



To: General Purposes Committee

Date: May 6, 2004

From: Terry Crowe
Manager, Policy Planning

File:

Re: **REFERRAL FROM CITY OF NEW WESTMINSTER FOR OFFICIAL COMMUNITY PLAN AMENDMENT FOR A DESTINATION CASINO AT 350 GIFFORD STREET**

Staff Recommendation

1. That the City of New Westminster be advised that the City of Richmond opposes the Official Community Plan Amendment Bylaw No. 6920 for a Destination Casino at 350 Gifford Street, New Westminster due to:
 - (1) a lack of information regarding the details of the proposed development; and
 - (2) concerns regarding the compatibility of the land use, servicing, traffic, transportation and environmental impacts of the proposed development on Richmond.

2. That the City of New Westminster be requested to defer further consideration of the OCP amendment, until it has:
 - (1) provided the City of Richmond with additional information regarding the proposed development, and its land use, servicing, traffic, transportation and environmental impacts;
 - (2) consulted with Hamilton residents (e.g., the Hamilton Community Association) and businesses; and
 - (3) consulted with the City of Richmond to reach acceptable solutions on those matters which affect Richmond.

Terry Crowe
Manager, Policy Planning

Att. 2

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

Staff Report

Origin

On April 26, 2004, the City of New Westminster introduced Official Community Plan (OCP) Amendment Bylaw No. 6920 to amend the land use designation of 350 Gifford Street (**Attachment 1**), in Queensborough, to permit a destination casino.

As the subject site is immediately adjacent to the City of Richmond, the City of New Westminster is referring the proposed amendment for comments in accordance with *Local Government Act* provisions (**Attachment 2**).

The City of New Westminster requests Richmond’s comments by May 11, 2004. The OCP amendment bylaw is scheduled for Public Hearing on May 17, 2004.

Project Description

The development proponent is the “Star of Fortune Gaming Management (B.C.) Corporation, Inc, No. 537205, 210 - 42240 Manor Street, Burnaby, B.C.

The proposed site at 350 Gifford Street is 8.2 ha (20.2 acres) in area and is immediately east of Boundary Road and north of Westminster Highway.

The site is currently:

- is designated in the New Westminster OCP as “Waterfront Dependent Industry”, and
- is zoned “Heavy Industrial District”.

The OCP Amendment Bylaw proposes to re-designate the site as “Destination Casino”.

The proposal is to develop a Destination Casino which involves:

- 600 slot machines and 60 gaming tables to serve a regional market,
- a restaurant, sports bar, hotel,
- approximately 1,750 parking spaces on the subject site, and
- approximately 55,740 m² (600,000 ft²).

The phases and timeline of the project are outlined below:

Phase	Building Area	Parking Spaces Provided	Estimated Completion
Casino and Restaurant	10,684 m ² (115,000 ft ²)	1,349	2005
Sports Bar	2,323 m ² (25,000 ft ²)	No additional parking required	2006
Hotel (East Wing)	14 stories (200 rooms)	200	2008
Hotel (West Wing)	14 stories (200 rooms)	200	2010

The information provided by the City of New Westminster did not include any proposed site plans or building plans.

Site Context

The proposed casino site is immediately east of the boundary between the Cities of Richmond and New Westminster. The properties within the City of Richmond that are adjacent to the proposed destination casino site are mainly occupied by Tree Island Industries.

In Richmond, the adjacent properties are:

- designated in the Richmond OCP as “Business and Industry”, and
- zoned “Heavy Industrial District (I1)”.

Westminster Highway or Gifford Street is proposed to be the main access to the casino. Boundary Road may function as a secondary emergency access to the site.

Staff Comments

Land Use - Policy Planning

The proposal is adjacent to heavy industrial uses. Without site plans or building plans, it is difficult to assess potential impacts of the use on existing industries and vice versa.

Staff are concerned that the proposed use may be incompatible with existing industrial and residential uses within the City of Richmond.

There is a waterlot that is partially located within the City of Richmond. It is not clear as to whether any structures will be built out on the water in this waterlot.

Transportation - Transportation Planning

The City of Richmond has reviewed the New Westminster staff report and the letter from traffic consultant to CN Rail in response to an access issue.

Based on the limited technical information provided, it is recommended that the City of Richmond oppose the proposed Casino development in the Queensborough area of New Westminster due to the following reasons:

1. Prior to the preparation of their report, the City of New Westminster has not consulted with Richmond staff on this major development application.
2. This development application abuts the New Westminster and Richmond border, and yet little information is provided to Richmond for a thorough assessment of the impacts of the proposed development.
3. The proposed development, if built, will generate significant traffic volumes and there are no road improvements being proposed on Westminster Highway west of the site.
4. The City of Richmond was not provided a copy of the Traffic Impact Study conducted for the development.
5. The impacts on the adjacent road network, in particular the Hamilton area in Richmond, along with any traffic mitigation measures, were not identified in the report.

6. There is uncertainty regarding the adequacy of New Westminster's consultation with the adjacent Hamilton residents and businesses.

Infrastructure- Engineering

Engineering advises that, as long as New Westminster does not require servicing connections to Richmond's systems, they have no objections.

Due to a lack of information, Richmond staff cannot determine, if the proposal will affect Richmond services.

Analysis

Limited Time For Response

- New Westminster did not consult with Richmond staff beforehand regarding the referral.
- The referral was received on April 28, 2004.
- The City of Richmond staff had four working days to review the proposal and prepare this Report to Council.
- Richmond's comments are requested by May 11, 2004.
- The New Westminster a Public Hearing is scheduled for May 17, 2004.

Limited Information

Staff have reviewed the information submitted with the referral from the City of New Westminster and deem it to be inadequate to properly assess the proposal and its implications.

The following list identifies some of the information gaps:

(1) Land Use

- (a) There is no site plan, building plan, parking plan, landscape plan or buffering plan included in the information package. Without these plans, it is impossible to assess the proposal's implications on surrounding land use or on the waterfront.
- (b) The site includes a waterlot, part of which is located within the City of Richmond. There is no indication if any structures are contemplated on this waterlot.

(2) Traffic Implications

The proposed development will have a significant impact on the area road network. It is noted that:

- (a) The City of Richmond was not provided with a copy of the Traffic Impact Study conducted for the development.
- (b) There are no road improvements proposed for Westminster Highway west of the site.
- (c) Impacts on the adjacent road network, especially in the Hamilton Area, together with traffic mitigation measures, were not identified.

(3) Engineering Implications

Richmond staff will have concerns if New Westminster requires connections to Richmond's infrastructure services and systems.

Consultation

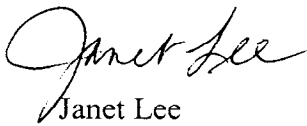
The City of New Westminster advises that it has consulted with Hamilton area residents and businesses. There is no information provided on the process of prior consultation, the participants and the outcome.

Financial Impact

None.

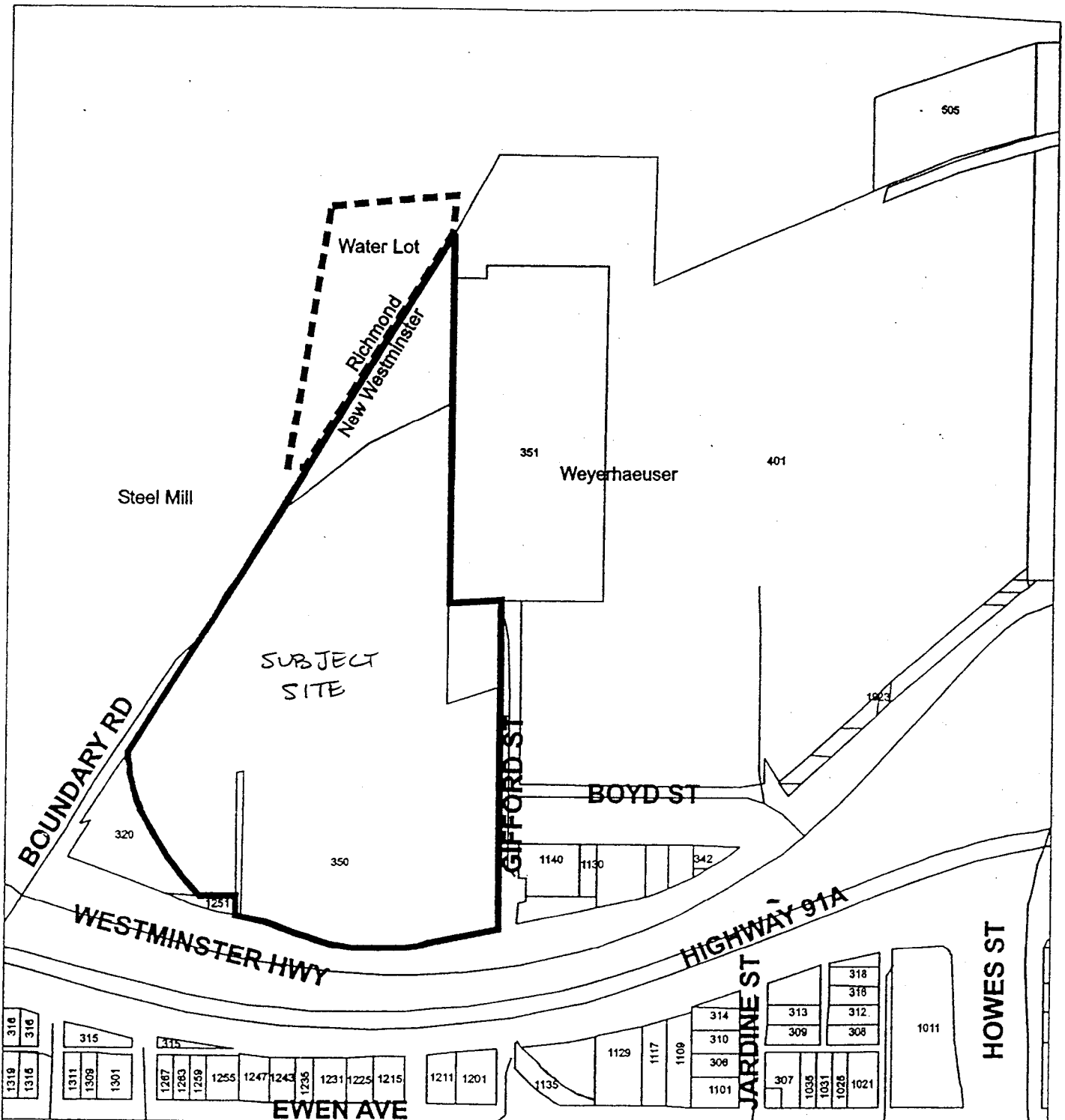
Conclusion

1. The City of New Westminster has referred a proposed OCP amendment to Richmond City Council for comments, in accordance with *Local Government Act* provisions.
2. There is a lack of information regarding the proposal.
3. Richmond staff have identified a number of technical issues and concerns (e.g., land use, traffic, servicing, environmental) associated with the proposed OCP amendment and development proposal.
4. Given the lack of information required to meaningfully evaluate the proposal, its technical implications on Richmond and the lack of information on community consultation with Hamilton residents, it is recommended that the City of Richmond oppose the application until these matters can be addressed, in a manner which is agreeable to Richmond.



Janet Lee
Planner 2
(4108)

JL:cas



350 Gifford Street



City of New Westminster
Planning Department

Scale: Not to Scale
Date: April 7, 2004

Map information provided herein is derived from sources with varying levels of accuracy. The City of New Westminster disclaims all responsibility for the accuracy or completeness of information contained herein.



CORPORATION OF THE CITY OF NEW WESTMINSTER

ATTACHMENT 2

To: GM-UD
Manager, Policy Planning
for appropriate action
Re: Steerborough Casino

		INT
✓	JFM	
✓	DW	DW
	KY	
	AS	
	DB	
	WB	

PHOTOCOPIED & DISTRIBUTED
DATE: Apr. 27/04

ACTING CITY CLERK

File: B/L 6920

April 27, 2004

Mayor and Council
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

065-20-NWES1

Dear Mayor and Council:

Re: Official Community Plan Designation Amendment Bylaw No. 6920, 2004 for 350 Gifford Street, New Westminster, B.C.

The purpose of this letter is to provide information on the proposed Official Community Plan Amendment for 350 Gifford Street, New Westminster. Under the Local Government Act, prior to adoption of an Official Community Plan, a local government is required to provide one or more opportunities deemed appropriate for consultation with persons, organizations and authorities that the local government considers will be affected by the plan. In addition, Council is required to consider whether to consult with a number of specific groups, including the Council of any municipality that is adjacent to the area covered by the Plan.

On March 8, 2004, New Westminster City Council directed staff to include the City of Richmond in the consultation process for the draft Official Community Plan Amendment. Accordingly, a copy of the draft Bylaw and staff report to council on the amendment are enclosed for your review and comment.

New Westminster City Council gave Official Community Plan Designation Amendment Bylaw 6920, 2004 first and second reading on April 26, 2004. A Public Hearing on the bylaw is scheduled for Monday, May 17, 2004. The City respectfully requests that you forward any formal Council position on the proposed OCP amendment bylaw to the undersigned. Should you wish your comments to be available to Council prior to the Public Hearing then they would need to be received in our office prior to 12 noon on Tuesday, May 11, 2004.

If you have any questions or comments about the draft Plan, please feel free to contact Jim Hurst, Senior Planning Analyst, at (604) 527-4588.

Yours truly,

Robyn Anderson,
Acting Director of Legislative and Information Services

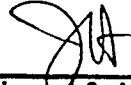

Encl. (1)

cc. L. Gilbert, Acting Director of Planning
J. Hurst, Senior Planning Analyst

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df 04/27/04 9:55 AM

City Clerk's Office, 511 Royal Avenue, New Westminster, B.C. V3L 1H9 Phone: (604) 527-4523 Fax (604) 527-4524



Prepared by:

Reviewed & Approved by:


CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 6920, 2004

A Bylaw to Amend Official Community Plan Designation Bylaw No. 6476, 1998 and Official Community Plan Designation Bylaw No. 6266, 1995

WHEREAS the Local Government Act empowers a local government to adopt an Official Community Plan;

WHEREAS the City of New Westminster has adopted "Official Community Plan Designation Bylaw No. 6476, 1998 and Official Community Plan Designation Bylaw No. 6266, 1995"; and

WHEREAS the Local Government Act empowers Council to amend an Official Community Plan by bylaw;

NOW THEREFORE THE COUNCIL of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Official Community Plan Designation Amendment Bylaw No. 6920, 2004".
2. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS Section 3.1 Existing and Proposed Land Uses of Official Community Plan Designation No. 6476, 1998 is hereby amended by adding to the list of land uses shown on Map LU2 and inserting after **(CLF) Commercial Large Format** the following:

"(DC) DESTINATION CASINO - QUEENSBOROUGH: this area will include a destination casino, hotel and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use."

3. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS Section 3.1 Existing and Proposed Land Uses of Official Community Plan Designation Bylaw No. 6476, 1998 is hereby amended by deleting for those certain parcels of land situate within the City of New Westminster and shown outlined on Amending Plan No. 66 the designation **WDI** on map LU2 and inserting in its place the designations **DC** and **H/N** as shown on Amending Plan No. 66.

4. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS, Section 3.2, Schedule of Development Permit Areas, Map 21 Industrial/Business Park of Official Community Plan Designation Bylaw No. 6476, 1998 is hereby amended by deleting Map 21 and substituting in its place Map 21 attached as "Schedule 1" to this bylaw.

5. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS, Section 3.2, Schedule of Development Permit Areas, of Official Community Plan Designation Bylaw No. 6476, 1998 is hereby amended by inserting after **# 9 Woodlands**, **# 10 Queensborough Destination Casino (Queensborough #8)**.

Commercial and Mixed Use Development Permit Areas

10 Queensborough Destination Casino

The Queensborough Destination Casino area, identified as Development Permit Area # 10 [see Map 18] and as Development Permit Area #8 in the Queensborough Official Community Plan, is designated in order to provide an opportunity for a regional destination entertainment use including a hotel. This area is designated in order to establish objectives and guidelines for the form and character of the Mixed Use Development.

Objectives

The objectives of this designation are:

- Establish an area for employment opportunities;
- Enforce an identifiable theme for the development of this area;
- Establish a fully serviced level of quality;
- Allow the adjacent natural environment (Natural Features Development Permit Areas #5 North Arm – Bay Area) and the entertainment and residential uses to coexist;
- Promote a variety of employment opportunities;
- Mitigate the impacts of the transportation corridor on adjacent uses;
- Allow development of a trail system connected to both the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area, and

- Allow the siting and massing of buildings to respond to the flood plain, the adjacent natural environment area, adjacent land uses, and the complexity of the site without the use of a Development Variance Permit

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc.No. 537205 by Stantec Architecture dated March 9, 2004 and the following guidelines

- Design exterior finishes of buildings to be compatible with adjacent industrial land uses
- Parking facilities should be well designed and landscaped
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of the adjacent industrial and transportation activities
- Develop a comprehensive plan for the siting and massing of buildings and structures, taking into account, the current standards stated in the City of New Westminster's Zoning Bylaw, the development guidelines referenced above, and the advice of the City and its advisory committees

6. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS, Section 3.2, Schedule of Development Permit Areas, Map 18 Commercial and Mixed Use of Official Community Plan Designation Bylaw No. 6476, 1998 is hereby amended by deleting Map 18 and substituting in its place Map 18 attached as "Schedule 2" to this bylaw.

7. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS, Section 3.2, Schedule of Development Permit Areas of Official Community Plan Designation Bylaw No. 6476, 1998, is hereby amended by inserting after **# 4 Annacis Channel (Queensborough #7) , # 5 North Arm - Bay Area (Queensborough #9).**

Natural Features Development Permit Areas

#5 North Arm – Bay Area

The North Arm – Bay Area, identified as Development Permit Area #5 [see Map 22] and as Development Permit Area #9 in the Queensborough Official Community Plan, is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment
- Continue to permit log booms and sawmill activity
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No. 537205 by Stantec Architecture dated March 9, 2004 and the following guideline;

- All plans in this area shall be reviewed by Fisheries and Oceans Canada

8. PART THREE: LAND USE CONCEPT AND DEVELOPMENT PERMIT AREAS, Section 3.2, Schedule of Development Permit Areas, Map 22 Natural Features of Official Community Plan Designation Bylaw No. 6476, 1998 is hereby amended by deleting Map 22 and substituting in its place Map 22 attached as "Schedule 3" to this bylaw.

9. Map 8 Land Use Concept of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by deleting for those certain parcels of land situate within the City of New Westminster and shown outlined on Amending Plan No. 66 the designation **WDI** and inserting in its place the designations **DC** and **H/N** as shown on Amending Plan No. 66.

