

## Attachment 5

*Temporary Use Permit No. 00012*

*Amendment Council report - 2021*



Corporation of the City of  
**NEW WESTMINSTER**

## **REPORT**

### *Development Services*

**To:** Mayor Côté and Members of Council      **Date:** 4/12/2021

**From:** Emilie K Adin, MCIP      **File:** TUP00012  
Director of Development Services

**Item #:** 117/2021

**Subject:** **97 Braid Street: Temporary Use Permit (TUP00012) Amendment for Food Truck Events**

### **RECOMMENDATION**

*THAT Council provide notice that it will consider issuance of an amendment to Temporary Use Permit TUP00012 at a future Council meeting, subject to the conditions outlined in this report, to allow food truck events at 97 Braid Street during times when the site is not being used for temporary off-site parking of Royal Columbian Hospital staff and construction workers.*

### **EXECUTIVE SUMMARY**

An application has been received for an amendment to the existing Temporary Use Permit (TUP) at 97 Braid Street that would permit food truck events to occur on site when the parking lot is not needed by Fraser Health Authority (FHA) for RCH staff and construction workers. This amendment is being proposed by Savi Integrated Marketing, a third party, with approval from the property owner and FHA.

The existing TUP allows the site to be used as a temporary 500 space parking lot by Royal Columbian Hospital (RCH) staff and construction workers during Phase 1 of the hospital's redevelopment. While the base zoning of the site, Commercial Industrial Districts (CM-1), permits restaurants, the existing TUP prohibits any uses other than those identified in the permit. Restaurant or food-service related uses are not included and therefore an amendment is being requested. The existing TUP was first issued in 2016 for a three year period, and after being renewed in 2019 is scheduled to expire on September 19, 2022.

**PURPOSE**

The purpose of this report is to request Council issue notice for an amendment to the existing Temporary Use Permit that would allow for food truck events on the subject property located at 97 Braid Street until September 19, 2021 during those times the site is not being used by RCH staff or construction workers.

**BACKGROUND**

The City Policies and Regulations section is included as **Appendix 1** to this report.

**SITE CHARACTERISTICS AND CONTEXT**

The portion of 97 Braid Street that the applicant wishes to utilize is located within the future Sapperton Green site at the northeast corner of Rousseau Street and Braid Street (north side of Braid Street) near the Braid SkyTrain Station. To the south of the site are Urban Academy, light industrial/service uses within the Rousseau Triangle, and single detached residences within the lower Sapperton area. Also included within the larger site are the Amazon warehouse to the north, and an undeveloped portion to the west. Further west is the single-detached residential neighbourhood adjacent to Hume Park. To the east is the Braid SkyTrain Station and beyond is Brunette Avenue.

