

# Welcome

TO THE ROYAL COLUMBIAN HOSPITAL REDEVELOPMENT OPEN HOUSE



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**Open House**



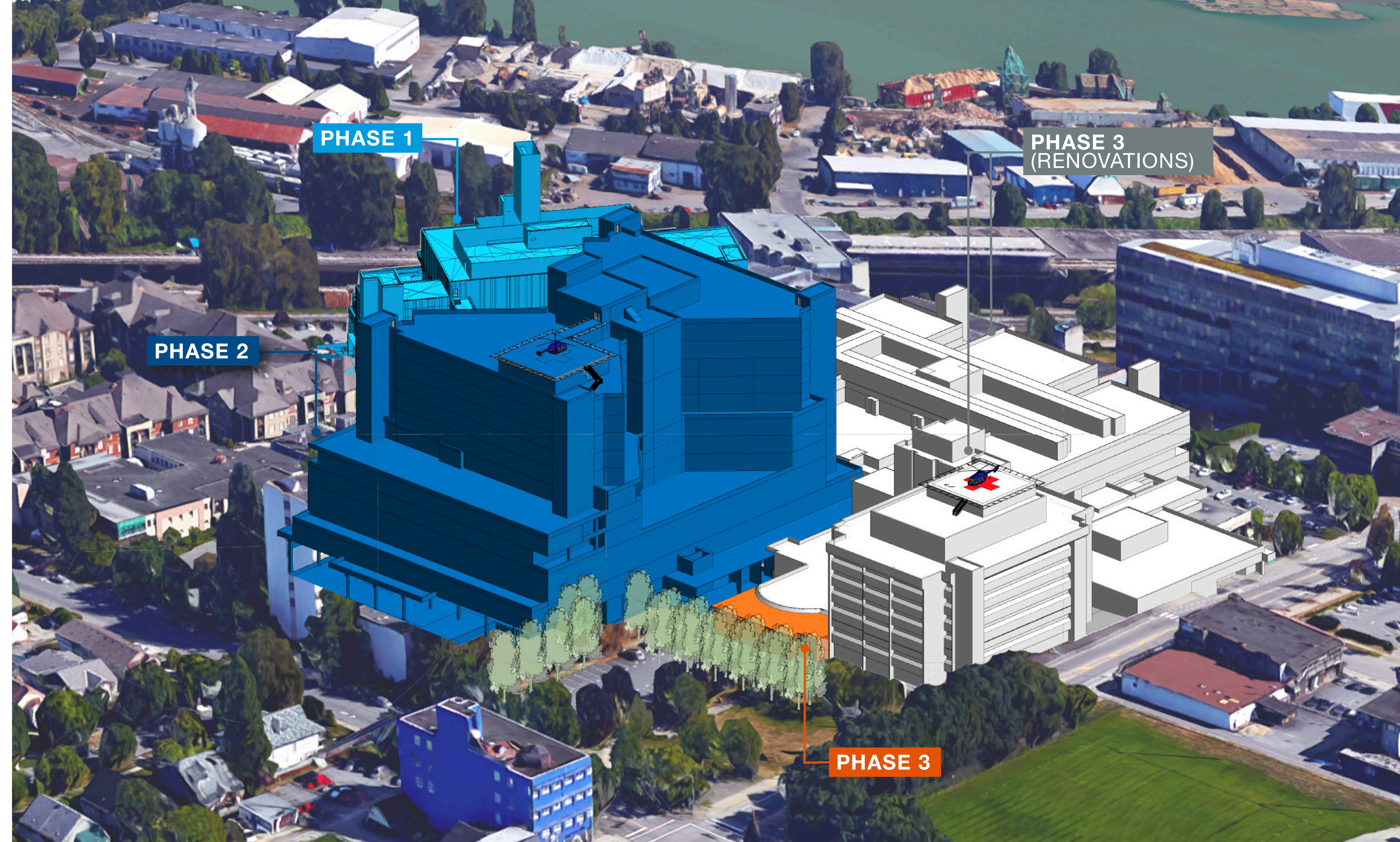
# + Project Background

Opening its doors in 1862, the Royal Columbian Hospital (RCH) is British Columbia's oldest hospital, and one of its busiest. It serves as a vital referral centre and regional centre of excellence for trauma, critical care, cardiac care, high-risk maternity, neonatal intensive care, acute mental health care and neurosurgery. RCH is one of two Level 1 accredited adult trauma centres in the Province and is also a teaching hospital and a UBC Clinical Academic Campus.

The Rezoning Application for the RCH Campus seeks to rezone the subject site from a P-3 Zone to a CD-1 Zone that will permit the expansion and development of the Hospital.

An indicative Master Plan document has been crafted to set the framework for future development. The project will move forward as a design-build, where a contractor will be engaged to oversee the ultimate design and construction. All graphics and diagrams are therefore indicative in nature and have been prepared to demonstrate that the desired density, form of development, mobility network and landscaping meet the intent of the policies and objectives set forth in the design standards, policies and regulatory bylaws.

Future development permit applications will need to demonstrate conformance with the principles of this Master Plan and further define the specific parameters of development, to the satisfaction of the City of New Westminster.



## PHASE 1: Mental Health Expansion (2016–2020)

Phase One, which is currently under construction, is intended to prepare the hospital's infrastructure for the expansion coming in phase two, and includes a new mental health and substance use wellness centre, and a new energy centre.

Phase One will include a 450 stall underground parkade.

## PHASE 2: Acute Care Tower (2020–2024)

The development of the Acute Care Tower will include a new and larger Emergency department, more beds for intensive care, medicine and surgical patients, more operating rooms, and interventional suites for cardiology and diagnostic radiology.

Phase Two will include an End-of-Trip facility, a 350 stall underground parkade, and a rooftop helipad.

## PHASE 3: Expanding Capacity (2023–2026)

Phase Three will upgrade and add capacity to areas in the existing Health Care Center and Columbia Tower.

Phase Three will include the expansion of support service areas such as the laboratory, pharmacy, food services, diagnostic services and medical imaging, as well as the expansion of the pediatric unit, the neonatal intensive care unit and outpatient clinics.

## Sites for Future Development

While a high-level conceptual master plan of future expansion has been developed, future phases will not form part of this rezoning application. It is anticipated that planning for the "Sites for Future Development" will be developed some time after the completion of Phase 3 renovations (after 2027).

