

### **Major League Soccer Stadium**

The proposed project would involve the construction of an approximately 25,000-seat outdoor stadium. The stadium would be initially built with seating for 19,621 attendees, and could be expandable to a maximum of 25,000 attendees over time.

### **Project Location**

The proposed MLS stadium would be located on an approximately 13-acre parcel near the eastern end of the Specific Plan project site, north of Railyards Blvd, between 8<sup>th</sup> and 10<sup>th</sup> Streets, and south of the former railroad berm (secondary levee) that forms the northern boundary of the project site.

### **Project Elements**

The stadium would be constructed initially with capacity for 19,621 attendees and the capacity to accommodate concerts with attendance up to 21,500. The seating bowl of the stadium would include general seating, standing room decks, and premium seating including suites. The seating areas would be accessed via a concourse area that would surround the seating bowl. The stadium would also include the following features:

- Clubs for supporters;
- A kitchen for food preparation;
- Home and visiting team locker rooms;
- Media facilities, including press rooms, radio and television booths;
- Security facilities, including a security command center;
- First aid room
- Stadium operations offices;
- Stadium maintenance and storage areas
- Loading docks and other support areas;
- Ticketing areas; and
- Concession and small retail stores.

**Figure PN-1 Conceptual Site Plan**



## Projected Number and Schedule Of Events

The proposed MLS Stadium would be a venue for an array of various sporting and entertainment events during the year. The total number of events would be affected by a number of factors, such as the success of the MLS team in reaching the playoffs, the number of touring concert acts each year, and the relative success of the stadium operators in booking events. It is estimated that the stadium would be booked for a total of on average 33 event days, with annual attendance of approximately 470,350 persons to 667,000 upon full buildout of 25,000 attendees for the MLS configuration.

On rare occasions certain events may be held that would exceed the seated capacity of the proposed Stadium. In these cases, the facility could accommodate approximately 1,000-2,000 additional attendees in standing-room-only spaces in the Main Concourse or cordoned portions of the entry plaza. The types of events that could attract such crowds would include such infrequent events as the Olympics, MLS All-Star games, a national political convention, or extremely rare major concerts.

## Stadium Design

The proposed Stadium would be a rectangular structure with rounded corners. A canopy roof would encircle the stadium, providing shade and rain protection for attendees seated in the stadium. The parapet of the roof of the stadium would rise approximately 100 feet above the west entry plaza positioned at an elevation approximately equal to 8<sup>th</sup> Street. The parapet of the roof of the stadium would rise approximately 95 feet above the secondary east entry plaza at an elevation equal to the midpoint of the rise of 10<sup>th</sup> Street as it passes the east entry plaza to cross overtop the existing North levee.

The primary entrances to the stadium would be located on the west side of the structure with a secondary entrance on the east side of the building. The proposed Stadium would have two primary general admission entrances situated at the southwest and northwest corners of the stadium facing 8<sup>th</sup> Street and an entry plaza on the west, and a secondary general admission entrance facing 10<sup>th</sup> Street on the east. There would be separate entrances for media and VIPs leading directly into the field level of the building from the adjacent west entry plaza, a separate supporters entrance near the northwest corner of the stadium, and employee entrances through the service yard on the south side of the stadium.

The proposed MLS Stadium would be primarily a two-level structure. The Field level would be located approximately at the planned grade of the Entry Plaza and 8<sup>th</sup> Street. The Field level would include the soccer pitch, general and supporter seating, locker rooms, clubs and lounges, kitchens, storage, ticketing facilities, media and press facilities, a security command center and related facilities, first aid, loading docks and marshaling areas, and other operations and support facilities. The Field level would include approximately 57,200 gross square feet of conditioned space and open seating areas.

The Main Concourse level would be located at the same level as the entry plaza, approximately 20 feet above the Field level. The Main Concourse would include the main entrances to the Stadium, horizontal circulation space, concession spaces, restrooms, team store(s) and other retail spaces, and VIP lobby and club space. The Main Concourse would include approximately 63,200 gross square feet of conditioned space, as well as open seating areas. The lower seating bowl would descend from the Main Concourse level to the soccer pitch on the Field level. with access to the upper seating bowl via vomitories at the main concourse level.

