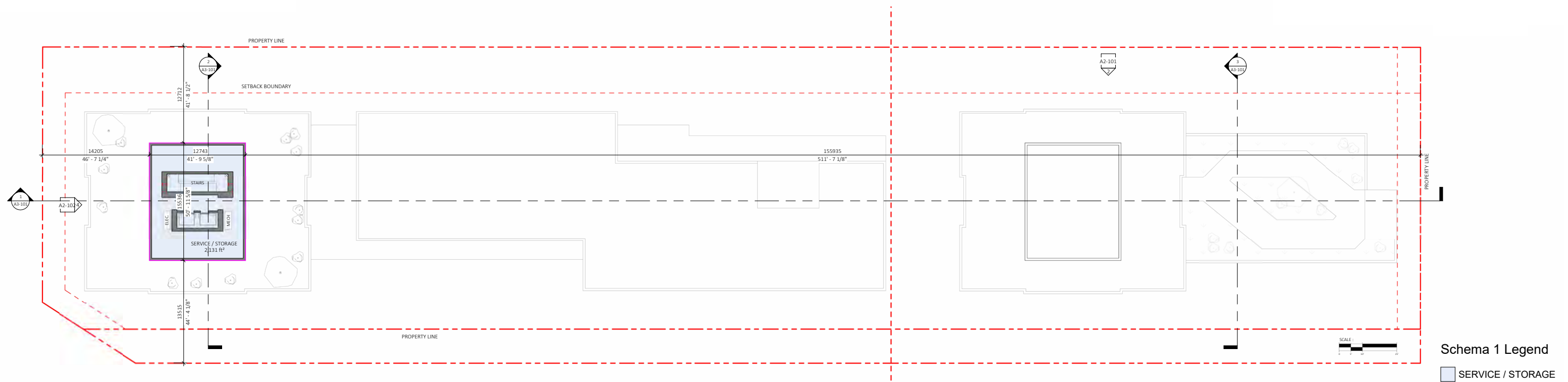


Schema 1 Legend

- AMENITY
- CIRCULATION
- OUTDOOR AMENITY
- SERVICE / STORAGE

SCHEMATIC FLOOR PLAN - AMENITY / MECHANICAL OVERRUN LEVEL

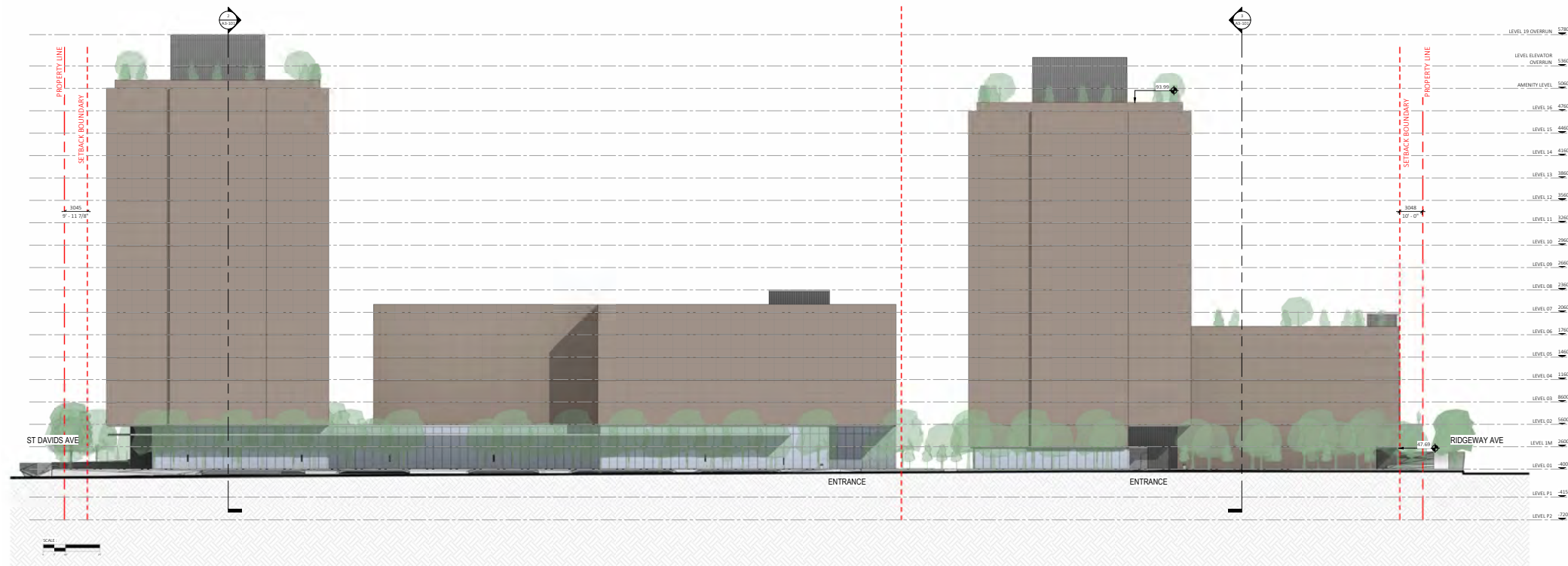




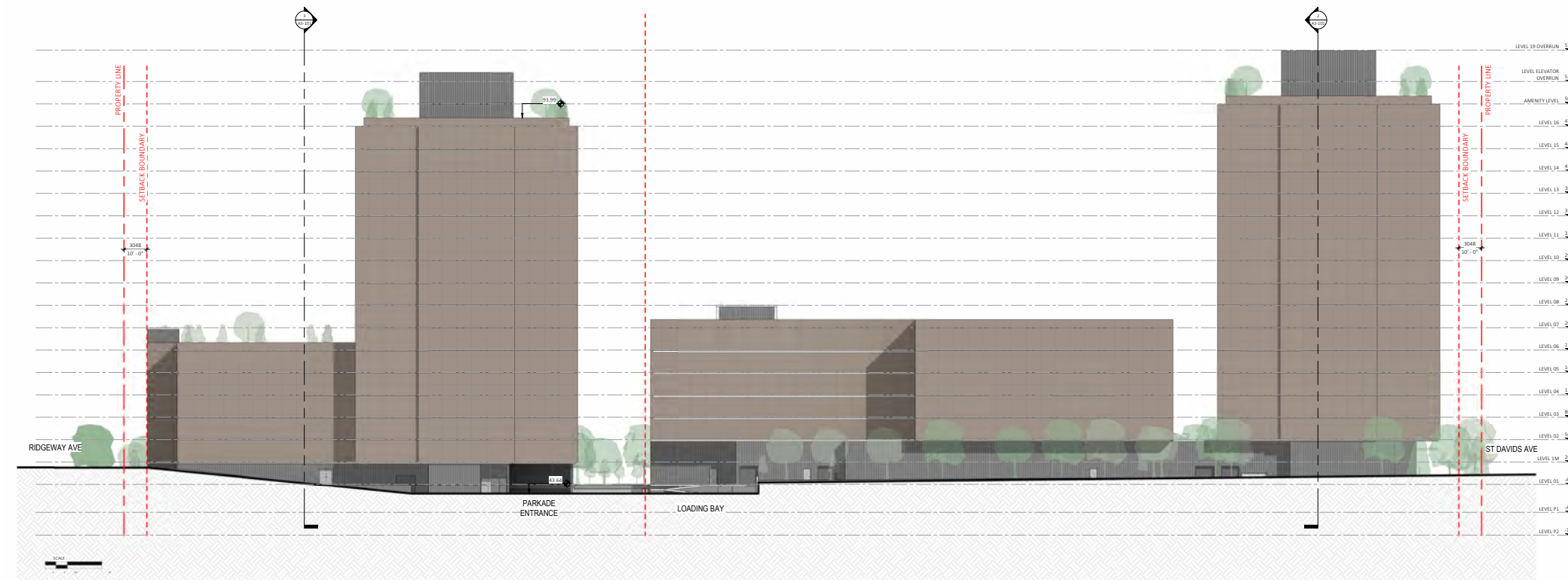
Schema 1 Legend  
SERVICE / STORAGE

SCHEMATIC FLOOR PLAN - ELEVATOR OVERRUN LEVEL



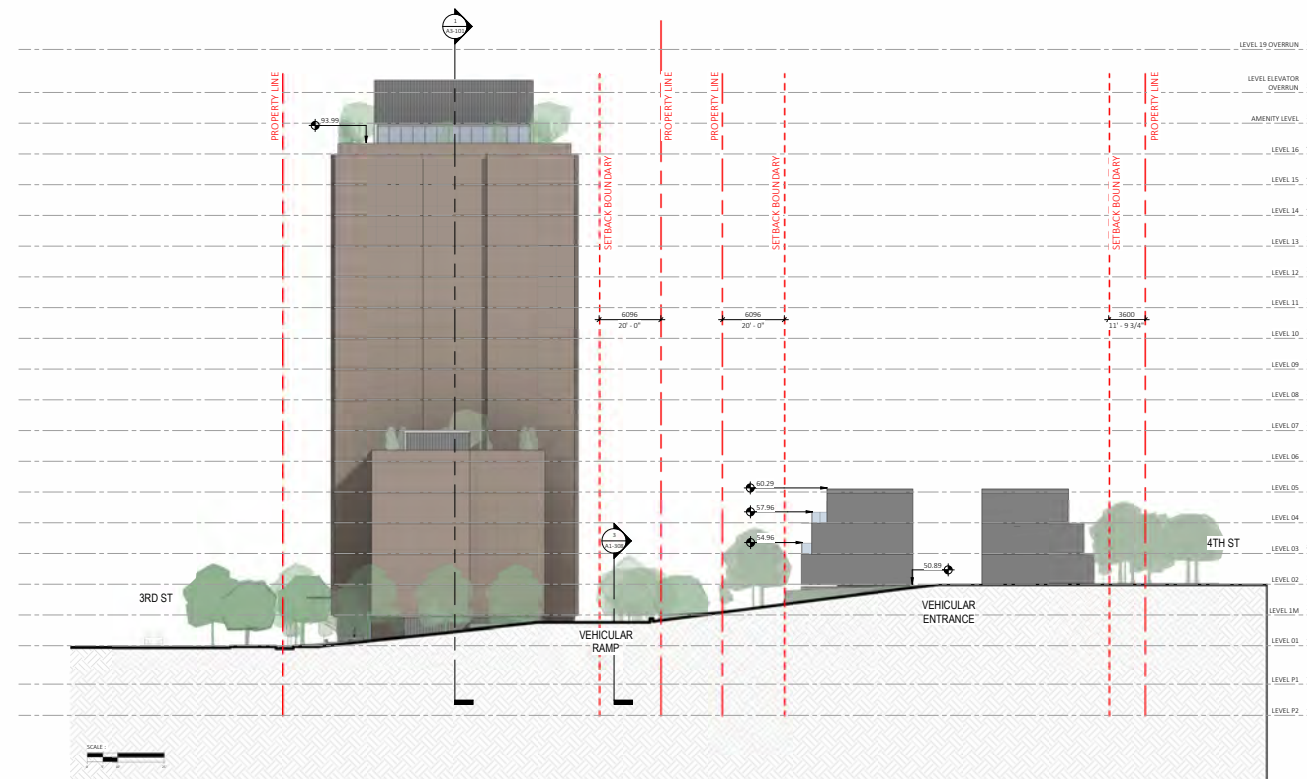


SCHEMATIC ELEVATION - NORTH

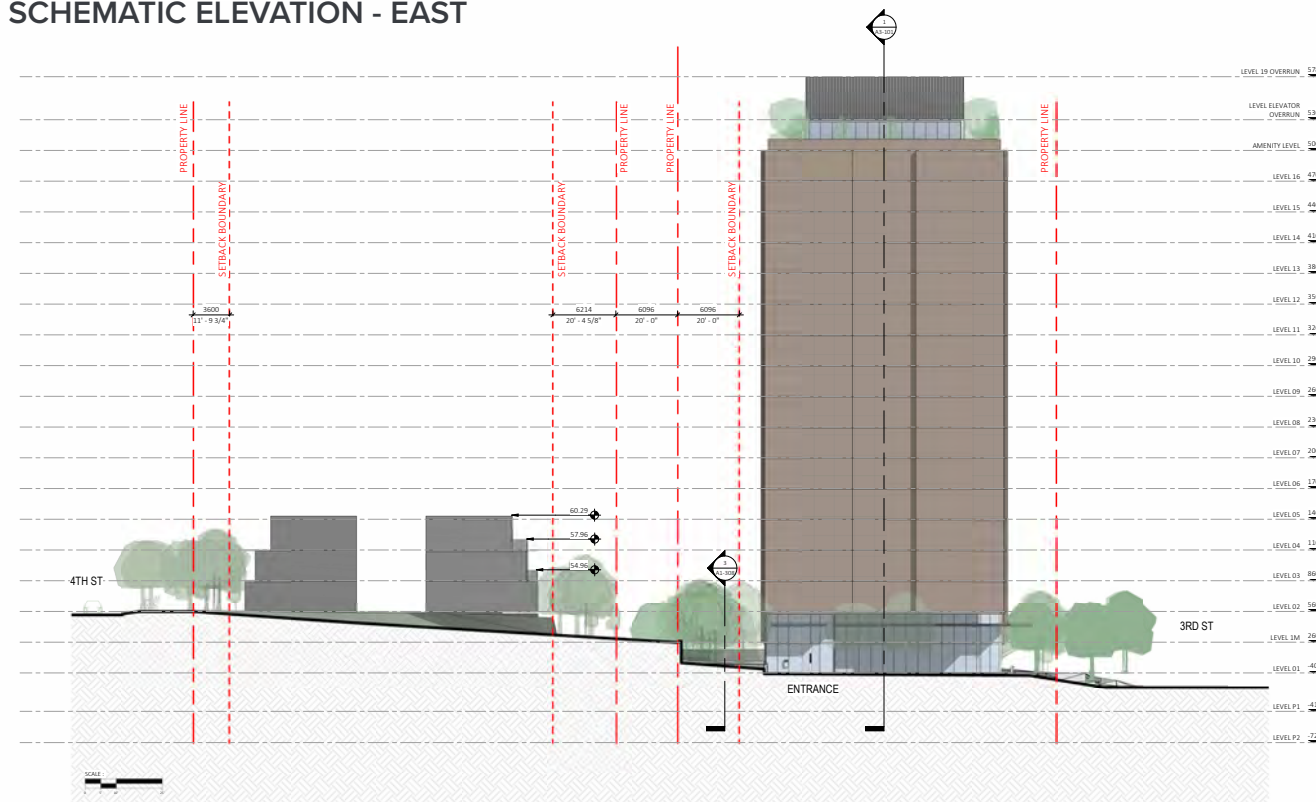


SCHEMATIC ELEVATION - SOUTH



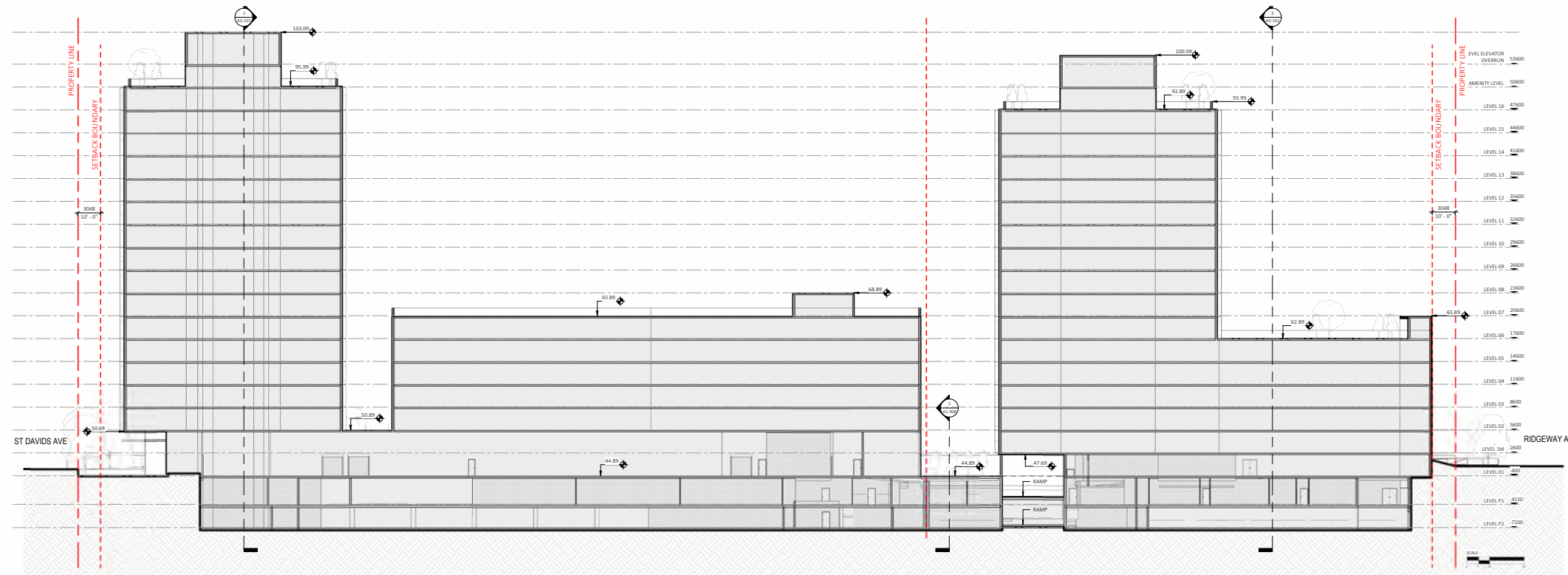


SCHEMATIC ELEVATION - EAST

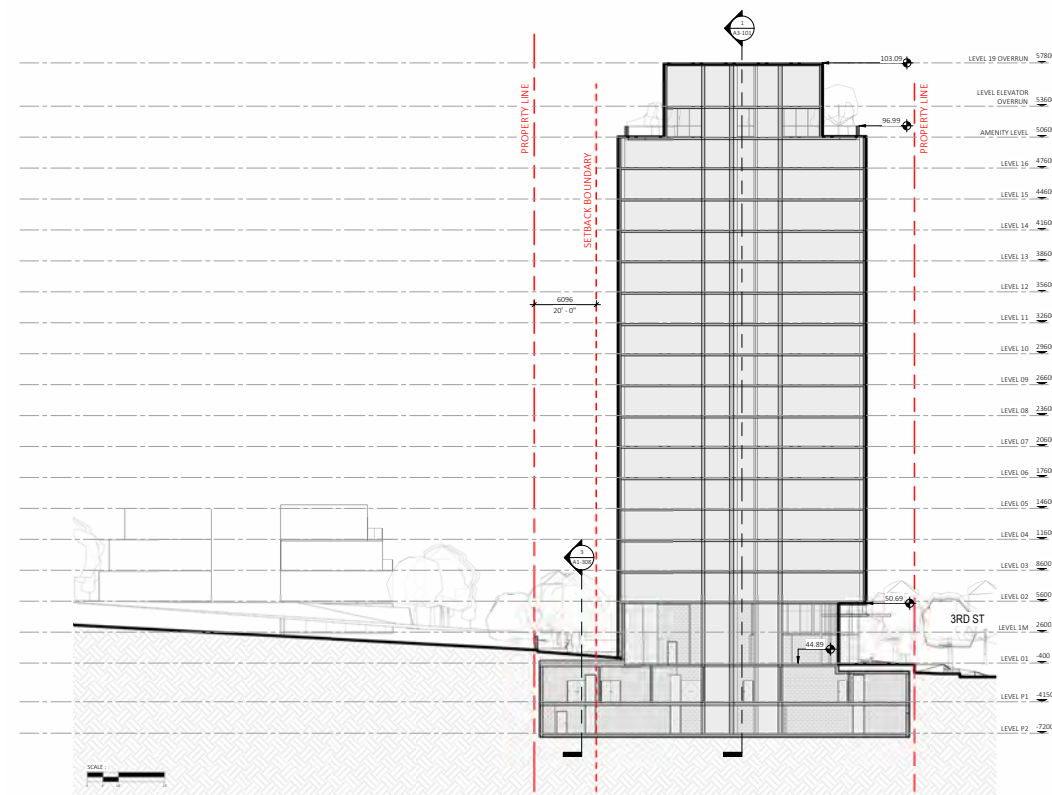


SCHEMATIC ELEVATION - WEST

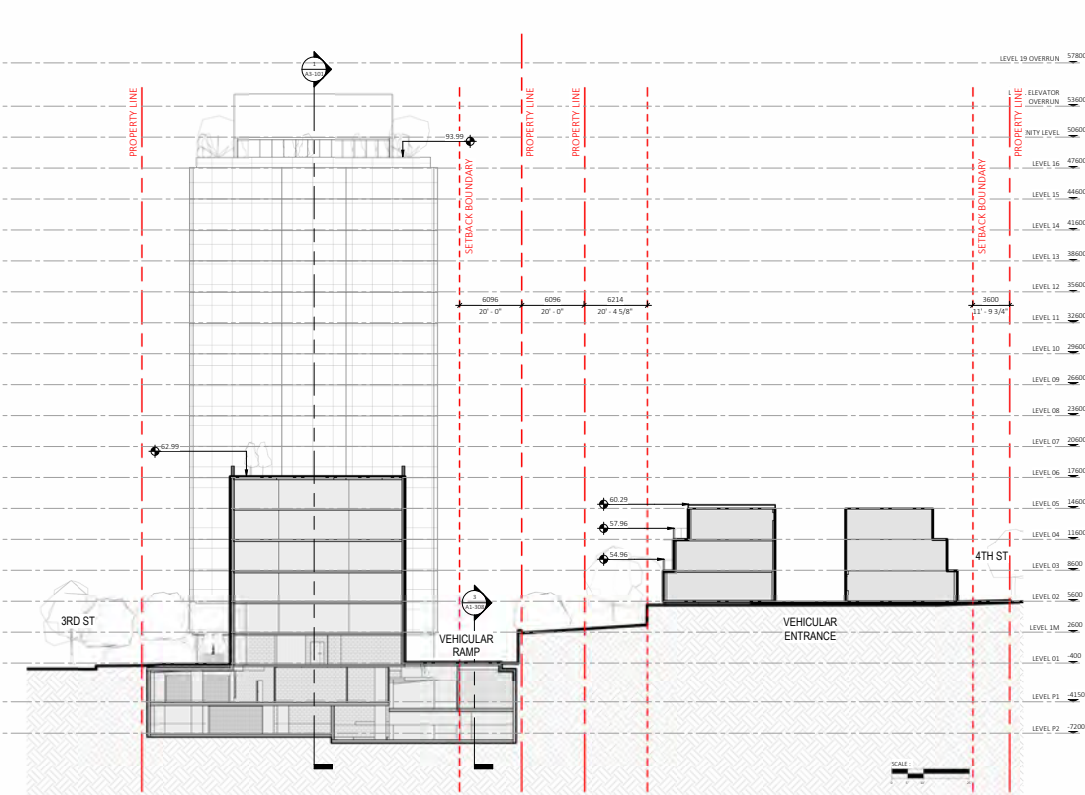




**SCHEMATIC SECTION - A-A'**



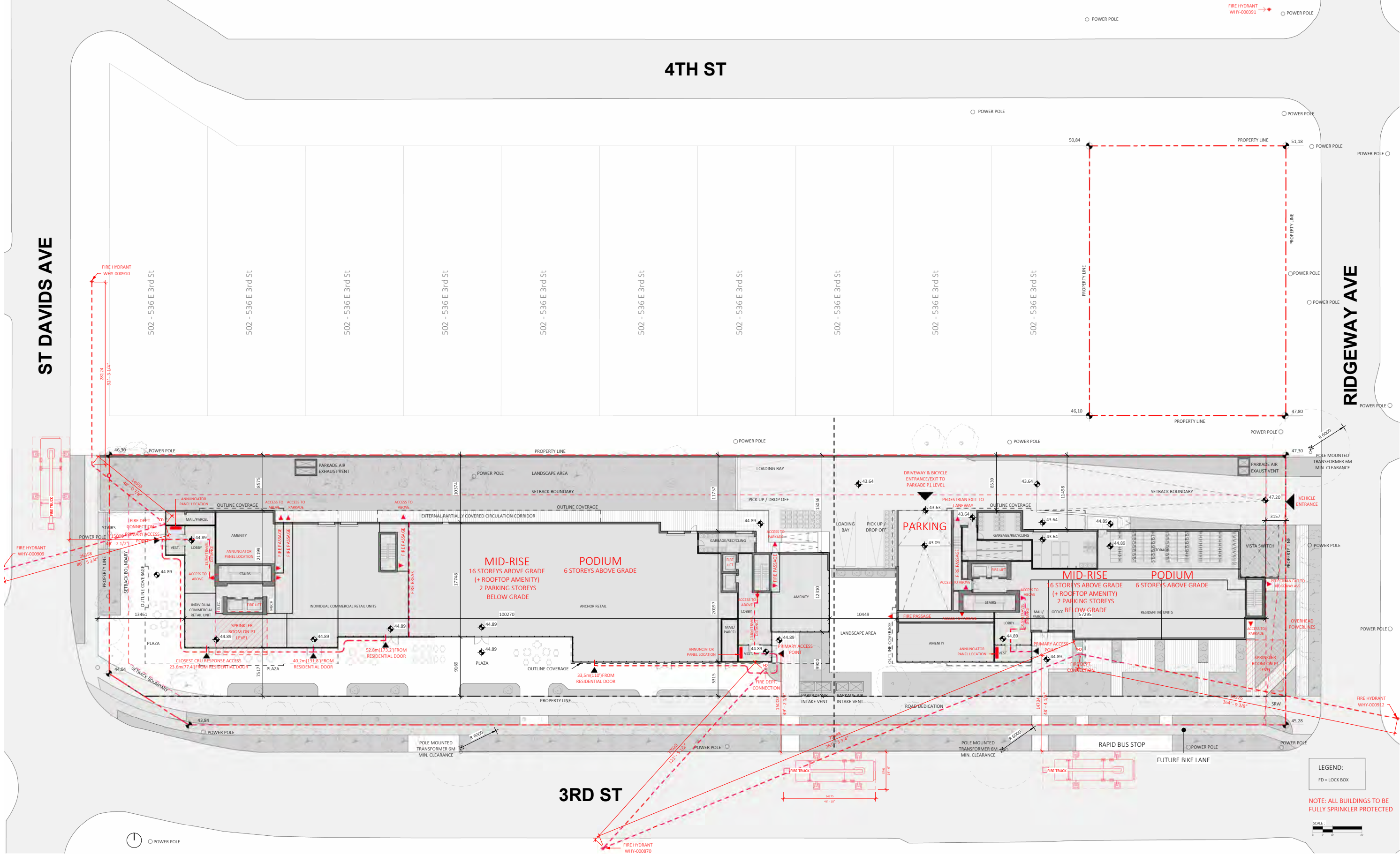
