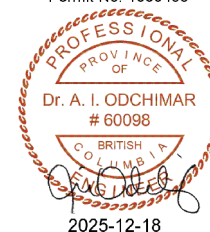




MEMO

DATE: December 18, 2025
 PROJECT NO: 04-25-0115
 PROJECT: Cascades Casino Delta
 SUBJECT: Parking Review Update for Hotel Expansion
 PREPARED BY: Anita Odchimar, P.Eng.
 REVIEWED BY: Daniel Fung, M.Sc., P.Eng.

Permit No. 1000468



1. INTRODUCTION

Meridian Development Corporation (Meridian) has retained Bunt & Associates Engineering Ltd. (Bunt) to update the parking study that was completed for the hotel-casino development located at 6005 Highway (Hwy) 17A in Delta, BC to address a proposed 69-room expansion to the hotel.

Bunt prepared the *Delta Gateway Casino Traffic Impact Study* (March 10, 2018) as part of the rezoning application for this development. Consequently, Bunt prepared a *Shared Parking Review Memorandum* (August 30, 2021, updated October 7, 2021) to provide a rationale supporting the planned vehicle parking supply for the revised development, which had undergone changes in land use densities compared to the 2018 version. The October 2021 memorandum (attached as **Appendix A**) included a review of shared parking opportunities.

The casino-hotel development has since been constructed, and is now anticipating a proposed 69-room hotel expansion from an original 124 rooms. However, the planned high-end restaurant 'Atlas' on the second floor has not yet been constructed, with uncertainty about its future implementation in the development.

2. DEVELOPMENT PLAN

2.1 Land Uses

The development includes a casino, convention center, hotel, buffet, and restaurants, with densities based on the September 2019 project statistics and December 2024 Site Plan for the hotel expansion, attached as **Appendix B**, and summarized in **Table 2.1**. The hotel currently has 124 rooms. The proposal is to expand by 69 rooms, by building 73 new hotel rooms but demolishing 4 existing rooms, resulting in a new total of 193 rooms.

As mentioned, the Atlas Restaurant, which was planned to be located on the second floor of the building, has not been constructed. Table 2.2 also presents the operating hours of the land uses.

Table 2.1: Phases of Development and Parking Supply

LAND USES		DENSITY	
Casino		3,670 sqm	
Convention Centre		556 sqm	
Hotel (existing)		124 rooms	
Hotel (expansion)		69 rooms	
Buffet	116 seats, 40 employees	581.76 sqm ¹	1160.27 sqm ²
Match Restaurant	250 seats, 86 employees	896.24 sqm ¹	
Atlas Restaurant (not built)	236 seats, 81 employees, 733.19 sqm		

¹Including 317.73 sqm kitchen area.

²Combined area when 317.73 sqm shared kitchen area is included.

Table 2.2: Operating Hours

LAND USES	OPERATING HOURS
Casino	Sunday - Thursday 11AM - 12 AM Friday & Saturday 11 AM - 2 AM.
Convention Centre	Hours depend on booking.
Hotel	24 hours
Buffet	Monday - Friday 7 AM - 11 AM Saturday - Sunday 7 AM - 10 AM
Match Restaurant	Sunday - 10 AM - 10 PM Monday - Thursday 11 PM - 10 PM Friday - 11 AM - 1 AM Saturday 10 AM - 1 AM

2.2 Parking Supply

The total number of existing parking stalls on site is 638. To accommodate the hotel expansion, 13 ground-level stalls would need to be demolished, as shown in site plan A100 in **Appendix C**, reducing the total to 625 stalls. Note that the 138 existing stalls indicated in the plan represent only those initially allocated to hotel use, not the total parking supply. Additionally, there is an opportunity to add 82 more ground-level stalls to accommodate increased parking demand if the Atlas Restaurant will be constructed in the future. **Table 2.3** summarizes the changes in the number of parking stalls.

Table 2.3: Existing and Proposed Parking Supply

LOCATION	NUMBER OF PARKING STALLS
Existing	638
Stalls to demolish	- 13
NEW TOTAL	625
Proposed additional stalls when Atlas Restaurant is constructed	+ 82
FUTURE PROPOSED TOTAL	707

3. PARKING REQUIREMENTS

The District of Delta Zoning Bylaw does not specify parking rates for casino use. The city has previously requested additional information to support an appropriate vehicle parking supply rate for this use, which Bunt has provided in the attached October 2021 Shared Parking Review Memo.