The Suite Level would include approximately 16,600 gross square feet of conditioned space, and would include a total of 16 suites, two double suites, an owners suite, and related lobbies, lounges, restrooms and storage areas.

The Press Level would be comprised of approximately 16,600 gross square feet of conditioned space, including media rooms, television and radio booths, lobbies, lounges, suites for team use, 8 additional suites, and other related facilities.

The roof of the Stadium would be made of metal deck and a transparent synthetic material and would rise approximately an additional 15 feet above the height of the seating bowl at the highest seating section on the east side of the stadium.

Any satellite dishes would be located with the service yard at the south side of the stadium. The number of satellite dishes and their exact placement is undetermined at this time.

The exterior of the Stadium would be made up of an integrated façade and canopy structure comprised of a range of textures and materials, including metal, glass, fabric and translucent synthetic panels while also providing open views into the seating and field areas. The continuous open air canopy that would provide shade and rain protection Distinctive lighting and signage would be included to accentuate the design of the building and provide nighttime viewing and visibility.

### **Open Space**

The primary entrances on the western and eastern sides of the Stadium would be accessed via open air entry plazas. For visitors arriving from the west across 8<sup>th</sup> Street or from the south across Railyards Blvd., their arrival at the stadium would pass through the west entry plaza (located at approximately the same elevation as 8<sup>th</sup> Street) before ascending to the main concourse level via stairs and ramps at the southwest and northwest corners of the stadium, or by utilizing escalators and elevators along the west side of the stadium.

The Stadium west entry plaza is anticipated to be actively used space that may include retail and ticketing storefronts, retail kiosks, small-scale performance venues, seasonal events, musical and cultural events, and gardens. It is anticipated that the entry plaza area would be occasionally used for small outdoor concerts or cultural or athletic events, including but not limited to events associated with the Sacramento MLS Team. For some events, a portion of the entry plaza in front of the Stadium entrances could be secured to create an integrated outdoor experience for ticketed attendees. Video screens and speakers may be placed in the secured entry plaza area, allowing attendees to hear and see the activities going on inside the Stadium while outside in the entry plaza area.<sup>1</sup>

An open air plaza located on the north side of the stadium at approximately the top elevation of the adjacent existing north levee would provide additional general seating access, as well as providing a dedicated Supporter Section entry. Vehicular access would make the north plaza useable for food trucks.

It is envisaged that a ticketed perimeter would encompass the entire stadium site are a west and north of the stadium, allowing for activation of the plaza spaces for pre and poste event activities, as well as music festivals, concerts and community events. These outdoor entry plaza could be equipped with video screens and speakers, which would allow patrons to watch and hear the ongoing events while experiencing the outdoor spaces.

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<sup>1</sup> The amplification of outdoor speakers would be limited to no higher than 100 dBA measured five (5) feet from the source.

A secondary east entry plaza off of 10<sup>th</sup> Street would serve those visitors arriving from the east across 10<sup>th</sup> Street, but no activation of 10<sup>th</sup> Street or the east entry plaza is anticipated.

An integral element of the Stadium would be several open plazas intended to provide seamless flow in and out of the facility, pedestrian circulation around the Stadium, and pedestrian connectivity to 8<sup>th</sup> and 10<sup>th</sup> Streets, and Railyards Boulevard. Approximately 578,500 square feet of open space would be included in the plaza areas surrounding the Stadium.

The Stadium plaza areas would be comprised of hardscape and landscaped planters. Hardscape areas would feature use of a variety of paving materials and landscape plantings, and would include benches, public art, and possibly water features

## **Signage and Lighting**

### ***Signage***

Stadium signage would include team and league signage, naming and sponsorship signage, directional and way-finding signage, and scoreboard/digital display signage. All signage would comply with regulations defined in the Sacramento City Code (Title 15), Building and Construction, Chapter 15.148 – Signs.

Stadium naming sponsor signage would likely be located on the east and west elevations of the stadium spanning approximately 200 feet across near the top of the building façade, with the possibility of additional naming signage visible from above on the roof canopy also spanning approximately 200 feet.