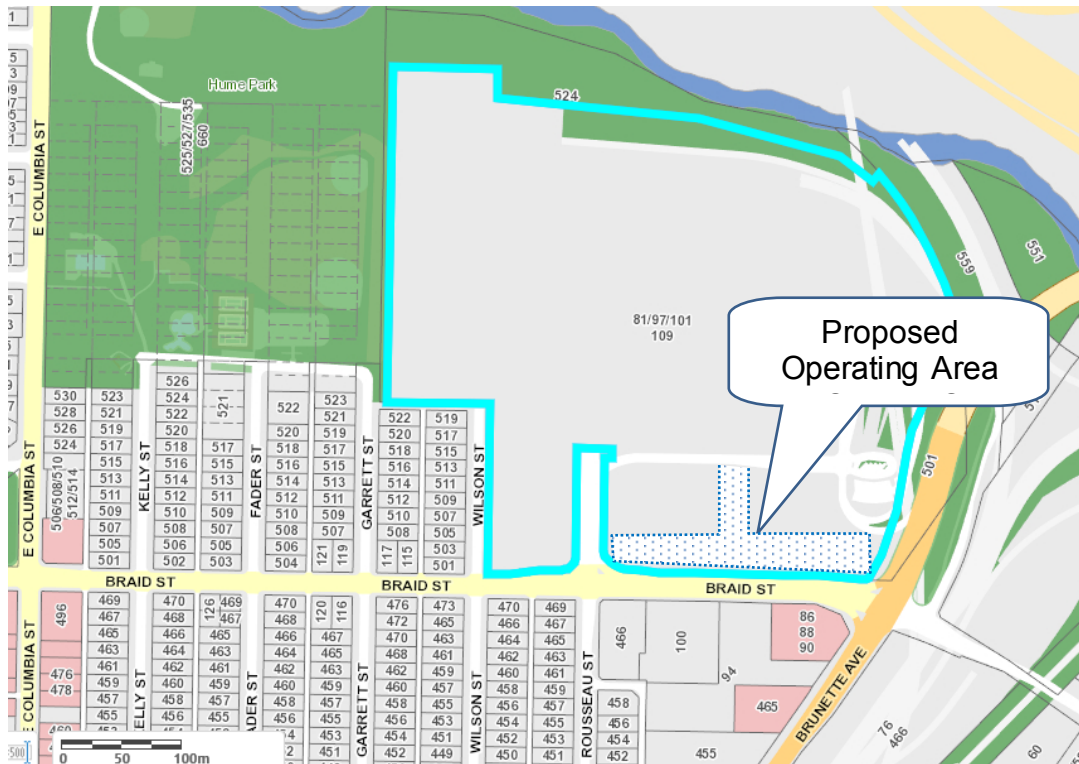


Figure 1 – Site Context

## Proximity to Transit Service

Transit Network	Distance
SkyTrain/Bus Service	Braid SkyTrain Station and Bus Exchange is located 120 metres (394 feet) north-east of the site. The transit exchange has frequent connections to locations throughout the city and region.
Cycling Route – Brunette Fraser Regional Greenway	The Brunette Fraser Regional Greenway runs adjacent the site near the SkyTrain station.

## PROPOSAL

An application has been received for an amendment to the existing TUP at 97 Braid Street to operate bi-weekly food truck drive-thru events, see **Appendix 2**. The property owner, existing lease holder (Fraser Health Authority) and Royal Columbian Hospital Foundation have all indicated their support for the proposed use. The applicant has stated that partial proceeds from the food truck sales would be going towards Royal Columbian Hospital Foundation.

The existing parking lot has 500 spaces that are available only to RCH staff and construction workers during the Phase 1 redevelopment of the hospital. RCH staff and construction worker use occurs on weekdays only. There is no public use of the parking lot, which is empty on weekends and holidays. The applicant's proposed hours of operation are from 8am to 10pm weekends and some statutory holidays, therefore no impact or overlap between the two uses is anticipated.

The applicant held previous one-off events in 2020. In early 2021, they approached staff about use the site on an ongoing basis. Given the conditions listed in the existing TUP for the site, they were informed that an amendment to the TUP would be necessary.

## DISCUSSION

### Zoning Bylaw TUP Considerations

The application has been reviewed against the considerations listed in the Zoning Bylaw. See **Appendix 3**. The TUP is considered reasonable given the current temporary nature of the site as a parking lot and in consideration of increasing shared uses of sites during non-competing days/hours. The food truck events would be active on weekends only, with the possibility of occasional statutory holidays. RCH staff use of the parking lot occurs on weekdays and therefore no impact or overlap between the two uses is anticipated. No significant impact to the surrounding transportation network is anticipated.

## Transportation and Access

The applicant has submitted an Event Transportation Plan that outlines the site's management plan during food truck event operations. A map of the site layout is included as **Appendix 4**. Based on the report, no major impacts are anticipated to traffic and no spillover is anticipated into the Sapperton Neighbourhood. As outlined by the applicant, and based on past event operations, the follow details:

### *Access by Vehicles*

- The property is fully fenced and will operate with a single access point during event operation. Vehicles will enter and exit through a single controlled location.

### *Access by Sustainable Modes of Travel*

- The site is next to the SkyTrain and Evo car share parking, as well as being near the Sapperton Greenway and accessible by bicycle.
- Pedestrians and customers on bicycle are serviced using a Fraser Health approved model called "Grab & Go". The "Grab & Go" service is accommodated by the customer placing their order at the check-in point which is near the entrance. The food is packaged and brought to them by a staff member.

### *Signage:*

- Site-specific signage, cones and barriers would be posted throughout the site to inform participants of both site traffic control measures and restrictions and guidelines related COVID-19 protocol.

### *Staging and traffic management:*

- Once checked in, vehicles are vetted and staged by traffic attendants.
- The operating footprint is large with space dedicated for queuing on-site (i.e. vehicles would not need to queue on local streets).
- The operating footprint allows for approximately 75 vehicles, of which 25 can be serviced in a drive-through.
- If necessary, there is unused space on-site that could accommodate overflow.
- Past events have processed up to 120 cars per hour, with an average of 300-400 vehicles per day attending the event.
- Addition of approximately 60 to 70 additional vehicles to the road network over the course of a day is anticipated.

## **Proposed Additional TUP Conditions**

In addition to the conditions already contained in the existing TUP, the below-noted conditions would be added:

- Food truck events may only be permitted during those days/hours that the site is not being used by FHA for RCH or construction staff purposes.
- No queueing or staging of vehicles onto street right of ways is permitted.

