

Date: Monday, October 24, 2005
Time: 3.00 p.m.
Place: Committee Room No. 1, City Hall

PRESENT:**Board**

F. Scobie Director of Development Services (Chair)
L. Beasley Director of Current Planning
J. Forbes-Roberts General Manager of Community Services
T. Timm General Manager of Engineering Services

Advisory Panel

R. Acton Representative of the Design Professions
J. Scott Representative of the Development Industry
K. Hung Representative of the General Public

Regrets

A. Endall Representative of the Design Professions (Urban Design Panel)
J. McLean Representative of the Development Industry
C. Henschel Representative of the General Public
G. Chung Representative of the General Public

ALSO PRESENT:**City Staff:**

B. Boons Co-Manager of Processing Centre - Development
D. Robinson Project Facilitator
S. Harvey Managing Director of Cultural Services
B. MacDonald Senior Parking Policy Engineer
J. Brooks Director, Social Planning
J. Evans Real Estate Services
M. Thomson City Surveyor

2901 East Hastings Street

M. Alivojvodic Chris Dikeakos Architects Inc.

Recording Secretary: D. Kempton

1. MINUTES

Mr. Scobie noted that the Minutes of the Development Permit Board and Advisory Panel Meeting of October 11, 2005 were not yet completed and would be deferred to the next meeting.

2. BUSINESS ARISING FROM THE MINUTES

None.

**3. 2901 EAST HASTINGS STREET - DE409601 - ZONE CD-1
(COMPLETE APPLICATION)**

Applicant: Chris Dikeakos Architects Inc.

Request: To renovate and alter the existing racetrack grandstand building to accommodate 600 slot machines and related entertainment, restaurant and back-of-house functions; and to alter a portion of the racecourse grandstand to provide private viewing boxes.

Development Planner's Opening Comments

Bill Boons, Co-Manager Processing Centre - Development, presented this application to alter and renovate the existing Hastings Park race course to provide for 600 slot machines.

Mr. Boons stated that this application is part of a parallel planning process underway for the whole of Hastings Park. Council has also instructed staff to prepare an operating agreement between the City and Hastings Entertainment Inc. (HEI); so some issues identified during the text amendment process will appropriately be addressed via the operating agreement and need not be addressed via the development application process.

In July 2004 a text amendment was approved to allow slot machines as a permitted use in this CD-1 area. There were a number of conditions that came out of this process which have become part of the review for this development permit application. On October 4, 2005 the amended CD-1 was enacted. Council also approved a public benefits package which would see a number of public benefits delivered to the community with the introduction of slots. Mr. Boons noted that condition 1.3 will ensure the public benefits package is secured prior to the issuance of a development permit.

This proposal involves mostly interior alterations which include a mezzanine mechanical space, new glazing on the interior and a new loading bay on the southeast corner of the building. Mr. Boons said staff have concluded that this application is well within the limitations of the new CD-1 By-law with respect to slot machines.

Mr. Boons referred to pages 17 & 18 of the Development Permit Staff Committee Report, dated October 12, 2005 and stated that some of the conditions which came out of the rezoning process, such as securing a high standard of architectural finishes, were more related to the original development contemplated that was much more extensive. Staff, however are seeking an improved landscape package with a more secure pedestrian access route through the park and to the grandstand.

There is no proposal, as part of this application, to change the lighting or public address system, however Mr. Boons said that staff would like to see light and noise mitigation from the race track; therefore staff have asked for clarity with respect to those items as well as an

acoustical report. Mr. Boons reviewed the neighbourhood notification process as noted in the Development Permit Staff Committee Report.

Bob MacDonald, Senior Parking Policy Engineer, said the main issues centered on Hastings Park and the redevelopment are traffic and parking. Referring to drawings, Mr. MacDonald described the parking lots and gates and provided an overview of the results from the traffic study that was prepared by the consultant ND Lea. Mr. MacDonald said the increase in traffic related to the slot machine patrons would amount to approximately 9-14% on Renfrew Street which staff believe is a manageable increase in traffic. There are greening and improvements for Renfrew Street proposed in the upcoming Capital Plan. Subject to public approval of the Capital Plan on November 19th, and further community consultation, construction will start in 2006.

