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# MEMORANDUM

Date: February 5, 2009

To: Sandy City

From: Ryan Hales, PE, PTOE, AICP

**Subject: Rio Tinto Stadium – Temporary Off-Site Event Parking**

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This memorandum addresses the Rio Tinto Stadium – Temporary Off-Site Event Parking and correlates to the proposed Sandy City Land Development Code, Off-Street Parking Standards ordinance amendments (Code #15-06-05, Section B - General Provisions, proposed item *5 with subsections a) through n)*.

***5. <u>Temporary Off-Site Event Parking</u>. Temporary off-site parking for events may be allowed after review and approval of a parking and access management plan by the Planning Commission at a public meeting. Temporary parking is parking established for a fixed period of time with the intent to discontinue such parking upon the expiration of the time period. An occasional event with an expected attendance of less than five hundred (500) persons or if the event does not occur more than once a year shall not be subject to the requirements of this Section.***

***The applicant will be responsible to make provisions for on- and off-site parking, safe pedestrian routes to and from the off-site parking, transportation to and from off-site locations beyond a 5,000 foot (approximately 15-minutes) walking route, entry and exiting methods, temporary or permanent traffic control methods, and restricting parking in identified areas.***

***The parking and access management plan must be approved prior to the issuance of a temporary use permit, business license, or certificate of occupancy required for the event, project, or use. Upon approval, the parking and access management plan shall be available for public inspection. All approved updates of a parking and access management plan shall be available for public inspection.***

***The applicant may be responsible to post a guarantee for improvements and implementation of various components of the parking and access management plan.***

Rio Tinto Stadium Parking Management Plan

a. *Determine the total number of parking spaces required based upon the land use category less any anticipated mass transit projection, which may be limited to 15% of the total number of required parking spaces unless greater mass transit use is demonstrated.*

**Total Required Parking: 5,625 total parking spaces.**

| | |
|---|---|
| Concert[1]: | 25,000 attendees |
| (-) Mass Transit riders: | 2,500 attendees (10% of attendees)[2] |
| | 22,500 attendees will drive to stadium |

A concert event is most similar to theater or concert hall which requires a parking ratio of 1 space per 4 seats.

22,500 attendees / 4 seats per vehicle = 5,625 spaces

b. *Establish the minimum number of on-site spaces that are required. Specify the number of those on-site spaces that will be reserved for or utilized by employees, VIP's, buses, media, etc.*

**656 spaces required on-site** (minimum), see attached Site Plan / On Site parking – Figure 1.

West Stadium Lot = 414 stalls
South Stadium Lot = 217 stalls
Stadium Loading Docks = 25 stalls for players / coaches, plus visiting team bus
Ardell Brown Lot north of stadium = 300 stalls
**Total = 956 stalls**

Employees and staff personnel will be encouraged to ride mass transit or to use the shuttle route provided by Rio Tinto Stadium. Off-site stadium employee parking will be located at the Copper View Elementary (137 spaces). It is anticipated that shuttle routes will begin operation two hours before game time and continue until two hours after the event is over for employees, see Figure 2.

c. *Establish the minimum number of off-site spaces, if any, that are required within a 1,650 foot[3] (approximately 5-minutes) walking route of the site.*

**748 additional spaces acquired** (minimum) within a 5-minute walking route to the concourse area.

Helm Properties & Canyon Transportation = 748 stalls (see Figure 3)

d. *Establish the minimum number of off-site parking spaces, if any, that are required within a 5,000 foot[4] (approximately 15-minutes) walking route of the site.*

**4,312 additional spaces acquired / available** within a 15-minute walking route to the concourse area.

| | |
|---|---|
| Sandy City Business Park (90th South / State Street) = | 300 stalls |
| Jordan Commons = | 372 stalls |
| STEC parking = | 1,000 stalls |
| Sandy City Hall = | 416 stalls |
| U of U Building = | 148 stalls |
| UTA Sandy Civic Center TRAX station = | 1,188 stalls |
| UTA Historic Sandy TRAX station = | 261 stalls |
| Jordan High School = | 250 stalls |
| Jordan School District Office = | 302 stalls |
| UDOT Park and Ride Lot (90th South) = | 75 stalls |

**Total = 4,312 stalls** (see Figure 4)

e. *Establish the minimum number of off-site parking spaces, if any that are required beyond the 5,000-foot (approximately 15-minutes) walking route of the site.*

| | |
|---|---|
| Auxiliary Services Building = | 837 stalls |
| Copper View Elementary = | 137 stalls |
| South Town Mall = | 125 stalls |

**Total = 1,099 stalls** (see Figure 4)

f. *Identify all off-site parking sites potentially available to be used for c, d and e above. Identify methods that the applicant will provide for safe pedestrian routes to and from the parking sites satisfying criteria c and d, above, e.g. wider sidewalks, trails, bridges, permanent or temporary traffic control devices, individuals directing traffic, etc. and methods to provide transportation to and from those sites satisfying criterion e, above, e.g. TRAX, UTA buses, shuttle buses, etc. and provide a timeline for the implementation of the identified*

*methods. Each potential off-site parking location shall conform to the parking area development and maintenance requirements in this Section.*

Figure 3 will show the off-site parking supply within a 5-minute walk route. Figure 4 will identify the off-site parking within a 15-minute walk route, and Figure 2 will show the potential shuttle route to the parking areas beyond the 15-minute walk routes.

