SANDY CITY COMMUNITY DEVELOPMENT

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MEMORANDUM

February 20, 2020

To:	Planning Commission	
From:	Community Development Department	
Subject:	Real Salt Lake Soccer Stadium (Rio Tinto Stadium) 2020 Parking & Access Management Plan - Annual Update 9256 S. State Street *[Community # 2 – Civic Center]*	SPR-06-40 RC Zone

HEARING NOTICE: *This item has been noticed to property owners within a specified area around the stadium property, which is beyond 500 feet.*

BACKGROUND

On June 19, 2008, the Planning Commission reviewed and approved the Final Parking and Access Management Plan for the Real Salt Lake Soccer Stadium. One of the conditions of approval required that Real return to the Planning Commission annually to review and update the plan. Real Soccer and their Transportation Engineer, Ryan Hales, have updated their plan for the 2020 season as shown in the attached document. A synopsis of the 2020 plan changes are included in an attached document to the updated 2020 Parking and Access Management Plan.

ANALYSIS

The applicant's Transportation Engineer, Ryan Hales, has prepared revisions to the 2020 Parking and Access Management Plan for the Real Soccer Stadium and will present those revisions to the Planning Commission for review and approval (see attached updated Parking and Access Management Plan Quick Facts) at the meeting.

Changes of note since the 2019 review include the reduction of the UDOT Lot (127 stalls) west of Monroe Street at 9400 South due to the widening of Northbound I-15 that is underway.

With the addition of 930 stalls in the Mountain America parking structure (2019) that are available to the public after 6:00 pm and on the weekends there will still be a surplus of parking stalls that are owned or available to Rio Tinto Stadium.

RECOMMENDATION

Staff recommends that the Planning Commission review and approve the updated 2020 season Parking and Access Management Plan for the Real Salt Lake Soccer Stadium located at 9256 S. State Street.

Planner:

Brian McCuistion
Planning Director

MEMORANDUM

Date: February 6, 2020

To: Sandy City

From: Ryan Hales, PE, PTOE, AICP

Subject: Rio Tinto Stadium Quick Facts / PMP Changes

UT20-1619

This memorandum is intended to provide some quick facts about the parking for the Rio Tinto Stadium and to identify the PMP changes made to the current Parking Management Plan.

Rio Tinto Stadium Quick Facts

Stadium Capacity

Soccer = 20,000 spectators
(*Max event "regular season" – 20,213 spectators*, **4,548** stalls needed)

Parking stall inventory – 2020
5,403 stalls secured
5,000(+) stalls un-secured pay lots
315+ on-street parking stalls not considered
Total stalls = **>10,500** parking stalls

Parking Management Plan Changes

5b. Stalls on-site: = **2,027** stalls secured

5c. Stalls secured within 5-min. walk = **1,475** stalls secured

5d. Stalls secured within 15-min. walk = **1,901** stalls secured

5e. Stalls beyond 15-min walk time = **0** stalls secured

Note: **5,403** total stalls secured **(needed = 4,548 stalls)**

MEMORANDUM

Date: February 11, 2020

To: Sandy City

From: Hales Engineering

Subject: Rio Tinto Stadium – Temporary Off-Site Event Parking 2020 Update

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 – 2020 Update

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: 4,548 total parking spaces.

Soccer Match[1]:	20,213 attendees
(-) Mass Transit riders:	2,021 attendees (10% of attendees)[2]
	18,192 attendees will drive to stadium

18,192 attendees / 4 seats per vehicle = 4,548 spaces

Concert events are no longer held in Rio Tinto Stadium.

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

2,027 stalls provided on-site. Based on conversations between the City and the development Team, it was determined that a minimum of **656 stalls** would be required based on the parking that was available in the first year, recognizing that this could change in the future with the fluctuating land uses.

West Stadium Lot =	543 stalls
South Stadium Lot =	197 stalls
Stadium Loading Docks =	80 stalls for players / coaches, plus visiting team bus
North Lot =	275 stalls
Auric Solar Lot =	563 stalls
Flag Lot =	100 stalls
Canyons Lot =	200 stalls
Audi Lot =	69 stalls

Total = 2,027 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[4] (approximately 5-minutes) walking route of the site.*

1,475 additional stalls acquired / secured within a 5-minute walking route to the site.