A copy of the draft Temporary Use Permit is attached to this report as **Appendix 5**.

## **Consultation**

A letter of support for the application has been received from the executive of the Sapperton Residents' Association and is included as **Appendix 6**.

The Local Government Act requires notice of the proposed Temporary Use permit in a local newspaper at least three days and not more than fourteen days prior to the Council meeting date at which the permit will be considered. Notices will also be mailed notifying owners, residents and business operators within 100 metres of the subject site. The public will have an opportunity to respond to the application in writing/email. Given the small scale of the proposal, the City's efforts to support business recovery in response to the pandemic and in alignment with the recently approved Interim Development Review Process, no additional consultation or Opportunity to Be Heard is recommended for this application.

## **NEXT STEPS**

The next steps in the review of the Temporary Use Permit are as follows:

- Report to Council for consideration of issuance of notice (*this report*);
- Opportunity for the public to provide written feedback by email or letter;
- Council consideration of issuance of Temporary Use Permit (estimated May 3, 2021).

## **INTERDEPARTMENTAL LIASON**

The City has a team-based approach for reviewing development applications. A staff-led project team has been assigned for reviewing this project. It consists of staff from Development Services, Economic Development, and Engineering Services.

**OPTIONS**

There are two options presented for Council's consideration, they are:

1. That Council provide notice that it will consider issuance of an amendment to Temporary Use Permit TUP00012 at a future Council meeting, subject to the conditions outlined in this report, to allow food truck events at 97 Braid Street during times when the site is not being used for temporary off-site parking of Royal Columbian Hospital staff and construction workers.
2. That Council provide staff with other direction.

Staff recommends Option 1.

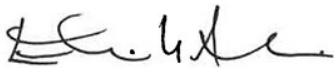
**ATTACHMENTS**

- Appendix 1: Policy and Regulations
- Appendix 2: Proponent Application
- Appendix 3: Zoning Bylaw TUP Consideration Analysis
- Appendix 4: Transportation Plan
- Appendix 5: Draft TUP
- Appendix 6: Correspondence from Sapperton Residents' Association

This report has been prepared by:  
Carolyn Armanini, Planner

This report was reviewed by:  
Jackie Teed, Senior Manager of Development Services

Approved for Presentation to Council



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Emilie K Adin, MCIP  
Director of Development Services



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Lisa Spitale  
Chief Administrative Officer



# Appendix 1

## *Policy & Regulations*



## **Local Government Act**

*Temporary Use Permits* - The Local Government Act authorizes municipalities to issue Temporary Use Permits, which allow uses which would not normally be permitted to operate on a temporary basis. The permits are issued for a maximum of three years and, after that time, may be extended by application for an additional three years. Council may attach conditions to the issuance of the permit to ensure that the impacts of the temporary use on existing businesses and properties are mitigated.

## **Official Community Plan**

The Official Community Plan designates the subject sites as (SGTMC) Sapperton Green Transit-Oriented Mixed-Use Community. This designation is described as:

**(SGTMC) Sapperton Green Transit-Oriented Mixed-Use Community** - *This area will include a mix of medium to high density residential, office, retail, open space, and public and other community serving facilities in a transit supportive, complete community... Development of the site will require a comprehensive Master Plan including Design Guidelines to be created for the entire site prior to any rezoning of the site. The Master Plan is subject to a public review process.*

The subject site is located within the #5.2 Sapperton Green Comprehensive Development Permit Area.

While the proposed Sapperton Green project is still in the development review process, it is possible that construction of Sapperton Green will commence before the expiration (September 19, 2022) of the proposed TUP extension for this parking lot. Fraser Health Authority currently holds a sublease from the landowner for the proposed interim parking period, which includes a 90 day notice of termination of the lease.

## **IDEA Centre Strategy and Road Map**

The IDEA Centre Strategy and Road Map describes a series of actions by the City and its partners which seek to develop and enhance the health care cluster which has developed in the area surrounding Royal Columbian Hospital. The strategy was developed collaboratively between the City and a range of stakeholders, including Fraser Health Authority, Royal Columbian Hospital, Royal Columbian Hospital Foundation, TransLink, Douglas College, the Justice Institute of British Columbia, City of Surrey, Metro Vancouver, Port Metro Vancouver, Wesgroup, Bentall Kennedy and Discovery Parks.

## **Zoning Bylaw**

The subject site is currently zoned Commercial Industrial Districts (CM-1) which allows for a range of uses such as education, office use, light manufacturing and repair, retail including restaurants, personal service, public assembly, entertainment and recreation,

storage and warehouse uses, but does not allow a commercial parking lot. An amendment to the existing TUP is required as uses not outlined in the TUP conditions are prohibited.

