CITY OF VANCOUVER

POLICY REPORT

Report Date: September 17, 2019
Contact: Karen Hoese
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RTS No.: 13410
VanRIMS No.: 08-2000-20
Meeting Date: October 1, 2019

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus)

RECOMMENDATION

A. THAT the application by IBI Group on behalf of Providence Health Care Society to rezone 1002 Station Street [*PID 018-550-185; Lot A District Lots 196 and 2037 Plan LMP14138*], and 250-298 Prior Street [*Lot 19 District Lots 181, 196 and 2037 Plan 6780; and Lots C and D both of Blocks 15 to 18 District Lots 196 and 2037 Plan 12884; PIDs 010-813-217, 008-776-300 and 008-776-326 respectively*] from I-3 (Industrial) District and 310 Prior Street [*Lots E and F both of District Lots 196 and 2037 Plan 13449; PIDs 008-126-780 and 008-126-798 respectively*] from I-2 (Industrial) District all to CD-1 (Comprehensive Development) District to allow for the phased construction of the New St. Paul's Hospital and Health Campus comprised of four development parcels with 231,182 sq. m of hospital, office and research uses on a main Health Campus Parcel; 66,638 sq. m of hotel and office uses on a West Parcel; 6,700 sq. m of hotel and office uses on a South Parcel; and 7,554 sq. m of rental housing for health care workers on a North Parcel, with all parcels also having grade-level retail-service uses on the major street frontages, and with maximum building heights generally ranging from 24 to 62 m, be referred to public hearing together with:

(i) plans prepared by IBI Group, received August 9, 2018;

(ii) draft CD-1 By-law provisions, generally as presented in Appendix A;

(iii) draft CD-1 Guidelines, generally as presented in Appendix D; and

(iv) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, including approval in

principle of the form of development, subject to the Conditions of Rezoning Approval contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at public hearing.

B. THAT, if the application is referred to a public hearing, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C, be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the public hearing.

C. THAT, if the application is referred to a public hearing, a consequential amendment to Figure 1 in the I-3 District Schedule of the Zoning and Development By-law to remove 1002 Station Street and 250 Prior Street from sub-area B, generally as set out in Appendix C, be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the public hearing.

D. THAT, if the application is referred to a public hearing, a consequential amendment to the Regional Context Statement Official Development Plan By-law to change the Regional Designation of the lands planned for rental housing (sub-area D in the CD-1) from "Mixed Employment" to "General Urban", generally as set out in Appendix C, be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C, for consideration at the public hearing.

E. THAT, subject to enactment of the new CD-1 By-law, the Noise Control By-law be amended to establish regulations for the new CD-1 in accordance with Schedule A, generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control By-law at the time of enactment of the new CD-1 By-law.

F. THAT Recommendations A through E be adopted on the following conditions:

(i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

(ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

(iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report presents the staff assessment of an application by IBI Group on behalf of Providence Health Care Society ("Providence Health Care") to rezone 1002 Station Street and 250-310 Prior Street (the "Rezoning Site") from I-3 and I-2 (Industrial) districts to a CD-1 (Comprehensive Development) District to allow implementation of the hospital and health campus envisioned in the *New St. Paul's Hospital and Health Campus Policy Statement* (the "Policy Statement") approved in June 2017. The rezoning would allow construction of a new hospital building which replaces the current St. Paul's Hospital on Burrard Street. It would allow construction of other campus buildings which support the health care mandate and include office, research, hotel, retail-service, worker housing and Indigenous cultural uses. The new hospital and health campus will address the growing need for health services in the city and the province. Public benefits achieved through the rezoning include a new public plaza, a Wellness Walk, two childcare centres, and a Community Benefits Agreement. The project will also deliver new road and utility infrastructure, and rental housing for health care workers.

With regard to the proposed Flats Arterial, this report reviews the rezoning application made by IBI on behalf of Providence Health Care. The rezoning application has assumed the alignment shown in the Policy Statement which is across the north part of the Rezoning Site, although staff have also been working with the applicant to advance the design of the Prior Street alignment in parallel as it would be necessary for interim access regardless of the arterial alignment determined by Council. Since the application was made, and upon further review and consideration, staff recommended in a separate False Creek Flats Grade-Separated Road Alignment dated October 1, 2019 the Prior/Venables Street arterial alignment because it provides reliable and sufficient access to the hospital while supporting rail-grade separation at no cost to the City. The Prior Venables Underpass option was the Flats Arterial Community Panel's second preferred route. The Community Panel is a group of residents and businesses who worked together to explore options and provide recommendations for arterial alignment through the False Creek Flats. The rezoning conditions set out in Appendix B of this report continue to allow flexibility for the development of the Rezoning Site depending on the outcome of Council's decision on the arterial alignment by providing in Appendix B for the necessary dedications and statutory rights of way, respectively, that would be required for either the Prior/Venables street arterial alignment or the new arterial (works for multiple options).

If the rezoning is approved, development of the main Hospital building on the Health Campus Parcel (sub-area A) is proposed to proceed through a Design Build finance (DBf) process, where the building's design will be submitted to the City at the development permit stage. The *New St. Paul's Hospital and Health Campus Draft CD-1 Guidelines* ("CD-1 Guidelines"), as set out in Appendix D, have been provided as a companion to the CD-1 By-law, to guide

development of the campus buildings and to establish their relationship to each other and to the surrounding area.

Staff have assessed the application and are supportive of the proposal. Staff recommend that the application be referred to a public hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to conditions in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- New St. Paul's Hospital and Health Campus Policy Statement (June 2017)
- False Creek Flats Area Plan (May 2017)
- Rezoning Policy for Sustainable Large Developments (2013)
- Green Buildings Policy for Rezonings (as amended in 2018)
- Greenest City Action Plan 2020 (2011)
- View Protection Guidelines (as amended in 2011)
- Childcare Design Guidelines (2013)
- Community Amenity Contributions – Through Rezonings (1999, last amended 2018)
- Transportation 2040 (2012)
- Vancouver Neighbourhood Energy Strategy (2012)
- Healthy City Strategy (2015)
- Bird Friendly Design Guidelines (2015)
- Citywide Integrated Rainwater Management Plan (2016)
- Downtown Eastside Local Area Plan (2014)
- Northeast False Creek Area Plan (2018)
- Vancouver Economic Action Strategy (2011)
- City of Reconciliation Framework (2014)
- Regional Context Statement Official Development Plan (2013)

REPORT

Background/Context

1. Site and Context

The Rezoning Site is located within the northwest corner of the False Creek Flats area. Located between Prior Street to the north, National Avenue to the south, Station Street to the west and Trillium Park to the east (see Figure 1), the Rezoning Site is 7.5 hectares (18.4 acres) and is currently zoned I-3 and I-2 (industrial) districts. The existing zoning permits a floor space ratio (FSR) up to 3.0 and building heights up to 30.5 m (100 ft.).

The site is situated on a former mud flat at the end of the False Creek Inlet. The portion of the flat east of Main Street was filled in the 1900s. As such, the site is located in a flood plain between 4.0 and 5.0 m above sea level. This filled land is susceptible to liquefaction and severe ground shaking during earthquakes, and is located adjacent to neighbourhoods with high concentrations of earthquake-prone buildings.

The site is currently a bare gravel lot with one publicly-accessible connection along its southern edge connecting National Avenue to Station Street via an easement. The site has been vacant since 1965 when Union Station was demolished. Union Station was built in 1916 by the Great Northern Railway to serve Seattle and U.S. destinations. After Union Station closed, that service moved to the Pacific Central Station immediately to the south.

Figure 1: Rezoning Site and Surrounding Zoning

The site is within three kilometres of the existing St. Paul's Hospital on Burrard Street and is surrounded by the Strathcona, Chinatown, Downtown Eastside, Thornton Park, City Gate and Southeast False Creek neighbourhoods, as well as the future Northeast False Creek neighbourhood.

The northern edge of the site is shared with the existing Prior/Venables arterial, both residential uses that characterize the Strathcona neighbourhood and industrial uses that make up the False Creek Flats. This edge consists of a mix of RT-3, M-1, I-2, and I-3 zoning districts. A portion of the northern border (between Gore and Station streets) is opposite Northeast False Creek's Sub-area 6D – 898 Main Street (Hogan's Alley Block). Development on this site is being considered to include residential, mixed-use, and cultural facilities and at building heights up to about 20 storeys.

West of the site, across Station Street, is the FC-1 (False Creek Commercial) District which consists of residential and mixed-use developments. Immediately east of the site is Trillium Park which has two lighted turf sports fields. In addition to Trillium Park, parks and greenspace

located within a five-minute walking distance of the site include Thornton Park to the southwest, as well as Creekside Park and the False Creek seawall to the west.

The entire southern border of the site is bound by National Avenue which separates it from I-3 zoned industrial areas. The *False Creek Flats Area Plan* identifies this northwest area as a key location for employment intensification, with the potential for higher-density buildings to accommodate a variety of functions including uses in the innovation economy, health sciences and medical services.

The site is well situated for transportation access. The Main Street-Science World SkyTrain Station is located at the southern edge of Thornton Park about 200 m from the Health Campus's entry plaza. Pacific Central Station, immediately to the south, provides long-distance and local rail and coach services connecting to the rest of the province and to Seattle.

2. Background

The Providence Health Care owns and operates the existing St. Paul's Hospital at 1081 Burrard Street. The hospital was established on that site in 1894. While it has expanded over the years to occupy 2.7 hectares (6.7 acres), the crowded site is no longer able to support the rejuvenation and expansion of its facilities. The larger site at 1002 Station Street was acquired and, in 2015, Providence Health Care and the provincial government announced that a state-of-the-art hospital and health care campus would be built on the 7.5-hectare (18.4-acre) False Creek Flats site. Key to the strategy was the ability to keep the existing hospital fully operational up until the new one is ready for occupancy. The new expanded facilities will enable St. Paul's to sustain and expand its role as a major acute care, teaching and research hospital in B.C.

Given the size of the Rezoning Site and the complexity of the building program, the City and Providence Health Care engaged in a planning exercise beginning in January 2016 to develop policy for the health campus. On June 14, 2017, Council approved the *New St. Paul's Hospital and Health Campus Policy Statement.* The Policy Statement has guided the rezoning process for this site by establishing direction on land use, built form and density, open spaces, circulation and transportation, public benefits, implementation, and phasing.

Once the new health centre is constructed and occupied at 1002 Station Street, the existing St. Paul's Hospital site will become available for redevelopment. Proposals for redevelopment of the Burrard Street site have yet to come forward for consideration by the City. The rezoning application presented in this report is solely for the New St. Paul's Health Centre at 1002 Station Street and 250-310 Prior Street.

3. Policy Context

New St. Paul's Hospital and Health Campus Policy Statement – The *New St. Paul's Hospital and Health Campus Policy Statement* laid out a new street network through the site which divided it into a main health campus parcel (the "Health Campus Parcel") and smaller north, west and south parcels, as shown in Figure 2. The Health Campus Parcel contains the core hospital building, research and administrative office buildings, a childcare centre and a civic plaza ("St. Paul's Plaza"). Access to the Health Campus Parcel is by way of a new Healthcare Boulevard, running between a new north-south High Street and a new Local Street along the west edge of Trillium Park. (Note: Working titles are used in this report for proposed new streets. Final names will be assigned through the Civic Asset Naming Committee process.) The West Parcel, on the west side of the New High Street, is to include office/research and hotel uses,

and a second childcare centre. In the North Parcel, between Prior Street and the potential New Arterial east-west street, is a residential building which is to provide nearby rental housing accommodation for health care workers. A small South Parcel, between National Avenue and Pacific Central Station, is planned for more hotel and office space.

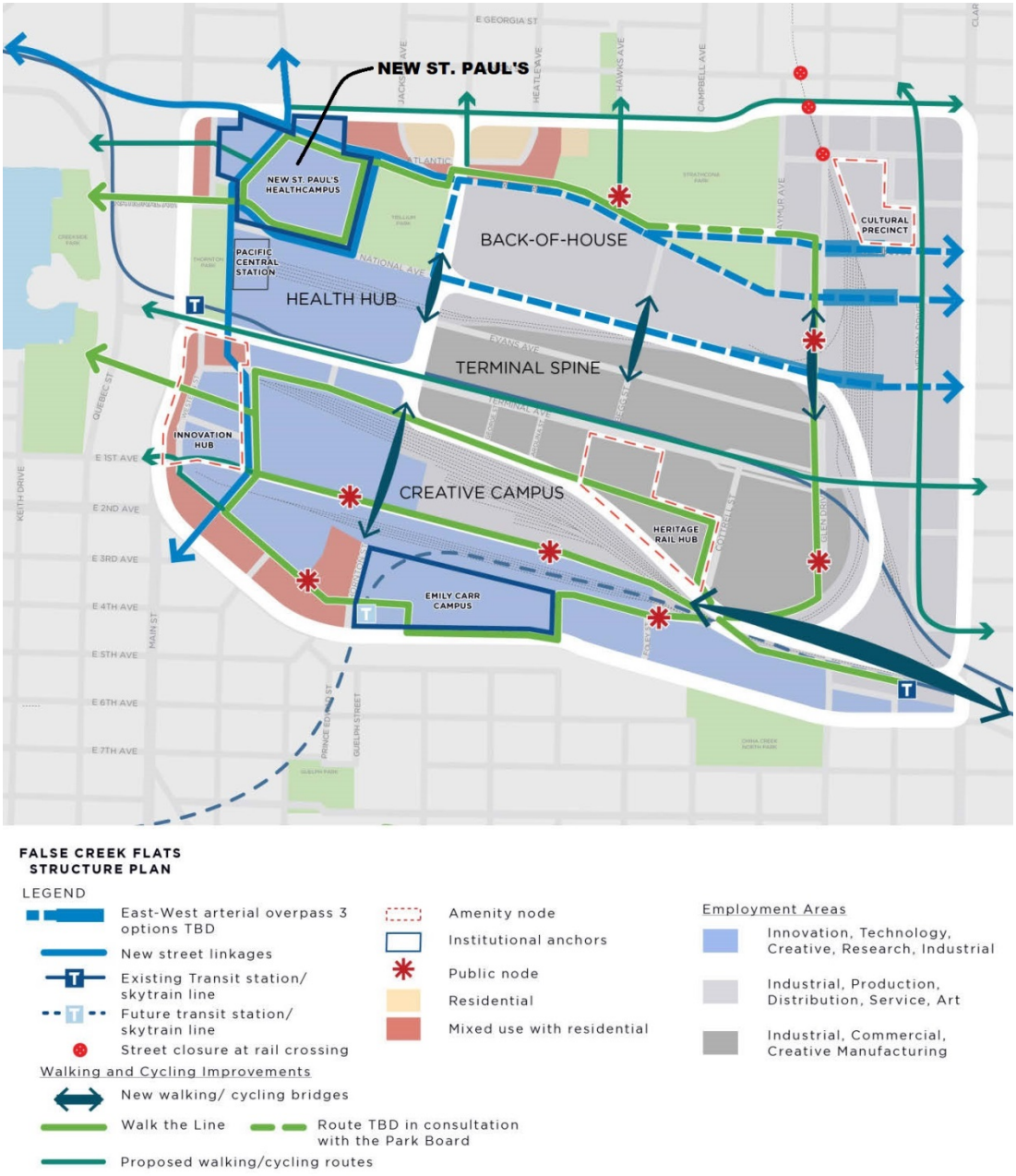
Figure 2: Site Plan from 2017 Policy Statement, showing Development Parcels

The Policy Statement also laid out a set of guiding principles to be used through the rezoning and development phases to guide the submission, review and approval of applications. Other policies in the Policy Statement focused on open spaces; circulation and transportation; sustainability, resilience and green infrastructure; public benefits; and implementation and phasing.

Rezoning Policy for Sustainable Large Developments – Many of the directions in the Policy Statement are derived from the 2013 version of the *Rezoning Policy for Sustainable Large Developments* which applies to sites over two acres in size. At the time of the Policy Statement, this rezoning policy required defined plans or studies in the areas of sustainable site design, access to nature, sustainable food systems, green mobility, rainwater management, zero waste planning, affordable housing and low carbon energy supply. The rezoning policy was revised in July 2018 to have more detail on each of the topic areas. Resilience was added and energy was removed. Energy requirements are now outlined in a revamped *Green Buildings Policy for Rezonings*, which also applies to the Rezoning Site. All of these policies were used in the review of the New St. Paul's rezoning application and are referenced in the recommended conditions of approval and in the draft CD-1 Guidelines put forward by staff in Appendix D. While some aspects of the 2018 policy are met, the applicant is only required to adhere to the 2013 version, as the application was submitted prior to the 2018 changes taking effect.

False Creek Flats Area Plan – The *False Creek Flats Area Plan* (the "Flats Plan") was approved in May 2017, one month before the Policy Statement. As these policy documents were developed concurrently, the Flats Plan fully accounts for the location of New St. Paul's in the northwest corner of the Flats. There are only two development sites within this quadrant that are not owned by Providence Health Care and for which direction is provided in the Flats Plan. On one site, at 220 Prior Street, the Flats Plan calls for development of medical offices under the existing I-3 zoning. The second site, at 456 Prior Street, the Flats Plan calls for rezoning to CD-1 for rental housing with commercial uses at grade, to create a transition to the residential area of Strathcona to the east. See these properties in Figure 1 and the Flats Plan below in Figure 3.

Figure 3: False Creek Flats Area Plan



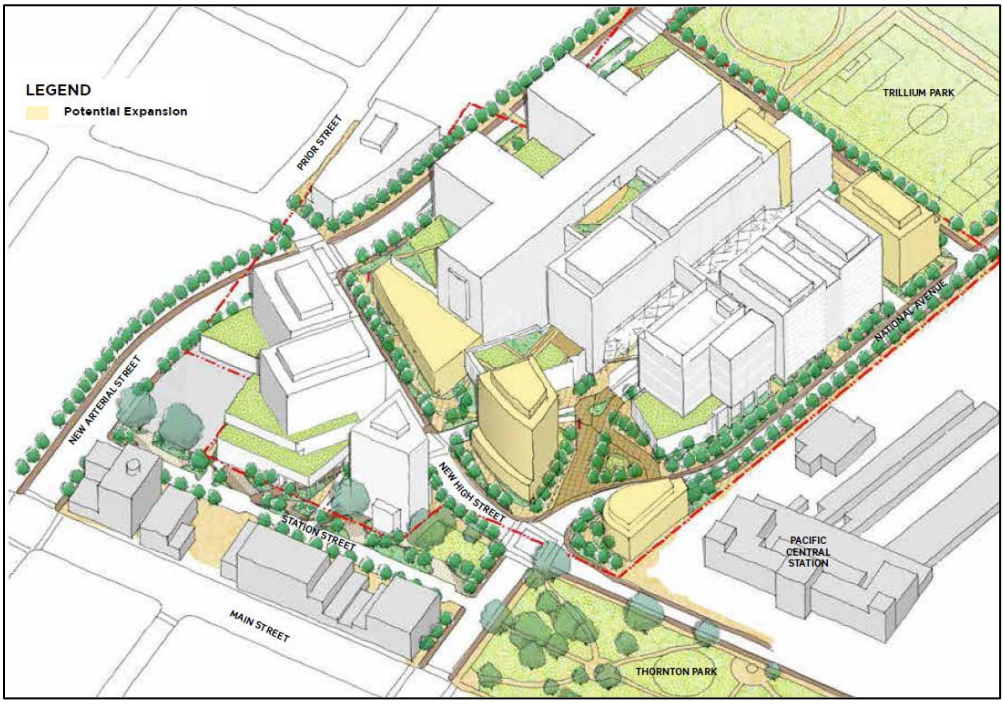
Strategic Analysis

1. Proposal

The rezoning application, submitted in August 2018, follows the street network and parcel configuration set out in the Policy Statement, with a large Hospital building being located on a main Health Campus Parcel together with associated professional office and research buildings. A new Healthcare Boulevard provides access to all buildings within the main parcel. A New High Street connects Station Street to Gore Avenue, flanked by the Health Campus Parcel buildings on the east and a West Parcel to the west which will contain a hotel and more office/research buildings. A North Parcel adjacent to Prior Street will contain a residential development to accommodate health care workers. A small South Parcel, adjacent to a central pedestrian plaza, is envisioned for hotel and offices uses.

The proposed public realm includes a main St. Paul's Plaza opposite Thornton Park, a Wellness Walk which forms a loop around the Health Campus Parcel, a smaller plaza in the West Parcel creating an entry court to the hotel, and additional green space along Station Street between Prior Street and National Avenue (see Figure 4).

Figure 4: Bird's-eye View from the Southwest (from Policy Statement)

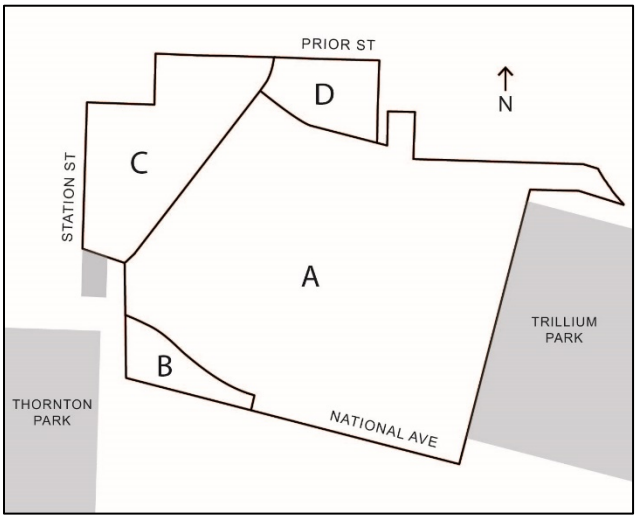


2. Land Use

The strategy to regulate land use in the proposed New St. Paul's CD-1 By-law is to permit a range of uses within a number of land use categories. The main categories are "Institutional Uses" (which includes "Hospital" use) "Office Uses", "Retail Uses", "Service Uses" and "Cultural and Recreational Uses". Uses in these categories would be permitted on any parcel in the CD-1 By-law, allowing for the greatest flexibility as the health campus grows and evolves.

Some uses, however, are limited to specific parcels (see Figure 5). Aircraft Landing Place and Public Utility uses are limited to sub-area A of the CD-1 By-law to allow for a medivac helicopter pad and an energy system plant on the Health Campus Parcel. Hotel use is limited to the west and south parcels (sub-areas B and C). Dwelling uses are limited to the North Parcel (sub-area D) where a rental housing development to accommodate health care workers is proposed.

Figure 5: Sub-areas in CD-1 By-law



Active uses, such as retail and service, are proposed along all street frontages of the New High Street and around St. Paul's Plaza at Station Street and National Avenue. Child Daycare Facility use is proposed in the Health Campus Parcel and the West Parcel.

With regard to the dwelling use that is proposed to be introduced in the North Parcel, a consequential amendment to the *Regional Context Statement Official Development Plan* ("Regional Context Statement ODP") is needed, as the Regional Designation of this parcel (sub-area D in the CD-1 By-law) would change from "Mixed Employment" to "General Urban". Residential use is only permitted in General Urban areas. The Flats Plan contemplated that there would be an institutional worker housing component on the Rezoning Site and endorsed this change to the Regional Context Statement ODP, pending approval of the application for the Rezoning Site. The Flats Plan further specified that the housing is to be secured as rental and be set aside for health-related employees or researchers working on the Rezoning Site. The proposed amendment to the Regional Context Statement ODP is contained in Appendix C.

A further consequential change proposed is the removal of the Rezoning Site from Figure 1 in the I-3 District Schedule of the Zoning and Development By-law. This change is needed as the I-3 zoning provisions would no longer apply to the site once it is rezoned to CD-1. This proposed amendment to the Zoning and Development By-law is also contained in Appendix C.

3. Floor Area and Density

The CD-1 By-law will limit floor area by parcel and, in some cases, by use. The Health Campus Parcel, at 39,610 sq. m in land area after dedications, is sub-area A in the by-law. It is limited to 231,182 sq. m. of floor space overall, which is broken down in the rezoning application as

shown in Figure 6. The floor area amounts would include Retail and Service uses for ground-floor locations where active uses are specified in the CD-1 Guidelines.

Figure 6: Proposed Use and Floor Area – Health Campus Parcel (sub-area A)

	Floor Area (square metres)		
	Phase 1	**Phase 3 Expansion**	**Total Area**
Parcel land area (after dedications)			*39,610*
Hospital Building	135,810	20,085	155,895
Research Centre (office and laboratory uses)	27,850	11,447	39,297
Professional Office Building	20,871	14,355	35,226
Childcare Centre	764	-	764
Total	**185,295**	**45,887**	**231,182**
Floor Space Ratio (FSR)*	4.68	1.16	5.84

* Based on net site area (after land dedications)

As development on the Rezoning Site is intended to be phased, the by-law will allow for the further expansion within the maximum permitted floor area, as shown in the application. The first building to be constructed is expected to be the 135,810 sq. m Hospital Building. A 69-space childcare centre with a minimum 764 sq. m of interior floor space is to be delivered on this parcel as part of Phase 1.

The maximum floor area for each of the other parcels is shown in Figure 7 below, as is the proposed breakdown by land use as indicated in the rezoning application.

Figure 7: Proposed Use and Floor Area – Other Parcels (Phase 2)

	Floor Area (square metres)		
	West Parcel (sub-area C)	**North Parcel** (sub-area D)	**South Parcel** (sub-area B)
Parcel land area (after dedications)	*8,094*	*2,190*	*1,330*
Retail-Service	2,744	1,000	430
Hotel	11,578	-	-
Office	51,556	-	6,270
Childcare Centre	760	-	-
Rental Housing	-	6,554	-
Maximum floor area	**66,638**	**7,554**	**6,700**
Floor Space Ratio (FSR)*	8.23	3.45	5.04

* Based on net site area (after land dedications)

As the CD-1 By-law sets an overall maximum floor area for each respective parcel (sub-area) but does not set a maximum floor area amount for each individual land use per parcel, there is some flexibility in how the land uses will ultimately be apportioned within the parcels. This flexibility is needed as the current design is indicative only and will be subject to change through the development permit process.

For example, the Policy Statement requires that a minimum 13,000 sq. m of hotel use be provided on the West or South parcels. The by-law likewise requires this minimum of 13,000 sq. m of hotel floor space. The application shows 11,578 sq. m on the West Parcel and none on the South Parcel. Therefore, to meet the by-law, the balance of the hotel floor area must either be proposed in a larger hotel on the West Parcel or in a second hotel on the South Parcel. The hotel is an important component for the health campus, as 40 per cent of St. Paul's visitors are from outside the region. The hotel is envisioned to have "suites" units, with kitchenettes and the ability to accommodate families.

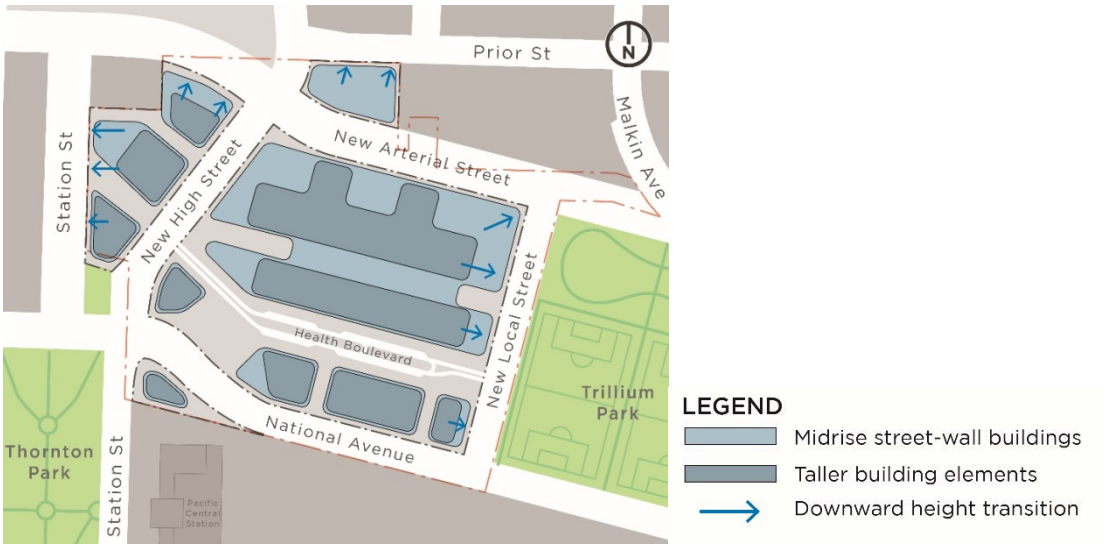
The comparative densities on the parcels are expressed in Figures 6 and 7 as floor space ratios (i.e. the maximum total floor area of each parcel divided by the *net* parcel land area). The total floor area of all parcels is 312,074 sq. m. As the *gross* land area of the Rezoning Site prior to road dedications is 74,380 sq. m, the density measured on that land area is 4.20 FSR. This compares with a maximum of 3.00 FSR allowable under the current I-3 and I-2 zoning on the gross site area.

The densities proposed for the New St. Paul's parcels are comparable with development achievable under the Flats Plan on sites to the south, where up to 5.00 FSR is permitted in sub-area A of the I-3 District and up to 7.50 FSR in the new FC-2 District between Main and Station streets. The West Parcel of the Rezoning Site has the highest density at 7.97 FSR, however this density is mitigated by the 100-foot-wide right-of-way of Station Street separating it from the adjacent FC-1 District along Main Street, where 5.00 FSR is permitted. The Rezoning Site's proposed density is also mitigated by the proximity of two existing parks on either side of the Rezoning Site, providing 4.5 hectares (11 acres) of public open space.

4. Building Height

Building heights proposed in the rezoning application vary across the site as called for in the Policy Statement, with the tallest forms being on the south portion of the Health Campus Parcel, south of Healthcare Boulevard, and on the West Parcel (as shown in Figure 8). These taller heights are limited to about 61 m (200 ft.) by two view cones which cross the site. The rezoning application adheres to the Policy Statement's directive to not protrude into the view cones.

Figure 8: Building Height Strategy in Policy Statement



The proposed form of development adheres to the height strategy in the Policy Statement with the range of heights as shown in Figure 9 below. The midrise elements also align with the strategy by creating a stepping down around the perimeter.

Figure 9: Proposed Building Heights in Form of Development and Limits in CD-1 By-law

Parcel	Sub-area	Height Range in Form of Development	Height Limit in By-law
Health Campus Parcel	A	Taller elements – 55 to 62 m (180 to 203 ft.) – 11-12 storey hospital and office buildings (plus mechanical floors) Midrise portions – 28 to 37 m (92 to 121 ft.)	up to view cones - i.e. about 61 m (200 ft.)
West Parcel	C	South buildings – 60 to 62 m (197 to 203 ft.) – 17-storey hotel & 15-storey office North building – 54.4 m (178 ft.) – 13-storey office	up to view cones - i.e. about 61 m (200 ft.)
North Parcel	D	24 m (79 ft.) – six-storey residential mixed-use building	24 m (79 ft.)
South Parcel	B	38.6 m (127 ft.) – nine-storey office building	39 m (128 ft.)

The heights proposed for the New St. Paul's parcels are comparable to the adjacent FC-1 District to the west where towers up to 83.9 m (275.3 ft.) in height can be considered and to the rest of the False Creek Flats where up to 51.8 m (170 ft.) height can be considered in the new FC-2 District and up to 45.7 m (150 ft.) in the I-3 District. To the north of the Rezoning Site, heights up to 45.7 m (150 ft.) are also under consideration by staff, subject to future Council consideration, in Northeast False Creek Sub-area 6D – 898 Main Street (Hogan's Alley Block).

5. Form of Development

The New St. Paul's Hospital and Health Campus indicative master plan, the form of development of which is shown in Appendix F, provides a basic formal framework from which Providence Health Care and future design teams will develop individual applications for campus buildings at the Development Permit stage (see Figure 10). While building height and floor area maximums are established by the CD-1 By-law, design guidelines (CD-1 Guidelines) are provided which set the majority of the building and site design performance criteria for all buildings and outdoor public areas on the Rezoning Site. They will be the foundation of all future review by City staff and relevant advisory panels. Staff anticipate significant design development of the base massing presented in the indicative master plan to more closely align the campus with the detailed provisions of the CD-1 Guidelines. The evolution of the design through the next development stage may include, as an example, reorientation or reconsolidation of building massing to best establish an appropriately sympathetic formal relationship with existing context.