10. Section 3.13 Implementation & Finance Map 6, Development Permit Areas, of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by deleting Map 6 and substituting in its place Map 6 attached as "Schedule 4" to this bylaw.

11. Section 3.13 Implementation & Finance, Development Permit Areas, of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by inserting after **Development Permit Area #7, Development Permit Area #8**

Development Permit Area # 8

The Queensborough Destination Casino area, identified as Development Permit Area # 8 [see Map 6] and as Commercial and Mixed Use Development Permit Areas - # 10 Queensborough Destination Casino in the City of New Westminster Official Community Plan, is designated to provide an opportunity for a regional entertainment use. This area is designated in order to establish objectives and guidelines for the form and character of Mixed Use Development.

Objectives

The objectives of this designation are:

- Establish an area for employment opportunities;
- Enforce an identifiable theme for the development of this area;
- Establish a fully serviced level of quality;
- Allow the natural environment and the entertainment and residential uses to coexist;
- Promote a variety of employment opportunities; and
- Mitigate the impacts of the transportation corridor on adjacent uses
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No. 537205 by Stantec Architecture dated March 9, 2004 and the following guidelines

- Design exterior finishes of buildings to be compatible with any adjacent industrial land uses
- Parking facilities will be well designed and landscaped
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of the adjacent industrial and transportation activities

12. Section 3.13 Implementation & Finance, Development Permit Areas, of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by inserting after **Development Permit Area #8, Development Permit Area #9**

Development Permit Area #9

The North Arm – Bay Area, identified as Development Permit Area 9 [see *Map 6*] and as Natural Features Development Permit Areas - #5 North Arm – Bay Area in the City of New Westminster Official Community Plan, is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment
- Continue to permit log booms and sawmill activity
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No. 537205 by Stantec Architecture dated March 9, 2004 and the following guideline;

- All plans in this area shall be reviewed by Fisheries and Oceans Canada

13 Section 3.5 Commercial of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by deleting the heading between the ninth and tenth paragraphs 'THE PLAN PROPOSES 4 COMMERCIAL DESIGNATIONS' and substitute therefore 'THE PLAN PROPOSES 5 COMMERCIAL DESIGNATIONS'.

14 Section 3.5 Commercial of Official Community Plan Designation Bylaw No. 6266, 1995 is hereby amended by adding the following:

5. **DESTINATION CASINO - QUEENSBOROUGH**

This area will include a Destination Casino - Queensborough, hotel and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use."

EXAMINED IN CONJUNCTION WITH:

- (i) the City's current Capital Expenditure Program (as contained in the "Five Year Financial Plan Bylaw No. 6905, 2004"); and
- (ii) the Regional Solid Waste Management Plan and the Regional Liquid Waste Management Plan (both of which were adopted by the Greater Vancouver Regional District after liaison with the City)

to ensure consistency between them this *26th* day of *APRIL* 2004.

REFERRED TO:

- (i) the Board of the Greater Vancouver Regional District (GVRD)
- (ii) the City of Richmond
- (iii) the Greater Vancouver Sewerage and Drainage District Board (GVS&DD)
- (iv) the School Board of School District No. 40 (New Westminster)
- (v) the Queensborough Residents Association

for comment this *27th* day of *APRIL* 2004.

GIVEN FIRST READING this *26th* day of *APRIL* 2004.

GIVEN SECOND READING *26th* day of *APRIL* 2004.

PUBLIC HEARING held this day of 2004.

GIVEN THIRD READING this day of 2004.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this day of 2004.

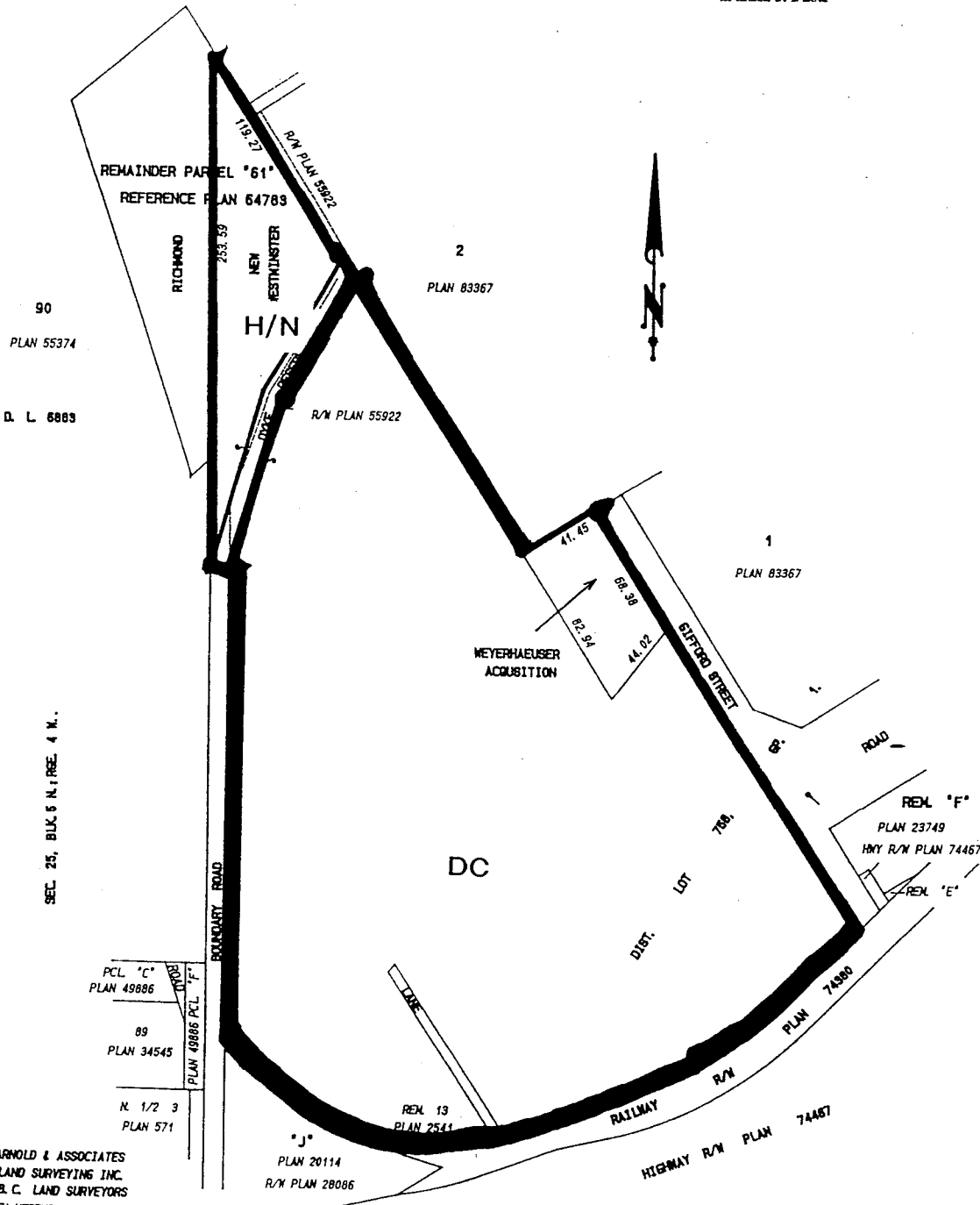
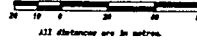
MAYOR

CITY CLERK

AMENDING PLAN NO. 66

NORTH ARM FRASER RIVER

SCALE 1:1000



90
PLAN 55374
D. L. 6883

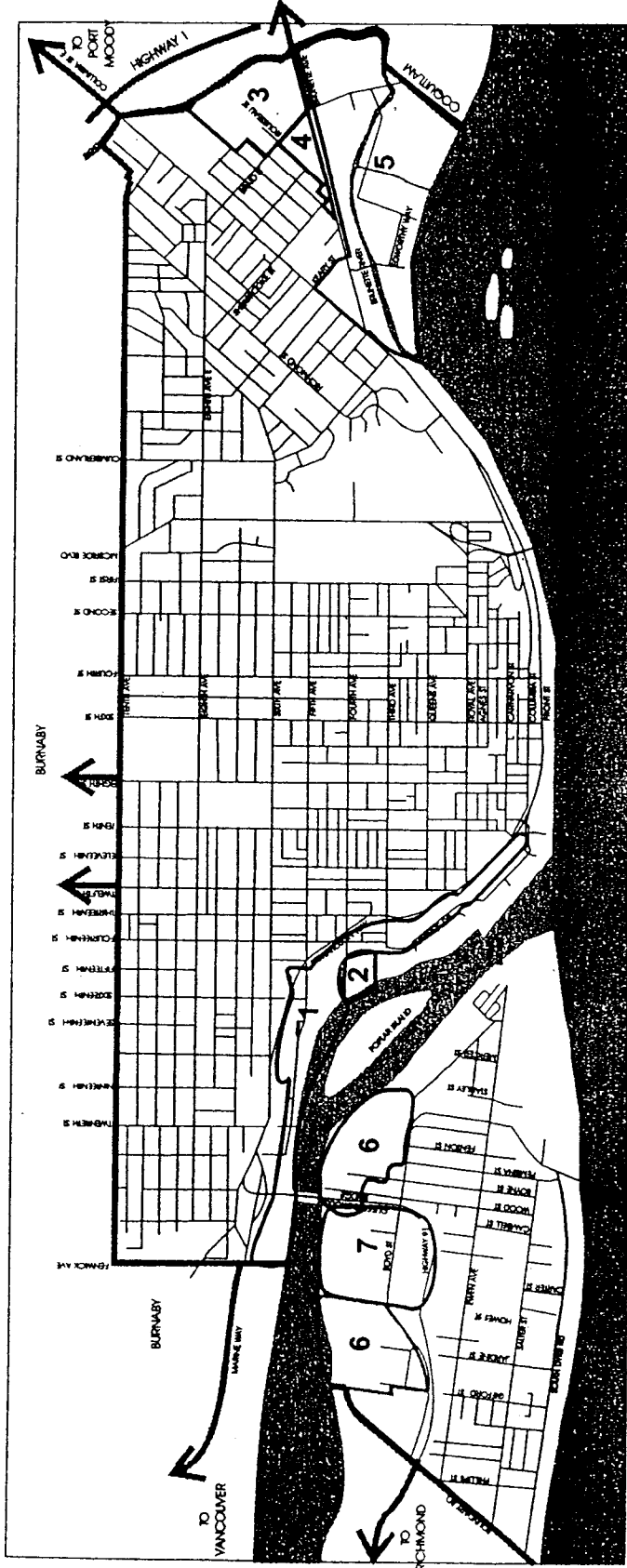
SEC. 25, BLK 5 N. 1 REE. 4 N.

PCL "C"
PLAN 49886
89
PLAN 34545
PLAN 49886 PCL "F"
N 1/2 3
PLAN 571

ARNOLD & ASSOCIATES
LAND SURVEYING INC.
B.C. LAND SURVEYORS
NEW WESTMINSTER, B. C.
604-526-2721
FILE 0355.9

JANUARY 30, 2004.

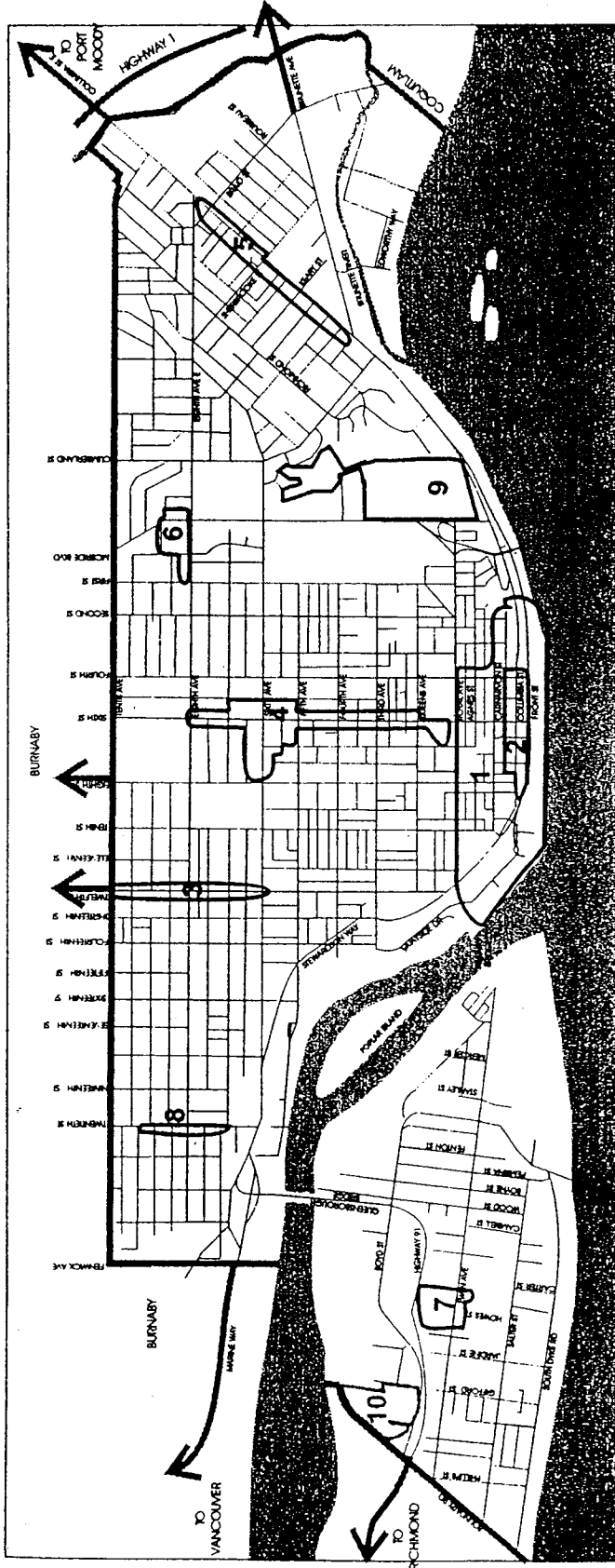
**MAP 21
Industrial/Business Park Development Permit Areas**



- 1 North Arm North Foreshore
- 2 Doman (North Arm North #2)
- 3 Brunette Industrial / Business Park
- 4 Brunette Avenue East
- 5 Brunette Creek Corridor
- 6 Queensborough Industrial
- 7 Queensborough Business Park at Boyd Street (Queensborough #5)

SCHEDULE 1

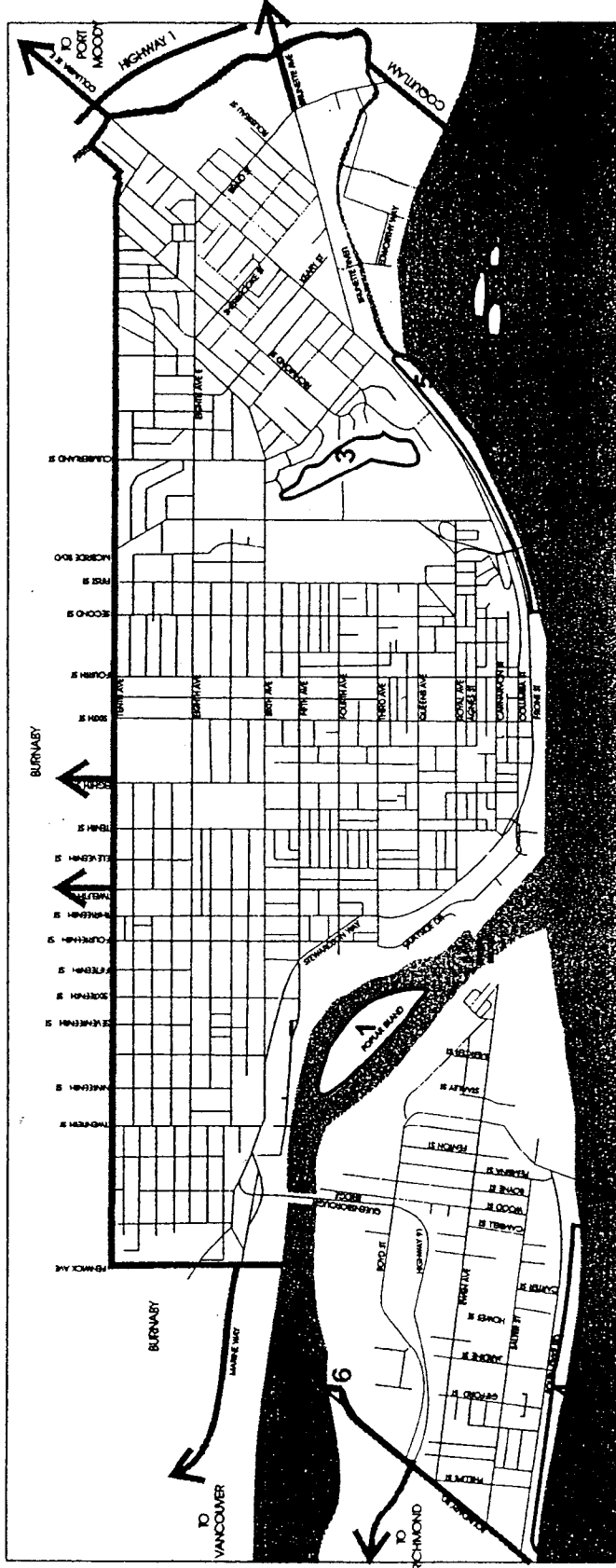
MAP 18
Commercial and Mixed Use Development Permit Areas



- 1 Downtown
- 2 Columbia Street Historic District
- 3 Upper Twelfth Street
- 4 Uptown
- 5 Sapperton (Columbia Street East)
- 6 Eighth Avenue and McBride Boulevard
- 7 Howes Street and Ewen Avenue (Queensborough #2)
- 8 Twentieth Street
- 9 Woodlands
- 10 Queensborough Destination Casino

