

## **Traffic, Parking & Access Summary**

" *Traffic, Parking and Access Study, Hastings Park/PNE*", ND Lea Consultants Limited (April 2004) was commissioned as part of the Hastings Park/PNE visioning process to examine issues of loading, transit, pedestrian and bicycle uses for all proposed future uses described in the 4 Approaches under review including the possible introduction of slot machines at the racetrack.

### **Parking:**

Currently, there are approximately 3,500 parking spaces available on City property associated with Hastings Park. This includes approximately 2,900 spaces in the various parking lots controlled by the PNE, a further 244 in the lot at Hastings and Renfrew plus an additional 300 spaces along roadways on the site.

On June 22<sup>nd</sup> Council approved exploration of a modified Approach 3 and 4. The on site parking demand from all uses (excluding slot machines) is 3,250 parking spaces. The estimated supply of surface parking would be 2,100 stalls, leaving a shortfall of 1,150 spaces recommended to be accommodated in an underground parking structure.

The parking engineering consultant has estimated that the addition of 600 slot machines would require a further 250 parking stalls, requiring an underground parking structure with a capacity for 1,400 cars.

The recommended location for underground parking is the northwest corner under the racetrack and/or existing northwest parking lots.

### **Traffic:**

The consultants measured traffic volumes for the major intersections in the study area and confirmed that the Hastings/Renfrew and Hastings/McGill intersections are currently over capacity.

The possible introduction of slot machines at the racetrack will add an additional 611,750 visits to the site per year. The proposed operating hours mean that traffic will be spread out over an extended period of time including late night hours. While traffic volume may not be of concern at that time of day, it would be important to ensure that traffic was directed away from the residential streets to minimize any impacts on the neighbourhood.

Estimated slots traffic ranges from a low of 33 cars per hour (6am) to a high of 307 cars per hour (6pm). This represents a range of 0.4% to 15.2% of the current traffic on McGill Street. The consultant found that the slot machine impacts were relatively small when compared to the variations in peak hour volumes experienced on a daily basis, but the traffic volume increases do exacerbate an existing capacity issue.

### **Access:**

Taxi, transit and pedestrians would access the grandstand, as they do now, from Renfrew Street.