

CLARK COUNTY BOARD OF COMMISSIONERS

ZONING / SUBDIVISIONS / LAND USE

AGENDA ITEM

PETITIONER:	Nancy A. Amundsen, Director, Department of Comprehensive Planning
RECOMMENDATION:	AG-18-900542: That the Board of County Commissioners review the 2018 Las Vegas Stadium Parking Report; and direct staff accordingly. (For possible action)

FISCAL IMPACT:

None by this action.

BACKGROUND:

On September 6, 2017, the Board of County Commissioners (Board) approved UC-0557-17 for the Las Vegas Stadium. The approval, in part, allowed for a reduction in on-site parking acknowledging that the developer would be providing off-site parking for the facility. The Notice of Final Action required a 1 year review of the off-site parking available for the facility. To that end, a parking report was submitted by the LV Stadium Events Company, LLC for the Board's review.

Staff recommends the Board review the proposed parking report and direct staff accordingly.

Respectfully Submitted,

Nancy A. Amundsen
Director, Department of Comprehensive Planning
NA/sr
09/05/18
Cleared For Agenda



LV Stadium Events Company, LLC

August 16, 2018

Ms. Nancy Amundsen
Director
Clark County Department of Comprehensive Planning
500 S. Grand Central Parkway
Las Vegas NV 89155

Re: Annual Stadium Parking Report

Dear Ms. Amundsen:

We are pleased to provide the enclosed 2018 Parking Report prepared by Kimley-Horn in response to the requirement set forth in UC-0557-17.

The report lays out a parking plan based upon the maximum attendance – including standing room only – for Raiders' games which:

- Exceeds the projected demand
- Creates multiple parking options rather than confines customers to a single location
- Disburses parking locations to ease congestion
- Avoids aviation and similar conflicts

It is worth noting that the Raiders Stadium is the first to be completely designed in the age of rideshare. Even though the plan's parking capacity is sized as if it were not the case, we expect that the likes of Uber and Lyft will continue to steadily reduce Stadium parking needs over time as patrons increasingly turn to rideshare as an alternative to driving and parking their own automobiles.

Further, the plan completely ignores the presence of more than 25,000 existing parking spaces in the businesses immediately to the west of the Stadium, although it is reasonable to expect that many patrons will choose to park in this area. Nor does it rely upon structured parking in various garages or surface lots serving the resort properties immediately to the east of the Stadium, although we know that patrons will have many options to use such facilities. Even though it is eminently reasonable to conclude that adjacent business parking lots and resort garages will each reduce the demand for dedicated Stadium parking, the plan provides parking as if such reductions will not materialize.

We have worked with the Regional Transportation Commission throughout the Stadium planning process in advance of developing this parking plan and look forward to fully integrating RTC services into the master transportation strategy as the parking plan continues to be refined. The use of park-and-ride lots in conjunction with RTC services will certainly be a key element in the transportation plan even though such lots have not been included in the off-site parking inventory presented in the report.

In evaluating the plan it is particularly interesting to consider the parking inventory assembled and controlled by StadCo for the Raiders Stadium in comparison to the parking provided and controlled at other urban stadiums. The tables in the report detailing this comparison illustrate that in terms of both on-site and off-site parking inventory, the Raiders Stadium will offer a better than comparable fan experience.

The plan will undoubtedly change as consumer habits, transportation options and Stadium operations change. The manner in which the plan has been conceived reflects this dynamic and facilitates our ability to adapt.

Satisfying our customers – Raiders fans and Stadium patrons – is fundamental to our success. The first impression and the last experience of many Stadium patrons will involve parking. Our commitment to excellence in this will always drive our determination to provide a first-class fan experience from start to finish – not just inside the Stadium.

Please let me know if there is any additional information that you would find useful as you review the report.