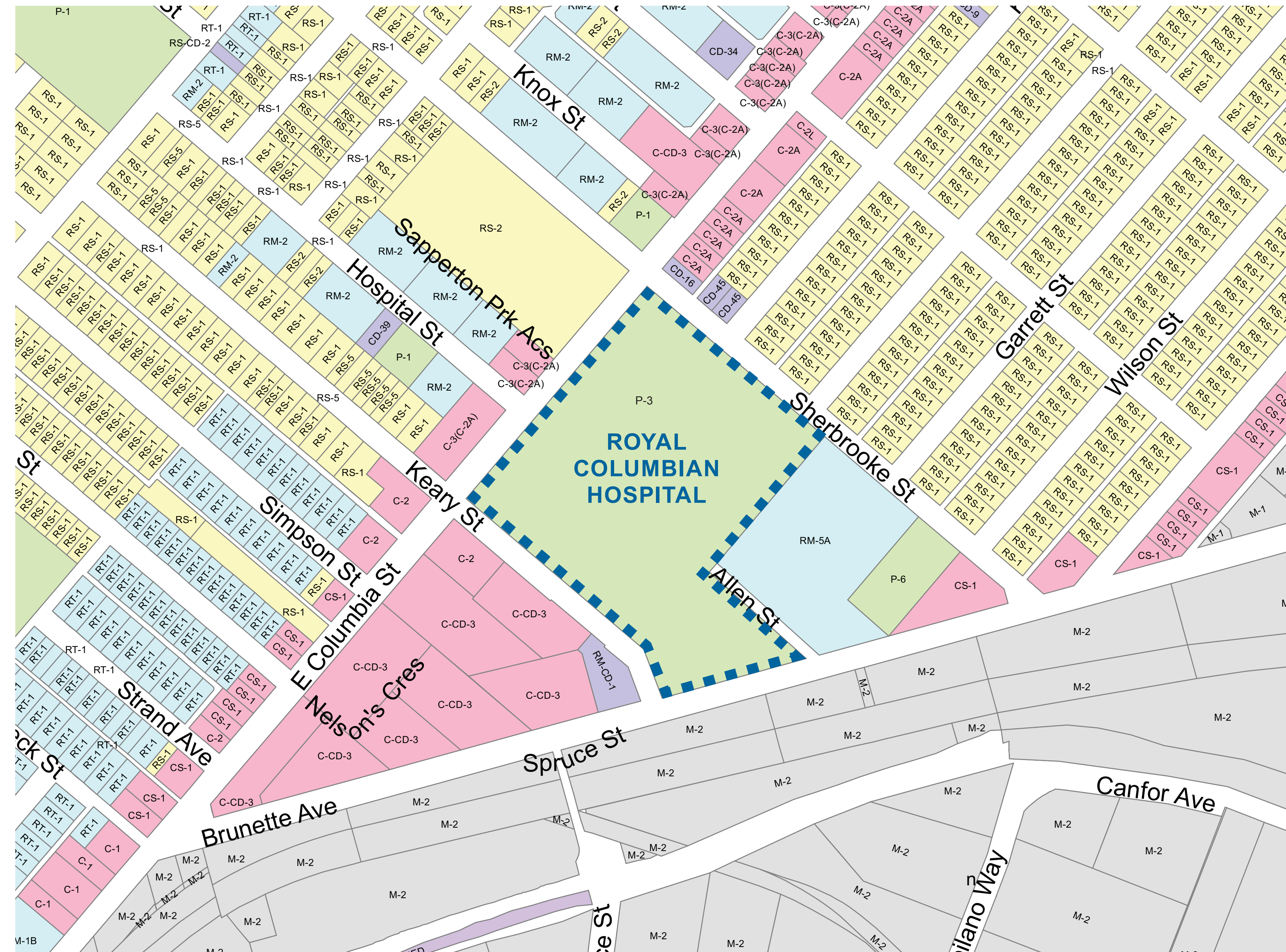
# Policy Context

## Official Community Plan

OFFICIAL COMMUNITY PLAN (OCP ZONING)	
Site	Royal Columbian Hospital
OCP Designation	(P) Major Institutional
<b>(P) Major Institutional</b>	
Purpose: This designation applies to areas used for large scale institutional uses such as schools and hospitals.	
Principal Forms and Uses: Institutional uses.	
Complementary Uses: Some ancillary commercial and residential uses may be permitted.	

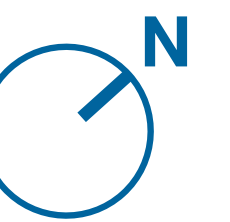
## Zoning Descriptions

PUBLIC AND INSTITUTIONAL DISTRICTS (HIGH RISE) (P-3) ZONE		
	CURRENT ZONING	PROPOSED ZONING
Max. Density	1.6 FAR plus bonuses	2.43 FAR
Site Coverage	40% (principal buildings)	51.15%
Front Yard Setback	7.62 m	10 m
Rear Yard Setback	15.79 m	12.8 m
Rear Yard Setback – above 30'	20.94 m	12.8 m
Side Yard Setback	7.62 m	7.62 m
Max. Building Height	54.9 m	84 m
Applicable Uses	Hospitals including mental health facilities.	Hospitals including mental health facilities.



### Legend

- Mixed
- Commercial Districts
- Multi-Unit Residential Districts
- Categories
- Comprehensive Development District
- One and Two Unit Residential Districts
- Unknown
- Industrial Districts
- Unzoned
- Agricultural Districts
- Institutional Districts



# +TDM Measures



1  
Create new Fraser Health TDM Program (**Program Management, Resources & Funding**)



2  
Develop comprehensive on-line/mobile TDM Platform (**Ride & Car Share**)



3  
Establish Communications, Marketing & Promotion Programs (**Mobility Marketing & Outreach**)

4  
Participate in TransLink's Travel Smart program (**Public Transit Subsidy Program**)

LAUNCHED NOVEMBER 2019



5  
Expand Hospital **Shuttle Services** to and from remote parking lots



6  
Provide additional financial incentives to encourage more sustainable modes of transit (**Promotion & Financial Incentives**)