**SCHEMATIC SECTION - B-B'**



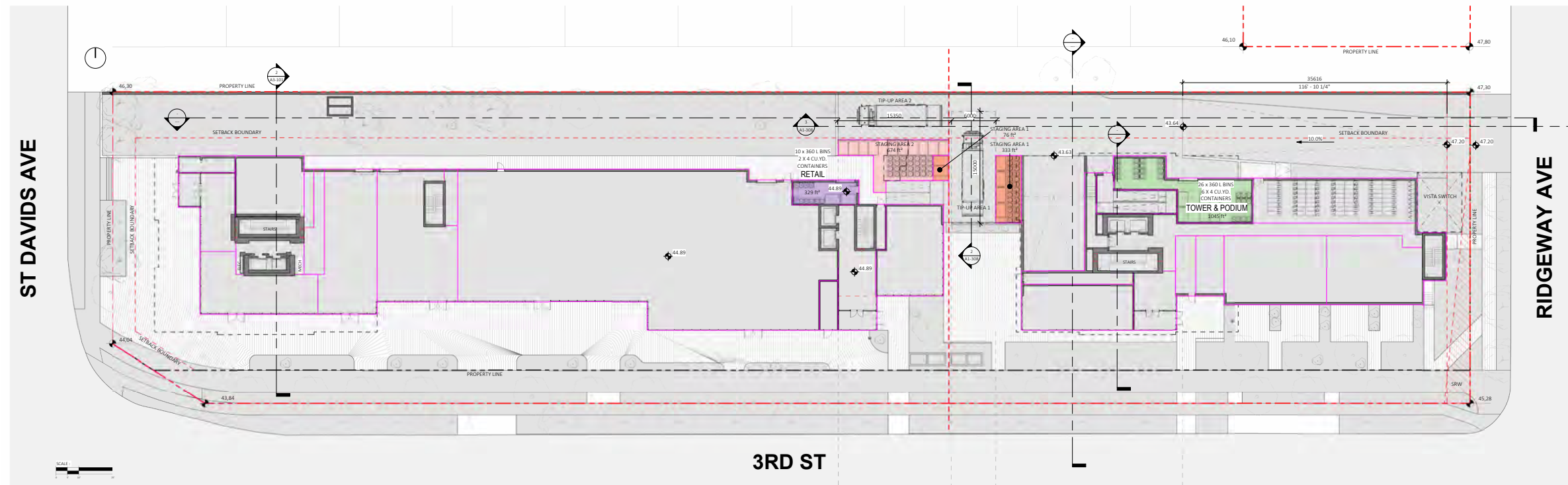
**SCHEMATIC SECTION - C-C'**



# Preliminary Fire Department Response Plan 6.6

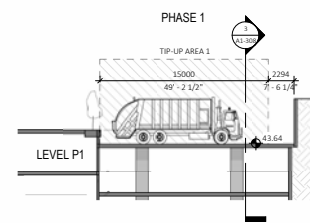




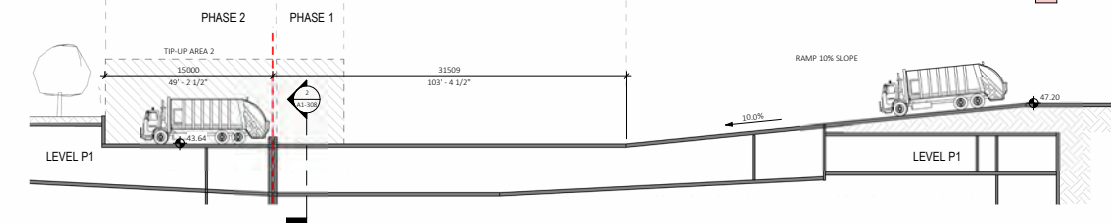


1 LEVEL 01 - GARBAGE STAGING & LOAD STRATEGY  
1:200

- Legend:
- RESIDENTIAL REFUSE
  - RETAIL REFUSE
  - STAGING AREA 1
  - STAGING AREA 2



2 Section 13: PICK UP AND EXIT ROUTE DIAGRAMMATIC SECTION. PHASE 1  
1:200



3 Section 12: PICK UP AND EXIT ROUTE DIAGRAMMATIC SECTION. PHASE 2  
1:200

COMMERCIAL										
SOLID WASTE AND RESOURCE STORAGE FACILITY (REFUSE)										
BUILDING USE	AREA		SPACE REQUIREMENT PER SM OF FLOOR AREA	AREA CALCULATED		MIN OF AREA REQUIRED		AREA PROVIDED		
	SF	SM		SM	SF	SM	SF	SM	SF	
PHASE 2										
RETAIL - CRU	13,773	1275.6	x 0.023	=	29.4	316.775	8	86.1	30.6	329
				343						
TEMPORARY COLLECTION DAY STORAGE AREA (STAGING AREA)										
STAGING AREA - CRU			=		29.4	x 45%	13.2	142.6	14.6	157
RESIDENTIAL										
SOLID WASTE AND RESOURCE STORAGE FACILITY (REFUSE)										
BUILDING USE	UNITS	per UNIT, SM	AREA CALCULATED	MIN OF AREA REQUIRED		AREA PROVIDED				
				SM	SF	SM	SF			
PHASE 1										
TOWER 16 + PODIUM 6	159	x 0.486	=	77.3	831.8	11	118.4	97.1	1045	
PHASE 2										
TOWER 16 + MID-RISE 6	205	x 0.486	=	99.6	1072.4	11	118.4	111.9	1204	
TEMPORARY COLLECTION DAY STORAGE AREA (STAGING AREA)										
				PHASE 1						
STAGING AREA - RESIDENTIAL			=	77.3	x 45%	34.8	374.3	38.0	409	
				PHASE 2						
STAGING AREA - RESIDENTIAL			=	99.6	x 45%	44.8	482.6	48.0	517	