SCHEDULE 2

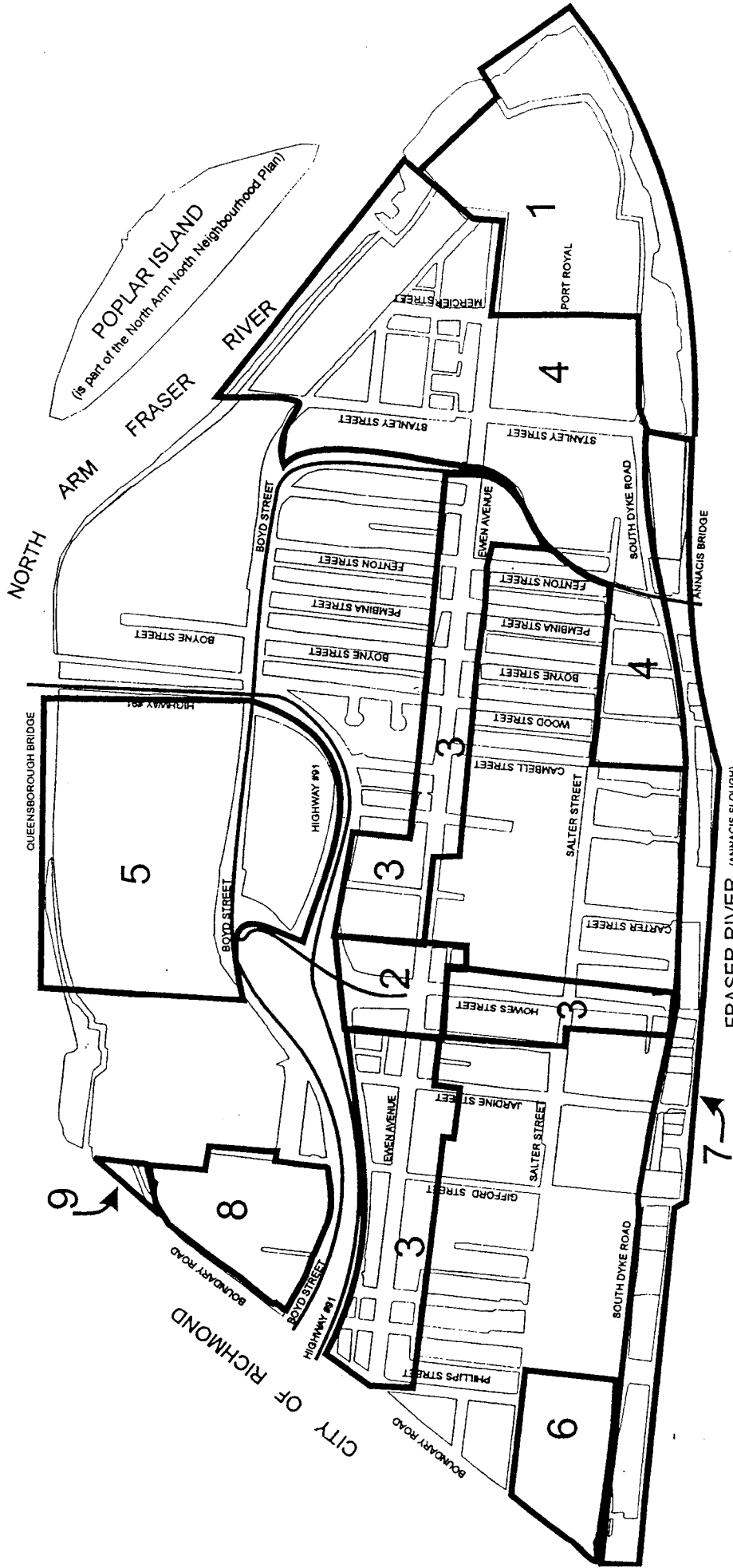
MAP 22
Natural Features Development Permit Areas



- 1 Poplar Island (North Arm North #1)
- 2 New Westminster Islands (Sapperton Middle Ground)
- 3 Glenbrooke Ravine (Glenbrooke South #1)
- 4 Annacis Channel (Queensborough #7)
- 5 Sapperton Landing
- 6 North Arm - Bay Area

SCHEDULE 3

Development Permit Areas



Map 6



Scale in Meters
 A portion of the Corporation of the City of New Westminster, B.C.
 The City accepts no responsibility for the accuracy of these Plans

SCHEDULE 4

REPORT

ON-TABLE

PLANNING DEPARTMENT

To: Mayor W. Wright and Members of Council in Committee of the Whole Date: 2004 April 26

From: Leslie Gilbert File: 6686
Acting Director of Planning

Subject: Proposed Casino Development at 350 and 351 Gifford Street,
Queensborough

RECOMMENDATION

THAT Official Community Plan Designation Amendment Bylaw 6820, 2004 to establish the(DC) Destination Casino - Queensborough designation, designate the subject site DC and H/N and establish the Commercial and Mixed Use Development permit area # 10 - Queensborough Destination Casino and the Natural Features Development Permit Area # 5 - North Arm - Bay Area in the City of New Westminster Official Community Plan and Development Permit Areas #8 and #9 in the Queensborough Official Community Plan, be referred to Council for consideration of First and Second reading, and

THAT Zoning Amendment Bylaw 6821, 2004 to establish the Queensborough Destination Casino Comprehensive Development Districts (C-CD-1) zoning schedule be referred to Council for consideration of First and Second reading, and

THAT Zoning Amendment Bylaw 6822, 2004 to rezone the subject property from Heavy Industrial Districts (M-2) to the Queensborough Destination Casino Comprehensive Development Districts (C-CD-1) be referred to Council for consideration of First and Second readings.

BACKGROUND

Architect Richard Bernstein,
Stantec Architecture 1-70 500-1500 W. GEORGIA ST.
VANCOUVER V6G 2Z6.

Applicant: Star of Fortune Gaming Management (B.C.) Corp.,
Inc.No. 537205
210 - 4240 Manor Street,

Site Characteristics: Burnaby, B.C.
The subject site consists of a 19.3 acre portion of a site formerly known as the McFarlane Cascade Pole site at 350 Gifford Street, a .78 acre parcel to be subdivided from the adjacent Weyerhaeuser site at 351 Gifford Street, and .13 acres of City land made up of a small lot and a remnant lane at the south end of the site. The total site area for the Casino project is 20.2 acres. There is a further 1.78 acres of this property consisting of foreshore and water lot in the City of New Westminster. There is also a 2.25 acre portion of this site consisting of foreshore and water lot that is located in the City of Richmond.

Existing Zoning: Heavy Industrial Districts (M-2)
The zone allows a wide range of heavy manufacturing, warehouse, storage yards, recycling facilities and automobile towing yards. There are no yard requirements or height limits in the zone. There is no limit on floor space or site coverage in the zone. The complete zone can be found in the appendix of this report.

Official Community Plan Land Use Designation: (WDI) Waterfront Dependent Industry

The Official Community Plan describes the designation as:

(WDI) Waterfront Dependent Industry: this area includes industry that is dependent on waterfront access such as marine terminals and related uses including boat moorage, ship chandlery, warehouses, shipping distribution services, storage centers, lumber mills, fish processing plants, shipbuilding/repairs, marinas and seaplane terminals. The City will consider issuing temporary industrial land use permits in this area provided that the industrial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's *Official Community Plan* designation, and uses allowed under the *Zoning Bylaw*. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use.

Official Community
Plan Development
Permit Designation:

Industrial / Business Park Development Permit Area

#6 Queensborough Industrial

The Queensborough Industrial area, identified as Development Permit Area # 6 [see Map 21] is designated to provide an opportunity for continued intensive industrial development with a waterfront focus. This area is designated in order to establish objectives and guidelines for the form and character of industrial development. [Discussion of this area is contained in 2.8: *Industrial Activity and the Economy.*]

Objectives

The objectives of this designation are:

- Promote industrial business park use
- Promote a variety of employment opportunities
- Mitigate the impacts of the transportation corridor on adjacent uses

Guidelines

Development permits issued shall be in accordance with the following guidelines:

- Design exterior finishes of buildings to be compatible with any adjacent residential land uses
- Parking facilities will be well designed and landscaped
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of industrial activity
- Design the layout of manufacturing operations, storage operations, truck access and egress, and loading open areas to mitigate industrial emissions and noise from adjacent residential land uses

PROPOSAL

The applicant proposes to construct a destination Casino on the 20.2 acre site addressed as 350 Gifford Street and a portion of 351 Gifford Street and some adjacent City lands. The proposed development would consist of:

PHASE	BUILDING AREA	PARKING	COMPLETION
Phase 1			2005
Casino and restaurant	115,000 Square Feet	1,349 Spaces	
Phase 2			2006
Sports Bar	25,000 Square Feet	No new parking	
Phase 3			2008
Hotel – East Wing	14 Stories – 200 Rooms	200 New Spaces	
Phase 3a			2010
Hotel – West Wing	14 Stories – 200 Rooms	200 New Spaces	

Stantec Architecture has developed a set of Design Guidelines. These Guidelines would be registered on the title of the property. The Guidelines would be used to evaluate the proposed buildings during the detailed design stage of the project. The members of the Commission have received a set of these guidelines directly from the applicant. If this proposal were approved by Council, then the project Architect would submit detailed drawings of the proposed buildings and landscaping to the Consultative Design Committee for review. When the design of the buildings and landscaping has been approved by the Consultative Design Committee and the Advisory Planning Commission, then a Development Permit application to construct the project would be received by Council.

ZONING BYLAW AND OFFICIAL COMMUNITY PLAN AMENDMENTS

In order for Council to consider this project a number of bylaws will need to be presented. These bylaws are:

1. OFFICIAL COMMUNITY PLAN DESIGNATION AMENDMENT BYLAW 6920, 2004

This bylaw would redesignate the portion of the subject properties inside the dyke reserve, which fall within the City of New Westminster, (DC) - Destination Casino – Queensborough. The portion of the subject properties, which fall within the City of New Westminster, which either are occupied by the dyke reserve, or are outside of the dyke reserve, would be designated as H/N – Habitat Natural. The Bylaw would create the two new Development Permit Area designations for the site. Commercial and Mixed Use Development permit area # 10 - Queensborough Destination Casino would apply to the area, which falls within the City of New

Westminster that is inland from the dyke reserve. Natural Features Development Permit Area # 5 – North Arm – Bay Area would apply to the area, which falls within the City of New Westminster, which is either are occupied by the dyke reserve, or is outside of the dyke reserve. The bylaw would also describe the (DC) - Destination Casino designation. The bylaw would amend the City of New Westminster Official Community Plan and the Queensborough Official Community Plan.

2. ZONING AMENDMENT BYLAW 6921, 2004

This bylaw would introduce the Queensborough Destination Casino Comprehensive Development Districts (C-CD-1) Zoning Schedule and define a Destination Casino - Queensborough land use category.

3. ZONING AMENDMENT BYLAW 6922, 2004

This bylaw would rezone the subject site from Heavy Industrial Districts (M-2) to the Queensborough Destination Casino Comprehensive Development Districts (C-CD-1) Zone.

4. FUTURE ROAD CLOSING BYLAW

The road-closing bylaw would close the small laneway at the south end of the site. This would create a 5329.2 square foot legal lot.

5. FUTURE LAND SALE BYLAW

The land sale bylaw would offer for sale to any adjoining property owner, the lane that was closed and a 176.4 square foot legal lot that the City owns adjacent to that lane.

6. FUTURE ZONING AMENDMENT BYLAW

This bylaw would delete the Riverboat Casino Districts (CRC-1) zoning schedule and introduce the Discovery Centre Districts (CFRDC-1) zoning schedule. The bylaw would also contain amendments the sections of the Community Commercial Districts (Restricted) (C-5) and the Central Business Districts (Restricted) (C-4B) zones concerned with destination gaming. The site currently zoned Riverboat Casino Districts (CRC-1) would be proposed for rezoning to Discovery Centre Districts (CFRDC-1). This bylaw would be presented to Council if the gaming use receives permission to move to the Queensborough location.

OFFICIAL COMMUNITY PLAN DESIGNATION FOR (DC) DESTINATION CASINO - QUEENSBOROUGH

A new designation must be added to the Official Community Plan describing a Destination Casino designation. The proposed designation is:

(DC) DESTINATION CASINO - QUEENSBOROUGH: this area will include a destination casino, hotel and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use.

QUEENSBOROUGH DESTINATION CASINO COMPREHENSIVE DEVELOPMENT DISTRICTS (C-CD-1) ZONING SCHEDULE

The Queensborough Destination Casino Comprehensive Development Districts (C-CD-1) Zoning Schedule allows the development presented to Council. The allowances for the buildings proposed are – Destination Casino - Queensborough 150,000 square feet for current construction and potential future expansion, - Restaurant and Sports Bar 50,000 square feet, Hotel – a total of 340,000 square feet of floor space and 400 hotel rooms or residential units. The parking required would reach 1997 spaces when build out of the project is achieved. The height for the hotel towers is limited to 150 feet or 15 stories. Other buildings on the site are limited in height to 75 feet. The zone designates a building envelope area within which the Destination Casino may be located.

The Destination Casino – Queensborough land use is defined as:

DESTINATION CASINO - QUEENSBOROUGH means a land based structure containing a casino that is operated by a provincially licensed destination management company. The Destination Casino may also include eating, drinking and entertainment facilities including a lounge, neighbourhood pub, or nightclub, and office facilities that are an integral part of the casino operation.

A complete draft of the zone is included in the appendix of this report.

DISCUSSION

The main issues involved in the redevelopment of any industrial site for a combined commercial/entertainment/residential hotel project that involved nearly 600,000 square feet of floor space and provided 2000 parking spaces at build out, would include a discussion of the following issues:

1. The loss of industrial land,
2. Impacts on adjacent neighbourhoods,
3. Access to the proposed site,
4. Adjacency issues with the neighbouring industrial users, and
5. The design and placement of buildings and structures.

The commercial/entertainment/residential hotel use in this case is a Destination Casino – Queensborough with a hotel, sports bar, restaurant, and perhaps some office or retail development in conjunction with the hotel or casino. Therefore, this report will not deal with the activity inside the Casino, but rather the five points outlined above that deal with land use and adjacency issues common to commercial developments of this magnitude.

The proposed Destination Casino – Queensborough is located to serve a regional market, and thus the proposed location adjacent to a regional transportation system is appropriate. The recent and ongoing improvements in the regional transportation system have reinforced the centrality of the Queensborough neighbourhood in the GVRD region. The new interchange at Howes and Highway 91A along with the improvements to the north end of the Queensborough Bridge will draw Casino and Hotel patrons to that access route, and minimize traffic impacts on the Queensborough and East Richmond residential neighbourhoods. The proposed site is large enough to contain the Casino and Hotel uses and the site development plan provides ample parking to satisfy the peak demand times of the Casino.

Access to the site can be accomplished in a number of ways with options available from Gifford Street, Boundary Road, or Westminster Highway. Currently, Boundary Road is being considered only as a secondary access way reserved mainly for emergency purposes and dyke maintenance. The primary access point will be from either Gifford Street or Westminster Highway. Southern Railway of British Columbia has a track that runs parallel to Westminster Highway on land owned by the railway. The rail lands separate the Casino site from Westminster Highway. The applicants are currently discussing a crossing of the railway property with Southern Railway. As there has not been a resolution to these discussions, the project has been brought forward with the main vehicular access from Gifford Street. The applicant's traffic consultant has provided an analysis reviewing both access points independently and has concluded that either access point will work with the level of anticipated traffic to the site. The access on Boundary Road will provide a second point of entry to the site for emergency access.

The site in question is a large industrial property that has been vacant for a number of years. The development of the Queensborough Landing project to the east of this site signalled the start of development projects in this area that are seeking regional markets, and therefore seek to locate close to exits along a regional traffic route, at the center of the region. The existing sawmill sites adjacent to the proposed Destination Casino – Queensborough site and the Queensborough Landing site have a large investment in buildings and machinery on their sites and have structured processes for the delivery of raw materials to these sites. If these saw mills leave these sites in the future, it would likely be due to the cost of delivering raw materials to these sites, rather than the value of the land for commercial purposes. The Queensborough Landing project and the proposed Casino project are converting vacant industrial land with no substantial buildings, to commercial and entertainment uses.

The Planning Department has met with some groups interested in discussing this property over the past few years. None of the groups was interested in developing heavy industry on the site. The common idea for the site was a subdivision into smaller lots for Light Industrial/Service Commercial uses. It appears that few heavy industries are interested in developing near existing and developing urban areas.

The Community amenity contribution that is proposed as part of this rezoning application includes a contribution toward park space and trail development that will total over \$3,000,000. The Queensborough perimeter trail component around the subject site will be completed and extended in front of the adjacent Weyerhaeuser site to link with the trails established as part of the Queensborough Landing Development. In addition, there is a commitment to establish a link the new trail and the regional cycling network to the Richmond system that is developed just to the west of this site. This is a vital link in these systems, as in the future a pedestrian or cyclist will be able to cross the improved Queensborough Bridge, proceed along the Westminster Highway portion of the Queensborough system and then link into the Richmond system. The City of New Westminster's Parks and Recreation Department is also considering the use of some of the funding provided for Parks in the Queensborough neighbourhood to develop the link along east side of the canal beside Boundary Road in order to link into the new park which will be developed beside the Thompson's Landing project. This will allow access to the developing South Dyke Road portion of the Queensborough Perimeter Trail, and further access to Richmond's trail and cycling network westward along South Dyke Road.

Southern Railway has raised questions with regard to the safety of the pedestrian trail system around their rail line. Detailed plans for the trail would be developed as part of the Development Permit process. All safety issues with regard to the interaction of the trail system with the rail line will be reviewed with Southern Railway at that time.

As part of this application, a set of design guidelines has been developed to guide the detailed site planning, architecture and landscaping for the project as it progresses toward

a Development Permit Application in the future if this rezoning application is approved. These guidelines would be registered on the title of the property at the time the new zoning was adopted for the site.

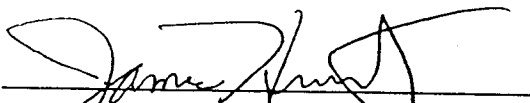
A number of background documents referred to in this report are attached to this report as Appendices.

INTERDEPARTMENTAL LIASON

The City's Development Committee that includes representatives of the Fire, Police, Electrical, Engineering, Building, Parks and Recreation and Planning Departments has reviewed the rezoning proposal and the proposed Official Community Plan Amendments. A Crime Prevention Through Environmental Design review has been conducted on the project, with all comments having been incorporated into the plan. The Strategic Services Department has been consulted during the rezoning process.

CONCLUSION

The proposed Destination Casino – Queensborough is well located to serve a regional market. It is converting vacant industrial land into what will be a busy commercial and entertainment site. The improvements to the regional transportation system will allow easy access to this site in the future. The proposed trail and cycling improvements will benefit the Queensborough neighbourhood, and the citizens of New Westminster and Richmond. The park contribution will allow the City to extend its Park and trail system in the Queensborough neighbourhood.

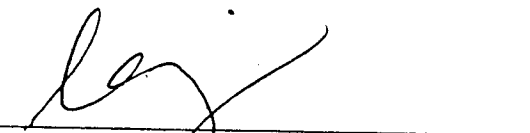


James Hurst,
Senior Planning Analyst

Approved for Presentation
to Council



Paul Daminato,
City Administrator



Leslie Gilbert,
Acting Director of Planning

:jh

Att.