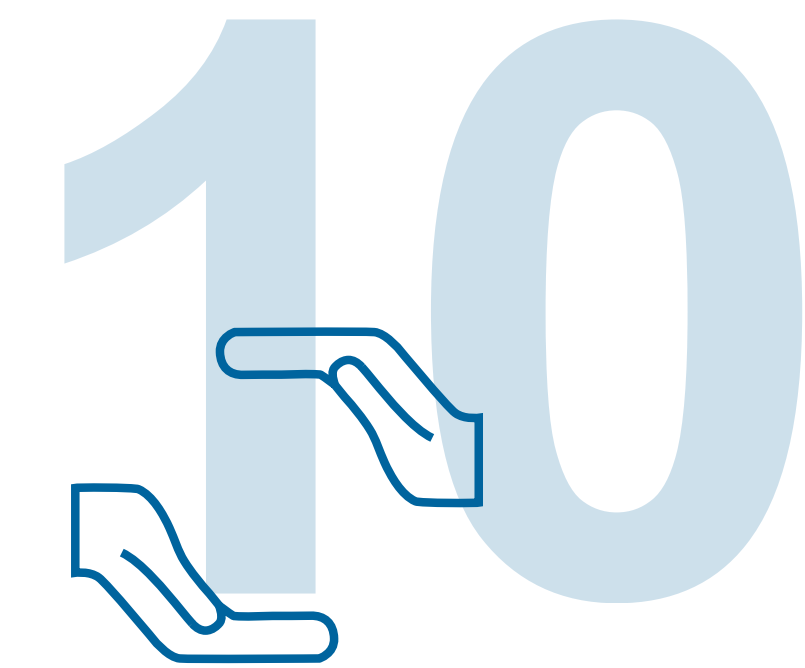
7  
Conduct multi-modal travel Audits & **design new facilities to minimize barriers to cycling, walking and transit use** (Existing Facility Design & Operations)



8  
Expand **End of Trip Facilities** & develop best practice multi-modal Design Guide for new facilities



9  
Develop **TDM Research, Auditing and Monitoring Programs**











10  
Develop strong partnerships with TDM stakeholders (**Partnerships & Funding Support**)

# + Existing

## Pedestrian, Accessibility & Transit Movement

### Legend









-  Pedestrian Entrance
-  Crosswalk
-  Pedestrian Network
-  Accessible Entrance
-  Crosswalk
-  Accessible Network
-  Bus Stop
-  SkyTrain Station



# + Phase 2 & 3

Pedestrian, Accessibility & Transit Movement

## Legend

-  Pedestrian Entrance
-  Crosswalk
-  Pedestrian Network
-  Accessible Entrance
-  Crosswalk
-  Accessible Network
-  Bus Stop
-  SkyTrain Station



## + Accessible Entrance from Skytrain

The Design-Builder for Phase 2/3 will provide an accessible entrance from Keary Street in to the existing HCC underground parking, consisting of the following elements:

- A well-designed, comfortable and **pleasant experience** for pedestrians.
- **Wayfinding elements and signage** clearly demarcating the designated route and indicating that it provides an entry point to the Hospital that is accessible to Persons with Disabilities.
- Pedestrian-activated **flashing indicators** to alert vehicular traffic at the crosswalk.
- Sidewalk **curb expansion and let downs** at the crosswalk to provide a comfortable landing on either end of the crosswalk.
- **Weather protection** at the building entrances.
- **Electronic access** control for authorized persons after-hours.
- **Lighting** and other safety features as required to ensure that the designated route meets **CPTED requirements**.



# + Existing

## Bicycle Movement

### Legend

 Bicycle Network









# + Phase 2 & 3

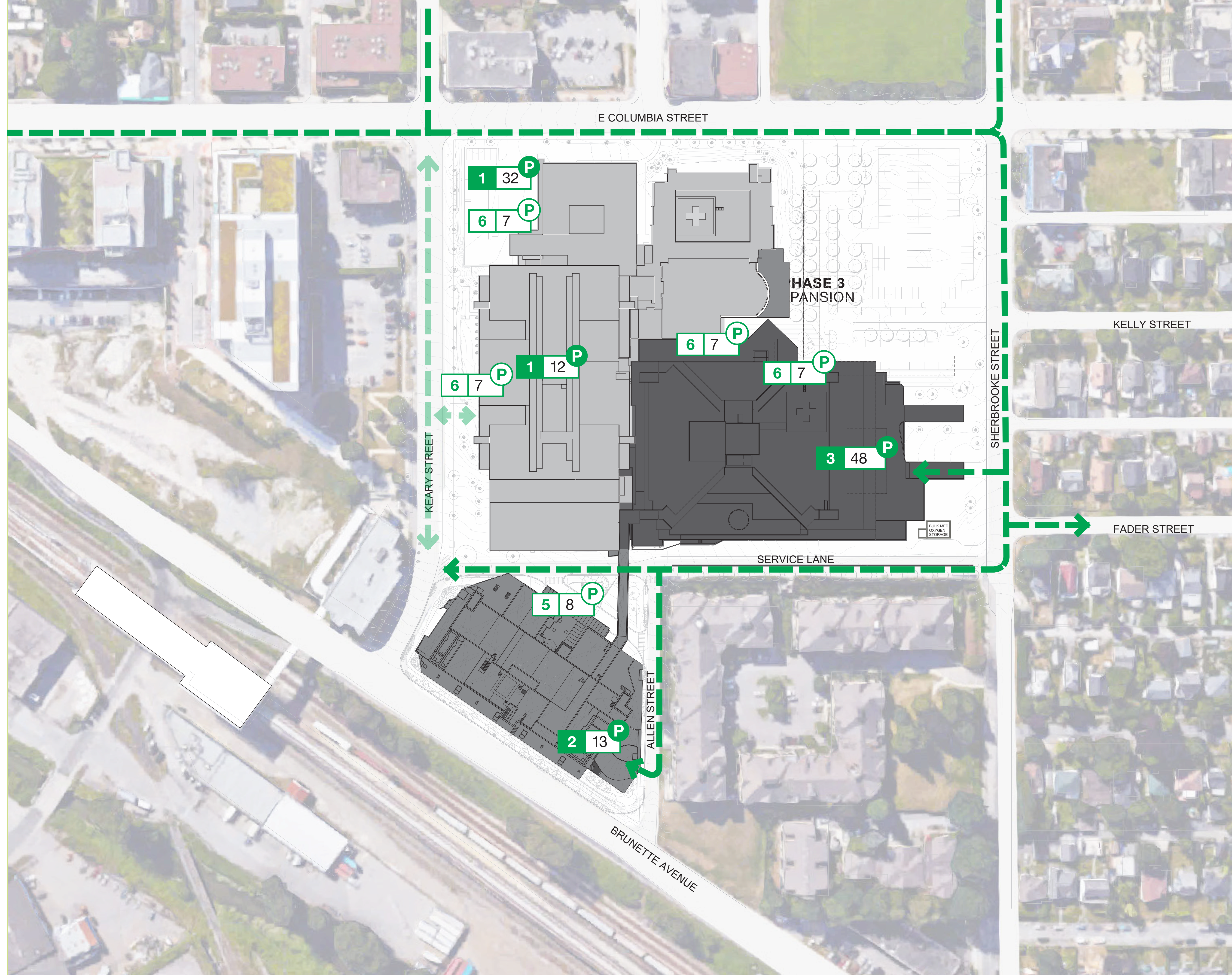
## Bicycle Movement

1	Long Term Bicycle Parking – Existing	44
2	Long Term Bicycle Parking – Phase 1	13
3	Long Term Bicycle Parking – Phase 2 & 3	48
<b>TOTAL</b>		<b>105</b>

