MEMO

DATE: January 31, 2025
PROJECT NO: 04-23-0176
PROJECT: **New St. Paul's Clinical Support & Research Centre (NSP CSRC)**
SUBJECT: **Passenger Space & Class B Loading Variance**

TO: City of Vancouver

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1. CLASS B LOADING

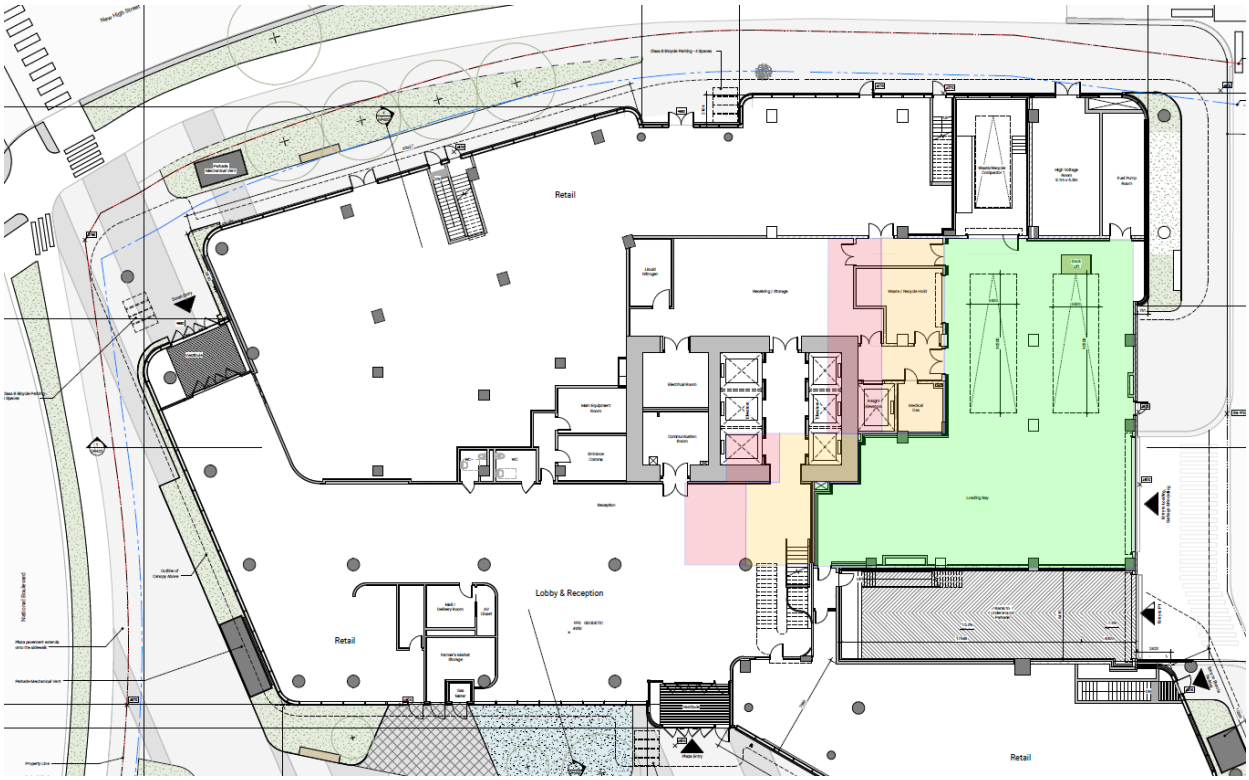
The New St. Paul's Clinical Support & Research Centre (NSP CSRC) was originally rezoned in 2021 with campus-wide parking and loading requirements that included both the CSRC and the main NSP hospital building. Since the rezoning, significant changes to the siting of buildings and transportation access occurred, and City of Vancouver (CoV) policy has also evolved. As such, it is understood that CoV Engineering no longer accepts the approved campus-wide approach for loading. Further, the lot size and floor area of the CSRC building has decreased and the land use breakdown has become better defined since the project began in 2023, so the City's expected loading provision to be bylaw compliant has changed. As per the Final Holds letter received November 26, 2024, the City originally calculated a bylaw requirement of 6 Class B loading spaces, which was then revised up to 10 for full bylaw compliance, except that the City would be willing to support a provision of 4 Class B spaces.

The CSRC is designed with 2 on-site Class B spaces, which is the maximum that the owner, architectural team, and Bunt as the transportation consultant have found is reasonable to provide given the project's other goals and requirements. **Figure 1** shows the current 2-space loading area in green and a minimum possible extension (without considering structural or programmatic impacts) to provide 3 spaces (in orange) or 4 spaces (in red). Any additional loading spaces would require moving the building core, reducing lobby area, and reducing CRU space. The team explored locating the on-site loading in Level P1 of the parkade during early project stages, but dismissed the possibility given the impact of the longer/taller ramp that would be necessary to achieve the required height clearance for trucks and waste collection on a below-grade level.

As the CSRC can only reasonably provide 2 Class B loading spaces, the project is seeking a relaxation from the 4 Class B loading spaces expected by Engineering. The Owner has indicated that they will be able to

adequately manage the building's loading needs with 2 Class B spaces, and this direction from the Owner has been communicated to the Project Team at the outset of the project, leading to the proposed supply. The Owner has already taken pre-emptive steps to reduce frequency of large trucks, such as introducing a dual waste/recycling compactor. A loading manager will direct the usage of the two Class B spaces, with many deliveries scheduled to increase efficiency.

Figure 1: Loading Area Size Comparison



2. PASSENGER SPACES

While the passenger loading spaces on Healthcare Drive and Healthcare Boulevard are intended to serve both the hospital and the CSRC and are adequately provided for both building's bylaw requirements, the City has indicated that passenger loading for the CSRC must be provided on-site and that the on-street provision does not satisfy the compliance requirements. As such, the project is seeking a relaxation from the required 2 Class A and 1 Class B passenger space to no on-site passenger spaces. An underground Class B passenger space cannot be provided for similar reasons to keeping the Class B loading at grade, and allocating underground space for passenger pick-up/ drop-off was found to be a highly inefficient use of parkade space given that all pick-up/drop-off activity is expected to happen at grade. Thus, in order to avoid unnecessary parkade expansion, the Owner has directed that passenger spaces should not be provided within the parkade.