

## MEMORANDUM

Date: January 27, 2016  
To: Sandy City  
From: Ryan Hales, PE, PTOE, AICP  
Subject: **Rio Tinto Stadium – Temporary Off-Site Event Parking**

---

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. Temporary Off-Site Event Parking. 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 Soccer Match Required Parking: 4,672 total parking spaces.**

Soccer Match <sup>1</sup> :	20,762 attendees
(-) Mass Transit riders:	<u>2,076 attendees</u> (10% of attendees) <sup>2</sup>
	18,686 attendees will drive to stadium

18,686 attendees / 4 seats per vehicle = 4,672 spaces

*Concert events will no longer be held in Rio Tinto Stadium.*

- 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.

West Stadium Lot =	414 stalls
South Stadium Lot =	197 stalls
Stadium Loading Docks =	80 stalls for players / coaches, plus visiting team bus
New 9400 S. Lot =	125 stalls
Ardell Brown Lot =	300 stalls
Auric Solar Parking Lot =	563 stalls
UYSA Lot =	100 stalls
Flag Lot =	100 stalls

**Total = 1,879 stalls** (see Figure 1)

Employees and staff personnel will be encouraged to ride mass transit or to use the shuttle route provided by Rio Tinto Stadium. Shuttle routes will begin operation two hours before game time and continue until two hours after the event is over for employees.

- c. *Establish the minimum number of off-site spaces, if any, that are required within a 1,650 foot<sup>4</sup> (approximately 5-minutes) walking route of the site.*

**1,781 additional spaces acquired** (minimum) within a 5-minute walking route to the site.

Canyon Transportation =	179 stalls
Thatcher Property =	400 stalls
Sandy Business Park =	300 stalls
South Towne Expo Center =	675 stalls
UDOT Frontage Road =	127 stalls
UDOT vacant property south of Lowes =	100 stalls
<b>Total = 1,781 stalls</b> (see Figure 2)	

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

**2,267 additional spaces acquired / available** within a 15-minute walking route to the concourse area.

Sizzler Lot =	200 stalls
Sandy City Hall =	416 stalls
UTA Sandy Civic Center TRAX station =	1,185 stalls
UTA Historic Sandy TRAX station =	316 stalls
Workers Comp.=	150 stalls

**Total = 2,267 stalls** (see Figure 3)

Shuttle routes will run clockwise from Rio Tinto Stadium to Sandy City Hall on State Street and Monroe Street, and then return to the Stadium to drop off passengers from this stop. After the games, the shuttles will run the same clockwise route dropping off passengers.

- 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.*

No stalls are anticipated beyond the 15-minute walking route of the Stadium.

- 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 2 shows the off-site parking supply within a 5-minute walk route of the stadium. Figure 3 identifies the off-site parking within a 15-minute walk route, and parking areas beyond the 15-minute walk routes where shuttles will be used.

The following methods have been implemented:

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 working with the canal companies to extend a trail along the eastern most canal for pedestrian use
  4. A pedestrian bridge has been constructed over the canal on the northeast corner of the stadium and a new wider staircase was constructed (2014)
  5. Temporary traffic control devices
    - a. 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 Road, 9400 South / Monroe Street, 9200 South (stadium road) / State Street intersections and along State Street east of the stadium.
  7. Several parking lots close to the stadium sell parking spaces to the public during stadium events. These locations are not under contract, but have consistently provided parking for events. These locations are shown in Figure 4, and had an estimated 5,000(+) parking stalls, with peak recorded event parking of 2,406 parked vehicles for the Paul McCartney concert on July 13<sup>th</sup>, 2010, and 2,356 parked vehicles for a ReAL soccer game on Aug. 18<sup>th</sup>, 2010. In addition, we have not included any on-street parking stalls within our calculations.
  8. UDOT installed a pedestrian signal at 9200 South (stadium road) / State Street to allow pedestrians to cross safely. This pedestrian signal is a temporary measure until a permanent traffic signal can be installed following the realignment of 9270 South.
- 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.*

As previously identified, the neighborhoods in the vicinity of the stadium have been excluded from the parking calculations.

For events at the stadium during 2013, traffic signs reading, “No Event Parking,” were effectively used to limit parking in several areas along with several temporary traffic barriers that were placed across the inbound traffic lanes at several locations to prevent parking infiltration into local neighborhoods, see pictures in Appendix A.

Implementation of these measures was sufficient for the 2013 events at Rio Tinto Stadium when it was implemented.

In addition, Rio Tinto stadium will remind their patrons that parking in the adjacent neighborhoods is not appropriate or acceptable.

Sandy City has implemented a residential parking permit program that allows each residence two street parking permits to be used during Rio Tinto stadium events, in four specifically designated residential areas surrounding the stadium. All other vehicles on the streets of these areas will be cited by Sandy City Police Department during event times. Appendix B contains a map showing the areas for the parking permit program and the text for Article 24: Permit Parking Areas.

- 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.

UDOT has installed a pedestrian signal at the stadium road with State Street (9200 South) to aid in the safe crossing of Rio Tinto Stadium patrons, which provides additional pedestrian opportunities on both the east and west side of State Street and facilitates better and separate flow to the TRAX station. In addition, the Stadium has provided easements on the west side of State Street for the placement of the signal poles and related equipment. Rio Tinto Stadium signed over the easements necessary for UDOT to construct this pedestrian signal. Appendix C shows picture of the completed fence adjacent to State Street along the Rio Tinto Stadium frontage and a picture of the pedestrian traffic signal.

It is our understanding that the pedestrian signal has made a very positive impact on the foot traffic before and after events held at Rio Tinto stadium. Pedestrians are now confined to a designated area for crossing State Street, which can be completed more efficiently with the signal and with less oversight from the officers.

- 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 UDOT and Sandy City standards in 2008.

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

The 9000 South parking lot has been fully improved.

- 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 works 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 holds 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 are held with Sandy PD, Engineering and Planning before each event in the stadium.

- 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.*

Rio Tinto stadium updates the parking and access management plan before the start of each season (February to March) as the schedule is released. At the time this document was updated in January 2016, the 2016 Rio Tinto schedule is becoming more solid with many of the events scheduled and only some yet to be scheduled. As this schedule gets updated, it will be submitted to Sandy City for inclusion into Appendix D of this document.

- 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 March to February 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 February of each calendar year for the pending season.

A schedule of the Rio Tinto Stadium events for 2016 can be found in Appendix D.

<sup>1</sup> Average attendances at soccer matches during the 2011 season (not including post season, or exhibition matches) were 17,561. The highest attendance recorded in 2010 for a regular soccer game was 20,762 on Sept. 28<sup>th</sup>, 2011 vs. the Chicago Fire.

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

<sup>3</sup> Walking speed for pedestrian's 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, and a walking distance of approximately 5,000 feet within a 15-minute walk time.

# Appendix A





# Appendix B

Sandy City has implemented and is managing a parking permit program within 4 neighborhoods in the vicinity of the stadium. This appendix contains a map showing the areas for the parking permit program and the text for Article 24: Permit Parking Areas.

# Appendix C



# Appendix D

2015 Rio Tinto Stadium Events Calendar (tentative)