Figure 10: Indicative Master Plan from the Rezoning Application

Draft CD-1 Guidelines are presented in Appendix D. Should the rezoning application be approved, the final guidelines will be brought forward for Council approval at the time of enactment of the CD-1 By-law. The guidelines divide the Rezoning Site into four "precincts" which correspond to the four "parcels" in the Policy Statement and the rezoning application. The term "precinct" is used in guideline documents because "parcel" can be confused with "legal parcel". Precincts are frequently comprised of multiple buildings and may be subdivided into two or more legal parcels or lots, as may be required by phasing, ownership, permitting and addressing (noting that the subdivision of the Rezoning Site into the parcels proposed in the rezoning application does not show any further subdivision within the parcels themselves, although this may be proposed at the development stage). In the draft CD-1 Guidelines in Appendix D, "precinct" is used. For consistency in this report, including this Form of Development section, "parcel" has been used as it aligns with the Policy Statement and the rezoning application, as follows:

- Health Campus Parcel at 39,610 sq. m (426,372 sq. ft.), constituting the bulk of the site, bounded by National Avenue, New High Street, New Arterial Street, and Trillium Park;
- the West Parcel at 8,094 sq. m (87,126 sq. ft.) between New High Street and Station Street;
- North Parcel at 2,190 sq. m (23,574 sq. ft.) located either between Prior Street and the New Arterial Street, or directly adjacent the northern edge of the Health Campus Parcel if Prior Street is selected for upgrading in favour of the New Arterial Street; and
- South Parcel at 1,330 sq. m (14,316 sq. ft.) bounded on the west by Station Street and on the north by National Avenue, with Pacific Central Station directly adjacent at the south property line.

Figure 11: Health Campus Parcel – Hospital Building, Offices and Research Centre

Health Campus Parcel – The Health Campus Parcel (see Figure 11 above) is the fundamental core of the development, comprising the main hospital building and a series of professional office buildings and research centres. The main hospital building is itself divided into multiple distinct masses in the indicative master plan, with the largest form being located to the northern side of the campus. This mass, made up of emergency facilities, patient areas, and other uses is expressed generally as a 12-storey tower at the central part of the campus. Along the north side of the campus, facing the adjacent Strathcona neighbourhood, the building is divided into five- and 12-storey masses with minimal vertical or horizontal modulation, resulting in an apparently unsympathetic interface with the existing context.

The CD-1 Guidelines provide future proponents with direction on strategies to better formally respond to existing context. An anticipated Phase 3 medical office expansion is proposed at the southwest corner of the parcel and, following internal review and with the advice of the Urban Design Panel, staff have determined that this proposed medical office expansion significantly impacts the potential performance of the St. Paul's Plaza as the principal public open space. Staff have therefore prepared an urban design condition to reallocate the mass and corresponding density of this building to within other buildings in the Health Campus Parcel.

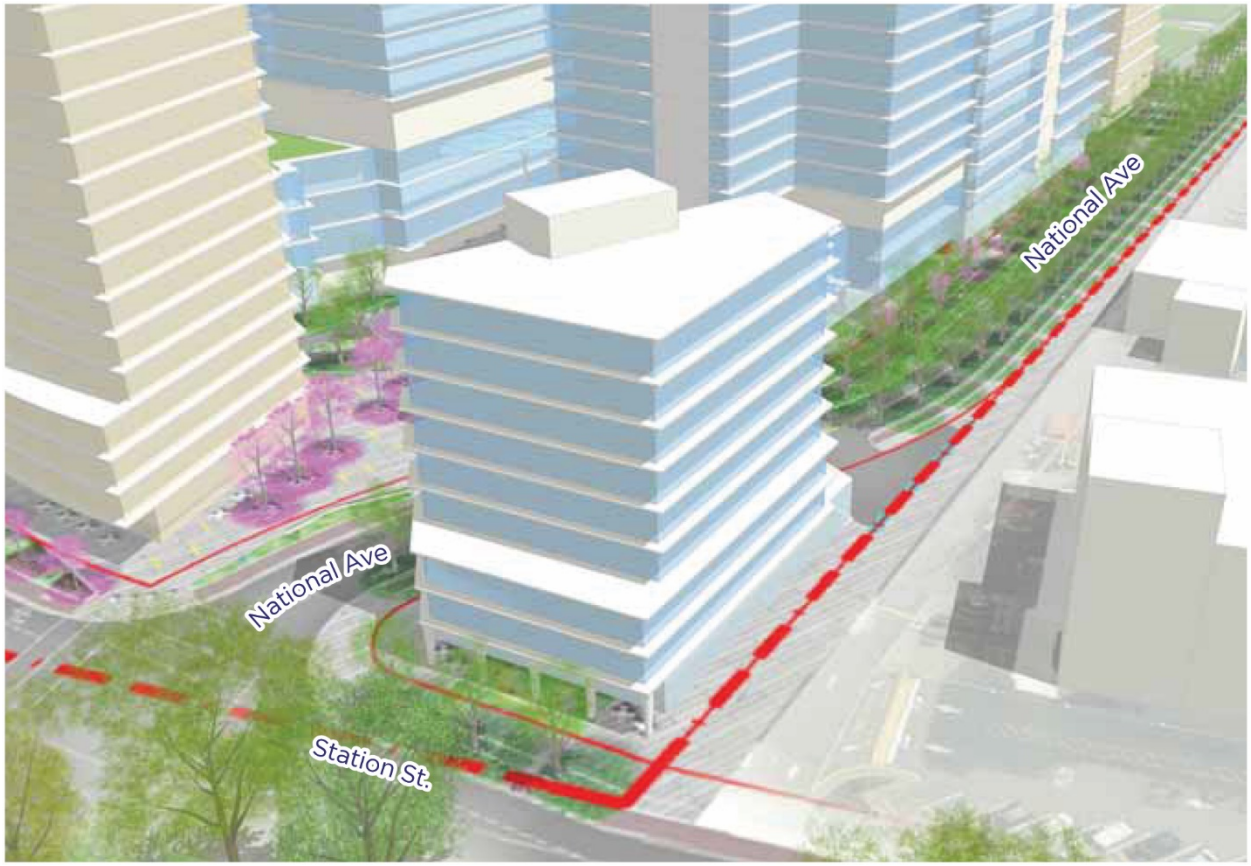
Figure 12: West Parcel – Hotel and Offices

West Parcel – The West Parcel (see Figure 12 above) represents another key interface between the New St. Paul's Health Campus and the existing neighbourhood context, sharing Station Street with mature and new buildings of various uses including a strata building, a proposed market rental building, a hostel, and two social housing buildings. Within the parcel is proposed a hotel at the southernmost end and two office/research buildings including childcare space. Buildings are generally expressed as tower forms—the hotel as a full-height building with surrounding outdoor circulation space at the north and west, and a setback at the fifth storey facing the New High Street—and the office/research buildings presenting a four- or five-storey street wall on all frontages. As the activation of the New High Street is a priority of the Rezoning Site's urban design strategy, at-grade operations spaces, including underground parking access and loading areas, are proposed to be largely concentrated along Station Street. While staff are supportive of the proposed land uses and the general approach to massing, and recognize the practical need for operational spaces to be located fronting Station Street, additional rigour is anticipated in the development permit stage for this parcel to ensure a development that performs highly on all frontages and presents a well-designed interface with the unique character of Station Street.

Figure 13: North Parcel – Rental Worker Housing Building

North Parcel – Whether it is physically separated from the Health Campus by the New Arterial Road alignment or located directly adjacent to the Health Campus and the existing Prior/Venables arterial street, the North Parcel (see Figure 13 above) represents a primary interface with the Strathcona community. The proposed mixed-use residential/commercial building will act to bridge from the existing low-and-mid-rise form of development to the north to the proposed larger main hospital building forms to the south, both formally and programmatically. Proposed is a midrise building comprised of five residential floors atop a single over-height commercial floor, with stepping expressed at the second and sixth floors to mitigate a sense of massing. Staff are supportive of the proposed programming at the North Parcel but note that the comparatively small scale of this building appears too divorced from the overall expression of the hospital building, and should be reconsidered at the next stage of design development. While staff agree that the interface with the existing context should be highly sympathetic to the existing Strathcona neighbourhood, a building with incrementally more massing and height may more appropriately bridge between the old and the new. Direction is provided to this effect in the CD-1 Guidelines.

Figure 14: South Parcel – Offices



South Parcel – The South Parcel (see Figure 14 above) is located such that the building within this parcel will both act to frame the St. Paul's Plaza from the south and, along with the forthcoming office development at the corner of Station Street and Terminal Avenue, will bookend Pacific Central Station and provide this important heritage resource a substantial urban context. While it is anticipated that more formal exploration be done of the architectural expression of this building to provide for a highly attractive and interesting streetscape, the proposed office use and the nine-storey building form with three-storey street wall are supported by staff.

Skyline – The building height parameters set out by the CD-1 By-law for the Health Campus and West parcels provide for buildings that are universally built to the same overall height, resulting in an apparently uniform skyline over the site. In recognition of the importance of the site in creating and supporting a sense of place, both within the immediate area and when viewed from the broader community, staff provide direction for visual interest at the roof level to mitigate the sense of unrelentingly invariable mass. Further, staff recommend exploration of additional building height, where view cones permit, subject to impacts on adjacent park spaces or other properties, as reviewed by City and Parks Board staff.

Public Realm – Redevelopment of a multi-acre site within the central part of the city that has spent most of its recent existence as unused brownfield presents a significant and rare opportunity for placemaking. To support this and as determined at the Policy Statement stage, the Rezoning Site will include a significant public realm divided into a variety of outdoor spaces.

Principal amongst these are the St. Paul's Plaza at the southwestern corner of the Health Campus Parcel, the Wellness Walk that loops around the site, and the Healthcare Boulevard, which bisects the Health Campus Parcel and acts as the multimodal main point of entry for the hospital.

Other outdoor amenity spaces, both public and semi-public, are located throughout the campus and include: a hotel lobby between the New High Street and Station Street adjacent the hotel building; courtyards and green roofs providing access to green space for patients, visitors and staff; and a Healing Corridor providing passive outdoor space adjacent the St. Paul's Plaza. As mentioned previously, material changes are required to the allocation of massing at the southwest corner of the Health Campus Parcel to provide a better performing St. Paul's Plaza, but staff are generally supportive of the schematic public realm plan developed at this stage and provide further specific direction on the performance of these spaces in the CD-1 Guidelines.

Urban Design Panel – A non-voting workshop was held with the Urban Design Panel on January 23, 2019. A voting session took place on May 1, 2019 and the application was not supported by the Panel. Key suggestions noted by the Panel included:

- an increased level of detail and cohesiveness in the presentation of the Rezoning Site planning strategy, public realm design, and interface between buildings and public spaces;

- more and higher-performing open space, as well as legibility and wayfinding, especially with respect to the St. Paul's Plaza, the Healthcare Boulevard, the anticipated path of travel from Main Street-Science World SkyTrain Station, and the relationship to Thornton Park;

- reallocating overall massing with particular consideration given to allowing for an improved St. Paul's Plaza and the modulation of building heights to provide for a more interesting skyline;

- a greater concentration of retail uses to define and activate the New High Street.

On July 24, 2019 a second voting session was held. The panel voted in support, concluding that the revised presentation sufficiently responded to their previous recommendations with particular enthusiasm for the expanded St. Paul's Plaza. Urban Design Panel Minutes are available here: https://vancouver.ca/your-government/urban-design-panel.aspx

6. Phasing

Phasing as shown in the rezoning application is as shown in Figure 15 below. The phasing is indicative and may change, as implementation of the various components is dependent on many factors. Phasing of delivery of the street and utility infrastructure will be secured through the site's Services Agreement, to be registered on title against all lands in the Rezoning Site. Likewise, a Childcare Agreement will secure the timing of delivery of the childcare centres.

Figure 15: Indicative Phasing Plan

Phase 1 (yellow or light gray) – The Hospital Building on the Health Campus Parcel would be constructed first, so that St. Paul's Hospital can relocate from Burrard Street. Next or concurrently would be the Research Centre and professional buildings on the south side of Healthcare Boulevard. These buildings will house staff and functions that need to be in close proximity to the Hospital Building. A 69-space childcare centre will be required to be delivered with this phase, which will be secured by agreements. Phase 1 also includes constructing most of the new roads.

Phase 2 (blue or medium gray) – A second phase includes the North, West and South parcels, delivering a hotel, more office space, rental housing and a second childcare centre. In the Policy Statement, under 9.2.4 Construction Phasing, it notes that the hotel "should be operational within one year of the hospital opening to offset demand for short-term accommodation", since 40 per cent of visitors to St. Paul's are from outside the region.

Phase 3 (red or dark gray) – A third phase shows the potential for future expansion on the Health Campus Parcel. Additional floor area is provided in the CD-1 By-law to allow for this, so that zoning amendments would not be needed.

7. Transportation and Parking

Street Network – The street network to be delivered with the rezoning will provide a high level of vehicular, pedestrian and bicycle access to all of the proposed buildings on the site. Access into the hospital building is by way of Healthcare Boulevard, which would be a publicly accessible private street on the hospital property, maintained by Providence Health Care. This street will be designed to handle multiple points of passenger drop-off and pick-up to the hospital's front door.

Figure 16a: Transportation Network based on Policy Statement and Flats Plan

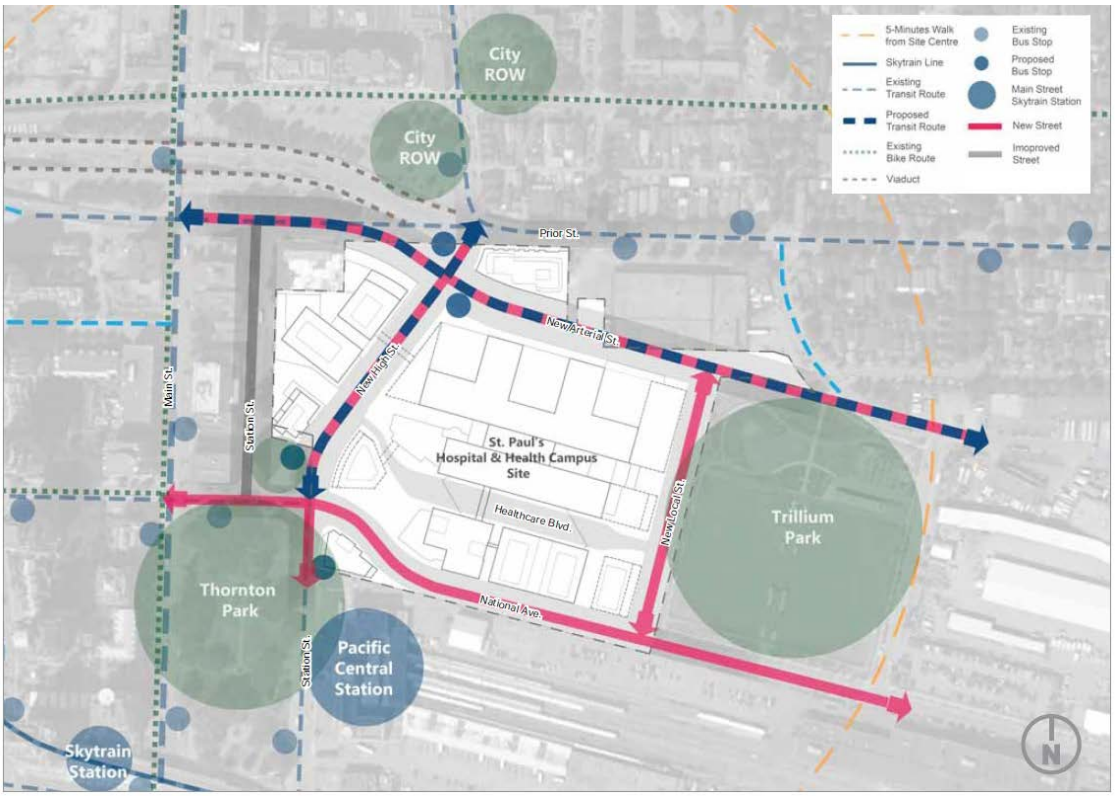
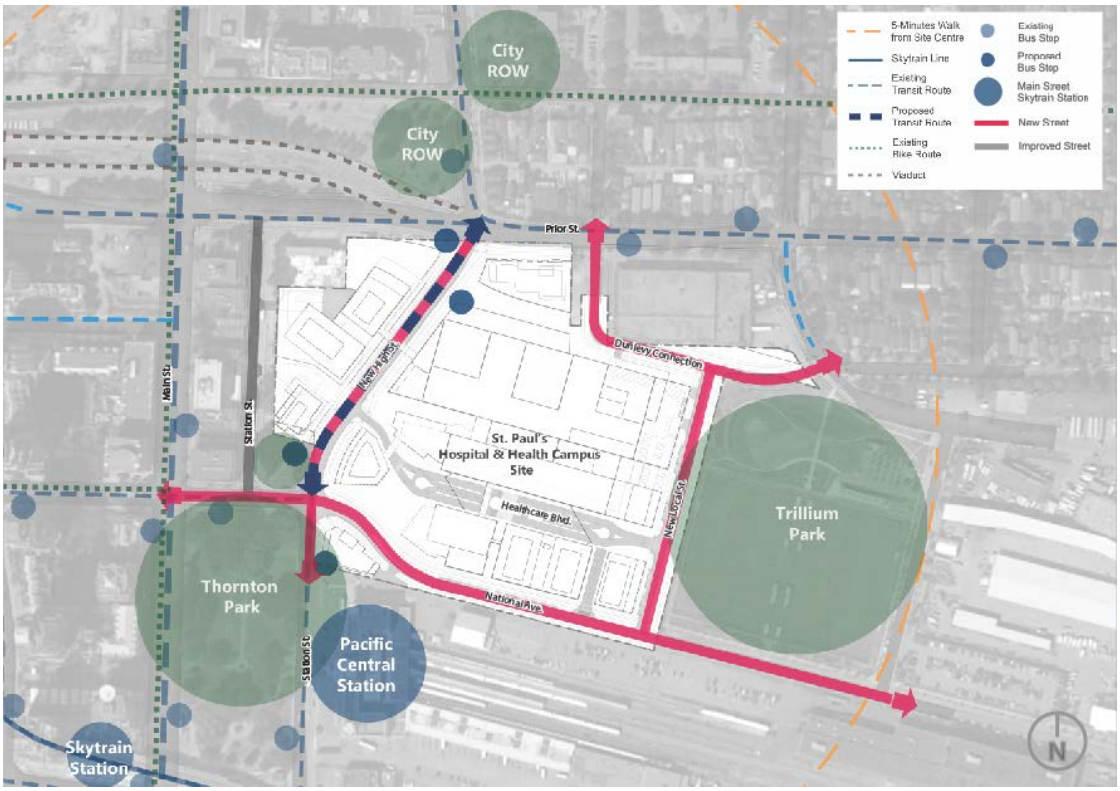


Figure 16b: Transportation Network with Prior Street Alignment



Pedestrians – At the west end of Healthcare Boulevard a large plaza is planned, located between it and National Avenue. St. Paul's Plaza would become the landing point on the site for pedestrians accessing the hospital from the Main Street-Science World SkyTrain Station, via Station Street or Thornton Park. Pedestrian activity will also be focused on the New High Street which connects Station Street to Gore Avenue. Active street-level land uses are called for in all of the buildings having frontage on this street.

Flats Arterial – The rezoning application illustrates a new arterial alignment north of the Hospital Building, consistent with what was shown in the Policy Statement and the Flats Plan (as shown above in Figure 16a). There were a number of alternative options put forward for the alignment across the Flats with different rail crossing points; however, the westerly part of this alignment (Station Street to the Dunlevy Connection) is consistent in all of the alternate arterial options and is accommodated by the proposed location of the arterial through the north portion of the Rezoning Site and adjacent the north end of Trillium Park.

Since 2017, extensive community consultation has been conducted through the Flats Arterial Community Panel. The Panel recommended the National-Charles Overpass option, consistent with the road network plan for the Rezoning Site, but recognized the major challenges of securing funding and the long timeframe for implementing this arterial route through the Flats. The Prior-Venables underpass was the second choice supported by the Community Panel, together with support for retention of the Prior Street arterial and public realm improvements along it. Since then, more detailed review and cost analysis has been completed, leading staff to recommend the existing Prior/Venables arterial alignment (in a separate report noted below), because it provides reliable and sufficient access to the hospital while supporting rail-grade separation at no cost to the City. Therefore, in a separate council report entitled False Creek Flats Grade-Separated Road Alignment, staff are recommending that Prior/Venables remain as the arterial. For reference, this alignment has been shown in Figure 16b (above) and Figure 17b (below) in order to indicate how the St Paul's site has been planned to accommodate retaining the existing Prior/Venables arterial alignment.

Since the decision on the arterial alignment is being considered by Council pursuant to a separate council report, land dedications in the northern portion of the Rezoning Site would be required for the arterial street in either instance, conditions have been drafted to cover both arterial alignment routes. "Scenario A" would be invoked if the arterial alignment is as shown in the rezoning application (across the Flats) and "Scenario B" if it is along the Prior-Venables alignment. As such, Council's consideration of this rezoning application does not require that the Flats Arterial alignment be determined in advance. However, it is not the intention that both dedications be invoked. Should Scenario B be invoked, that is a dedication along the south edge of Prior Street, then the Scenario A alignment across the north portion of the site should be released to allow Providence Health Care to plan this part of the Rezoning Site once there is certainty about the adjacent road network.

In the scenario where Prior/Venables is the arterial alignment and the necessary dedications of land along Prior Street are made, changes to the Hospital Building are not envisioned. Access would still be accommodated to the Emergency Department, planned for the northeast corner of the building, via a new local street. The Wellness Walk, planned to loop around the north end of the Hospital Building, would still be accommodated within a statutory right-of-way. The North Parcel, where rental housing is proposed, would likely be impacted by a dedication on Prior Street. However, as this building is in Phase 2 of the implementation, there would be time to reassess its site configuration should the arterial remain on Prior Street. The applicant has included the indicative Figure 17b below; further refinement would occur through detailed

design. In addition, more housing may be achievable if the North Parcel is made larger by assembling surplus land area to the south which would no longer be required to be dedicated for the alternate arterial as per Scenario A as was shown in the Policy Statement. Any increase in floor area for this parcel (sub-area D) would be considered through an amendment to the CD-1 and a public hearing process.

Other Streets – A New Local Street is also proposed for the east side of the Health Campus Parcel, running adjacent to Trillium Park. This street will improve access to the park and provide a quieter north-south route for cyclists. A connection to Prior Street is anticipated at Dunlevy Street, via a portion of the new street alignment. National Avenue already exists on the Rezoning Site within an easement across the property. It is proposed to be realigned to connect with the western portion of National Avenue and to become a dedicated street. The realignment creates the small South Parcel. Access to parking and loading on the West Parcel would be via Station Street. Truck traffic destined to loading areas on the Health Campus Parcel would use National Avenue to access the ramp into the underground.

Figure 17a: Indicative Master Plan based on Policy Statement and Flats Plan

Figure 17b: Indicative Master Plan with Prior Street Alignment

Parking, Loading and Bicycles – Parking, loading and bicycle spaces for all buildings on the Rezoning Site will have to meet the provisions of the Parking By-law. A draft Green Mobility Plan has been submitted as part of the rezoning application, as is required by the *Rezoning Policy for Sustainable Large Developments*. The large institutional and office uses proposed for the site lend themselves well to management of travel modes of workers and visitors to the site through a Transportation Demand Management (TDM) Plan. The very close proximity to rapid transit and the nearby availability of the city's cycling network also figure strongly in transportation management. The Green Mobility Plan will have to strike a fine balance between the need to provide adequate parking for a 24/7 hospital staff and for patients and visitors arriving from afar, while ensuring that as many trips to the site as possible are by greener modes than by car. Other concerns for the on-site parking supply are that the surrounding neighbourhood not be overburdened by traffic and off-site parking by those coming to the health care centre. In particular, parking currently available around the perimeter of Trillium Park should continue be available to users of that park. The sports fields in that park create times of peak demand for parking.

A rezoning condition is provided in Appendix B requiring a finalized Transportation Demand Management (TDM) Plan be submitted at the development permit stage. The condition provides a detailed list items to be addressed in the TDM Plan. The list touches on transit, car share, bicycle facilities, walking improvements, passenger loading, carpooling and other topics. Provision is also made in the conditions to provide funding for ongoing monitoring of the TDM Plan once the hospital is built and occupied. Provision is also made in the conditions to deliver two public bike share stations on the Rezoning Site.

8. Housing

While the site is being rezoned primarily from industrial to employment-generating and social-serving institutional/commercial uses, there is one residential building planned for the North Parcel (see Figure 13 above). This is consistent with the Policy Statement and the Flats Plan which call for housing to accommodate health care workers and to serve as a transition from the Rezoning Site to the residential area of Strathcona to the north. A mixed-use building with retail uses along the active frontages is planned. The housing would comprise about 6,554 sq. m in about 24 m height or six storeys. This would provide approximately 75 dwelling units depending on the range of sizes. The CD-1 By-law requires that the building meet the minimum family housing requirement for rental of 35 per cent two-bedroom or more units. The rental tenure would be secured through a Housing Agreement, as would the requirement that the units be made available to health-related employees or researchers engaged on the campus.

As this building is proposed for Phase 2, few details about the design and make-up of the housing is known at this time, including the actual number of units to be provided. Also, if the arterial alignment is on Prior-Venables, the North Parcel would reconfigure southward and may result in the opportunity for a larger rental development. Any increase in floor area for this North Parcel (sub-area D) would be considered through a future amendment to the CD-1 and a public hearing process.

As the Rezoning Site falls within the "Mixed Employment" land use designation of the Regional Context Statement, residential uses are currently not permitted. Therefore a consequential amendment to the *Regional Context Statement Official Development Plan By-law* is proposed in Appendix C to change the designation to "General Urban". This amendment was specified to occur, at the time of rezoning, in both the Flats Plan and in the Policy Statement.

9. Environmental Sustainability

Green Building Policy for Rezonings – All new buildings in the development are to meet the requirements of the *Green Buildings Policy for Rezonings* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at http://guidelines.vancouver.ca/G015.pdf.

Rezoning Policy for Sustainable Large Developments – Given the site size and proposed floor area, the rezoning application is required to meet the requirements of the *Rezoning Policy for Sustainable Large Developments* (2014); the Policy requires defined plans or studies on eight different areas to demonstrate how the proposal will achieve the City's sustainability goals. As part of the proposal, the applicant has included details on how they plan to meet the eight requirements in the following ways:

- Sustainable Site Design – The site design aims to respond to the site's geotechnical conditions while retaining significant trees and planting new ones to optimize shading and cooling. The buildings, pedestrian-oriented streets and open spaces have been located and orientated to maximize solar access. Building design will also include a highly efficient envelope and mechanical systems and operable windows to allow ventilations, daylight and views. Staff have included conditions of rezoning to ensure that objectives for solar access and tree retention are met.

- Access to Nature – Through plazas, courtyards, roofscapes, pocket parks, and the Wellness Walk, the site's landscape plan will provide access to nature and connections through the site to Thornton and Trillium Park. The public realm will include the retention of significant existing trees and a dramatic increase in the overall number of trees and plantings. The Landscape conditions in Appendix B require a Tree Management Plan and make provision for retention of significant trees.

- Food Systems Sustainable – The application proposes food assets that allow for an increase in the overall community food system assets for the neighbourhood. The applicant is proposing edible landscaping and the exploration of therapeutic gardens, Community Supported Agriculture (CSA) membership, composting and a locally sourced food procurement policy. Conditions are provided under Food Assets in Appendix B to secure the proposed items.

- Green Mobility – A Green Mobility Plan has been provided to detail the potential for walking, cycling and transit trips to and from the site. The site benefits from its close proximity to a variety of transit options, particularly its adjacency to the Main Street-Science World SkyTrain Station, which is within a 5-minute walk of the site. A range of cycling amenities is proposed including a "Cycling Centre" providing end-of-trip facilities as well as electric bike charging stations, public bike share stations and separated bike lanes. Conditions of rezoning have also been included in Appendix B which will require the provision of a finalized Transportation Demand Management (TDM) Plan.

- Rainwater Management – A number of rainwater management elements are proposed including rain gardens and bio-swales, increased topsoil depths on boulevards, mechanical filtration, rooftop gardens and green roofs, and pervious paving. Staff have

included conditions in Appendix B for a more detailed integrated rainwater management plan at the next phase of development permit.

- Zero Waste Planning – A Zero Waste Plan has been submitted outlining anticipated waste generation rates and a range of approaches to encourage zero waste through building operations, education and infrastructure. Conditions are provided under Engineering in Appendix B to secure the items proposed in the Zero Waste Plan.

- Affordable Housing – In addition to the *Rezoning Policy for Sustainable Large Developments*, housing requirements for the site are guided by the *Regional Growth Strategy*, the *False Creek Flats Area Plan* and the *New St. Paul's Hospital and Health Campus Policy Statement*. While general residential uses have not been traditionally permitted in the Flats industrial area, the Flats Plan and Policy Statement introduced provision for institutional health related residential uses on this site. As such, the application proposal includes a rental residential building intended to provide accommodation for health campus employees on the North Parcel. A Housing Agreement is required to secure the proposed housing, with terms as described under Housing in Appendix B, Part 2.

- Low Carbon Energy Supply – The applicant proposes connection to a Neighbourhood Energy Utility (NEU), as described below.

Neighbourhood Energy – Provision is made in the rezoning conditions to require connection to a City-owned or City-designated low energy Neighbourhood Energy Utility (NEU), if deemed feasible. The Hospital Building is expected to have multiple redundant energy systems as part of its resiliency strategy and connection to an NEU can be part of that. A City-owned NEU exists nearby in Southeast False Creek and district energy connectivity is required on the adjacent Northeast False Creek (NEFC) lands.

10. Resilience

Hospitals are considered critical infrastructure, essential to the functioning of communities day-to-day, and vital during and after disasters. This new hospital presents an important opportunity for a state-of-the art facility built to withstand inevitable hazards. Given that the New St. Paul's Hospital is located in a flood plain and high-risk seismic and liquefaction zone, staff have provided conditions requiring comprehensive all-hazard risk and vulnerability assessments be completed, and that climate and seismic resilience measures be incorporated into the design of the building. As part of the conditions, an expert panel will be struck to evaluate the resilience of the design, and report on the post-disaster functionality of the hospital. Recommendations from the panel are not binding, but provide a high level of transparency to the project.

11. Social Impact Assessment

A Social Impact Assessment (SIA) was conducted for the Rezoning Site as part of the Policy Statement process which considered the impact the development would have on vulnerable populations within an 800 m radius of the site. The SIA recognized that New St. Paul's is only one part of a wider context of neighbourhood change in the area, and proposes focused strategies to capitalize on positive impacts and mitigate negative ones.

The SIA informed many of the policies related to land use, built form, open spaces, circulation and public benefits. It specifically called for inclusion of childcare, short-term accommodation,

worker housing, and local retail. These are achieved in the rezoning application through provision of two childcare centres, a suites hotel, rental housing for health campus employees and generous amounts of street-fronting retail provided along the New High Street and around the St. Paul's Plaza, as described elsewhere in this report. The rezoning application further offers that a number of amenities are proposed as part of the program for the site to create positive social impacts and mitigate negative ones:

- Spiritual spaces, including chapel
- All nations sacred space
- Indigenous healing garden
- Mental Health Transition Centre
- Centre for Healthy Aging
- Learning Commons
- Volunteer Centre
- Meeting rooms, auditorium, lecture theatre
- Numerous community outreach programs and operational initiatives
- Spaces for health and wellness-oriented community use

The Policy Statement called for Community Use Agreements to secure public access to spaces used for meeting and learning, particularly for health and wellness-focused groups. Typically there would be precise and detailed information known at the rezoning stage to request such an agreement for a particular space, however that level of detail will not be known until the development permit stage. Given the above list of public benefits that the applicant states will be included in the detailed program for the site, staff will assess at the development permit stage whether Community Use Agreements are needed to secure any of the spaces for community use. Whether the agreements are needed will depend much on the ownership and governance structure of the spaces.