4	Short Term Bicycle Parking – Existing	0
5	Short Term Bicycle Parking – Phase 1	8
6	Short Term Bicycle Parking – Phase 2 & 3	28
<b>TOTAL</b>		<b>36</b>

### Legend

-  Bicycle Network
-  Interim Bicycle Route
-  Long-term Bicycle Parking
-  Short-term Bicycle Parking

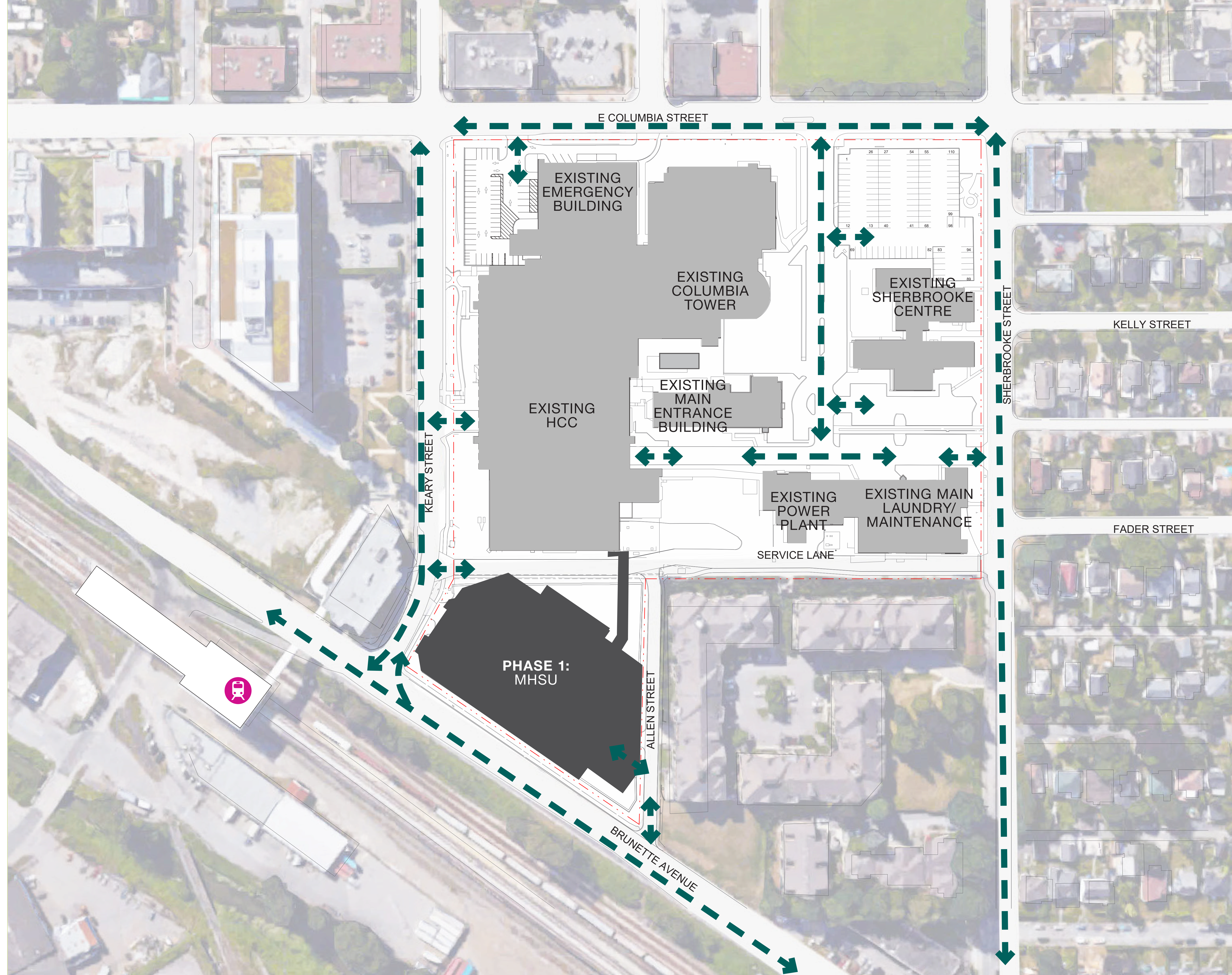


# + Existing

General Purpose  
Traffic Movement

## Legend

- - - Vehicle Network  
(Patients/Visitors/Staff)



# + Phase 2 & 3

## General Purpose Traffic Movement

TOTAL EXISTING PARKING STALLS	1,089
TOTAL PARKING STALLS AT END OF PHASE 1	1,669
TOTAL PARKING STALLS AT END OF PHASE 2	1,832
TOTAL PARKING STALLS AT END OF PHASE 3	1,374

Total Parking Stalls do not include Ambulance, Police or Patient Transfer stalls.

Total Parking Stalls for Phase 1 and 2 include 462 stalls at Braid Street (temporary off-site Parking Lot).

ACCESSIBLE PARKING STALLS	
TOTAL EXISTING PARKING STALLS	16
TOTAL PARKING STALLS AT END OF PHASE 1	48
TOTAL PARKING STALLS AT END OF PHASE 2/3	56