In section 190.46 of the Zoning Bylaw, it allows temporary uses to be considered and identifies the following criteria for the issuance of a Temporary Use Permit:

- a) Whether the proposed use is consistent with the official community plan designation for the land;
- b) Whether the proposed use is consistent with any neighbourhood plan applying to the land;
- c) Whether the proposed use is consistent with relevant policies adopted by the Council;
- d) In the case of any proposed use that is not consistent with any such plan or Council policy, the nature and extent of any community benefit from the use;
- e) Whether the proposed use is of a temporary nature or whether it would be more appropriate for the City to consider permitting the use by rezoning;
- f) The suitability and compatibility of the proposed use with the surrounding area, including its operation, function, appearance and intensity of use;
- g) The impact of the proposed use on the operation of adjacent uses, including future land uses permitted by the zoning bylaw and designated by the official community plan.



## Appendix 2

### *Proponent Application*

## Braid StrEAT Drive-thru Process

### The Process:

- **All Participants** who attend enter through a controlled entrance where their contact information is collected along with recording the time of their arrival.
- Those who arrive **by acceptable motorized vehicle** are informed that they must remain in their vehicle at all times. There will also be additional signage to re-enforce this policy.
- When allowed by the governing health body and the Public Health Order we offer a **“Grab & Go”** service to accommodate the public who come **by foot, bicycle or alternative form of transportation**.
- The “Grab & Go” participants are required to keep a minimum of 2M physical distance from others and must order and pay in advance off a supplied menu. Their order is packaged to go and brought to them at the point of sales tent. Once they receive their order they are required to leave site.
- Signage, cones, barrier tape and physical barriers will be used to guide and instruct all participants.
- Site staff will control traffic and will monitor participants to ensure they remain in their vehicle and follow all rules.
- All traffic is handled and staged onsite to eliminate any back up of traffic on city streets.
- Vehicles will proceed to a “cafeteria style” (single line) set up of food trucks.
- Each food truck/vendor will have a masked and gloved employee on the outside of their unit. This person is referred to as their server who will greet the vehicle and take their order.
- All food will be prepared and packaged inside the food trucks.
- Where possible the food is transferred from food truck to vehicle using a cafeteria style serving tray.
- At the end of the “cafeteria style” line there will be a point of sales (POS) booth who will take a single cashless payment for all food.
- At the POS booth the vehicles time will be recorded a 2<sup>nd</sup> time, even if they have chosen not to purchase anything. This allows us to know who was on site at any specific time.
- All participants exit through a single exit.
- All site staff will be masked and will have easy access to hand sanitizer. Disposable gloves are also provided where required and available if wanted for personal safety.

### Areas of Risk:

- There are 4 areas of risk. They are at check in, point of sales and point of ordering and transfer of food.
- Check in: Vehicles will be greeted by a masked staff member who will record their tracking information and time stamp their entrance. They will be advised to stay in their vehicles at all time.
- Point of Order: Food Truck staff will be masked and gloved when they take the order from the participant. Keeping physical distance where possible.
- Transfer of food: risk is reduced through having all items prepackaged inside the truck and by having all servers masked and gloved. Where possible food will be transferred by using a food tray.
- Point of Sales: risk will be reduced by using a cashless system. Most will use their cards tap however when contact is required to complete a transaction the device will be wiped down and sanitized each time.

### Administrative Measures:

- Food truck staff working outside their unit must wear a mask and gloves.
- Food trucks are provided serving trays to reduce the risk of transmission.
- All site staff is experienced and previously trained in our Covid-19 procedures.
- Site staff is educated and is made familiar of provincial health requirements.
- There is a cleaning protocol for the POS system
- POS will be wiped down and sanitized after every time it is touched.

### **Personal Measures:**

- Staff are expected to maintain 2-meter distance from others when possible.
- All people working on site are expected to wear a face mask.
- Sick staff, employees and volunteers are not permitted on site and are expected to stay home.
- Hand Sanitizer will be readily available for all site staff.
- There will be a portable toilet on site for staff use only, equipped with hand sanitizer.

### **Use of PPE's:**

- Working on a live site a PPE is essential because distancing isn't always possible and a plexiglass screens are not an option. For that reason, wearing a mask is essential. Masks are mandatory.
- Site staff is expected to keep a 2m distance when possible and mindful of others space.
- Disposable mask and gloves are provided.