Furthermore, the rezoning application for the development was approved prior to the adoption of *Delta Zoning Bylaw No. 7600 (2017)*. As a result, parking rates from *Delta Zoning Bylaw No. 2750 (1977)* were used in the previous Traffic Study and Shared Parking Review Memo. In this memorandum, we demonstrate the parking requirements calculated under both bylaws, as it is prudent to consider the recent bylaw.

3.1 Casino Rates

Following the District’s request for additional information to support an appropriate vehicle parking supply rate for casino use, Bunt obtained casino parking demand rates from its in-house database and from another casino development by Gateway Casinos & Entertainment Ltd. (Gateway), the operator of Cascades Delta Casino. The methodology used to obtain these parking rates is detailed in Bunt’s October 2021 Memo, attached as Appendix A.

From its in-house database, Bunt retrieved parking demand data for Hard Rock Casino, Coquitlam, a project Bunt completed in 2016. This site was considered an appropriate comparison due to its proximity to a key highway interchange and its distance from the Frequent Transit Network (FTN) and SkyTrain network. Moreover, Gateway provided data that they collected in 2021 for an existing Cascades Casino site in Kamloops, which shares similar size and accessibility characteristics with Cascades Delta. **Table 3.1** presents the weekday and weekend parking demand rates derived from these two sites.

Table 3.1: Parking Demand Rates of Comparable Casinos

CASINO NAME/LOCATION	PEAK PARKING DEMAND RATE	
	WEEKDAY	WEEKEND
Hard Rock Casino, Coquitlam (2016)	1 space per 18.1 sqm GFA	1 space per 22.0 sqm GFA
Cascade Casino, Kamloops (2021)	1 space per 16.8 sqm GFA	1 space per 17.6 sqm GFA

The parking rates of Cascade Casino in Kamloops are more conservative; thus, these rates are used in the minimum bylaw parking calculations.

3.2 1977 Bylaw Parking Requirements

Table 3.2 summarizes the parking requirements based on the 1977 bylaw rates, except for casino use, where rates from the comparable development were applied. Noting from Table 2.2 that the buffet and Match Restaurant do not open at the same time, we use the higher minimum parking requirement for Match Restaurant in calculating the total.

Table 3.2: 1977 Bylaw Minimum Parking Requirements

LAND USES	DENSITY	BYLAW SOURCE	RATE	MIN SUPPLY REQUIREMENT
Casino	3,670 sqm	-	1 space per 16.8 sqm GFA (weekday) & 17.6 sqm (weekend) Cascade Casino, Kamloops rates	218 (weekday) 209 (weekend)
Convention Centre	556 sqm	Public Assembly	1 space per 19 sqm of floor area	29
Hotel	193 rooms (124 rooms existing + 69 new rooms)	Hotel	1 space per room	193
Buffet ¹	116 seats, 40 employees	Eating and Drinking Establishments	1 space per 6 seats + 1 space per employee	(59) ¹
Match Restaurant	250 seats, 86 employees			128
Atlas Restaurant (not built)	236 seats, 81 employees			120
TOTAL WITHOUT ATLAS RESTAURANT				568¹
TOTAL WITH ATLAS RESTAURANT				688¹

¹Total values were calculated using casino use's weekday minimum supply requirement and without the buffet's minimum supply requirement.

With the hotel expansion, the total calculated minimum parking requirement is 568 stalls, which can be accommodated by the on-site supply of 625 parking stalls. If the Atlas Restaurant is built, the entire development will require 688 parking stalls, which can be accommodated by the proposed future supply of 707 stalls. These calculations have not assumed the sharing of parking between uses.

3.3 2017 Bylaw Parking Requirements

Table 3.3 summarizes the parking requirements based on the 2017 bylaw rates, except for casino use, where rates from the comparable development were applied. Similar to the 1977 Bylaw parking requirements calculation, we use the higher minimum parking requirement for Match Restaurant in calculating the total.

Table 3.3: 2017 Bylaw Minimum Parking Requirements

LAND USES	DENSITY	BYLAW SOURCE	RATE	MIN. SUPPLY REQUIREMENT
Casino	3,670 sqm	-	1 space per 16.8 sqm GFA (weekday) and 17.6 sqm (weekend) Cascade Casino, Kamloops rates	218 (weekday) ¹ 209 (weekend)
Convention Centre	556 sqm	Assembly hall	10 spaces per 100 sqm of gross leasable floor area	56
Hotel	193 rooms (124 rooms existing + 69 new rooms)	Hotel	1 space per tourist accommodation unit	193
Buffet	581.76 sqm			(58) ¹

Match Restaurant	896.24 sqm	Eating and Drinking Establishments	10 spaces per 100 sqm of gross leasable floor area	90
Atlas Restaurant (not built)	733.19 sqm			73
TOTAL WITHOUT ATLAS RESTAURANT				557'
TOTAL WITH ATLAS RESTAURANT				630'

¹Total values were calculated using casino use's weekday minimum supply requirement and without the buffet's minimum supply requirement.