Community Benefit Agreement – Also specified in the SIA is a requirement for a Community Benefit Agreement (CBA) which serves to enhance social and economic benefits for the local community by purchasing goods and services from local businesses and social enterprises, and by providing jobs for individuals facing barriers to employment. The applicant has provided a voluntary commitment to develop a Community Benefit Agreement (CBA) with the City by collaborating with social development agencies, community members, and host First Nations to ensure social and economic benefits for the inner-city. The CBA would apply to construction and ongoing operations (where feasible). Refer to the Community Benefit Agreement condition in Appendix B for detailed terms of these commitments.

Indigenous Reconciliation and Inclusiveness – The new hospital will support Indigenous peoples' health and well-being. Through engagement with Indigenous communities, Providence Health Care has committed to incorporating key Indigenous health care elements that will enhance the experience of all patients and visitors on the campus, including traditional health care practices, cultural design elements, program and staff training.

Indigenous related program and design features of the New St. Paul's are anticipated to include:

- An Indigenous Health Team
- Translation services and supports
- Indigenous Patient Navigators, Elders and Social Workers to assist patients with advocacy, and access to care and spiritual services

- Access to traditional healing practices, medicine and healing gardens
- An All Nations sacred space for Indigenous spiritual services (e.g. smudging, prayers)
- First Nations design elements on the health campus

During the rezoning application process, the applicant team and City staff met with Providence Health Care's *Indigenous Wisdom Working Group* to provide guidance and review of the rezoning proposal. Consultations with that group will continue through the development permit stage. In addition, conditions are provided in Appendix B which call for sensitivity to Indigenous needs in designing the hospital and creation of opportunity for involvement of Indigenous people within the development teams.

PUBLIC INPUT

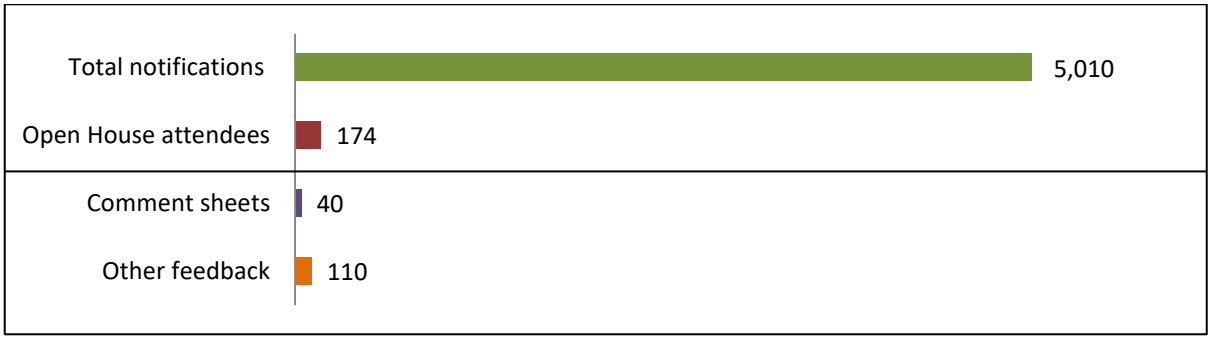
Public Notification – A rezoning information sign was installed on the site on November 5, 2018. Approximately 5,010 notification postcards were distributed within the neighbouring area on or about November 6, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

Community Open House – A community open house was held on November 20, 2018 at the Creekside Community Centre. Staff, the applicant team, and approximately 174 people were in attendance.

Public Response – Responses to the proposal have been submitted to the City as follows (see Figure 18):

- 40 comment sheets in response to the November 20, 2018 open house;
- 110 emails, completed online comment forms, and phone calls

Figure 18: Public Notification and Responses



A summary of the key themes from the public feedback is found below. A more detailed overview of public comments on this application is provided in Appendix E.

Support for the proposal cited the following:

- General support for the development of a hospital at this site

- Overall massing, form, and height, with some respondents suggesting that the critical functionality of the hospital should be prioritized over protecting view cones
- The inclusion of a range of additional services on site including childcare centres, office use and rental housing for staff

Concerns expressed by respondents included the following:

- The potential for animal testing at the new hospital
- The proposed development's interface with Station Street and the surrounding neighbourhood
- The potential for increased traffic congestion and transportation issues, as well as increased noise from ambulances
- The building design, with suggestions for more articulation of the massing of the building and more open spaces for gathering and moving through the site

These concerns are addressed below.

Animal Testing – With regard to comments heard about animal testing on the Rezoning Site, laboratory uses, which may include animal testing, are proposed to be permitted in the CD-1 By-law. Animal testing is not regulated by the City of Vancouver and is under senior government jurisdiction. Correspondents concerned about animal testing requested that the City use its regulatory powers over land use to prohibit animal testing at the Rezoning Site. After discussing the matter with Providence Health Care and UBC veterinary staff, City staff are satisfied that the activity is responsibly regulated by other bodies. If Council determines the need to create policy regarding animal testing in Vancouver, then it is recommended that the issue be further studied and brought forward comprehensively to apply equally to all sites within the city.

Station Street Interface – With regard to the development's interface of the West Parcel with Station Street between Prior Street and National Avenue, staff are aware of the need to address this interface. While the existing right-of-way is 100 feet wide, Station Street has long been treated as service access to developments on its western side which mostly front onto Main Street. Some developments do front onto Station Street and the proposed West Parcel developments will be expected to contribute to a neighbourly interface. This block of Station Street is a local street in the St. Paul's network, so the extra-wide right-of-way provides an opportunity for a more locally focused public realm treatment, with lusher landscaping and open space amenities. Staff have provided guidelines and rezoning conditions which address this block of Station Street.

Traffic and Transportation – With regard to traffic congestion and transportation issues, the Transportation Assessment and Management Study (TAMS), required at the development permit application stage will address traffic movements, including that of emergency vehicles. The Transportation Demand Management (TDM) Plan, also required at the development permit application stage, will address reduction of vehicular trips to the hospital and campus, providing solutions to congestion.

Building Articulation and Open Space – With regard to building articulation and the desire for more open space, provision is made in the CD-1 Guidelines and rezoning conditions to address these matters at the development permit stage. Most CD-1 rezonings are for a single building and much more information is available at the time of application about how the proposed massing is articulated. In the case of St. Paul's, the main hospital building will be put to a

Design Build finance (DBf) process if Council approves this rezoning application and the other buildings on the large Rezoning Site will follow in later phases. There will be multiple development permit applications and each one will be reviewed by the Urban Design Panel, whose members will have regard to building articulation and architectural excellence. Open space is an important consideration. Through the rezoning process the open space structure was improved by the widening and reconfiguring of the main arrival plaza. Other improvements are expected through the building permit and streets design phases. Guidelines and conditions are provided to address the quality of the public realm, through pavements, furniture, art, lighting and signage. The Wellness Walk is an important and unique open space component that will tie the whole site together.

PUBLIC BENEFITS

Development Cost Levies (DCLs) – Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and engineering infrastructure.

The Rezoning Site is subject to the City-wide DCL, to the City-wide Utilities DCL and to the False Creek Flats Layered DCL. Based on the proposed floor area of 312,074 sq. m (3,359,246.5 sq. ft.), estimated DCLs are shown in Figure 19 below.

Figure 19: Estimated DCLs based on Sept. 2019 Rates and Payment Breakdown by Phase

Parcel	Floor Area (sq. m)	City-wide DCL	Utilities DCL (East Side)	False Creek Flats DCL	Totals
Sept. 2019 commercial rates		***$165.12/sq. m***	***$57.05/sq. m***	***$69.86/sq. m***	***$292.03/sq. m***
Health Campus	230,418*	$ 38,046,620	$ 13,145,346	$ 16,097,001	$ 67,288,968
West Parcel	65,878*	$ 10,877,775	$ 3,758,340	$ 4,602,237	$ 19,238,352
North Parcel – retail	1,000	$ 165,120	$ 57,050	$ 69,860	$ 292,030
South Parcel	6,700	$ 1,106,304	$ 382,235	$ 468,062	$ 1,956,601
Sept. 2019 residential rates		***$195.58/sq. m***	***$81.48/sq. m***	***$69.86/sq. m***	***$346.92/sq. m***
North Parcel – rental housing	6,554	$ 1,281,831	$ 534,020	$ 457,862	$ 2,273,714
Totals	**310,550***	**$ 51,477,650**	**$ 17,876,991**	**$ 21,695,022**	**$ 91,049,665**
Phase 1	184,531	$ 30,469,758	$ 10,527,493	$ 12,891,335	$ 53,888,587
Phase 2	80,132	$ 13,431,030	$ 4,731,645	$ 5,598,022	$ 23,760,696
Phase 3	45,887	$ 7,576,861	$ 2,617,853	$ 3,205,666	$ 13,400,380

* Does not include floor area for two childcare centres

The above table does not include floor area for the two Child Day Care Centres, as they are subject to a nominal DCL rate of $10 per facility. It does include the floor area for the proposed rental housing on the North Parcel. The Housing Agreement condition put forward to secure the housing does not have the provisions for waiving the DCL. This housing is planned for Phase 2. Should the provider of the housing wish to seek the waiver at that time (subject to the DCL By-law provisions in effect at the time) staff can bring forward for Council's consideration amendments to the Housing Agreement to include waiver provisions. Should a waiver ultimately

be endorsed, its value would be $2,273,714, based on the above DCL rates applied to the 6,554 sq. m of rental housing proposed in the application.

DCL rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection from DCL rate increases, provided that an application has been received prior to the rate adjustment. See the City's DCL bulletin https://vancouver.ca/files/cov/development-cost-levies-bulletin.pdf for further details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoning Development* requires that rezonings with a floor area of 9,290.0 sq. m (100,000 sq. ft.) or greater are to allocate a portion of their construction budgets to public art as a condition of rezoning. Based on the 310,550 sq. m of floor area in the application and a public art rate of $21.31 per sq. m ($1.98 per sq. ft.), the public art budget for the entire Rezoning Site would be $6,617,821. It would break down across the site and phases as shown in Figure 20 below.

Figure 20: Public Art Budget per Phase of Development

Phases	Floor Area (sq. m)	Public Art Budget
Phase 1 – Hospital & Health Campus Parcel office buildings	184,531*	$ 3,932,356
Phase 2 – North, West & South Parcels	80,132*	$ 1,707,613
Phase 3 – Health Campus Expansion	45,887	$ 977,852
Total Art Budget	**310,550***	**$ 6,617,821**

* Does not include floor area for two childcare centres, which are not subject to public art

A rezoning condition is provided in Appendix B for a Public Art Agreement. The agreement would apply to each Building Permit and require that public art be provided along with each building approval at a budget commensurate with the floor area in the permit.

Community Amenity Contribution (CAC) – Within the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a Rezoning Site. CACs typically include either the provision of on-site amenities or a cash contribution toward other public benefits and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services.

Under CAC policy, this Large Sustainable Development site has a negotiated approach to determining a CAC. In assessing the site, staff look at the base zoning of I-3 and I-2 which both allow a maximum of 3.0 FSR. Within that, Office and Service uses are allowed up to 1.0 FSR, except Laboratory use and High-Tech Office uses (in I-3) which can be to the full density. Retail is limited to 1,000 sq. m per building.

Applying the full 3.0 FSR of I-3 and I-2 across the gross site area of 74,380 sq. m, the site is currently permitted 223,140 sq. m of commercial floor area (i.e. industrial with provision for some office, service and retail). The proposed commercial floor area in the rezoning is 148,101 sq. m (i.e. office, hotel and retail-service). The balance of the proposed floor area is hospital, childcare and rental housing, at 163,973 sq. m. While the proposed commercial floor

area may be of greater financial value than the type that is currently permitted under I-3 and I-2, not as much of it can be built under the rezoning.

Past practice on institutional rezonings has been to apply a nominal $3.00 per sq. ft. fixed-rate CAC to help offset some of the growth-related impacts resulting from the rezoning. Given that the project will be delivering two childcare centres, no additional contribution would be anticipated from this rezoning. Under rental housing policy, a CAC would likewise not be anticipated for a six-storey rental housing building. So the staff conclusion is that, despite the increase in density on the gross site area from 3.00 to 4.20 FSR and the changes in land use, and in view of the other in-kind benefits being delivered, no CAC is anticipated.

In-kind Public Benefits

- A 69-space childcare centre is proposed on the Health Campus Parcel in Phase 1 and a 49-space childcare centre on the West Parcel in Phase 2. Delivery of these childcare centres is secured through a Childcare Agreement. Ownership of the centres is anticipated to remain with the building owners.
- The rezoning also delivers some significant public open space in the form of the St. Paul's Plaza, the Wellness Walk, a Healing Corridor and a hotel forecourt.

FINANCIAL IMPLICATIONS

As noted in the section on Public Benefits, the site will be subject to the City-wide DCL, the City-wide Utilities DCL and to the False Creek Flats Layered DCL. Based on the rates as of September 30, 2019, total DCLs of approximately $91,049,665 would be expected from this development. The public art budget is anticipated to be $6,617,821.

As noted in the Public Benefits section, there are no CACs associated with this rezoning, but in-kind public benefits include public open space. Two childcare centres will also be secured through agreements, the ownership of which is to be retained by the building owners.

CONCLUSION

Staff have assessed this rezoning application and conclude that the proposed form of development is an appropriate urban design response to the site and its context. The General Manager of Planning, Urban Design and Sustainability recommends that the rezoning application be referred to a public hearing, together with the draft amending CD-1 By-law generally as set out in Appendix A, as well as consequential by-law amendments set out in Appendix C. Further, it is recommended that, subject to the public hearing, the application including the form of development, as shown in the plans in Appendix F, and the draft CD-1 Guidelines, as shown in Appendix D, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

1002 Station Street and 250-310 Prior Street
(New St. Paul's Hospital and Health Campus)
DRAFT BY-LAW PROVISIONS

Note: A By-law to amend Zoning and Development By-law No. 3575 to rezone an area to CD-1 will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z- ( ) attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D of By-law No. 3575.

   [*Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to a public hearing, Schedule A will be included with the draft by-law that is prepared for posting.*]

Definitions

2. Words in this By-law have the meanings given to them in the Zoning and Development By-law, except that:

   "Medi-Tech Uses" means the use of premises for the research, development, and testing of medical, scientific, or technological products, information, or processes specifically for medical applications which improve or advance the delivery of human health care.

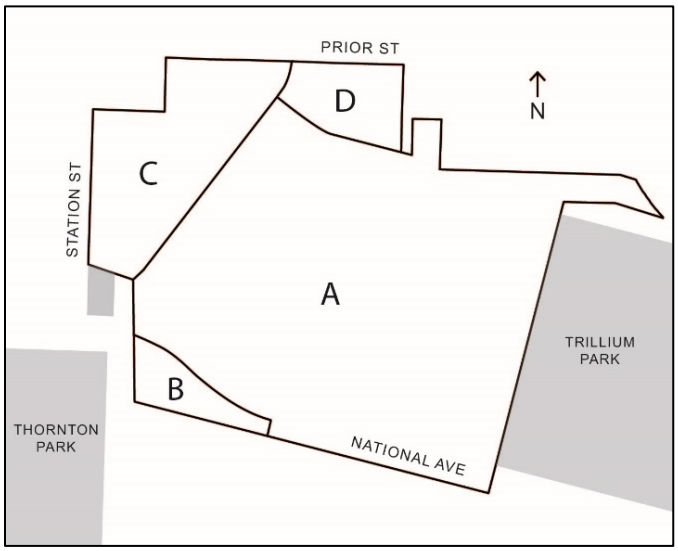
Designation of CD-1 District

3. The area shown within the heavy black outline in Schedule A is hereby designated CD-1( ).

Sub-areas

4. The site is to consist of four sub-areas generally as illustrated in Figure 1, solely for the purpose of establishing maximum permitted floor areas, building heights, and permitted uses for each sub-area.

Figure 1: Sub-areas for Maximum Permitted Floor Areas, Building Heights, and Permitted Uses



Uses

5.1 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 ( ), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:

(a) Agricultural Uses;

(b) Cultural and Recreational Uses;

(c) Institutional Uses;

(d) Medi-Tech Uses;

(e) Office Uses;

(f) Parking Uses;

(g) Retail Uses;

(h) Service Uses, except that Hotel use is only permitted in sub-areas B and C; and

(i) Accessory Uses customarily ancillary to the above uses.

5.2 In addition to the uses listed in section 5.1, the following uses are permitted in sub-area A:

(a) Transportation and Storage Uses, limited to Aircraft Landing Place; and

(b) Utility and Communication Uses, limited to Public Utility.

5.3 In addition to the uses listed in section 5.1, the following uses are permitted in sub-area D:

(a) Dwelling Unit in conjunction with other uses;

(b) Multiple Dwelling; and

(c) Seniors Supportive or Assisted Housing.

Conditions of Use

6.1 All commercial uses permitted by this By-law shall be carried on wholly within a completely enclosed building except for:

(a) Farmers' Market;

(b) Restaurant;

(c) Neighbourhood Public House; and

(d) Display of plants, flowers, fruit and vegetables in conjunction with a permitted use.

6.2 The design and layout of at least 35% of all dwelling units shall:

(a) be suitable for family housing;

(b) include two or more bedrooms; and

(c) comply with Council's "High Density Housing for Families with Children Guidelines".

Floor Area and Density

7.1 The floor area for all permitted uses in each sub-area of Figure 1 must not exceed the maximum permitted floor area as set out in Table A.

Table A: Maximum Permitted Floor Area

Sub-Area of Figure 1	Maximum Permitted Floor Area (m^2)
A	231,182
B	6,700
C	66,638
D	7,554

7.2 The minimum floor area for hotel use is 13,000 m^2.

7.3 Computation of floor area must include:

(a) all floors having a minimum ceiling height of 1.2 m, including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building; and

(b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.

7.4 Computation of floor area must exclude:

(a) open residential balconies or sundecks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that:

(i) the total area of all such exclusions must not exceed 12% of the residential floor area in any sub-area, and

(ii) no enclosure of balconies is permissible for the life of the building;

(b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;

(c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, or uses which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below the base surface, except that the exclusion for a parking space must not exceed 7.3 m in length;

(d) where floors are used for heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar, those floors or portions thereof so used, which are at or below the base surface or at the top of the building;

(e) amenity areas accessory to a residential use, including recreation facilities and meeting rooms provided that the total area being excluded for amenity areas shall not exceed the lesser of 10% of the permitted floor area or 1,000 m^2; and

(f) all residential storage area above or below base surface, except that if the residential storage area above base surface exceeds 3.7 m^2 for a dwelling unit there will be no exclusion for any of the residential storage area above base surface for that unit.

7.5 The floor area excluded under section 7.4 must not include any use other than that which justified the exclusion.

Building Height

8.1 In sub-area A, building height must not exceed the geodetic elevation of 63.1 m, except that the Director of Planning or the Development Permit Board may approve an increase in height provided that the buildings do not protrude into the approved view corridors, as set out in the City of Vancouver View Protection Guidelines.

8.2 In sub-area B, building height must not exceed 39.0 m above the base surface.

8.3 In sub-area C, building height must not exceed the geodetic elevation of 66.1 m, except that the Director of Planning or the Development Permit Board may approve an increase in height provided that the buildings do not protrude into the approved view corridors, as set out in the City of Vancouver View Protection Guidelines.

8.4 In sub-area D, building height must not exceed 24.0 m above the base surface.

Horizontal Angle of Daylight

9.1 Each habitable room in dwelling use must have at least one window on an exterior wall of a building.

9.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.

9.3 Measurement of the plane or planes referred to in section 9.2 must be horizontally from the centre of the bottom of each window.

9.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirements in section 9.2 and 9.3 if the Director of Planning or Development Permit Board first considers any applicable policies and guidelines.

9.5 An obstruction referred to in section 9.2 means:

a) any part of the same building or an adjacent building including permitted projections; or

b) the largest building permitted under the zoning on any site adjoining CD-1 ( ).

9.6 A habitable room referred to in section 9.1 does not include:

a) a bathroom; or

b) a kitchen whose floor area is the lesser of:

(i) 10% or less of the total floor area of the dwelling unit; or

(ii) 9.3 m^2.

Acoustics

10. A development permit application for dwelling uses must include an acoustical report prepared by a registered professional acoustic engineer demonstrating that the noise levels in those portions of the dwelling units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

Portions of dwelling units	**Noise levels (Decibels)**
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

Zoning and Development By-law

11. Sections 2 through 14 of the Zoning and Development By-law apply to this CD-1 ( ).

* * * * *

1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus) CONDITIONS OF APPROVAL

Note: If the application is referred to a public hearing, these Conditions of Approval will be referenced in the Summary and Recommendations included in the hearing agenda package. Any changes to the conditions approved by Council will be contained in its decision. Applicants are advised to consult the public hearing minutes for any changes or additions to these conditions.

PART 1: CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

Note: Consideration by Council at the public hearing of the proposed form of development is in reference to plans prepared by IBI Group Inc., received August 9, 2018, and provides that the Director of Planning may allow minor alterations to this form of development when considering the detailed schemes of development submitted with the development applications.

THAT, prior to approval by Council of the form of development for each development site, the applicant shall obtain approval of a development application by the Director of Planning who shall have particular regard to the following:

Urban Design

1. Design development to relocate the medical office building at the southwestern-most corner of the Health Campus Precinct to provide for a better performing St. Paul's Plaza, clearer sightlines from Thornton Park to the hospital building's primary point of entry, and to provide for improved access to daylight for the west side of the Healthcare Boulevard.

2. Design development to improve the daylighting of the Healthcare Boulevard by increasing the distance between buildings at the south side of the Health Campus Precinct.

3. Design development to prioritize visual and physical permeability of all buildings to create an inviting and engaging at-grade interface wherever possible by:

    (a) Providing for highly-visible uses facing the public realm including retail spaces, active common areas, community amenities, and other such spaces that generate a level of activity visible from the exterior. Visual permeability should extend up the building facades within the pedestrians' field of vision. A sense of visual accessibility to the public should be prioritized, even when spaces are private, where possible.

    Note to Applicant: Visual permeability reinforces a sense of "eyes on the street" and is a critical component of a Crime Prevention Through Environmental Design (CPTED) strategy and an important tool in effective placemaking. Special attention is to be paid to all portions of the interface of the hospital building along its northern edge, with particular care given to the first four levels to achieve a well-functioning, stimulating, and gracious pedestrian experience and human-

scaled expression. Long, unrelieved storefronts should be avoided. Frequent at-grade entries, appropriate façade treatments, and maximization of formal articulation and visual transparency should be important principles of any application.

(b) Facilitating pedestrian movement through the Campus buildings. Design development to provide a continuous, publically accessible north-south pedestrian connection through the main hospital building is highly encouraged.

4. Design development to better formalize or otherwise improve vehicular integration with the public realm interface. This may be achieved by:

   (a) Providing for an improved pedestrian experience at the Healthcare Boulevard, including establishing a clearer traffic hierarchy that prioritizes pedestrian circulation over vehicular traffic. Also refer to Urban Design Condition 2;

   (b) Relocating the vehicular ramp in the South Precinct off of National Avenue to within the building envelope or otherwise reducing the visual and physical impact of the exposed ramp on the performance of the public realm;

   (c) Providing a rigorously designed public realm to improve the interface between parkade ramps and drive aisles, and pedestrian areas, and;

   (d) Ensuring all required non-critical parking and loading is accommodated underground.

5. Design development to explore alternatives to overhead pedestrian bridges across the New High Street, through functional layout changes or alternative means such as tunnels.

   Note to Applicant: Overhead pedestrian walkways may negatively impact the performance of the public realm and are highly discouraged. A design rationale or other kind of operations summary which sufficiently demonstrates programmatic need for an overhead pedestrian bridge must accompany each Development Permit application that includes a sky bridge or other kind of overhead pedestrian crossing. Sky bridges must be designed in accordance with the directives of the *St. Paul's Urban Design Guidelines.*

6. Confirm that the application is on track to meet the provisions of the *Rezoning Policy for Sustainable Large Sites*.

   Note to Applicant: The New St. Paul's Health Campus should be a leading example of sustainable development and sustainability measures, above and beyond those anticipated by the *Rezoning Policy for Sustainable Large Sites,* are highly encouraged.

7. Provide a preliminary Crime Prevention Through Environmental Design (CPTED) strategy having particular regard for the following:

   (a) Mischief such as vandalism, graffiti, and other such activities by avoiding building massing that creates inactive frontages and alcoves;
   (b) Theft from vehicles, and;
   (c) 24 hour visibility at entrances and along building frontages.

Note to Applicant: The site and the adjacent community has numerous CPTED challenges that should be addressed through built form and public realm design throughout the campus, and should be a major consideration through all stages of the design development process.

8. Provide an updated Master Plan with each Development Permit application, and provision of the following at the time of the first Development Permit application:

   (a) A comprehensive public realm plan, including:

      (i) a conceptual signage plan;
      (ii) a landscape concept plan;
      (iii) a comprehensive circulation and wayfinding plan;
      (iv) a public art plan, and;
      (v) a building and site lighting plan.

      Note to Applicant: The intent of the Public Realm Plan for the NSPHC precincts should be to, firstly, inform all future development applications of individual site-specific responsibilities, and implementation standards with close adherence to the provisions of the *New St. Paul's Health Campus Design Guidelines*. Secondly, the Plan should address intentions for treatments on City property, any Statutory Rights-of-Way and Open Space Areas, including streets and crossings, as well as significant tree retention. An emphasis should be made in identifying opportunities for reducing the amount of hard surface landscape treatment, of water, and fossil fuel use required to maintain open space, and opportunities for stormwater retention. Provision of construction details, specifications and related technical information, catalogue images and their anticipated availability over time is required. Thirdly, the Plan should address the phasing, related public realm construction sequencing, and the respective obligations, and should clearly establish the obligations and expectations of the owner, future tenants or developers, and the City. The Plan should highlight the owner's leadership and coordination role to ensure a coherent and seamless implementation over time.

   (b) A phasing plan and strategy with particular consideration given to public and construction access, interim site edge conditions and impacts on the public realm, and parking at all phases of construction.

9. Design development to explore improved solar access to the Healthcare Boulevard by increasing the spacing between buildings at the south side and relocating massing to the southeast corner, subject to review of shadowing impact on the Trillium Park playground area to the satisfaction of the Director of Planning and the General Manager of the Vancouver Park Board.

   Note to Applicant: A one-storey increase in height may be considered at the southeast corner. No encroachment into Council approved view cones will be considered.

10. Prioritize the visibility of Musqueam, Squamish, and Tsleil-Waututh design, art, names, stories, history, and languages (hən̓q̓əmin̓əm̓ and Sḵwx̱wú7mesh).

Note to Applicant: Indigenous names, language and visibility do not supersede healthcare, wayfinding, infection control, security, or safety.

11. In accordance with the agreement to invite Musqueam, Squamish and Tsleil-Waututh Nations and urban Indigenous communities to be involved through the development permit process, design development to address the following areas on campus that require indigenous sensitivity:

    (a) Ensure spaces throughout the campus, especially in palliative care rooms and birthing rooms, are large and private enough to accommodate Indigenous families, visitors, elders, healers, and other supportive individuals.

    (b) Design the new St. Paul's campus, especially entrances, waiting rooms, and open spaces, to be welcoming, safe, and tailored to the needs of Indigenous people, homeless people, DTES residents, and people with mental health and substance use issues.

    (c) Design clear lines of sight from the triage desks in the Emergency Room to waiting areas.

    (d) Ensure washrooms meet Vancouver Coastal Health and City of Vancouver safety guidelines for emergency/overdose response (e.g. doors swing outwards, light goes on if someone is inside too long, help button, etc.).

    (e) Opportunities for Indigenous healing and ceremony available throughout the campus, not just in Indigenous-dedicated spaces. (e.g. proper HVAC for smudging, gathering spaces).

    (f) Design campus to provide designated space and amenities for patients who frequently use emergency services. This may include access to separate waiting area with personal use hygiene station (shower, washroom, change room), and access to computer, telephone, power outlets.

Landscape

12. Design development to Civic Plaza to provide a unique and memorable campus defining space, as the campus focus and community gathering space. The plaza should have direct physical and visual connection with the hospital entry. The plaza should be large and distinctive, animated or surrounded by restaurants, cafes, smaller commercial shops at ground level.

13. Design development to the landscape treatment to increase the volume of soil, tree canopy cover and planting on slab, by lowering the slab for planting on the main level to the greatest extent possible, rather than planting in raised planters.

    Note to Applicant: Wherever possible, planted landscapes on slab should be designed to maximize soil depths. This will require integration of the landscape design and the structural plan. Soil depths should exceed CSLA Landscape Standard. At the perimeter of the building the slab can be angled downward (1.0 m across and 1.2 m down) to maximize contiguous soil volumes.

14. Design development to locate, integrate and fully screen parking garage vents in a manner which minimizes their impact on the architectural expression and the project's open space and public realm.

15. Design development to explore opportunities for on-site rainwater infiltration and soil absorption, as follows:

    (a) Maximize natural landscape best management practices;
    (b) Minimize the necessity for hidden mechanical water storage;
    (c) Increase the amount of planting to the rooftop areas, where possible;
    (d) Consider linear infiltration bio-swales along property lines, at lower site areas;
    (e) Use permeable paving;
    (f) Employ treatment chain systems (gravity fed, wherever possible); and
    (g) Use grading methods to direct water to soil and storage areas.

16. Provide plans, plan details and documentation/calculations that support absorbent landscapes, soil volumes and detention systems, as follows:

    (a) A separate soil volume overlay plan with schematic grading indicating intent to direct rainwater to infiltration zones;

    (b) An overlay plan that shows amount and ratio of vegetative cover (green roof), permeable/impermeable hardscaping and notations describing the storage location of rainwater falling on each surface, including roofs.

        Note to Applicant: the sustainable summary water balance calculations assume soil volumes are capable of receiving rainwater are only valid if water is directed from hard surfaces to infiltration zones.

17. Provide coordination between Landscape Plan and architectural Site Plan, for most updated information.

18. Provide an updated arborist report to outline specifically the methods of protection needed for existing trees in proximity to proposed development, in particular to confirm safe protection of Tree "E".

Requirements at the time of each Development Permit application:

19. Provide a complete Landscape Plan for the development site illustrating soft and hard landscape elements, of sufficient quality and detail to clarify design intent and meet Design Guidelines.

    Note to Applicant: The plans should be at 1/8": 1 ft. scale minimum. The plant list should include the common and botanical name, size and quantity of all existing/ proposed plant material. Plant material should be clearly illustrated on the Plan and keyed to the plant List. The landscape plan should include the public realm treatment (to the curb) and all existing or proposed street trees, adjoining walkways, surface materials, PMT/Vista transformers and public utilities such as lamp posts, hydro poles, fire hydrants.

20. Provide detailed architectural and landscape cross sections (minimum 1/4" inch scale) and details through common open spaces, semi-private patio areas and the public realm.

    Note to Applicant: the sections and details should illustrate the slab design and location, the soil profile, tree root ball, tree canopy and any associated landscaping. For private patios and amenity areas, illustrate and dimension planters on slab, planter sizes (inside dimension), soil, root ball, retaining walls, steps, patios and portions of the adjacent building, such as residential units or amenity rooms. Details and sections should confirm high quality materials and building standards throughout.

21. Provide a "Tree Management Plan".

    Note to Applicant: It is preferred that the arborist tree management plan become the primary document for tree removal/protection related matters.

22. Provide an arborist "letter of undertaking" to include signatures by the owner, contractor and arborist.

    Note to Applicant: The signatures confirm that all parties are aware of the roles and responsibilities and that the project is on track to satisfy the steps and recommendations outlined by the arborist. For example, advanced planning will be needed to ensure that certain works, such as site supervision checkpoints, are coordinated.

23. Coordinate the provision of new street trees or any proposed City-owned tree removals adjacent to the development site, where applicable.

    Note to Applicant: New street trees to be shown and confirmed on the development permit plans. Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan as follows, "*Final spacing, quantity and tree species to the satisfaction of the General Manager of Engineering Services. New trees must be of good standard, minimum 6cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion*".

    Note to Applicant: Street tree removals to be confirmed through Engineering (Eileen Curren) in consultation with Park Board. An arborist is to be retained through all stages of construction and site preparation to ensure sufficient tree protection.