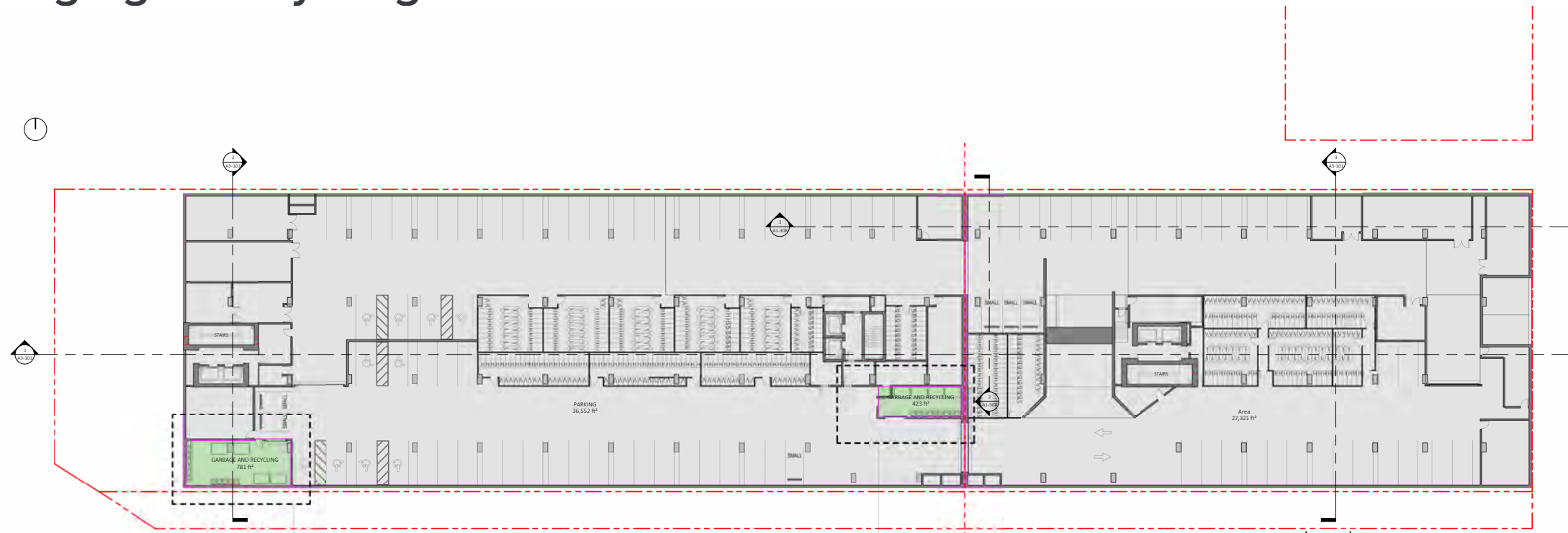
AREA DIMENSIONING AND CALCULATIONS ARE BASED ON SOLID WASTE AND RESOURCE STORAGE FACILITY REQUIREMENTS IN MULTIFAMILY RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL COMPLEXES, DATED NOVEMBER 17TH 2017.

FOR THE LISTED BUILDING TYPE TO A MAXIMUM REQUIREMENT OF 100 sqm<sup>2</sup> AT WHICH POINT THE FREQUENCY OF COLLECTION CAN INCREASE BEYOND ONCE PER SEVEN DAYS.

GARBAGE AND RECYCLING TRUCK ROUTE

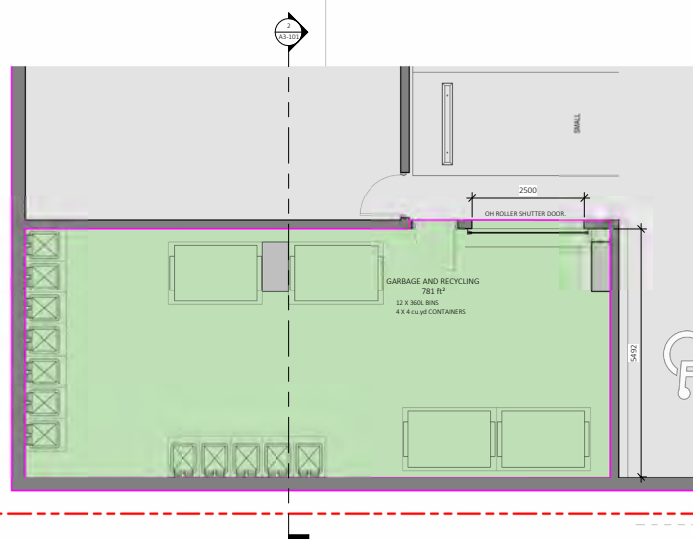
- LOCATION OF STORAGE NOT TO BE LOCATED MORE THAN 2 LEVELS ABOVE OR BELOW GRADE OF ACCESS AND STAGING TO BE PROVIDED AT GRADE.
- ROUTE IS SUITABLE FOR 28 TONNE VEHICLE.
- MINIMAL INTERFERENCE WITH PEDESTRIAN AND PUBLIC VEHICULAR ACCESS.
- ON ROUTE 2 POINT TURN AVAILABLE, NO NEED TO BACK UP INTO ANY PUBLIC SIDEWALK OR STREETS.
- ACCOMMODATES FRONT AND SIDE PICKUP
- ALL ROUTE DIMENSIONS PROVIDE AMPLE SPACE TO TRUCK MANEUVERING
- JITNEY DIMENSIONS:
  - MIN 3.4m THROUGHOUT
  - MIN 2.2m VERTICAL CLEARANCE
- TIP UP TRUCK DIMENSIONS:
  - MIN 4.1m HEIGHT
  - MIN 12m LENGTH
  - MIN 2.4m WIDTH
- PICK UP AREA DIMENSIONS:
  - 7.5m CLEAR HEIGHT
  - 15m LENGTH
  - 6m WIDTH



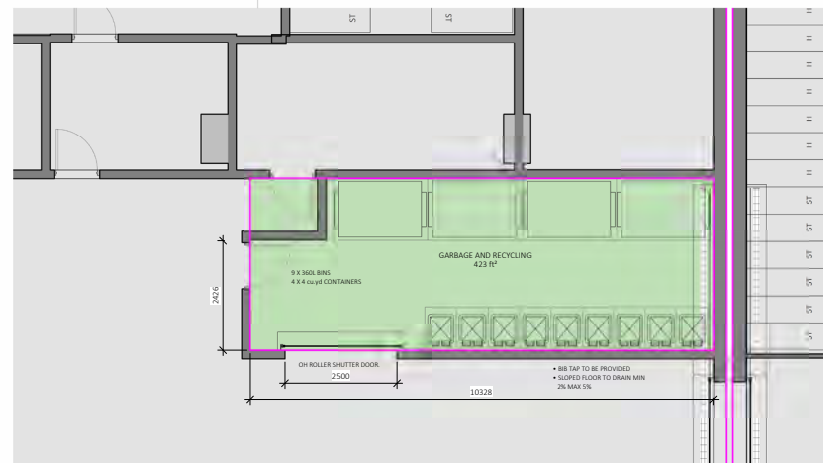


1 LEVEL P1 GARBAGE AND RECYCLING  
1:200

Legend:  
 RESIDENTIAL REFUSE



2 LEVEL P1 PH 2 RESIDENTIAL WASTE 1  
1:50



3 LEVEL P1 PH 2 RESIDENTIAL WASTE 2  
1:50

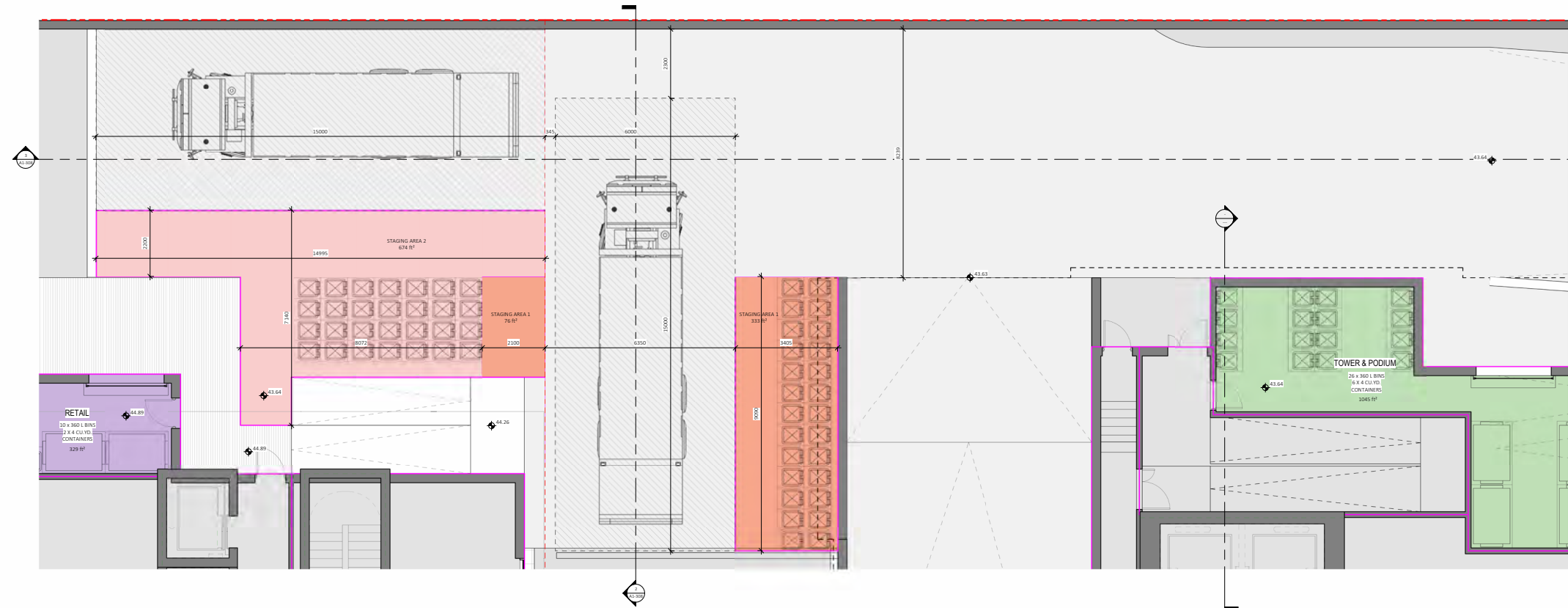
AREA DIMENSIONING AND CALCULATIONS ARE BASED ON SOLID WASTE AND RESOURCE STORAGE FACILITY REQUIREMENTS IN MULTIFAMILY RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL COMPLEXES, DATED NOVEMBER 17TH 2017.

