



COUNCIL REPORT

Report Date: October 28, 2025
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Meeting Date: November 26, 2025
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TO: Standing Committee on Policy and Strategic Priorities

FROM: The General Manager of Engineering Services in Consultation with the Director of Real Estate Services

SUBJECT: New St. Paul's Hospital and Health Campus – Road Establishments

Recommendations

THAT Council approve the establishment as street of the following City-owned parcels of land in support of the New St. Paul's Hospital and Health Campus road network:

1. All of 410 Prior Street, legally described as: [PID: 010-813-209]; Lot 8, District Lots 181, 196 and 2037, Plan 6780 (the "Dunlevy Connection");
2. A 695.4 square-metre (7485 square-foot) portion of the north-end of Trillium Park at 580 Malkin Avenue, legally described as: [PID: 025-467-743]; Part of Lot G, District Lots 196 and 2037, Group 1, New Westminster District, Plan BCP802 (the "Malkin Connection");

the same as shown on the sketch attached as Appendix "A". Report, New St. Paul's Hospital and Health Campus – Road Establishments, November 26, 2025

If Council approves the recommendations as contained in this report, the Formal Resolution to establish both the Dunlevy Connection and Malkin Connection as streets will be before Council later this day for approval.

Purpose and Executive Summary

This report seeks Council authority to establish two portions of City-owned land as street pursuant to the Vancouver Charter. The street establishment is necessary to implement the ultimate road network serving the New St. Paul's Hospital and Health Campus in accordance with approved rezonings, area plans, and previous Council decisions.

Council Authority/Previous Decisions

- The authority for establishing streets and lanes is set out in [Section 291 of the Vancouver Charter](#).
- Council approved the [“New St. Paul's Hospital and Health Campus Policy Statement”](#) on June 14, 2017, laying out a guide for the development of the new hospital and health campus at the 1002 Station Street site in the False Creek Flats.
- Council Approved the [“CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street \(New St. Paul's Hospital and Health Campus\)”](#) (the “New St. Paul's Rezoning Report”) on September 17, 2019, which presented two possible scenarios for the ultimate road network to be developed around the New St. Paul's Hospital and Health Campus (“Scenario B” resulted).
- Council Approved the [“False Creek Flats Grade-Separated Road Alignment”](#) Policy Report on September 24, 2019. The decision to develop the Prior/Venables Alignment as the main arterial servicing the area further indicates “Scenario B” as the ultimate road network in the above noted Rezoning.

City Manager's Comments

The City Manager concurs with the foregoing recommendations.

Context and Background

The development of the New St. Paul's Hospital and Health Campus at 1002 Station Street requires the creation of a supporting road network within the False Creek Flats area. Planning for this network has been guided by a series of Council-approved policy initiatives and decisions addressing transportation connectivity, rail grade separation, and land use integration.

The [New St. Paul's Hospital and Health Campus Policy Statement \(2017\)](#) determined the framework for the development of the hospital site, including a new internal street network and connections to the surrounding arterial system. The subsequent [New St. Paul's Rezoning Report \(2019\)](#) presented two scenarios for the ultimate road network: Scenario A, involving a new east-west arterial through the hospital site, and Scenario B, maintaining the existing Prior/Venables Street alignment as the primary arterial. The rezoning conditions were structured to accommodate either scenario pending Council's final decision on the preferred alignment.

In parallel, the [False Creek Flats Grade-Separation and Road Alignment Report \(RTS 12872, 2019\)](#) evaluated alternative arterial alignments and confirmed the need to grade-separate the Burrard Inlet Rail Line to support reliable east-west movement across the False Creek Flats. Alongside Council's endorsement of the retention of the existing Prior/Venables alignment being the most feasible and cost-effective solution, the report further confirmed that Scenario B from the New St. Paul's Rezoning Report constitutes the ultimate road network for the area.

This report follows from those prior Council directions and decisions by recommending the necessary street establishments in order to fully implement the approved Scenario B road network, ensuring access, circulation, and servicing for the New St. Paul's Hospital and surrounding area (see Figures 1 and 2 below showing the approved Scenario B road network,

taken from the New St. Paul's Rezoning Report).

Trillium Park is not designated as either a “permanent” nor “temporary” public park under the Vancouver Charter but rather is held under the Park Board's “care, custody, and management.” Accordingly, while the Vancouver Board of Parks and Recreation provides day to day care and management of the land for park purposes, the City of Vancouver retains governance and oversight of the land as it relates to non-park functions such as for utilities or road corridors. The Vancouver Board of Parks and Recreation has been consulted and informed throughout the planning and design process. In April 2012, the Park Board approved the Trillium North Park site Concept Plan which detailed the proposed design and vision for the area north of the playing fields. The plan anticipated a possible future realignment of Malkin Avenue and incorporated a 30-meter-wide connector through part of the park's northern edge. Following Council's 2019 endorsement of the Prior/Venables alignment, a significantly smaller portion of the park is now required to achieve the required road configuration. In April 2022, the Vancouver Board of Parks and Recreation received a briefing memo detailing park boundary changes and upcoming construction works at Trillium Park's northern edge to accommodate the planned road alignment and further confirming that there would be no impact to active park programming.