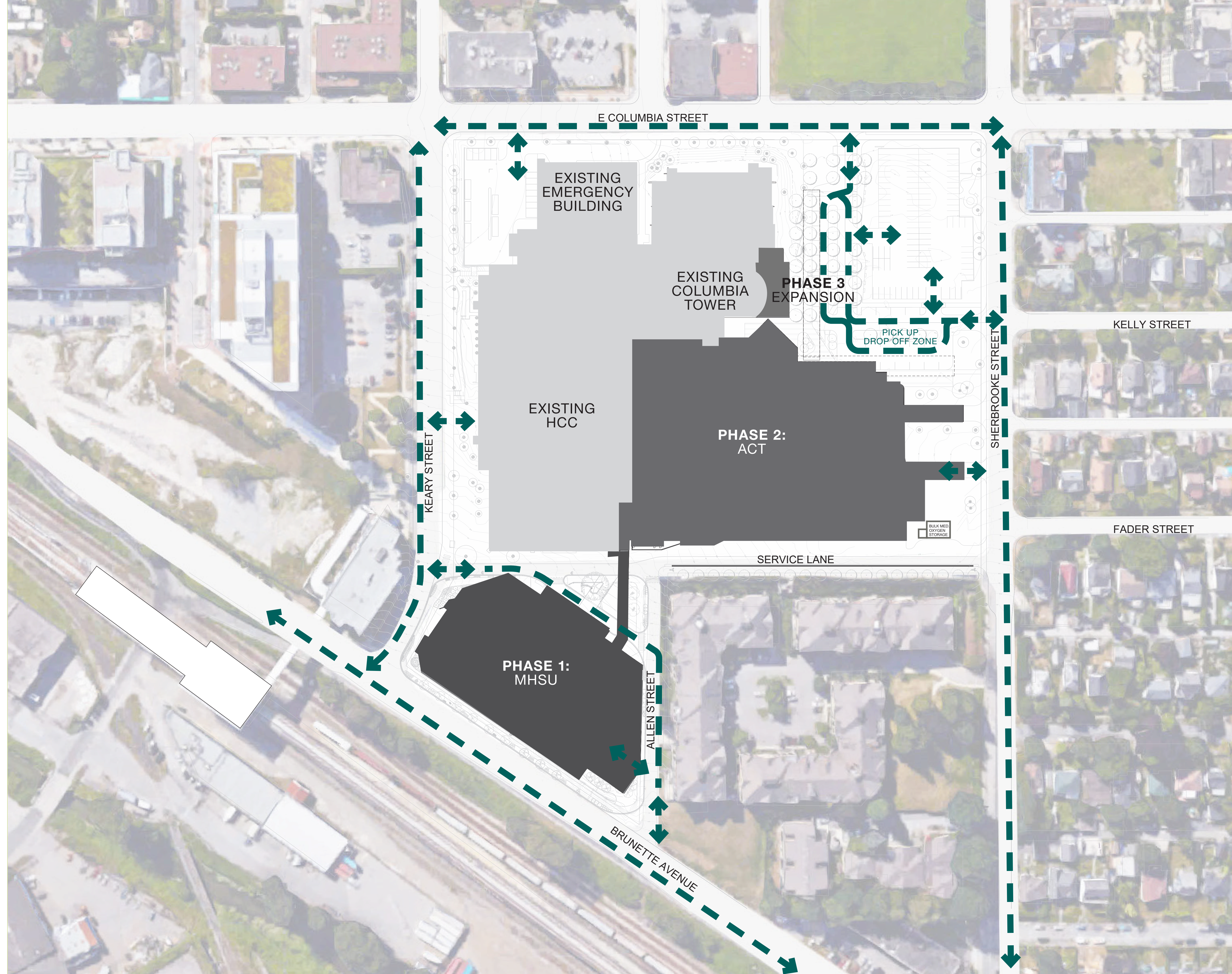
Accessible parking will be distributed throughout all parking areas

ELECTRIC VEHICLE STALLS	
TOTAL EXISTING PARKING STALLS	0
TOTAL PARKING STALLS AT END OF PHASE 1	5
TOTAL PARKING STALLS AT END OF PHASE 2/3	18

Electric vehicle parking will be distributed throughout parking areas

### Legend

- - - Vehicle Network (Patients/Visitors/Staff)