The minimum parking requirements with the hotel expansion and with the Atlas restaurant built are 557 and 630 stalls, respectively, both of which can be supported by the existing 625 parking stalls and the proposed future supply of 707 parking stalls. These calculations have not assumed the sharing of parking between uses.

3.4 Shared Parking Analysis

We performed the same shared parking analysis as outlined in the October 2021 Memo, using occupancy ratios for typical weekends and weekdays derived from Section 8.4.3 of the 2017 Zoning Bylaw and the 2011–2012 average daily occupancy profile of another casino in Gateway's portfolio, as summarized in **Table 3.4**. Note that the percentage of peak parking demand conservatively used for the buffet is 100%, given that it is only open in the mornings.

Table 3.4: Shared Parking Occupancy Ratios

PROPOSED USE	DELTA SHARED PARKING CATEGORY	WEEKDAY			WEEKEND		
		0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	Bunt Data	84%	100%	59%	53%	96%	77%
Convention Centre	Assembly, civic, or cultural	10%	5%	5%	100%	50%	5%
Hotel	Hotel or motel	70%	100%	100%	70%	100%	100%
Buffet	Based on opening hours	100%	-*	-*	100%	-*	-*
Match Restaurant	Restaurant, coffee shop, liquor primary establishment, or brew pub	70%	100%	10%	70%	100%	100%
Atlas Restaurant		70%	100%	10%	70%	100%	100%

*The buffet is not open during these time periods.

The ratios in Table 3.4 were applied to the forecast weekday and weekend supply requirements outlined in Tables 3.2 and 3.3. The resulting shared parking demand for both a typical weekday and weekend, calculated using the 1977 and 2017 Bylaw rates, is presented in **Tables 3.5** and **3.6**, respectively. While we acknowledge that the proposed parking supply exceeds the 2017 Bylaw parking requirements, we have included the projected parking demand to demonstrate the effects of shared parking between land uses.

Table 3.5: Shared Parking Demand using 1977 Bylaw Rates

PROPOSED USE	SUPPLY REQUIREMENT		WEEKDAY			WEEKEND		
	WEEKDAY	WEEKEND	0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	218	209	184	217	171	105	201	197
Convention Centre	29		3	1	1	29	15	1
Hotel (with expansion)	193		135	193	193	135	193	193
Buffet ¹	59		(59)	0	0	(59)	0	0
Match Restaurant	128		90	128	13	90	128	128
Atlas Restaurant	120		84	120	12	84	120	120
MAXIMUM SHARED PARKING DEMAND WITHOUT ATLAS RESTAURANT			412	539	378	359	537	520
MAXIMUM SHARED PARKING DEMAND WITH ATLAS RESTAURANT			496	659	390	443	657	640

¹The buffet is not included in the total, as this is not open when Match Restaurant (which has higher parking demand) is open.

Table 3.6: Shared Parking Demand using 2017 Bylaw Rates

PROPOSED USE	SUPPLY REQUIREMENT		WEEKDAY			WEEKEND		
	WEEKDAY	WEEKEND	0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	218	209	184	217	171	109	210	206
Convention Centre	56		6	3	3	56	28	3
Hotel (with expansion)	193		135	193	193	135	193	193
Buffet ¹	58		(58)	0	0	(58)	0	0
Match Restaurant	90		63	90	9	63	90	90
Atlas Restaurant	73		51	73	7	51	73	73
MAXIMUM SHARED PARKING DEMAND WITHOUT ATLAS RESTAURANT			388	503	376	363	521	492
MAXIMUM SHARED PARKING DEMAND WITH ATLAS RESTAURANT			439	576	383	415	594	565

¹The buffet is not included in the total, as this is not open when Match Restaurant (which has higher parking demand) is open.

When using the 1977 Bylaw rates, the maximum shared parking demand associated with the existing development and the proposed hotel expansion occurs on a weekday between 17:00 and midnight, with a demand for 539 spaces. The parking supply of 625 spaces exceeds this shared parking demand by 86 spaces. If the Atlas restaurant is built, the maximum shared parking demand would increase to 659 spaces, which the proposed future parking supply of 707 spaces would be able to accommodate with a surplus of 48 spaces.

