

2.6 Parking, Loading & Bicycle Storage

2.6.1 Description

Parking requirements for all uses will be contained in structures underneath the buildings. The number of levels provided underground will vary, with the greatest number of levels under the commercial office/research and suites hotel buildings on the West parcel.

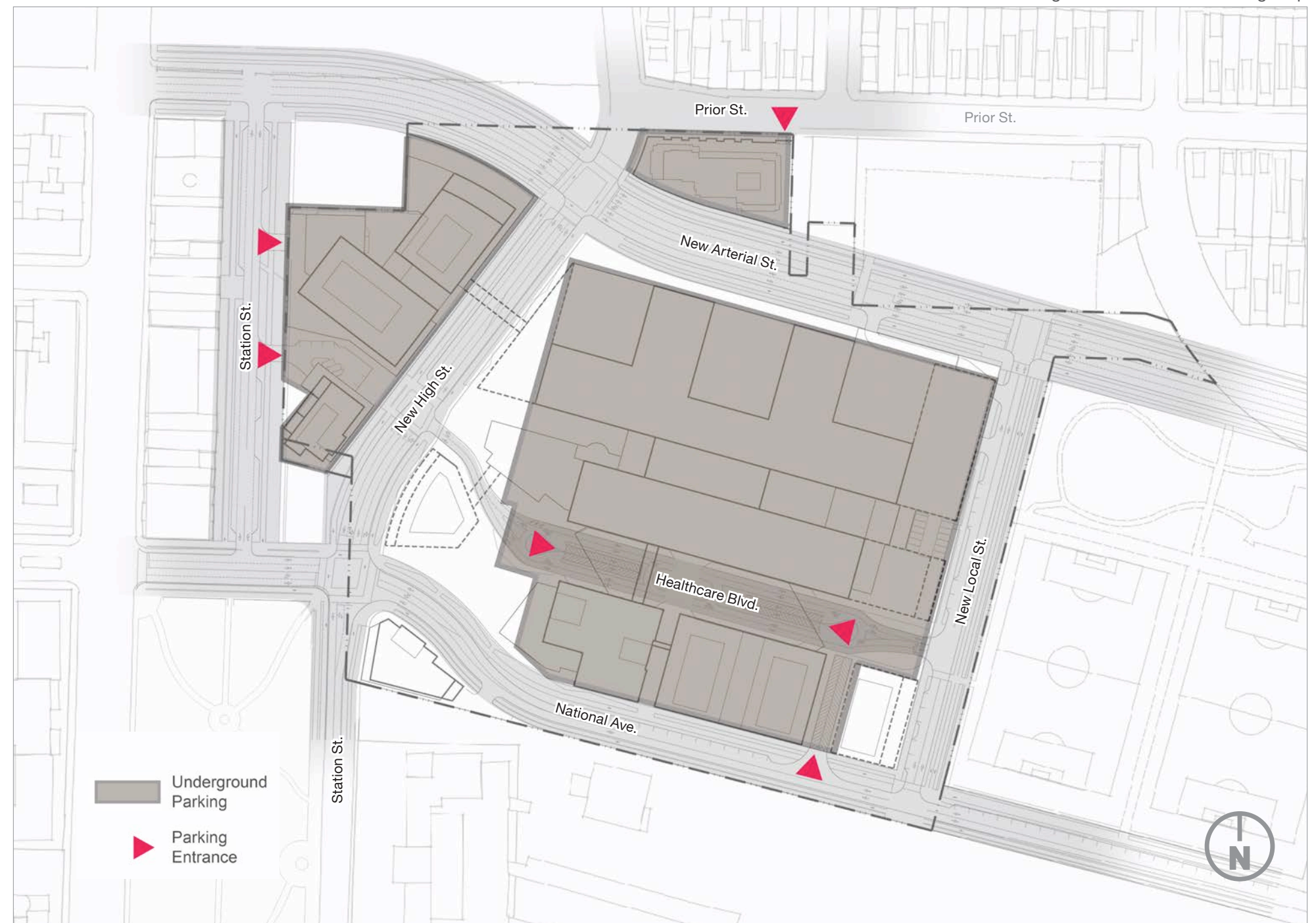
Parking entrances are located on the least busy streets: Station Street's north extension and the private Healthcare Boulevard. The North parcel will be accessed from Prior Street, which will be downgraded from an arterial street once New Arterial Street is constructed.

Loading will be accommodated underground on the Health Campus parcel, with access from National Avenue, and on the surface of other parcels. Bicycle storage will primarily be accommodated underground, with bicycle racks at grade near building entrances.