Mr. MacDonald described the locations of gates and parking lots in terms of how people presently access the site. Council gave staff direction to minimize parking access from Renfrew Street and add greening to the site. Mr. MacDonald stated that staff are still looking at where parking should be located in the long term context of Hastings Park redevelopment, specifically in terms of possible parkade development.

In terms of the adequacy of parking spaces the consultant found that the increase in traffic from the slot machines can be accommodated on the site. In terms of parking access, staff have brought forward recommendations which are not entirely consistent with the consultant's report, or Council's desires. Specifically, staff recommend that Gate 4 not be used as an access Gate to the site, and staff have concluded that only a right-in/right-out Gate 8 access from/to McGill Street, is feasible. Furthermore, the existing conditions do not warrant a left turn advance at the Renfrew/McGill intersection.

Mr. MacDonald said that staff want to see a new Gate 8 on McGill Street which would provide access to the west side parking lots and at the same time reduce some traffic entering east bound on McGill Street and remove the need to turn onto Renfrew Street. Mr. MacDonald said seventy percent of traffic comes from the south and the east will not have to exit on to Renfrew Street with the addition of the proposed Gate 8. Mr. MacDonald explained that Gates 6 and 9 would be used as access gates for parking although Gate 9 would be used primarily by track employees.

With respect to a longer term vision, after five years HEI would be required, through the operating agreement, to construct a parking structure in the first year (year 6) of any continued slots operation. There will be a parking management plan (PMP) to improve accessing arrangements to the park as well as minimize traffic backups on local streets. The conditions of the development application approval recommended in the Development Permit Staff Committee Report also address pedestrian amenities, improved bus drop-off, improved connection into the grandstand area, and better passenger drop-off for taxis and disabled needs.

Mr. MacDonald stated that staff want to see parking improved so that patrons could park and walk directly to the venue. Staff are also seeking cycling improvements with a new pedestrian/cyclist signal proposed on Renfrew Street and a pedestrian signal at Dundas Street, although the specific locations of these proposed signals would be discussed with the community and are subject to a report to Council under the signal program.

Questions/Discussion

Mr. Beasley sought clarification with regard to the function of Gate 6. Mr. MacDonald explained that the left turn bay at the McGill/Renfrew intersection doesn't allow for a left turn bay off of McGill Street into the new Gate 8, so for traffic coming to the site from the south they will drive up Renfrew Street and use Gate 6 or 7 for access. Due to right-in/right-out limitations, staff see Gate 8 as principally an exit and Gate 6 as an entry. The idea is to improve access arrangements by spreading access to different points on the site so that there isn't any queuing of traffic on the street as patrons enter the gates.

Mr. Beasley questioned the implications of closing Gate 6 for access to parking and using that gate for pick up and drop-off for taxis etc. Mr. MacDonald responded there would need to be more intense planning to use Gate 7 which is located at Eton Street. The use of Gate 6 for access would balance the load and provide a couple of access options to the site to deal with peak time use. Mr. MacDonald concluded that it would be difficult to close Gate 6 for access to parking but staff could consider it as an option.

Mr. Beasley questioned whether there was any scenario to use only Gate 8 for access to the site. Mr. MacDonald responded that such a scenario would not work as westbound McGill Street traffic would likely turn south on Renfrew Street, driving further and increasing traffic volumes on Renfrew Street. It is also probable that if there is restricted access from Renfrew Street some drivers may park in the neighbourhood rather than on the site.