24. Provide high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.

    Note to Applicant: On the plan, illustrate irrigation connection points and hose bib symbols accurately and provide a highlighted note to verify the irrigation is to be designed and constructed. Hose bibs are requested to encourage patio gardening and hand watering on private patio and amenity decks.

25. Provide an outdoor Lighting Plan.

Parks

26. Design development to ensure the Wellness Walk connects and integrates with existing park pathways.

27. Design development to ensure that bird friendly design elements are considered in the building designs as per Vancouver's Bird Friendly Design Guidelines.

    Note to Applicant: Aspects of these Guidelines which promote attracting birds or providing habitat will not be imposed on buildings where they conflict with provision of health care to humans. Other aspects of the Guidelines deal with threats to birds, such as glare on windows; these will apply.

28. Design development to ensure wayfinding enhances park connectivity.

29. Design development to massing and or transparency of the building façade along the new local street to ensure a visual connection to Trillium Park. Façade design should contribute to street character and public realm experience.

30. Provide clear delineation and seamless transition between Thornton Park north, located south of the West Precinct, and the precinct boundary.

31. Per Condition 9, to the satisfaction of the Director of Planning and the General Manager of the Vancouver Park Board, a one-storey increase in height may be considered at the southeast corner if it is deemed to significantly improve solar access to the Healthcare Boulevard. No other additional shadow cast on adjacent parks is permitted beyond what was deemed acceptable at the time of submission of the rezoning application (February 2019 Shadow Analysis). This includes potential future expansion.

32. Ensure construction activity throughout all project phases does not encroach on adjacent parks or inhibit access to and from each park at all park entrances.

33. Should a development application include a helicopter landing place, the application should be reviewed by Park Board staff who should have regard for impacts to adjacent parks including to the airspace above the parks.

    Note to Applicant: Park Board staff would not be supportive of development which would restrict the use of adjacent parks or limit the height of vegetation within the parks.

34. Ensure that adequate parking for health campus uses is provided and is managed sufficiently to ensure that the parking available around the perimeter of Trillium Park is always available for park users.

35. Design development the Wellness Walk to ensure public pathways and sidewalks are designed to meet Universal Design Standards, and to embody the principles of a 'Wellness Walk' comfortable for persons of all ages and abilities.

    Note to Applicant: The network of pedestrian pathways and sidewalks located throughout the site are to be designed to contribute to community health in general and, in particular, to respond to the special needs of those with challenges posed by illness, disability or age. The site design should promote equitable access for all user groups.

Some of the elements of the Wellness Walk may include shade trees for sun-sensitive patients, consistent curb letdowns, very smooth wide sidewalks for wheelchairs, regularly-spaced seating, way finding, and points of beauty.

Resilience

36. One panel of expert representatives from emergency response, building seismic design, climate change adaptation, the City of Vancouver, and other critical stakeholders will be created to support the process of planning, executing, and evaluating a multi-hazard and vulnerability assessment, and accompanying risk assessments. The panel will be comprised of, at minimum, five members. The panel will support up to ten rounds of review and feedback throughout the process. Members of the panel will be approved by the City of Vancouver. The advice produced by the panel will be non-binding.

37. Complete a comprehensive multi-hazard and vulnerability assessment of the hospital campus site using methodology(ies) approved by the City of Vancouver. The outcomes of this assessment will be captured in a report and used by the applicant to inform the design of the campus as a post-disaster facility. The assessment should involve key stakeholders such as those who use the hospital, e.g. DTES groups, Indigenous representatives, LGBTQ2+, health providers, first responders, etc., key City of Vancouver staff, clinical planners, utility providers as well as others who may shape the design of the campus. The multi-hazard and vulnerability assessment report will be submitted to the satisfaction of the Chief Building Official, at the time of development permit.

    (a) Hazards include seismic events as described in the National Building Code of Canada's shaking levels, factoring in post-disaster facility multiplier, (i.e., "code earthquake") or Vancouver Building Bylaw, whichever is most conservative; coastal flood (1/500 year coastal storm event [0.2% AEP], 1.0 m of sea level rise and 0.6 m of freeboard); and extreme heat events (as described by the Pacific Climate Impact Consortium) and others as appropriate.

38. Complete a seismic and multi-climate hazards (i.e. coastal flood, extreme heat event, etc.) risk assessment to ascertain the performance of the campus as well as all campus buildings critical (i.e., critical in part, in full, or indirectly) to the provision of life-saving medical services in a code earthquake. The multi-climate hazards risk assessment exercise should be done in the context of 2050 climate data.

    Risk assessment methodology and report contents will be evaluated by the panel of experts as outlined in Section 45. The outcomes of this assessment will be captured in a report and submitted to the satisfaction of the Chief Building Official, at the time of development permit.

    At a minimum, the seismic and multi-climate hazards risk assessment report will include:

    (a) Detailed assessment and summary of the post-disaster functionality of the hospital campus and all hospital buildings critical to the provision of life-saving medical services, including structural performance, non-structural elements (e.g. HVAC, MEP, etc.), and building contents critical to the provision of life-saving medical services.

(b) Detailed assessment and summary of the post-disaster functionality (i.e., level of service), of all hospital buildings that support the functionality of the hospital (i.e. power, supplies, staffing, laundry etc.).

(c) Inventory and description of how systems such as emergency plans and/or other non-structural systems, and the design of the development, e.g. design interventions, will:

(i) Ensure that buildings, civil work, structures and landscapes will mitigate seismic hazard over the buildings' lifespan and provide exceptional post-disaster functionality;

(ii) Ensure that buildings, civil work, structures and landscapes will be hazard (i.e. coastal flood etc.) and climate change resilient (i.e. more hot days over 25 C etc.) over the buildings' lifespan and provide exceptional post-disaster functionality;

(iii) Include justification and rationale as to how the selected design standards address the site's hazards and vulnerabilities and improve the site's resilience.

Flood Construction Level

39. The hospital building, and any buildings or infrastructure required for the functioning of the core hospital, must have a flood construction level (FCL) of at least of 5.0 m geodetic, unless the applicant can prove to the satisfaction of the Chief Building Official through their risk assessment and/or other planned flood protection measures that a lesser FCL (no lower than 4.8 m geodetic) is sufficient. Given the critical nature of this facility and the uncertainty around the rate of sea level rise, staff strongly encourage the applicant to meet a higher FCL (5.4 m geodetic is recommended) if possible and/or to include a robust package of flood resilience measures as part of the building design (e.g. locating mechanical equipment on higher floors, using flood-resilient building materials on the ground floor, etc.). (Also see Part 2: Condition 12)

Sustainability

40. All new buildings in the development are to meet the requirements of the *Green Buildings Policy for Rezonings* (amended May 2, 2018), including all requirements for Near Zero Emissions Buildings (i.e. Passive House certified or alternate near zero emissions standard approved by the Director of Sustainability), or Low Emissions Green Buildings. The requirements for Low Emissions Green Buildings are summarized at http://guidelines.vancouver.ca/G015.pdf.
Note to Applicant: The applicant will be required to demonstrate that the development is on track to achieve the above requirements at each stage of permit. For phased developments, it is expected that the individual development permits will meet the requirements of the Green Buildings Policy for Rezonings in effect at the time of development permit application. For more detail on the above requirements and what must be submitted at each stage, refer to the most recent bulletin Green Buildings Policy for Rezonings – Process and Requirements (amended April 28, 2017 or later)." – https://bylaws.vancouver.ca/Bulletin/G002_2017April28.pdf.

Engineering

41. The Applicant is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection / removal or slab pour that requires additional street use beyond the already identified project street use permissions.

42. Provide construction details to determine ability to meet municipal design standards for shotcrete removal (Design Criteria Manual and Standard Details (September 2018) and Encroachment By-law (No. 4243) section 3A) and access around existing and future utilities adjacent to the Rezoning Site. Current construction practices regarding shotcrete shoring removals have put City utilities at risk during removal of encroaching portions of the shoring systems.

    Note to Applicant: Detailed confirmations of these commitments will be sought at the building permit stage with final design achievements certified and confirmed with survey and photographic evidence of removals and protection of adjacent utilities prior to occupancy of any respective building. Provision of written acknowledgement of this condition is required. Please contact Engineering Services for details.

43. Provide any gas service to connect directly to any building without any portion of the service connection above grade within the road right of way.

44. All City of Vancouver infrastructure elements are to follow the current City of Vancouver Streets Restoration Manual.

45. Where required, at the discretion of the City Inspector or City Engineer, adjacent infrastructure elements are to be removed and replaced as per the current City of Vancouver Streets Restoration Manual. This may be required at locations where the infrastructure is at the end of its design life or the functionality of the infrastructure is no longer acceptable due to the rezoning of the Rezoning Site.

46. Should any existing City infrastructure adjacent to the Rezoning Site be damaged during construction activities then the existing infrastructure is to be replaced by the Applicant at its sole cost and expense to current City standards. Replacement is to be determined at the sole discretion of the General Manager of Engineering Services.

    (a) Sidewalks are to be consisting of a minimum 2.1 m width with light broom finish and saw cut joints.

    (b) Electrical infrastructure is to be replaced to the current City of Vancouver standards, Canadian Electrical Code, IESNA, and the Master Municipal Construction Documents.

47. All public realm treatments to the approval of the General Manager of Engineering Services. Provision of the detailed Landscape Plan to the satisfaction of the General Manager of Engineering Services.

48. Solid waste storage amenities shall be no more than one storey below grade. Loading bays shall be provided within these underground structures where garbage and recycling can be picked up by a disposal service without the staging of containers on public right-of-way or public property.

49. The size of storage rooms must be in compliance with the guidelines set out in the *Garbage and Recycling Storage Amenity Design Supplement*. The space allotted must exceed the minimum set out in the guidelines to allow for future waste diversion programs (e.g. electronics, bulky items, textiles), donation bins and for the re-use/exchange within common garbage areas.

50. Provide a letter from the hauling company servicing the Rezoning Site outlining the collection of garbage and recycling, including the frequency of trips.

    Note to Applicant: Vehicle trips for waste stream collection should be minimized by engaging a single hauler.

51. All receptacles in common areas should utilize clear signage and colour coding of various waste streams to encourage the proper diversion of material. Colour coding areas of the room to further clarify sorting options should be considered.

    Note to Applicant: Signage and colour coding should be consistent with Metro Vancouver guidelines and utilize best practices.

52. Establish educational and technical support services to building managers, residents and businesses to help achieve sustainability success.

    Note to Applicant: Consider appointing a "Greencierge" to assist residents and businesses to adopt the most sustainable practices as possible. The Greencierge would spearhead the zero waste effort.

53. Provide a report to the City including data related to the types and quantities of waste diverted and the quantity of waste disposed, as outlined in the Rezoning Policy for Sustainable Large Developments. The report is to be provided within 18 months of occupancy.

54. Demonstrate alignment with the Waste Management Policies outlined in the *False Creek Flats Plan (2017)*.

    Note to Applicant: Opportunities should be sought to support existing and new zero waste related operations in the Flats. As outlined in the *False Creek Flats Plan*, the area is a hub for recycling and reuse activity. The applicant is encouraged to provide support for businesses in the area that contribute to Vancouver's circular economy though the reuse, repair, resale and recycling of materials. If this opportunity is not pursued, another innovative zero waste measure must be provided to meet the intent of the Sustainable Large Development Policy.

55. Demonstrate alignment with Lower Mainland Health Care Organizations' *GreenCare* program. By meeting diversion targets (2020) for new healthcare projects, the St. Paul's Hospital and Health Campus will achieve an 80% diversion rate and reduce food scraps

in the waste stream to less than 5%. St. Paul's will continue to minimize waste generated and toxic chemicals used by developing and implementing strategies to meet 2030 diversion targets (TBD).

56. Revisions to the hydrogeological study (prepared by PGL Environmental Consultants (File No. 5355-01.01) dated February 2019) will be required for approval by the City of Vancouver prior to development permit issuance, addressing the following:

    (a) Provision of one or more profiles or cross-section schematics of the wells/test hole locations and screens, interpreted site stratigraphy, topography, water table(s), planned excavation depth, etc; and

    (b) Inclusion in the report text of the dates of the measured water table elevations provided in Table B.

57. Provide confirmation of Provincial approval of construction dewatering strategy prior to Development Permit Issuance.

58. Provision of an updated Transportation Assessment and Management Study (TAMS), including detailed parking study, with each phase of each development application. Any parking shortfalls identified are to be integrated within each subsequent phase of development.

59. Provide a landscape and site plan that reflect the improvements to be provided as part of the Services Agreement.

60. Delete those portions of the Wellness Walk/sidewalk shown within Trillium Park (Drawing set page A04, Section B-B). All portions are to be contained within the new Local Street. (Also see Part 1, Condition 46).

61. Provide an updated Transportation Assessment and Management Study (TAMS), including detailed parking study, with each phase of each development application. Any parking shortfalls identified are to be integrated within each subsequent phase of development.

62. Provide parking, loading and bicycle spaces in accordance with the requirements of the Parking By-law.

    Note to Applicant: Review of the rezoning application indicates that parking, loading and bicycle parking requirements, as assessed under the Parking By-law, would be as follows:

    (a) Health Campus Precinct

        (i) The minimum vehicle parking requirement is 1,728 spaces (Total: 1,600 Health Campus Precinct + 128 South Precinct), inclusive of the requirements for on-site childcare parking spaces, but exclusive of any additional parking and loading spaces required to meet the minimum requirements of the proposed Transportation Demand Management (TDM) Plan.

(a) A minimum of 1,480 spaces are to be provided on-site.
(b) Off-site parking to reach the difference between the spaces provided on-site and 1,728 spaces must be secured.

Note to Applicant: The off-site spaces may be reduced following completion of an updated Transportation Assessment and Management Study (TAMS), including detailed parking study, completed no earlier than one (1) year following full build-out and occupancy of first building in the Rezoning Site.

Note to Applicant: A reduced total number of required off-site spaces at the time of completion of the first development permit in the Rezoning Site may be considered should the Hospital Campus Precinct construction be further phased.

(ii) The loading requirements are 6 Class A, 8 Class B, and 11 Class C loading spaces, with provision of an acceptable loading management plan.

Note to Applicant: This is based on loading operations at the existing St. Paul's Hospital, as provided by the transportation study dated August 14, 2018, scaled to future building gross floor area.

(iii) The Class A bicycle parking requirement is 223 Class A spaces.

Note to Applicant: This is based on projected daytime staff loading (2,480), as provided by PHC e-mail dated May 10, 2019, and the existing staff mode share (95), as provided by the transportation study, dated August 14, 2018. Additional Class A bicycle spaces provided to meet the requirements of the Transportation Demand Management (TDM) Plan are to be above and beyond this minimum requirement.

(b) South Precinct

(i) The minimum vehicle parking requirement is 128 spaces, to be provided on the Hospital Campus Precinct (in addition to the minimum vehicle parking requirements for the Hospital Campus Precinct).

(c) West Precinct

(i) There is no Class C loading requirement with provision of an acceptable loading management plan.

63. Provide a finalized Transportation Demand Management (TDM) Plan for the Hospital Campus to the satisfaction of the General Manager of Engineering Services with complete information on TDM measures proposed and including the following clarifications:

Note to Applicant: A TDM Plan totaling 30 points is required. Detailed submission requirements for development review of each TDM measure can be referenced in Schedule B of the Transportation Demand Management for Development in Vancouver Administrative Bulletin.

(a) FIN-01 Car Share Membership – Provide additional information as to how this will be operated and provided, including the amount of the subsidy offered, how often, and for how long.

(b) FIN-02 Public Transit Passes - Provide additional information as to how this will be operated and provided, including the amount of the subsidy offered, how often, and for how long.

(c) ACT-01 Additional Class A Bicycle Parking – Provide additional Class A Bicycle parking based anticipated mode share as a baseline. Confirm how many additional spaces will be provided.

(d) ACT-03 Enhanced Class B bicycle parking – Provide indicative design details of proposed Class B bicycle facilities

(e) ACT-05 Bike Maintenance Facilities – Provide information as to the type of facilities that will be provided. Locate facilities for convenient access to/from Class A bicycle spaces and identify on plans.

(f) ACT-06 Improved End-of-Trip Amenities - Provide information as to the type of facilities that will be provided.

Note to Applicant: End-of-trip amenities need not be located in a single consolidated area, and should be located in areas that facilitate ease of access to/from Class A bike parking to/from the building uses.

(g) ACT-07 Public Bike Share Space – Identify location of public bike share space on plans.

(h) ACT-09 Walking Improvements

Note to Applicant: The walking improvements proposed for TDM points are generally intended to serve the hospital use, e.g. Wellness walk, and do not qualify for the full 8 points.

(i) COM-01 Car Share Spaces – Provision of letter of support from one-way car share providers. Car share spaces are to be provided above and beyond minimum parking requirements.

Note to Applicant: The 10 spaces proposed is insufficient for this scale of development. Engineering recommends the Applicant contact one-way car share service providers (e.g. Car2Go, Evo) to determine maximum supportable number of car share vehicle spaces on-site.

(j) COM-03 Additional Pick-Up and Drop-Off (PUDO) Spaces – Provision of additional Class A passenger loading spaces.

Note to Applicant: A detailed assessment of passenger loading requirements based on the scale and use of development will be required as part of this measure. The number of passenger loading spaces to qualify for TDM points

should be above and beyond the minimum demand required by the Rezoning Site.

(k) COM-05 Vanpool/Carpool Service - Provide additional information as to how this will be operated and provided. Identify location of vanpool/carpool priority vehicle spaces on parking plans.

(l) SUP-01 Transportation Marketing Services – Provide additional information as to how this will be operated and provided.

(m) SUP-02 Real-Time Information – Provide additional information as how this will be operated, regularly updated, and the service provider. Identify the locations of the real-time information boards on the site plans.

(n) SUP-03 Multi-modal wayfinding signage – Provide example of proposed wayfinding signage and proposed locations and identify the locations of the wayfinding signage on the site plans. Wayfinding signage for transportation and TDM purposes is to be provided above and beyond wayfinding signage required for hospital uses on-site.

(o) PKG-02 Parking Supply – Provision of additional information and updated parking assessment to identify existing vs. future parking demand commensurate with the anticipated increase in staff and visitors with the full build-out of the Hospital campus.

(p) OTH-01 Innovative Strategies

Note to Applicant: Not accepted. The measures proposed by the Applicant are considered virtues of the site location and/or considered under existing permitted TDM measures and are not accepted as Innovative Strategies:

(i) Generous drop-off areas for taxis and patient-visitors;
(ii) Located close to existing transit and cycling infrastructure;
(iii) 51% of staff reside in Vancouver;
(iv) 140 bikers on staff;
(v) Improving pedestrian realm sidewalk widths and lighting; and
(vi) Enabling future connection from Milross Avenue to Trillium Park.

64. Design development of the parkade layout, access and loading spaces to comply with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Parking layouts have not been provided. The following information is required for drawing submission at the development permit stage to facilitate a complete Transportation review:

(a) A complete tech table is required showing the calculations for the minimum required parking, loading, bicycle spaces and the number of spaces being provided;

(b) All types of parking and loading spaces individually numbered, and labelled on the drawings;

(c) Dimension of column encroachments into parking stalls.

(d) Show all columns in the parking layouts;

(e) Dimensions for typical parking spaces;

(f) Dimensions of additional setbacks for parking spaces due to columns and walls;

(g) Dimensions of manoeuver aisles and the drive aisles at the parkade entrance and all gates;

(h) Section drawings showing elevations and minimum vertical clearances for parking levels, loading bays, ramps, and security gates. These clearances must consider mechanical projections and built obstructions;

(i) Areas of minimum vertical clearances labelled on parking level;.

(j) Design elevations on both sides of the ramps and drive aisles at all breakpoints, loading bays, disability spaces, and at all entrances. The slope and length of the ramped sections at all breakpoints to be shown on the submitted drawings;

(k) Indicate the stair-free access route from the Class A bicycle spaces to reach the outside. Stair ramps are not generally acceptable;

(l) Existing street furniture including bus stops, benches etc. to be shown on plans;

(m) The location of all poles and guy wires to be shown on the site plan.

65. Where the General Manager of Engineering Services deems a connection to the City-owned or City-designated low carbon NEU is feasible, all buildings within the development that are deemed feasible for connection to the NEU will be required to connect to the NEU prior to occupancy of each building, subject to the NEU Conditions of By-law Enactment in Part 2 and the following detailed provisions:

(a) The proposed approach to heating and cooling for the building(s) will be developed in collaboration with the City, to the satisfaction of the General Manager of Engineering Services, prior to issuance of a development permit.

(b) Prior to issuance of a development permit, adequate space of a minimum of 30 sq. m with a minimum floor to ceiling height of 3.0 m will be provided within the heating and cooling plant for the Core Hospital Building (as defined in the rezoning application, August 2018), with a location and configuration suited to facilitate immediate NEU connection or preserve the ability for a future NEU connection, to the satisfaction of the General Manager of Engineering Services, including space for NEU energy transfer station(s) and related infrastructure; additional space may be dedicated, upon mutual agreement of the Owner and the City, to facilitate the future transfer of excess boiler or low carbon capacity from the Core Hospital building to the NEU; and

(c) Prior to issuance of a development permit, adequate space in all other buildings will be provided for NEU energy transfer station(s) and related infrastructure, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant is encouraged to work closely with City staff in the early design stages to identify room location and other requirements.

(d) Prior to issuance of building permit, the building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with the City-owned or City-designated NEU to supply all heating and domestic hot water requirements, in accordance with Energy Utility System Bylaw 9552, to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the *Neighbourhood Energy Connectivity Standards – Design Guidelines*, for design requirements related to building compatibility with the NEU. Special allowances may be made for the Core Hospital building (as defined in the rezoning application, August 2018) due to unique mechanical requirements. Design provisions related to Neighbourhood Energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

(e) Prior to issuance of building permit, detailed design of the building(s) HVAC and mechanical heating system must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The Applicant is encouraged to work closely with NEU Staff to ensure adequate provisions for NEU compatibility are provided for in the mechanical design. As a pre-condition to building permit, a declaration signed by the registered professional of record certifying that the Neighbourhood Energy connectivity requirements have been satisfied will be required.

66. Provide a final Rainwater Management (RWM)Report as detailed in the *Rezoning Policy for Sustainable Large Developments*. The applicant shall follow the Rainwater Management requirements as outlined in the September 2018 version of this policy as following the December 2014 version could prove restrictive to the development of this Rezoning Site. The September 2018 policy is the current policy and in-line with rainwater management requirements city-wide. The proponent shall provide a RWMP that demonstrates the proposed development will meet the targets as outlined in this policy and clarified below. Additional details on documents to be submitted in support of the development are presented below in the Submission Requirements section.

Ongoing coordination with Engineering will be required to ensure that an acceptable RWMP is provided to the City with every Development Permit Submission. Contact Torben Ruddock, P. Eng., torben.ruddock@vancouver.ca in Integrated Water Management for more information on these requirements.

(a) <u>Private Parcel Rainwater Management Target Clarification</u>

(i) The site falls within the False Creek Flats area. The applicant will review and to the best of their abilities align the RWMP with the

recommendations that are contained in the False Creeks Flats Rainwater Management Framework (FCF RWMF- Dec. 2016). Water Quality Treatment is considered a high priority for this site.

(ii) To achieve the Volume Reduction target, the first 24 mm of rainfall falling on all pervious and impervious surfaces across the Rezoning Site shall be retained on site by means of infiltration, evapotranspiration and/ or re use for the purpose of reducing the volume of rainfall entering the City's sewers. To achieve this on-site retention target the rainwater management system shall manage rainfall in accordance with the green infrastructure tiered approach outlined in the Sustainable Large Developments Admin Bulletin.

(iii) To achieve the Water Quality target, the first 24 mm of rainfall from all pervious and impervious surfaces shall be treated to remove 80% Total Suspended Solids (TSS) by mass prior to discharge from the Rezoning Site. For impervious surfaces with high pollutant loads, including driveways, and parking lots the rainfall depth to be treated increases to the first 48 mm of rainfall. Treatment can be provided by either one green infrastructure practice or by means of a treatment train comprised of multiple green infrastructure practices that can be demonstrated to meet the 80% TSS reduction rate. See the Sustainable Large Developments Admin Bulletin for full details.

(iv) To achieve the Release Rate target, the rainwater management system for the buildings and Rezoning Site shall be designed such that the peak flow rate discharged to the sewer under post-development conditions is not greater than the pre-development peak flow rate for the return period specified in the City's Intensity-Duration-Frequency (IDF) curves. The City's 2014 IDS curve shall be utilized for pre-development design flow calculations, and the City's 2100 IDF curve, which takes into account the effects of climate change, shall be utilized for the post-development design flow calculations. The Rezoning Site will Control the 2100 10yr storm post-development peak flow to the 2014 10yr storm pre-development peak flow for each precinct in line with the requirements from sewer design and use a Time of Concentration of 5 minutes for all calculations.

(v) Notwithstanding the above, the RWM Report shall consider the existing Section 215 Covenant, BL119277-82 (hereinafter referred to as the storm storage agreement), which states that the "storm sewer outflow from the Lands for disposition by the connecting City stormwater drainage sewer system [shall not] exceed twelve (12) cubic feet per second," and incorporate the same into determining appropriate post-development peak flow release rates.

(b) <u>Right-of-Way Rainwater Management Target Clarification</u>

(i) Water quality is identified by the FCF RWMF as a high priority. Vehicle driven-surfaces in the Right of Way (ROW) are considered heavy–

pollutant generating surfaces and require the first 48 mm of rainfall, or 90% of rainfall in an average year to be treated. The treatment standard is 80% total suspended solids removal by mass. There are no peak flow control requirements for ROW areas. For all ROW surfaces, the first 24 mm of volume needs to be retained through infiltration and evapotranspiration to the greatest extent practical. Noting the conditions for adding tree canopy with adequate soil volumes to support healthy mature trees long term, the right-of-way rainwater management should rely on the use of stormwater tree trenches. Stormwater tree trenches take stormwater off the street, typically through catchbasins, and into soil cells or structural soil where the water is filtered and retained. Other solutions may be considered, including permeable paving in non-vehicle travelled area or where there is larger landscaped boulevard space, like on Station Street, or where there are corner bulges, a surface bioretention design. Coordination is required between Transportation Planning, Street Design Branch and the Green Infrastructure Branch to approve all infrastructure proposed within the ROW and plans for these areas will be submitted within the relevant Development Permit. Note, the City may be open to exploring alternative capture/infiltration proposals for the precincts within the ROW if every effort has been made to retain the runoff volume required and it can be demonstrated that the targets can still not be achieved.

(c) RWMP Submission Requirements

(i) The applicant will ensure the following are included within the RWM Report submitted within each precinct specific Development Permit application:

(a) The RWM Report which will include an overview of how the above criteria will be met, pre and post site conditions specific to that precinct, summary of the rainwater management approach being taken, calculations and assumptions to support any figures provided.

(b) A Precinct Site Plan which shows the surface types and identifies the rainwater management method that will be used in each area. The plan will indicate any rainwater routing into proposed practices, show the extents of underground parking and the location of any proposed practices. If landscaping will be used to capture any runoff, then area and depth of landscaping must be provided.

(c) A Site Servicing and Grading Plan which shows the locations of all proposed rainwater management practices or devices with service connections to the municipal network and surface grading and drainage patterns.

(d) An Infiltration Report which supports any proposal for infiltration on Rezoning Site, prepared by a qualified professional. Any

proposed infiltration practices must be designed based on site-specific conditions, including but not limited to, pollutant loading, groundwater elevation/contamination, infiltration rates, etc.

(e) Detailed drawings for any proposed system or device being employed which could include tank & orifice specifications, raingarden, swale or tree trench design drawings. A typical detail for each green infrastructure practice should include inflow locations, flow dissipation, safe overflows, and sub-drains if needed.

(i) Include soil specification that is appropriate for absorbent landscape or biofiltration.

(ii) Include details on the ponding depth and free board depth for planters that are proposed.

(iii) Include a Construction Staging Plan which will ensure areas of proposed green infrastructure are protected as necessary before, during, and after construction.

(f) Proprietary information for any proposed water quality treatment device, demonstrating that it meets either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or ISO 14034 ETV certification. If the device is being used as a primary treatment tool for high pollutant surfaces, then it must have the 'basic treatment' certification for 80% TSS removal, otherwise lower performing devices can be used for pretreatment or as part of a treatment train. The applicant may propose other technologies but must provide supporting information that shows the technology meets the standard.

(g) An Operation and Maintenance (O&M) Manual for all rainwater systems (i.e. green infrastructure, tanks, etc), must be submitted to the satisfaction of the Integrated Water Management Branch and will included as a schedule in the covenant detailed below. The O&M Manual shall be tailored specifically for the GI practices proposed on-site and submitted as a standalone document. The applicant is welcome to contact IWM Branch to discuss specific details. The O&M Manual shall include, but not be limited to the following components:

(i) Phasing Considerations (i.e. early stage requirements immediately following construction, and on-going requirements once the site is established;

(ii) A table or schedule that describes the level of effort and frequency of tasks required to maintain optimal performance for each individual component of the system;

(iii) Fact sheets (or similar reference material), for proposed plantings;

(iv) Contact information for any proprietary systems to be located on-site (for example oil/grit separators);

(v) Checklists to assist non-technical persons in assessing operation and maintenance performance and requirements.

Housing (North Precinct)

67. Design development to have minimum 35% of the dwelling units be suitable for families with children, comprising of a mix of two- and three-bedroom units.

68. Design development of the required indoor and outdoor amenity spaces to ensure the following for residents:

(a) Indoor amenity area to be adjacent to an outdoor amenity area;

(b) Indoor amenity to include a kitchenette, storage closet and accessible washroom equipped with baby change table; and

(c) Outdoor amenity to include a rooftop outdoor common area for residents including a play area suitable for a range of opportunities for creative and motor-skills development for children over a range of ages.

Note to Applicant: Refer to the High Density Housing for Families with Children Guidelines for further details.

69. Design development to include planters in the common outdoor area, which would be suitable for urban agricultural activity by residents and to include the necessary supporting infrastructure to support such activity by residents (yard waste composter, a potting bench, tool storage closet or chest, irrigation system/hose).

Social Policy

70. Design development to ensure that the two childcare facilities are licensable by Vancouver Coastal Health's Community Care Facilities Licensing (CCFL) and meet the intent of the City's Childcare Design Guidelines and Childcare Technical Guidelines, to the satisfaction of the General Manager of Arts, Culture and Community Services and the General Manager of Real Estate and Facilities Management.

(a) The 49-space childcare should comprise not less than 611 sq. m (6,577 sq. ft.) of gross indoor floor area and not less than 605 sq. m (6,512 sq. ft.) of contiguous outdoor area, with adequate space for each program.

(b) The 69-space childcare should comprise not less than 764 sq. m (8,224 sq. ft.) of gross indoor floor area and not less than 745 sq. m (8,019 sq. ft.) of contiguous outdoor area, with adequate space for each program.

Notes to Applicant: Design development to ensure that the indoor and outdoor spaces are designed to maximize opportunities for healthy child development while ensuring a functional and financially sustainable facility for the non-profit operator.

Sunlight should penetrate into the outdoor area for a minimum of three hours per day at the winter solstice, two hours of which should occur during the typical playtime of 9:30 to 11:30 am or 1:30 to 4:00 pm.

Design development to ensure that the location of parking and drop-off spaces are safe and in proximity to the childcare centre elevator.

A total of 9 dedicated and signed parking spaces are required for the 49-space childcare facility, with 7 drop-off/pick-up parking spaces and 2 staff parking spaces.

A total of 11 dedicated and signed parking spaces are required for the 69-space childcare facility, with 9 drop-off/pick-up parking spaces and 2 staff parking spaces.

Food Assets

71. Fulfillment, to the satisfaction of the Director of Social Policy, the Sustainable Food Systems, the requirements of the Rezoning Policy for Sustainable Large Developments (2014). Specifically:

    (a) Design development to include three food assets reflective of the size of the site and the strong linkages between food and health; and

    (b) Provision of description of how the food assets fit in with the site context and meet the City's food system vision, goals and principles as reflected in the Vancouver Food Strategy.

    Notes to Applicant: The scale and impact of food assets delivered is expected to reflect the size of the site and the strong linkages between food and health. The following food assets are examples of those which the City may deem to be satisfactory:

    - Low-cost, healthy meal provision (e.g. cafeteria or meal delivery) targeted toward neighbourhood residents and longer-term patients, and visitors staying in the hotel.