Under the 2017 Bylaw rates, the maximum shared parking demand is 521 spaces (existing development with hotel expansion) and 594spaces (with Atlas restaurant), occurring on a weekend between 17:00 and midnight. The existing supply of 625 spaces corresponds to a 104-parking space excess with the hotel expansion and 31 spaces with Atlas Restaurant.

4. SUMMARY

Meridian has retained Bunt to update the vehicle parking requirements review for the hotel-casino development at 6005 Hwy 17A in Delta, BC to accommodate the proposed 69-room hotel expansion that will increase the total hotel rooms from 124 to 193. While most planned uses in the development have been constructed and operational, the high-end restaurant Atlas has not yet been constructed, and its future implementation is uncertain.

The existing parking supply on site is 638 spaces. To accommodate the additional hotel rooms, 13 of the existing parking spaces will be demolished, reducing the parking supply to 625 spaces. There is an opportunity to build an additional 82 parking spaces at ground level to accommodate increased parking requirements when Atlas Restaurant will be built, increasing the parking supply to 707 spaces.

We analyzed parking requirements using the 1977 and 2017 Bylaw rates, rates from comparable casino developments, and shared parking opportunities. Key findings include:

- Bunt derived casino parking rates from two comparable developments based on size and accessibility. The more conservative rates from Cascades Casino Kamloops-1 space per 16.8 sqm GFA on weekdays and 1 space per 17.6 sqm GFA on weekends-were used in the analysis.
- With the hotel expansion, the total minimum parking requirements calculated using the 1977 Bylaw rates are 568 spaces, and using the 2017 Bylaw rates are 557 spaces. Both requirements can be supported by the existing parking supply of 625 spaces.
- Lower parking demands are projected when shared parking between uses is considered. The shared parking demands with the hotel expansion are 539 spaces under the 1977 Bylaw and 521 spaces under the 2017 Bylaw, both can be supported by the existing 625 parking spaces.
- The shared parking demand when Atlas Restaurant is built is 659 spaces under the 1977 Bylaw, which can be supported by the proposed future parking supply of 707 spaces, and 594 spaces under the 2017 Bylaw, which can be supported by the existing 625 parking spaces.

Based on the findings, the existing 625-stall parking supply can accommodate both the existing development's parking demands and the additional requirements from the proposed 69-room hotel expansion.

APPENDIX A

Bunt's October 2021 Memo



MEMO

DATE: October 7, 2021
PROJECT NO: 04-21-0336
PROJECT: **Cascades Casino Delta**
SUBJECT: **Shared Parking Review**

PREPARED BY: Luke Kenny, B.Sc.
REVIEWED BY: Daniel Fung, M.Sc., P.Eng.

1. INTRODUCTION

Gateway Casino & Entertainment Limited (Gateway) has retained Bunt & Associates Engineering Ltd. (Bunt) to complete a review of the vehicle parking requirements for a proposed hotel-casino development located at 6005 Highway (Hwy) 17A in Delta, BC.

Bunt prepared the *Delta Gateway Casino Traffic Impact Study* (March 10, 2018) as part of the rezoning application for this development. The scheme has since been revised to include a change in the form of development (including a reduced interim parking supply of 650 spaces) which will be delivered in three phases as follows:

- Phase 1 (Short Term): Casino, convention centre, buffet + 'Match' restaurant
- Phase 2 (Interim): Phase 1 + 124-room hotel
- Phase 3 (Ultimate): Phase 2 + 'Atlas' restaurant

Ultimately, the hotel-casino would provide 801 parking spaces (= 650 Ground Level + 151 Level 1).

This memorandum provides a rationale to support the planned vehicle parking supply for each phase of the development and includes a review of shared parking opportunities. This memorandum has been updated from a previous iteration following a meeting held with the City of Delta on September 16, 2021, where City staff requested supplementary information to support the proposed casino parking supply rates.

2. VEHICLE PARKING

As this is an update to a rezoning application approved prior to adoption of *Delta Zoning Bylaw No. 7600 (2017)*, parking rates from *Delta Zoning Bylaw No. 2750 (1977)* have been used to calculate the vehicle parking requirements for the proposed development.

The exception to this is the planned supply rate for the proposed casino use. The City has requested additional information to support an appropriate vehicle parking supply rate for this use, and a rationale provided by Bunt is outlined as follows.