Mr. Beasley sought clarification with respect to the proposed response to the Council resolution regarding access to Gate 6, expressing concern that not enough is being done to minimize the use of Gate 6. Mr. MacDonald responded that all truck traffic will be restricted from Renfrew Street to access via Gate 9; the addition of Gate 8 will significantly reduce existing volumes on Renfrew Street since it is expect to serve many patrons and will also be the primary exit for the site. Mr. MacDonald further explained that while left-in/left-out movements would be advantageous at Gate 8, a very long left turn bay would be needed. It would also be problematic in terms of grade differential, and conflicts with the McGill/Renfrew left-turn bay. After extensive studies it was decided that intercepting parking at Gate 6 would reduce traffic farther north and be a balance to reduce traffic on Renfrew Street. Since a left turn bay can't be achieved into Gate 8 it limits the entrance options. Use of Gate 9 could be reinforced but the easterly lots are further from the grandstand building and may not be attractive to users.

Mr. Beasley questioned how the future underground parking structure mentioned in the report would be secured to ensure that it happens at the time of the first renewal in five years. Sue Harvey, Managing Director of Cultural Services, responded that the underground parking would be secured through the operating agreement. Ms. Harvey noted that staff wanted to include underground parking at that time so that the master plan for Hastings Park could be advanced to understand where that parking structure would best be located.

Mr. Boons responded to a further question from Mr. Beasley pertaining to landscaping within the existing parking lots, indicating there are no guidelines for landscaping of temporary parking areas and staff felt it would be sufficient to improve pedestrian connections given the minimal nature of the building modifications proposed.

Ms. Forbes-Roberts asked what is anticipated in terms of the monitoring of public benefits and community impacts. Jeff Brooks, Director of Social Planning, responded that the Community Legacy Fund has specific parameters for staff to report back to Council including community feedback and their role in defining priorities for the allocation for these funds. In addition, the Director of Social Planning has been instructed to report back to Council within one year of the

slots being operational and that report will include feedback from the community, the Vancouver Police Department and HEI.

Mr. Timm sought clarification with respect to securing of the public benefits package. Mr. Boons explained that the Development Permit Board is being asked to secure the public benefits as itemized in various conditions of approval recommended in the Development Permit Staff Committee Report. Mr. Boons noted that the specific benefits have already been dealt with and approved at Council.

Mr. Timm asked what the plan is to eliminate traffic queuing on Renfrew Street, as per Council direction. Mr. MacDonald responded that there are many ways to streamline access to parking such as proper siting of on-site payment etc. Strategies for eliminating queuing are to be addressed in the PMP and are not expected to take up parking spaces on site.

With respect to condition 1.2 which addresses the need for a site signage strategy, Mr. Scobie suggested that the difficulty with this proposal is not how to manage those who arrive at the site but rather how to direct them to correctly arrive at the site. The real challenge here will be getting the public to the right gate in the most efficient manner and with the least impact on the community and that will be dealt with by off-site not on-site signage. Mr. Scobie asked if Engineering Services would support an off-site signage requirement to be submitted by the applicant, to the satisfaction of the General Manager of Engineering. Mr. MacDonald responded by outlining how people might choose to access the site and those issues will be addressed as part of the master planning process for Hastings Park. This application is a small component of the overall site usage.

Ms. Forbes-Roberts asked whether staff have considered pricing incentives to encourage patrons to use lots that are further away from the venue, similar to airport economy lots. Ms. Harvey responded that parking is provided by the PNE and there is already a variable parking structure based on the type of events. The PNE offers hourly and daily rates which vary from free up to \$12.00.

Applicant's Comments

Mike Alivojvodic, of Chris Dikeakos Architects Inc., said that the master planning process is a huge component for this site and trying to deal with issues such as loading, traffic on Renfrew Street etc. was challenging without a master plan. With respect to staff comments, Mr. Alivojvodic acknowledged that the applicant team accepts the Staff Committee recommendations and will work with City staff towards mutual resolution.

From the applicant's perspective the bus drop-off in front of the Coliseum is problematic to a certain extent because the majority of patrons are elderly and some have difficulty navigating from Renfrew Street to the venue. Mr. Alivojvodic said that if the buses can enter through Gate 9 and exit via Gate 8 it will allow that traffic to avoid Renfrew Street altogether and have drop-off in front of the grandstand itself.

In terms of cyclists and pedestrians, Mr. Alivojvodic stated that there will be bicycle parking for staff and the community at large near the facility's security office, beside the grandstand building on the southeast corner. There will also be showers for staff use.