APPENDICIES

APPENDIX 1 – Site Area Map Identifying the Subject Site

APPENDIX 2 – Queensborough Destination Casino Comprehensive Development Districts (C – CD – 1) Zoning Schedule

APPENDIX 3 – Proposed Amendments to the City of New Westminster Official Community Plan - Commercial and Mixed Use Development Permit Area # 10 - Queensborough Destination Casino, Natural Features Development Permit Area # 5 – North Arm – Bay Area, Definition of Destination Casino - Queensborough

APPENDIX 4 – Proposed Amendments to the Queensborough Official Community Plan –Development Permit Areas # 8 and #9, Identification of 5 Commercial Designations and Definition of a Destination Casino - Queensborough.

APPENDIX 5 – Memo to Council dated March 8, 2004 concerning Consultation Options for the Proposed Amendments to the Official Community Plan.

APPENDIX 6 – Memo Dated April 22, 2004 from G. Dean Gibson Director of Parks and Recreation titled Queensborough Casino – Trail & Greenway Plan

APPENDIX 7 – Memo Dated April 20, 2004 from Lisa Spitale, Director of Strategic Services titled Destination Casino Proposal in Queensborough – DAC Package

APPENDIX 8 – Letter from Jane Farquharson, Bunt & Associates, dated April 20, 2004, titled Addendum to Traffic Impact & Parking Assessment Report Queensborough Casino, March 18, 2004

APPENDIX 9 – Letter from Southern Railway of British Columbia dated April 20, 2004 outlining concerns with the proposed rezoning

APPENDIX 10 – Letter from Fisheries and Oceans Canada dated March 30, 2004 commenting on the proposed plan.

APPENDIX 11- Advisory Planning Commission notification letter

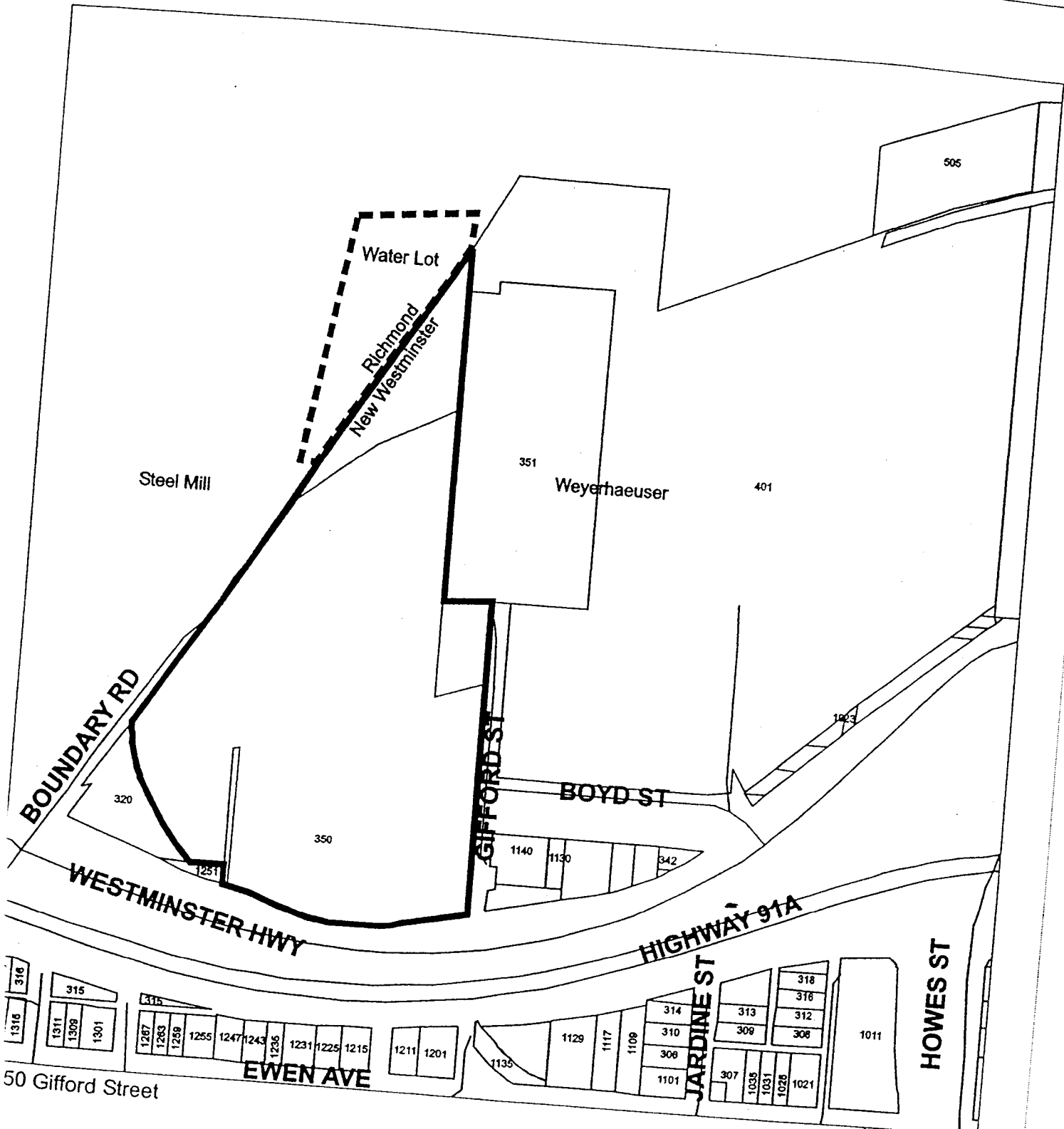
APPENDIX 12 – Design Guidelines prepared by Stantec Architecture dated April 2004 – Circulated separately

APPENDIX 13 - Rezoning Application


APPENDIX 14 – Copy of Memo from Director of Engineering/Deputy City Administrator and Copy of Memo from Director of Finance, dated April 26, 2004

APPENDIX 1

SITE AREA MAP IDENTIFYING THE SUBJECT SITE



50 Gifford Street


 City of New Westminster
 Planning Department

Scale: Not to Scale
 Date: April 7, 2004

Map information provided herein is derived from sources with varying levels of accuracy. The City of New Westminster disclaims all responsibility for the accuracy or completeness of information contained herein.

APPENDIX 2

**QUEENSBOROUGH DESTINATION CASINO COMPREHENSIVE
DEVELOPMENT DISTRICTS (C-CD-1) ZONING SCHEDULE**

529 Queensborough Destination Casino Comprehensive Development Districts (C-CD-1)

529.1 and The intent of this district is to allow a destination casino, hotel, ancillary facilities.

Permitted Uses

529.2 The following uses and no others shall be permitted in the (C-CD-1) district:

529.3 Business and Professional Offices in conjunction with a hotel or destination casino

529.4 Cafés and restaurants, excluding drive in and drive thru restaurants

529.5 Destination Casino - Queensborough

529.6 Hotels

529.7 Housing units

529.8 Child care in a portion of a hotel or residential building

529.9 Lounges

529.10 Neighbourhood pubs

529.11 Night clubs

529.12 Places of public assembly, entertainment or recreation in conjunction with a hotel or destination casino

529.13 Retail and personal service establishments in conjunction with a hotel or destination casino

Height

529.14 The height of a building for a hotel or residential use shall not exceed 15 storeys nor 150 feet (45.72 metres), whichever is less. For the purposes of this bylaw, the height shall be measured from either the site datum, or the top of any parking structure that provides off-street parking exclusively for the hotel or residential use.

529.15 The height of all other buildings shall not exceed 75 feet (22.86 metres), measured from the site datum.

Site Coverage

529.16 Buildings for a Destination Casino - Queensborough, Hotel, or Residential use or any use ancillary to these uses, except for parking structures, shall not cover more than fifteen percent (15%) of the site area.

529.17 Buildings and structures used exclusively for the provision of off-street parking shall not cover more than fifteen percent (15%) of the site area.

Density

529.18 The number of hotel rooms and dwelling units shall in total not exceed 400.

Siting of Buildings and Structures for a Destination Casino - Queensborough

529.19 A building or structure designed for a Destination Casino shall be located within the area outlined on Supplemental Plan No. 1

Floor Space

529.20 The total amount of floor space constructed for a Destination Casino - Queensborough shall not exceed 150,000 square feet.

529.21 The total amount of floor space constructed for public assembly, entertainment, or recreation uses in conjunction with a casino shall not exceed 50,000 square feet.

529.22 The total amount of floor space constructed for a hotel or residential use, retail and personal service establishments and business and professional offices in conjunction with a hotel shall not exceed 340,000 square feet.

Off-Street Parking

529.23 Off-Street parking for automobiles shall be provided and maintained as a customary incidental accessory use to every building and use of a site as required by and in accordance with the provisions of Section 150 of this Bylaw except that, the requirements of Section 150.7 to 150.31 shall not apply, but rather:

- a) one parking space shall be provided for each 110.0 square feet (10.2 square metres) of gross floor area for the Destination Casino - Queensborough use.
- b) parking space shall be provided for each 100.0 square feet (9.3 square metres) of gross floor space for cafés and restaurants, retail and personal service establishments, and areas of public assembly, entertainment or recreation in conjunction with a destination casino.

-
- c) one parking space shall be provided for each hotel room or dwelling unit.
 - d) one parking space shall be provided for each 300 square feet (27.9 square metres) of gross floor space for retail and personal service establishments, business and professional offices, and areas of public assembly, entertainment or recreation in conjunction with a hotel.

DESTINATION CASINO – QUEENSBOROUGH - means a land based structure containing a casino that is operated by a provincially licensed destination management company. The Destination Casino may also include eating, drinking and entertainment facilities including a lounge, neighbourhood pub, or nightclub, and office facilities that are an integral part of the casino operation.

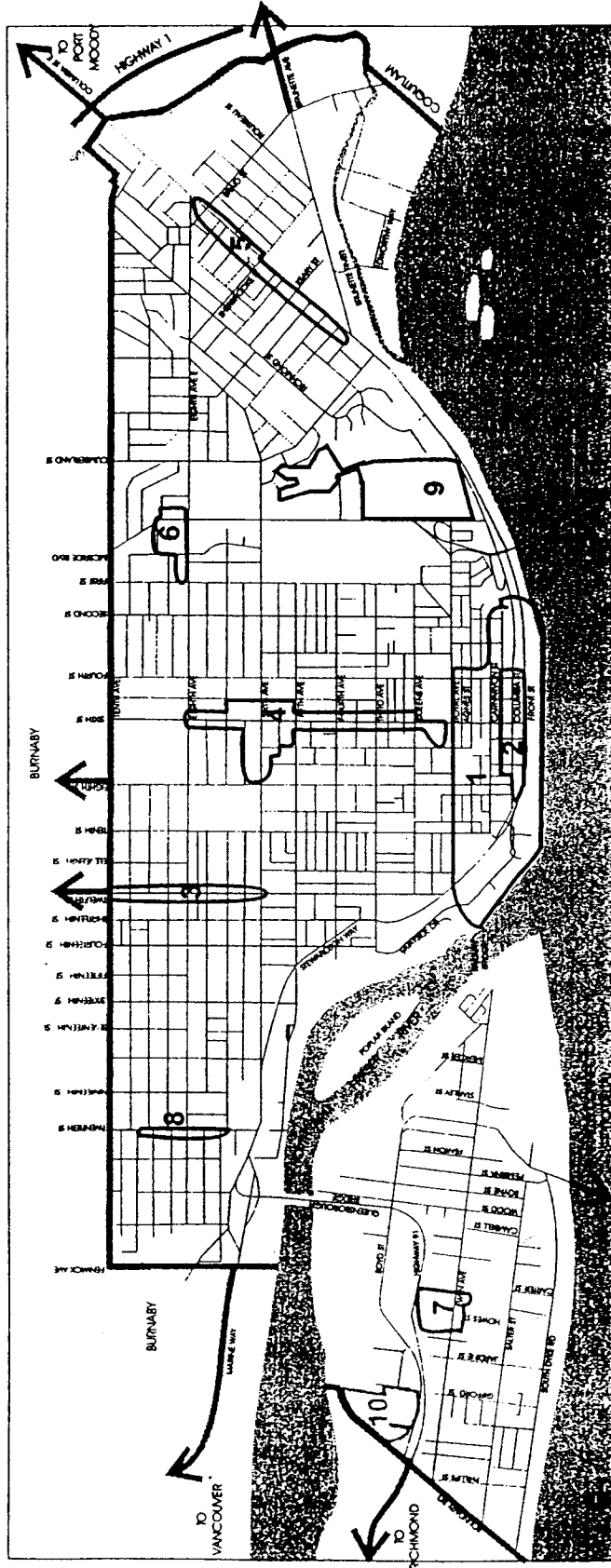
APPENDIX 3

**PROPOSED AMENDMENTS TO THE CITY OF NEW
WESTMINSTER OFFICIAL COMMUNITY PLAN – COMMERCIAL
AND MIXED USE DEVELOPMENT PERMIT AREA #10 –
QUEENSBOROUGH DESTINATION CASINO, NATURAL
FEATURES DEVELOPMENT AREA #5 – NORTH ARM – BAY
AREA , DEFINITION OF DESTINATION CASINO -
QUEENSBOROUGH**

**OFFICIAL COMMUNITY PLAN DESIGNATION FOR (DC)
DESTINATION CASINO - QUEENSBOROUGH**

(DC) DESTINATION CASINO – QUEENSBOROUGH : this area will include a destination casino, hotel and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use.

MAP 18
Commercial and Mixed Use Development Permit Areas



- 1 Downtown
- 2 Columbia Street Historic District
- 3 Upper Twelfth Street
- 4 Uptown
- 5 Sapperton (Columbia Street East)
- 6 Eighth Avenue and McBride Boulevard
- 7 Howes Street and Ewen Avenue (Queensborough #2)
- 8 Woodlands
- 9 Queensborough Destination Casino
- 10

AMENDMENT TO THE CITY OF NEW WESTMINSTER OFFICIAL COMMUNITY PLAN

Commercial and Mixed Use Development Permit Areas

10 Queensborough Destination Casino

The Queensborough Destination Casino area, identified as Development Permit Area # 10 [see Map 18] and as Development Permit Area #8 in the Queensborough Official Community Plan is designated in order to provide an opportunity for a regional destination entertainment use including a hotel. This area is designated in order to establish objectives and guidelines for the form and character of the Mixed Use Development.

Objectives

The objectives of this designation are:

- Establish an area for employment opportunities;
- Enforce an identifiable theme for the development of this area;
- Establish a fully serviced level of quality;
- Allow the adjacent natural environment (**Natural Features Development Permit Areas #5 North Arm – Bay Area**) and the entertainment and residential uses to coexist;
- Promote a variety of employment opportunities;
- Mitigate the impacts of the transportation corridor on adjacent uses;
- Allow development of a trail system connected to both the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area, and
- Allow the siting and massing of buildings to respond to the flood plain, the adjacent natural environment area, adjacent land uses, and the complexity of the site without the use of a Development Variance Permit

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc.No. 537205 by Stantec Architecture dated March 9, 2004 and the following guidelines

- Design exterior finishes of buildings to be compatible with adjacent industrial land uses
- Parking facilities should be well designed and landscaped
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of the adjacent industrial and transportation activities
- Develop a comprehensive plan for the siting and massing of buildings and structures, taking into account, the current standards stated in the City of New Westminster's Zoning Bylaw, the development guidelines referenced above, and the advice of the City and its advisory committees.

AMENDMENT TO THE CITY OF NEW WESTMINSTER OFFICIAL COMMUNITY PLAN

Natural Features Development Permit Areas

#5 North Arm – Bay Area

The North Arm – Bay Area, identified as Development Permit Area #5 [see Map 22] and as Development Permit Area #9 in the Queensborough Official Community Plan is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Objectives

The objectives of this designation are:

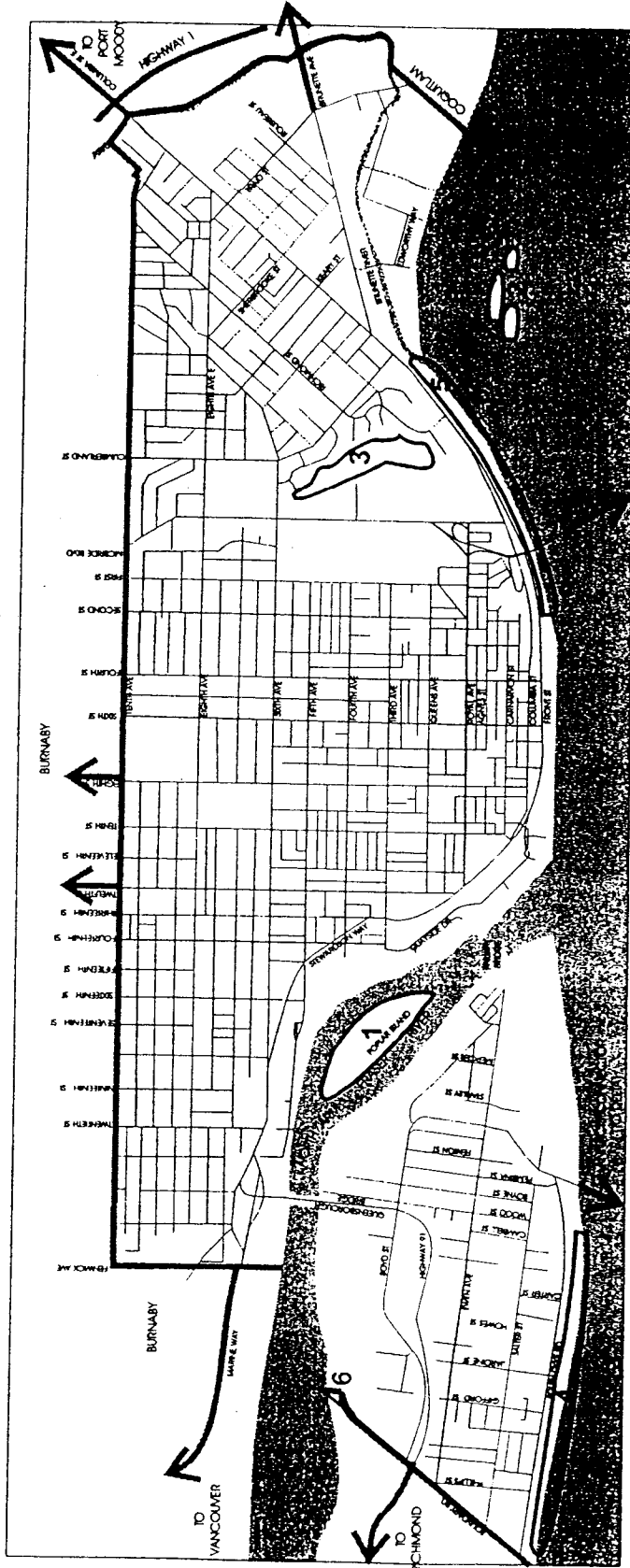
- Preserve and enhance the natural environment
- Continue to permit log booms and sawmill activity
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc.No. 537205 by Stantec Architecture dated March 9, 2004 and the following guideline;