### **Site Safety Plan**

- All workers are provided with PPE and are expected to be masked/gloved where required by the PHO.
- All workers are cross-trained in most site jobs for a better understanding of a safe operating site.
- Workers are equipped with a 2-way radio and are in direct communication with other staff members as well as 2 supervisors at all times.
- When an employee feels their safety could be in jeopardy, they have been advised to use a provided site "safe word" to advise all staff they are concerned for their well being. This is done to not bring outside attention to the potential situation and to prompt the attention of the supervisors who will immediately attend to them.
- In the case of any emergency staff is to advise a supervisor immediately who will make a decision on how to proceed next.
- There is a specific radio channel used for communication in the case of emergency.
- Supervisors are to call 911 when appropriate and when the situation is of a serious nature.



## Appendix 3

### *Zoning Bylaw TUP Consideration Analysis*

The Zoning Bylaw includes consideration related to TUPs as follows:

- (a) Whether the proposed use is consistent with the official community plan designation for the land;

*Commercial uses (which would include restaurants/food-services) are permitted under the Current Official Community Plan land use designation, (SGTMC) Sapperton Green Transit-Oriented Mixed-Use Community. The designation is for the area to include a mix of medium to high density residential, office, retail, open space, and public and other community serving facilities in a transit supportive, complete community.*

*While the proposed Sapperton Green project is still in the development review process, it is possible that construction of Sapperton Green will commence before the expiration (September 19, 2022) of the proposed TUP extension for this parking lot. Given the current temporary nature of the site as a parking lot and in consideration of increasing shared-uses of sites during non-competing or alternative days/hours, staff are recommending an amendment to the existing TUP be considered at this location.*

- (b) Whether the proposed use is consistent with any neighbourhood plan applying to the land;

*N/A*

- (c) Whether the proposed use is consistent with relevant policies adopted by the Council;

*This TUP is being considered as a business recovery effort as a result of COVID-19 and in consideration of increased shared-use of sites.*

In the case of any proposed use that is not consistent with any such plan or Council policy, the nature and extent of any community benefit from the use;

*The TUP would support the continued viability of a local small business, consistent with overall business recovery efforts related to COVID-19. Other special events that the business typically organizes or participates in are not currently permitted due to public health orders around public gathering.*

- (d) Whether the proposed use is of a temporary nature or whether it would be more appropriate for the City to consider permitting the use by rezoning;

*A comprehensive master planning process is underway for the site with respect to its long-term use. The TUP would offer the applicant a time-limited ability to have food truck events, within appropriate COVID-19 public health orders, while the site is used temporarily as a parking lot. The applicant has been informed of the conditions and temporary nature of the TUP.*

- (e) The suitability and compatibility of the proposed use with the surrounding area, including its operation, function, appearance and intensity of use;

*The surrounding area is comprised of a temporary parking lot, with other areas of the site being comprised of single or multi-tenant industrial buildings. The closest section of the site being used by another user is a large warehouse that is currently being leased by Amazon. There are no changes physical proposed to the existing temporary parking lot.*

- (f) The impact of the proposed use on the operation of adjacent uses, including future land uses permitted by the zoning bylaw and designated by the official community plan.

*The food truck events would be active on weekends only, with the possibility of occasional statutory holidays. RCH staff use of the parking lot occurs on weekdays. The lot is unused and empty on weekends and holidays and therefore no impact or overlap between the two uses is anticipated.*

*Transportation has reviewed the application and provided comments to the application. Transportation has included a condition that no queueing or staging be permitted on City rights of way (i.e. Streets), so as to prevent any impacts on the adjacent SkyTrain station and streets. Overall, Transportation has no objections to the proposed additional use identified under the TUP.*





# Appendix 4

## *Transportation Plan*

## **Braid StrEAT Drive-thru - Site Management Details**

### **Clarification on Site Use:**

- The drive-thru will be activated on weekends with the possibility of an occasional stat holiday. The RCH staff uses the parking lot on weekdays only until 8:30pm. The lot sits empty on weekends and stat holidays. Therefore, there is no impact or overlap between the two uses. With the current Public Health Orders full control of the area would be required to operate the drive-thru and it could not operate as a shared use facility.

### **Access by Vehicles:**

- The property is fully fenced and will operate with a single access point during its operation. Vehicles will enter and exit through a single controlled location.

### **Access by Sustainable Modes of Travel:**

- The location is next to Skytrain and Evo car share parking. In addition, the location is also near the Sapperton Greenway and accessible by bicycle.
- When permitted by the Public Health Order all sustainable modes of travel can be serviced. Motorized vehicles would use the drive-thru as designed. Pedestrians and bicycles are serviced using a Fraser Health approved model called "Grab & Go". The "Grab & Go" service is accommodated by the customer placing their order at the check-in point which is near the entrance. The food is packaged and brought to them by a staff member. It is against current health orders for them to approach a vehicle by food in a drive-thru event

### **Signage:**

- Site specific signage will be posted throughout the site to inform participants of both site traffic control measures and restrictions and guidelines related Covid protocol.