2.1 Vehicle Parking Supply Rate – Casino Use

Bunt previously applied the ‘Assembly’ use vehicle parking supply rates for the purposes of calculating the required minimum parking supply for the proposed casino use. These were extracted from *Delta Zoning Bylaw No. 2750 (1977)* and were considered appropriate given that this land use category was defined as follows:

‘Places of public assembly including private clubs, lodges and fraternal buildings, not providing overnight accommodation, “Assembly Halls”, auditoriums, dance halls, sports arenas, stadiums, churches, establishments of religious organizations, community centres, theatres, undertakers’ establishments, and all other places of public assembly not specifically subject to Off Street Parking Requirements in this Part’

The supply rate for this use was: *‘1 for each 10 fixed seats provided OR 1 for each 19 square metres of ‘Floor Area’ used or intended to be used by the public as customers, patrons or clients, whichever requires the greater number of ‘Parking Spaces’.* As the number of fixed seats was unknown, the floor area rate was used, i.e., 1 space for each 19 sqm of floor area.

The City has since suggested that this rate is not appropriate for the planned casino use. In response, Bunt has reviewed our in-house database of historic peak parking demand data, which includes survey data collected for casino uses within Metro Vancouver. Following a review of the database, parking demand data for one site was obtained. The relevant information is summarized below in **Table 2.1**.

Table 2.1: Bunt Parking Demand Data – Casino Uses

SITE	CHARACTERISTICS	ON-SITE PEAK WEEKDAY PARKING DEMAND		ON-SITE PEAK WEEKEND PARKING DEMAND	
		OCCUPIED SPACES	SPACES / 100 SQM GFA	OCCUPIED SPACES	SPACES / 1000 SQM GFA
Hard Rock Casino, Coquitlam	<ul style="list-style-type: none"> Gross Floor Area: 17,094 sqm Distance to SkyTrain > 800m Not on the Frequent Transit Network (FTN) Parking supply: 1,855 spaces 	942	5.51	778	4.55

The Hard Rock Casino is considered an appropriate comparison and would be reflective of the anticipated parking demand associated with the proposed development. It is located close to a key highway interchange and is distant from the FTN and SkyTrain network.

The observed peak parking demand for the site, which was surveyed on October 14th and 15th, 2016, is 5.51 occupied parking spaces per 100 sqm on a weekday and 4.55 occupied spaces per 100 sqm on a weekend.

Compared with the previously applied rate of 1 space per 19 sqm GFA, these observed peak demand rates equate to 1 space per 18.1 sqm GFA on a weekday and 1 space per 22.0 sqm GFA on a weekend. These rates have been applied in the subsequent analysis.

2.2 Total Planned Vehicle Parking Supply

For the remaining land uses, parking rates from *Delta Zoning Bylaw No. 2750 (1977)* have been used to calculate the vehicle parking requirements for the proposed development. These Zoning Bylaw rates, Bunt in-house casino peak parking demand rates, and land use densities provided by Gateway are outlined in **Table 2.2**.

Table 2.2: Vehicle Parking Requirements

LAND USE	DENSITY	BLYAW SOURCE	BLYAW RATE	SUPPLY REQUIREMENT	
				WEEKDAY	WEEKEND
Casino	3,670 sqm	Bunt Rationale	1 space per 18.1 sqm GFA (weekday) 1 space per 22.0 sqm GFA (weekend)	202	167
Convention Centre	556 sqm	Public Assembly	1 space per 19 sqm of floor area	30	30
Hotel	124 rooms	Hotels	1 space per room	124	124
Buffet (Food & Beverage)	116 seats	Eating and Drinking Establishments	1 space per 6 seats	19	19
	40 employees		1 space per employee	40	40
'Match' Restaurant (Food & Beverage)	250 seats		1 space per 6 seats	42	42
	86 employees		1 space per employee	86	86
'Atlas' Restaurant (Food & Beverage)	236 seats		1 space per 6 seats	39	39
	81 employees		1 space per employee	81	81
TOTAL				663	628

2.3 Shared Parking Analysis

Outlined within the *Delta Zoning Bylaw No. 7600 (2017)*, the City may permit required parking spaces non-residential uses to be shared (section 8.4.3). Bunt has completed a review of shared parking opportunities, which is discussed below.

Occupancy ratios for a typical weekend and weekday were taken from Section 8.4.3 of the Zoning Bylaw with the exception of occupancy ratios for the proposed casino use. In this case, headcount data for the entirety of 2011 and 2012 was provided by Gateway for another casino in their portfolio. This allowed an average daily occupancy profile to be forecast for the proposed casino use. Although this headcount data reflected person trips arriving/departing a casino, it is considered to be a reliable estimate of vehicle parking demand in lieu of better approximators provided within the City's own shared parking profiles.