# + Existing

Emergency Vehicle/  
Hospital Transfer Movement

## Legend

- Emergency Vehicle Network
- Patient Transfer Network

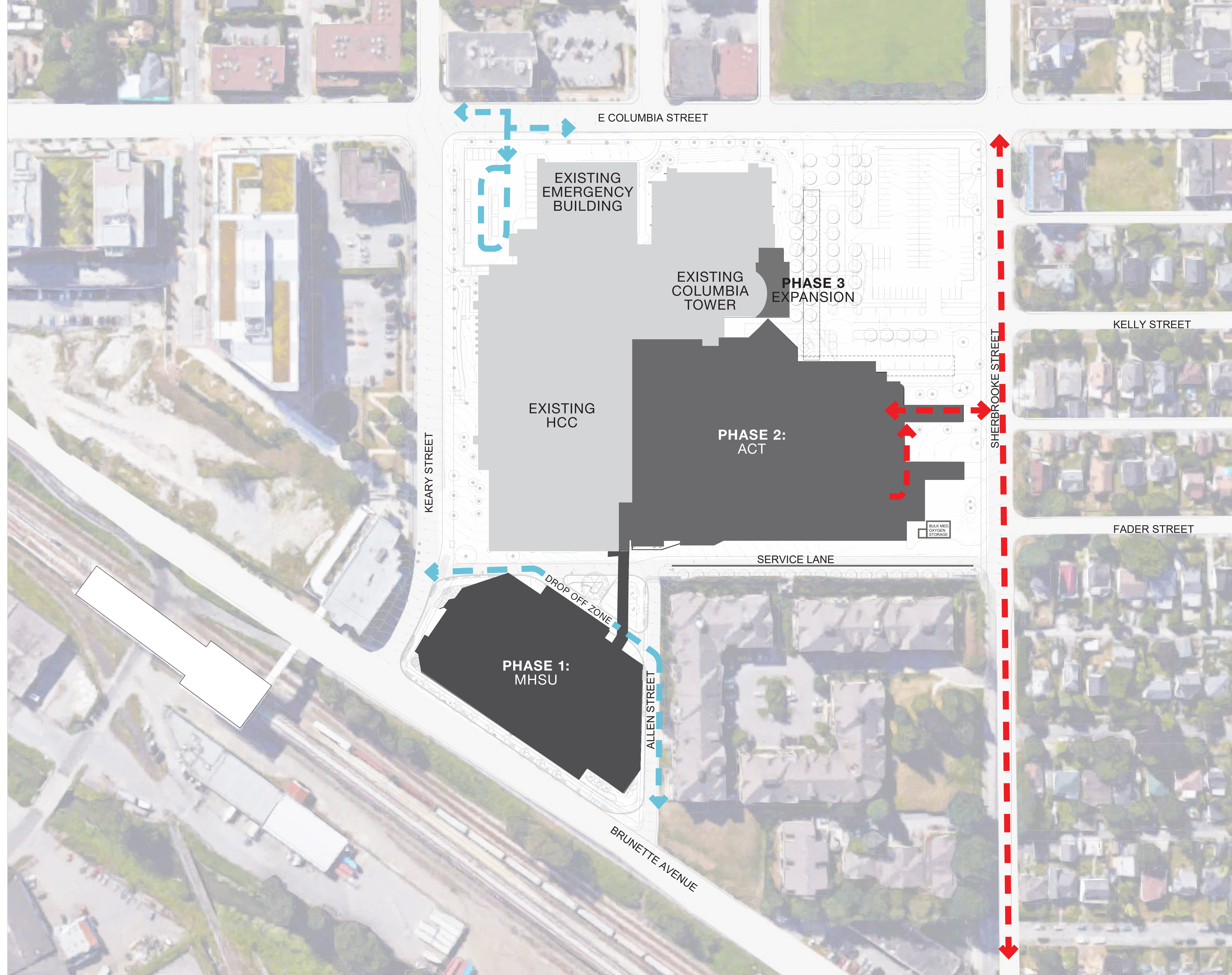


# + Phase 2 & 3

Emergency Vehicle/  
Hospital Transfer Movement

## Legend

- - - Emergency Vehicle Network
- - - Patient Transfer Network








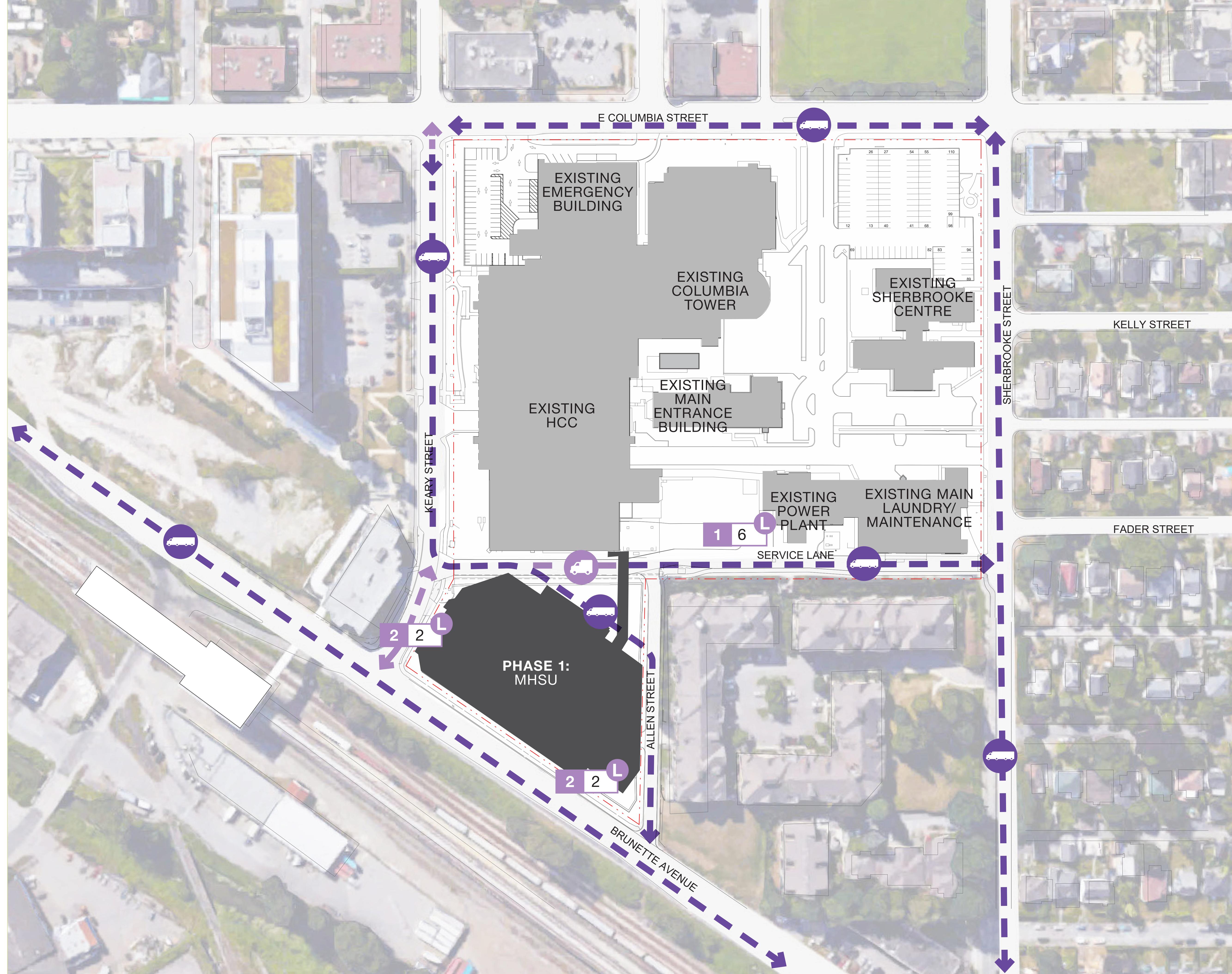
# + Existing

## Goods Movement

1	Existing Loading Bays	6
2	Phase 1 Loading Bays (Van-Size)	4
<b>TOTAL</b>		<b>10</b>

### Legend

-  Large Trucks
-  Small Trucks
-  Large Truck Network
-  Small Truck Network
-  Loading Bays