Monroe Plaza Parkway Lot =	400 stalls
UYSA Lot =	100 stalls
Sandy Business Park Lot =	300 stalls
South Towne Expo Center =	675 stalls

Total = 1,475 stalls (see Figure 2)

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.*

1,901 additional stalls acquired / secured within a 15-minute walking route to the concourse area.

Sizzler Lot =	200 stalls
Sandy City Hall =	285 stalls
Mountain American parking structure =	930 stalls
UTA Sandy Civic Center TRAX station =	20 stalls
UTA Historic Sandy TRAX station =	316 stalls
Workers Comp.=	150 stalls

Total = 1,901 stalls (see Figure 3)

A shuttle route runs between the Sandy City Hall parking and the stadium and before and after the game.

In total, 5,403 stalls are owned or secured by Rio Tinto Stadium, thus meeting the required amount of 4,548 stalls.

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 13th, 2010, and 2,356 parked vehicles for an RSL soccer game on Aug. 18th, 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 control signal can be installed following the realignment of 9270 South making it a full four-leg intersection.

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 since implemented.

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

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 pedestrian 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 the pedestrian 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 major events 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 RSL season (February to March) as the schedule is released. The 2020 RSL schedule is provided in Appendix B, with home games at Rio Tinto Stadium highlighted in yellow.

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.

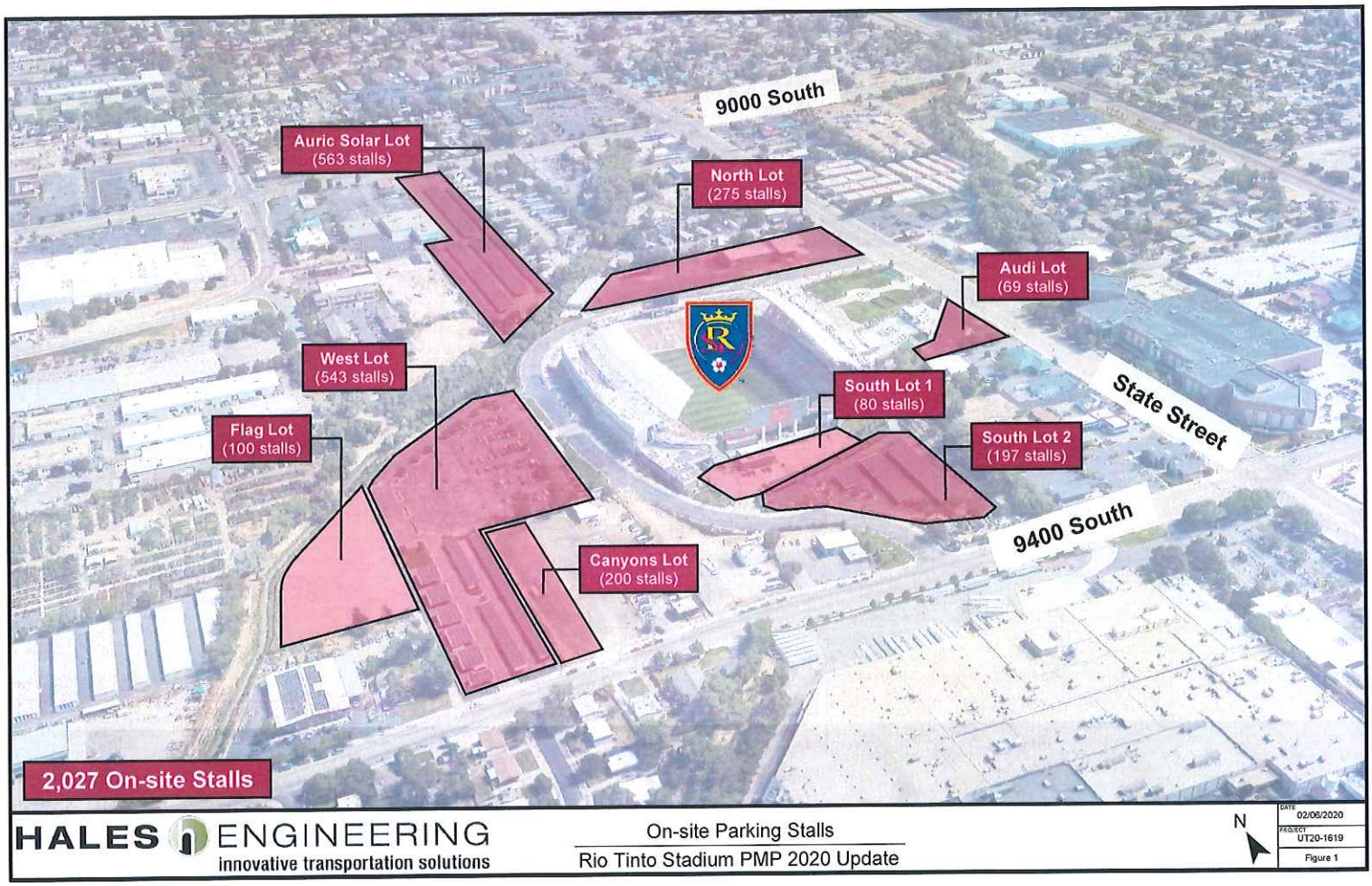
Rio Tinto stadium will update the parking and access management plan in February of each calendar year for the pending season.