    - Urban agriculture spaces/facilities at grade or on rooftops, where feasible considering shading, such as:

        - An urban farm, ideally linked to on-site food services (staff recommend contacting the Vancouver Urban Farming Society to discuss interest in programming of an urban farm);

        - Indigenous food plantings (explore potential for integration in the Wellness Walk, Therapeutic Green Space, and Healing Corridor);

- Community garden plots for food production, ideally with programming links to hospital patients and visitors.

- Farmers market (staff recommend contacting Vancouver Farmers Markets to discuss interest in programming, as well as space and infrastructure requirements).

- On-site organics management to divert a significant portion of organic waste generated on-site.

- Staff note that local sustainable food procurement was proposed in the rezoning package. Appropriately scaled local food procurement could also help the development reach its goals under the Community Benefits Agreement Policy and can be a central focus of discussion with staff and other stakeholders as the CBA is implemented.

PART 2: CONDITIONS OF BY-LAW ENACTMENT

THAT, prior to enactment of the CD-1 By-law, the registered owner (the "Applicant") shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services, the General Manager of Arts, Culture and Community Services and the Approving Officer (or successors in function), as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Arrangements are to be made for the closing of, stopping up and conveying to the adjacent owner the 9 m wide portion of Station Street north of Lot A, Block 25, District Lots 196 and 2037, Plan 17885, subsequent to Council preliminary approval at public hearing; and the relocation or decommissioning of any utilities within the area. An application to the City Surveyor is required to commence the arrangements.

2. Should the above lands be conveyed to the adjacent owner, appropriate commercial setbacks will be required between the building face and Thornton Park, to the satisfaction of the Director of Planning in consultation with the General Manager of Parks and Recreation. Arrangements for Statutory Rights of Way for public access will also be required, both for the interim local street condition prior to development of the West Precinct and for public access over the open space on this portion of Station Street to be delivered with the West Precinct development.

3. Arrangements for the subdivision of Lot A, Plan LMP14138, Lots C & D of Blocks 15 to 18, Plan 12884, Lots E & F, Plan 13449; all of District Lots 196 and 2037; and Lot 19, District Lots 181, 196 and 2037, Plan 6780 to create the four development parcels and to dedicate for road purposes:

   (a) the portions of the 31.0 m wide New Arterial as shown in the Rezoning Application from the Dunlevy Connection to the eastern extent of the site;

   (b) the 25.0 m wide New High Street;

(c) the 21.5 m wide New Local Street;

(d) the extension of a 21.5 m wide National Avenue westerly to Station Street; and

(e) portions of the southwest corner of the site for the widening of Station Street.

4. Arrangements for the execution and registration of the following agreements, in order to enable and allow for two future potential arterial alignments adjacent to and through the Rezoning Site until such time as a final road alignment as it relates to the Rezoning Site has been determined and approved by Council in its sole discretion. The City may exercise its rights over either road alignment until the permanent arterial is selected, and will relinquish its rights over such lands not required by the City based upon the road alignment determined by Council.

Scenario A - New Arterial Alignment as proposed by the applicant in their Rezoning Application:

(a) Registration of a Statutory Right of Way (SRW) and Option to Purchase in favour of the City for a $1.00 exercise price for road purposes, over a 31.0 m wide alignment for a New Arterial Street west of the Dunlevy Connection.

(b) Provision of a building setback and registration of a Statutory Right of Way (SRW) for public pedestrian use on both sides of the New Arterial Street to achieve a minimum 1.0 m distance measured from the new property lines.

Note to Applicant: The SRWs will be free of any encumbrance at grade such as structure, vents, stairs, and planter walls.

(c) Provision of a building setback and registration of a Statutory Right of Way (SRW) for public pedestrian use on the north side of the Rezoning Site to achieve a 4.5 m setback from the back of the existing curb to building face on Prior Street adjacent any residential frontage, or a 5.5 m setback adjacent any commercial frontage.

Note to Applicant: The SRWs will be free of any encumbrance at grade such as structure, vents, stairs, and planter walls.

Scenario B - Prior/Venables Arterial Alignment:

(a) Registration of a Statutory Right of Way (SRW) and Option to Purchase in favour of the City for a $1.00 exercise price for road purposes over the northern 34 feet right-of-way of the Rezoning Site adjacent to Prior Street, including portions of SRW.

(b) Registration of a Statutory Right of Way (SRW) and Option to Purchase in favour of the City for a $1.00 exercise price for road purposes for a local street ("Dunlevy Connection") through the Rezoning Site to provide a new connection between Malkin Avenue and Prior Street.

(c) Provision of a building setback and registration of a Statutory Right of Way (SRW) for public pedestrian use on the north side of the Rezoning Site to

achieve a 5.5 m setback from the back of the existing curb on Prior Street to building face.

Note to Applicant: The SRW will be free of any encumbrance at grade such as structure, vents, stairs, and planter walls.

5. Provision of building setbacks and registration of Statutory Rights of Way (SRW) for public pedestrian use to achieve the following minimum setbacks measured from the respective property line to building face:

(a) 1.0 m on the north side of National Avenue
(b) 1.0 m on the west side of New High Street
(c) 3.0 m on the east side of New High Street
(d) 0.6 m on the west side of the New Local Street
(e) 1.0 m on the east side of Station Street
(f) 1.0 m on the south side of National Avenue

Note to Applicant: All SRWs will be free of any encumbrance at grade such as structure, vents, stairs, and planter walls.

6. Provision of a blanket Statutory Right of Way over the Rezoning Site for any corner-cuts or additional space identified as deemed necessary by the General Manager of Engineering Services through advancement of the road network design to accommodate protected intersections, transit infrastructure, or other required road network infrastructure.

Note to Applicant: The corner-cuts will generally align with the indicative plan provided by the City of Vancouver. When road design is sufficiently advanced as to define these areas, the blanket SRWs can be modified with plans as appropriate.

7. Arrangements for the execution and registration of agreements necessary to provide a Transportation Demand Management Plan for each development permit, meeting the requirements for large sites as described in the Transportation Demand Management for Developments in Vancouver Administrative Bulletin. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include the following provisions:

(a) That no Development Permit for the Rezoning Site or any improvements or buildings thereon shall be issued until financial security is provided to the City in the form of Letter of Credit or alternate forms of security to the satisfaction of the Director of Legal Services;

(b) Secures provision of funding towards long-term TDM monitoring fund, including $200,000 for monitoring for Hospital Campus plus such monitoring fees as determined by the General Manger of Engineering Services for the remainder of the Rezoning Site;

(c) Permits the City to access and undertake post occupancy monitoring of the Transportation Demand Management (TDM) measures proposed on Rezoning Site; and

(d) Agrees to make reasonable adjustments to the TDM measures as requested by the City based on the TDM monitoring results.

Note to Applicant: the above would include but not be limited to a Section 219 Covenant and Statutory Right of Way, subject to additional details being formalized through detailed design.

8. Registration of No-development Covenants on orphaned portions of Lot 8 District Lots 181, 196, and 2037 Plan 6780 and Lot A Blocks 2, 7, 9 and 20 District Lots 181, 196, and 2037 Plan 7989, as required.

Note to Applicant: Application for new street names on public and private property must be submitted to the Civic Asset Naming Committee, c/o The City Clerk's Office and approved by City Council. All new street names (public and private) must be in place before the Building Permits can be issued.

9. Arrangements for release of the following agreements prior to an occupancy permit being issued for the first building of the Rezoning Site:

(a) Easement and Indemnity Agreement GC64088 (commercial crossing) and Extension Agreement BG46624;

(b) Easement 15517M, Statutory Rights of Way BG466232 and BH79201A (as shown on Plan LMP14140 and Plan LMP15416) provided that the storm sewer lines and any other utilities have been removed/relocated to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: Arrangements are to be made prior to zoning by-law enactment for the site, with release to occur prior to issuance of an occupancy permit for any building on the site. Provision of a letter of commitment will satisfactorily address this condition.

10. Arrangements for release of the following agreements or charges on title prior to subdivision:

(a) Option to Purchase/Covenant BR11537-8 (as shown on Plan LMP48594 for Prior Street widening, now made redundant);

(b) Statutory Rights of Way BG466230 and BL119275 (as shown on Plan LMP14139 and Plan LMP32583, both for road purposes over areas which are to now be dedicated);

(c) Reservations 749M and 1118M

11. Execution of a Road Proximity Agreement including a Statutory Right of Way over the Rezoning Site, including permitting the City and any permittee or licensee of the City to gain access to undeveloped portions of the Rezoning Site to conduct any work required by the General Manager of Engineering Services including bringing materials on to the Rezoning Site to allow for the future construction of the New Arterial, Prior/Venables Arterial, or any other roads serving the Rezoning Site and any related construction or reconstruction of utilities.

12. Arrangements for the execution and registration of a Flood Plain Covenant over all lots within the Rezoning Site.

13. Arrangements for the execution and registration of a Statutory Right of Way for public access over Healthcare Boulevard.

14. Arrangements for the execution and registration of a Statutory Right of Way for public access for pedestrian and cyclists over the Hotel Plaza.

    Refer to Development Permit: To determine if Statutory Rights of Way for public access and use are required over Civic Plaza and the Healing Corridor (see rezoning application booklet, pages 97-99).

15. Subject to the City's approval of the proposed pedestrian overpass, arrangements for the execution and registration of an encroachment agreement and any necessary supporting agreements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the proposed pedestrian overpass encroachment onto City Street, and to secure the design construction and maintenance of these works to the satisfaction of the General Manager of Engineering Services. At any stage in the development of the pedestrian overpass, the City, at its option, and at the Applicant's cost, may undertake and complete certain of the Applicant's Work or any portion or portions of them. The pedestrian overpass may be required to be removed or closed if necessary to the satisfaction of the General Manager of Engineering Services.

    Note to Applicant: In this case, an application to the City Surveyor is required. Care should be taken with the design and construction of the proposed overpass such that it is demountable and may be considered as an ancillary component of the building. A minimum of 25' clearance from grade to the underside of the overpass is required. The proposed design will be developed in consultation with the Director of Planning.

    For general information, see the Encroachment Guide: (http://vancouver.ca/files/cov/building_encroachment_guide.pdf).

16. Arrangements for the execution and registration of any required modifications to, or discharge of, storm water storage agreement BL119277-82. The agreement includes a provision for modification of the agreement upon subdivision.

17. Arrangements for the execution and registration of agreements to secure the delivery of solid waste generation and diversion reports within 18 months of occupancy and 5 years post-occupancy of each building.

18. Provision of confirmation letter from BC Hydro regarding site servicing.

19. Arrangements shall be made, to the satisfaction of the General Manager of Engineer and the Director of Legal Services: Provision of Statutory Rights of Way to accommodate two Public Bike Share (PBS) stations on the Rezoning Site. The Statutory Rights of Way shall be blanket agreements to be reduced by plans prior to occupancy of the noted locations;

    (a) Size: At a minimum space for 2 PBS stations each measuring 19 m x 4 m (linear) or 10m x 8m (back-to-back) shall be accommodated on Rezoning Site. The full length of each space is to be continuous. The physical stations with docked bicycles are 2m wide and have a required bicycle maneuvering zone of 2 m for a total width of 4 m.

    (b) Location: The stations must be fully located on private property while still clearly visible to the public with 24/7 public access and allow easy access to the street. The preferred locations are;

        (i) One 19 m x 4 m (linear) or 10 m x 8 m (back-to-back) near the Hotel Plaza on the West Precinct; delivered prior to occupancy of the precinct it's located on.

        (ii) One 19 m x 4 m (linear) or 10 m x 8 m (back-to-back) within the Healthcare Boulevard at the east end near Trillium Park; delivered at the first building occupancy.

    (c) Access: Consideration for placement of building elements (e.g. fire department connections, HVAC vents, etc.) and landscaping that require frequent access and maintenance directly adjacent to the PBS space. These elements shall not be in conflict or cause frequent disruption to the PBS stations.

    (d) Surface treatment: A hard surface, CIP concrete (saw cut or broom finished) is required with no utility access points (including drains) within each PBS station footprint (except as noted below). Any utility access point within 1 m of the PBS space is to be identified and shown in a detailed drawing submitted. Other firm, paved materials are subject to approval.

    (e) Grades: The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.

    (f) Sun exposure: There must be a minimum of 5m vertical clearance above the PBS space in order to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.

    (g) Power: Provision of an electrical service and electrical power is to be available in close proximity to each PBS station.

    Note to Applicant: PBS locations currently conflicting with proposed vehicle parking and maneuvering within the West Precinct and landscaping within the Health Care Campus.

20. Execution of a Services Agreement to detail the delivery of all on-site and off-site works and services necessary or incidental to the servicing of the Rezoning Site (collectively called the "Services") such that they are designed, constructed and installed at no cost to the City and that all necessary street dedications and rights of way for the Services are provided all to the satisfaction of the General Manager of Engineering Services. Without limiting the discretion of the General Manager of Engineering Services and the Director of Legal Services, this agreement shall include provisions that:

    (a) No Development Permit for the Rezoning Site or any improvements or buildings thereon shall be issued until financial security in the form of a Letter of Credit or acceptable alternative forms of security to the satisfaction of the Director of Legal Services is provided for the delivery of the Services.

    (b) No Development Permit for the Rezoning Site or any improvements or buildings thereon shall be issued until the design of all the Services, including any and all new roads and reconfiguration of the street network in and around the Rezoning Site, is completed to the satisfaction of the General Manager of Engineering Services.

    (c) The design of all the Services, including the provision of all street network and utility upgrades, must be completed to the satisfaction of the General Manager of Engineering Services.

    (d) Development and occupancy of each of the buildings or improvements pursuant to this rezoning of the Rezoning Site will be tied to and only be permitted upon completion of the Services, including the street network and utility upgrades, to the satisfaction of the General Manager of Engineering Services.

    (e) Provision of adequate water service to meet the fire flow demands of the project. Arrangements shall be made to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services to secure payment for the required upgrading. The Applicant is responsible for 100% of any water system upgrading that may be required.

        Based on the current application the Applicant shall ensure:

        (i) Provision of new water mains and associated appurtenances as contemplated on drawing KP1 (Rev 6) of the Civil Infrastructure Report by R.F. Binnie and Associates (File No. 06-0065-05).

            Note to Applicant: The specific placement of fire hydrants and service connections shall be finalized in the detailed design phase once further design of the Rezoning Sitehas progressed. The number of service connections to the main Rezoning Siteat buildout (the Health Campus Precinct, as shown in Figure 1-1 of the report referenced above), shall not be less than 4, as contemplated, unless approved by the City of Vancouver Waterworks Engineer.

            Note to Applicant: The water analysis was completed using the demand and required flow calculations supplied in Appendix I of the Civil

Infrastructure Report by R.F. Binnie and Associates (File No. 06-0065-05). Should these demands change, the Applicant shall submit revised water demands to the City of Vancouver Waterworks Engineer for review. Should changes to the scope of the required upgraded/new water mains be required due to revised water demands or required fire flows, the Applicant shall be responsible for any additional upgrades or new water mains at its sole cost.

(ii) For Scenario A (New Arterial Street Alignment), the provision of the new water mains and associated appurtenances in the following locations:

(a) In the space dedicated for New Arterial Street, from New High Street east to New Local Street.

(iii) For Scenario B (Prior/Venables Arterial Alignment), provision of new water mains and associated appurtenances is required in the following locations:

(a) In the space dedicated for New Arterial Street, from New Local Street west to the Dunlevy Connection.

(b) In the Dunlevy Connection, from New Arterial Street (as shown in the Rezoning Application) to Prior Street.

(c) Any additional water main required to tie into infrastructure on Prior Street, including but not limited to, on Malkin Ave from Prior Street to New Arterial Street.

Note to Applicant: The requirement for new water mains in New Arterial Street and Dunlevy Street are required in lieu of the applicant providing a new water main in New Arterial Street from New High Street to New Local Street, which was noted as a requirement in the memo from the City of Vancouver dated July 19, 2016.

(iv) All new water mains shall be Kubota ductile iron pipe or a City of Vancouver Waterworks Engineer approved equivalent fully restrained seismically resilient pipe.

(v) All water infrastructure shall be constructed and commissioned prior to an occupancy permit being issued for the first building containing any hospital services.

(vi) All Proposed water service connections are to be sized at 200 mm or 300 mm, as the City does not build services sized at 250 mm.

Note to Applicant: As requested at the utilities meeting on April 29, 2019, an analysis was completed to evaluate the redundancy of the water system at the Rezoning Site. The new hospital is located in the 407 pressure zone, which is primarily fed by a Metro Vancouver water supply via the First Narrows Crossing.

In the event that this supply is unavailable due to a closure, our water model estimates only a minimal reduction in available fire flows and pressures at the Rezoning Site. This indicates that the Rezoning Site can maintain required minimum required fire flows and pressures even if it is sourced by other parts of the City. The full analysis is included in the attached memo.

(f) Provision of adequate sewer (storm and sanitary) service to meet the demands of the Project including:

(i) 101 m of 1500 mm dia STM on Prior St from Dunlevy Avenue to Gore Avenue;

(ii) 477 m of 450-675 mm dia STM on New local Street and National Avenue;

(iii) 240 m of 250 mm dia SAN on National Avenue;

(iv) 400 m of 1500 mm dia STM on New High Street from tie-in at Prior Street/Gore Avenue intersection to Terminal Avenue;

(v) 195 m of 600 mm dia SAN on New High Street from tie-in at Prior St/Gore Ave intersection to National Avenue; and

(vi) 211 m of 750 mm dia SAN on Station Street from National Street to north of Thornton Pump Station (upsize existing 375 mm dia SAN).

(g) The lengths and diameters of these improvements are approximate and subject to change in the sole discretion of the General Manager of Engineering Services based on detailed design by the Applicant's Engineer.

(h) The post-development 10-year flow rate discharged to the storm sewer shall be no greater than the 10-year pre-development flow rate. The pre-development estimate shall utilize the 2014 IDF curves, whereas the post-development estimate shall utilize the 2100 IDF curves to account for climate change. This requirement is separate from the rainwater management obligations of the Rezoning Policy for Sustainable Large Developments, which requires rainwater treatment and management for the 1:2 year, 24 hour event (under the previous grandfathered version of the policy).

(i) Site Peak Flow Control: Control the 2100 10yr storm post-development peak flow to the 2014 10-year storm pre-development peak flow for each precinct.

(ii) Site Volume Reduction: Provide 24mm of retention on-site by means of infiltration, evapotranspiration and/or re-use for each precinct;

(iii) Sewer Sizing Requirements: Provide conveyance for the 2100 10-year storm.

(i) All new sewer infrastructure should conform to resiliency standards to the satisfaction of the General Manager of Engineering Services and are consistent with the design standards for the Northeast False Creek resilient utility design.

(j) Applicant's Engineer to submit design brief, calculations and/or model, and design drawings to the City. All submittals including upgrade design drawings (90% design stage or better) are required to be reviewed and accepted by the General Manager of Engineering Service prior to development permit issuance of each building of rezoning.

Note to Applicant: Flow monitoring has indicated that the infiltration and inflow (I&I) in this area is higher than other areas of the City. A project specific I&I rate should be used for sanitary calculations instead of the standard rate stated in the City of Vancouver Engineering Design Manual. Infiltration and Inflow (I/I) rate: 1.40 L/s/ha.

(k) Provision of design and construction of the following roads including but not limited to: sidewalks, curb and gutter, vehicle lanes, raised bike lanes, protected intersections, transit stops and passenger infrastructure, treed boulevards, road painting, and signage.

(i) New High Street;

(ii) New Local Street;

(iii) The portion of National Avenue required to connect the two existing alignments at the intersection of Station Street and any associated works to tie into adjacent grades;

(iv) Dunlevy Connection;

(v) East side of Station Street to centerline;

(vi) Prior Street;

(vii) Design, construction, and dedication to the City, of any additional streets, directly related to the selected arterial alignment through or adjacent to the Rezoning Site, or immediate extension or geometric changes to existing streets, required to connect the Rezoning Site to the existing road network, including but not limited to the above noted infrastructure.

(l) Provision of design and construction of interim or temporary road access as required to the satisfaction of the General Manager of Engineering Services to service the Rezoning Site should construction of the ultimate arterial not align with issuance of an Occupancy Permit for the first building on the Rezoning Site.

Note to Applicant: Based on current phasing plans, it is expected that this interim access would generally consist of implementing the Dunlevy Connection between existing Prior Street and the New Arterial alignment and constructing an interim local street within the New Arterial alignment from the Dunlevy Connection east to New Local Street and existing Malkin Avenue.

(m) Design and construction of roadways containing critical infrastructure and providing redundant access to core hospital buildings consistent with best

practices for disaster-resilience to the satisfaction of the General Manager of Engineering Services.

(n) Provision of design and construction of new traffic signals and related intersection infrastructure and to tie into existing infrastructure at the following locations, including operational analysis, warrants and signal timing to the satisfaction of the General Manager of Engineering Services:

(i) New High Street and National Avenue;

(ii) New High Street and Healthcare Boulevard;

(iii) New High Street and the ultimate arterial alignment (New Arterial or Prior Street);

(iv) New Local Street and New Arterial Street (as labelled in the Rezoning Application);

(v) Ambulance Entry to Emergency;

(vi) Dunlevy Connection and Prior Street;

(vii) Interim and/or temporary signals as required to facilitate site development.

Note to Applicant: This will include new conduits and fiber optic communications for all new signals and power supply as required.

(o) Provision of design and construction of all required modifications to existing traffic signals and related intersection infrastructure and to tie into existing infrastructure at the following locations, including operational analysis and warrants to the satisfaction of the General Manager of Engineering Services:

(i) Main Street and National Avenue;

(ii) Main Street and the ultimate arterial alignment (New Arterial or Prior Street);

(iii) New High Street/Gore Avenue and Prior Street;

(iv) Malkin Avenue/Jackson Avenue and Prior Street.

(p) Provision of design and construction of new intersections and related intersection infrastructure and to tie into existing infrastructure at the following locations, including operational analysis and warrants to the satisfaction of the General Manager of Engineering Services:

(i) New Local Street and National Avenue;

(ii) New Local Street and Healthcare Boulevard.

(q) Provision of design and construction of all required modifications to existing intersections and related intersection infrastructure and to tie into existing infrastructure at the following locations, including operational analysis and warrants to the satisfaction of the General Manager of Engineering Services:

(i) Station Street and National Avenue;

(ii) Station Street and the ultimate arterial alignment (New Arterial or Prior Street).

Note to Applicant: This to include turn lane modifications and diversions at National Avenue and Station Street.

(r) Provision of new electrical infrastructure including, but not limited to the following:

(i) Roadway, pedestrian, and bikeway lighting to current City of Vancouver standards and IESNA recommendations adjacent to the Rezoning Site including:

(a) Both sides of New High Street, New Local Street, Dunlevy Connection, and New Arterial Street or any portions of road within the New Arterial Street alignment (as shown in the Rezoning Application);

(b) East side of Station Street;

(c) North side of National Avenue;

(d) South side of Prior Street.

(s) New duct banks along all development parcel frontages to current City of Vancouver standards

Note to Applicant: Duct banks are to consist of electrical and communications ducts and shall be sized to the satisfaction of the General Manager of Engineering Services.

(t) Minimum of two new service kiosks. Existing street light and traffic signal circuits fed from the existing service panels located at 1000 Station Street to be picked from the new service kiosks and existing panels to be removed.

(u) Provision of parking regulatory signage on New High Street, New Local Street, National Avenue, Station Street, Healthcare Boulevard, Dunlevy Connection, any road within the New Arterial alignment, and the ultimate arterial road, adjacent to and throughout the Rezoning Site, including but not limited to adjustments to existing intersections, to the satisfaction of the General Manager of Engineering Services.

(v) Provision of transit stops, including the required infrastructure and shelters and any additional setback/SRW, on New High Street at the northeast and southwest

of the intersection with the Healthcare Boulevard and others as required based on the ultimate arterial alignment.

Note to Applicant: The currently proposed location for the Scenario A arterial alignment is on New Arterial Street at the northwest of the intersection with New Local Street.

(w) Provision of public realm improvements on all existing streets adjacent the Rezoning Site.

(i) Removal of all existing driveway crossings on all Rezoning Site frontages and provision of new curb and gutter;

(ii) All public sidewalks are to be current City standard light broom finish saw cut concrete.

(x) Provision of street trees where space permits adjacent. Final spacing, quantity and location to the satisfaction of the General Manager of Engineering Services. Tree species to the approval of the City Arborist. Street tree planting to include appropriate soil volumes and approved root barriers of rigid construction, 8' long and 18" deep, centre on each street tree adjacent to the sidewalk and any off street bike facility.

(y) Relocation of all utilities within the 9m wide portion of Station Street north of Lot A, Block 25, District Lots 196 and 2037, Plan 17885, should this portion of road be stopped up and conveyed to the adjacent owner.

(z) Provision of a lighting simulation at the time of first development permit application submission.

21. Arrangement for the execution and registration of a natural watercourse agreement to the satisfaction of General Manager of Engineering Service and Director of Legal Services. Records indicate a natural watercourse passes through this Rezoning Site, a legal agreement ensuring that should the watercourse be discovered or impact the Rezoning Site during development and beyond that its flow will not be obstructed.

22. Arrangements shall be made to the satisfaction of the General Manger of Engineering Services and Director of Legal Services for the Final rainwater management and green infrastructure systems.

Note to Applicant: Legal arrangements, including, but not limited to, a Section 219 Covenant and Statutory Rights of Way, may be required to ensure proper construction and on-going operation, maintenance and monitoring of rainwater storage, rainwater management and green infrastructure systems; this is associated but not limited to meeting all of the requirements and objectives set out in the Conditions of Development in Part 1 of Appendix B of this Rezoning Report regarding the Rainwater Management Plan and non-standard treatment within City Streets. The Final RWMP will be attached to the covenant and be registered on the property's title. The Engineer of Record will be required to inspect the RWM system as necessary during and after construction in order to determine whether it has been substantially completed according to the covenant and

Final RWM Plan. The EOR is to inform the City by letter bearing the Engineer's professional seal whether the system has been so constructed, and, if not, sealed "as-built" drawings showing the details of the modified system must be provided.

23. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the Rezoning Site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property or City statutory Rights of Way for the placement of these features.

    The Applicant is to provide confirmation that all required electrical plants are provided for on-site. There is to be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

    Note to Applicant: It is presumed in the Applicant's consultation with BC Hydro that an area has been defined within the development footprint to accommodate such electrical plants. Please confirm that this space has been allocated and an agreement between the parties has been made. At this time there seems to be no allocation of such plant shown on the detailed Plans.

24. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to the City-owned or City-designated low carbon NEU and/or achieving required low carbon performance outcomes, which may include but are not limited to the NEU Conditions of Development set out in Part 1 and the agreements which:

    (a) Require that 70% of the total thermal energy requirements for the Core Hospital building (as defined in the rezoning application, August 2018) come from the NEU and/or on-site mechanical heat recovery equipment (the "Low Carbon Performance Requirement"), and secure the terms and conditions for long-term low carbon performance to the satisfaction of the General Manager of Engineering Services and Director of Sustainability, including:

        (i) Annual thermal energy system performance and low carbon energy supply reporting requirements to the City to demonstrate that the building is meeting the Low Carbon Performance Requirement, including requirements to mitigate demonstrated underperformance, as deemed satisfactory by the General Manager of Engineering Services.

            Note to Applicant: Applicant must confirm acceptable thermal energy modeling inputs and definitions with City staff.

    (b) Require that the Core Hospital building (as defined in the rezoning application, August 2018) connect to and receive thermal energy from the City-owned or City-designated low carbon NEU prior to occupancy, unless connection is deemed inappropriate by the General Manager of Engineering Services when taking into account the following criteria:

(i) Demonstrated ability and commitment by the Applicant to meet the Low Carbon Performance Requirement using on-site mechanical heat recovery equipment; and

(ii) Long-term secure access to such alternate low carbon sources.

Note to Applicant: Applicant must provide energy modeling data, to the satisfaction of the General Manager of Engineering Services and Director of Sustainability, to demonstrate that Core Hospital building is on track to meeting required low carbon energy performance limits prior to issuance of the development permit for the Core Hospital Building.

(c) If connection to the City-owned or City-designated low carbon NEU is deemed appropriate by the General Manager of Engineering Services, secure terms and conditions for long-term thermal energy supply from the City-owned or City-designated low carbon NEU to the Core Hospital building (as defined in the rezoning application, August 2018), as deemed necessary by the General Manager of Engineering Services, including but not limited to specified capacity of NEU thermal energy supply required;

(d) Require that all other building(s) within the Rezoning Site connect to and receive thermal energy from the City-owned or City-designated low carbon NEU prior to occupancy of any respective building if the General Manager of Engineering Services deems a connection is available and appropriate; and

(e) Grant the operator of the City-owned or City-designated low carbon NEU use and access to the building(s) to mechanical system and thermal energy system-related space and infrastructure for the purpose of enabling NEU connection and operation, or installation and operation of distribution infrastructure to service adjacent buildings, on such terms and conditions as may be reasonably required by the General Manager of Engineering Services.

Sustainability

25. The Applicant will enter into an agreement with the City, on terms and conditions acceptable to the Director of Sustainability and the Director of Legal Services, that requires the future owner of the building to report energy use data, on an aggregated basis, for the buildings as a whole and certain common areas and building systems. Such an agreement will further provide for the hiring of a qualified service provider to assist the buildings owner for a minimum of three years in collecting and submitting energy use data to the City.

Social Policy

26. Make arrangements to the satisfaction of the Director of Legal Services, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services, for the provision of two fully fit, finished, equipped and supplied childcare facilities containing 49 and 69 childcare spaces, respectively, within the St. Paul's Hospital and Health Campus, subject to the following conditions:

    (a) The 49-space childcare facility must consist of no less than 611 sq. m (6,577 sq. ft.) of gross indoor space with adjacent outdoor space of no less than 605 sq. m (6,512 sq. ft.), and the 69-space childcare facility must consist of no less than 764 sq. m (8,224 sq. ft.) of gross indoor space with adjacent outdoor space of no less than 745 sq. m (8,019 sq. ft.);

    (b) The childcare facilities must meet the intent of the City of Vancouver Childcare Design Guidelines and Technical Guidelines, and must be licensable by meeting the Childcare Licensing Regulations of Community Care Facilities Licensing (CCFL);

    (c) The childcare facilities must be secured for the provision of childcare services for the life of the building by a non-profit operator(s) selected by, or satisfactory to the Managing Director of Social Policy;

    (d) Such other terms and conditions as the Director of Legal Services, in consultation with the General Manager of Real Estate and Facilities Management and the General Manager of Arts, Culture and Community Services may in their sole discretion require.

27. Enter into an agreement on terms and conditions satisfactory to the General Manger of Arts, Culture, and Community Services and the Director of Legal Services, that will require the applicant and its development partners to:

    (a) Invite Musqueam, Squamish and Tsleil-Waututh Nations, to be involved and kept informed throughout the development process;

    (b) Retain Metro Vancouver Aboriginal Executive Council as a key partner in Indigenous community consultation,

    (c) Require, when possible, consultants to have Indigenous team members or sub-contractors; and

    (d) Invite Indigenous elders and knowledge holders to lead the design and review of Indigenous healing and wellness amenities, and which commitments will be secured by Section 219 covenants and permit holds.

28. Enter into an agreement on terms and conditions satisfactory to the General Manager of Planning, Sustainability and Urban Design, the General Manger of Arts, Culture, and Community Services and the Director of Legal Services, to provide a Community Use

Agreement to secure public access to spaces used for meeting and learning in buildings on the Rezoning Site for use by health and wellness-focused groups.

Note to Applicant: This condition is to fulfill a requirement in the Policy Statement. It will be determined at the development permit stage for each building whether the building contains suitable meeting and learning spaces, for which a Community Use Agreement will be sought.

Housing

29. Make arrangements to the satisfaction of the General Manager of Planning, Urban Design and Sustainability and the Director of Legal Services to enter into a Housing Agreement securing all residential units as market rental housing units for the longer of 60 years or the life of the building, subject to the following additional conditions:

    (a) A no separate-sales covenant;

    (b) A no stratification covenant;

    (c) That none of such units will be rented for less than one month at a time;

    (d) That the units be rented only to individuals who are employed for health related and research purposes on the rezoning site;

    (e) Such other terms and conditions as the General Manager of Community Services and the Director of Legal Services may in their sole discretion require.