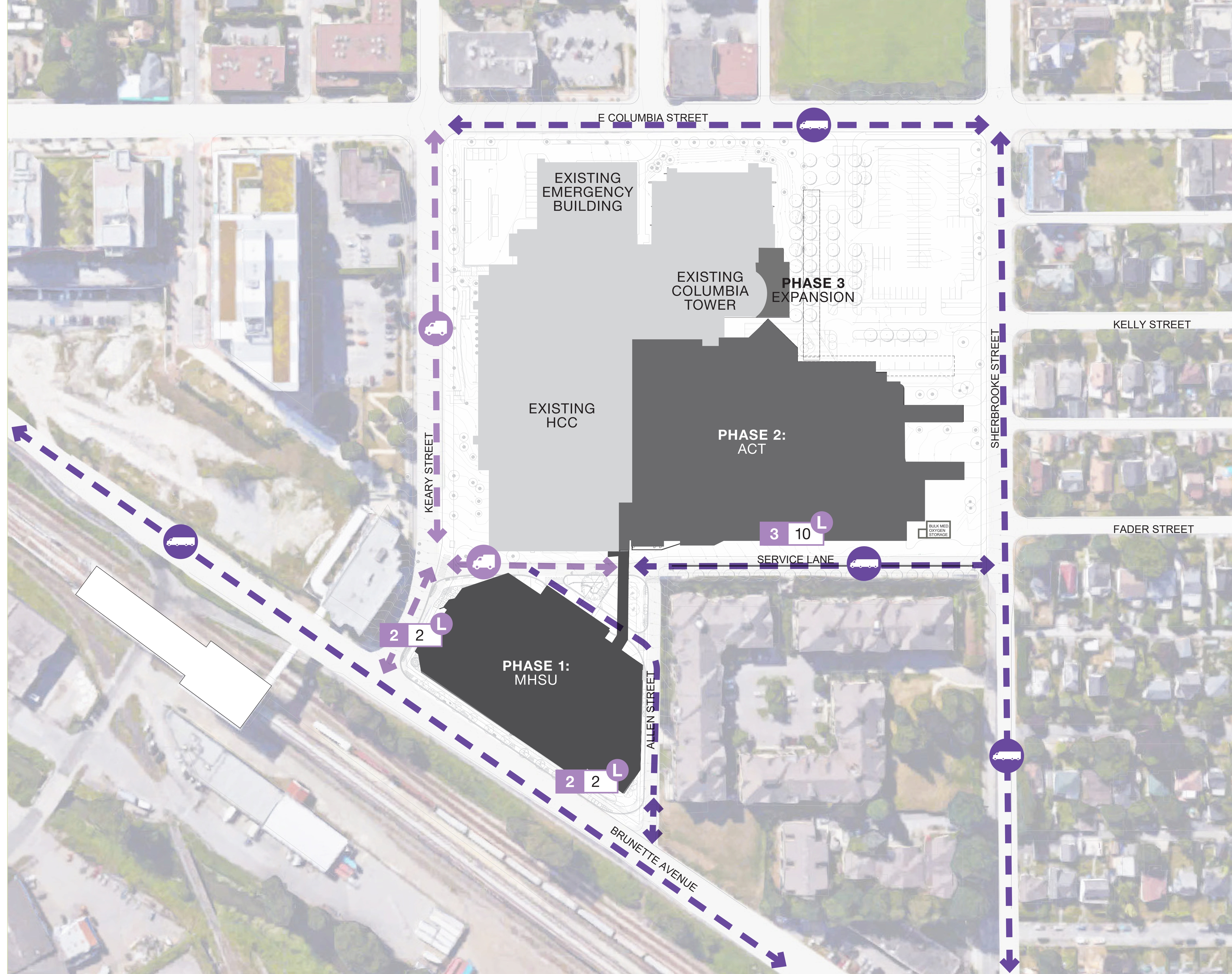
# + Phase 2 & 3

## Goods Movement

1	Existing Loading Bays	-6
2	Phase 1 Loading Bays (Van-Size)	4
3	Phase 2 Loading Bays	10
<b>TOTAL</b>		<b>14</b>

### Legend



-  Large Trucks
-  Small Trucks
-  Large Truck Network
-  Small Truck Network
-  Loading Bays



# + Existing

Heliport

## Legend

-  New Columbia Tower Helipad
-  New Columbia Tower Flight Path





# + Phase 2 & 3




## Heliport

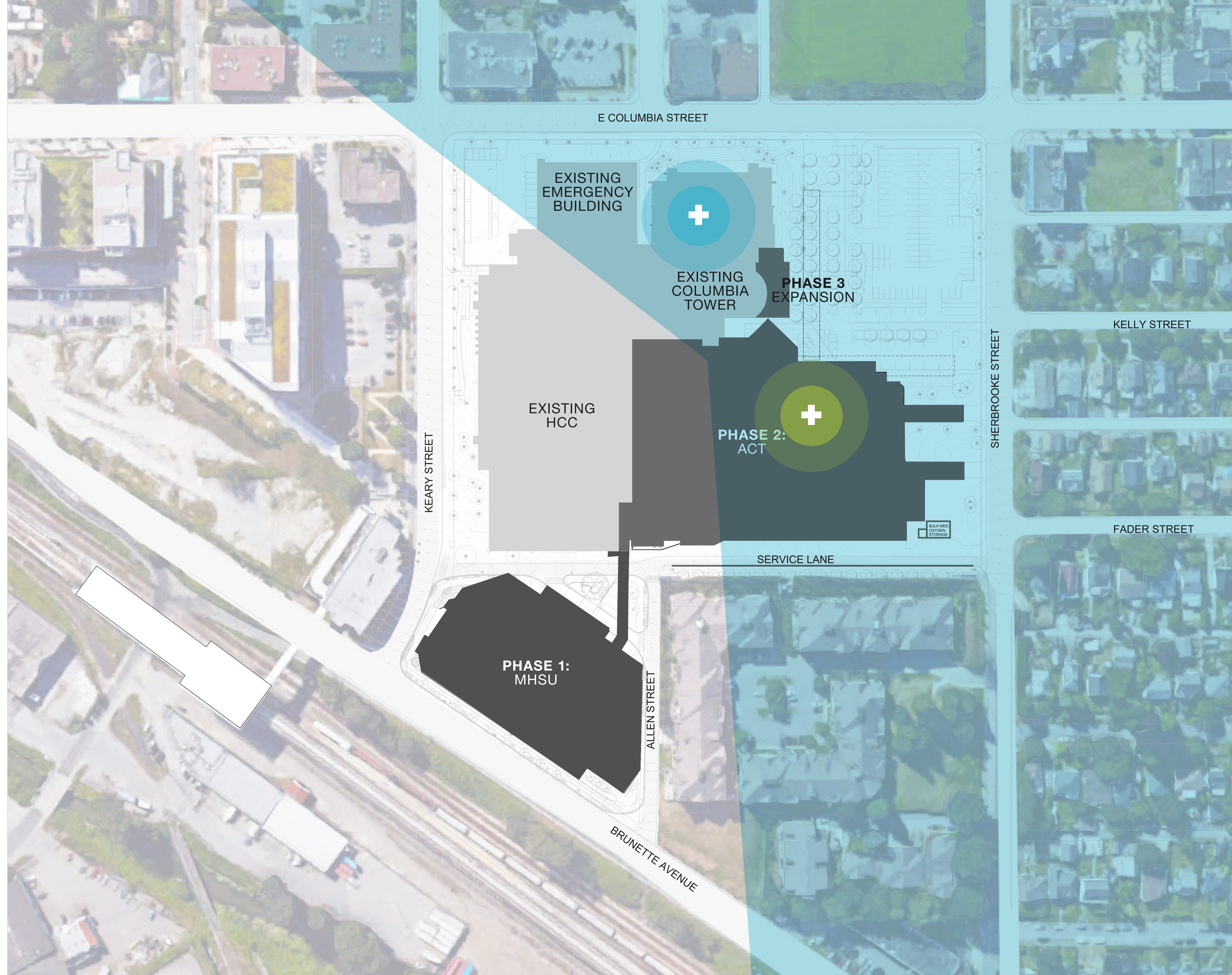
Emergency helicopters play a key role in providing medical and trauma services to patients who are critically ill or who may be involved in serious accidents. As the only hospital in the province with cardiac, trauma, neurosciences, high-risk maternity and neonatal intensive care, the most seriously ill and injured patients are transferred to RCH.