An RSL game schedule for 2020 can be found in Appendix B with home games at Rio Tinto Stadium highlighted in yellow.

[1] 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. 28th, 2011 vs. the Chicago Fire.

[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 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.



HALES ENGINEERING
innovative transportation solutions

On-site Parking Stalls
Rio Tinto Stadium PMP 2020 Update

N

DATE 02/06/2020
PROJECT UT20-1619
Figure 1

HALES ENGINEERING
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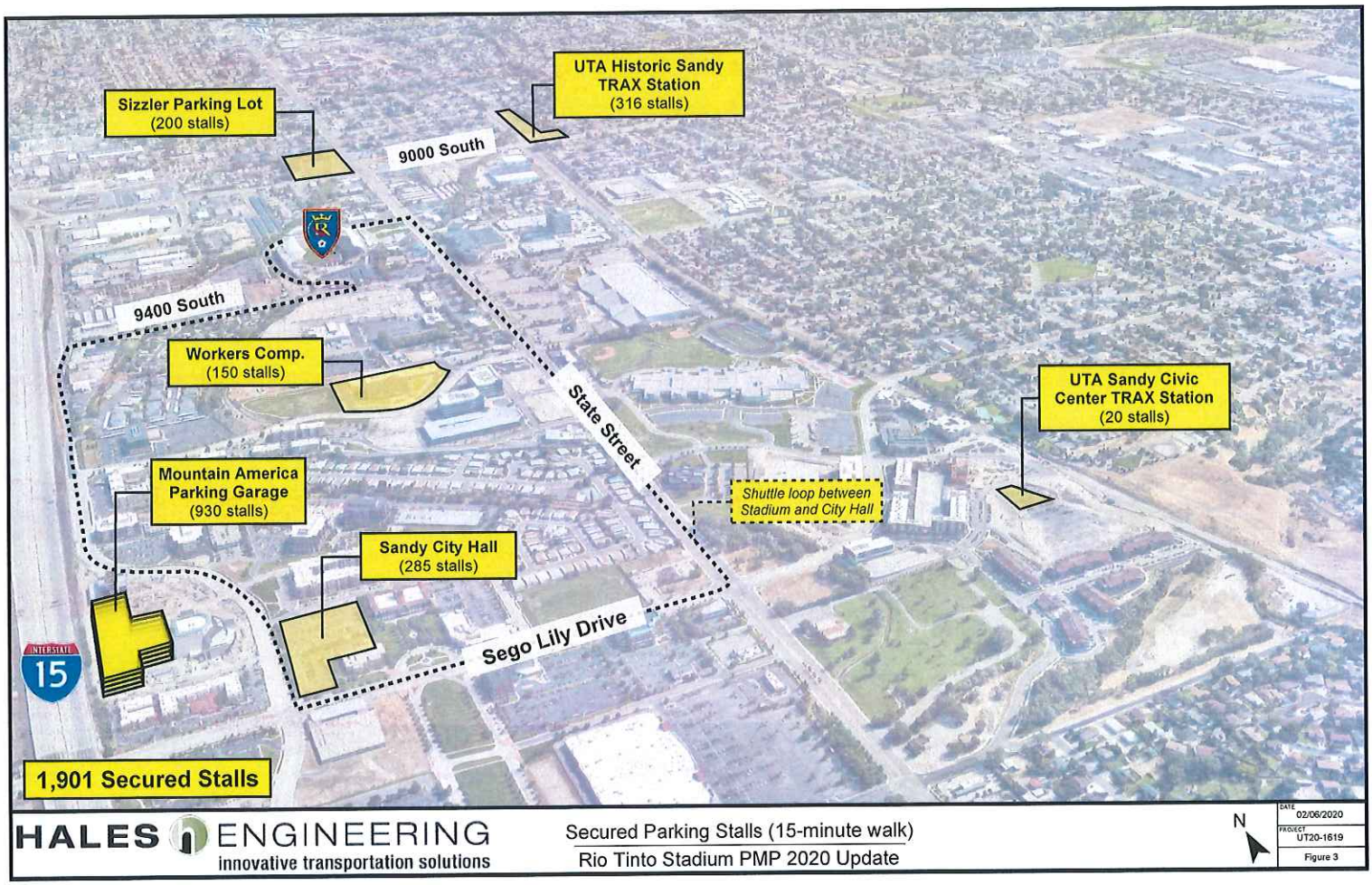
Secured Parking Stalls (5-minute walk)
Rio Tinto Stadium PMP 2020 Update