In terms of the grandstand building itself, Mr. Alivojvodic noted that the design works within the confines of the existing footprint of the building. The existing building is seismically lacking and is also not very accessible so the priority was to bring the building up to current code and upgrade accessibility at the entries and the washrooms.

Mr. Alivojvodic described the interior renovations and alterations that look towards a goal of bringing horse racing back as well as affording the patrons different and better experiences. Private boxes will be added to the upper floor with views to the north shore mountains and the space will be more grand and inviting. Entries will be opened up which will enable more eyes on the street for security and a mechanical mezzanine will be added to get direct air from the outside in a manner that addresses energy and environmental issues.

Questions/Discussion

Mr. Timm questioned staff with respect to the proposal that the applicant put forward to have charter bus access via Gate 9 and exit via Gate 8. Mr. MacDonald responded that staff would review that option, however there is a concern that that proposal would create a traffic route through the site on Miller Drive and there would be more general traffic within the park. The current charter bus drop-off is well developed and staff have tried to focus more towards Coliseum bus drop off with concerns for how cross traffic would affect the park.

Comments from other Speakers

The following delegations spoke in opposition to the application:

Elaine Barbour
Claudia Ferris
Helen Mintz
David Bornman, West Coast Christian School
Fiona Gold
Mark Kilorn
Rolf Teveley, President, Hastings Community Association
Barry Sharbo
Bruce Pearson
Marion Oliverly
Todd Chisholm
Rena Luchin
Michael Boucher
Ms. Hidalane
Derek Sander
Kathy Shannon
Dr. Rachel
Christian Matila
Clive Lydall

Comments in opposition included:

- Casinos do not currently exist in the heart of any other neighbourhood;
- Parking and traffic issues need to be resolved;
- There needs to be an ongoing monitoring process put in place for traffic and parking;
- Location and design of access routes need to be resolved;
- The number of parking spaces needs to be resolved; residents are concerned there will be a shortfall of parking spaces provided on site;
- There should be improvements for pedestrians and cyclists;
- The proposed signage should be compatible with the Sign By-law;
- The site needs improved landscaping finishes;
- An underground parking structure should be built now, not in 6 years;

- Residents do not want an overflow of cars parking within their neighbourhood;
- Concern that traffic will extend over late night hours;
- Direct traffic away from the neighbourhood to mitigate the impact;
- Locate bus drop-off at Gate 9;
- There needs to be a constant review of the impact this casino has on the neighbourhood. If negative impacts occur there needs to be a plan in place to deal with these;
- There is a crossing at McGill Street and Dundas Street which the school children use to get to Hastings School and there are a lot of cars not from the neighbourhood that run the red light there;
- Residents want safer streets and less shortcutting;
- A 14% increase in traffic on Renfrew Street is a big deal;
- Residents spent a lot of time working with city staff on the CityPlan Vision and this proposal is contrary to that;
- 84% of the site is developed and the only children's play area on the site is where the buses are proposed to go and the elementary school is across the street which is also too close to where buses will park;
- There aren't any washrooms proposed at the children's park;
- There are always activities at the Coliseum on Saturday nights and the Coliseum parking isn't even included in the parking plan;
- The neighbourhood notification was flawed because it did not involve local rate payers groups or parent advisory committees from the local schools;
- The public benefits package does not deal with issues of parking, safety etc.;
- There needs to be a commitment for long term studies on the impacts from gambling;
- The Master Plan should be in place before this development is approved;
- City Plan and Council agreed that traffic on Renfrew Street should be reduced to local traffic only and this plan goes against that;
- The lease renewal should be contingent on mitigating the impacts of slot machines on the neighbourhood;
- Hastings Entertainment Inc. should provide a shuttle service to patrons to encourage parking within the more distant lots;
- There were many petitions signed by residents of the neighbourhood against this proposal;
- On any given weekend up to 5,000 cars converge on the neighbourhood and even though there is parking on site, many drivers park within the neighbourhood;
- Staff dealing with this application cannot be trusted as they have withheld information from and lied to the community;
- Many residents are selling parking spaces and the City is not enforcing existing by-laws prohibiting this activity;
- Take Renfrew Street and the northwest parking lot off the table and encourage drivers to take Hastings Street and turn left into Gate 9;
- When there is a backup on the bridge commuters cut through onto Eton Street. The plan does not deal with commuter and event traffic issues;
- The biggest lot on the site is Lot 9 which sits largely empty;
- A casino in the park is a disgrace;
- Parking regulations for the area need to be enforced;
- Parking, traffic and safety issues are going to be an incredible imposition on the residents of the neighbourhood;
- There needs to be a concrete plan for addressing community concerns;
- All traffic directed to Gates 8 & 9 would be appreciated;