### **Staging and traffic management:**

- Once checked in all motor vehicles are vetted and staged by our traffic control attendant(s)
- In our operating footprint there is room to stage approximately 50 cars while serving up to another 25 vehicles in the drive-thru.
- If necessary, there is ample unused space on the property that could be used to deal with additional overflow.
- Past intel from the site indicates that we have served up to 120 cars per hour. This number can be increased by adding additional staff and vendors if needed.
- The operating footprint is sizeable with ample space around that could be used as a back up. There will be no need to have any vehicles cued on public space and there will be no affect to traffic on the local streets.

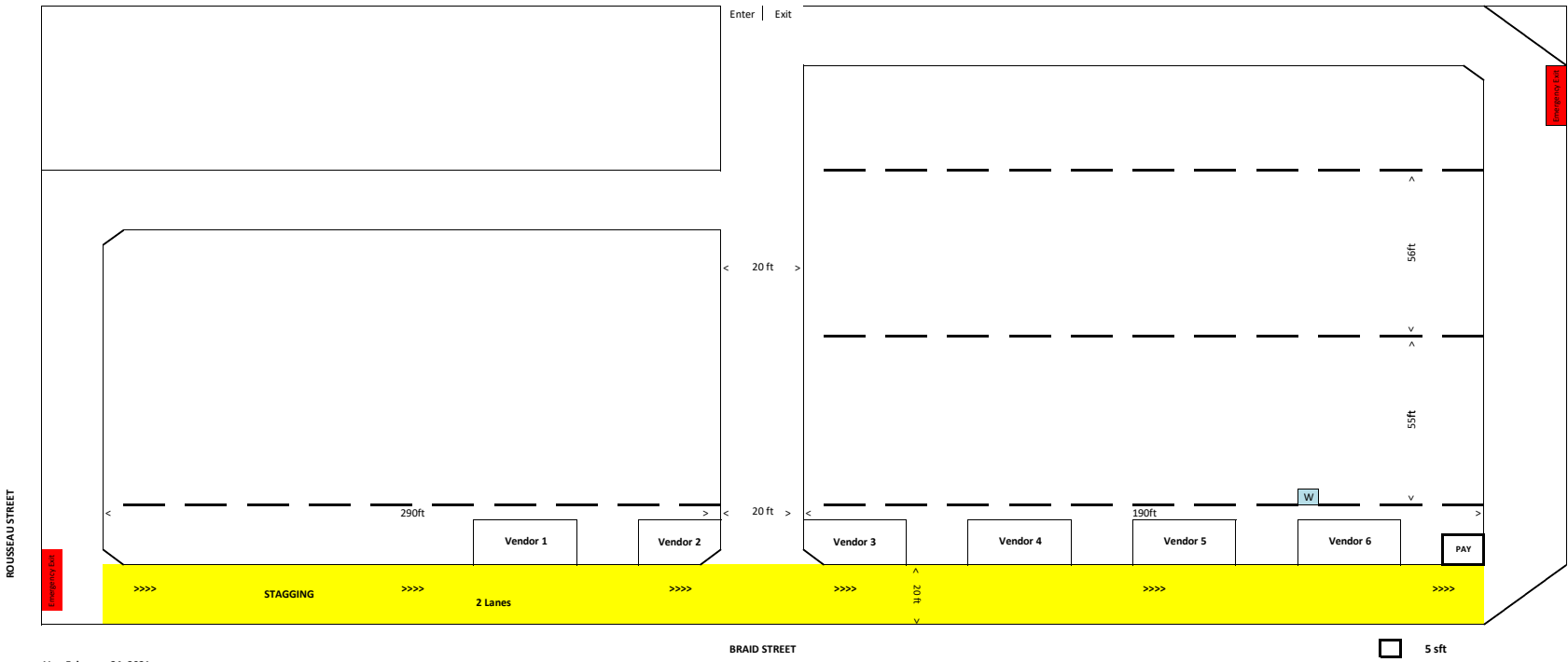
### **Neighbourhood Communication and Impact:**

- The Sapperton Resident Association was contacted on March 03 and advised of the project. They have showed their support and provided a letter of such.
- The location of the parking lot sits on edge of the city with 90% of the traffic coming from Burnett Highway, accessible via Braid Street. Therefor there will be little impact to the local residential area from increase traffic.
- In 2020 it was our experience that there was no noticeable impact from traffic in the community from operating the drive-thru in this location.
- Our impact to local traffic will be minimal, adding approximately 60 to 70 additional vehicles over the course of the 12 hour day.