FOR THE LISTED BUILDING TYPE TO A MAXIMUM REQUIREMENT OF 100 sqm AT WHICH POINT THE FREQUENCY OF COLLECTION CAN INCREASE BEYOND ONCE PER SEVEN DAYS.

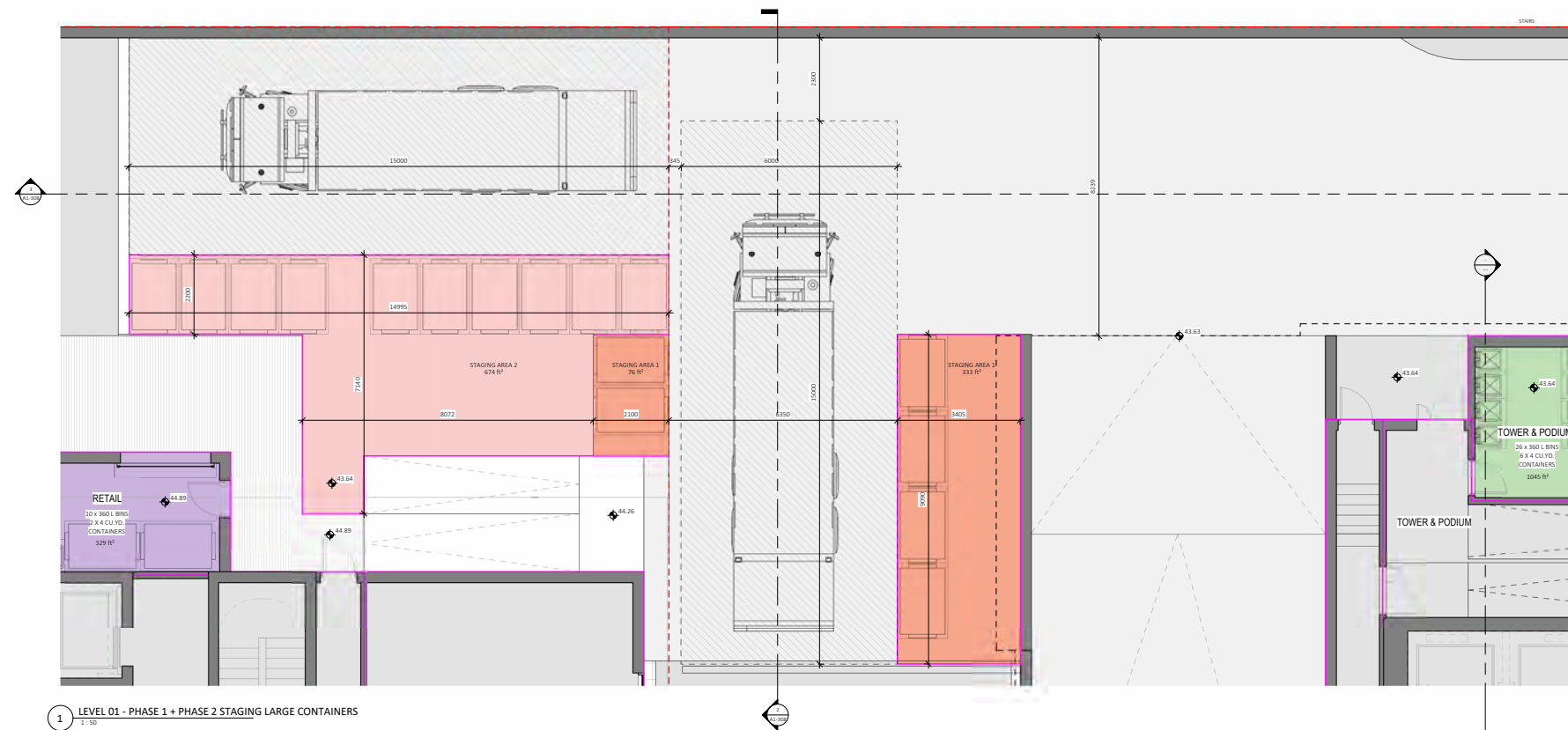
**GARBAGE AND RECYCLING TRUCK ROUTE**

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  - MIN 12m LENGTH
  - MIN 2.4m WIDTH
- PICK UP AREA DIMENSIONS:
  - 7.5m CLEAR HEIGHT
  - 15m LENGTH
  - 6m WIDTH





3 LEVEL 01 - PHASE 1 + PHASE 2 STAGING BINS  
1:30



1 LEVEL 01 - PHASE 1 + PHASE 2 STAGING LARGE CONTAINERS  
1:30

AREA DIMENSIONING AND CALCULATIONS ARE BASED ON SOLID WASTE AND RESOURCE STORAGE FACILITY REQUIREMENTS IN MULTIFAMILY RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL COMPLEXES, DATED NOVEMBER 17TH 2017.

FOR THE LISTED BUILDING TYPE TO A MAXIMUM REQUIREMENT OF 100 sqm AT WHICH POINT THE FREQUENCY OF COLLECTION CAN INCREASE BEYOND ONCE PER SEVEN DAYS.

**GARBAGE AND RECYCLING TRUCK ROUTE**

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  - MIN 4.1m HEIGHT
  - MIN 12m LENGTH
  - MIN 2.4m WIDTH
- PICK UP AREA DIMENSIONS:
  - 7.5m CLEAR HEIGHT
  - 15m LENGTH
  - 6m WIDTH

**Legend:**

- RESIDENTIAL REFUSE
- RETAIL REFUSE
- STAGING AREA 1
- STAGING AREA 2



7.0

# Shadow Studies





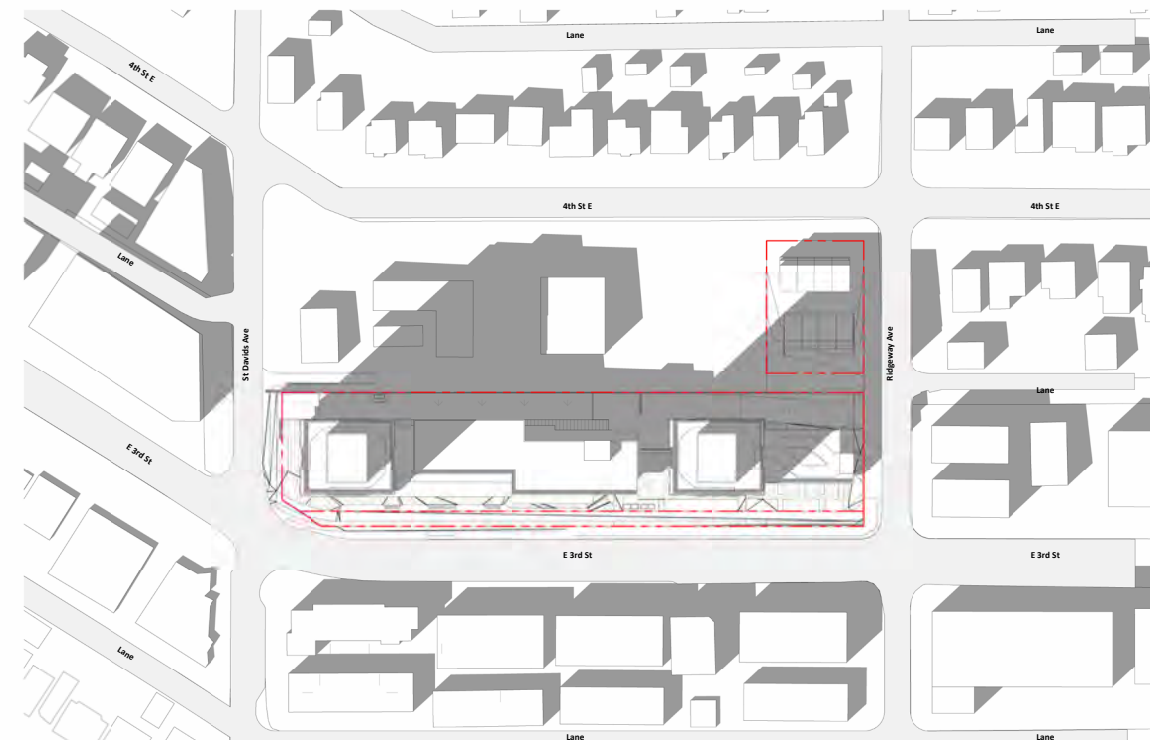
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1:750