- Install a median on Renfrew Street so that there aren't any breaks for drivers to turn off onto Dundas Street. If the median is green it will also provide a noise barrier;
- The City should assign a point person from City Hall to deal with concerns and act as a liaison between the community and Hastings Entertainment;
- The second largest park in Vancouver has turned into a money making venture;
- Concerned that the majority of childcare spaces have been reserved for Hastings Park employees;
- If the streets aren't safe the children of the neighbourhood can't play outside;
- There is no apparent consideration of parking for the additional 400 jobs that are being created;
- Do not want signs in the park or on the street that encourage gambling;
- Alcohol should not be served in the same area as the slot machines. The application indicates that alcohol and the slots machine floor will only be separated by four steps and a railing;
- Measures are required to deal with addiction problems such as clocks on the gambling floors and information pamphlets about gambling addiction.

The following delegations spoke in support of the application:

Stephanie Williamson, President, Hastings North BIA
Randy Goulding
Al Engler
Joanne Pantelle
Bill Heeds
Kelly Quinn, CUPE Local 378
Ms. Spense
Kathy Bremner
Margaret Brown
Jim Major

Comments in support included:

- Hastings North BIA supports this application and supports the use of the McGill Street entrance to get the traffic off of Renfrew Street;
- This development will save jobs at the track and speed up the greening process for Hastings Park;
- This has been a long process and good resolutions have been achieved;
- The increase in traffic will be minimal;
- This development will generate revenue and employment for the neighbourhood;
- Hastings Park has been here for over 100 years and the application for slot machines which will create jobs, a childcare facility and money for local groups should be supported;
- This will be a first class facility in a first class city;
- The track has a local hiring policy;
- The City has earmarked money from the operating agreement towards greening;
- The neighbourhood will see new jobs, a new childcare facility and a park everyone can be proud of;
- Traffic is congested around the park at times but not all the time;
- Fraser Downs is an example of a successful track operation in a residential area.

Panel Opinion

Ms. Hung said that up to one year ago she was a resident of east Vancouver and she felt that the issues with this application are the proposed use for the site, parking demands and traffic impacts. Although there appears to be enough parking available on-site for the current and proposed uses the neighbours indicate otherwise, which Ms. Hung believes would suggest that on-site parking is not affordable for park patrons. In addition, Ms. Hung noted that some of the lots are quite far from the venue and patrons may have safety concerns.

Ms. Hung said all parking should be provided on-site and residents should not have to deal with increased noise and traffic in their neighbourhood. She believes that condition 1.1 will improve the traffic situation and pedestrian experience from the more distant parking lots. In terms of the underground parking structure, Ms. Hung said she was disappointed that it was not part of this application and would like to see the underground parking provided sooner than the proposed six year timeline. Ultimately, Ms. Hung said the resolution of traffic and parking for the area residents is most important.

Mr. Scott thanked the delegations and noted that this is a difficult application in that there are already traffic and parking issues in the neighbourhood and this application will add to it. Mr. Scott said it is necessary to have a full parking management plan in writing for the community to relate to and participate in. The Board heard a lot from the community regarding traffic and parking and Mr. Scott felt that Lot 9 should have been more in the centre of discussion. He encouraged staff to consider working with the applicant to provide subsidized parking for Lot 9 and concluded that he supports the application and hopes that all of the parties involved can work together to solve the traffic and parking problems within the community.