        Note to Applicant: This condition will be secured by a Housing Agreement to be entered into by the City, by by-law, enacted pursuant to section 565.2 of the Vancouver Charter.

Community Benefits Agreement

30. Enter into a Community Benefits Agreement as per the City of Vancouver's Community Benefits Agreement Policy on terms and conditions satisfactory to the General Manager of Arts, Culture and Community Services and the Director of Legal Services, which will require the Applicant and its development partners to:

    (a) Participate in a First Source Hiring program, in consultation and partnership with community stakeholder groups and the City, making new entry level jobs available to equity seeking community members in Vancouver first and striving for an overall target of 10% of labour (Including that for contractors, sub-contractors and other possible vendors) sourced from adjacent low-income communities and equity seeking groups across the city; including women in trades, Indigenous people, racialized communities, and others facing barriers to opportunity due to discrimination, exclusion and stigmatization;

    (b) Demonstrate best efforts to procure a minimum of 10% of material goods and services from third party certified social impact and/or equity seeking businesses and social enterprises, across the entire lifecycle of the development site, prioritizing Vancouver-based ventures but extending through supply chains

regionally and outside the Province and the Country where and when required. This Includes, where applicable, post-occupancy and ongoing service needs;

(c) Demonstrate best efforts to attain 10% procurement of materials, goods and services from Vancouver companies or companies located in Metro Vancouver or British Columbia. These may or may not also be equity seeking 3rd party certified businesses as defined in the policy;

(d) Retain the services of an independent third party to the satisfaction of the City in order to assist in monitoring and reporting on the progress towards reaching these goals on an agreed upon timeline with the City of Vancouver during and upon completion of the project and its various development phases. This may include, where applicable and where possible, post-occupancy and ongoing service needs; and

(e) Participate in a St. Paul's CBA Implementation and Monitoring Working Group with City staff, industry and training and skill development bodies, employment services organizations, and community representatives with knowledge of social procurement, social hiring, and community economic development, which commitments will be secured by Section 219 covenants and permit holds.

(f) Section 219 is applicable to the entirety of the CBA Policy insofar as they:

(i) Participate in the city-wide CBA working group community of practice;

(ii) Retain the services of an independent third party to assist with achieving the targets established in the policy and monitoring and reporting on them and by doing so;

(iii) Demonstrate Best Efforts to achieve the targets in the CBA Policy to the satisfaction of the General Manager of Arts Culture and Community Services.

Note to Applicant: Agreeing to these conditions as per the City of Vancouver CBA Policy does not preclude the applicant from entering into any additional agreements with communities including ones geographically located nearby the development site, or sites, or with First Nations.

Public Art

31. Execute an agreement satisfactory to the Director of Legal Service and Managing Director of Cultural Services for the provision of public art in accordance with the City's Public Art Policy, such agreement to provide for security in a form and amount satisfactory to the aforesaid officials; and provide development details to the satisfaction of the Public Art Program Manager.

Note to Applicant: To discuss your public art application and fulfillment options, please call Eric Fredericksen, Head of Public Art at 604-871-6002. A checklist of program requirements will be provided.

Given the significance and scale of the site, the proponent should work with Providence and the City to develop a public art master plan for St. Paul's. This plan should align with False Creek Flats public art policy and should be considered in relation to the NE False Creek Public Art Plan. The plan will guide commissioning of public art for St. Paul's and can be developed alongside art plans required for the Development Permit of the first phase.

Environmental Contamination

32. The property owner shall, as required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter.

33. Enter into a remediation agreement for the remediation of the site and any contaminants which have migrated offsite on terms and conditions satisfactory to the Manager of Environmental Services, City Engineer and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning, until a Certificate of Compliances(s) satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment and Climate Change Strategy, has been provided to the City.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners of the Rezoning Site, but also as registerable charges pursuant to the Land Title Act. The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the By-law and at no cost to the City.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

1002 Station Street and 250-310 Prior Street
(New St. Paul's Hospital and Health Campus)
DRAFT CONSEQUENTIAL AMENDMENTS

Note: By-laws will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

SIGN BY-LAW

Amend Schedule A (CD-1 Zoning Districts Regulated by Part 9) by adding the following:

"1002 Station Street and 250-310 Prior Street [CD-1 #] [By-law #] I-2"

NOISE CONTROL BY-LAW

Amend Schedule B (Intermediate Zone) by adding the following:

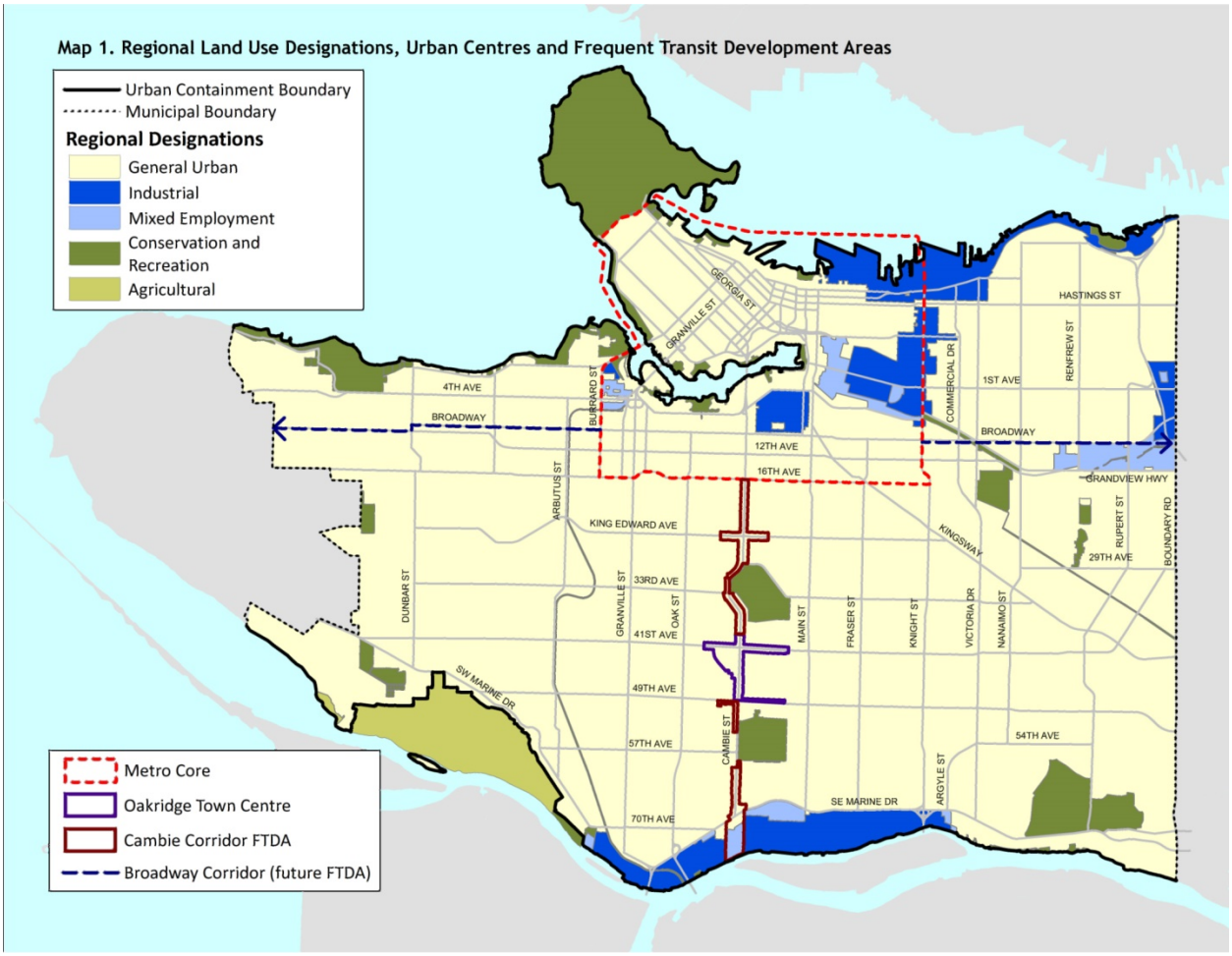
"[CD-1#] [By-law #] 1002 Station Street and 250-310 Prior Street"

ZONING AND DEVELOPMENT BY-LAW
I-3 DISTRICT SCHEDULE

Amend Figure 1 under section 1.2 of the I-3 District Schedule to remove 1002 Station Street and 250 Prior Street from sub-area B.

REGIONAL CONTEXT STATEMENT
OFFICIAL DEVELOPMENT PLAN BY-LAW

Replace “Map 1. Regional Land Use Designations, Urban Centres and Frequent Transit Development Areas” with the following:



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NEW ST. PAUL'S HEALTHCARE CAMPUS (NSPHC) CD-1 GUIDELINES

Adopted by City Council on (date TBD)

[Note: Council has directed that these guidelines be used by applicants and staff for development permit applications for the site zoned CD-1 (___)]

1 Application and Intent

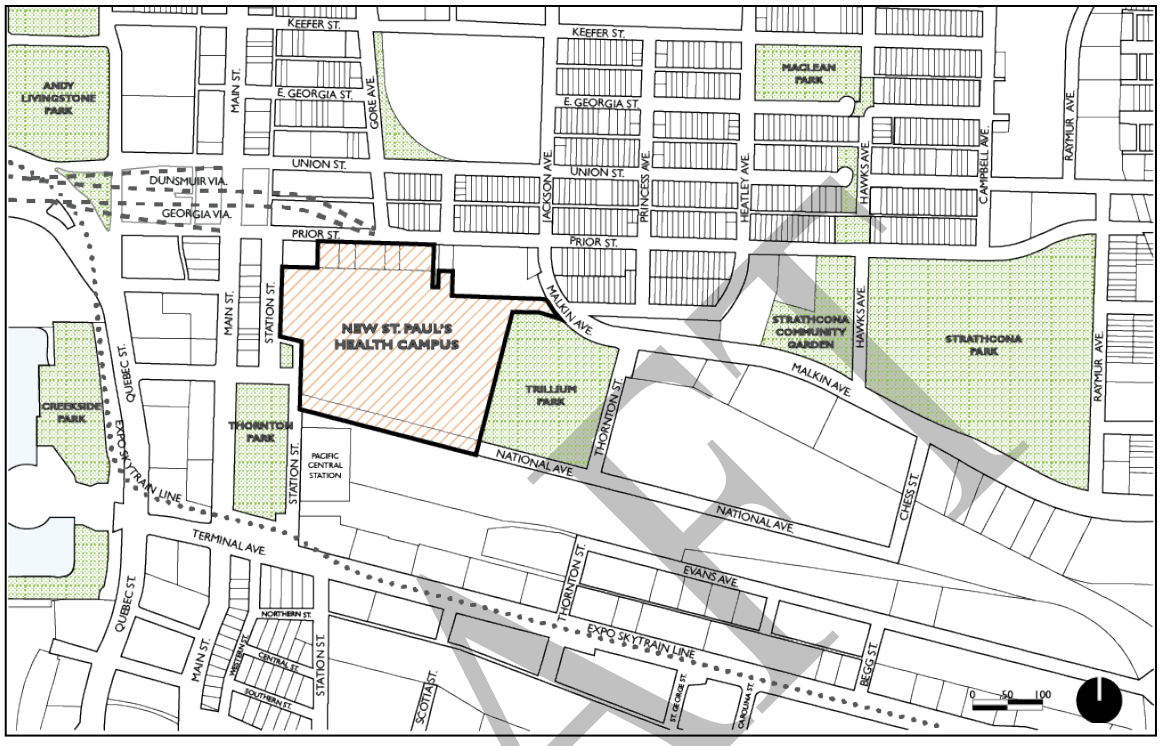


Figure 01 - New St. Paul's Healthcare Campus location and context

1.1 Intent

The intent of these Design Guidelines is to support the design development of the New St. Paul's Health Campus (NSPHC), to achieve innovative, high-quality and green urban design and architecture, vibrant and legible public realm, and appropriate relationship in form and use to the existing and future context.

These Guidelines provide guidance to the applicant for their design process, and to City staff in evaluating Development Permit applications according to clear urban design objectives.

In addition to the current Council-approved policies and guidelines, these guidelines should be read in conjunction with:

- CD-1 (___) By-law
- New St. Paul's Hospital + Health Campus Policy Statement. June 2017
- Green Buildings Policy for Rezoning
- Rezoning Policy for Sustainable Large Developments

1.2 Guiding Principles

The following high-level principles developed by City staff with input from Providence Health Care and the general public form the foundation for the Guidelines.

1.2.1 Community Building and Site Planning

1.2.1.1 **Integrate the Health Campus** – Organize the NSPHC around well-connected public spaces that integrate into the city and adjacent neighbourhoods.

1.2.1.2 **Enhance neighbourhood commercial activity** – Locate and design new retail and commercial developments that serve the local community and bring activity and liveliness to existing and new city streets. Provide opportunity for existing businesses on Main Street and adjacent areas to benefit from new development and activity on the site.

1.2.1.3 **Provide community amenities** – Provide and enhance community amenities (e.g. open space, recreation facilities, childcare, cultural spaces) in accessible locations close to transit to support visitors and workers of the new health campus, and those in adjacent neighbourhoods.

1.2.1.4 **Benefit the local community** – Maximize socio-economic improvement through community benefit arrangements, social procurement, and local employment opportunities during construction. Monitor the social impacts that the development will have on local vulnerable populations and consider services for homeless and low-income populations.

1.2.1.5 **Transition in scale and form** – Consider public views and respect view cones. Respond to the scale of Pacific Central Station and Main Street with edges that frame Thornton Park. Transition down in form and scale to the existing neighbourhoods to the north and Trillium Park to the east.

1.2.1.6 **Support health-related residential uses** – Because the site is designated as a mixed-employment area, no new residential uses will be permitted, with the exception of short-term accommodation (e.g. hotel) and/or institutional health-related residential uses (e.g. residential uses for complex care or care of the frail elderly.

1.2.2 Open Spaces and Public Places

1.2.2.1 **Celebrate local history and the original shoreline** – Reflect the histories of the site (e.g. the original False Creek shoreline, First Nations' histories, Hogan's Alley, Union Station, industrial history, etc.) through building placement and design, public space design, and public art.

1.2.2.2 **Create healthy open spaces and enhance the urban forest** – Embrace health-oriented approaches to open space design, providing a variety of public places that foster social intersection and promote wellness. Manage rainwater in the design of open spaces and support Vancouver's Urban Forest Strategy by retaining the existing significant trees on the site and planting new legacy trees in open spaces and on streets.

1.2.2.3 **Create a Wellness Link** - Create a Wellness Link (i.e. a walking and potentially slow-cycling pathway) through the site with open spaces along the way to sit and rest. The pathway should connect Thornton Park with Trillium Park and beyond to places of interest in adjacent neighbourhoods. The Link would be part of a longer walking and cycling route connecting the False Creek Flats and the historic shoreline with the Seawall and False Creek.

1.2.3 Mobility and Connections

1.2.3.1 **Connect the city fabric** - Integrate the hospital and health campus into a city-serving street network connecting new and existing streets that form the backbone for development.

1.2.3.2 **Mobility for all ages and abilities** - Reflecting the goals of the Transportation 2040 Plan, new and existing transportation connections will accommodate all modes of travel and give priority to people of all ages and abilities who walk, cycle and take transit. East-west and north-south connections across the site should integrate into a broader walking and cycling system for the False Creek Flats. Accessibility will be a priority in all aspects of site and building design. Vehicle circulation, drop-off and parking should be addressed so that those who must drive or be driven are able to access hospital services.

1.2.3.3 **Plan for emergency vehicles and helicopters** - Accommodating the efficient movement of emergency vehicles will be a crucial consideration. Connections will be considered in consultation with the public, immediate neighbourhoods, Fire and Rescue Services, and our government partners (e.g. BC Emergency Health Services, Transport Canada). Noise impacts on adjacent neighbourhoods from sirens and helicopters should be considered and addressed where possible.

1.2.3.4 **Improve transit connections** - Work with TransLink to ensure the new St. Paul's site is strongly integrated into the overall transit network, with efficient connections to downtown and the West End.

1.2.4 Sustainability

1.2.4.1 **Rezoning Policy for Sustainable Large Developments** - The redevelopment of the site will meet or exceed the City's Rezoning Policy for Sustainable Large Developments, including sustainable site design, access to nature, sustainable food systems, green mobility, rainwater management, zero waste planning, and low-carbon energy supply. All buildings should demonstrate leadership in energy conservation and indoor air quality following a standard such as LEED or Passive House.

1.2.4.2 **Regenerative approach and visible green elements** - A holistic and regenerative approach to health will underlie all aspects of the site development, considering people, community facilities, food, transportation, energy, water and ecology. Buildings will have visible and educational green elements.

1.2.4.3 **Renewable energy** - Explore opportunities to use low-carbon energy, including on-site integration of an energy centre to serve the hospital campus and adjacent neighbourhoods.

1.2.4.4 **Disaster preparedness** - Design and construct new buildings, streets, and infrastructure to the appropriate standards in preparation for disasters, including earthquakes, flooding and fire, consistent with best practices.

1.2.4.5 **Climate resilience** - Design and construct new buildings, streets, and infrastructure for resiliency and adaptation to climate change impacts, including sea-level rise, increased rainfall, and higher temperatures.

1.3 Site and Historical Context

Figure 02. Union Station and freight depot (left) and Pacific Central Station (under construction, right) circa 1918.

Bounded by National Avenue to the south, Prior Street and Malkin Street to the north, Station Street to the west, and an anticipated new local street to the east, the NSPHC site is comprised of 7.4 hectares (18.3 acres). The site is characterized by the broad range of uses and development typologies surrounding it: the Chinatown and Strathcona neighbourhoods, made up of a blend of mixed-use, retail, industrial, and small-scale residential properties are to the north; higher-density mixed-use developments extend west towards Creekside Park at the shores of False Creek; Trillium Park is at the east; and to the south are Thornton Park, historic Pacific Centre Station, and newer mixed-use commercial, retail, and industrial developments. The Main Street-Science World transit station straddles the east and west corners of Main Street and Terminal Avenue.

The Musqueam, Squamish and Tsleil-Waututh peoples were the first to develop the site, establishing villages along what had been the eastern banks of False Creek. By the early 1910s plans were developed to infill False Creek east of Main Street to establish a comprehensive industrial and transportation centre. South of Prior Street on Station Street the Great Northern Railway constructed rail yards with a major freight depot followed by Union Station in 1916. This Romanesque brick terminal became the city's predominant terminus for passenger trains from the United States. Numerous maintenance and storage outbuildings were soon added. The

Canadian Northern Railway followed suit in 1919 with the construction of Pacific Central terminal next door. This impressive station survives as a landmark to Vancouver's commercial development, while Union Station was demolished in 1965.

A principal objective of these Design Guidelines is to conscientiously manage the redevelopment of the site as a healthcare campus to achieve a high-quality development with a strong "sense of place" that weaves into the existing context and sensitively acknowledges the site's First Nations and industrial heritage while also providing vital healthcare services for the community. A thorough understanding of the site's current context and historical associations will be critical to successful designs.

2 Urban Design Principles

The intent of this section is to establish key urban design principles to inform design development throughout the site.

2.1 Comprehensive and Legible Public Realm

The healthcare campus should be designed to create a clear and legible public realm that is supportive of a highly-walkable community, provides opportunities for healing, and reinforces a strong sense of place. New public spaces should be diverse and should weave into the existing urban fabric, including the adjacent park and pedestrian network, and reinforce a sense of permeability through the site.

The public realm consists of the road network, public right-of-way, site circulation, and on-site open spaces, and their interfaces with the built form. Site circulation should prioritize universal design principles, accommodating a range of ages and abilities, while integrating seamlessly into existing infrastructure. High-quality open spaces should be designed as natural extensions of the healing environments within the campus facilities. Public realm design will, in part, be evaluated based on how the interface with surrounding buildings enhances and activates these spaces.

2.2 Innovative, Contextual, and Enduring Architecture

The NSPHC should be comprised of distinct buildings of high architectural quality that achieve the objectives of the Guiding Principles. Architectural excellence should be prioritized, acknowledging that St. Paul's will be an important and distinct place-maker in the community for at least the next century. Buildings should be imbued with a sense of permanence. Campus buildings must also be designed to reinforce and enhance the pedestrian experience and the character of the public spaces onto which they front.

An objective of these Guidelines is to allow for an adaptive campus plan which can support future innovations in healthcare and urban design. Campus buildings should be designed to anticipate adaptation for future needs but should also be a natural fit with the current community and feature architectural expressions reflective of their time.

2.3 Sustainable Design

An objective for the NSPHC is to develop an adaptable, state-of-the-art, green, and disaster-resilient facility. Achieving this will require a wholistic approach to green design, including a diverse range of environmental, social, and economic sustainability strategies.

The City looks to applicants to be leaders in innovative and creative sustainable and resilient design solutions. Incorporating sustainable features into the campus will provide environmental benefits, such as carbon reduction and stormwater runoff mitigation, while benefiting the health of patients, staff, and visitors.

3 Overall Guidelines

The following Guidelines are intended to provide general urban design performance direction for the whole of the New St. Paul's Health Campus. Though the Campus is divided into distinct parcels, referred to as the four Campus Precincts *to provide for variety of character along and through the site, the overall design strategy should prioritize a universally high-quality, coherent, and contextually responsive urban healthcare community. New development should contribute to creating a vibrant health campus with supporting uses that sensitively respond to and enhance the neighbouring community.*

3.1 Site Design and Parcelization

The New St. Paul's Health Campus is divided into four distinct but interrelated precincts, framed by a comprehensive circulation and open space network. Streets and public open spaces provide the basis for a diverse, dynamic, and green campus. Intuitive wayfinding through effective site planning including open space design, architectural expression, and building interface with the public realm should be prioritized.

The intent of the four Campus Precincts is to provide for a sense of variety of character, use, and scale appropriate for a largescale development in an urban centre, and to set the basic formal parameters for a sympathetic contextual response. Design direction specific to each of the following four precincts may be found in Section 5 – Precinct Guidelines. The four precincts are as follows:

Health Campus Precinct: The Health Campus Precinct constitutes the principle portion of the New St. Paul's Health Campus as the location of the primary hospital building and related outdoor spaces.

West Precinct: The West Precinct addresses the mini park to the south and continues to Prior Street along the length of Station Street to the west and the New High Street to the east. The West Precinct represents the most direct interface with the existing urban context to the west.

North Precinct: The North Precinct will be located adjacent the Health Campus Precinct. The precinct will front the New High Street, Prior Street, and the northwestern property line of the site. The North Precinct constitutes the primary site interface with the adjacent lower-density form Strathcona neighbourhood and is predominantly to be used as the site for worker housing with retail at grade.

South Precinct: Located directly to the north of Pacific Central Station at the intersection of Station Street and National Avenue, the South Precinct represents a highly-visible and important interface with this neighbourhood-defining landmark railway terminal.

Refer to **Appendix A** for representative site diagrams showing the parcelization of the site under both New Arterial Road alignment scenarios.

3.1.1 Building Siting and Orientation

While the New St. Paul's Health Campus CD-1 Bylaw provides for a general development framework including building siting and orientation, reorientation or reallocation of massing may be considered to align Building siting and orientation should be explored in consideration of the following key objectives:

a) The massing response to surrounding context;
b) The design of a network of open spaces, particularly the design and location of the St. Paul's Plaza;
c) Maximizing outdoor comfort, including solar access;
d) Management of solar heat gain and daylight access in design of glazing and orientation, and;
e) Provision of open space sized adequately to serve intended populations and uses.

3.1.2 Access and Circulation

New and improved connections for walking, cycling, and driving will define the four precincts. This network of streets and pathways will connect the campus back to the urban fabric, including the False Creek Flats "Walk the Line", and will facilitate the safe movement of patients, visitors, pedestrians, cyclists, and emergency vehicles through the site.

Road right-of-ways, alignments, and designs should integrate the campus into the surrounding street grid. New streets will be designed according to "complete streets" design principles, with the following directives:

a) Emergency vehicles, as well as patients arriving in private vehicles, must be provided with efficient routes to dedicated arrival and drop-off locations;
b) Pedestrian routes should be conceived as a safe haven for walkers of all ages and abilities, with well-scaled sidewalks, active interfaces with buildings, robust landscaping, and a visually engaging public realm, and;
c) Enhanced bike facilities, including end-of-trip facilities, should be provided to incentivize daily cycle commuting.

3.1.2.1 **Parking Loading and Access**

Parking and loading designs should not detract from other objectives of the NSPHC by creating a physical and visual break between the building and its connection to the public realm, with the following directives:

a) Parking must be located underground. While some at-grade drop-off and access will be necessary for healthcare facilities, at-grade parking and servicing should to be absolutely minimized;
b) Parking entries and loading should be located to avoid interference with emergency vehicle routes, and minimize impacting key pedestrian open spaces and sidewalks. Locating underground parking entrance and ramps wholly inside a building envelope is highly encouraged;
c) Screening in the form of feature landscaping or architectural treatment must be provided where required to visually divide service areas from the public realm.

3.1.2.2 **Bike Storage and End-of-Trip Facilities**

Bicycle routes, access to storage and / or parking, and end-of-trip amenities, should be carefully designed to incentivize daily cycle commuting. These should be treated as a critical component of a safe and effective hierarchical circulation network that places pedestrians at the highest level of importance.

Access to bicycle storage and / or parking should be located such that they are intuitively and efficiently located for cyclists. Ramps or stairs with wheel runnels should be provided where necessary to ensure easy access for cyclists of all abilities. Bicycle access points should be located such that they enhance the overall performance of the public realm, and are architecturally integrated with the buildings or landscape design.

3.2 Overall St. Paul's Health Campus Character

The scale of the New St. Paul's Health Campus development lends itself to bold urban gestures that will define a part of the City that has been underutilized since 1965. The practical programmatic requirements of a healthcare facility can result in large floor plates and massive buildings that may not inherently be conducive to a well-performing urban expression, therefore the design of any such buildings must be approached with a high level of rigour. Further, such larger buildings, as with all other Campus buildings, must prioritize the success of the public realm with carefully considered articulation of massing, legible and evocative architectural expressions, and a highly-permeable interface with grade.

A strong formal and aesthetic interrelationship between Campus buildings, historical and existing context, and the key outdoor spaces will be fundamental to establishing a unique character for the site. As a general rule, peripheral buildings should act as bridges between the existing and the new, blending the site into the urban fabric. Contrarily, building located more centrally may take on more expressive forms that respectfully juxtapose the context and provide "urban wayfinding landmarks" when viewed from perspectives close to and far from the Health Campus.

3.3 Building Height & Skyline

The NSPHC will be a highly visible and impactful component on the False Creek Flats skyline, and effort should be made to provide for variety and visual interest at the roofline. Maximum

building height is set out in the CD-1 Bylaw and is subject to satisfying the objectives of all applicable policies and guidelines, including the evaluation of:

a) The impact of height, bulk, massing, location, and overall design of the building on the site, surrounding neighbourhods, buildings, and streets;
b) The provision of on-site large open space, landscape, and the effects of overall design on the general amenity of the area;
c) Provisions for pedestrian needs, and;
d) Provisions for a visually interesting and varied rooflines by way of sculpted upper levels.

3.4 Sustainable Buildings

Nature plays a powerful role in a modern healthcare facility, providing a backdrop for rest, reflection, and healing. The protection of the natural world through sustainable building design should be the cornerstone of any design approach for the NSPHC. Strategies for sustainable buildings include:

a) Provisions for passive strategies for building heating and cooling to mitigate undue heat gain enabling, where possible, natural ventilation and appropriate solar orientation;
b) Provisions for green roof technologies that enhance open space for recovery and healing, reduce stormwater runoff, manage and treat stomwater on-site, and mitigate heat island effect;
c) Provisions for integrated rainwater management and green infrastructure.

Design approaches must pursue exceptional sustainable building design, with a focus on envelope efficiency, including air-tightness, improved insulation, minimizing thermal bridges, appropriate glazing ratios to avoid excessive heat gain/loss, and shading. These approaches will improve occupant comfort, significantly reduce heating and cooling costs, and reduce carbon emissions.

3.4 Living and Working Environment

The NSPHC must achieve superior standards of livability for patients and contribute to an excellent work environment, with due consideration given to the following:

a) Excellent indoor environmental quality through access to daylighting and natural ventilation;
b) Providing for multi-angle views of the urban context, landscaped areas, and the North Shore mountains from a variety of interior spaces;
c) Reduction of noise and high acoustic performance, including measures to create an acoustically optimal working environment and patient treatment, recuperation, and relaxation environments;
d) Providing functional, furnishable private outdoor space for dwelling units within the North Parcel with a minimum depth of 1.8m (6ft);
e) Providing access to high-quality and collocated indoor and outdoor common amenity spaces, and;
f) Designing stairs and corridors to have access to daylight, wherever possible.

3.5 Active Uses at Grade and Public Realm Interface

Providing active uses such as retail, community amenity space, and frequent points of entry will result in a sustained level of at-grade activity throughout the day, will give the campus character, will reinforce a sense of safety and security, and will weave the development into the existing urban fabric.

a) Visual and physical permeability should be prioritized in the design of all campus buildings in order to express a building interface that is lively, human-centric, and urban in character, and which provides for a sense of security at all hours;
b) Retail spaces throughout the site should be designed with a minimum 4.8m (16ft) ceiling height, should be provided with significant glazing to maximize visual permeability, and must have entrances facing the adjacent street. Retail spaces with entrances facing interior courtyard spaces only are not permitted. A ceiling height of 5.5m (18ft) or greater is highly encouraged;
c) Retail spaces must have an interior depth of no less than 10.6m (35ft);
d) Retail spaces should be designed with local-serving retail in mind and should express discrete frontages of no more than 15.3m (50ft) in width. Larger retail spaces should be designed to maintain this small-scale character;
e) Kitchen exhaust from restaurant uses must be provided through back-of-house service areas to avoid negative impacts on the public realm or adjacent patient areas;
f) Continuous weather protection must be provided along all retail frontages and at secondary points of entry;
g) Primary building entrances should be clearly expressed with distinct signage, canopies, landscaping elements, and/or other architectural features;
h) Where visual or physical permeability cannot be achieved because of vital healthcare interior programming, the adjacent public realm must be given special consideration to maintain a sense of security and activity in spite of apparently inactive building frontages.

3.6 Security

The principles of Crime Prevention Through Environmental Design (CPTED) should be considered in all development. Some strategies may include:

a) Maximizing opportunities for natural surveillance through the provision of a high level of visual and physical permeability at grade;
b) Providing unobstructed and transparent sightlines to exits and destinations;
c) Anticipating mischief such as graffiti, vandalism, and other such activities by avoiding large expanses of uninterrupted walls, inactive frontages, and unprogrammed exterior alcoves;
d) Fostering territoriality and a sense of ownership for staff, patients, and the community at large;
e) Providing rigorously designed lighting of public spaces;
f) Designing lobbies and other active indoor spaces to be highly visible from the street, and;
g) Parking and loading facilities that comply with the safety and security provisions of the *Off-Street Parking and Loading By-Law*.

4 Open Space

The overall public realm for NSPHC should be based on a legible, integrated, permeable, and accessible network of diverse open spaces that provide robust healing functions that create a distinct sense of place. Open spaces must reflect the unique history of the site and the adjacent community, and should provide for a variety of experiences and should collectively reflect the values of a leading urban healthcare centre.

4.1 Public Open Spaces

The Flats have a distinct and layered character with many different uses, building typologies, views, building materials, and parks spaces reflecting the rich natural and human history of the area. New and existing open spaces should build off of this unique neighbourhood identity while contributing their own well-defined character and providing for a user experience that is welcoming and legible. Wellness and healing should be a primary consideration in the design of all open spaces. The following key principles provide a framework for effective open space design at the health campus:

Legibility and Wayfinding - Open spaces should be inviting, welcoming, and have a high degree solar access. Key public spaces should be proportioned to express their specific nature, defined by streetwalls and/or strong edge treatments and given additional legibility through various architectural forms. Gateway elements at significant points of entry within the public realm should be provided to define various public areas and contribute to the overall wayfinding strategy.