It should be noted that the parking occupancy derived for the casino use is worst-case as the ratios are calculated as percentage of the maximum observed occupancy, rather than the actual parking supply.

Table 2.3: Shared Parking Occupancy Ratios

PROPOSED USE	DELTA SHARED PARKING CATEGORY	WEEKDAY			WEEKEND		
		0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	Bunt Data	84%	100%	59%	53%	96%	77%
Convention Centre	Assembly, civic, or cultural	10%	5%	5%	100%	50%	5%
Hotel	Hotel or motel	70%	100%	100%	70%	100%	100%
Buffet	Restaurant, coffee shop, liquor primary establishment, or brew pub	70%	100%	10%	70%	100%	100%
Match Restaurant		70%	100%	10%	70%	100%	100%
Atlas Restaurant		70%	100%	10%	70%	100%	100%

The ratios in Table 2.3 were then applied to the forecast weekday and weekend supply requirements outlined previously in Table 2.2. The resulting shared parking demand for both a typical weekday and weekend is presented in **Table 2.4**.

Table 2.4: Shared Parking Demand

PROPOSED USE	SUPPLY REQUIREMENT		WEEKDAY			WEEKEND		
	WEEKDAY	WEEKEND	0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	202	167	171	201	119	88	161	128
Convention Centre	30	30	3	2	2	30	15	2
Hotel	124	124	87	124	124	87	124	124
Buffet	59	59	41	59	6	41	59	59
Match Restaurant	128	128	90	128	13	90	128	128
Atlas Restaurant	120	120	84	120	12	84	120	120
MAX. SHARED PARKING DEMAND			475	634	275	420	607	561

The maximum shared parking demand associated with the proposed development would be 634 spaces, occurring on a weekday between 17:00 and Midnight. Compared with the supply requirement of 663 spaces outlined in Table 2.2, shared parking principles would allow for a reduction of 29 spaces.

Importantly, this maximum shared parking demand also falls short of the interim parking supply of 650 spaces. A supply of 650 spaces delivered during Phase 1 of the development would represent an excess of 16 spaces when compared with the maximum shared parking demand at full build-out at the end of Phase 3.

3. COMPARABLE GATEWAY SITE

Gateway have provided data for the existing Cascade Casino site in Kamloops, which the applicant has indicated is similar in size and accessibility to the proposed development in Delta. For reference, the Kamloops site is located towards the outskirts of the City, adjacent to a key interchange with the Trans-Canada Highway (Highway 1).

In addition to a casino, the Kamloops site also benefits from a similar food & beverage offering with an Atlas Restaurant, Match Restaurant, and Buffet all provided. Unlike the Delta site, a hotel and convention centre were not provided. A comparison of the key statistics between the two Gateway sites is provided below.

Table 3.1: Comparison of Gateway Sites - Delta & Kamloops

PROPOSED USE	DENSITY	
	DELTA	KAMLOOPS
Atlas Restaurant	236 seats	191 seats
Match Restaurant	250 seats	348 seats
Buffet	116 seats	119 seats
Food & Beverage (Sub-Total)	602 seats	658 seats
Casino	3,670 sqm	1,665 sqm
Hotel	124 rooms	-
Convention Centre	556 sqm	-

In addition to the above, Gateway also confirmed the peak parking demand for the Kamloops site, as listed below. It should be noted that this data was collected by Gateway.

- Weekday - 250 occupied spaces
- Weekend - 275 occupied spaces

Using a number of assumptions, the parking demand associated with the Kamloops casino use has been estimated for the weekday and weekend, respectively.

3.1 Estimated Casino Parking Demand

3.1.1 Weekday

It has already been established that the weekday peak shared parking demand for the proposed development would result in 634 occupied spaces (see Table 2.4). At this time, the casino and restaurant uses combined would generate a demand for 508 spaces; 201 spaces associated with the casino use (40%) and 307 spaces associated with the restaurant uses (60%).

If these ratios are applied to the Kamloops peak parking demand (250 occupied spaces), it is possible to estimate the separation of this observed peak parking demand between restaurant and casino uses. Please note, minor rounding differences do not affect end calculations.

- Casino observed demand (estimate) - 250 x 40% = 99 occupied spaces
- Restaurants observed demand (estimate) - 250 x 60% = 151 occupied spaces

With a casino GFA of 1,665 sqm, 99 occupied spaces equate to a peak parking demand of 5.95 spaces per 100 sqm, or 1 space per 16.8 sqm.

