

**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 (hən̓q̓əmi̓n̓əm̓ and Sk̓wx̓wú7mesh).

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-swailes 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 Rezoning* (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 Rezoning 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 Rezoning – 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 through 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) Private Parcel Rainwater Management Target Clarification
 - (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) Right-of-Way Rainwater Management Target Clarification
- (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 Site has progressed. The number of service connections to the main Rezoning Site at 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 (upsized 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 Compliance(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.

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