Connectivity and Permeability - The network of public spaces should be well-connected with the existing urban fabric. Primary, secondary, and tertiary circulation routes should provide a high degree of cross-site porosity, and enhance the existing infrastructural network surrounding the site

This comprehensive network is intended to provide multiple options for pedestrian trips to encourage walking and lend round-the-clock vitality to all parts of the neighbourhood through universal and accessible design.

Diversity and Wellbeing – Open spaces throughout the campus should each have their own distinct characters defined by scale, massing, and architectural expression of the surrounding built form, as well as high quality materiality, lighting, and other landscape design elements. Collectively, these spaces should provide for a user experience that is varied and engaging. Spaces should provide for a variety of programming opportunities including play, relaxing in the sun and the shade, gathering with family, and community-oriented events.

Open space design strategies should prioritize the healing and overall wellbeing of people visiting, staying in, or working at the hospital campus. Quiet and secluded but inherently secure spaces should be provided for resting and meditation. Even more active spaces should be imbued with a sense of health and comfort. As movement is an important component of many types of

treatment and recovery, site designs should also provide for a variety of walking paths, spaces for tai chi and yoga, and other such activities.

Sustainability and Resiliency - The design of the site should maximize on-grade permeable areas and tree retention. Proposals should include a comprehensive rainwater management plan, landscapes with healing considerations, gathering opportunities, car-sharing, non-standard parking requirements, maximize access to public transit, and a rich array of community amenities. Developments should integrate into and extend the existing urban forest. Where possible, urban agriculture plots should be explored as part of the design of landscaped areas.

The site and landscape design must be treated as a critical component of the overall sustainability and resiliency strategy with due consideration given to the following:

a) Provision of a comprehensive rainwater management plan;
b) Provision of landscape designs that foster social interaction;
c) Provision of community amenities within the site design such as spaces for gatherings and events;
d) Provisions for car and bike sharing, and non-standard parking requirements;
e) Maximizing access to public transit;
f) Provision of a highly sustainable and appropriate material and planting palette with due consideration given to low-maintenance native plant species;
g) Mitigating the heat island effect by minimizing hardscaping, as much as possible, and;
h) Ensuring the continuation of the urban forest canopy through the site.

The New St. Paul's Health Campus will include four principle public outdoor areas:

4.1.1 St. Paul's Plaza

Sketch image of a St. Paul's Plaza with building in background IP

The St. Paul's plaza is the public realm heart of the NSPHC: it is the symbolic front door and, for most people in the community, will provide the first impression of the campus. A clear sightline from Thornton Park through the Plaza to a main point of entrance must be maintained. A total plaza area of no less than 1,675 m^2 (18,000 ft^2) should be provided.

The large plaza should also function as a community space and be a place for meeting, strolling, relaxing, and otherwise gathering. It should be designed to maximize flexibility and adaptability for community events. In keeping with Section 2.5 of these Guidelines, restaurants, cafes, and smaller retail spaces should be provided to further animate this open space on the ground floor, while office and institutional uses above further define the space.

The materiality of the plaza must anticipate a high level of multimodal traffic, and should present a high-quality, architecturally superior design and finish.

4.1.2 Wellness Walk

Sketch image of a wellness walk with building in background IP

The Wellness Walk around the Health Campus Precinct should provide a primary peripheral pedestrian circulation route linked to the existing pedestrian circulation network, and should be programmed to support the overall health and wellness imperative of the site design strategy. Opportunities for rest, healing, social interaction, and other such programming should be provided as part of the design of the Wellness Walk in concert with elements conducive to easy and legible circulation.

The Wellness Walk will be an integral component of the Vancouver's Walk the Line which traces the historic shoreline of False Creek. As such, the Walk should include elements reflective of the natural history of the site in materiality and finishes, infrastructural elements, and vegetation. Interpretive opportunities, such as informational signage and public art installations, should be

explored to enhance the walking experience of this public space. Design features of the Wellness Walk may include:

a) Paths providing for a range of movement intensity, such as clear, straight sidewalks for convenient movement around the site and meandering pathways for strolling;
b) Interventions that contribute to a sense of wellness and healing such as quiet seating nodes with water features or other calming sensory experiences, a walking labyrinth, and / or quiet activities such as large-sized chess or outdoor fitness equipment particularly when additional activation is required due to unengaged building frontages;
c) A planting palette reflective of the historical shoreline environment featuring native plant species;
d) A material palette featuring stone and other finishes naturally found on the British Columbia South Coast;
e) A lighting design strategy responsive to specific programming and contributing to an overall CPTED design, and;
f) Seating areas, public art, and other landscape enhancements to punctuate and enhance active uses at grade such as entrances and retail units to provide for a welcoming and contextually responsive site periphery;

Hospital operations are likely to result in moments where practical considerations such as emergency vehicle access and the Wellness Walk will conflict. These places will require special consideration in the site design strategy to mitigate any negative impacts on the public realm.

The Wellness Walk should engage with the City sidewalk network but must be clearly delineated. A minimum consistent width of 4.9m (16ft) should be provided for the entire loop to accommodate the variety of functions anticipated.

4.1.3 Healthcare Boulevard

Sketch image of a wellness walk with building in background IP

The Healthcare Boulevard is a centre of activity in the Health Campus Precinct as the primary point of entry for visitors, patients, and staff arriving by vehicle for non-emergency purposes. It is anticipated to be a busy place and a clear hierarchy must be established between pedestrian and

vehicular uses in order to achieve a space that is highly functional, legible, and safe. This space should feel inherently welcoming and calming. To achieve this, the following design strategies should be explored:

a) Provide landscape elements and trees throughout enough to absorb noise from vehicles while maintaining a sense of openness and visibility;
b) Provide substantial plantings on either side of the exposed centralized parkade ramps in order to attenuate vehicle noise and improve the overall appearance of the boulevard;
c) Provide superior surface materials to present a high-quality point of entry with due consideration given to universal design best practices;
d) Develop a rigorous lighting strategy to maintain a sense of round-the-clock security, establish a unique character for the Boulevard, and present an active frontage at all hours;
e) Provide comfortable outdoor waiting areas that are highly visible from the street but contribute to a more human-scale atmosphere, such as multi-directional seating and integral planters / benches;

4.1.4 Healing Corridor

The Healing Corridor is intended to provide a more passive outdoor space supportive of the programming of the St. Paul's Plaza and hospital functions. At the west edge of the space, closest the large plaza, the Healing Corridor should be designed as a semi-active seating and outdoor dining area contiguous with the hospital food court. Passive programming should be provided for further into the space, with substantial plantings interspersed with quiet seating areas and other landscape elements supportive of the healing imperatives of the overall landscape design.

4.2 Semi-public Open Spaces

Semi-public outdoor spaces are intended to provide hospital visitors, patients, and staff with places for rest, socializing, and other activities in a more private, controlled environment. Semi-public open spaces will fall into two general categories:

4.2.1 Green Roofs and Therapeutic Green Spaces

Green roofs should be incorporated throughout to provide amenity space for staff and healing functions for patients, while secluded therapeutic gardens provide specific spaces for recovery and quiet reflection. Similar to other outdoor spaces on the Health Campus, these spaces should provide for a variety of programming opportunities and should anticipate the various needs of patients at different levels of health and abilities.

4.2.2 Courtyards

Courtyards provide the best opportunities for quiet outdoor spaces that are inherently removed from the more active periphery of the NSPHC buildings. These spaces should be adequately scaled to be comfortable to patients, visitors, and staff to use by rigorously balancing access to daylight with building massing necessary to provide for a sense of comfortable enclosure. Highly

visible from building interiors, courtyards should be designed as lush and prominent green spaces to strengthen healing functions both internally and externally, but should avoid unnecessarily blocking access to light for interior spaces. Consideration should be given to providing water features to add a level of sensory texture for visually-impaired users.

Surrounding built form should form a calming backdrop supportive of the human-scale nature of these spaces, and should present a softer, calming but high-quality architectural expression. Green walls, wire trellises, and other such treatments should be explored where vital hospital programming prohibits transparency between courtyards and interior spaces.

4.3 Public Art

A site wide strategy for Public Art should be developed and be updated at each project phase. The Public Art Plan should provide for visual texture and character. Public art should reflect the site's history, the culture of the Musqueam, Squamish, and Tsleil-Waututh people, and the works of local artists, particularly those from nearby studios.

Public art should be considered based on the following process and objectives:

a) Consideration for 24/7 access and use of the site;
b) Opportunities for rotating installations and diversity of scale and material;
c) Opportunities for art to be embedded in public spaces and infrastructure;
d) Consider opportunities to create diversity throughout the site and in unexpected places, and;
e) Create public spaces built upon people being together in innovative ways.

5 Precinct Guidelines

To best integrate with the existing urban fabric, the NSPHC has been divided into four precincts. Each precinct should contribute to a cohesive sense of place and meet the urban design objectives set out in these Guidelines *but should each also have a distinctiveness that provides for a sense of variety. The Health Campus precinct, being the central component of the site, should be treated with particular importance in an overall hierarchy of places. The other precincts should include buildings that present themselves in scale and expression in a manner sensitive to context.*

5.1 Health Campus Precinct

5.1.1 Intent

The intent of this section is to provide built form guidelines for built forms that will contribute to a highly contextually responsive, distinct, and visually appealing St. Paul's Health Campus. These guideline provide for a design response that lends each of the four precincts their own unique character but works to provide for a successful and new sense of place.

5.1.2 Building Form and Expression

The Health Campus Precinct will be the focal point of the NSPHC. Built form throughout this precinct must reflect this important role through consistently high-quality design, rigorously considered building siting, and massing appropriate for both the functions of the facilities and as a formal response to existing context. In concert with the other precincts, buildings in the Health Campus should be definitive to establish a strong sense of variety and mitigate an overall presentation of architectural monotony while contributing to a cohesive campus character.

Strong, sculptural forms are highly encouraged to provide for visual interest from multiple perspectives. Overall, massing should avoid monolithic forms and should not act as real or implied barriers to movement. Where large floor plates are required because of vital hospital programming, extra attention should be given to an architectural expression that provides for visual interest and mitigates a sense of mass. Approaches to architectural design for the Health Campus Precinct should, in part:

a) Prioritize an overall sense of permanence and quality, and should be rooted in a unique interpretation of contextual fit. References to the historic shoreline and the industrial history of the site in the building form and materiality is highly encouraged;
b) Provide for a varied, visually interesting, and sculptural skyline. Buildings should be shaped at upper levels and large expanses of flat roofs are generally not supportable;
c) Enhance the user experience at all levels, particularly in close proximity at grade. Cantilevers may be considered to contribute to building expression and/or weather protection,
d) Employ architectural elements that contribute to the environmental performance of the campus, such as expressed light shafts or skylights, stack effect towers, expressive louvers or fins, and other such devices, and;
e) Be reflective of the healing and wellness intent of the facility.

5.1.3 Setbacks

In keeping with the imperatives for active and varied public realms, all Health Campus Precinct buildings must present a human-scaled and permeable interface at grade except in the highly-specific instances where permeability cannot be achieved. Generally, buildings should express a four storey streetwall with building stepbacks or other architectural features conducive to pedestrian comfort provided above the fourth level. Particular attention should be given to the expression of the portions of the buildings facing the New Arterial Road and the New High Street.

Buildings should generally be set back in a manner appropriate for the intended performance of their adjacent outdoor spaces, with the following general standards;

a) Along the north property line at the New Arterial Street, a minimum 7.0m (23.0 ft) setback is required, except that the Director of Planning may relax this setback to no less than 1.0m (3.3ft) in select areas as required by vital hospital programming, subject to review of a design rationale or operations statement;
b) At the east property line along the New Local Street, a minimum setback of 0.6m (2.0ft) is required;

c) Where Health Campus Precinct buildings front the New High Street, a minimum setback of 4.9m (16.0ft) is required, except that the Director of Planning may relax this setback to no less than 3.0m (9.8ft) in select areas as required by vital hospital programming, subject to review of a design rationale or operations statement, and;
d) At National Avenue, a minimum setback of 1.0m (3.3ft) is required.

Any potion of a building over 22m (72ft) in height should be separated from other taller building elements by a minimum of 15.2m (50ft).

5.1.2 Entrances and Lobbies

The primary entrances to the hospital (Main Entrance and Emergency Department) should be highly identifiable, welcoming, and accessible. They should be characterized by a highly expressive canopy or other noteworthy architectural elements, and should appear as extensions of adjacent lobby spaces. Other entrances, though secondary in nature, should also be treated with a higher level of architectural care and should be a focal point in the public realm onto which they front.

Architectural expression and form should be treated as the primary component of the wayfinding strategy, with signage acting only to augment what should be an intuitive precinct.

Interior lobbies should be an extension of the exterior entrances. These should perform as airy, welcoming spaces that contribute positively to the user experience. Large volumes, particularly at the main non-emergency entrance, are highly encouraged in order to maximize access to natural light for internal spaces and improve airflow. Lobbies should be treated as public spaces and should employ the same rigorous approach to high quality design as the exterior of the Health Campus Precinct buildings.

5.1.3 Open Space and Public Realm

The massing, orientation, and architectural expression of buildings in the Health Campus Precinct must contribute to the successful performance of the outdoor spaces adjacent and within the buildings as described in Section 4 – Open Space of these *Guidelines*. Access to sunlight should be maximized wherever possible through proper building orientation. Building shaping should be provided to minimize shadowing of the sidewalks across adjacent streets.

Green roofs that are visually and physically connected with built form, particularly on lower parts of buildings, should be accommodated to contribute to the healing imperative of the site design strategy.

5.1.4 Access, Servicing, and Circulation

The Health Campus Precinct buildings must contribute to the successful performance of the NSPHC's highly-intuitive pedestrian and vehicular circulation network in consideration of the following design strategies:

a) Pedestrian-only and vehicular connectors should be provided to establish a sense of porosity and welcoming;
b) Where physical permeability is not achievable, visual permeability should be achieved through the careful design of sightlines into and through the buildings, particularly at grade;
c) Parking accesses and passenger loading/unloading zones should be located to support efficient vehicular movements and minimize impacts the pedestrian experience. Drop-offs should be provided in close proximity to the hospital entry and have a clear wayfinding. For more information refer to Section 4 – Open Space;
d) Limit vehicular impacts on sidewalks and the public realm by minimizing the number and size of access drives and internalize maneuvering as much as is feasible. Shared access drives should be provided where possible, and;
e) Emergency vehicles accesses should be from the north east corner of the precinct in locations that minimize conflicts with pedestrians and reduce potential noise impacts on adjacent neighbourhoods.

5.2 North Precinct

5.2.1 Intent

The North Precinct represents the primary site interface with the Strathcona Community. The form of development should therefore be highly contextually responsive, transitioning and integrating sensitively, both in form and use, with the low-scale building typologies of the adjacent neighbourhood. Further, considerations for residential livability are provided for in these guidelines.

5.2.2 Building Form and Expression

Building massing should be generally broken down and sensitively articulated to best respond to the single-family and small scale multifamily residential uses across Prior Street. Buildings should be no higher than seven storeys to relate to buildings of a similar scale on Union Street, and must be designed with noticeable stepbacks at upper levels to mitigate shadowing across Prior Street. The buildings should generally express a four-storey street wall facing Prior Street, the New High Street, and the east property line, with consideration given to a taller streetwall where the building fronts the New Arterial Road. Retail use should be provided at-grade where the building interfaces with the New Arterial Road and the New High Street. Residential uses at-grade are recommended where the building fronts Prior Street.[1]

Buildings should be designed to maximize cross-ventilation within residential units. Double-loaded corridor buildings, being those designed with a row of dwelling units located on either side of a straight corridor, should not exceed approximately 19.8m (65 ft.) in depth, and are generally not recommended.

[1] In the event that Prior Street is selected by City of Vancouver Council to be upgraded as the new arterial in lieu of the New Arterial Road, retail uses should be located on frontages facing the New High Street and Prior Street with setbacks provided as per 5.2.3 (a). Residential uses should be provided facing the Wellness Walk with a minimum setback of 3.0m (10ft) from the walk to provide for substantial private outdoor space with landscape buffer.

Non-residential uses in the North Precinct should have a typical floor-to-floor height of no less than 4.5m (15ft), and residential uses should be no less than 3m (10ft). Higher than average floor-to-floor heights may be considered subject to the overall impact on the performance of the adjacent public realm and contextual fit.

5.2.3 Setbacks

Setbacks for new development in the North Precinct should generally serve to reinforce the transition in scale from the Strathcona neighbourhood and the NSPHC, and provide for an architectural expression that is varied and visually appealing. Setbacks should be provided as follows:

a) Where buildings face the New Arterial Street, a minimum setback of 1.0m (3.3ft) is required, which should be extended up to the sixth floor. An additional 2.4m (8.0ft) step back should be provided at the seventh level;
b) Where residential uses are provided at grade facing Prior Street, a minimum setback of 3.7m (12.0ft) should be provided to allow for adequate private outdoor space with substantial landscape buffer, and;
c) Where the building faces Prior Street, the New High Street, and the east property line an additional 3m (10.0ft) step back should be provided at the fifth level with an additional 2.4m (8.0ft) provided at the sixth level. The seventh level should be further stepped back a minimum 2.4m (8.0ft) to mitigate shadowing of the north side of Prior Street;

5.2.4 Open Space and Public Realm

The following open space design strategies are to be explored in the development of the North Precinct:

a) Design open spaces as high-quality interfaces with all adjacent contexts in keeping with Section 4 – Open Space of these *Guideline;*.
b) Maximize opportunities for social gathering such as patios, public seating, generous sidewalk including landscape, etc. Provision of a common rooftop amenity space is highly encouraged.
c) Where the public realm interfaces with at-grade residential units, substantial landscaped areas should be provided to separate public and private spaces but should not negatively impact the effect of eyes-on-the-street;
d) All dwelling units must be provided with furnishable and usable outdoor space with a minimum depth of no less than 1.8m (6.0ft), except in the case of studio units where Juliet balconies may be considered subject to the provision of high-performing common outdoor amenity space.

5.2.5 Access, Connections, and Circulation

As with all buildings in the NSPHC, the form of development in the North Precinct should generally contribute to the performance of the public realm, including the pedestrian experience.

Active uses, such as retail or service, should be provided at grade to provide for a vivid interface with at grade, particularly facing the New High Street and the New Arterial Road.

Loading and parking functions should generally be concentrated to in the northeast corner of the precinct, should be located to minimize conflicts between vehicles and pedestrians, and should be integrated within the envelope of a building.

5.2.6 Dwelling Uses

The North Precinct is recognized as a potential location for dwelling uses, and the livability of dwelling units should be a paramount consideration where housing is pursued. Housing should generally follow the provisions of the City of Vancouver's *High-Density Housing for Families with Children Guidelines* in addition to the following design directives:

a) Units should comply with the City's *Access to Daylight, Views, and Ventilation in Dwelling Units* bulletin and should maximize access to passive ventilation;
b) Twenty-five percent of dwelling units should be family-oriented units, with a minimum of five percent of those units being comprised of three bedrooms or more, and:
c) At-grade residential units should be provided with a minimum 3m (10ft) of separation from the property line for the provision of outdoor space with a substantial landscape buffer, and;
d) At-grade residential units should be expressed as discrete units when viewed from the street.

5.3 West Precinct

5.3.1 Intent

The West Precinct provides the primary site interface with the adjacent mixed-use properties on the west side of Station Street and the anticipated Hogan's Alley development on the viaduct lands to the north. By virtue of their orientation closest to Main Street and their strategic location close to Thornton Park, buildings in this precinct will constitute the most outwardly expression of the campus as a whole. These guidelines are intended to provide design direction to ensure a precinct that is highly contextually responsive and acts as an appropriate transition in scale to the larger campus buildings to the east.

5.3.2 Building Form and Expression

Development in the West Precinct should be divided into multiple building forms and expressions to harmoniously interface with adjacent developments. At grade, buildings should be highly visually permeable to establish a sense of activity and security along both Station Street and the New High Street. Formally, the lower levels of the building should generally be expressed as a continuous four storey streetwall facing the New High Street in order to reinforce a sense of human scale. Buildings should be generally orientated orthogonally to the established street grid.

Active retail uses should be provided on all frontages, except where other active uses are provides such as hotel lobbies, office entrances, and childcare drop off areas. Loading areas off of Station

Street should be internalized as much as possible, and where this cannot be achieved should be screened with substantial landscaping interventions. The following additional design strategies should be considered for all buildings in the West Precinct:

a) Provide a transition in building scale from the mid-rise typologies of the west side of Station Street with the larger buildings of the Health Campus;
b) Treat façades facing both Station Street and the New High Street equal significance developed in consideration of the history of the site;
c) Consider mirroring the unique sawtooth profile of the buildings on the west side of Station Street by providing vertical and horizontal modulation in the built forms along Station Street;
d) Establish a formal relationship between buildings at the south end of the West Precinct with the Station Street mini park and heritage tree;
e) Provide for a sense of permeability through the Precinct from Station Street. Buildings in the West Precinct must not create a barrier between the NSPHC and the existing mixed use neighbourhoods to the West.
f) Clearly delineate building entrances with expressive canopies or other architectural features, and;
g) Provide due consideration to the expression of highly visible upper storeys by providing visually appealing architectural elements or building sculpting up the full height of the buildings.

The following additional design guidance is provided for specific areas within the West Precinct:

5.3.2.1 **Southern sub-area (Hotel)** – Building massing should generally take on a flatiron form to clearly respond to Station Street, the New High Street, the Station Street mini park and heritage tree, and Thornton Park alignments. The building should provide a visually-appealing backdrop to Thornton Park to the south and formally frame the St. Paul's Plaza to the southeast. Setbacks at lower levels should not be provided to reinforce the building presence on the mini park and Thornton Park. Retail should be provided at grade facing west, north, and east.

Hotel tower elements over 22.0m (72ft) in height should be separated from adjacent office tower elements by a minimum distance of 24.4m (80ft).

5.3.2.2 **Northern sub-area (Innovation Center)** – Building masses should generally be arranged as several distinguished volumes atop a podium. Discrete building forms should be separated by a minimum distance of approximately 15.2m (50.0ft) and should be orientated orthogonally to the existing urban grid. Designs should take into account the development potential of the orphaned parcel to the northwest and provide subsequent contextual responses (heights, massing, etc) to create a consistent street wall along the New Arterial Road.

5.3.3 Setbacks

Building setbacks in the West Precinct should be provided as follows:

a) Where West Precinct buildings face the New High Street, a minimum setback of 1.0m (3.3ft) is required;
b) Along Station Street, a minimum setback of 1.0m (3.3ft) is required;

c) Where deeper setbacks are provided, the resultant wider outdoor spaces must be rigorously programmed or provided with engaging site elements to maintain a sense of safety and activity at all hours;
d) A minimum 4.0m (13.0ft) setback is required at the southernmost property line of the precinct;
e) Step backs or other architectural modulation should be provided above the fourth storey of all Precinct buildings in order to express a consistent four storey streetwall facing the New High Street and Station Street. Some variation in the height of the streetwall may be entertained facing the western property line to mirror the unique sawtooth profile of the buildings on the west side of Station Street, and;
f) No setbacks are required at the shared property lines between the West Precinct and the property at 220 Prior Street, however upper level step backs or other architectural modulation should be provided to present a visually interesting skyline and to absolutely mitigate shadowing on the Hogan's Alley development to the north of the New Arterial Road.

5.3.4 Open Space and Public Realm

Open spaces in the West Precinct are generally anticipated to comply with Section 4 – Open Space of these Guidelines with particular consideration given to the following:

a) An active and attractive hotel forecourt should be provided in the Southern Sub-area as an apparent extension of the Healthcare Boulevard and should provide for physical permeability through the Precinct to the Health Campus Precinct;
b) Retail entrances must be provided facing the adjacent streets. Entrances that face internal courtyard spaces only are not supported;
c) Additional permeability should be provided through the Northern Sub-area;
d) Where service areas are proposed facing Station Street substantial landscaping should be provided to minimize the resultant impacts on the public realm. Service areas should be internalized wherever possible;
e) Opportunities for outdoor patio spaces should be explored on both Station Street and the New High Street, particularly in areas with significant access to daylight.

5.3.5 Access, Connections and Circulation

Loading and parking access for office building in the Northern Sub-area should be consolidated to absolutely minimize the number of curb cuts, driveways, and potential resultant impacts on the public realm at Station Street. Arrangements to provide for shared service access should be explored for future development at the orphan site at 220 Prior Street to further reduce the number of curb cuts on Station Street. Drop-off areas for hotel guests and other users should be strategically designed to minimize impacts on the performance of the public realm.

Developments in the West Precinct must contribute in their form, massing, and architectural expression to the legibility of the site circulation network.

5.4 South Precinct

5.4.1 Intent

Buildings within the South Precinct are intended to provide a formal response to the heritage Pacific Central Station and its prominent role as an historical anchor in the community. South Precinct buildings should also respond to existing and future open spaces, acting to frame the view of the St. Paul's Plaza when viewed from Thornton Park.

5.4.2 Building Form and Expression

The building form and massing should be informed by its heritage context and respond to this prominent location and parcel configuration. Design strategies and directives for the buildings in the South Precinct include:

a) Providing contemporary references of form and height of Pacific Central station;
b) Minimizing shadows on Thornton Park;
c) Maximizing solar access to the St. Paul's Plaza;
d) Orientating the massing of the building to street grids, and;
e) Providing retail uses at grade to create an engaging public realm with consideration given to creating opportunities for "spill-out" activities on the sunny side of the precinct.

While mimicry of heritage is not supported, proposals may present a unique interpretation of heritage forms, materials, and exhibit a thorough understanding of the classical composition of the adjacent building. Additionally, the expression of the building should:

a) Respond in form and finish to the existing and future public open spaces within and around the NSPHC;
b) Be designed with a high level of architectural design rigour applied to all façades in consideration of its high level of visibility from multiple angles, and;
c) Act in concert with the adjacent development at the southeast corner of Station Street and Terminal Avenue to formally frame Pacific Central Station.

The building should present a minimum four storey street wall to better respond to its corner situation. Further stepping back of the building form may be provided at upper levels as needed to mitigate shadowing on adjacent open spaces and to provide for modulation and visual interest at the roofline.

5.4.3 Setbacks

a) A minimum setback of 2.0m (6.6ft) is to be provided facing Station Street and at the south side yard. An additional 2.4m (8.0ft) shoulder step back should be considered above the fourth storey at the south side of the building to establish a stronger formal relationship with Pacific Central Station, and;
b) A minimum 1.0m (3.3ft) setback is required where the building fronts National Avenue.

5.4.4 Access, Connections and Circulation

a) Locate parking access and loading/unloading to the east of the site, away from the intersection and where do not negatively impact pedestrian traffic, and;
b) Locate bike accesses in locations where do not impact the public realm and pedestrian flows.

6 Architectural Components

6.1 Intent

The building form and expression of the New St. Paul's Healthcare Campus should exhibit excellence in architecture that reflects its central use and nature, but that also recognizes the site's history. The design and scale of architectural elements and frontages should be relatable to the pedestrian environment to create a strong sense of place rather than leave a generic impression. Large blank or monotonous street walls must be avoided. Architecture should be highly legible and designed to add visual interest that enhances the pedestrian experience and public spaces.

Architectural components define and add visual interest to a streetscape. The above example captures architectural components remarkably well. Texture and relief in facades, projections and architectural details make a strong impression. Material changes add further definition.

6.2 Ground Floor Expression

Active and engaging uses at grade with highly transparent storefronts should be provided. Where not possible, strategies including visually permeable frontages or careful envelope material treatments and articulation should be provided. Long blank walls are not supported. Other than entrances and lobbies, office uses should not be located at the ground floor level. Additionally, new development should recognize the industrial character of the area, including:

a) Expressing a finer grain urban fabric and generally follow narrow increments;
b) Build out facades to meet front yard setbacks, while forecourts and other articulation of the street wall, where they facilitate activation of the pedestrian realm, including space for outdoor seating, and:
c) Providing clear and identifiable entrances to buildings.

Other design components that further enhance the pedestrian experience include operable windows or sliding glass walls, dynamic building components, and striking signage. Creative storefront merchandising will also be necessary to provide appealing views into these spaces and contribute vibrancy to adjacent street life. Anything that impedes a visual connection to interior space such as in-store shelving, or window films signage should be avoided.

6.3 Roof Expression

Upper levels and roof expression should be carefully designed to present a varied and unique skyline. Elevator and stair penthouses, helipad structures, mechanical rooms, equipment, ducts, vents, and other appurtenances should appear integral with the overall architectural expression of

the buildings. Green roofs must be incorporated on lower levels and, where possible, on higher levels.

6.3 Materiality

The material palettes of campus buildings must, along with the architectural expressions, present a high-quality and durable appearance that reinforce a sense of permanence and distinctiveness. Buildings facing Station Street in the West Precinct should feature a material palette in keeping with material variety of the west side of the street and reflect the industrial history of the area. Buildings within the Health Campus Precinct will be highly visible and should feature a material palette consistent with high-quality contemporary hospital design. The Health Innovative exterior cladding choices and finely-detailed building envelopes are highly encouraged. Additionally, stone, brick, terracotta, metal panels are encouraged. Cementitious panels or other non-durable materials are not supported.

Effective passive solar shading devices that are integrated with the building expression should be incorporated.

The following material palettes are provided for consideration:

Contemporary West Coast

- Simple structures in wood, concrete, or steel
- Architectural concrete or stone walls, stairs, and platforms
- Wood or woodgrain panels, screens, and louvers
- Contoured, tessellated, or perforated metal panels
- Wood and metal railings

Shoreline

- Robust structures including wood piles, steel and wood trusses
- Large windows
- Wood siding and simple volumes
- Nautical design features, particularly those representative of First Nations watercraft
- Concrete planters with tall reeds and grasses

Urban Industrial

- Dramatic industrial structural systems such as steel and heavy timber
- Large expanses of glazing with mullion grids reminiscent of steel windows
- Corrugated metal in select applications
- Corten steel panels
- Rough or architectural concrete in select applications
- Industrial grating, stairs, and like components

6.4 Sky Bridges

If programming between campus buildings prohibits circulation at or below grade, sky bridges may be considered in select locations but are highly discouraged. Sky bridges, if proposed, must provide a high level of visual interest when viewed from the public realm and must appear as integral elements of the overall architectural expressions of the buildings they link. Sky bridges must be visibly transparent and should be as narrow as possible to mitigate undue shadowing of spaces below, and should be located no lower than the forth storey to prevent visually compressing the public realm.

6.5 Lighting and Signage

A rigorously designed lighting and signage strategy is integral to effective site legibility, security, and character. Lighting should be provided to draw attention to and enhance the key outdoor spaces at all hours, and must serve both a utilitarian purpose but also contribute to the overall expression of such spaces. The experience of the pedestrian throughout the site must be prioritized and designs must strategically establish a sense of spatial hierarchy to reinforce paths of travel and programmatic intents of outdoor spaces. Lighting should also be used to reinforce or add another layer of character and visual interest to buildings throughout the campus.

Signage should, first and foremost, augment the high level of legibility and wayfinding of the site. Building and site signage interventions should appear integral to the architectural and landscape design, should be highly legible, and must contribute to the overall performance of the public realm. At grade, signage should be oriented toward the pedestrian particularly along the New High Street and the Wellness Walk. At the Healthcare Boulevard, signage should be highly legible for both pedestrians and motorists. Larger building signage applications, done well, can effectively contribute to the outward appearance and performance of a building at all hours, but can also add visual clutter to the streetscape. All signage should be of high quality, durable materials, and must be easily maintained when needed. Signage must comply with the provisions of the City of Vancouver's *Sign Bylaw*.

6.6 Projections

Projections into the required setback of approximately 0.6m (2.0ft) with the intent of improved building performance and/or articulation may be considered. Examples include solar shading devices or elements providing weather protection.

6.5 Garbage and Recycling

Garbage and recycling facilities must be fully enclosed within the building envelope and be designed with sufficient and universally accessible areas for pick up.

7 Other Environmental Considerations

7.1 Intent

The health campus should deeply incorporate biophilic design, creating rich and complex indoor and outdoor natural environments, while achieving other objectives of passive design (reduced heating/cooling TEDI), rainwater retention and filtration, mitigating urban heat island and other tactics or considerations.