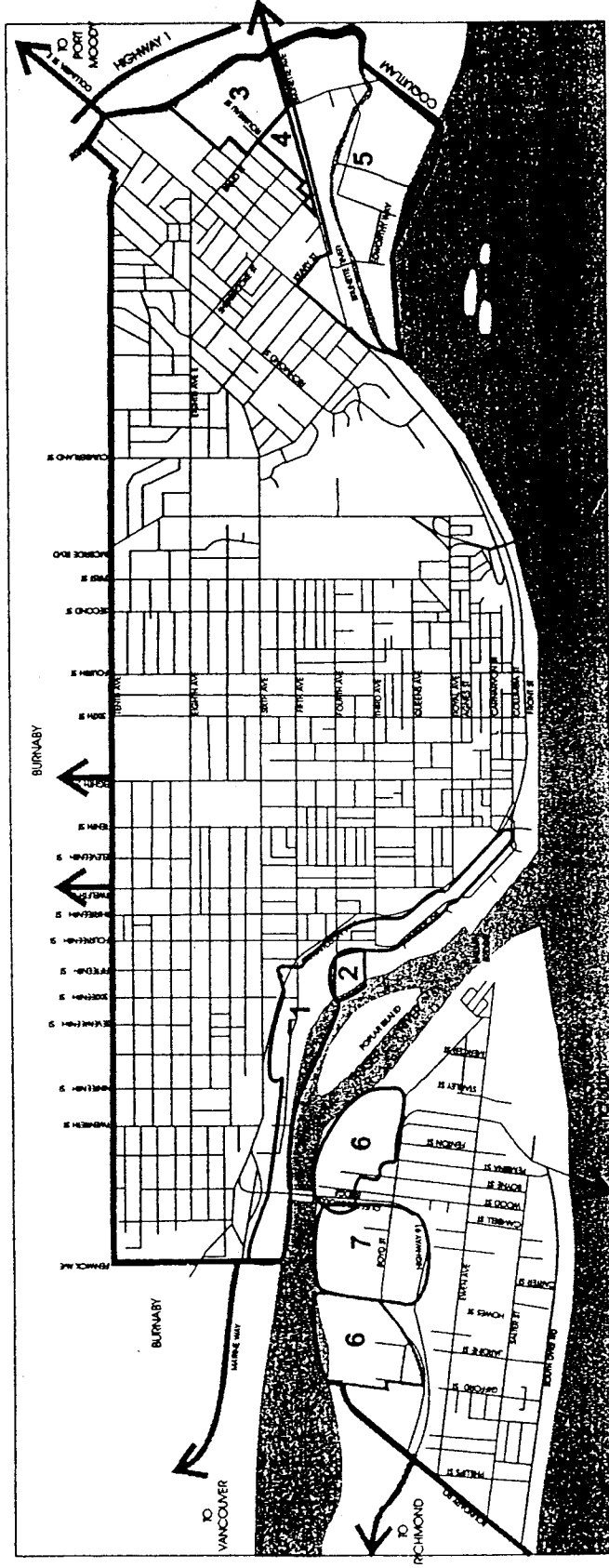
- All plans in this area shall be reviewed by Fisheries and Oceans Canada

MAP 22
Natural Features Development Permit Areas



- 1 Poplar Island (North Arm North #1)
- 2 New Westminster Islands (Sapperton Middle Ground)
- 3 Glenbrooke Ravine (Glenbrooke South #1)
- 4 Annacis Channel (Queensborough #7)
- 5 Sapperton Landing
- 6 North Arm - Bay Area

**MAP 21
Industrial/Business Park Development Permit Areas**



- 1 North Arm North Foreshore
- 2 Doman (North Arm North #2)
- 3 Brunette Industrial / Business Park
- 4 Brunette Avenue East
- 5 Brunette Creek Corridor
- 6 Queensborough Industrial
- 7 Queensborough Business Park at Boyd Street (Queensborough #5)

APPENDIX 4

**PROPOSED AMENDMENTS TO THE QUEENSBOROUGH
OFFICIAL COMMUNITY PLAN – DEVELOPMENT PERMIT AREAS
#8 AND #9, IDENTIFICATION OF 5 COMMERCIAL
DESIGNATIONS AND DEFINITION OF A DESTINATION CASINO -
QUEENSBOROUGH**

AMENDMENT TO THE QUEENSBOROUGH OFFICIAL COMMUNITY PLAN

Development Permit Area # 8

The Queensborough Destination Casino area, identified as Development Permit Area # 8 [see Map 6] and as Commercial and Mixed Use Development Permit Areas - # 10 Queensborough Destination Casino in the City of New Westminster Official Community Plan, is designated to provide an opportunity for a regional entertainment use. This area is designated in order to establish objectives and guidelines for the form and character of Mixed Use Development.

Objectives

The objectives of this designation are:

- Establish an area for employment opportunities;
- Enforce an identifiable theme for the development of this area;
- Establish a fully serviced level of quality;
- Allow the natural environment and the entertainment and residential uses to coexist;
- Promote a variety of employment opportunities; and
- Mitigate the impacts of the transportation corridor on adjacent uses
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No. 537205 by Stantec Architecture dated March 9, 2004 and the following guidelines

- Design exterior finishes of buildings to be compatible with any adjacent industrial land uses
- Parking facilities will be well designed and landscaped
- Provide landscaping and other buffers along the boundary of the area to reduce the noise and visual impacts of the adjacent industrial and transportation activities

AMENDMENT TO THE QUEENSBOROUGH OFFICIAL COMMUNITY PLAN

Development Permit Area # 9

The North Arm – Bay Area, identified as Development Permit Area 9 [see Map 6] and as Natural Features Development Permit Areas - #5 North Arm – Bay Area in the City of New Westminster Official Community Plan, is designated in order to preserve its scenic value when viewed from the rest of the City and the Queensborough Perimeter Trail, and for its valuable aquatic and wildlife habitat. This area is designated to preserve the natural environment while allowing a trail and a lookout feature for public use.

Objectives

The objectives of this designation are:

- Preserve and enhance the natural environment
- Continue to permit log booms and sawmill activity
- Allow development of a trail system that connects to the Queensborough Perimeter Trail and the Regional Trail and Cycling Network in the area

Guidelines

Development permits issued in this area shall be in accordance with the guidelines indicated in the Queensborough Official Community Plan, the Development Guidelines prepared for Star of Fortune Gaming Management (B.C.) Corp., Inc. No. 537205 by Stantec Architecture dated March 9, 2004 and the following guideline;

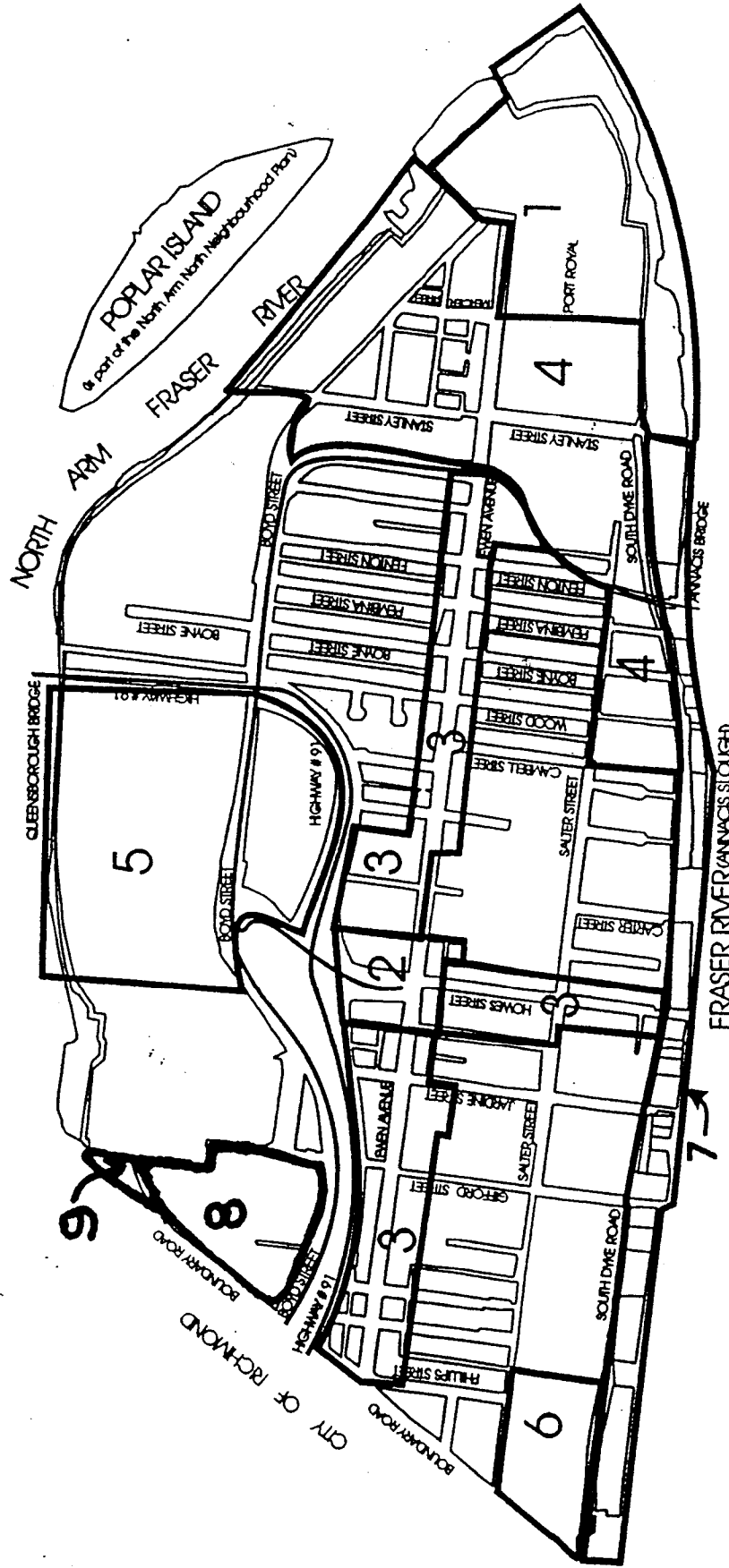
- All plans in this area shall be reviewed by Fisheries and Oceans Canada

QUEENSBOROUGH OFFICIAL COMMUNITY PLAN DESIGNATION FOR (DC) DESTINATION CASINO - QUEENSBOROUGH

5. DESTINATION CASINO - QUEENSBOROUGH

This area will include a Destination Casino - Queensborough, hotel and other residential units and can include limited business and professional offices. The area may also include retail and personal service establishments, places of public assembly, entertainment or recreation uses including a lounge, neighbourhood pub, or nightclub, in conjunction with a hotel or destination casino. The City will consider issuing temporary commercial land use permits in this area provided that the commercial land use: will operate at an intensity of use suitable to the area; will operate on a temporary basis only; has demonstrated plans to relocate or apply for a rezoning to allow the land use before the permit expires; and, is compatible with other uses in the vicinity, uses allowed under the area's Official Community Plan designation, and uses allowed under the Zoning Bylaw. In considering the compatibility of such applications, the City may also consider the design, servicing, access, screening and landscaping to be provided in connection with the temporary use."

Development Permit Areas



Map 6



A portion of the Corporation of the City of New Westminster, B.C.
The City accepts no responsibility for the accuracy of these Plans

APPENDIX 5

**MEMO TO COUNCIL DATED MARCH 8, 2004 CONCERNING
CONSULTATION OPTIONS FOR THE PROPOSED AMENDMENTS
TO THE OFFICIAL COMMUNITY PLAN**

REPORT

PLANNING DEPARTMENT

To: Mayor W Wright and Members of Council in Committee of the Whole
Date: 2004 March 3

From: Leslie Gilbert,
Acting Director of Planning
File: 6630

Subject: Proposed Amendment to the Official Community Plan for 350 Gifford Street - Consideration of Consultation Options

RECOMMENDATION

THAT the consultation process as recommended in this report be approved.

AND THAT the proposed Official Community Plan Amendment for 350 Gifford Street be forwarded to the following for comment:

- (i) the Board of the Greater Vancouver Regional District (GVRD)*
- (ii) the City of Richmond*
- (iii) the Greater Vancouver Sewerage and Drainage District Board (GVS&DD)*
- (iv) the Board of School District No. 40 (New Westminster)*
- (v) the Queensborough Residents Association*

PURPOSE

The purpose of this report is to present Council with consultation options for an Official Community Plan Amendment that would be required for processing a rezoning request for 350 Gifford Street. Council consideration of consultation options is required under Section 879 of the Local Government Act.

BACKGROUND

The Planning Department has received an application to rezone the site addressed as 350 Gifford Street in the Queensborough Neighbourhood to allow development of a destination casino, restaurant, sports bar, and a 200 room hotel. The current Official Community Plan designation of the site is Industrial. This designation

would need to be amended to DC – Destination Casino if the rezoning is to proceed.

The Local Government Act requires Council to consider who should be consulted when an amendment to the Official Community Plan is considered. When there is a specific project proposed that would require an amendment to the Plan, Council may, in some circumstances, be required to consider who should be consulted regarding the amendment prior to their initial consideration of the project (as the consultation aspect is anticipated as being earlier in the process).

ANALYSIS

Section 879 of the Local Government Act outlines conditions which must be met prior to the adoption of an official community plan. The Act requires local governments to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected by the plan. Under the Local Government Act the local government must:

- a) consider whether the opportunities for consultation with one or more of the persons, organizations and authorities should be early and ongoing; and,
- b) specifically consider whether consultation is required with:
 - i) the board of the regional district in which the areas covered by the plan is located, in the case of a municipal official community plan;
 - ii) the board of any regional district that is adjacent to the area covered by the plan;
 - iii) the council of any municipality that is adjacent to the area covered by the plan;
 - iv) First Nations;
 - v) School District boards, greater boards and improvement district boards; and,
 - vi) the Provincial and Federal governments and their agencies.

Consideration of Consultation

Council is required to consider who could be affected by the plan, and whether consultation with them should be early and ongoing. The Queensborough neighbourhood has an active residents association. Consultation with the Queensborough Residents Association is recommended. This consultation has already begun and will be ongoing.

The Local Government Act also requires that Council specifically consider whether consultation is required with the groups discussed below. Staff have provided recommendations for Council's consideration for each of the identified groups:

- a) the board of the regional district in which the areas covered by the plan is located, in the case of a municipal official community plan;

The Queensborough neighborhood is located in the Greater Vancouver Regional District (GVRD). It is recommended that the proposed amendment be circulated to the Greater Vancouver Regional District Board of Directors for comment.

- b) in the case of a municipal official community plan, the board of any regional district that is adjacent to the area covered by the plan;

All boundaries of the Queensborough neighborhood are contained within the GVRD. Therefore consultation with regional district boards outside of the GVRD is not recommended.

- c) the council of any municipality that is adjacent to the area covered by the plan;

The Queensborough neighborhood is adjacent to City of Richmond. This is a major project. Therefore, consultation with the City of Richmond is recommended.

- d) First Nations;

Staff have not identified any vacant Crown Land in the area. As a result, consultation with First Nations groups with claims in this area is not recommended.

- e) School District boards, greater boards and improvement district boards;

Under Section 881 of the Local Government Act, a local government is required to consult with affected school district boards prior to the adoption or amendment of an official community plan. Consultation with the School District board is therefore recommended. The Greater Vancouver Sewer and Drainage District Board oversees the operation of regional utilities in the study area. For this reason, consultation with this regional board is advisable. Staff are unaware of any other greater boards or improvement district boards with an interest in the study area.

- f) the Provincial and Federal governments and their agencies;

The project site is adjacent to the Fraser River and Highway 91A. There are Federal and Provincial agencies involved in the regulation of the river and the highway. Therefore, consultation with the Provincial and Federal Government and their agencies is recommended.

FINANCIAL IMPACT

The consultation recommended in this report requires staff time and nominal expenses.

OPTIONS

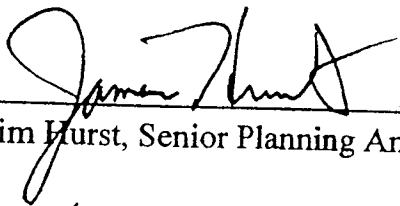
Council has several options:

1. Consider and approve the consultation options proposed in this report;
2. Consider and approve alternative consultation options.

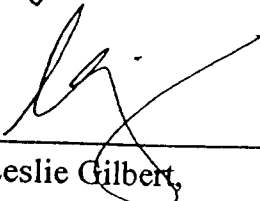
While Options One or Two would comply with Section 879 of the Local Government Act, Option One is recommended.

INTERDEPARTMENTAL LIAISON

The proposed project and OCP amendment is being reviewed as the project progresses, by the Consultative Design Committee, the Advisory Planning Commission and the City's' Development Committee, which includes representatives from the Planning, Engineering, Strategic Services, Parks and Recreation, Electrical and Fire Departments.

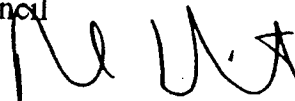


Jim Hurst, Senior Planning Analyst



Leslie Gilbert,
Acting Director of Planning

Approved for Presentation
to Council



Paul Damiano,
City Administrator

APPENDIX 6

**MEMO DATED APRIL 22, 2004 FROM G. DEAN GIBSON
DIRECTOR OF PARKS AND RECREATION TITLED
QUEENSBOROUGH CASINO – TRAIL & GREENWAY PLAN**



MEMORANDUM

Parks & Recreation Department

To: Jim Hurst,
Senior Planning Analyst

Date: April 22, 2004

From: G. Dean Gibson
Director of Parks & Recreation

File:

Subject: Queensborough Casino - Trail & Greenway Plan

The Parks and Recreation Department has reviewed the materials provided by the proponent for the development of the Royal City Star Casino proposed for Queensborough and offers the following comment with respect to the proposed trail plans:

Consistency with the New Westminister Trail & Greenway Master Plan and Queensborough Perimeter Trail Master Plan – The trail plan as proposed by the Casino developer is consistent with the New Westminister Trail & Greenway Master Plan and Queensborough Perimeter Trail Plan. The plan follows the identified routes shown in the Master Plans and goes a step further by creating a trail route internal to the Casino property that connects back to the Perimeter Trail network. The Casino's ability to develop the trail on the North end of their property is somewhat constrained by the existence of industrial activity immediately to the east and west of the casino lands. They have addressed the Master Plans recommendation for a lookout in this area by creating a seating "node" on the dike overlooking the intertidal area along the shoreline. Given the neighboring industrial sites, it is not practical at this time to consider a lookout structure extending from the shoreline.