3.1.2 Weekend

The same exercise was performed using the weekend data, noting that the casino and restaurant uses would generate a combined demand for 468 spaces; 161 spaces associated with the casino use (34%) and 307 spaces associated with the restaurant uses (66%).

Applying the same methodology results in the following:

- Casino observed demand (estimate) - 275 x 34% = 95 occupied spaces
- Restaurants observed demand (estimate) - 275 x 66% = 165 occupied spaces

With a casino GFA of 1,665 sqm, 95 occupied spaces equate to a peak parking demand of 5.68 spaces per 100 sqm, or 1 space per 17.6 sqm.

3.2 Shared Parking Demand – Based on Comparable Kamloops Site

The weekday and weekend peak parking demand rates derived from the Kamloops site have been substituted into the previously completed shared parking analysis to provide a further, conservative assessment.

The occupancy ratios previously outlined in Table 2.3 were applied to the updated supply requirements, which were recalculated using the casino peak parking demand rates derived from the Kamloops data of 1 space per 16.8 sqm (weekday) and 1 space per 17.6 sqm (weekend). This results in a baseline supply requirement of 679 spaces on a weekday and 669 spaces on a weekend. The resulting shared parking demand for both a typical weekday and weekend based on this updated analysis is presented in **Table 3.2**.

Table 3.2: Shared Parking Demand

PROPOSED USE	SUPPLY REQUIREMENT		WEEKDAY			WEEKEND		
	WEEKDAY (679 SPACES)	WEEKEND (669 SPACES)	0800-1700	1700-0000	0000-0800	0800-1700	1700-0000	0000-0800
Casino	218	208	184	217	129	110	201	160
Convention Centre	30	30	3	2	2	30	15	2
Hotel	124	124	87	124	124	87	124	124
Buffet	59	59	41	59	6	41	59	59
Match Restaurant	128	128	90	128	13	90	128	128
Atlas Restaurant	120	120	84	120	12	84	120	120
MAX. SHARED PARKING DEMAND			489	650	285	441	647	593

The maximum shared parking demand associated with the proposed development would be 650 spaces, once again occurring on a weekday between 17:00 and Midnight. Compared with the supply requirement of 679 spaces on a weekday, shared parking principles would allow for a reduction of 29 spaces.

Importantly, this maximum shared parking demand meets, but does not exceed, the interim parking interim parking supply (650 spaces).

4. SUMMARY

Gateway has retained Bunt to complete a review of the vehicle parking requirements for a proposed hotel-casino development located at 6005 Hwy 17A in Delta, BC. The latest scheme includes a change in the form of development (including a reduced interim parking supply of 650 spaces) which will be delivered in three phases.