Sincerely,



Don C. Webb
Chief Operating Officer

 **2018 PARKING REPORT**

LAS VEGAS STADIUM

CLARK COUNTY, NEVADA

**APN: 162-29-310-001
162-29-310-002**

Prepared for:
LV Stadium Events Company, LLC.
6223 Las Vegas Boulevard South
Suite 380
Las Vegas, Nevada 89119

Prepared by:
Kimley»»Horn

August 2018
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2018 PARKING REPORT

FOR

LAS VEGAS STADIUM

Prepared for:

LV Stadium Events Company, LLC.

6223 Las Vegas Boulevard South

Suite 380

Las Vegas, Nevada 89119

(702) 840-5900

Prepared by:

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Appendix A Stadium Site Plan

1. INTRODUCTION

This report has been prepared by Kimley-Horn and Associates to provide an updated review of the Las Vegas Stadium off-site parking locations secured by the LV Stadium Events Company, LLC (StadCo). It demonstrates the manner in which a well-disbursed parking inventory has been assembled by StadCo as set forth in the approval by the Clark County Board of County Commissioners on September 6, 2017. This report also provides information regarding travel to and from the Stadium which addresses not only the parking capacity needs but also the locations for such parking.

The Las Vegas Stadium (Stadium) is to be located west of Dean Martin Drive, south of Hacienda Avenue, north of Russell Road, and east of Polaris Avenue on approximately 62.6 acres within Clark County, Nevada (APN's 162-29-310-001 and 162-29-310-002). When completed for the 2020 National Football League (NFL) season, the proposed stadium will be the home of the Las Vegas Raiders and the University of Nevada Las Vegas (UNLV) football teams. The Stadium facilities will also be used for events such as concerts, music festivals, sporting events, and other large venue special events which will be managed by StadCo. The site plan for the Stadium is found in **Appendix A**.

Patrons of the Stadium will have numerous travel options to attend an event other than driving and parking a personal/rental vehicle. These options (mode choices) include the following which will be further discussed and analyzed in the Traffic Impact Study Update:

- Walking
- Taxi
- Transportation Network Company (TNC) vehicle
- RTC transit from Valley-wide "Park and Ride" sites
- Private shuttle buses from neighborhood casinos
- Las Vegas Monorail
- Limos