Mr. Acton said he was impressed with the commitment and passion of the neighbourhood residents. He felt that much of the discussion around traffic and parking solutions seemed to give greater consideration to drivers and vehicles than to the neighbourhood. Although use of Lot 9 may not be the most efficient solution for the Engineering Department, Mr. Acton said that it would be the best solution for the neighbourhood and any interim solution has to be acceptable to the neighbourhood as well as being in line with Council's direction.

In terms of specifics to this application, Mr. Acton said he would recommend bus and taxi drop off happen at Gate 9 rather than Gate 6 to take some of the traffic impact off of Renfrew Street. Mr. Acton also stressed the importance of adequate signage inside and outside of the site.

Mr. Acton said the landscape plan is too vague and he would like to see improvements as it relates to the parking. He would also like to see a delegated body assigned for approval of the plan. Mr. Acton noted his discomfort with the notion of reserved spaces in the proposed daycare for Hastings Park employees and would also like more specific or restrictive wording in condition 1.4 which deals with alcohol being served on the slots floor.

Board Discussion

Ms. Forbes-Roberts thanked the delegations and said this application is one small piece of ongoing plans and visions for the area. Ms. Forbes-Roberts said some aspects of this application deal in part with security for public benefits, provisions for an interim parking and traffic management plan, and monitoring. On that basis she moved approval, subject to all of the conditions in the Development Permit Staff Committee Report with some amendments as well as a number of new conditions, based on what was heard from the community.

Mr. Beasley noted that staff have done an extraordinary job to balance all of the uses on this site and the residents provided articulate advice with respect to their many issues. The resolution at this meeting as put forward by Ms. Forbes-Roberts was a joint effort to sketch out words to respond to the concerns as they were presented by the community and Mr. Beasley believed that the amendments to the conditions recommended by the Staff Committee would go a long way to improving the application.

In terms of underground parking, Mr. Beasley said he heard staff say it will happen via the operating agreement. He would like to see one underground parking structure to open up areas of the park for greening and that has been secured and identified as a continued civic priority.

Mr. Beasley noted that both the public benefits package and process for monitoring by the community have mechanisms to ensure they are secure and staff are committed to involving the community.

It is a Council policy and CityPlan vision to bring the scale and impact of Renfrew Street down and Mr. Beasley said something has to be done about the use of Gates 4, 6 and 7. He said there needs to be a review of parking in the neighbourhood and how it is being enforced with more solutions to resolve the identified problems. He believed there is a way to ensure patrons can have access into and out of the site while minimizing traffic, particularly on Renfrew Street. He suggested using pricing to motivate patrons to use Gate 9 and also said it is essential to get the buses and taxis and other access away from Renfrew Street. Mr. Beasley said the responsibility for handling Renfrew Street, in terms of ultimate design, and Dundas Street, will be part of implementing the CityPlan vision that has been adopted by Council as a priority.

With respect to landscaping, Mr. Beasley noted his concern with the modesty of urban design evaluation that was done in this proposal. He said that landscaping would help to moderate how the parking area affects people living across the street and felt it was important that the revised plan be approved by senior city officials. In terms of public access to the race track's centre oval, Mr. Beasley said there is a condition to ensure there will be interim access now and permanent access in the future.

In terms of other issues, the condition which addresses serving alcohol on the slots floor needs to have stronger language so that it is clear that alcohol will not be associated with gambling.

In conclusion, Mr. Beasley suggested that HEI reach out more to this community to find solutions. Mr. Beasley seconded the motion for approval stating that this development will not happen without addressing the impacts on the neighbourhood.

Mr. Timm said he would also support approval of this application, given the conditions and amendments to the conditions as moved and seconded, noting he concurred with Mr. Beasley's comments. Mr. Timm noted that the amendments made at this meeting have gone a long way to address the residents concerns, particularly moving the bus and taxi access to Gate 9 and encouraging parking to happen on the east side of the site.