Figure 1 - Transportation Network with Prior Street Alignment (Scenario B)

(Figure 16b in the New St. Paul's Rezoning Report)

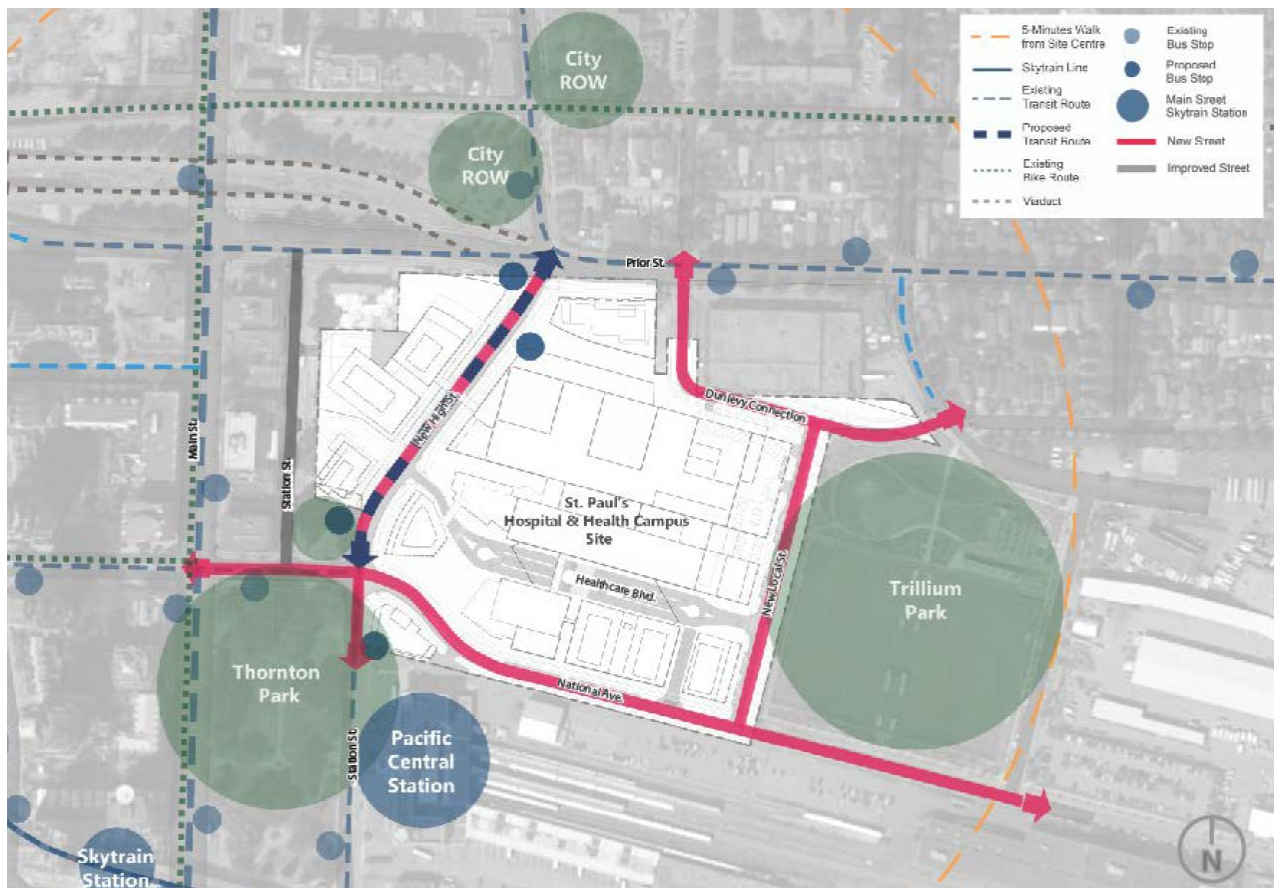


Figure 2 – New St. Paul's Hospital Master Plan with Prior Street Alignment (Scenario B)
(Figure 17b in the New St. Paul's Rezoning Report)



Discussion

Implementation of the ultimate road network supporting the New St. Paul's Hospital and Health Campus is a critical step in delivering coordinated transportation, access, and servicing infrastructure in the False Creek Flats. The network design reflects Council's previous decision to proceed with a grade-separated underpass along the existing Prior/Venables Street alignment, as endorsed through the False Creek Flats Grade-Separation and Road Alignment Report (RTS 12872).

The new internal road network within the hospital precinct consists of a north-south High Street (Gore Avenue), an internal private street (Healing Place and Medicine River Boulevard) providing access to hospital and research uses, and a local street connection along the west edge of Trillium Park, most of which have already been achieved via road dedications on subdivision plans through the development process. The two street establishment areas being considered in this report are required to fully complete this ultimate road network. Detailed design of the new street south from Prior Street through the Dunlevy Connection (ultimately an extension of Dunlevy Avenue) and continuing east out to Malkin Avenue through the Malkin Connection (ultimately an extension of Atlantic Street) is complete and construction is underway as of October 2025. The formal establishment of these areas as street is the final step in completing this new road alignment.

Together, these roads will provide multimodal access and form part of the public street system, supporting pedestrian and cycling connections between Strathcona, Thornton Park, and the False Creek Flats. They will secure long-term public access, define parcel boundaries, and enable servicing coordination for the hospital campus and adjacent development sites. Once fully established and opened, these roads will align with the City's complete streets principles by incorporating wide sidewalks, separated cycling facilities, and provisions for transit operations and emergency access.

Financial Implications

There are no financial implications associated with this report's recommendations.

Legal Implications

There are no legal implications associated with this report's recommendations.

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APPENDIX A

Areas To Be Established As Street