2. OFF-SITE PARKING LOCATIONS

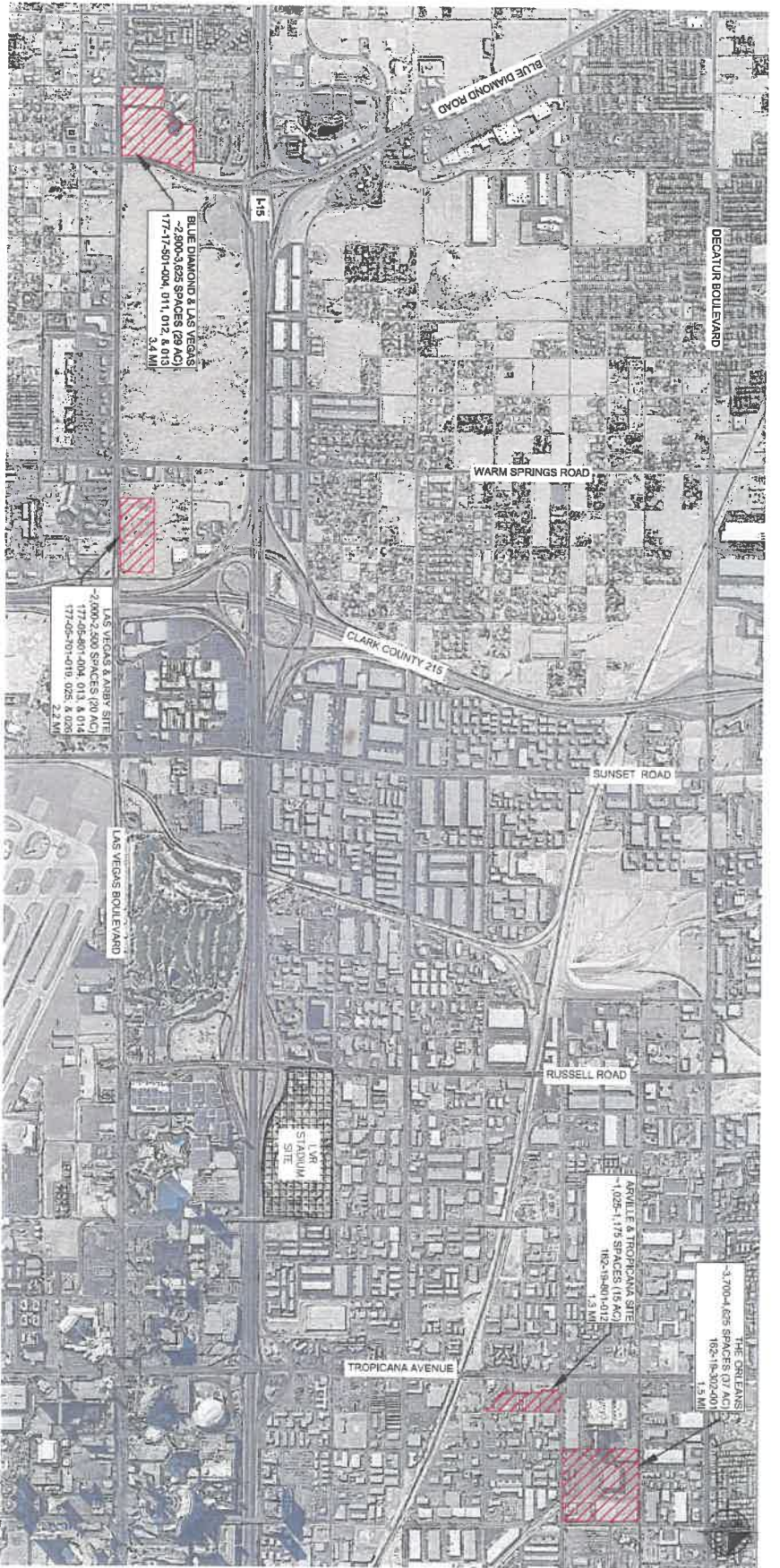
The following section summarizes the off-site parking locations to be used for event parking during an NFL game or other major events. **Figure 1** shows the locations of off-site surface parking. StadCo anticipates that it may obtain additional locations in the future and that the assembly and operations of off-site parking facilities will continually adapt to the Stadiums operations as well as changes in the public’s transportation habits. The following confirmed off-site parking locations provide approximately 12,000 – 14,650 which includes the 2,375 on-site stadium parking spaces:

- The Orleans Property
- Arville and Tropicana Property
- Las Vegas and Arby Property
- Las Vegas and Blue Diamond Property

A summary of the total parking spaces at the confirmed locations can be found in **Table 1**. The following subsections provide a brief description of each off-site parking location. The number of parking spaces for each location is expected to be adjusted as final designs are prepared.

Table 1 – Off-Site Parking Spaces by Location

Parking Location	Parking Spaces
The Orleans	3,700 – 4,625
Arville and Tropicana Property	1,025 – 1,175
Las Vegas and Arby Property	2,000 – 2,500
Las Vegas and Blue Diamond Property	2,900 – 3,625
Total Off-Site	9,625 – 11,925
On-Site Parking	2,375 – 2,725
CONFIRMED TOTAL	12,000 – 14,650



CONFIRMED PARKING TOTALS

The Orleans	3,700 - 4,625
Arville & Tropicana	1,025 - 1,175
Las Vegas & Arby	2,000 - 2,500
Las Vegas & Blue Diamond	2,900 - 3,625
CONFIRMED OFF-SITE	9,625 - 11,925
On-Site Stadium	2,375 - 2,725
CONFIRMED TOTAL	12,000 - 14,650

**STADIUM PARKING LOCATIONS
LAS VEGAS RAIDERS STADIUM**

(DOES NOT INCLUDE APPROXIMATELY 20,000 SPACES THAT
MAY BE AVAILABLE WITHIN A ONE MILE RADIUS OF THE
STADIUM; NOT CONTROLLED BY THE STADIUM)