N

DATE 02/06/2020
PROJECT UT20-1619
Figure 2



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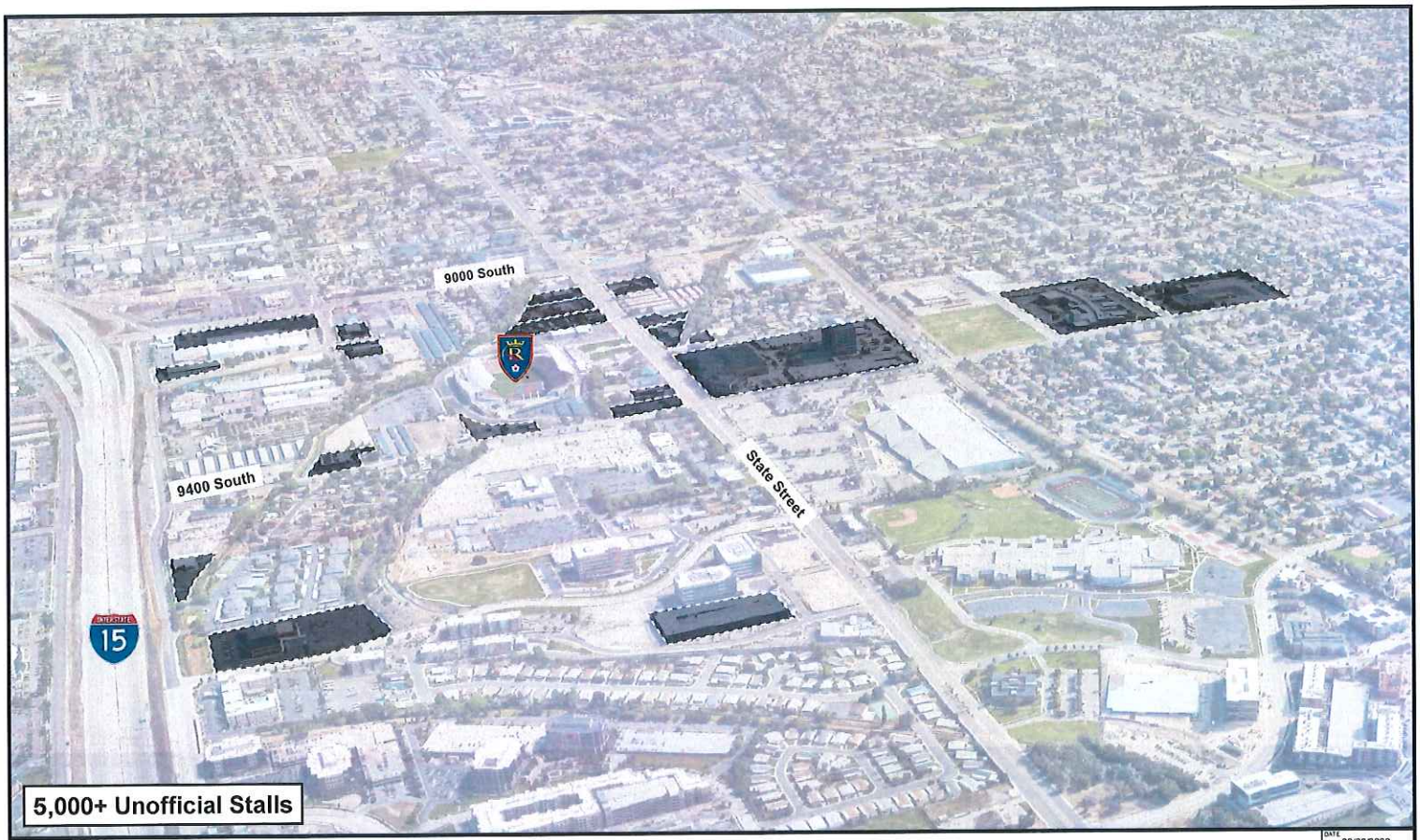
Secured Parking Stalls (15-minute walk)
Rio Tinto Stadium PMP 2020 Update