A new helipad which formed part of Phase One of the redevelopment project is now operational, located just off East Columbia Street on top of Columbia Tower. This helipad has been designed to ensure construction cranes used during the redevelopment would not interfere with air ambulance flights.

A second new helipad which will form part of Phase Two of the redevelopment project will be located on top of the Acute Care Tower.

### Legend

-  New Columbia Tower Helipad
-  Future ACT Helipad
-  Flight Path



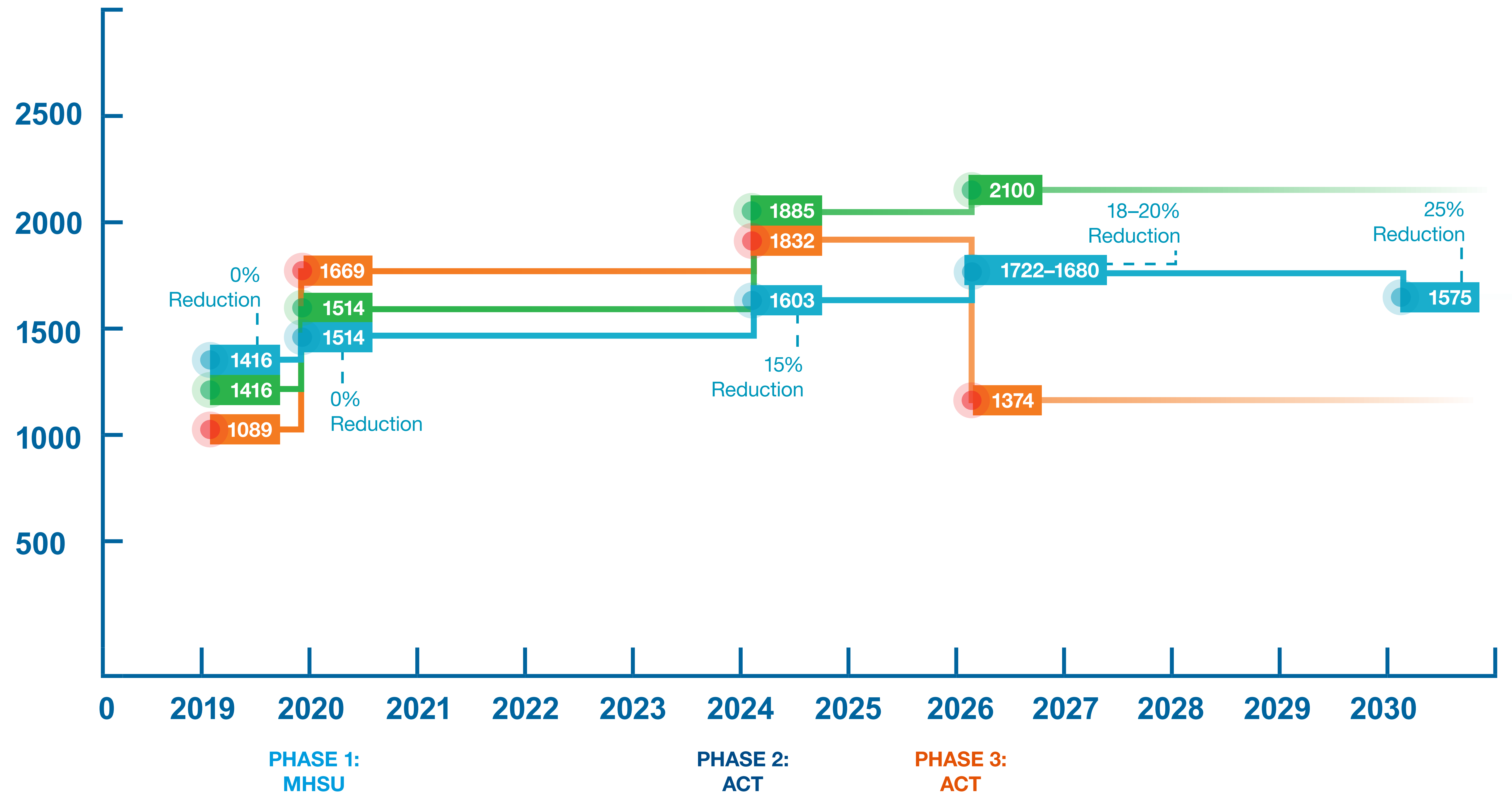
# + Parking Demand Reduction Targets

	NUMBER OF PARKING STALLS
Hospital Parking Demand at the end of Phase 3 (assuming full occupancy – 675 beds)	2100
Reduction achievable through a robust set of TDM Measures: (25% of total hospital parking demand)	525
Remaining Demand (75%)	1575
Stalls proposed for the end of Phase 3 for Staff, Patients and Visitors only (excludes police, ambulance and patient transfer stalls)	1374
<b>Total Deficit:</b>	<b>201</b>

MILESTONE	REDUCTION TARGET (%)
Baseline – Bunt Report 2014 (74% of staff and 52% of visitors drive to site)	0%
Opening Day Phase 2 (2024)	15%
Opening Day Phase 3 (2026) (assuming full occupancy – 675 beds)	18–20%
January 2030	25%



# + Parking Demand Reduction Targets



## Legend

- Parking Demand (No TDM)
- Parking Supply
- Target Parking Reduction with TDM

# + Formal Review and Approval Process

Initial Application	Preliminary Council Report	Transportation Working Group Session 1	McBride-Sapperton Residents' Association Meeting	Transportation Working Group Session 2	Public Open House	McBride-Sapperton Residents' Association Meeting	Access Ability Advisory Committee	Mayor's Transportation Task Force	ACTBiPed Committee
DECEMBER 2017	FEBRUARY 2018	JANUARY 22, 2019	FEBRUARY 7, 2019	MARCH 14, 2019	APRIL 3, 2019	APRIL 4, 2019	APRIL 11, 2019	APRIL 15, 2019	APRIL 24, 2019

**We are here**



Massey Heights Residents' Association Meeting	New Westminster Design Panel	Transportation Assessment	Revised Application Submittal	RCH Staff Open House	Mayor's Transportation Task Force	<b>Open House</b>	ACTBiPed Meeting	APC	Council First and Second Reading	Public Hearing
APRIL 25, 2019	MARCH 2019	JULY 2018 – NOVEMBER 2019	NOVEMBER 2019	NOVEMBER 5, 2019	NOVEMBER 14, 2019	NOVEMBER 26, 2019	DECEMBER 4, 2019	JANUARY 21, 2020	FEBRUARY/MARCH 2020	MARCH 2020

## Legend

- Application Process
- Community Engagement Opportunities