7.2 Resilience

The New St. Paul's Health Campus must be an adaptable facility that will be hazard and climate change resilient over the life of the buildings and provide exceptional post-disaster functionality. The design for all critical campus buildings must demonstrate that a resilience lens has been applied. This site is in a flood plain and is subject to urban heat island effect and rainwater flooding; these are key climate hazards that will drive resilience planning for this project.

A comprehensive multi-hazard and vulnerability assessment of the campus and critical buildings is required, using methodologies approved by the City of Vancouver which will inform the design (and ongoing refinements) of the campus as a post-disaster facility. The assessment should involve key stakeholders such as those who use the hospital, key City of Vancouver staff, clinical planners, building engineers, utility providers, and others. This assessment will include seismic and non-seismic hazards.

Design approaches that advance sustainability and resilience should be sought throughout the design process, with considerations for such passive approaches such as operable windows, shading to avoid overheating, etc. Examples of some of these strategies can be seen in Boston's Spaulding Rehabilitation Center.

The New St. Paul's Health Campus is a collection of facilities and services, but it is also a community of people. In addition to environmental and structural resilience, the New St. Paul's Health Campus should strive to incorporate flexible social and communal spaces into facility design.

Socially connected, trusting communities are shown to have more robust health and wellbeing, and experience faster, more effective recovery in the event of emergencies and disasters. In support of a holistic approach to health, the New St. Paul's Health Campus should seek out opportunities to facilitate social connection and bolster informal support networks on the Health Campus. It may do so through the design and incorporation of physical gathering and social spaces into facilities, and/or by offering structured (programmed or organized) social and cultural events.

Flexible, multi-use communal spaces can serve a variety of needs for both Health Campus staff and patients, and can serve as locations for both informal and formal, structured social activities. While structured activities around social connection and belonging for the entire Health Campus community provide opportunities for informal networks of care to alleviate potential strain of increasing demand on health services. Moreover, investing in social spaces and activities will

benefit users of the Health Campus every day, and facilitate pro-social, resilient actions by community members in the event of climate or geological shocks.

7.2.1 Seismic Hazards

Following the multi-hazard and vulnerability assessment, a multi-climate hazards risk assessment should be completed to ascertain the performance of the campus and campus buildings critical to the provision of life-saving medical services over the lifetime of the buildings.

A risk assessment for non-seismic, multi-climate hazards (including coastal flooding, extreme heat events) and others as peer-reviewed by a panel of experts to the satisfaction of the Chief Building Official should be completed. The resulting design should demonstrate resilience to climate change. The hospital campus and all hospital buildings critical to the provision of life-saving medical services must retain a high degree of post-disaster functionality in the context of 2050 climate data.

7.2.2 Non-Seismic Hazards

A risk assessment for non-seismic, multi-climate hazards, including coastal flooding, extreme heat events, and others as peer-reviewed by a panel of experts to the satisfaction of the Chief Building Official should give the foundation for a rigorous design approach to non-seismic disaster preparedness. The hospital campus and all hospital buildings critical to the provision of life-saving medical services must retain a high degree of post-disaster functionality in the context of 2050 climate data.

7.2.3 Floodplain

As stipulated in the *New St. Paul's Hospital and Health Campus By-law* a minimum flood construction level of 5.0 m geodedic should be established and with an additional 0.2m (0.6ft) required to accommodate subsidence. Further accommodations should be made for settlement, wave effect, and other site conditions or service expectations. A relaxation to provide a flood construction level no lower than 4.8m geodedic may be entertained subject to planned flood protection measures or provision of sufficient evidence supportive of such a relaxation in a risk management assessment to the satisfaction of the Chief Building Official. A Flood Construction Level of 5.4 m is highly encouraged if possible. Measures to mitigate the risk flood damage to critical building components must be explored for all campus buildings, including locating mechanical equipment on higher levels, using flood-resistant building materials on the ground floor, and ensuring a highly robust site drainage strategy.

Flood resilient design and construction methods should be applied to accommodate public realm objectives for both the current and potential future at-grade conditions. Solutions should be accommodated within the property, be visually interesting, and relate to the pedestrian scale. Examples include increased building setbacks, internalized stairs and ramping as well as adaptable entries, loading, and parking.

7.3 Green Infrastructure and Integrated Rainwater Management

a) Refer to *Rainwater Management Bulletin* for full requirements.

b) A site wide strategy for rainwater management shall be developed with a focus on green infrastructure solutions. On-site infiltration, green roofs, and rainwater harvesting and reuse are considered as the most preferred approach, and detention-only strategies as the least preferred. This is large public site – there is an expectation that development should be able to meet the Tier 1 criteria.

c) Considering continuous native soil is limited to perimeter of the buildings, stormwater infiltration opportunities should be fully explored at such locations and wherever possible. Where infiltration is not possible, use lined biofiltration landscapes to treat, slow, and retain some runoff. Bio-filtration over slabs should ensure sufficient soil volume to support trees and planting.

d) For high pollutant areas including roads, driveways, parking lots and passenger drop zone the rainfall depth to be treated increases to the first 48mm of rainfall.

e) Peak flow discharge rate should meet sewer requirement.

f) The rainwater management plan should be integrated with the open space plan, site plan and landscape plan to form a comprehensive rainwater management plan. Grading plan and landscape plan should demonstrate rain management. When proposed rainwater management plan is to be implemented in phases, area plans that delineate drainage areas and identify appropriately sized green infrastructure practices for each area should be provided.

g) Consider the health care co-benefits and improved micro-climate, solar aspect, shading, wind, temperature and plant selection in the overall rainwater management plan and especially in the design of Wellness Walk.

h) Green approaches to rainwater management plan are to be prioritized on site and within right of way to promote better health outcome and demonstrate a leadership in achieving human health improvements from green infrastructure.

Preferred examples are:

1. Rainwater Harvesting for irrigation and toilet flushing.
2. Stormwater tree trenches using soil cells or structural soil under sidewalks or bike lanes can be used to treat and retain stormwater, maximize soil volumes for tree roots, encourage large canopies, and encourage biking and walking.
3. Green roofs and green walls to mitigate urban heat island effect and improve mental health and air quality.
4. Traffic calming device such as curb bulge rain gardens to reduce traffic accidents.

5. Wide bioretention planting as part of the streetscape to create separation and buffer between cars and pedestrians.

7.7 Energy Conservation and Efficiency
7.8 Storm Water Storage

Appendix A

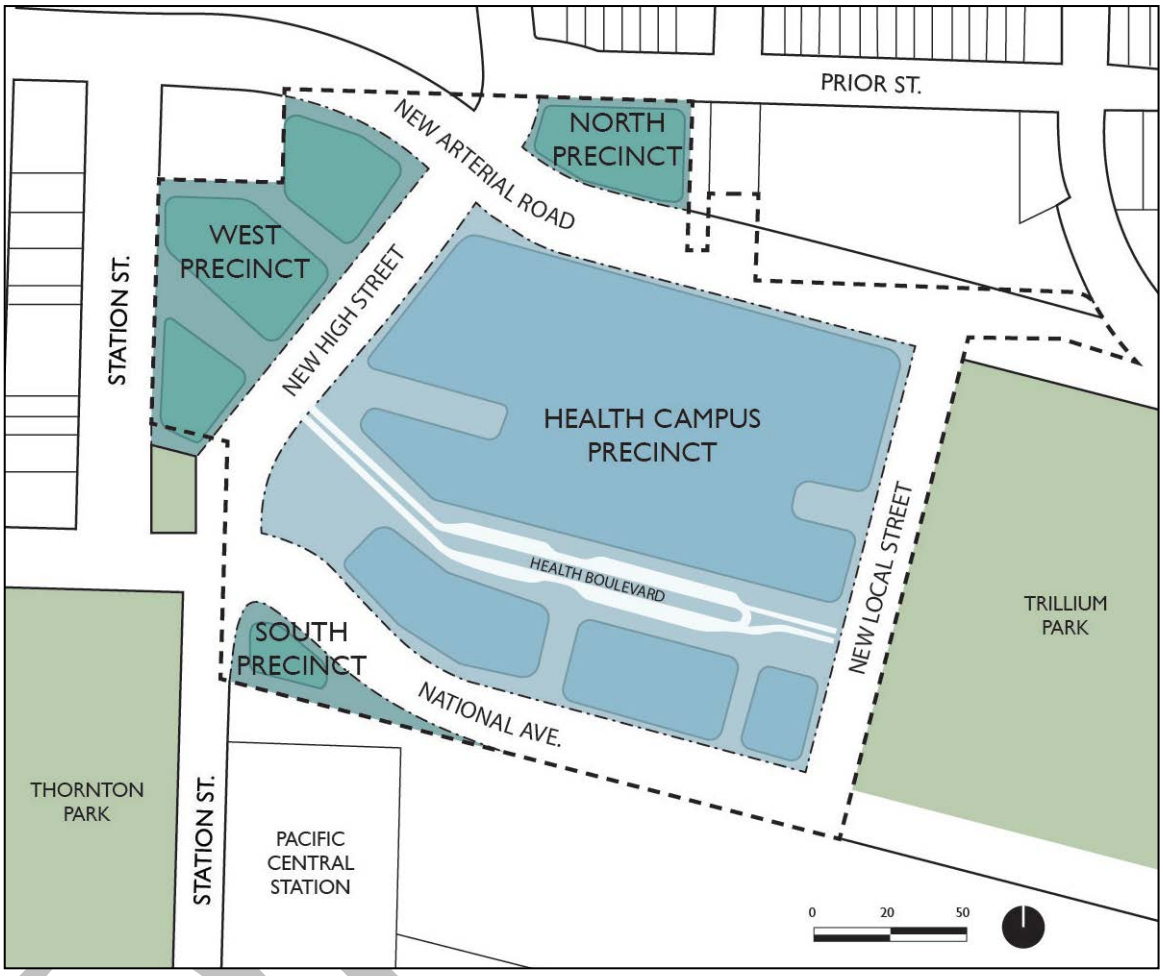


Figure 03. Overall St. Paul's Health Campus Precinct Plan with New Arterial Road Alignment.

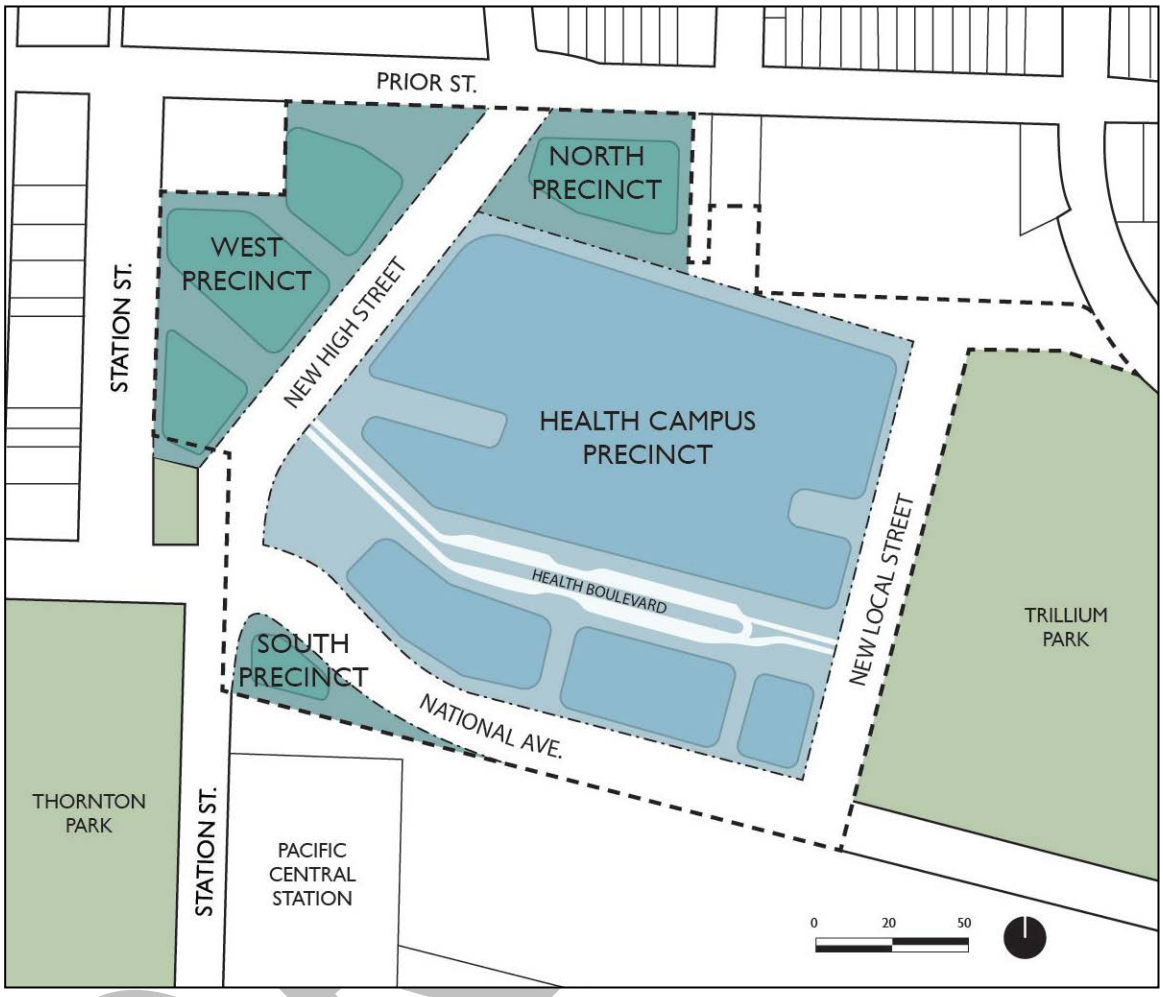
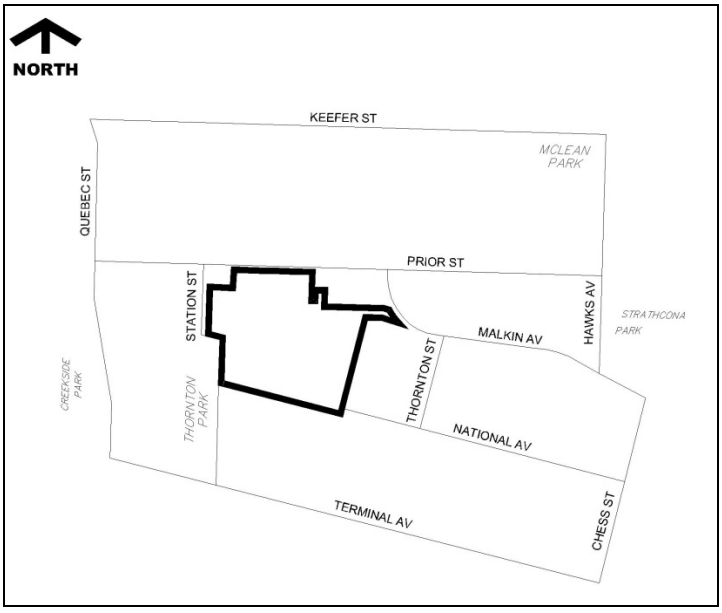


Figure 04. Overall St. Paul's Health Campus Precinct Plan with Enhance Prior Street.

1002 Station Street and 250-310 Prior Street
(New St. Paul's Hospital and Health Campus)
PUBLIC CONSULTATION SUMMARY

Public Notification – A rezoning information sign was installed on site on the site on November 5, 2018. Approximately 5,010 notification postcards were distributed within the neighbouring area on or about November 6, 2018. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage(vancouver.ca/rezapps).

Figure 1: Notification Area

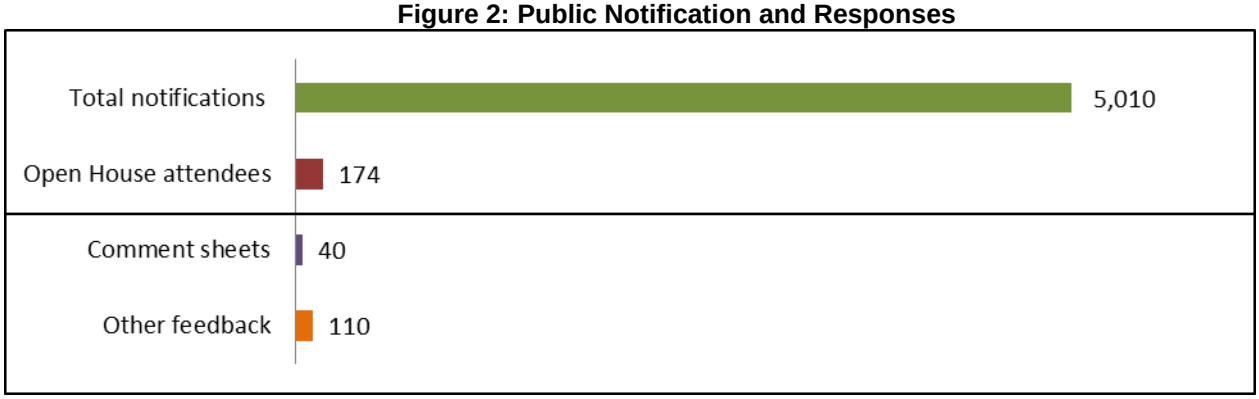


Community Open House – A community open house was held on November 20, 2018at the Creekside Community Centre, located at 1 Athletes Way. Staff, the applicant team, and approximately 174 people attended the open house.

Public Response – Responses to the proposal have been submitted to the City as follows (see Figure 2):

- 40 comment sheets in response to the November 20, 2018 open house;
- 110 emails, completed online comment forms, and phone calls

Figure 2: Public Notification and Responses



Note: each comment form or online response can include a number of comments which may reference points in support, potential concerns and questions or neutral/general statements. Therefore, staff focus on qualitative theming of comments and overall percentages are not provided.

Below is a summary of all feedback received from the public by topic, and ordered by frequency:

Comments of Support:

The provision of rental housing for hospital staff: The inclusion of rental housing units for hospital staff was appreciated.

- **Overall massing, form, and height:** The proposed massing, form, and height were considered appropriate.
- **Inclusion of childcare centres:** The inclusion of childcare centres was supported.
- **Unit mix:** The proposed development includes an appropriate mix of housing, office, hospital, and childcare uses.

Comments of Concern:

- **The potential for animal testing:** Respondents were opposed to animal testing taking place at the new hospital with many suggesting that it is a cruel and no longer necessary practice. Some of these individuals also expressed concerns related to the biohazardous waste associated with research on animals.
- **The proposed development's interface with Station Street and the surrounding neighbourhood:** The project may have a negative impact on the surrounding neighbourhood. It was suggested that public realm and traffic calming measures be developed to improve pedestrian and cyclist safety and create strong transitions.
- **Traffic congestion:** The proposed development may add to traffic congestion in the area. Respondents expressed a desire for good transportation to the hospital.
- **Parking:** The proposed parking may be inadequate.

- **Emergency vehicle** The location of the emergency area may disrupt neighbouring homes.

- **Arterial integration and process:** Respondents were concerned about the site's integration with the arterial replacement and who is being consulted.

- **Building design:** The massing of the proposed buildings were considered too bulky and should have more articulation.

- **Lack of public space:** The proposed development is in need of more green and open spaces.

- **Post-disaster performance:** The site and its surrounding roads may not be resilient to sea-level rise and would result in poor post-disaster conditions.

Other Comments:

- **Height and density limits:** The critical functionality of the hospital should be prioritized over protecting view cones.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as highly as above).

Comments of support:
- Appreciative of protected bike lanes – ensure the entire site is pedestrian and bike friendly
- Appropriate open/public spaces
- Emergency location is well connected and will minimize disruption to Citygate neighbourhood
- Development will positively contribute to the area

Comments of concern:
- Will lead to a loss of important services for the West End
- Building massing too large in relation to residential homes to the north
- Too close to a residential neighbourhood
- More publicly accessible play spaces are needed
- Concerned with potential length of project time
- West parcel height will block views and sun exposure
- The West parcel is too dense and does not reflect original plans
- Shadowing will be an issue on the Healthcare Boulevard
- Concerned with lack of views and access to daylight
- Number of childcare spaces in insufficient
- May lead to increased crime and security issues for residents along Station Street
- Concern with increased garbage along Station Street
- More residential housing should be included
- Bike lanes too focused on periphery of site – should be accessible from front door and end of trip facilities
- Pedestrian corridor feels constrained along Healthcare Boulevard
- Concern with National Street bike lane transitioning from separated to unseparated

Neutral comments/suggestions/recommendations:

- Site's interface with surrounding residential neighbourhoods is important
- The Georgia Viaducts should not be torn down
- Why is the lot at the corner of Station and Prior Streets not being included?
- Station Street bike lane should be on the east side of the street
- Trees should be left as is along Station Street
- Can additional rental housing be accommodated on another parcel?
- Campus should include mental health drop-in clinic that is accessible to the surrounding community
- Site should be welcoming from all directions – do not position back of house (garbage, utilities, parking) so that it is directed at Strathcona neighbourhood
- Ensure the site is well connected to the many important bike routes that serve the area
- Provide bike parking along Station Street
- Provide more storage for garbage bins
- Design of Station Street should create separation between public realm and private residential spaces to deter crime
- Garbage pickup should not interfere with bike lanes along Station Street
- Would like to see the facility provide amenities to existing residents of the area (restaurants, cafes, shops, drug store, liquor store)
- Patios could be allowed for restaurants and bars along Station Street to better define public/private spaces
- Frontages of West Parcel should activate Station Street
- Supportive of animal testing as a method for protecting human safety
- Would like to see development include affordable housing for families and out of town patients
- Parking should be affordable – free for those visiting the ER

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1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus) FORM OF DEVELOPMENT

At Ground-Level Landscape Plan

Rooftop Landscape Plan

Wellness Walk & Walk the Line

Indicative Design – View from Southeast

Indicative Design – View from Northwest

Indicative Design – View from Southwest

Indicative Design – View from Northeast

Figure 2-21: Indicative Cross Section AA

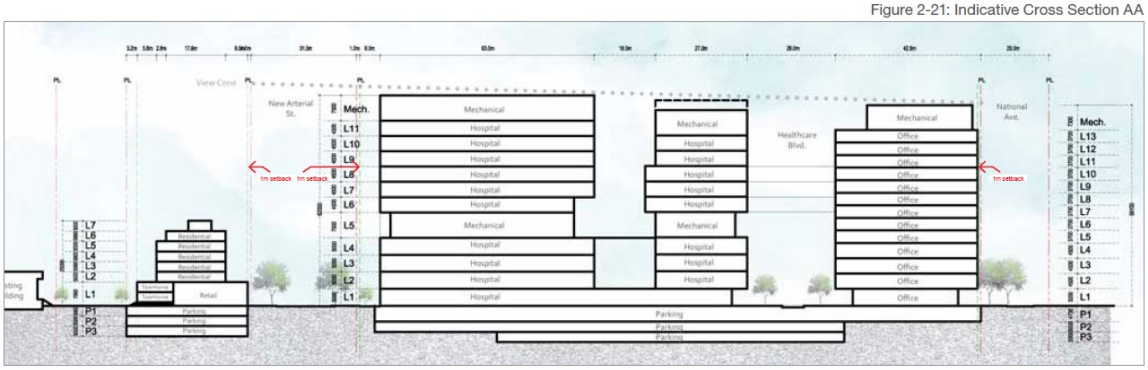


Figure 2-22: Indicative Cross Section BB

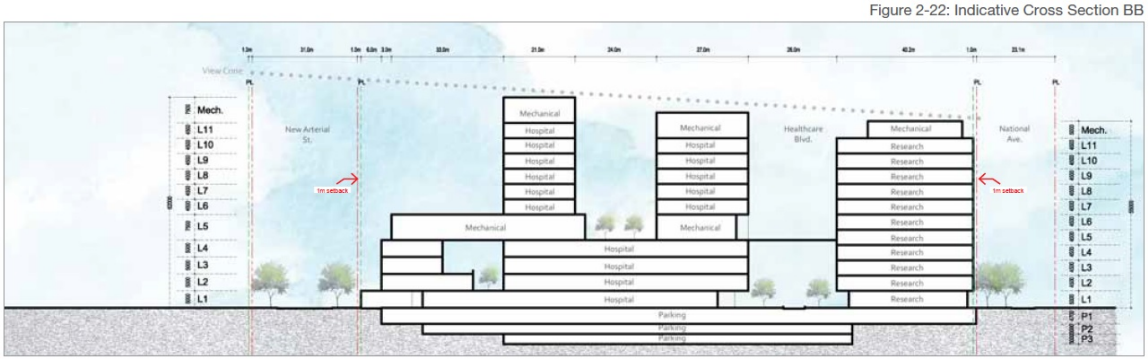


Figure 2-23: Indicative Cross Section CC

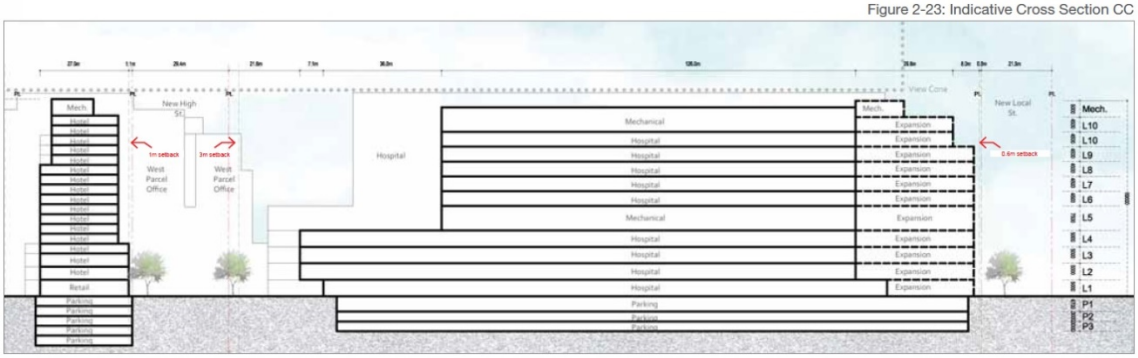


Figure 2-24: Indicative Cross Section DD

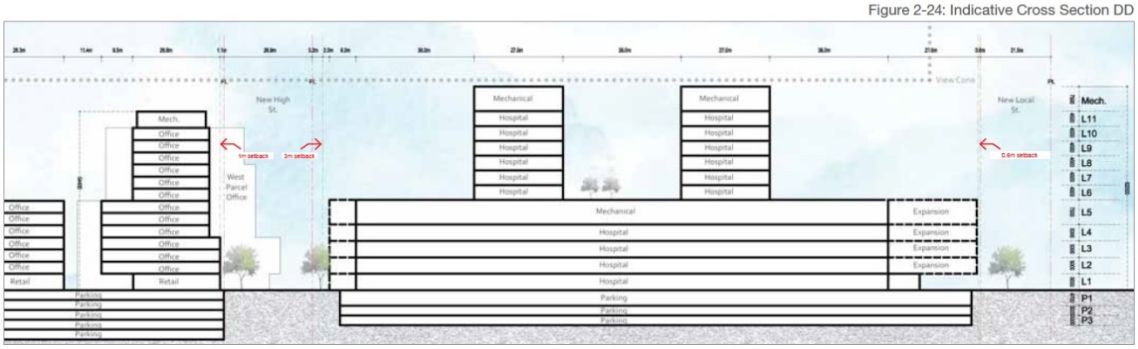
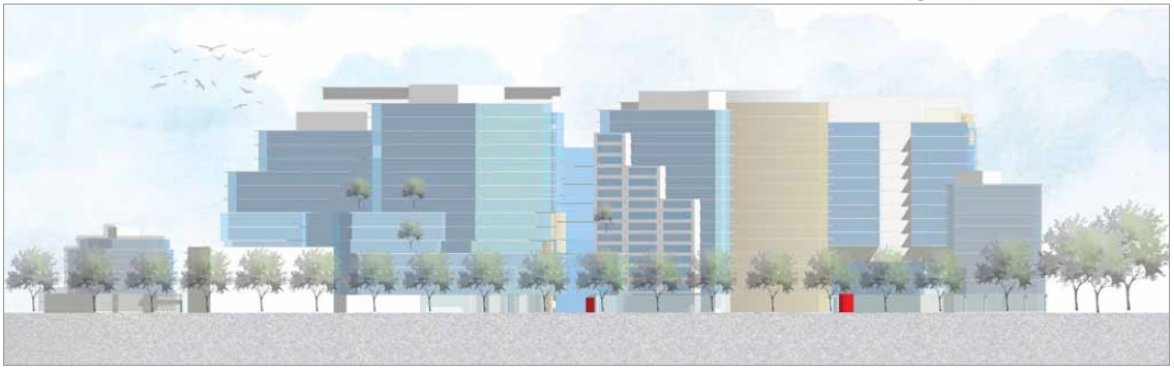


Figure 2-27: Indicative East Elevation

Figure 2-28: Indicative South Elevation

Figure 2-25: Indicative North Elevation

Figure 2-26: Indicative West Elevation



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1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus) PUBLIC BENEFITS SUMMARY

Project Summary:

155,895 sq. m hospital on a new health care campus with 55,766 sq. m of office/research space, 4,144 sq. m of retail-service, 13,000 sq. m of hotel use and 6,554 sq. m of rental housing for health care workers

Public Benefit Summary:

In-kind benefits include two childcare centres, public open space, Community Benefits Agreement

	Current Zoning	Proposed Zoning
Zoning District	I-3 and I-2	CD-1
FSR (site area = 74,380 sq. m)	3.00	4.20
Floor Area (sq. m)	223,140	310,550*
Land Use	Industrial	Institutional Residential Office Retail-Service

* Does not include floor area for two childcare centres

Summary of development contributions expected under proposed zoning:

City-wide DCL[1,2]	$ 51,477,650
City-wide Utilities DCL[1]	$ 17,876,991
False Creek Flats Layered DCL[1]	$ 21,695,022
Public Art[3]	$ 6,617,821
Development Contributions TOTAL	**$ 97,667,484**

Other benefits (non-quantified): 69-space childcare centre, 49-space childcare centre, public open space, Community Benefits Agreement

Note: The above table does not include floor area for the two Child Day Care Centres, as they are subject to a nominal DCL rate of $10 per facility, and not subject to public art.

[1] Based on rates in effect as at September 30, 2019; rates are subject to future adjustment by Council including annual inflationary adjustments. DCLs are payable at building permit issuance based on rates in effect at that time. A development may qualify for 12 months of in-stream rate protection, see the City's DCL Bulletin for details.

[2] City-Wide DCL revenues are allocated as follows: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%); and Utilities (8%).

[3] Based on rates in effect as of 2016.

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1002 Station Street and 250-310 Prior Street
(New St. Paul's Hospital and Health Campus)
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

Property Information

Street Address	Legal Description
1002 Station Street	PID 018-550-185; Lot A District Lots 196 and 2037 Plan LMP14138
250 Prior Street	PID 010-813-217; Lot 19 District Lots 181, 196 and 2037 Plan 6780 PID 008-776-300; Lot C Blocks 15 to 18 District Lots 196 and 2037 Plan 12884 PID 008-776-326; Lot D Blocks 15 to 18 District Lots 196 and 2037 Plan 12884
310 Prior Street	PID 008-126-780; Lot E District Lots 196 and 2037 Plan 13449 PID 008-126-798; Lot F District Lots 196 and 2037 Plan 13449

Applicant Information

Architect	IBI Group Inc.
Property Owner	Providence Health Care Society

Site Statistic

Site Area	74,380 sq. m (gross)

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
Zoning District	I-3 & I-2	CD-1
Land Uses	Cultural and Recreational, Manufacturing, Office, Service, Utility and Communication	Agricultural, Cultural and Recreational, Institutional, Medi-Tech, Office, Parking, Retail, Service
Floor Area	223,140 sq. m	Health Campus Parcel: 231,182 sq. m West Parcel: 66,638 sq. m North Parcel: 7,554 sq. m South Parcel: 6,700 sq. m Total: 312,074 sq. m
Maximum FSR	3.00	4.20
Maximum Height	18.3 m (60 ft.)	Health Campus Parcel: 63.1 m (geodetic elevation) West Parcel: 66.1 m (geodetic elevation) North Parcel: 24 m (79 ft.) South Parcel: 39 m (128 ft.)
Parking, Loading, and Bicycle Spaces	As per Parking By-law	As per Parking By-law