The primary stadium entries at the southwest and northwest corners of the stadium and at mid-plaza would likely display naming sponsorship signage, possibly digital.

Three large signage pylons located in the west entry plaza, possibly 20 feet to 30 feet tall, would designate named entry plazas. These pylons might display both digital and static signage.

Inside the stadium, visible from the seating bowl but also partially visible between solid elements of the exterior façade, there will be two large video display boards, one each at the north and south ends of the stadium, as well as ribbon boards circling the entire seating bowl located above the vomitory openings from the main concourse.

### ***Lighting***

Lighting for the stadium would be comprised of event field lighting, exterior stadium lighting (i.e., building perimeter lighting and site lighting), emergency lighting, and digital signage.

The event lighting is proposed to be outdoor LED- type floodlights with internal reflector systems to control spill light and glare. The event lighting will be integrated into the roof canopy structure and directed at the pitch (field). Lighting levels in the seating bowl would gradually taper off from the maximum light intensity levels on the playing field. High-intensity field lighting would primarily be required for large events during evening hours such as a late afternoon or

evening sporting event. Allowing for monthly maintenance of the field lighting it is estimated that the event lighting would be used 45 times per year.

The stadium would include outdoor security lighting along walkways, driveways, entrance areas and plazas in accordance with City code requirements.

Modern field lights are designed for specific directional light and reduction of spill light

### **Sustainability**

- The proposed MLS Stadium would be designed and constructed to exceed required Title 24 requirements through a variety of potential strategies, including, but not limited to: Emphasis on quality transit and alternative mode use, including bicycle facilities, green vehicles;
- Site design that will facilitate rainwater management, reduce heat island effects, reduced light pollution, and reduced water use;
- Water efficiency measures that reduce indoor and outdoor water use, including use of low-flow fixtures and water metering;
- Systems to optimize energy performance, including energy metering, demand response, maximizing use of shade structures and wind resources on the site, use of LED and sensor lighting, and potential use of solar panels for on-site energy generation;
- Optimizing use of green and raw materials, low emission cleaning products, composting and food donation, and collection and storage of recyclables;
- Enhanced indoor air quality strategies, including use of low-emitting materials, efficient thermal comfort systems, and maximizing use of natural light; and
- Construction methods that minimize outdoor and indoor air pollution, and construction waste.

### **Bicycles**

The proposed Stadium would comply with the requirements of the Planning and Development Code for the provision of short- and long-term bicycle parking (see PDC Chapter 17.608.040, Section N, and Table 17.608.030C). Approximately 24 long-term employee secured bike parking spaces would most likely be provided within the loading dock area or service yard located at the south end of the stadium. Short-term patron bicycle parking spaces would most likely be provided at the field level entry plaza west of the stadium

For events with sufficient demand, the project could provide for valet bicycle parking. The provision of valet bicycle parking could be flexible depending on the size of the event and the popularity, over time, of bicycling to events. Bicycle valet parking could be accommodated directly adjacent to site, or an alternate location. It may start with a small valet space at one location. For larger events and depending on weather, likely three bike valet locations would be set up for events serving bike traffic arriving at the site from the southwest, west and northwest.

**If feasible, based on project design and space utilization, the proposed Stadium may make provisions for a Bikeshare docking station, if such a program is initiated by the City/SMAQMD. This provision could involve Bikeshare docking stations adjacent to the proposed Stadium near 8<sup>th</sup> and South Park Street, or at another location around the Stadium. A Bikeshare docking station near the proposed Stadium could be coordinated with the anticipated Bikeshare station at the Sacramento Valley Station.**

### **Event Transportation Management Plan**

The proposed Stadium would include an Event Transportation Management Plan (TMP), a management and operating plan designed to facilitate multi-modal travel to and from events at the stadium in a safe and efficient manner. The TMP would be adapted and refined by the Stadium operator, the City of Sacramento, and other agencies responsible for carrying it out. An active monitoring process would occur during the first year of operation to provide the basis for adjustments by the Stadium operator and the City of Sacramento, with somewhat less intensive monitoring and refinements undertaken in subsequent years. It is also anticipated that subsequent adaptations or refinements would be made to respond to changing event types and schedules, new transportation access and parking opportunities, and planned transportation improvements that are implemented in the vicinity.