Trail Safety & Security – A significant portion of the trail parallels the north side of Westminister Highway from Boundary Road in an easterly direction back towards the First Pro Shopping Centre site. This section also parallels the



Southern Railway train tracks. The current plan as proposed does not yet provide detail to identify design features that will address safety issues between the rail line and users of the trail. It is anticipated that pedestrian crossing of the rail line from Westminster Highway to the Casino property will be addressed as part of the detailed vehicular traffic plans.

Connection to Neighboring Community Trail Systems – The Trail Master Plans identify opportunity for connection between New Westminster’s trail network and East Richmond’s trail network at the southwest corner of the Casino property (corner of Westminster Highway and Boundary Road) The City has requested that the Casino developer explore opportunities to complete the trail link between the two communities in order to foster an enhanced interconnected regional trail network.

A handwritten signature in black ink, appearing to read 'G. Dean Gibson'.

G. Dean Gibson
Director of Parks & Recreation

APPENDIX 7

**MEMO DATED APRIL 20, 2004 FROM LISA SPITALE, DIRECTOR
OF STRATEGIC SERVICES TITLED DESTINATION CASINO
PROPOSAL IN QUEENSBOROUGH – DAC PACKAGE**



**REPORT
STRATEGIC SERVICES**

To: Members of the Advisory Planning Commission Date: April 20, 2004

From: Lisa Spitale
Director of Strategic Services

Subject: Destination Casino Proposal in Queensborough – DAC Package

PURPOSE

The purpose of this report is to outline the destination casino development assistance compensation (DAC) proposal.

GOVERNMENT AGREEMENTS

In order to implement the destination casino project in 1999, several legal agreements were devised and executed. The City and the Province entered into an agreement, known as the Host Local Government Agreement. The City and the Star of Fortune, entered into an agreement (the Two Party Agreement) which amongst other matters stipulated the proponent's Development Assistance Compensation (DAC) eligible projects. The Two Party Agreement was incorporated into a development agreement between the City, Star of Fortune, the Province and the British Columbia Lottery Corporation (BCLC). The Development Agreement stipulated the conditions for the casino development and reaffirmed the DAC.

Development Assistance Compensation

What Is It?

The Province's revenue sharing model for destination casinos identified that local government would receive 1/6th of net gaming revenue directly from a casino. Also, a second 1/6th of net gaming revenue would be available to a proponent for economic development projects, known as Development Assistance Compensation, DAC.

The City of New Westminster has always taken a keen interest in the use of DAC, recognizing the strategic importance of DAC funds. The current agreements stipulate that DAC projects are to be used in the revitalization of Downtown New Westminster, in particular along the Front Street corridor.

As New Westminster was the first municipality to negotiate the use of DAC, the City negotiated two strategic conditions that other host municipalities have not been granted:

- A. that the City of New Westminster must approve all DAC eligible projects; and
- B. if the destination casino operator does not use their DAC for eligible projects, DAC may be used by the City for the construction of DAC eligible projects.

DAC PROPOSAL

The City has the following guidelines and principles for the use of DAC:

Phase 1 and Priority 1 for DAC – *Immediate Casino Development Projects.*

Phase 2 and Priority 2 for DAC – *Community Amenity Projects for Queensborough.*

Phase 3 and Priority 3 for DAC – *Economic Development Projects with Linkages to the Downtown and Projects in the Downtown.*

PROPOSED QUEENSBOROUGH RELOCATION PLAN

Gateway has applied to the City to rezone the 23 acre site for casino use. The project will require both an OCP Amendment and a rezoning application. As part of the public hearing information, the legal agreements, including the DAC schedule (outlining all DAC approved projects); will form part of the documentation for this project.

Gateway Casinos has provided the City with a revised DAC schedule for the Queensborough casino. The proposal provides the financial projections for the project, estimated revenues to the City and proposed DAC projects.

Estimated revenue to the City is calculated as follows:

- 300 slot machines are designated as destination gaming. As a destination casino, the revenue sharing model is for the host municipality to earn 16% of net wins and 16% to be allocated for DAC purposes.
- 300 slots machines are designated as community casino gaming. As a community casino, the revenue sharing model is for the host municipality to earn 10% of net wins with no DAC provision.
- The Queensborough casino will have a blended average of 13% net wins for the host municipality revenue sharing model.

The Queensborough casino is projected to earn \$110 million annually. Revenues to the City of New Westminster are estimated to be \$9 million annually. Estimated DAC for the project is \$110 million over a 20 year period.

THE DEVELOPMENT PROPOSAL

Gateway's proposal outlines the development schedule over a three phase plan. Phase 1 includes the construction of a 100,000 square foot casino, a 10,000 square foot restaurant (allocated at \$2.25 million of DAC), a trail network around the site (allocated at \$1.2 million DAC) and an acquisition of a future park site somewhere in Queensborough (allocated at \$1.8 million DAC).

Phase 2 includes the construction of a 25,000 square foot sports bar (allocated at \$6 million DAC), an 11 floor, 200 room apartment hotel (allocated at \$19.5 million DAC) and the allocation of \$10 million DAC for a conference centre in the Downtown.

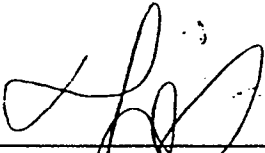
Phase 3 includes the construction of a second 11 floor, 200 room apartment hotel (allocated at \$19.5 million DAC) and the allocation of \$7.5 million DAC for the development of a transportation link between the casino site and the Downtown.

The British Columbia Lottery Corporation (BCLC) has reviewed Gateway's DAC proposal. The gaming license will be amended to allow for 20 years commencing on opening day. This will be a gain of an additional 5 years for revenue and DAC purposes. BCLC will also consider permitting Gateway to accelerate the use of DAC. Gateway may be permitted to build all three phases by 2010 (a construction period of 5 years).

BCLC has approved the City's preferred amenities of \$10 million for a convention centre, \$7.5 million for a transportation link and \$3 million for park and green way enhancements. Moreover, the City's preferred amenities are DAC priorities and will be available in Phase 1.

NEXT STEPS

With respect to next steps, the Four Party Agreement will need to be approved and signed prior to City Council considering the Public Hearing.



Lisa Spitale

Director of Strategic Services

APPENDIX 8

**LETTER FROM JANE FARQUHARSON, BUNT & ASSOCIATES,
DATED APRIL 20, 2004, TITLED ADDENDUM TO TRAFFIC
IMPACT & PARKING ASSESSMENT REPORT
QUEENSBOROUGH CASINO, MARCH 18, 2004**

April 20, 2004

4296.05

Mr. Scott Calvert, P.Eng.
Gateway Casinos Inc.
210-4240-Manor Street
Burnaby, B.C. V5G 1B2

Dear Mr. Calvert

**RE: ADDENDUM TO DRAFT TRAFFIC IMPACT & PARKING ASSESSMENT REPORT,
MARCH 18 2004
QUEENSBOROUGH CASINO, NEW WESTMINSTER**

Due to the recent negative response by Southern Rail for a new rail crossing at the proposed Main Casino Access, Bunt has investigated several alternative access configurations for the Queensborough Casino site as directed and has summarized the results in this letter. This information can be considered an addendum to Bunt's Draft Traffic Impact & Parking Assessment Report, dated March 18, 2004. As such, it has been circulated to both New Westminster and Ministry of Transportation staff to allow review along with the Draft Report.

1.0 Description of Access Options

There are four potential access configurations under consideration for the Queensborough Casino site, as described below:

Option 1: This option includes a direct, full movement access to Westminster Highway via a new signalized intersection, located approximately 285m east of Boundary Road and 340m west of Gifford (the "Main Casino Access") as well as a direct, full movement unsignalized access to Gifford coupled with a new traffic signal on Westminster Highway at Gifford (the "Gifford Access"). In this option, a traffic signal would not be warranted at Boundary Road/Westminster Highway as sufficient gaps would be generated by the new signal at the Main Casino Access for the critical northbound to westbound left turn movement from Boundary.

Option 2a: In this option, the Gifford Access becomes the primary signalized access to the site, and there is no new access to Westminster Highway. The site is designed to have an emergency-only access to Boundary Road. In this option, a traffic signal would not be warranted at the Boundary Road/Westminster Highway intersection even by 2016 as there would be sufficient gaps in Westminster Highway traffic.

Option 2b: In this option, the site would have the Gifford signalized access to Westminster Highway (the "Gifford Access") as well as an unsignalized access to Boundary Road coupled with a new signalized intersection at Boundary Road/Westminster Highway (the "Boundary Access").

Option 2c: This option is similar to Option 2b, except that there is no traffic signal provided at Gifford/Westminster Highway. The site will have two access points, only one of which (Boundary Road) will be signalized. With this option, it

is expected that during congested periods on Westminster Highway (particularly with the Interim interchange configuration), most site exiting left turn traffic will chose to exit the site at the Boundary Access due to the difficulty in turning out of the unsignalized Gifford access. Even after the Ultimate Interchange configuration is constructed, a greater proportion of exiting traffic is expected to favour the Boundary Access, such that a traffic signal would not be warranted at Gifford/Westminster Highway.

2.0 Traffic Assessment of Access Options

Beyond the approaches to the Boundary Road/Westminster and Gifford/Westminster intersections, the four different access options are not expected to have any substantive differences; therefore, the following discussion pertains to this sub-area only.

Synchro 5.0 and SimTraffic were employed in all analyses discussed in the following sections. Only the critical time period, the weekday PM Peak Hour, was used in the analyses, as Saturday peak periods are not expected to be an issue for any intersection in the study area for any of the access options.

2.1 Opening Day (Interim Interchange Configuration)

Synchro analysis of all three access options on Opening Day indicate that all will operate well within the chosen performance parameters (LOS D or better, V/C = 0.85 or lower). Refer to Table 1 below.

**Table 1: Summary of Opening Day Traffic Operations
 (based on 2006 Synchro Results)**

Intersection	Option 1	Option 2a	Option 2b	Option 2c
Boundary Road/Westminster Highway	Unsignalized LOS C Average delay 6.4 sec Critical mvmt is NB L, at LOS and average delay = 50 sec*	Unsignalized LOS C Average delay 6.4 sec Critical mvmt is NB L, at LOS and average delay = 50 sec*	Signal LOS A V/C = 0.65	Signal LOS B V/C = 0.70
Main Casino Access/Westminster Highway	Signal LOS A V/C = 0.43	n/a	n/a	n/a
Gifford/Westminster Highway	Signal LOS A V/C = 0.45	Signal LOS A V/C = 0.45	Signal LOS A V/C = 0.38	Unsignalized LOS A Average delay = 1.6 sec. Critical mvmt is SB L at LOS C and average delay at 19.2 sec

*Note: even though the northbound left turn movement will be operating poorly at LOS F, a signal is not warranted at this location even by 2016

However, Synchro does not take into account the effect of upstream queues and congestion. Therefore, the SimTraffic microsimulation tool was employed to test

Mr. Scott Calvert
April 20, 2004

the effect of queues and congestion from the Howes/Highway 91A ramp terminal intersections.

As discussed in the *Draft Traffic Impact & Parking Assessment Report*, the Interim configuration of the Howes Street/Highway 91A interchange is expected to operate above theoretical capacity. SimTraffic analysis confirmed that Westminster Highway and Howes Street north of the interchange are both expected to be very congested during weekday PM Peak Hours with extensive queuing, even without the Casino site developed.

With the Casino site developed, at least one traffic signal at the intersection(s) with Westminster Highway will be necessary on Opening Day, no matter what access option is ultimately selected, to provide gaps in the eastbound queues on Westminster Highway during weekday PM Peak Hours. If this signal(s) is not provided on Opening Day, it can be expected that substantial queues will build up for exiting traffic on the internal roadways of the Casino site, Gifford and/or Boundary Road. Also, it is expected a greater proportion of Casino site traffic will choose to travel westbound on Westminster Highway through the Hamilton neighbourhood, an undesirable outcome for the residents of Hamilton.

SimTraffic was used to assess the four access options' influence on eastbound queues on Westminster Highway from 2006 to 2008, when the Interim Interchange configuration is in place. It was evident from the visual inspection of the SimTraffic results that there was very little difference between the access options, in terms of their effects on queuing on Westminster Highway. Bunt believes there are two reasons for this:

- The queues on Westminster Highway originate with the congestion at the Howes/Highway 91A ramp terminals, rather than the casino traffic or access signals; and,
- If one rather than two traffic signals are introduced, the green time to service the casino traffic will be higher. That is, the length of time that Westminster Highway traffic must stop to allow casino traffic to exit (ie, the additional delay) will be greater with one signal than with two signals, because there will be higher critical volumes to be serviced at the single signal due to the concentration of traffic. Therefore, the reduced delay in eliminating a signal is somewhat offset by the increased stop delay at the single signal.

The SimTraffic model was not capable of accurately estimating queues with the Interim interchange configuration; however, options with only one additional signal on Westminster Highway are expected to result in slightly less delay than those with two new signals. Also, Option 1 with two "T" signalized intersections is expected to offer the least additional delay of the options that included two additional signals on Westminster Highway.

2.2 10 Year Horizon (Ultimate Interchange Configuration)

By the time of the opening of the ultimate Howes/Highway 91A interchange, the entire study area will operate under free-flow conditions without congestion. The existing cut-through traffic on Westminster Highway/Howes and Ewen is expected to shift back to Highway 91A. All signalized intersection for all access options will function well within established performance parameters. Even Option 2a, with only one access point to the site which concentrates traffic at one location, is expected to operate well, with LOS A and V/C 0.45 during the critical weekday PM Peak Hour.

While no off-site queuing and congestion is expected to impact the site access point(s), the various access options would have different storage bay requirements, as noted in Table 2 below.

Table 2: Minimum Storage Bay Requirements for Design Purposes (based on 2016 SimTraffic Analysis)

Intersection	Option 1	Option 2a	Option 2b	Option 2c
Boundary Road/Westminster Highway	Unsignalized: No change to existing	Unsignalized: No change to existing	Signalized NB LT = 20 NB R = 5m SB LT = 40m SB R: 25m EB L = 40m WB L = 35m	Signalized NB LT = 20 NB R = 10m SB LT = 55m SB R: 25m EB L = 50m WB L = 25m
Main Casino Access/Westminster Highway	Signalized: SB L = 25m SB R = 20m EB L = 25m WB R = 15m	n/a	n/a	n/a
Gifford/Westminster Highway	Signalized: SB L = 35m SB R = 15m EB L = 15m WB R: 25m	Signalized: SB L: 60m SB R: 35m EB L: 35m WB R: 35m	Signalized: SB L: 35m SB R: 15m EB L: 15m WB R: 20m	Unsignalized: SB L: 20 SB R: 10 EB L: * WB R: *

*Maximum queue only one vehicle; minimum storage required by design guidelines can be used

3.0 Evaluation of Options

The matrix below summarizes a brief comparative evaluation of the access options.

Evaluation Criteria	Option 1	Option 2a	Option 2b	Option 2c
Quality of Site Access	Excellent two convenient signalized access points, one with direct access to site	Fair only one signalized access point; requires traffic to/from west to "double back"	Good to Excellent two convenient signalized access points	Good two convenient access points, one signalized
Consistency with current site building, roadway and parking layout	Excellent	Good	Fair	Fair
Traffic operations in Ultimate	Excellent	Good	Excellent	Good to Excellent
Additional delays on Westminster Highway	Base two additional signals at "T" intersections	Slightly Reduced one additional signal at "T" intersection	Slightly Increased two additional signals, one at a 4-leg intersection	Marginally Reduced one additional signal at a 4-leg intersection
Protected Pedestrian/Cyclist Crossing at Boundary Road	No	No	Yes	Yes
Approval Potentially Required from Richmond	No	No	Yes	Yes
Cost Rating	0 Requires two new signals and railway crossings, plus upgrading of Gifford and Gifford/Westminster Highway intersection	-1 There is one less signal and railway crossing and traffic signal (this assumes no improvements to Boundary Road required for emergency access)	+3 Requires two new signals and railway crossings, full upgrading of both intersections and Boundary and Gifford	+1 While there is one less signal and railway crossing, traffic signal, Boundary Road and the Boundary Road/Westminster Highway intersection will require full upgrading which will offset savings

Option 1 is the preferred option as it is the least cost, offers the best quality access for the site and is integrated with the exiting site building, parking and roadway layout.

Options 2a and 2c are considered the next best choices. Option 2a is attractive as it is expected to reduce costs (unless improvements to Boundary Road or a pedestrian crossing signal is required at Boundary/Westminster Highway in which case the expected cost savings will be offset and possibly exceeded by unforeseen costs). In addition, it will not require significant changes to the existing site building, roadway or parking layout. It's primary, and significant, drawback is that the single signal at Gifford concentrates all site traffic at one place, with circuitous access to/from the west. Depending on whether improvements will be required to Boundary Road and/or the

Mr. Scott Calvert
April 20, 2004

Boundary/Westminster intersection, the cost savings advantage of this option could diminish.

If Option 2a requires improvements to Boundary Road and/or the Boundary Road/New Westminster intersection, then Option 2c may be preferred as it offers two access points, will be only slightly more costly compared to Option 1 and introduces only one additional traffic signal on Westminster Highway. In addition, this signal will serve multiple purposes: to provide gaps in Westminster Highway traffic for both Casino site traffic and existing municipal traffic, and to provide a protected pedestrian/cyclist crossing of Westminster Highway at Boundary Road. The main drawbacks to Option 2c are that it may require some reconfiguration of the site building, roadway and parking layouts and will likely require approval from the City of Richmond since Boundary Road is a shared facility.

Option 2b is not recommended for implementation: it is the most costly alternative, introduces more delay onto Westminster Highway compared to Option 1 (since one of its signalized intersections will be a 4-leg intersection) and also requires approval from the City of Richmond.

It is recommended that Option 1 continue to be pursued with Southern Railway but if these negotiations do not result in approval for a new railway crossing, that Options 2a and 2c be considered as potential alternatives. The choice between Option 2a and 2c will largely hinge on whether improvements to either Boundary Road or the Boundary/Westminster Highway intersection will be necessary even if Boundary is used only for emergency access.