FIGURE 1
Kimley»Horn

2.1. The Orleans Hotel & Casino

The Orleans Hotel & Casino has entered into an agreement to provide parking on the northern half of their property. The excess parking at The Orleans Hotel & Casino is generally located along the south side of Harmon Avenue between Arville Street and Cameron Street on 37 acres within Clark County, Nevada (APN 162-19-302-001). The property currently has existing parking that will be used during a stadium event. The Orleans is anticipated to provide approximately 3,700 – 4,625 parking spaces. This site is planned to be used for both event patron and employee parking with users transported to the Stadium via shuttle bus service. It is estimated that the shuttle bus route to and from the stadium will take approximately 6-8 minutes each way. The number of parking spaces is expected to be revised as final parking lot designs are completed.

2.2. Arville and Tropicana Property

The off-site parking lot, at the former Southwest Gas facility, known as the “Arville and Tropicana Property” is generally located on the northeast corner of Arville Street and Tropicana Avenue. This site is approximately 9.4 acres between Arville Street and Wynn Road within Clark County, Nevada (APN 162-19-801-012). The Arville and Tropicana Property is anticipated to provide approximately 1,025 – 1,175 parking spaces and a shuttle bus loading area. This site will be used by stadium patrons who will arrive at the Stadium site using a shuttle bus service. It is estimated that the shuttle bus route to and from the stadium will take approximately 5-7 minutes each way. The shuttle bus route for this off-site parking area will use the same route utilized by The Orleans off-site parking location. The number of parking spaces is expected to be revised as final parking lot designs are completed.

2.3. Las Vegas and Arby Property

The off-site parking lot known as the “Las Vegas and Arby Property” is generally located on the southwest corner of Las Vegas Boulevard and Arby Avenue. This site is approximately 20 acres spanning between Windy Street and Las Vegas Boulevard within Clark County, Nevada (APNs 177-05-701-019, 025, 026, 177-05-801-004, 013, and 014). The Las Vegas and Arby Property is anticipated to provide approximately 2,000 – 2,500 parking spaces, a shuttle bus loading area, and room for internal circulation. Patrons who park at this location will be transported to and from the Stadium by a shuttle bus. It is estimated that the shuttle bus route to and from the Stadium will take approximately 6-8 minutes each way using Warm Springs Road and Dean Martin Drive. The number of parking spaces is expected to be revised as final parking lot designs are completed.

2.4. Las Vegas and Blue Diamond Property

The off-site parking lot known as the “Las Vegas and Blue Diamond Property” is generally located on the southwest corner of Las Vegas Boulevard and Blue Diamond Road. This site is approximately 29.09 acres spanning between Shelbourne Avenue and Blue Diamond Road on the west side of Las Vegas Boulevard within Clark County, Nevada (APNs 177-17-501-004, 011, 012, and 013). The Las Vegas and Blue Diamond Property is anticipated to provide approximately 2,900 – 3,625 parking spaces, a shuttle bus loading area, and room for internal circulation. Patrons who park at this location will be transported to and from the Stadium by a shuttle bus. It is estimated that the shuttle bus route to and from the Stadium will take approximately 10-13 minutes each way using Las Vegas Boulevard, Warm Springs Road, and Dean Martin Drive. The number of parking spaces is expected to be revised as final parking lot designs are completed.

3. OPERATIONAL COMPARISON

Each stadium used for NFL games is unique. NFL games at the Las Vegas Stadium will be distinctive from any other stadium primarily because of the unique nature of Las Vegas: the high proportion of visitors, the thriving urban resort corridor area, the local attractions that will be of interest to game attendees, and the number of hotel rooms within close proximity of the Stadium. Las Vegas Raiders games are expected to routinely host more non-local fans than other NFL teams because game weekends will be an attractive draw for fans from throughout the country.