N

DATE 02/06/2020
PROJECT UT20-1619
Figure 3



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Unofficial Parking Stalls
Rio Tinto Stadium PMP 2020 Update

N

DATE 02/06/2020
PROJECT UT20-1619
Figure 4

Appendix A

Event Signage


NO EVENT
PARKING


9400 S
NO OUTLET
NO
EVENT
PARKING

Appendix B

2020 RSL Schedule

2020 REGULAR SEASON SCHEDULE

REAL SALT LAKE

ALL TIMES MOUNTAIN · SCHEDULE SUBJECT TO CHANGE · VISIT RSL.COM FOR UP TO DATE KICKOFFS AND INFORMATION · HOME GAMES AWAY GAMES

SATURDAY
FEB 29 · 3:30 PM
@ ORLANDO CITY SC

SATURDAY
MAR 7 · 12:00 PM
VS NEW YORK RED BULLS

SATURDAY
MAR 14 · 2:30 PM
@ COLUMBUS CREW SC

SATURDAY
MAR 21 · 7:00 PM
VS NEW ENGLAND REVOLUTION

SATURDAY
MAR 28 · 6:00 PM
@ SPORTING KANSAS CITY

SATURDAY
APR 4 · 7:30 PM
@ VANCOUVER WHITECAPS FC

SATURDAY
APR 11 · 7:00 PM
VS COLORADO RAPIDS

SATURDAY
APR 18 · 8:00 PM
@ LAFC

SATURDAY
APR 25 · 7:00 PM
VS SEATTLE SOUNDERS FC

WEDNESDAY
APR 29 · 7:30 PM
VS INTER MIAMI CF

SUNDAY
MAY 3 · 12:30 PM
@ ATLANTA UNITED FC

SATURDAY
MAY 9 · 7:00 PM
VS PORTLAND TIMBERS

WEDNESDAY
MAY 13 · 5:30 PM
@ MINNESOTA UNITED FC

SATURDAY
MAY 16 · 7:00 PM
VS SAN JOSE EARTHQUAKES

SATURDAY
MAY 23 · 1:30 PM
VS LA GALAXY

SUNDAY
MAY 31 · 3:30 PM
@ SEATTLE SOUNDERS FC

SATURDAY
JUNE 6 · 6:00 PM
VS FC DALLAS

SATURDAY
JUNE 13 · TBD
@ PHILADELPHIA UNION

SATURDAY
JUNE 20 · 8:00 PM
VS HOUSTON DYNAMO

SATURDAY
JUNE 27 · 5:30 PM
@ TORONTO FC

WEDNESDAY
JULY 1 · 8:00 PM
VS SPORTING KANSAS CITY

SATURDAY
JULY 4 · 8:00 PM
@ LA GALAXY

SATURDAY
JULY 11 · 8:00 PM
VS VANCOUVER WHITECAPS FC

SATURDAY
JULY 18 · 5:30 PM
@ NASHVILLE SC

SATURDAY
JULY 25 · 8:00 PM
VS MINNESOTA UNITED FC

SATURDAY
AUG 1 · 6:00 PM
@ HOUSTON DYNAMO

SATURDAY
AUG 8 · 6:00 PM
@ FC DALLAS

SATURDAY
AUG 15 · 8:00 PM
VS MONTREAL IMPACT

SATURDAY
AUG 22 · 6:30 PM
@ COLORADO RAPIDS

SATURDAY
AUG 29 · 7:30 PM
VS NASHVILLE SC

SATURDAY
SEPT 12 · 7:00 PM
VS FC CINCINNATI

SATURDAY
SEPT 19 · 7:30 PM
@ SAN JOSE EARTHQUAKES

SATURDAY
SEPT 26 · 8:00 PM
@ PORTLAND TIMBERS

SUNDAY
OCT 4 · 2:30 PM
VS LAFC

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