Ms. Harvey asked that the amendment to condition 1.1 (b) include Lot 7, 8 & 9 and both Ms. Forbes-Roberts and Mr. Beasley agreed.

Mr. Scobie noted that Ms. Forbes-Roberts attended the Board meeting as an alternate member to Mr. MacGregor, Deputy City Manager, who was excused from the meeting because of ongoing work with the HEI operating agreement.

Mr. Scobie said that he is dismayed to learn that backyard pay parking is still problematic in the neighbourhood, noting that he attended court to defend the backyard pay parking regulations when they were first established. The City won the case and it was hoped the community would begin to respect the by-law limitations. Mr. Scobie acknowledged the frustration felt by area residents and said that the situation is also frustrating from his point of view because the neighbourhood has been let down.

There is still a lot of work to be done on this application and Mr. Scobie recognized the comments made by Ms. Hung and Mr. Timm with regard to the outstanding issues put to this Board to deal with in this application. Mr. Scobie said the Board has done what it can do in furthering what Council expected to be done and has taken it further with the amendments to the conditions.

Lastly, Mr. Scobie said that there are all too frequently occasions where people make comments regarding the professionalism of staff at the City and he wanted it known that Council holds staff of the past and of today in the highest regard and that staff have Mr. Scobie's full confidence.

Motion

It was moved by Ms. Forbes-Roberts and seconded by Mr. Beasley and was the decision of the Board:

THAT the Board APPROVE Development Application No. 409601, subject to the conditions presented in the Development Permit Staff Committee Report dated October 12, 2005, with the following amendments:

Amend 1.1 (b) to read:

a Parking Management Plan (PMP), including *parking pricing and demand management measures* and modifications to parking lots 7, 8 and 9 to facilitate improved access/circulation routes as required by the City and its designate the Pacific National Exhibition to facilitate parking of racetrack slot machine patrons;

and that further measures be taken to absolutely minimize use of Renfrew Street access Gates 6 and 7 effectively to prevent their use by racetrack gaming patrons on a day to day basis acknowledging that gate 4 will get no additional use, consistent with Council advice of October 4, 2005, to the satisfaction of the General Manager of Engineering Services;

Amend the Note to Applicant in 1.1 (b) to add at the end:

The General Manager of Engineering Services and the General Manager of Community Services are requested to review the Residential Permit Parking program and onsite (on property) parking situation with the objective to improve enforcement, as an integral part of the Parking Management Plan (PMP) and in addition the PMP should outline the approach for community input on an ongoing basis as monitoring and adjustments occur.

Delete 1.1 (c) and replace with new 1.1 (c):
accommodating racetrack/casino bus (charter and tour buses) and taxi drop off and loading from Gate 9;

Amend the first sentence of the **Note to Applicant** in 1.1 (f) to read:
Location of the new pedestrian signal to be determined in consultation with the Hastings Park key stakeholders as part of Renfrew Street improvements *also taking into account the location of bus stops that will be introduced as part of the proposed introduction of trolley service.*

Amend the **Note to Applicant** in 1.1 (f) to delete the second to last sentence "Installation to follow Council approval of the new signal as part of the 2006 Annual Traffic Signal Program";

Amend the **Note to Applicant** in 1.3 to read:
The public benefits *and ongoing community input into the monitoring of the benefits as approved by Council on October 4, 2005*, to be secured by legal agreements *and summarized as follows* are:

Amend A.1.6 to read:
provision *and arrangements for implementation* of a landscape plan, *with the applicant to cover all costs thereof, for the access routes and for mitigation of the northwest parking lot, all to the satisfaction of the Director of Planning and the General Manager of Engineering Services;*

Amend the **Note to Applicant** in A.1.6 to add *;and to provide mitigation of impacts on nearby residents of more intensive use of the north west parking lot* after the second reference to the "grandstand building";

Amend A.1.4 to add *(i.e., level one)* after "slots floor".

4. OTHER BUSINESS

None.

There being no further business, the meeting adjourned at 9:00 p.m.

D. Kempton
Assistant to the Board

F. Scobie
Chair