Even though the Stadium and the Las Vegas environment are unique, supplemental information has been prepared to provide comparison to other urban NFL stadiums and to help put the proposed parking and transportation plan into a broader context. Stadiums in seven other cities were used for comparison:

- Seattle Seahawks – CenturyLink Field
- Denver Broncos – Broncos Stadium at Mile High
- Atlanta Falcons – Mercedes-Benz Stadium
- Cleveland Browns – FirstEnergy Stadium
- Cincinnati Bengals – Paul Brown Stadium
- Baltimore Ravens – M&T Bank Stadium
- Minneapolis Vikings – U.S. Bank Stadium

3.1. Comparison of On-Site Parking Provided

Most urban stadiums provide only a small amount of parking on-site compared to the total parking demand. Urban sites share the common characteristic of being space constrained; so, minimal on-site parking is a necessary by-product of locating a stadium in an urban context rather than a remote, suburban, or exurban environment. Within this context, the Las Vegas Stadium is within the normal range of parking provided on site. **Table 2** is a comparison of on-site parking at urban NFL stadiums. It should be noted that parking was considered on-site if an attendee could reach the Stadium without crossing a major roadway, not necessarily what the Stadium controls.

Table 2 – Comparison of On-Site Parking at Urban Stadiums

Stadium City	Number of Seats	On-Site Parking Spaces
Las Vegas	65,000	2,375
Atlanta	75,000	2,382
Baltimore	71,008	1,890
Cincinnati	65,515	2,404
Cleveland	67,895	1,164
Denver	76,125	6,500
Minneapolis	66,665	273
Seattle	69,000	2,726

3.2. Comparison of Parking Controlled by the Stadium Authority/Team

In most urban situations, the team or stadium authority does not attempt to provide or control the entire parking supply necessary to meet the demand of game day. Instead, the stadiums rely on

other parking supplies available in the urban area. All of the NFL teams provide information to the game attendees and employees about various transportation options and where parking is located.

Some of the teams coordinate parking purchases through third-party applications. There are situations where the municipality or County owns a stadium and also owns off-site parking facilities. For example, the City of Cleveland owns FirstEnergy Stadium and the City owns off-site parking facilities in the area that primarily serve other users but is utilized by fans during game days.

The proposed parking solution for the Las Vegas Raiders Stadium is different from the other urban stadiums reviewed; as outlined in this report, StadCo will actually control a supply of parking (on-site and off-site) that is sufficient to meet all of the demand for a game. This means that excess parking supply is being created to serve the Stadium. By not relying on surplus parking in the urban area, the Stadium will build and operate more parking on opening day than will actually be needed. **Table 3** is a comparison of parking controlled by stadium operators and/or NFL teams in urban areas based on available information.

Table 3 – Comparison of Total Parking Controlled by Stadiums and/or NFL Teams in Urban Areas

Stadium City	Parking Controlled by Stadium and/or Team
Las Vegas	11,800
Atlanta	180
Baltimore	5,680
Cincinnati	2,258
Cleveland	0 <i>(parking near stadium is owned by the City and others)</i>
Denver	6,500
Minneapolis	3,500
Seattle	2,295

3.3. Comparison of Operations of Off-Site Parking

The provision of parking is the component of accommodating employees and fans coming to a stadium. All of the urban stadiums discussed have multiple ways for people to get to the stadium. In addition to the traditional driving and parking, there are various combinations of walking, public, and private transit, taxi, TNC, and other modes used to get to the different stadiums.

All of the existing urban stadiums rely on off-site parking that they do not control. After parking, the teams and stadiums provide recommendations and/or accommodations for people to get from the off-site parking to the stadium. For the Las Vegas Stadium, the off-site parking controlled by StadCo will include shuttle operations to move people to and from the stadium. Shuttle operations will be scaled to accommodate all passengers anticipated during the peak hour of activity. During the remaining hours of game day, excess capacity will be provided via the shuttle operations. **Table 4** is a comparison of operational methods available to get to and from stadiums from off-site parking locations.