Yours truly,
BUNT & ASSOCIATES

Jane Farquharson, P.Eng.
Associate

cc. Mark Allison, City of New Westminster
Jeffrey Moore, Ministry of Transportation

APPENDIX 9

**LETTER FROM SOUTHERN RAILWAY OF BRITISH COLUMBIA
DATED APRIL 20, 2004 OUTLINING CONCERNS WITH THE
PROPOSED REZONING**



April 20, 2004

BY DELIVERY

Advisory Planning Commission
The Corporation of the City of New Westminster
511 Royal Avenue
New Westminster, BC V3L 1H9

SOUTHERN RAILWAY
OF BRITISH COLUMBIA LIMITED
2102 RIVER DRIVE
NEW WESTMINSTER, B.C.
V3M 6S3
(604) 521-1966
(604) 526-0914 FAX

Dear Sirs/Mesdames:

Re: Application to Rezone 350 Gifford Street and portion of 351 Gifford Street (McFarland Pole Yard), New Westminster, British Columbia (the "Site")

This letter sets out the objections of Southern Railway of British Columbia Limited ("SRY") to the proposed rezoning of the Site from M-2 Heavy Industrial to a Destination Casino Comprehensive Development District and the development proposal for the Site submitted by Star of Fortune Gaming Management (BC) Corp. (the "Applicant").

1. **History and Current Status of SRY's Operations in Queensborough**

1.1 As you may know, SRY acquired the assets of B.C. Hydro's rail division in 1988 and has continued and substantially expanded its rail operation since that time. SRY provides rail service to customers throughout the Lower Mainland and a vital interswitching service between other provincial and national railroads.

1.2 SRY (or its predecessor, B.C. Hydro) has provided rail freight service to the Queensborough area and onward to Annacis Island since the 1950's and was instrumental in developing the industrial base of those areas. SRY currently provides service to its customers in North Queensborough six times per week and runs approximately 2,000 carloads per annum of rail freight over its railway immediately adjacent to the Site.

1.3 SRY intends to expand its customer base in North Queensborough. SRY has previously considered the possible relocation of a rail customer to the Site, under a business plan that would not only have added 600 carloads per annum of traffic to the Site but would also have created a significant employment opportunity in the City of New Westminster. SRY is also currently working on a proposal to reactivate the siding at the Interfor mill to the east of the Site in order to take advantage of Interfor's expanding markets. These are examples of the opportunities that SRY sees for the continued and expanded use of the North Queensborough area for industrial purposes.

1.4 SRY has historically been and continues to be a significant participant in the industrial lands in Queensborough and is actively pursuing the development of industrial lands in the area. SRY is well capitalized to embark on such industrial developments.

2. SRY's Railway

2.1 SRY's railway track passes over lands owned in fee simple by SRY immediately to the south of the Site and over a statutory right of way area over lands currently owned by B.C. Hydro to the south-west of the Site. Accordingly, the Site is effectively encircled by SRY's railway.

2.2 SRY's railway track in this area services the Tree Island Steel Mill immediately to the west of the Site and Smurfit Paper Plant and Weyerhaeuser Cedar Mill immediately to the east of the Site. The portion of the track between the spur lines to the Tree Island Steel Mill and the Smurfit Paper Plant is an industrial yard, which is used by SRY for the purposes of switching railcars servicing these and other industrial sites in the area and also, when not used for switching purposes, for the storage of railcars. SRY currently carries out multiple switching movements on a daily basis through the industrial yard area. These activities involve frequent stopping and starting of locomotives, which generates considerable noise.

3. Crossing of SRY's Railway

3.1 From preliminary discussions with the Applicant, we understand that the Applicant proposes to create the main entrance to its development on the Site on the southerly boundary of the Site and that the Applicant will accordingly require access over SRY's lands and the industrial yard on those lands.

3.2 Any crossing of SRY's Lands would require a bridge over the industrial yard, for the following reasons:

- (a) a signalized grade crossing would not adequately deal with safety issues arising from the use of the industrial yard area for railcar switching and storage purposes, as described above. The nature of those operations is inherently dangerous, as they involve unpredictable rail movements, and no member of the public should be permitted to come within any distance of those operations; and
- (b) the nature of the railcar switching and storage operations requires the full length of the industrial yard. A grade crossing of the industrial yard would effectively prohibit SRY from carrying out its railcar switching and storage operations in the industrial yard area. The loss of these uses in the industrial yard would impose a significant operational and financial burden on SRY.

4. Incompatible Use of the Site

4.1 SRY fundamentally objects to the rezoning of the Site to a destination casino/hotel district. In SRY's view, such a rezoning is:

- (a) directly at odds with the surrounding industrial uses and will inevitably give rise to conflicts between the surrounding industrial owners and the Applicant; and
- (b) in direct contravention of the City's own Official Community Plan (including the current draft version) for the preservation and enhancement of the City's industrial areas.

4.2 Our understanding is that a key element of any zoning regime is to promote compatible uses between neighbouring areas. The incompatibility of a destination casino and hotel with an adjacent steel manufacturing plant, cedar mill, paper mill and industrial rail yard could not be more evident.

4.3 Both the City's Official Community Plan and the Queensborough Community Plan identify a need to maintain the core base of industrial lands within the City and describe a strategy for intensifying the use of those lands. The existing OCP designation of the Site as "Industrial" is designed to provide an opportunity for continued intensive industrial development of the Site.

4.4 The OCP specifically refers to the promotion of existing industrial areas within the City, including North Queensborough, as competitive industrial centres and identifies a need to restrict the encroachment of non-compatible uses on viable industrial sites. In our view, the proposed rezoning and amendment to the OCP would directly contravene the City's current stated objectives for North Queensborough. As noted above, SRY believes that the North Queensborough area is capable of much greater industrial development and that the Site in particular holds the potential for significant industrial use. In fact, the North Queensborough area is particularly important, because it includes a very scarce supply of industrial land that is serviced both by rail and by water access.

4.5 The City's draft Economic Development Strategy also states that the industrial sector is of prime importance to the City and is one of the most stable sectors in the local economy. As the draft Strategy notes, industrial activity generates long term, well-paying jobs in a sector that will continue to grow.

4.6 The proposed rezoning of the Site would be another significant "bite" out of the North Queensborough industrial lands. The existing industrial users in Queensborough will find themselves increasingly isolated amongst lands used for purposes incompatible with industrial operations. The vital and significant North Queensborough industrial lands will almost certainly wither, thereby significantly eroding the City's ability to attract industrial users, which form a central part of the City's financial well-being.

5. Conclusion

5.1 SRY strongly objects to the proposed rezoning and redevelopment of the Site.

5.2 The Applicant proposes to cross SRY's industrial yard in order to access the Site. As the registered owner of title to the industrial yard area, SRY will not permit any crossing of its industrial yard, save and except for a possible crossing by way of a rail bridge, to specifications satisfactory to SRY. A grade level crossing would not only cause significant safety issues but would also prohibit SRY from carrying out its current operations in the industrial yard.

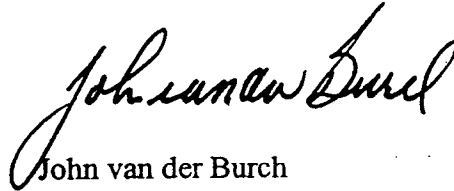
5.3 The removal of the Site from the North Queensborough industrial land base will promote incompatible land use in the area and will immediately and in the future erode the City's industrial land inventory, in direct contravention of the City's long term plans for the area, as set out in the OCP, the Queensborough Community Plan and the draft Economic Development Strategy.

We trust the foregoing will assist you in your evaluation of the proposed rezoning and redevelopment of the Site. We hope that the Commission will decide not to recommend the Applicant's proposals. If City Council does proceed to a public hearing of the rezoning application for the Site, we look forward to receiving notice of the public hearing and we intend to vigorously oppose the rezoning, for the reasons set forth above.

Yours truly,

**SOUTHERN RAILWAY OF BRITISH
COLUMBIA LIMITED**

By:

A handwritten signature in cursive script that reads "John van der Burch".

John van der Burch
President

APPENDIX 10

**LETTER FROM FISHERIES AND OCEANS CANADA DATED
MARCH 30, 2004 COMMENTING ON THE PROPOSED PLAN**



Habitat and Enhancement Branch

Lower Fraser Area
Unit 3 - 100 Annacis Parkway (Annacis Island)
Delta, BC V3M 6A2

March 30, 2004

Richard Bernstein, MAIBC, AIA, Principal
Stantec Architecture Ltd.
500 - 1500 West Georgia Street
Vancouver, BC
V6G 2Z6

PLANNING DEPT. RECEIVED
Date <u>APR 02 2004</u>
ROUTE
Original <u>6630</u>
Copies <u>1</u>
Action Copy <u>JH</u>
Info. Copy _____

RE: Royal City Star Casino, New Westminster, BC

Dear Mr. Bernstein:

Thank you for your March 25, 2004 Transmittal and attached Site Plan Drawing dated March 9, 2004 regarding the above subject.

To reiterate Fisheries and Oceans Canada's (DFO) previous discussions and email comments to R. Gruzelier of Stantec Architecture Ltd. regarding the subject site, please note the following:

The setback from the Fraser River is the area between the top of riverbank and the north edge of the Dyke Reserve.

It is recognized that some works may be undertaken in the setback area, such as soil remediation and a stormwater pipe. However, after the development is complete, DFO would like this setback area be allowed to revegetate either naturally or through the planting of vegetation (e.g. trees and shrubs that are native to BC) and remain undisturbed.

It is also understood that a path from the dyke reserve to a small lookout may be proposed within the setback area. This is acceptable to DFO as long as the square area (plan view) occupied by the path in the setback area is minimized (i.e. the length of the path between the dyke reserve and top of riverbank and the width of the path is kept to a minimum).

With regard to a stormwater outfall and a lookout on the riverbank, the square area (plan view) occupied by the outfall and lookout is to be kept to the minimum required as well. Further, the outfall and lookout is to avoid the disturbance to intertidal marsh vegetation if it is present on the intertidal foreshore. Also the lookout is to be pile-supported riverward of the top of riverbank.

For stormwater management, stormwater and surface run off shall be collected and treated using best available practices (e.g. biofiltration, oil/grease interceptors, etc.) and as necessary to prevent the release, either directly or indirectly, of sediment, sediment laden water, turbid water, and deleterious substances (i.e., substances harmful to fish) to the aquatic environment.

With regard to the site plan drawing included with your March 25, 2004 Transmittal, it is noted that the site plan does not show any works (other than some planting of vegetation) in the setback area north of the dyke reserve and, hence, the site plan is consistent with the above comments with regard to the setback area.

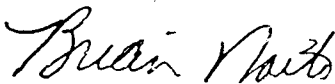
However, please note that, while the site plan makes reference to biofiltration swales as being part of the subject development, the site plan does not include sufficient details to enable DFO to complete a review of the stormwater management plan for the site. Accordingly, when further detailed information on stormwater management when it becomes available, this information should be submitted to DFO for review. It is also noted that the site plan shows landscaping parallel to and south of the dyke reserve. Please note that DFO would endorse the planting of vegetation outside of and parallel to the setback area.

DFO understands that discussions between the proponent of the Royal City Star Casino and/or their representatives and the City of New Westminster are continuing and will continue as the municipal approval processes for the subject development proceed. DFO recognizes that the results of these discussions may require revisions to the March 9, 2004 Site Plan Drawing provided with your March 25, 2004 Transmittal which may include works within the setback area. While it is DFO's preference that there not be any works in the setback area, DFO is prepared to review a proposal that includes a stormwater outfall, path and/or lookout in the setback area as long as the works are consistent with the above comments.

Should a stormwater outfall, path and/or lookout and any other works be proposed in the setback area, information on these aspects are to be provided to DFO for review. I note that proposals for works within the setback area will also need to be submitted to the Fraser River Estuary Management Program (FREMP) Environmental Review Committee (contact Daria Hasselmann at Ph: 604-775-5195) for review and acceptance. The submission of this information should be undertaken well in advance of the construction of the proposed works.

Should you have any questions or require further information, please do not hesitate to contact me at Tel: (604) 666-8190.

Sincerely,



Brian Naito
Habitat Biologist, Water Use Section

cc: ~~J. Hunt, City of New Westminster~~

APPENDIX 11

ADVISORY PLANNING COMMISSION NOTIFICATION LETTER



CORPORATION OF THE CITY OF NEW WESTMINSTER

511 Royal Avenue, New Westminster, B.C. V3L 1H9
Planning Department (604) 527-4532

www.city.new-westminster.bc.ca
Fax No. (604) 527-4511

2004 April 08

File: 6630

Dear Owner/Occupant:

Re: 350 Gifford Street and a portion of 351 Gifford Street, New Westminster, BC

An application has been received on the above noted property (shown hatched in black on the sketch plan attached) to:

- (1) Amend the land use designation of the property in the City of New Westminster's Official Community Plan from (WDI) Water Dependent Industry to (DC) Destination Casino, and
- (2) Rezone the property from Heavy Industrial Districts (M-2) to Destination Casino Comprehensive Development Districts (C-CD-1).

The applicant proposes a phased development. The proposal for each phase would be:

	<u>Building Area</u>	<u>Number of Parking Spaces</u>
PHASE 1 Casino and Restaurant	115,000 square feet	1,343 Parking Spaces
PHASE 2 Sports Bar	25,000 square feet	No New Parking
PHASE 3 Hotel – East Wing	14 Stories – 200 Rooms	200 Parking Spaces
PHASE 4 Hotel – West Wing	14 Stories – 200 Rooms	200 Parking Spaces

It is proposed to construct the project over a 3 to 5 year period.

It is the policy of the Advisory Planning Commission to notify property owners in the immediate area of a site proposed for rezoning. Your opinion on this matter would be appreciated. You may submit your views in writing or in person at the Advisory Planning Commission meeting on **Tuesday, April 20th, 2004 at 7:30 p.m. in the Council Chambers at City Hall.**

Further information on this proposal may be obtained by phoning the Planning Department at 604-527-4588.

For your information, a brochure outlining the Commission's role and meeting procedures is enclosed.

Yours truly,

Sandra Lamberton
Committee Clerk
Encl;

APPENDIX 12

**DESIGN GUIDELINES PREPARED BY STANTEC
ARCHITECTURE DATED APRIL 2004 – CIRCULATED
SEPARATELY**

APPENDIX 13
REZONING APPLICATION

CORPORATION OF THE CITY OF NEW WESTMINSTER

NUMBER 6686

**APPLICATION FOR
AMENDMENTS TO THE ZONING BY-LAW**

Site Particulars

Street Address: 350 GIFFORD STREET

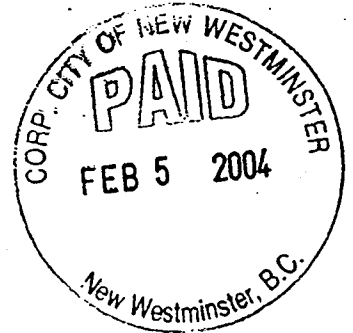
Legal Description: SEE ATTACHED LIST.

I/We hereby make application:

To rezone the above-noted site

from M-2 INDUSTRIAL Zoning District

to C.D. Zoning District



In support of this application, I/We submit a sketch plan showing the site in question, the existing or proposed buildings and structures on the site, the present development on the neighbouring properties, a non-refundable processing fee of \$ 1510-, and any other pertinent information to support this application.

Signature of Applicant(s) [Signature]

Address #210-4240 MANOR ST.

MR. DAVE GADHA

BURNABY, BC

STAR OF FORTUNE GAMING
MANAGEMENT (B.C.) CORP

V5G-1B2

Received by: _____

Date: _____

**Star of Fortune Gaming Management (BC) Corp.
C/o Gateway Casinos Inc.**

**Application for OCP amendment and Rezoning,
Gifford Street, Queensborough, New Westminster**

Property Legal Descriptions;

Weyerhaeuser Property:

Approximately 0.75 acre portion of;
Parcel Identifier 015-827-500
Lot 2, District Lots 758 Group 1 and of the Foreshore and bed of Fraser Harbour in the
North Arm of the Fraser River Plan 83367
(refer to attached sketch plan)

Star of Fortune Property:

Parcel Identifier: 001-109-022
Parcel 61 Except: Firstly: Part highway on Plan 74380, Secondly: Part shown as 0.0802
hectares on Plan 74467 Thirdly: Part Highway on Plan LMP23314, and fourthly: Part
shown as 0,4163 hectares on Plan 74467
District lots 757, 758 and 6883 Group 1 New Westminster District Plan 64783

BRITISH
COLUMBIA

Ministry of Finance and Corporate Relations
Corporate and Personal Property Registries
2nd Flr. 940 Blanshard Street
Victoria, B.C.
Mailing Address: P.O. Box 9431 Stn Prov Govt.
Victoria, B.C. V8W 9V3 Telephone: (250) 356-8626
Hours: 8:30 - 4:30 (Monday - Friday)
FILING FEE: \$20.00

NOTICE OF DIRECTORS

Form 8/9

Sections 113 and 132 *Company Act*

COPY

B. CERTIFICATE OF INCORPORATION NUMBER

537205

OFFICE USE ONLY - DO NOT WRITE IN THIS AREA

Freedom of Information and Protection of Privacy Act
The personal information requested on this form is made available to the public under the authority of the *Company Act*. Questions about the collection or use of this information can be directed to the Administrative Analyst, Corporate and Personal Property Registries at (250) 356-0944, PO Box 9431 Stn Prov Govt. Victoria, B.C. V8W 9V3

A. FULL NAME OF COMPANY: STAR OF FORTUNE GAMING MANAGEMENT (B.C.) CORP.

C. DATE OF CHANGE: July 8, 2003

D. Full names of new directors appointed:

LAST NAME	FIRST NAME & INITIALS (IF ANY)
MCLEAN	RAYMOND A.
GADHIA	DAVID
PARR	JEFF

E. Full names of persons who have ceased to be directors:

LAST NAME	FIRST NAME & INITIALS (IF ANY)
PRITCHARD	BARRY

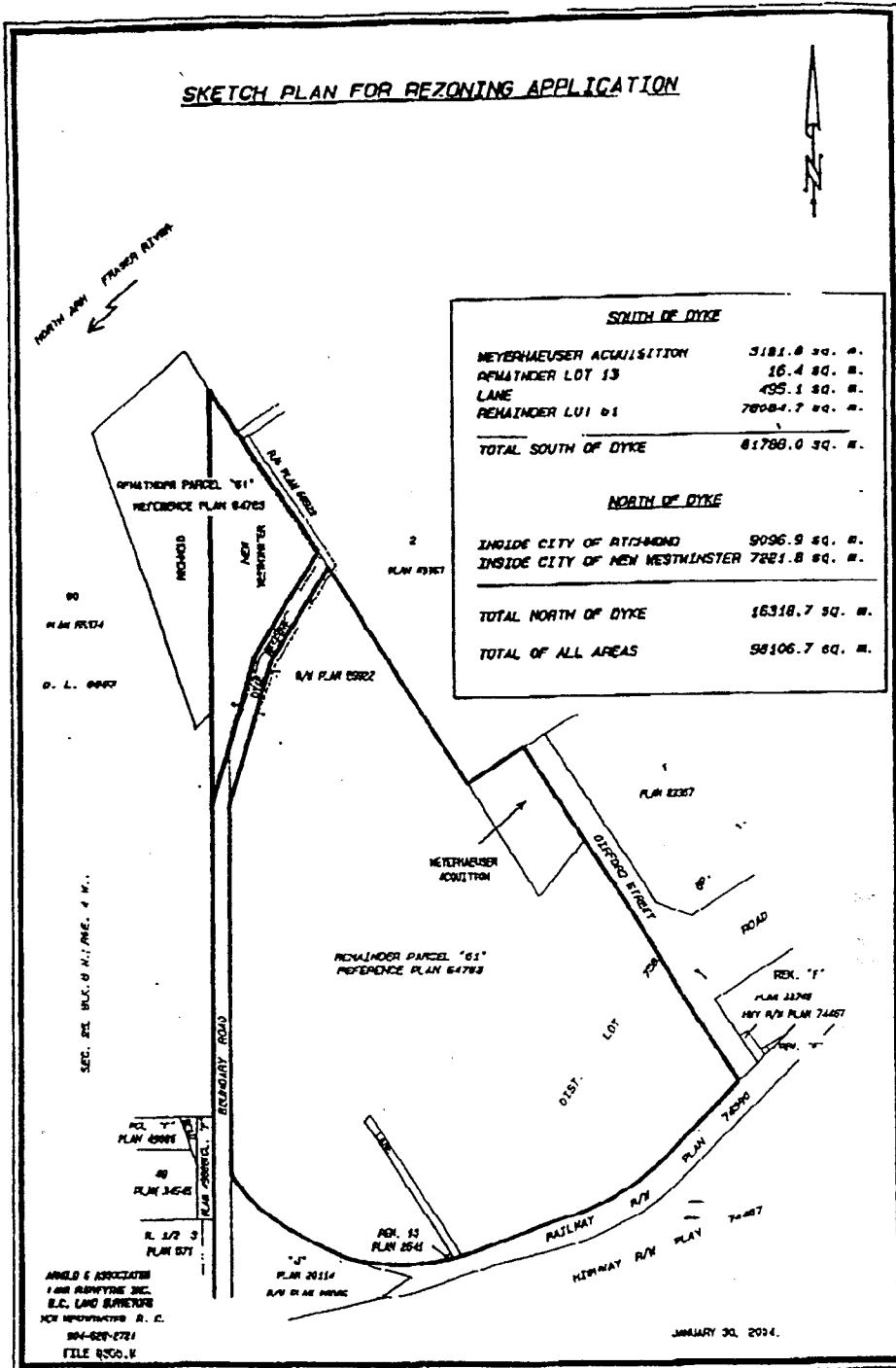
F. Full names and residential addresses of all the directors of the company as at the date of change listed above.