The TMP would provide for the following:

- Transportation control strategies, including provision of an on-site Transportation Management Center (TMC) in the Stadium (could occur in the Stadium Security Office), designation of a Traffic Control Officer (TCO) supervisor who would staff the TMC and manage event day traffic controls, and the location of TCO's who would direct vehicular, transit and pedestrian traffic under various event scenarios. The transportation control strategies would also address transit boarding at the nearby planned 7th Street & South Park Street light rail station.
- Communication strategies, including outreach and wayfinding strategies designed to inform event attendees of the various transportation options that would be available and provide directions on how they could be accessed.
- Wayfinding strategies, including a series of permanent and temporary signs as well as permanent changeable message signs on freeways that could be used to facilitate pedestrian, bicycle, and vehicle access.

Proposed transportation control strategies around the proposed Stadium during large events such as MLS matches are the focus of ongoing studies.

## 1. Precedents: Unique aspects of soccer venues

- The pace and rhythm of soccer is different from that of American football or baseball, so the stadium design must reflect this difference. By focusing on the experience on the pitch, the procession of fans and by creating a unique supporter section, new Sacramento Republic FC stadium keeps the focus where it needs to be. Steep seating bowls have been created on all four sides of the stadium, in support of this goal.
- One of the unique aspects of soccer stadiums around the world is the inclusion of seating sections specifically dedicated for the most passionate, loyal, loudest fans of the team – the Supporters. These groups of fans organize themselves to chant and sing songs throughout the match, elevating the noise and energy level inside the stadium. The design for the stands, including access to/from their seats, steepness of the seating bowl, views to the pitch, ability to hang oversized banners/flags, and gathering spaces to congregate before starting their procession into the stadium are important design elements that are unique to this sport.
- Another unique architectural component of soccer stadiums around the world, but less prevalent in MLS stadiums, is the inclusion of a roof that wraps around the entire stadium, providing cover over all the seats and helping amplify the crowd noise towards the pitch. These roofs are not fully opaque and include portions that are transparent, based on the stadium orientation and expected sun angles, to maximize natural light penetration onto the grass pitch, and to help direct and contain the crowd noise within the stadium.

## 2. Design vision - creating a soccer venue that is Uniquely Sacramento

- **The Star:** The exterior appearance and building structure is based upon Republic FC's logo: the star. The result is a stadium that could only be home to this team, showcasing the team's brand to the outside and, quite literally, supporting the fans in the stands.
- **Tree Canopy:** The stadium also pays homage to Sacramento's urban forests and famed canopies. From the concourses, tree-like steel support structures to support the roof canopy and seating bowl grow from the stadium's perimeter.
- **The Railyards:** Materials used to build the stadium will reflect its location within the historic Railyards district. Close proximity to light rail and activation of the plaza on event and non-event days will further strengthen the stadium's connection to the broader Railyards development.
- **Agriculture:** Site and landscape design, along with local food vendors and concessions, will pay homage to Sacramento's agricultural heritage.
- **Slant / Steep Rake:** One of the central design priorities was to create a tremendous fan experience. As we gathered input for the design, we heard a strong interest in fans being close to the pitch. One design feature to accomplish that is the rake of the seating bowl. The seating bowl rake is designed to be the steepest in Major League Soccer (approximately 32 degrees) providing great sight lines and a unique and intimidating atmosphere that puts fans close to the action. We also wanted to create a dynamic, loud, and intimidating fan presence, much like the Yellow Wall at the Bundesliga's Signal Iduna Park (home of Borussia Dortmund). It is said that when Dortmund's Yellow Wall sways and sings; the other three sides watch in admiration. This is what we wanted to do at the new Sacramento Republic FC stadium on the east side. Instead of splitting the stadium into a lower and upper seating bowl, we created a single, uninterrupted east seating section that will create a massive wall of fans.