Revised: March 29, 2021

Created by: Guy Ciprian

Braid StrEAT Experience  
#97 Braid Street



Ver. February 24, 2021

5 sft  
W Staff Portable Toilet

5 sft



## Appendix 5

### *Draft TUP*



1. This Temporary Use Permit is issued to:

Fraser Health Authority  
Lower Mainland Facilities Management  
Suite 500, 520 W 6<sup>th</sup> Avenue, Vancouver, BC V5Z 4H5  
Suite 400, 13450 102th Avenue, Surrey, BC V3T 0H1

(the "Permittee")

2. This Temporary Use Permit applies to, and only to, a portion of those lands, as shown on Appendix "A", within the City of New Westminster ("City") described below, and any or all buildings, structures and other development thereon:

Legal: Parcel Identifier: 028-225-635  
Description: LOT 1 SUBURBAN BLOCKS 1 AND 2 NEW WESTMINSTER DISTRICT PLAN BCP44916  
Civic Addresses: 97 Braid Street, New Westminister, British Columbia

(the "Site")

3. This Temporary Use Permit is issued subject to compliance with all the bylaws of the City of New Westminster ("City") applicable thereto except as specifically allowed by this Permit. This Permit allows for the following land uses at the Site:

- Surface parking lot facility ("parking lot") with up to 500 spaces for the sole use of Royal Columbia Hospital Staff and constructions workers involved with the Royal Columbian Hospital Redevelopment project.
- Food truck events may only be permitted during those days/hours that the site is not being used by FHA for RCH staff or construction workers.

4. This Temporary Use Permit expires on September 19, 2022 at 12:00 midnight. This permit has been renewed once. A Temporary Use Permit may be renewed by City Council only once.

5. The following conditions apply to the Temporary Use:

- (a) The access, number of parking spaces, surfacing materials, bus shelter, garbage receptacles, personal security measures, lighting, signage, stops used for stall delineation and other structures shall be substantially in compliance with Schedule A (the "Site Plan"), as finalized to the satisfaction of City Staff, a draft copy of which is attached hereto.
- (b) All structures and other site improvements must be maintained in a state of good repair for the duration of the Temporary Use Permit.

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- (c) The hard and soft landscaping shall substantially conform to the drawings attached as Schedule B (the “Landscaping Plan”), as finalized to the satisfaction of City Staff, a draft copy of which is attached hereto.
- (d) Landscaping and drainage/irrigation features must be maintained in a state of good repair for the duration of the Temporary Use Permit.
- (e) The permittee must cease all operation of the Temporary Use before the expiry of this Temporary Use Permit, unless the Temporary Use Permit has been renewed after consideration by Council, or the zoning applicable to the Site has been amended to allow the land use herein permitted.
- (f) Fraser Health to provide the City with a letter from the property owner each year on September 19<sup>th</sup>, indicating whether they expect to terminate the lease in the following year. Should the property owner provide notice to Fraser Health after September 19<sup>th</sup> of one year but before September 19<sup>th</sup> of the following year, Fraser Health to provide 75 days notice to the City by letter.
- (g) The parking lot shall not be used by the general public and shall only be for sole use of Royal Columbian Hospital Staff and construction workers involved with the redevelopment of the Royal Columbia Hospital campus located at 330 East Columbia Street, New Westminster, BC.
  - a. The exception to the above is that food truck events may be permitted during those days/hours that the site is not being used by FHA for RCH staff or construction workers.
  - b. In relation to any food truck events occurring on site, no queueing or staging of vehicles onto street right of ways is permitted.
- (h) The permittee must demolish or remove all parking spaces, bus shelter, garbage receptacles, panic stations, lighting, wheel stops, and other structures that are to be constructed/located on the lands pursuant to this Temporary Use Permit to the satisfaction of City staff and to restore the Land to the condition it was prior to the parking of vehicles.
- (i) Finalization of a safety and security plan, including a CPTED review and the identification of measures and practices that ensure security and personal safety on the site and routes between the lot and RCH to the satisfaction of City staff.
- (j) Finalization of a transportation impact study and the implementation of measures, including updated traffic signal times, that maintain intersection Levels of Service and queue lengths at acceptable levels to the satisfaction of City staff.
- (k) Finalization of all on-site Civil Engineering (Schedule A) and Landscape Drawings (Schedule B) for the proposed temporary parking lot to the satisfaction of City staff.
- (l) Finalization and implementation of the Fraser Health Authority (“FHA”) *Communication Action Plan (“communication plan”) for the Braid Street Staff Parking Lot Phase-in Campaign* to the satisfaction of City staff.
- (m) Finalization of an on-going monitoring plan commencing after the opening of the temporary parking lot to assess shuttle bus service and frequency, and after two months to assess parking lot usage, parking spillover onto residential streets, and commuting behaviour, to the satisfaction of City staff. As part of this monitoring,

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FHA shall work with City Staff in regards to identifying/implementing solutions to address parking concerns as they may arise.