LAST NAME	FIRST NAME & INITIALS (IF ANY)	RESIDENTIAL ADDRESS (including postal/zip codes)
MCLEAN	RAYMOND A.	44 - 4900 Cartier Street, Vancouver, BC V6M 4H2
GADHIA	DAVID	8172 Government Road, Burnaby, BC V5A 2E2
OLDACH	HEINZ	22529 Highway 14, Sherwood Park, Alberta T8C 1H5
STUART	LEONARD A.	70 Peter Street, Suite 5, Toronto, Ontario M5V 2G5
HOLTBY	DOUGLAS M.	7230 Arbutus Road, West Vancouver, BC V7W 2L5
PARR	JEFF	42 Orkney Crescent, Etobicoke, Ontario M9A 2T5

G. CERTIFIED CORRECT - I have read this form and found it to be correct.
Signature of a current Director, Officer or Company Solicitor

DATE SIGNED
Y M D

030915



LOT 2 PL. 83355

Date: 04/02/03
Requestor: (PG98980)

TITLE SEARCH PRINT - NEW WESTMINSTER
PAROLIN & COMPANY
TITLE - BP133260

Time: 15:19:57
Page: 001

NEW WESTMINSTER LAND TITLE OFFICE

TITLE NO: BP133260
FROM TITLE NO: AC272534

APPLICATION FOR REGISTRATION RECEIVED ON: 08 JUNE, 2000
ENTERED: 13 JULY, 2000

REGISTERED OWNER IN FEE SIMPLE:
WEYERRAEUSER COMPANY LIMITED, INC.NO. A51955
925 WEST GEORGIA STREET
VANCOUVER, BC
V6C 3L2

TAXATION AUTHORITY:
CITY OF NEW WESTMINSTER

DESCRIPTION OF LAND:
PARCEL IDENTIFIER: 015-827-500
LOT 2 DISTRICT LOTS 758 GROUP 1 AND OF THE FORESHORE AND BED
OF FRASER HARBOUR IN THE NORTH ARM OF THE FRASER RIVER PLAN 83367

LEGAL NOTATIONS:

ZONING REGULATION AND PLAN UNDER THE AERONAUTICS
ACT (CANADA) FILED 10.02.1981 UNDER NO. T17084
PLAN NO. 61216

HERETO IS ANNEXED EASEMENT K35635 OVER PLAN 45762 OF
PARCEL "B" (25-207-16362F) AND PARCEL "A" (25-207-16363F)
OF BLOCK 34 AND PARCEL "B" (REFERENCE PLAN 1109) OF LOT 35
ALL OF DISTRICT LOTS 757 AND 758 GROUP 1 PLAN 2620
PARTIAL RELEASE BT432443 2002/11/26 814:41
AS TO ALL EXCEPT PORTIONS IN PLAN BCPI713

HERETO IS ANNEXED RESTRICTIVE COVENANT K35637 OVER
PARCEL "B" (25-207-16362F) AND PARCEL "A"
(25-207-16363F) OF BLOCK 34 AND PARCEL "B"
(REFERENCE PLAN 1109) OF LOT 35 ALL OF DISTRICT
LOTS 757 AND 758 GROUP 1 PLAN 2620

HERETO IS ANNEXED EASEMENT P7339 OVER PLAN 45162
OF PARCEL "A" (REFERENCE PLAN 1454) OF BLOCK 35
DISTRICT LOT 757 GROUP 1 PLAN 2620
PARTIAL RELEASE BT432444 2002/11/25 814:41
AS TO ALL EXCEPT PORTIONS IN PLAN BCPI713

HERETO IS ANNEXED RESTRICTIVE COVENANT P7341 OVER
PARCEL "A" (REFERENCE PLAN 1454) OF DISTRICT LOT
757 GROUP 1 PLAN 2620

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
CHARGE NUMBER DATE TIME

STATUTORY RIGHT OF WAY

CONTINUES ON PAGE 002

Date: 04/02/03 TITLE SEARCH PRINT - NEW WESTMINSTER
 Requestor: (PG98980) PAROLIN & COMPANY
 TITLE - BP133260

Time: 15:19:57
 Page: 002

212086C 1957-02-13 12:28
 REGISTERED OWNER OF CHARGE:
 CITY OF NEW WESTMINSTER
 212086C

REMARKS: EXPLANATORY PLAN 15264 INTER ALIA
 AS TO PART FORMERLY PARCEL "H" (REFERENCE
 PLAN 15271) EXCEPT: PART SUBDIVIDED BY PLAN
 20272, OF BLOCKS "A" AND 32 DISTRICT LOTS 757
 AND 758 GROUP 1 PLAN 2620

STATUTORY RIGHT OF WAY

AC272535 1989-11-01 15:13
 REGISTERED OWNER OF CHARGE:
 CITY OF NEW WESTMINSTER
 AC272535

REMARKS: PLAN 55922 WITH ANCILLARY RIGHTS
 INTER ALIA

COVENANT

AC272536 1989-11-01 15:14
 REGISTERED OWNER OF CHARGE:
 HER MAJESTY THE QUEEN IN RIGHT OF
 THE PROVINCE OF BRITISH COLUMBIA
 AND
 CITY OF NEW WESTMINSTER
 AC272536

REMARKS: INCLUDES INDEMNITY UNDER SECTION 215 (2)(A) L.T.A.
 INTER ALIA

"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS: NONE

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***

RECEIVED 03-02-2004 03:28PM

FROM-604 688 1318

TO-GATEWAY

PAGE 003



925 W Georgia Street
Vancouver British Columbia
Canada V6C 3L2
Tel (604) 681 8000
Fax (604) 681 8377

Direct Tel (604)661-8182
Direct Fax (604)681-9674
Our File: P-1417-02

February 3, 2004

Gateway Casinos,
City of New Westminster

Dear Sirs:

Re: Proposed Casino - Gifford Street

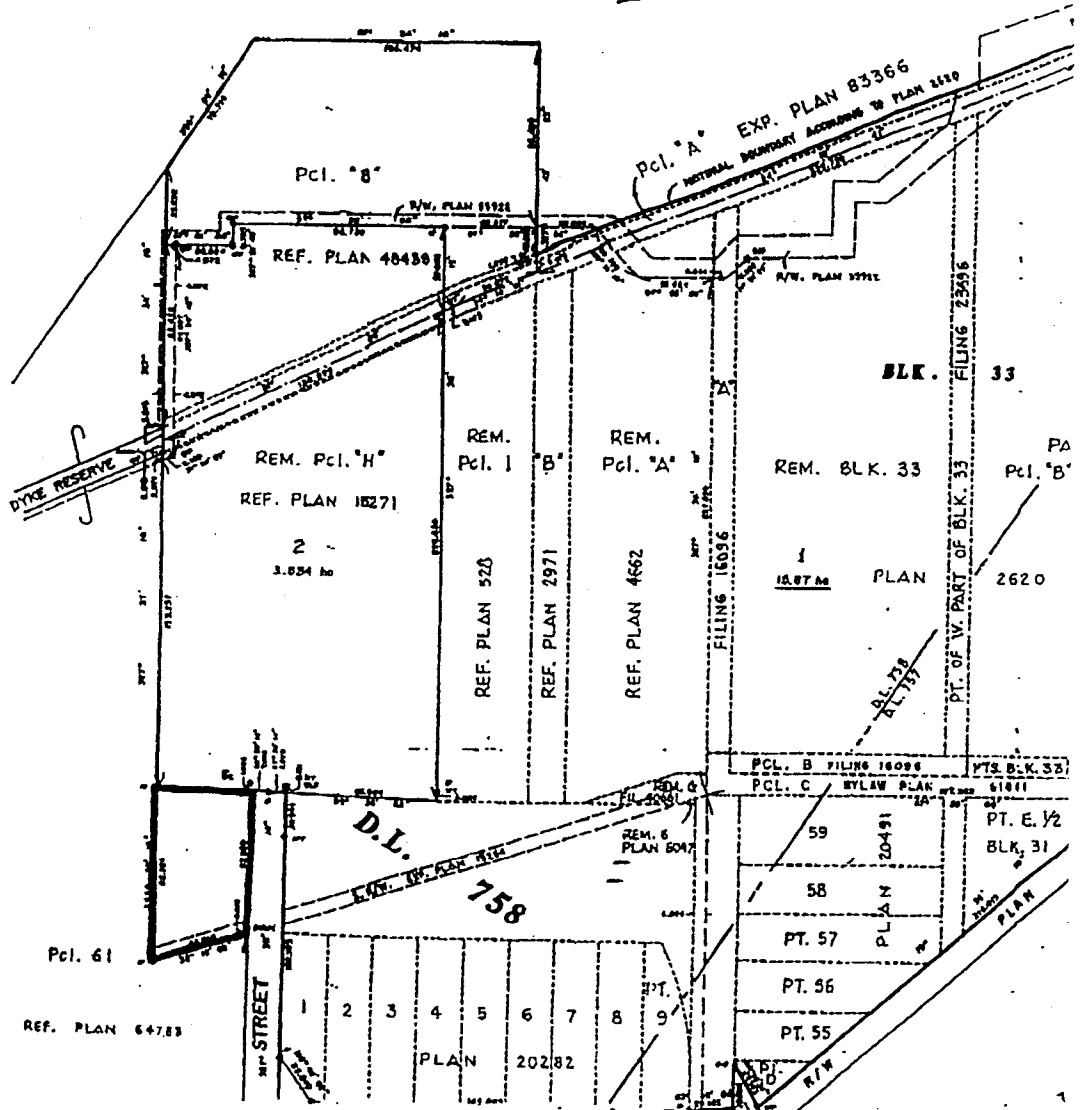
This letter is our approval for Gateway Casinos or their consultants making application to rezone and subdivide from Lot 2 District Lot 758, Group 1, New Westminster District, Plan 83367 that part of that lot outlined in heavy black pen on the plan attached to this letter.

If you have any questions related to this approval please call me at 661-8182.

Yours truly,
Weyerhaeuser Company Limited



C.S. (Charles) Smith
Director, Timberlands and Properties



PLAT PLAN 83367

Date: 04/01/19 TITLE SEARCH PRINT - NEW WESTMINSTER
 Requestor: (PK98980) PAROLIN & COMPANY
 TITLE - BV518131

Time: 10:18:05
 Page: 001

NEW WESTMINSTER LAND TITLE OFFICE TITLE NO: BV518131
 FROM TITLE NO: BR46479

APPLICATION FOR REGISTRATION RECEIVED ON: 12 DECEMBER, 2003
 ENTERED: 16 JANUARY, 2004

REGISTERED OWNER IN FEE SIMPLE:
 STAR OF FORTUNE GAMING MANAGEMENT (B.C.) CORP., INC. NO. 537205
 210 - 4240 MAROR STREET
 BURRABY, BC
 V5G 1B2

TAXATION AUTHORITY:
 CITY OF NEW WESTMINSTER
 CITY OF RICHMOND

DESCRIPTION OF LAND:

PARCEL IDENTIFIER: 001-109-022
 PARCEL 61 EXCEPT: FIRSTLY: PART HIGHWAY ON PLAN 74380, SECONDLY: PART
 SHOWN AS 0.0802 HECTRES ON PLAN 74467 THIRDLY: PART HIGHWAY ON
 PLAN LMP23314, AND FOURTHLY, PART SHOWN AS 0.4163 HECTRES ON PLAN 74467
 DISTRICT LOTS 757, 758 AND 6883 GROUP 1 NEW WESTMINSTER DISTRICT
 PLAN 64783

LEGAL NOTATIONS:

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE BV169598
 FILED 2003-05-13

NOTICE OF INTEREST, BUILDERS LIEN ACT (S.3(2)), SEE BV518132
 FILED 2003-12-12

ZONING REGULATION AND PLAN UNDER
 THE AERONAUTICS ACT (CANADA)
 FILED 10.2.1981 UNDER NO. T17084
 PLAN NO. 61216

CHARGES, LIENS AND INTERESTS:

NATURE OF CHARGE
 CHARGE NUMBER DATE TIME

UNDERSURFACE RIGHTS

91801C

REMARKS: PART FORMERLY PARCEL "K"
 (EXPLANATORY PLAN 22476) SEE 171517E
 INTER ALIA

STATUTORY RIGHT-OF-WAY

W8849 1983-01-19 12:43

REGISTERED OWNER OF CHARGE:

CITY OF NEW WESTMINSTER

W8849

REMARKS: PLAN 55922

CONTINUES ON PAGE 002

Date: 04/01/19 TITLE SEARCH PRINT - NEW WESTMINSTER
 Requestor: (PK98980) PAROLIN & COMPANY
 TITLE - BV518131

Time: 10:18:05
 Page: 002

RECEIVED 19-01-2004 10:21AM FROM-604 688 1318

TO-GATEWAY

PAGE 002

MORTGAGE
BN294483 1999-11-02 10:41
REGISTERED OWNER OF CHARGE:
HSBC BANK CANADA
BN294483

ASSIGNMENT OF RENTS
BN294484 1999-11-02 10:41
REGISTERED OWNER OF CHARGE:
HSBC BANK CANADA
BN294484

PRIORITY AGREEMENT
BN297260 1999-11-04 14:25
REMARKS: GRANTING BN294483 PRIORITY OVER BN272558

PRIORITY AGREEMENT
BN297261 1999-11-04 14:25
REMARKS: GRANTING BN294484 PRIORITY OVER BN272558

"CAUTION - CHARGES MAY NOT APPEAR IN ORDER OF PRIORITY. SEE SECTION 28, L.T.A."

DUPLICATE INDEFEASIBLE TITLE: NONE OUTSTANDING

TRANSFERS: NONE

PENDING APPLICATIONS:

001-109-022
BV525607 TO BV525609 CHARGE RELEASE

*** CURRENT INFORMATION ONLY - NO CANCELLED INFORMATION SHOWN ***

APPENDIX 14

**COPY OF MEMO FROM DIRECTOR OF ENGINEERING/DEPUTY
CITY ADMINSTRATOR AND COPY OF MEMO FROM DIRECTOR
OF FINANCE, DATED APRIL 26, 2004**

MEMORANDUM

Finance & Information Technology

To: Leslie Gilbert,
Acting Director of Planning

Date: April 26, 2004

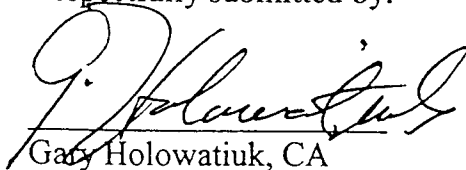
From: Gary Holowatiuk,
Director of Finance and
Information Technology

File: 0860 – 20

Subject: OFFICIAL COMMUNITY PLAN AMENDMENT

In connection with the requirements of Section 882(3)(a)(i) of the Local Government Act, please be advised that Official Community Plan Designation Amendment Bylaw No. 6920, 2004 is consistent with the current capital expenditure program contained in the City's Five-Year Financial Plan, 2004 –2008 as adopted in Bylaw No. 6905, 2004.

Respectfully submitted by:



Gary Holowatiuk, CA
Director of Finance and
Information Technology

MEMORANDUM

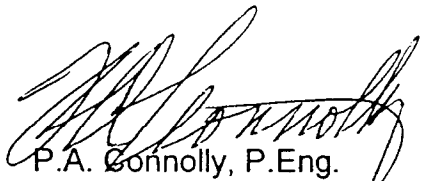
Engineering Department

To: PLANNING DEPARTMENT **Date:** April 26, 2004
From: P.A. CONNOLLY, P.Eng. **File:** 2525-01-001
Director of Engineering/Deputy
City Administrator
Subject: OCP AMENDMENT BYLAW NO. 6920,2004

I have reviewed the Official Community Plan Designation Amendment Bylaw No. 6920, 2004, in conjunction with:

The Regional Solid Waste Management Plan and the Regional Liquid Waste Management Plan (both of which were adopted by the Greater Vancouver Regional District after liaison with the City),

and have determined it to be consistent with both the above noted GVRD plans.



P.A. Connolly, P.Eng.
Director of Engineering/Deputy City Administrator

/mmc

#8850