- **Closed Bowl:** Many stadiums in MLS have open ends that allow the noise to leak out of the stadium and minimize the sense of intimacy, as viewed by players on the pitch. Our seating bowl will wrap around the pitch on all four sides and be continuous, with minimal breaks, further enhancing the apparent steepness of the stands, and surrounding the pitch on all sides with Republic FC fans.
- **Neighborhoods within the Seating:** Recognizing Sacramento’s strong neighborhoods, we utilized the concept of neighborhoods from traditional English Premier League stadia like St James’ Park and Stamford. Many of these venues were built stand-by-stand over time, imbuing each stand with its own identity and fan base. The new Sacramento Republic FC stadium will have distinct stands and seating areas giving each its own identity while giving the overall stadium a quirky personality.
- **Unique Supporter Section** – Our team was inspired by the concept of the “Hinchada”, which is the famous term used in South America to describe the most loyal, passionate fútbol fans, which we call Supporters in the United States. Also known as “Ultras” in Europe, “Curva” in Italy, “Torcida” in Brasil, “Barra Brava” in Latin America, or “Aficion” in Peru, Mexico, Bolivia and Ecuador, we designed a dedicated seating section with steep rakes for the Sacramento Republic FC supporters. The section has a dedicated entrance and open concourse area with restrooms and concessions for these fans. Above the section are two cantilevered, standing-room bridge decks to help create the sense of a wall and provide more room for Sacramento Republic FC supporters spaces to gather, chant and root for the team.
- **Continuous Roof:** Only two current stadiums in MLS within the United States have this feature. The proposed design for Sacramento Republic FC’s stadium will have a roof that will wrap around the entire stadium, providing shade to the majority of the seats and further capturing and retaining fan energy and intensity.

### 3. Design features incorporated to accommodate compatible uses and events

- Portions of the seating section at one end will be removable, allowing for a stage to be setup to host concerts and other events. The seating bowl geometry, although specifically designed to enhance the soccer experience, will also allow a center stage configuration on top of the pitch, allowing an alternate stage configuration for smaller concerts/events.
- The stadium also has two climate-controlled club lounge areas on the west, that have been designed to also accommodate gatherings from 50- 500 people. The design of these spaces will allow it to be rented during non-match days for other events and social/business functions.
- The design of the exterior site plaza and open space areas will also accommodate outdoor events, concerts and gatherings. The plaza design will continue to evolve and there may also be flexibility to include smaller outdoor futsal courts for community and team use.

### 4. Unique Supporter Section Design Concept

- The best stadiums in the world exhibit elegant simplicity in the execution of the design with strong, clear design ideas that are unique and representative of the region and culture. As we embarked on the development of the design, we wanted to avoid recycling of old ideas from prior MLS stadiums and ensure we improved upon those design elements, focusing attention to the details that would make this stadium uniquely Sacramento.

## 5. Key Design Principles

- **Clear Identity:** A building that is distinctive with a strong civic identity – be it through architectural flourishes, unique approaches to fan engagement and premium spaces, and so on. The building needs to have a clear and relatable identity that is unique to the Sacramento Republic FC and unique to Sacramento as a whole. When viewed in person and on TV, we want people to know exactly where this stadium is: Sacramento.
- **Strong Home Pitch Advantage:** A design that ensures a fun, intense, and unparalleled entertainment experience for both soccer fans and guests for other events. Design choices (e.g. sightlines, rake/proximity to the pitch, acoustics and roof design, views of downtown, etc.) needed to reward and enable fan passion while also ensuring a family--- and community---friendly vibe. From a game standpoint, the stadium will be a place where SRFC players love to play, and visiting teams dread to visit.
- **Integrated Site Development:** We wanted to design the site to capitalize on the considerable potential of the downtown Railyards as a whole, seamlessly integrating into the rest of the “grid.” As a team, we wanted for the design and programming to activate the area on both match and non-match days alike, and for the design to reflect a depth and sophistication of thought in terms of planning, urban design, and transit-oriented development.
- **Innovative, high tech and forward-looking:** The stadium was to reflect the spirit of SRFC and Sacramento: passionate, optimistic, innovative, forward-looking. Whether through design, cutting-edge technology, sustainability, a “millennial” intuition, or otherwise, the building needed to help define the next generation of Sacramento as a city and the next generation of MLS Stadiums.