The following methods have been identified for implementation:

1. UDOT with their State Street road widening paved the park strip area between 9000 South and Town Ridge Parkway on the west side of the road, which provides an effective walking sidewalk width of 8-feet
2. Master plan sidewalk widening projects
3. Sandy City is currently working with the canal companies to extend a trail along the eastern most canal for pedestrian use
4. A pedestrian bridge has been constructed on the northeast corner of the stadium
5. Temporary traffic control devices
    a. Pedestrian Scramble Phases at the 9400 South / State Street intersection – used during the game out-loading
    b. Barriers used to control pedestrians for in-load and out-load of the stadium
6. Crowd control officers – Officers were used at the 9400 South / State Street traffic signal, 9400 South / Stadium Ring Road, 9400 South / Monroe Street and at the 9200 South (stadium ring road) / State Street intersections. Other officers will likely be used within and around the stadium to control crowds.

g. *Identify neighborhoods and other areas that will specifically not be allowed to be part of the calculation of available parking spaces or will be subject to parking restrictions during the event. Identify measures that the applicant will implement to prevent parking within restricted areas, e.g. signage, security personnel, proposed new parking regulations, etc. and provide a timeline for the implementation of the identified methods.*

Figure 5 identifies the neighborhoods and other areas that have been excluded from the parking calculations.

The following measures can be used to prevent parking within the restricted neighborhoods beginning at Level I for the first game and moving upward through an escalated scale to Level IV through subsequent games, if necessary to prohibit parking infiltration (see Figure 6):

- Level I: Traffic sign, “No Event Parking”

- Level II: Temporary traffic barrier across the inbound traffic lane – Rio Tinto stadium will begin with this level of implementation for the 2009 RSL season
- Level III: Barricade multiple subdivision access points to limit the required enforcement personnel (e.g. barricade one of two adjacent entrances within sight distance of each other)
- Level IV: Barricade attendant
    - Parking restrictions will be in place at least 1 ½ hours prior to the event and for 1 hour post event

h. *Identify pedestrian exit times and volumes to on-site and off-site parking areas. Identify methods that the applicant will implement to manage the projected volume expeditiously and safely, e.g. wider sidewalks, temporary or permanent traffic control methods, etc. and provide a timeline for the implementation of the identified methods.*

Refer to item (f) for pedestrian management strategies.

i. *Include a traffic study presenting traffic counts, times and circulation patterns for a geographic area encompassing all potential off-site parking sites is required by the City Transportation Engineer. If required, the traffic study shall also present the projected impact of the event on existing traffic counts, times and circulation patterns.*

Hales Engineering finalized and submitted a traffic study completed to the UDOT and Sandy City standards. Multiple coordination meetings (8) have been held with one or both entities to ensure that the intersection evaluations addressed the issues raised by the engineering staff members from both groups. The study area encompassed a large geographic area bounded by 9000 South on the north, 10600 South on the South, State Street on the East and I-15 on the west. This area was defined based on the stadium parking needs and connectivity to the major roadway system in the area.

j. *Identify the methods the applicant will implement, on vacant or unimproved lots, to control the dust and debris.*

As parking agreements are finalized, if needed, Rio Tinto will identify methods to control the dust and debris for each lot.

k. *Identify any permits or approvals necessary from other transportation agencies with jurisdiction over roads or streets affected by the temporary or permanent traffic control measures identified in criteria g, h and i above.*

Rio Tinto stadium staff will work with the Sandy City public services to identify the needs for temporary traffic control / officer enforcement on an as needed basis. Following the identification of these needs, Rio Tinto will hold a combined meeting with Sandy City and UDOT officials to discuss the traffic control plans and identify the appropriate permits or approvals necessary for implementation.

Coordination meetings were held with Sandy PD, Engineering and Planning before the first event in the stadium. Following the first event, a joint meeting with Sandy City PD, Engineering, Planning and UDOT was held to discuss the successes and needs for future events.

l. *Specify the date by which the applicant must provide the Planning Commission with evidence of availability of off-site parking spaces, safe pedestrian routes, transportation services, measures to prevent parking in restricted areas, and measures to manage entry and exit times and volumes of pedestrians and vehicles.*

The first game in the new stadium was September 2008, therefore 120 days prior to that was June 2008, when Rio Tinto provided evidence to staff that they complied with this item.

m. *Indicate the time period for which the parking and access management plan will be in effect.*

The Rio Tinto stadium parking and access management plan will be in effect from February 1 to January 31 each calendar year.

n. *Be updated on a yearly basis or as otherwise required by the Planning Commission after the project or event has commenced operation. The Planning Commission shall hold at least one public meeting prior to the approval of any updated parking and access management plan.*

Rio Tinto stadium will update the parking and access management plan in January of each calendar year for the pending season.

2009 ReAL Soccer Games include:

15 home games

15 away games
MLS All-star game

[1] The largest spectator events at the Rio Tinto Stadium will be concerts.

[2] Mass transit ridership is based on information from UTA for similar events at Energy Solutions Arena, Rice-Eccles Stadium, and Franklin Covey Field.

[3] Walking speed for pedestrians ranges from 4 feet / second for a senior citizen to 7 feet / second for a teenager. The average walking speed of 5.5 feet per second equates to a walking distance of 1,650 feet within a 5-minute walk time.

[4] Walking speed for pedestrians ranges from 4 feet / second for a senior citizen to 7 feet / second for a teenager. The average walking speed of 5.5 feet per second equates to a walking distance of approximately 5,000 feet within a 15-minute walk time.