2 March 21 12hr00  
1:750



3 March 21 14hr00  
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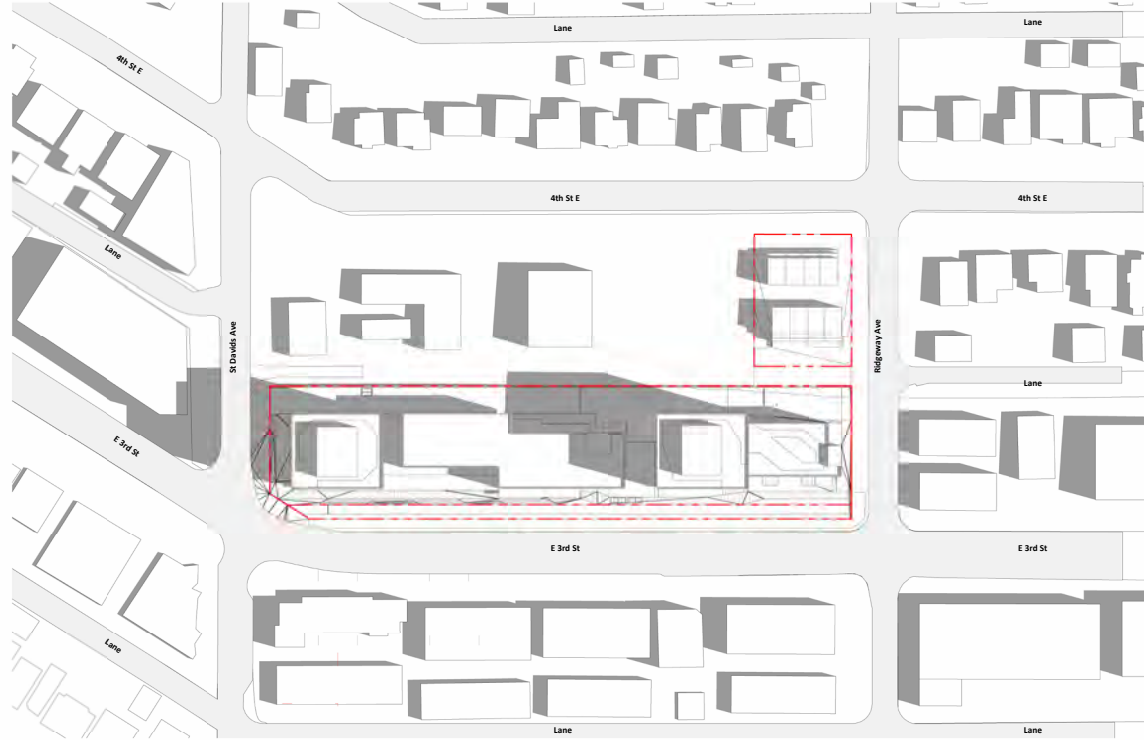


4 March 21 16hr00  
1:750

Legend:  Project Site







1 June 21 10hr00  
1:750



2 June 21 12hr00  
1:750



3 June 21 14hr00  
1:750



4 June 21 16hr00  
1:750

Legend:  Project Site







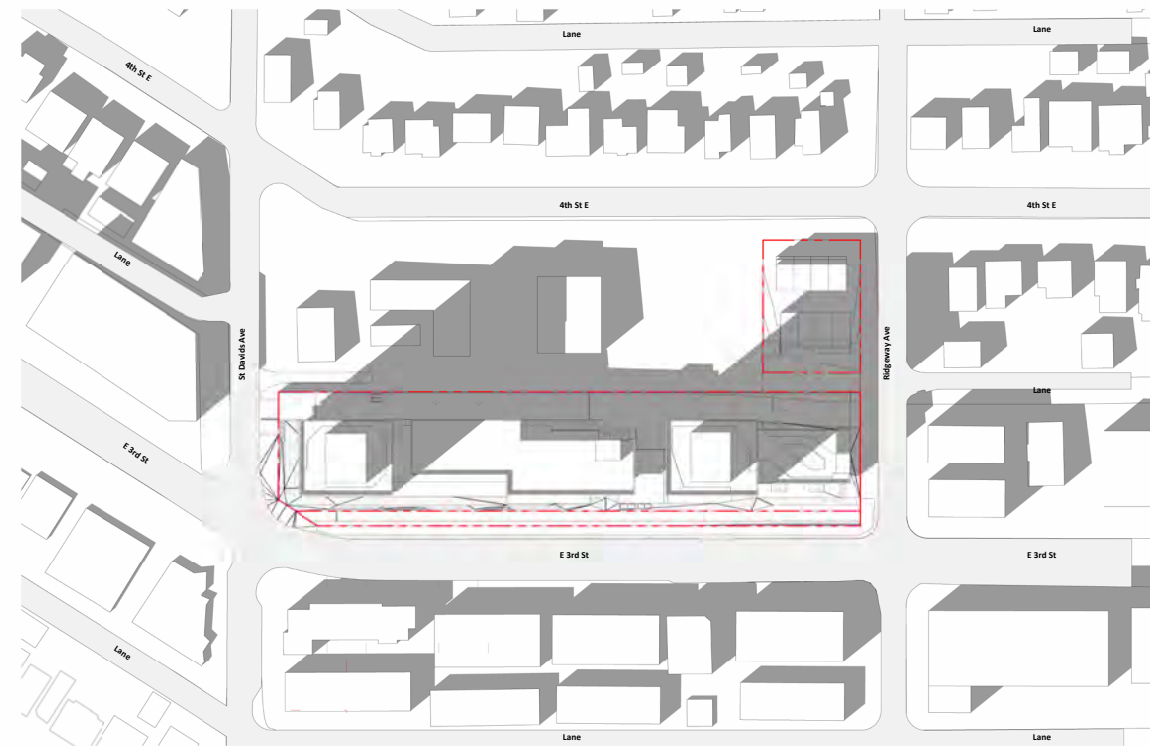
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2 September 21 12hr00  
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3 September 21 14hr00  
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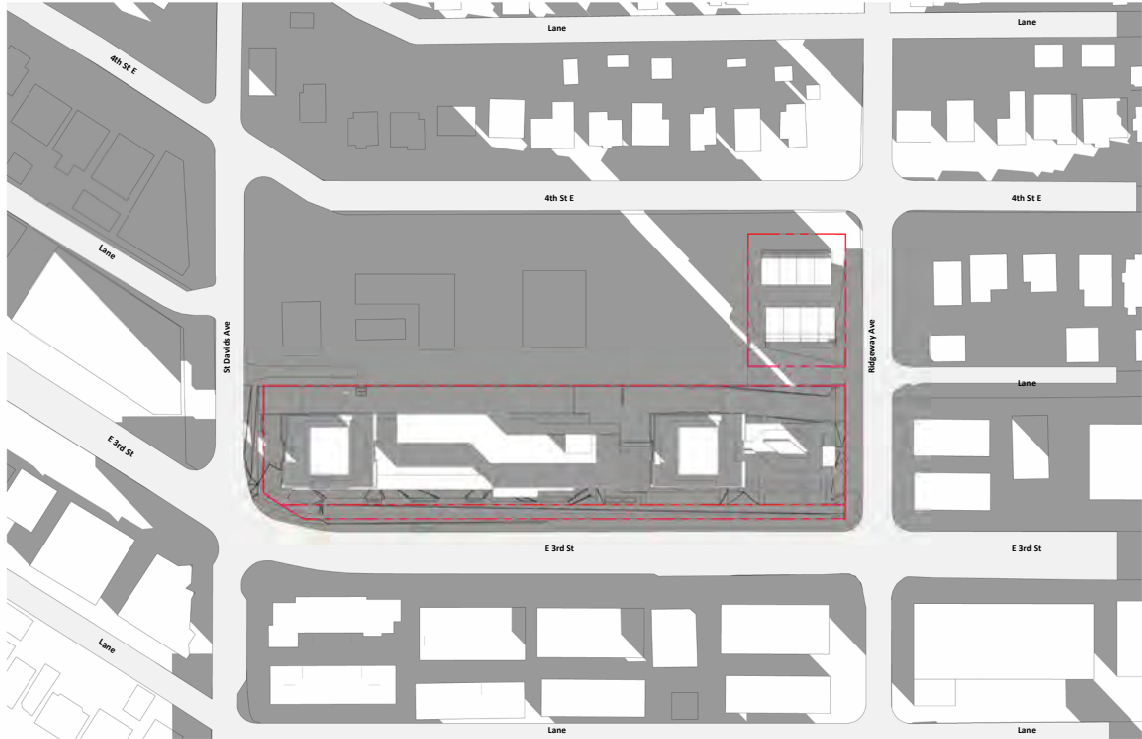


4 September 21 16hr00  
1:750

Legend:  Project Site







1 December 21 10hr00  
1:750



2 December 21 12hr00  
1:750



3 December 21 14hr00  
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4 December 21 16hr00  
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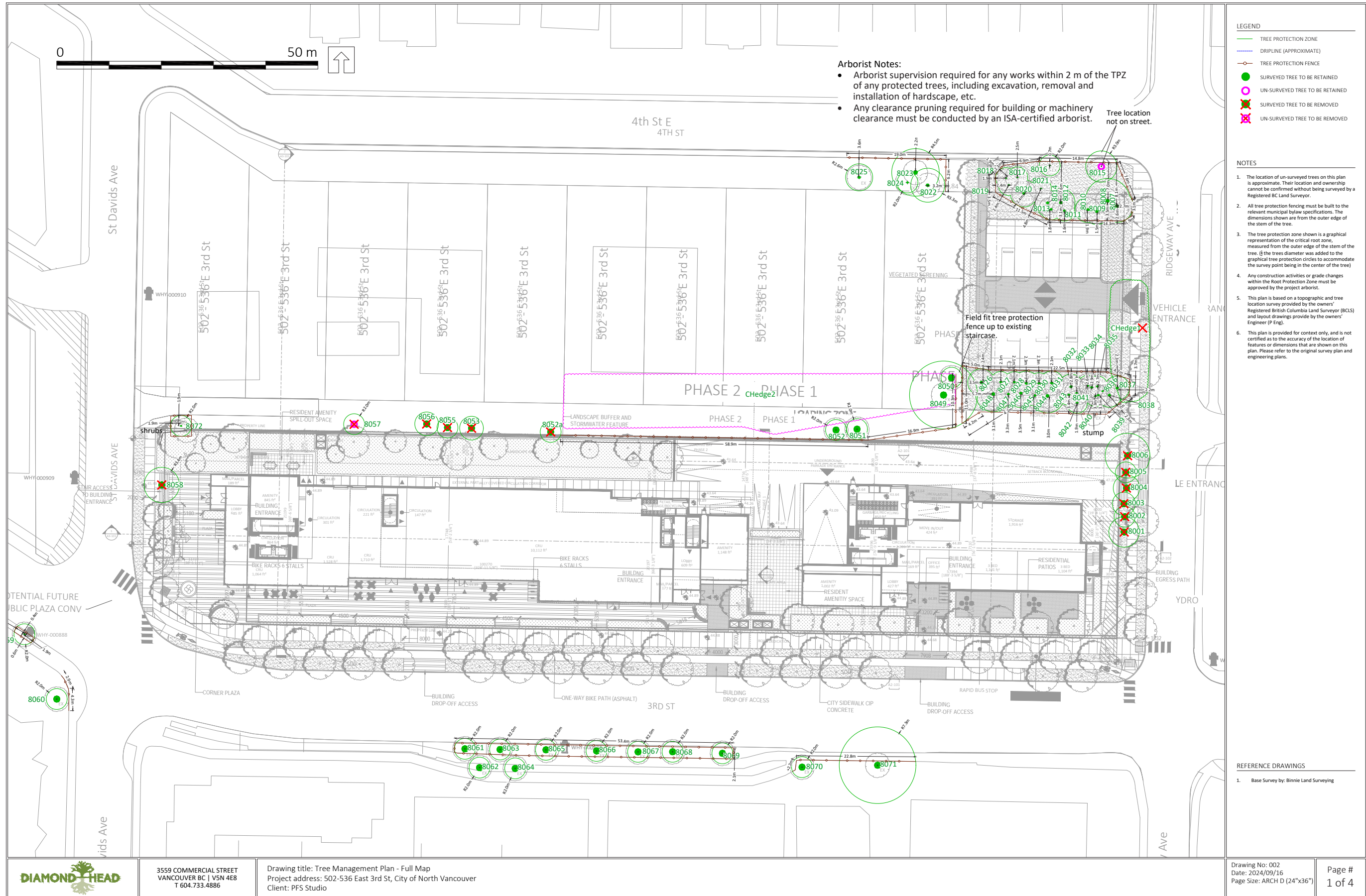
Legend:  Project Site





# 8.0 Landscape Drawings





3559 COMMERCIAL STREET  
VANCOUVER BC | V5N 4E8  
T 604.733.4886

Drawing title: Tree Management Plan - Full Map  
Project address: 502-536 East 3rd St, City of North Vancouver  
Client: PFS Studio