Table 4 – Comparison of Operations at Off-Site Parking at Urban Stadiums

Stadium City	Transport from Off-Site Parking to Stadium	Team Providing Shuttles, Other	Available Transit
Las Vegas	Shuttles	Yes, shuttles	RTC
Atlanta	Walk	No	Heavy rail
Baltimore	Walk	No	Light rail
Cincinnati	Walk	No	Bus
Cleveland	Walk	No	Heavy rail
Denver	Walk	No	Light rail
Minneapolis	Walk	No	Bus, light rail, and heavy rail
Seattle	Walk	No	Bus and light rail

3.4. Operations of Taxi and TNC

The dynamic of TNC has been rapidly changing in the last two years. Many of the other stadiums do not have a comprehensive program or plan for dealing with taxi and TNC pickup and dropoff. This is not a failing on their part. Rather it is a reflection of how much the services provided by TNC companies are rapidly changing the quickly evolving choices that people make when they travel in urban areas.

The plan for the Las Vegas Stadium is to provide separate accommodations for attendees and employees traveling by taxi and TNC. The plan was developed based on discussions with representatives of these parties and accommodates their stated goals.

Pregame, the arrivals of employees and attendees is far more dispersed than the post-game egress. The traffic management plan around the stadium will limit the access by private vehicles on certain streets. Likely, portions of Hacienda Drive and Polaris Avenue will be closed to general traffic adjacent to the site. Therefore, drop-offs may occur on Dean Martin Drive and areas around Las Vegas Boulevard or further away west and north of the Stadium. It is expected that stopping, standing, unloading, and loading will be prohibited and strictly enforced on Russell Road.

The peak time of activity will occur in the hour after the end of a game. The taxi and TNC plan has been created to accommodate all expected passengers within less than one hour. Specifics of the proposed plan are subject to the creation and approval by Clark County and NDOT of the game day traffic management plan.

The pickup areas will be located off-site in order to allow the drivers easier entrance and exit during post-event traffic management. They are also located within reasonable walking distance of the stadium gates. The capacity of the locations (the number of pickup positions) will allow for a relaxed loading schedule and ability to get all of the taxi/TNC patrons into a car within an hour after the end of a game. If the desire to use TNC continues to increase in the future, the increased ridership can be accommodated and will also decrease the need for off-site parking.