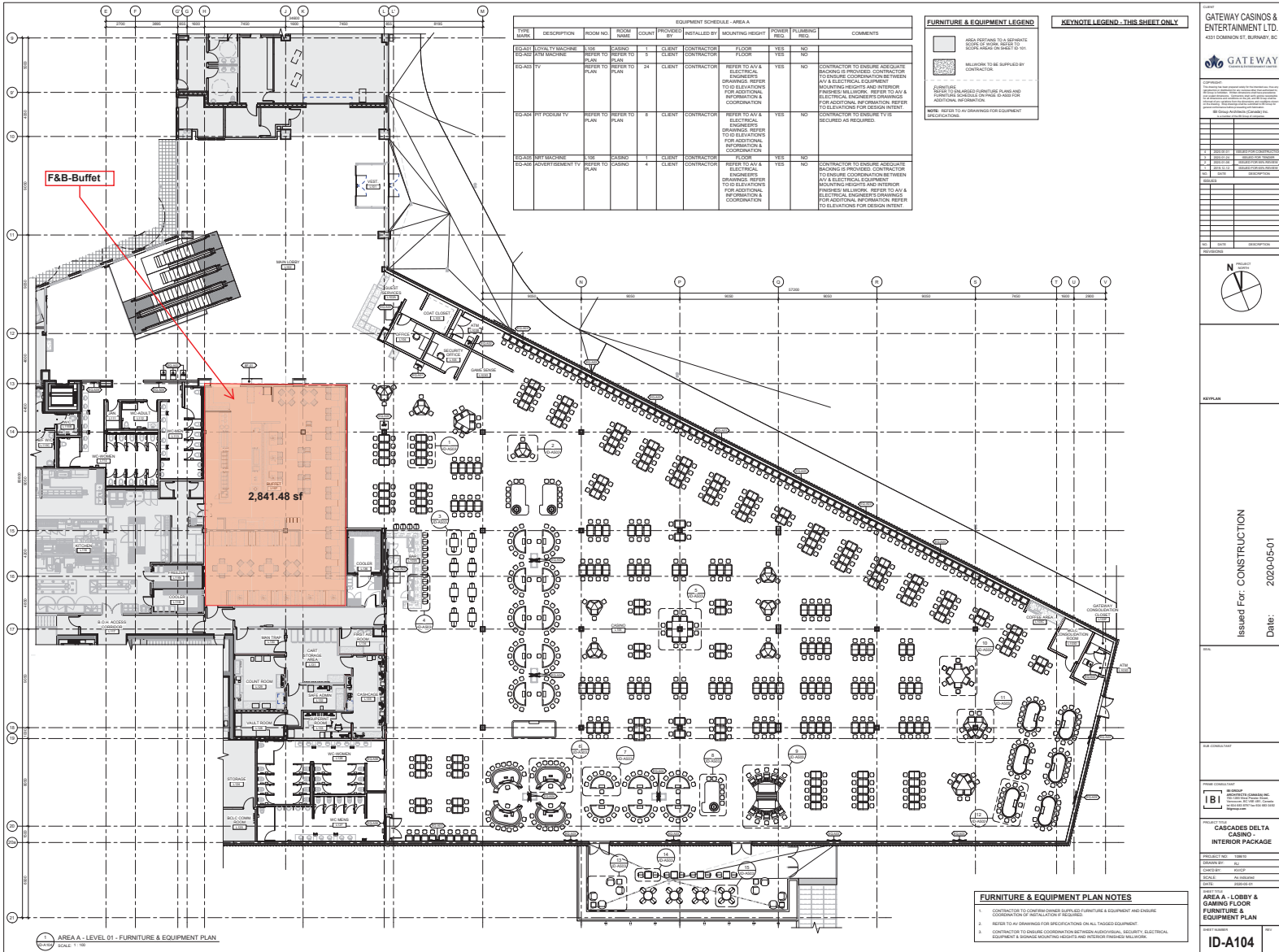
This memorandum provides a rationale to support the planned vehicle parking supply for each phase of the development and includes a review of shared parking opportunities. Key findings and insights include:

- Bunt has provided supplementary information to support a peak parking demand rate for the proposed casino use of 1 space per 18.1 sqm GFA on a weekday and 1 space per 22.0 sqm GFA on a weekend. These rates were obtained from surveys completed during 2016 at the Hard Rock Casino in Coquitlam; a site with similar accessibility characteristics when compared to the proposed project at Delta.
- Baseline calculations based on the vehicle parking requirements set out in *Zoning Bylaw No. 2750 (1977)* and the casino rates derived from historic Bunt data show a requirement for 663 spaces on a weekday and 628 spaces on a weekend.
- Following shared parking principles, the maximum shared parking demand would be 634 spaces, occurring on a weekday between 17:00 and Midnight. Compared with the supply requirement of 663 spaces, this would allow for a reduction of 29 spaces.
- This maximum shared parking demand also falls short of the interim parking supply of 650 spaces. A supply of 650 spaces delivered during Phase 1 of the development would represent an excess of 16 spaces when compared with the maximum shared parking demand at full build-out at the end of Phase 3.
- Data obtained for another Gateway site located in Kamloops, which includes similar casino and food & beverage offerings, allowed for an alternative estimate to be calculated for the maximum shared parking demand. Using conservative rates for the casino peak parking demand of 1 space per 16.8 sqm (weekday) and 1 space per 17.6 sqm (weekend) would result

in an uplift in the baseline supply requirement to 679 spaces on a weekday and 669 spaces on a weekend. Following the same shared parking methodology, the maximum shared parking demand would be 650 spaces. Importantly, this maximum shared parking demand meets, but does not exceed, the interim parking interim parking supply (650 spaces).

APPENDIX B

Site Plans



GATEWAY CASINOS & ENTERTAINMENT LTD.
4071 DOWNSVIEW ST., SUITE 101, SUDBURY, ON

GATEWAY
Casinos & Entertainment Ltd.

PROJECT INFORMATION

PROJECT NO.	2020-05-01
CLIENT	GATEWAY CASINOS & ENTERTAINMENT LTD.
DESIGNER	IBI GROUP INC.
DATE	2020-05-01

ISSUED FOR: CONSTRUCTION
Date: 2020-05-01

CASCADES DELTA CASINO
INTERIOR PACKAGE

IBI GROUP INC.
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AREA A - LOBBY & GAMING FLOOR FURNITURE & EQUIPMENT PLAN
ID-A104