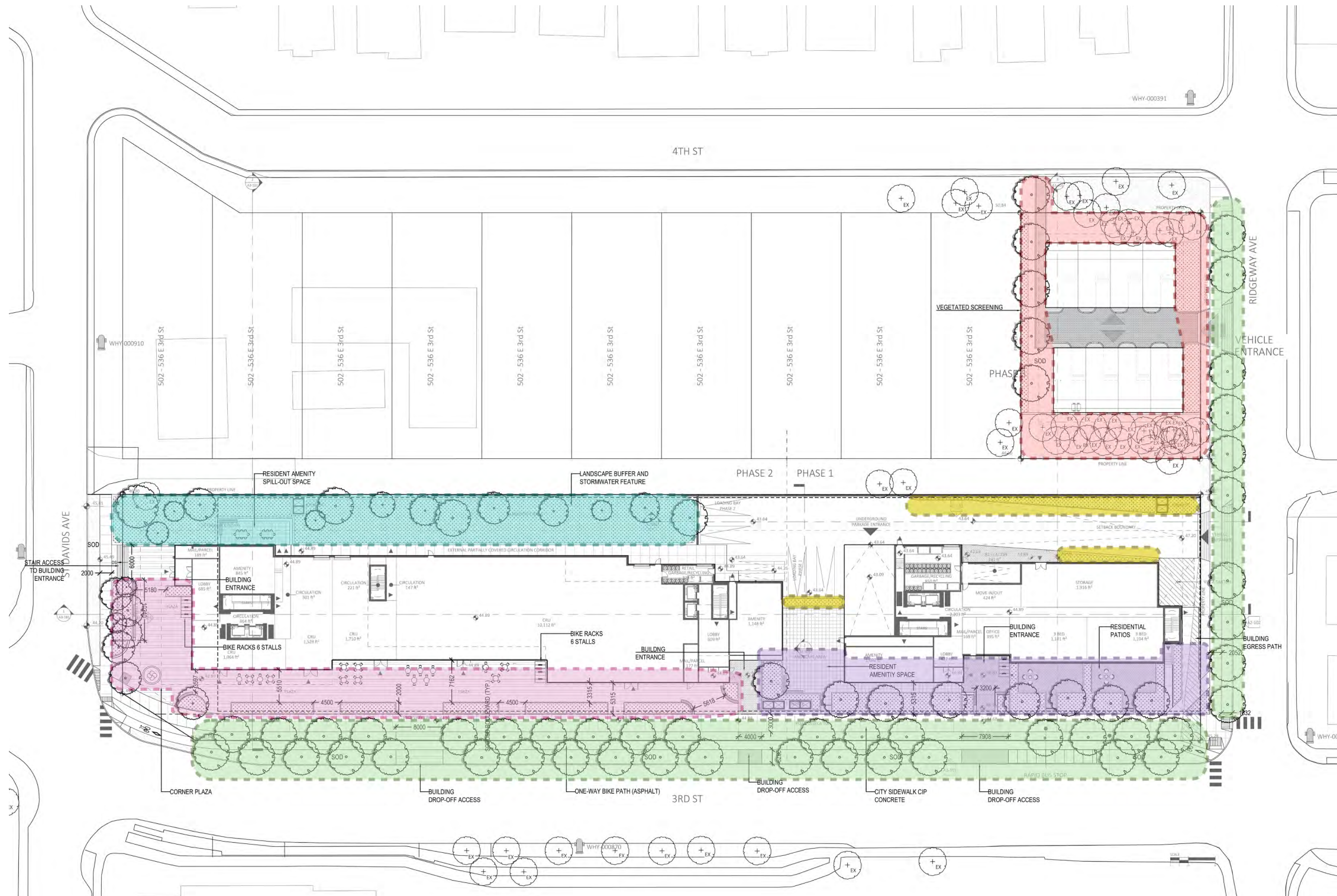
Drawing No: 002  
Date: 2024/09/16  
Page Size: ARCH D (24"x36")

Page #  
1 of 4















### Planting Schemes

1. 3rd St and Ridgeway Ave Street Trees 
2. Plaza Landscape 
3. Residential Landscape 
4. Stormwater Feature 
5. Shade Tolerant 
6. Rowhouse Residential Landscape 



Trees

---



**Douglas Fir**  
*Pseudotsuga menziesii*



**Western Hemlock**  
*Tsuga heterophylla*



**Vine Maple**  
*Acer circinatum*



**Red Alder**  
*Alnus rubra*



**Eddie's White Wonder Dogwood**  
*Cornus nuttallii* x *florida* 'Eddie's White Wonder'



**Red Maple**  
*Acer rubrum*



**Japanese Snowbell**  
*Styrax japonicus*



**Persian Ironwood**  
*Parrotia persica*



1. 3rd Street and Ridgeway Avenue Streetscapes



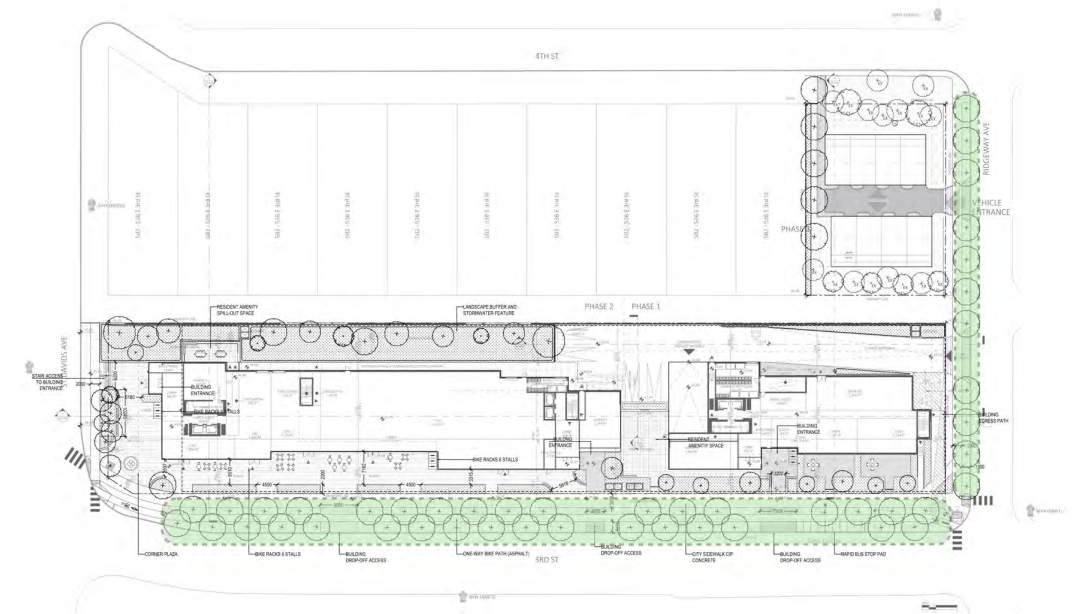
**Red Maple**  
Acer rubrum



**Persian Ironwood**  
Parrotia persica



**Turfgrass**





2. Plaza Landscape



**Western Hemlock**  
*Tsuga heterophylla*



**Japanese Snowbell**  
*Styrax japonicus*



**Sword Fern**  
*Polystichum munitum*



**Deer Ferns**  
*Blechnum spicant*



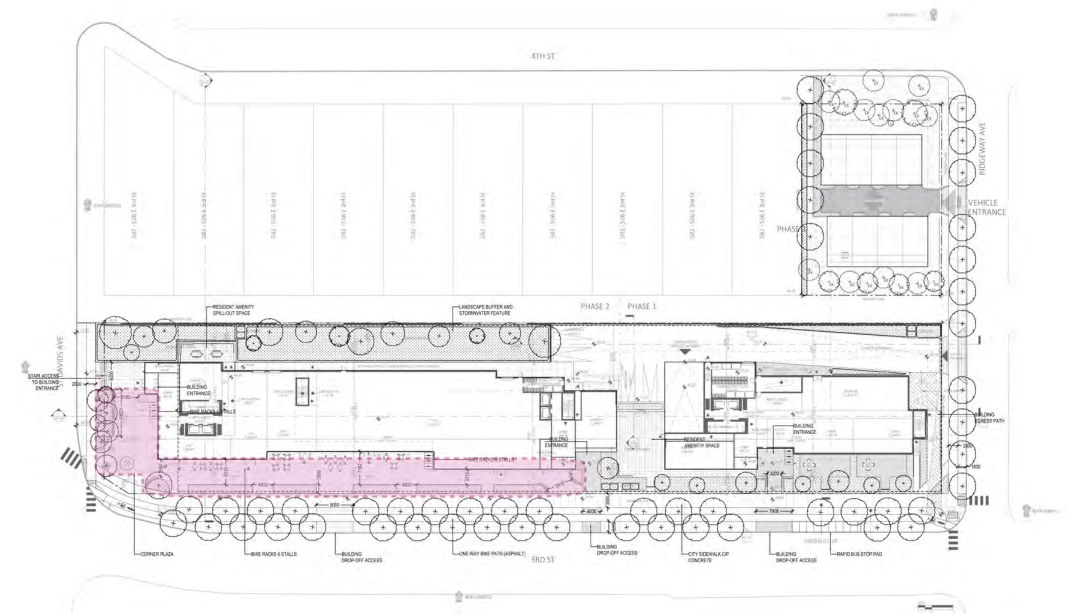
**Pacific ninebark**  
*Physocarpus capitatus*