- (n) Finalization of a Parking Lot maintenance plan for the proposed temporary parking lot to the satisfaction of City staff to include:
    - a. A quarterly inspection and maintenance program, or as required by City staff;
    - b. Maintaining a level, well-drained surface that is free of accumulated water;
    - c. Re-compaction and fill of surface materials and application of dust suppression measures, as required;
    - d. Cleaning of swales and the dry pond area, clearing of drainage pipes, and inlets of debris and silts, and;
    - e. Cleaning road and catch basin sumps around perimeter of the Site.
  - (o) Submission of securities for hard and soft landscaping, drainage infrastructure and maintenance based on 125% of a detailed cost estimate as submitted by a qualified landscaping and civil engineering professionals to the satisfaction of City staff.
  - (p) No outdoor storage of construction vehicles or materials shall be permitted.
  - (q) Parking spaces shall be exclusively for the parking of motor vehicles less than 4,536 kilograms gross vehicle weight.
  - (r) The normal hours of the lot operation shall be between the hours of 0600 and 2000 daily. The hours of operation for the temporary parking lot may be modified subject to prior consent from the City.
6. City of New Westminster Zoning Bylaw No. 6680, 2001, as amended is varied as follows:
- (a) Section 150.62, the requirement to pave the parking area with asphaltic pavement or with a similar type of surfacing which is equally durable for the purpose and demonstrated to be dust free.
  - (b) Section 150.63, the requirement for parking spaces in the parking area to be marked on the ground by painted white or yellow lines not less than 3 inches (7.62 centimetres) in width or wheel stops that clearly delineate each stall location.
7. This Temporary Use permit is non-transferrable.

Authorizing Resolution of City Council:

*THAT Temporary Use Permit No. 00012 for a portion of 97 Braid Street be approved.*

Date: September 19, 2016

***THAT** Temporary Use Permit 00012 be extended for a period of three years to September 19, 2022 for a portion of the property located at 97 Braid Street for the purpose of providing temporary off-site parking for Royal Columbian Hospital staff and construction workers during the RCH Redevelopment based on the terms and conditions outlined in the original Permit and attached Schedules; and*

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***THAT** condition (f) to the original permit be revised to require a longer notice period to the City should the property owner terminate the lease of the lot prior to the expiration of this Temporary Use Permit.*

Date: December 9, 2019

***THAT** the existing Temporary Use Permit issued for a portion of 97 Braid Street be amended to permit food truck events during times when the site is not being used for the purpose of providing temporary off-site parking for Royal Columbian Hospital (RCH) staff and construction workers during the RCH Redevelopment and which would expire on September 19, 2022.*

Date: May 3, 2021

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Date of Issue

Jacqueline Killawee,  
City Clerk

DRAFT





## Appendix 6

### *Correspondence from Sapperton Residents' Association*

## Carolyn Armanini

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**From:** guy\_ciprian@telus.net  
**Sent:** Monday, March 8, 2021 11:35 AM  
**To:** Carolyn Armanini  
**Subject:** Letter of Support - Braid StrEAT Food Truck Drive-thru

Hi Carolyn,

As discussed. Here is the letter (email) of Support from the Sapperton Residents Association.

Thanks,

Guy Ciprian  
Savi Integrated Marketing

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savimarketingsolutions.com  
Ph: 604-341-1496

-----Original Message-----

From: Sapperton Residents' Association <sappertonra@gmail.com>  
Sent: March 8, 2021 10:40 AM  
To: guy\_ciprian@telus.net  
Cc: Andrew Kroll <andrew\_kroll@hotmail.com>  
Subject: Letter of support

Hi,

We, as the executive group from the Sapperton RA, fully support the efforts that Guy is putting forth to recreate the positive experience from the continuous food truck festival he held last year.

We felt that allowed our community to be highlighted in a positive manner that allowed local businesses to be supported by the community during the pandemic. I believe he went well beyond by hiring local young people to add that overall community care.

The additional events that allow togetherness while apart is exactly what this community needs and will continue to support.

Thanks to Guy and his efforts.

Best,

Gagan Sivia, Chair SRA  
In support with Andrew Kroll, Co Chair SRA