In some cases the parking structures extend to the property line, while others are held back from the edge of the parcel boundary, which provides free soil for stormwater features and robust vegetation growth.

Some on-street parking will be provided on dedicated streets, but is not included in the parking requirements.

Figure 2-6: Indicative Parking Map



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2.6.2 Proposed Rates

The proposed parking rates vary; some are based on bylaw, while others, like the hospital, are based on a combination of employee and visitor estimates, user surveys and target mode splits; along with a range of Transportation Demand Management measures. Other factors expected to affect parking rates will be the site's unique location only minutes from the Main Street Skytrain station, new bus transit routes and connection to the City's ever-growing bike path network.

The following tables outline the proposed parking, loading and bicycle storage rates by use and a brief rationale for any changes to the bylaw rates. Descriptions of parking, loading and bicycle storage quantities will be outlined in the Transportation Impact Assessment to be refined through the rezoning process.

Figure 2-7: Indicative Design Parking Rates Summary

| Use | Bylaw Rate | Proposed Rate | Rationale for Rate |
|---|---|--|--|
| Hospital, including POB, Research and Expansion | 1 space/93 sq.m. | 1 space per 200 sq.m. | Stalls to be provided to meet the onsite peak requirement for employees and visitors with 33% mode split |
| Commercial Office | 1/100 sq.m. for first 300 sq.m., and 1/50 sq.m. for additional area | 1 space/100 sq.m. (0 space for South Parcel) | Lower than bylaw due to site's excellent transit access |
| Commercial Hotel | 1 space/room | 1 space/3 rooms | Based on downtown hotel parking rate given the site's excellent transit access and profile of user which is expected |
| Commercial Retail | 1/100 sq.m. for first 300 sq.m. 1/50 sq.m. for additional area | 1/100 sq.m. for first 300 sq.m. 1/50 sq.m. for additional area | Parking demand is expected to align with bylaw rates |
| Workforce Housing | 1 space/70 sq.m., no more than 2.2 spaces for every dwelling unit | 0.5 spaces/unit | Based on temporary nature of usage; similar to rental housing rates |
| Daycare | 8 spaces/465 sq.m. | 8 spaces/465 sq.m. | Parking demand is expected to align with bylaw rates |

Figure 2-8: Indicative Design Bicycle Storage Rate Summary

| Use | Bylaw Rates | | Proposed Rates | |
|---|---------------------|--------------------|-----------------------|-----------------------|
| | Class A | Class B | Class A | Class B |
| Hospital, including POB, Research and Expansion | 1/17 Staff on Shift | 6/ Public Entrance | ~50% above bylaw | As per bylaw or above |
| Commercial Office | 1/500 sq.m. | 6/2,000 sq.m. | As per bylaw or above | |
| Commercial Hotel | 1/30 Dwelling Unit | 6/75 Dwelling Unit | | |
| Commercial Retail | 1/500 sq.m. | 6/2,000 sq.m. | | |
| Workforce Housing | 1.25/ Dwelling Unit | 6/20 Dwelling Unit | | |

Figure 2-9: Indicative Design Loading Rates Summary

| Use | Bylaw Rate | | | Proposed rate | | | Rationale for Rate |
|---|--|---|---|---------------|--------------------|-----------------------------|-------------------------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | |
| Hospital, including POB, Research and Expansion | N/A | 1 Per 2,800 sq.m. | 2 for more than 5,000 sq.m. | As per bylaw | 1 per 45,000 sq.m. | 6 for more than 5,000 sq.m. | Based on the estimated demand |
| Commercial Office | 1 for 1,000 to 7500 sq.m.; 3 for 15,000 to 20,000 sq.m.; 4 for 20,000 to 28,000 sq.m., and 1 for each additional 7,500 sq.m. | 1 for 500 to 5,000 sq.m.; 2 for 5,000 to 10,000 sq.m.; 3 for 10,000 to 28,000 sq.m., and 1 for each additional 15,000 sq.m. | N/A | Not Provided | As per bylaw | As per bylaw | Based on the estimated demand |
| Commercial Hotel | 1 for 150 to 249 beds | 2 for 75 to 399 beds | N/A | Not Provided | As per bylaw | As per bylaw | Based on the estimated demand |
| Commercial Retail | N/A | 1 for first 465 sq.m., and 1 for next 1,860 sq.m., and 1 for additional each 2,325 sq.m. | 1 for 2,000 to 5,000 sq.m., and 2 for more than 5,000 sq.m. | As per bylaw | As per bylaw | Not Provided | Based on the estimated demand |
| Workforce Housing | N/A | No requirement for less than 100 dwelling units | N/A | As per bylaw | As per bylaw | As per bylaw | Based on the estimated demand |