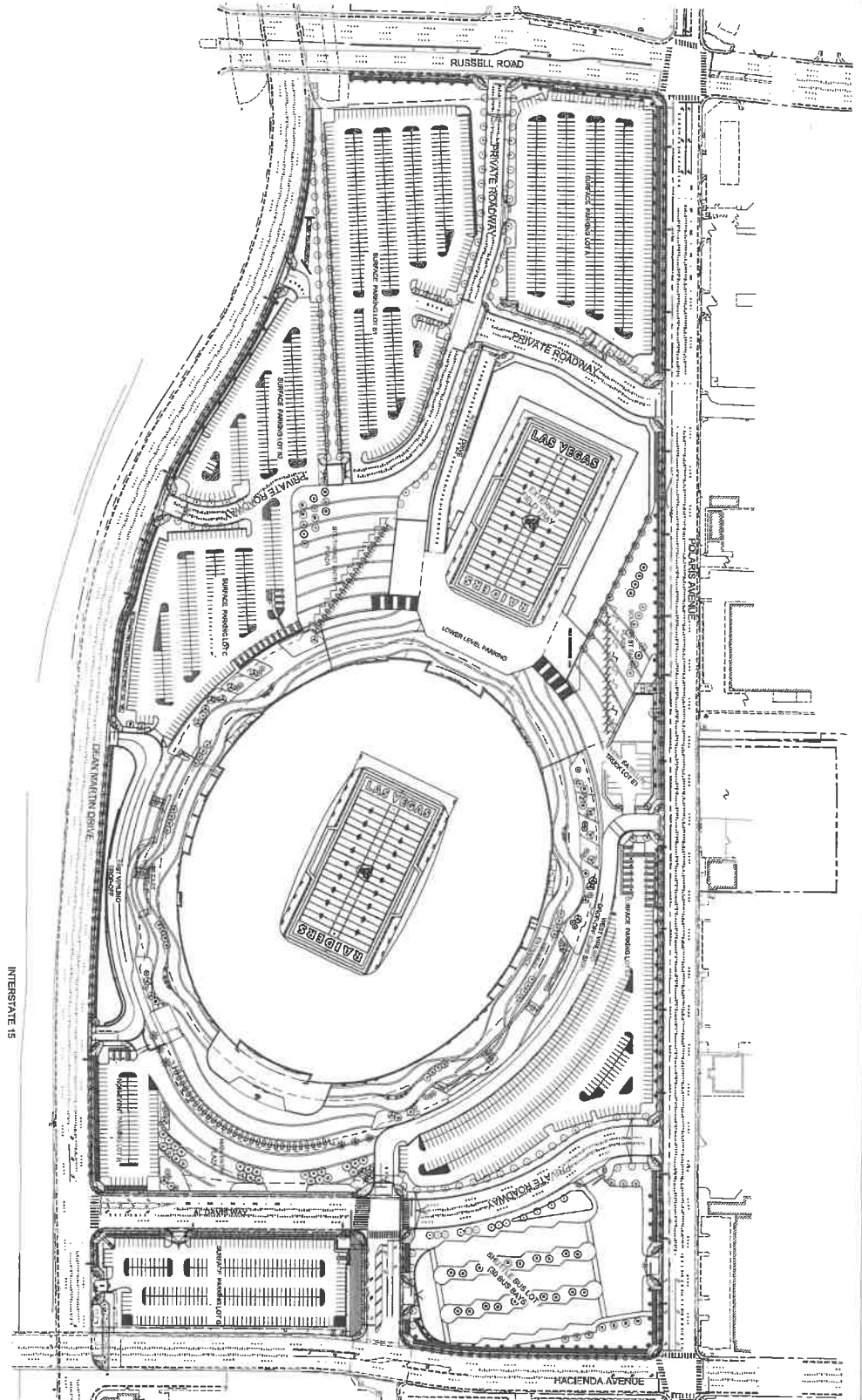
4. CONCLUSION

The Las Vegas Stadium is to be located west of Dean Martin Drive, south of Hacienda Avenue, north of Russell Road, and east of Polaris Avenue on approximately 62.6 acres within Clark County, Nevada (APN's 162-29-310-001 and 162-29-310-002). When completed for the 2020 NFL season, the proposed stadium will be the home of the Las Vegas Raiders and the UNLV football teams. The Stadium facilities will also be used for events such as concerts, music festivals, sporting events, and other large venue special events which will be managed by StadCo. **Table 5** provides a summary of the total 12,000 – 14,650 Stadium parking spaces that could be provided through confirmed locations.

Table 5 – Total Confirmed Parking Spaces by Location

Parking Location	Parking Spaces
The Orleans	3,700 – 4,625
Arville and Tropicana Property	1,025 – 1,175
Las Vegas and Arby Property	2,000 – 2,500
Las Vegas and Blue Diamond Property	2,900 – 3,625
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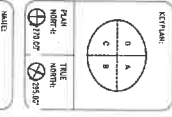
APPENDIX A
STADIUM SITE PLAN



ENGINEERING
 ARCHITECTURE
 INTERIORS
 LANDSCAPE ARCHITECTURE
 CIVIL
 MECHANICAL
 ELECTRICAL
 PLUMBING
 STRUCTURAL
 ENVIRONMENTAL
 CONSTRUCTION MANAGEMENT
 1-800-271-2800
 702-426-5200
 3535 S. LAS VEGAS BLVD. SUITE 1000
 LAS VEGAS, NV 89102



DATE:	MAY 24, 2017
PROJECT:	LAS VEGAS STADIUM
SCALE:	AS SHOWN



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	05/24/17
2	ISSUED FOR CONSTRUCTION	05/24/17
3	ISSUED FOR OPERATION	05/24/17

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LAS VEGAS STADIUM

LAS VEGAS, NEVADA

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