**Evergreen Huckleberry**  
*Vaccinium ovatum 'Thunderbird'*



**Salal**  
*Gaultheria shallon*









4. Rain Garden



**Dwarf Strawberry Tree**  
Arbutus unedo 'compacta'



**Red Twig Dogwood**  
Cornus sericea



**Pacific ninebark**  
Physocarpus capitatus



**Oceanspray**  
Holodiscus discolor



**Deer Ferns**  
Blechnum spicant



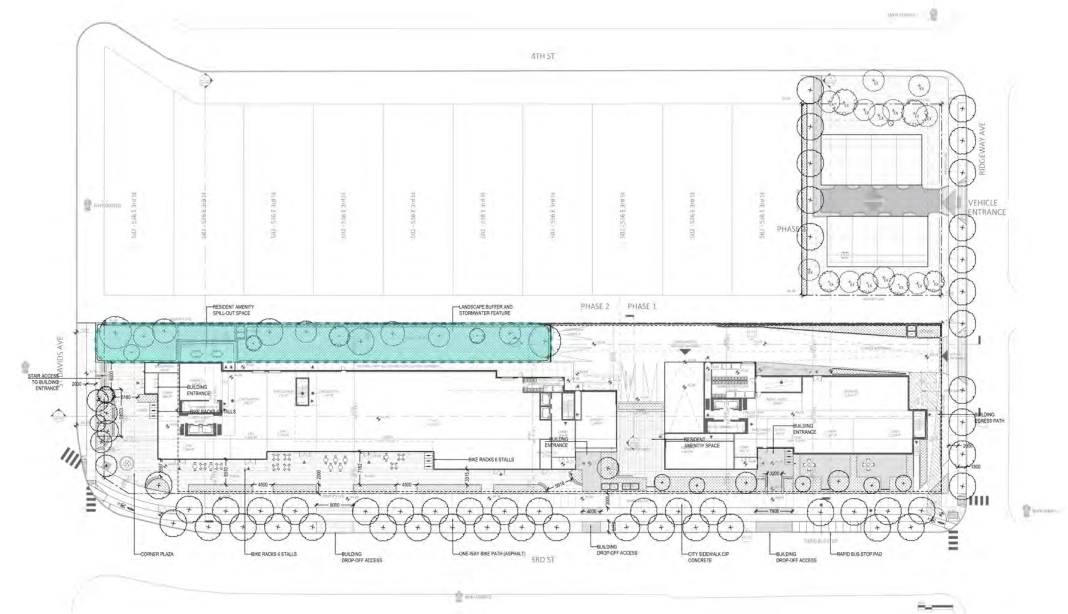
**Salal**  
Gaultheria shallon



**Douglas Iris**  
Iris douglasiana



**Soft rush**  
Juncus Effusus





5. Shade Tolerant Planting



**Red Osier Dogwood**  
Cornus sericea



**Saskatoon Berry**  
Amelanchier Alnifolia



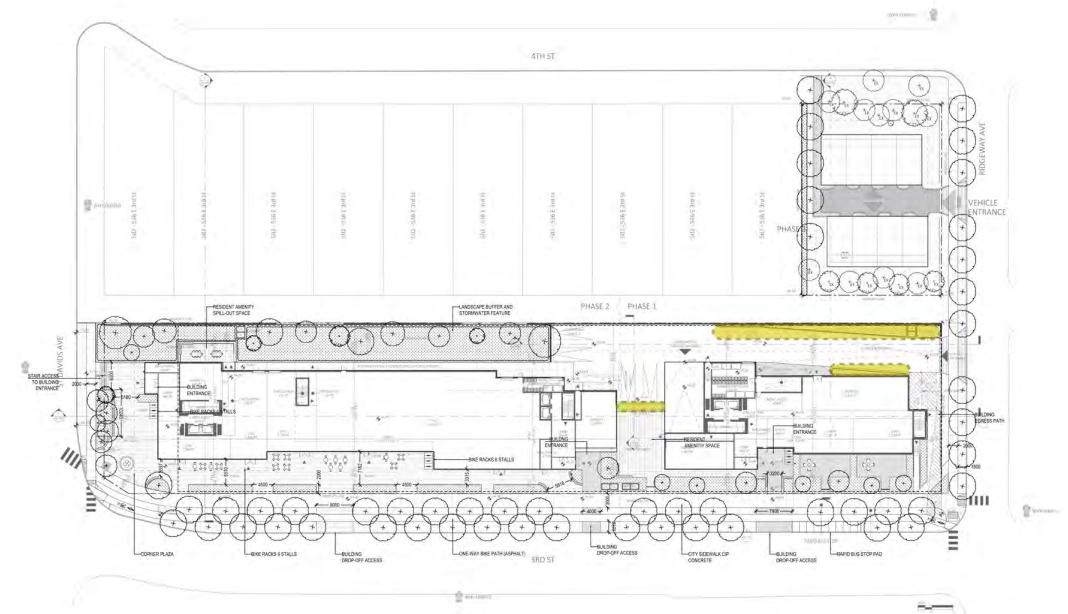
**False Solomons Seal**  
Smilacina racemosa



**Deer Ferns**  
Blechnum spicant



**Redwood sorrel**  
Oxalis oregana





6. Row House Landscape



**Red Alder**  
Alnus rubra



**Western Red Cedar**  
Thuja Plicata



**False Solomons Seal**  
Smilacina racemosa



**Redwood sorrel**  
Oxalis oregana



**Oceanspray**  
Holodiscus discolor



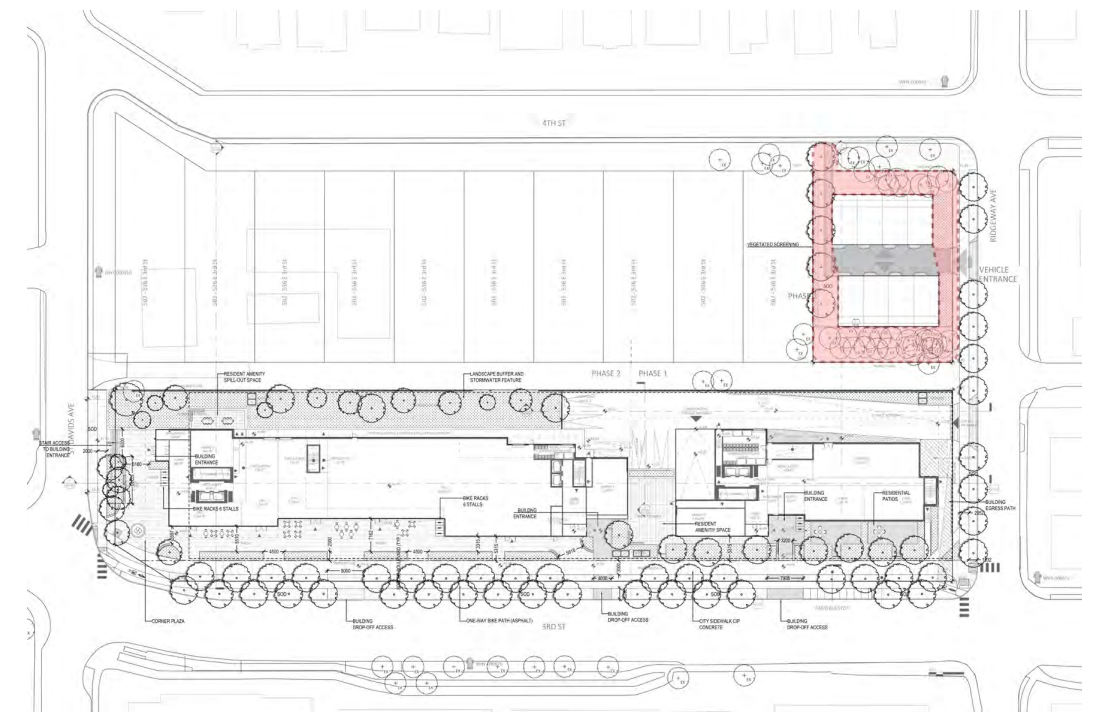
**Pacific ninebark**  
Physocarpus capitatus



**Pacific Bleeding Heart**  
Dicentra formosa



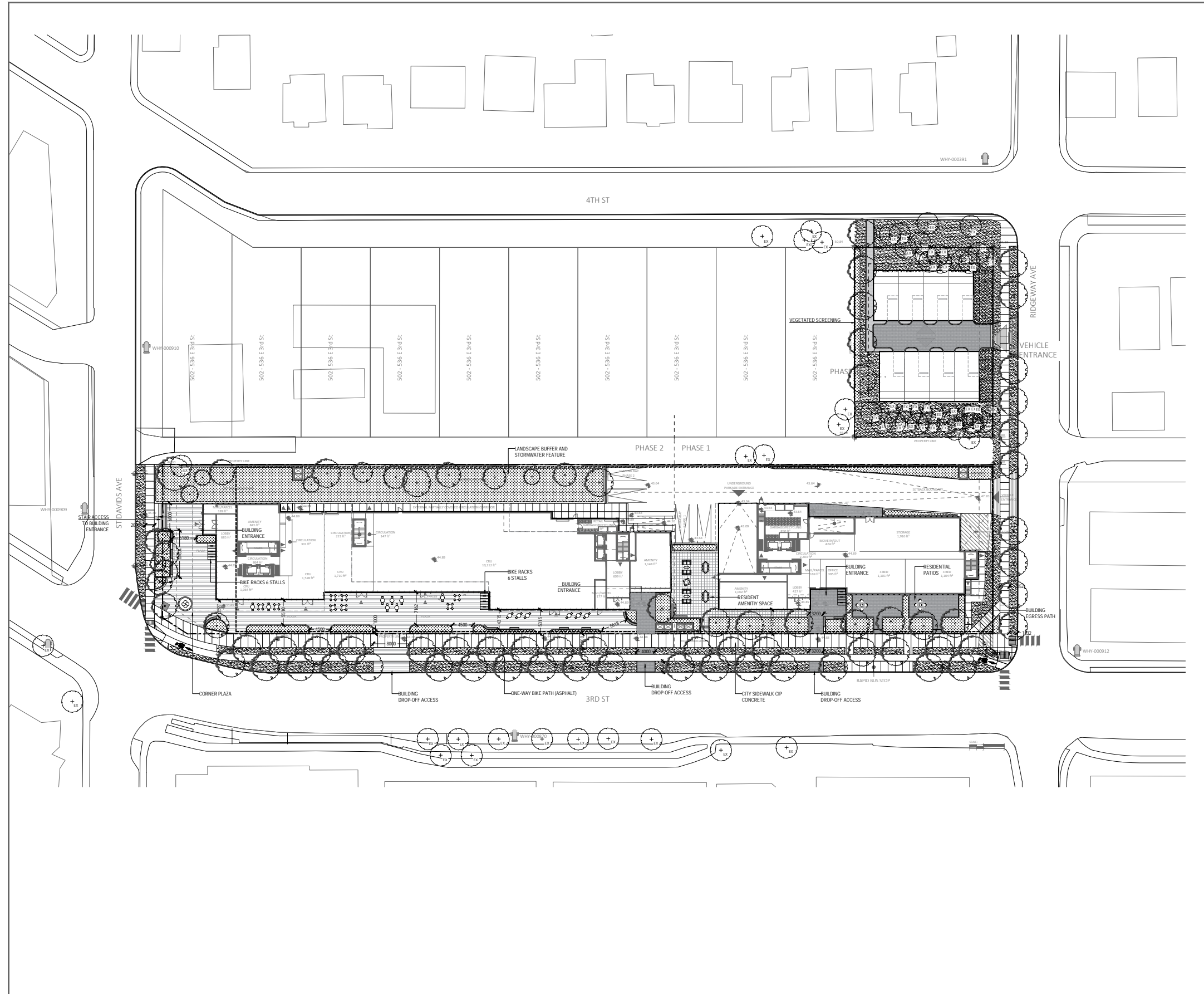
**Turfgrass**











CLIENT:

PROJECT TEAM:  
 LANDSCAPE ARCHITECT  
 PFS Studio  
 1777 West 3rd Avenue  
 Vancouver, BC V6J 1K7  
 ARCHITECT  
 FRANCL ARCHITECTURE - LEAD CONSULTANT  
 970 Homer Street  
 Vancouver, BC V6B 2W7  
 CIVIL ENGINEER:  
 WSP  
 #100 - 840 Howe Street (Robson Court)  
 Vancouver - British Columbia, V6Z 2S9

REVISIONS:

No.	Date	Drawn	Checked	By
1	26 SEP 2024	REVISION FROM CLIENT REVISION REVIEW		JGC

STAMP:

PROJECT NAME:  
 TRANSLINK MOODYVILLE CENTRE

DRAWING TITLE:  
 LANDSCAPE PLAN

PFS PROJECT NUMBER: 23033 DATE: 18/09/2024  
 DRAWN BY: JGC CHECKED BY:  
 SCALE: 1:250  
 DWG. NO.: L1.0 OF:



