

## RESOLUTION NO. 2016-0388

Adopted by the Sacramento City Council

November 10, 2016

### **ADOPTING FINDINGS OF FACT AND APPROVING A CONDITIONAL PERMIT FOR A SPORTS COMPLEX LOCATED ON LOTS 52a, 52b, 52c, 52d, AND 52e OF THE SACRAMENTO RAILYARDS (P15-040), A SITE PLAN AND DESIGN REVIEW FOR A SPORTS COMPLEX, A VARIANCE TO ALLOW THE EXTENSION OF HOURS OF CONSTRUCTION ESTABLISHED BY THE NOISE ORDINANCE, AND A VARIANCE TO ALLOW NOISE FROM THE OPERATION OF THE SPORTS COMPLEX AND SURROUNDING PLAZA AREA TO EXCEED LEVELS ALLOWED BY THE CITY OF SACRAMENTO NOISE ORDINANCE**

- A. On October 22, 2015, March 24, 2016, May 12, 2016, June 30, 2016, August 11, 2016, September 8, 2016, September 22, 2016, and October 6, 2016, the City Planning and Design Commission participated in public hearings on the Sacramento Railyard project.
- B. On November 18, 2015, May 18, 2016, and June 30, 2016, the City Preservation Commission participated in public hearings on the Sacramento Railyard project.
- C. On October 24, 2016, the City Planning and Design Commission conducted a public hearing on the Sacramento Railyards project, and forwarded to the City Council a recommendation to approve, the Conditional Use Permit for a major sports complex, a Site Plan and Design Review for a sports complex, and Variance to allow the extension of hours of construction established by the City of Sacramento noise ordinance, and a Variance to allow noise from the operation of the major sports complex and surrounding plaza area to exceed levels allowed by the City noise ordinance.
- D. On November 10, 2016, the City Council conducted a public hearing that was noticed in accordance with Sacramento City Code sections 17.812.010 and 17.812.030 at which it received and considered evidence concerning the Sacramento Railyards project.

### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. Based on the verbal and documentary evidence received at the hearings on the Sacramento Railyards Project the City Council approves the Conditional Use Permit for a sports complex, a Site Plan and Design Review for a sports complex, and Variance to allow the extension of hours of construction established by the City of Sacramento noise ordinance, and a Variance to allow noise from the operation of the major sports complex and surrounding plaza area to exceed levels

allowed by the City noise ordinance (P15-040), as provided in Exhibits A – G, based on the findings of fact and subject to the conditions of approval as set forth below.

**A. Conditional Use Permit.** The Conditional Use Permit for a sports complex **is approved** based on the following findings of fact:

- a. The proposed use and its operating characteristics are consistent with the general plan and any applicable specific plan or transit village plan, in that the General Plan policies and goals support a mix of land uses that support transit service and which encourages the development of cultural and entertainment facilities in the city's center to attract visitors and establish a unique identity for Sacramento. Furthermore, the use, as conditioned, is allowed and consistent in the Central Business District land use designation and the use is consistent with the Sacramento Railyards Specific Plan concepts, goals and policies related to the East End District where the sports complex is located.
- b. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the zoning district in which it is located, and of all other provisions of this title and this code in that the use is conditionally allowed in the Central Business District (C-3-SPD) zone and is conditioned in a manner that will further the goals of the Sacramento Railyards and Central Business District.
- c. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities in that the tentative map associated with the Sacramento Railyards project requires improvements that will serve the area and provide a roadway system that connects to adjacent neighborhoods and provide sufficient physical access to the sports complex.
- d. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project is designed and conditioned to support both existing and future surrounding land uses and to minimize detrimental impacts. Potential noise impacts are mitigated to the extent feasible.

**B. Site Plan and Design Review.** The Site Plan and Design Review for a sports complex **is approved** based on the following findings of fact:

- a. The design, layout, and physical characteristics of the proposed development are consistent with the General Plan and any applicable specific plan or transit village plan, in that the development is consistent with General Plan policies that encourage the creation of iconic buildings that contribute to the City's structure and identity and create a unique sense of place. The project is also consistent with General Plan policies that encourage the development of well-planned, active public spaces.
- b. The design, layout, and physical characteristics of proposed development are consistent with all applicable design guidelines and with all applicable development standards and the proposed development is consistent with the purpose and intent of the applicable design guidelines and development standards, in that sports complex is designed to be consistent with the Central Core Urban Design Guidelines and Sacramento Railyards Design Guidelines. The material palette and treatment of textures and finishes meets and exceeds the Guidelines, and design considerations are taken to ensure that the scale of the building is comfortable to the site's visitors while also creating an iconic and functional structure.
- c. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards, in that in that the tentative map associated with the Sacramento Railyards project requires improvements that will serve the area and provide a roadway that connects to adjacent neighborhoods and provide sufficient physical access to the sports complex.
- d. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the sports complex is conditioned to develop and implement an Event Transportation Management to control crowds before, during and after games; the project is conditioned to have security measures in place during events, the project is conditioned to minimize light intrusion into adjacent areas, and only up to 37 events are proposed each year. Furthermore, the surrounding area has a mix of uses, including industrial, office, multi-family and single-family uses; the height of the complex, approximately 92 feet, is within the wide range of building heights of existing structures in adjacent areas; and the visual impact of the complex is minimized because the complex is approximately 272 feet and is separated by a 15-foot high heavy rail track.
- e. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources

is encouraged, in that the project is being designed to be primarily an open-air venue with a canopy to shade visitors.

- f. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the project is conditioned to have an Event Transportation Management Plan to address vehicle, pedestrian, and bicycle access to the site during events; 8<sup>th</sup> Street will be closed off during events to minimize potential for vehicle conflicts; and the site is not directly accessible to the existing Alkali Flats area, so traffic impacts will be minimal in the existing neighborhood.

**C. Variance.** The Variance to allow the extension of hours of construction established by the noise ordinance **is approved** based upon the following findings of fact:

- a. The Planning and Design Commission finds that strict compliance with the requirements of Chapter 8.68 of the Sacramento City Code for the construction of the sports complex will cause practical difficulties and unnecessary hardship for the applicant, in that:
  - i. Increased hours of construction are necessary to accommodate the anticipated amount of demolition, mass excavation, and construction in order to meet the project deadline of February 2019;
  - ii. A limited number of construction related activities must, by necessity, be conducted in the evening hours or at night, in order to not unduly disrupt traffic operations on surrounding streets; and
  - iii. Efforts have been made to minimize, to the extent feasible, the noise impacts from construction on adjacent sensitive uses and conditions have been placed on the project to that end, including, placing noise generating equipment as far from sensitive uses as possible, and locating staging areas away from sensitive uses.

**D. Variance.** The Variance to allow noise from the operation of the sports complex and surrounding plaza area to exceed levels allowed by the City of Sacramento noise ordinance **is approved** based upon the following findings of fact:

- a. The Planning and Design Commission finds that strict compliance with the requirements of Chapter 8.68 of the Sacramento City Code for the operation of

the sports complex project will cause practical difficulties and unnecessary hardship for the applicant, in that:

- i. The sports complex use itself is a use that will by its nature generate activity within the building and outside the building in the plaza area. While numerous measures will be in place to reduce operational noise to the extent feasible, it is impractical for this use to completely eliminate the need to operate outside of the noise code's hours of operation or beyond maximum noise levels;
- ii. The facility is an open air facility that will primarily serve soccer games and, designed to minimize the noise, will not be able to contain noise internal to the structure; and
- iii. The project includes outdoor activities, such as music, during event days, and may occasionally exceed maximum noise levels allowed by the City.

**E. SB 5 – Flood Protection.** State Law (SB 5) and City Code Chapter 17.810 require that the City make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The purpose is to ensure that new development will have protection from a 200-year flood event or will achieve that protection by 2025. The project site is within a flood hazard zone and is an area covered by SAFCA's Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the local flood management agency, SAFCA, has made adequate progress on the construction of a flood protection system that will ensure protection from a 200-year flood event or will achieve that protection by 2025. This is based on the SAFCA Urban level of flood protection plan, adequate progress baseline report, and adequate progress toward an urban level of flood protection engineer's report that were accepted by City Council Resolution No. 2016-0226 on June 21, 2016.

#### Conditions of Approval

- A. The **Conditional Use Permit** to operate a sports complex **is approved** subject to the following conditions of approval:

#### **Planning (Teresa Haenggi)**

- A 1. The sports complex operator shall be responsible for the daily removal of all litter generated by the events at the subject side, associated parking lots, and sidewalks adjacent to the sports complex.

- A 2. There shall be no music concerts or other non-game events with amplified sounds after the hours of 10:00 p.m. on Sunday through Thursday or 11:00 p.m. on Friday/Saturday.
- A 3. The project shall comply with all mitigation measures as prescribed by planning project number P15-040.
- A 4. The project shall provide a minimum of 100 short-term bicycle parking facilities for the use of visitors to the sports complex. The location of the short-term bicycle parking facilities shall be on the site plan of the construction plan set that is submitted for building permits. The design of the short-term bicycle parking facilities shall be approved by Planning Staff prior to issuance of building permits.
- A 5. The project shall provide a minimum of 10 on-site long-term bicycle parking facilities. The applicant shall submit an exhibit to staff identifying the location of employee long-term bicycle parking prior to Plan Check submittal. The exhibit shall also identify the route to the enclosure and demonstrate that the enclosure meets the size requirements in City Code. The applicant shall obtain review and approval of the facilities by Planning and Urban Design staff prior to Certificate of Occupancy.
- A 6. The applicant shall provide an updated Event Transportation Management Plan for the review by Public Works and Planning prior to issuance of building permits. The applicant shall provide final Event Transportation Management Plan to Planning and Public Works for review and approval prior to issuance of Certificate of Occupancy.
- A 7. A Security Plan for both event and non-event times shall be provided to the Police Department for review and approval prior to the issuance of building permits.

**Public Works (Anis Ghobril)**

- A 8. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk

adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

- A 9. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- A 10. Dedicate right-of-way and construct 8th Street adjacent to the subject site (from Railyards Blvd to North B Street) per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works
- A 11. Dedicate right-of-way and construct North 10th Street from Railyards Blvd to North B Street per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works. Construction of North 10th Street to North B Street requires offsite dedication. In the event that North 10th Street is not extended to North B Street, a temporary turn around shall be designed and constructed to the satisfaction of the Department of Public Works and Fire Department.
- A 12. The applicant shall dedicate and construct 6th Street between Railyards Boulevard and North B Street per the cross section shown on the approved Tentative Subdivision Map and to the satisfaction of the Department of Public Works.
- A 13. The applicant shall dedicate and construct South Park Street between 6th and 7th Streets per the cross section shown on the approved Tentative Subdivision Map and to the satisfaction of the Department of Public Works.
- A 14. Dedicate right-of-way and construct Railyards Blvd adjacent to the subject site (from 7th Street to 10th Street) per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works.
- A 15. Dedicate right-of-way and construct North B Street per City standards and specifications for street construction, the Tentative Subdivision Map and the Railyards Specific plan to the satisfaction of Department of Public Works. North B Street has several cross sections depending on location and the recommendations in the Traffic Analysis. Construction of North B Street requires off-site dedication and shall be at a minimum from 7th Street to 10th Street.

Street transitions must be designed to City standards and to the satisfaction of the Department of Public Works.

A 16. Construct or modify (in accordance with the Traffic Study prepared for this project as documented in the DEIR) traffic signals at the following intersections when required by the Department of Public Works (if not already in place):

- 1 North B Street/8<sup>th</sup> Street
- 2 Railyards Blvd./8<sup>th</sup> Street
- 3 Jibboom Street/Railyards Blvd
- 4 6<sup>th</sup> Street/North B Street
- 5 6<sup>th</sup> Street/Railyards Blvd
- 6 7<sup>th</sup> Street/North B Street
- 7 7<sup>th</sup> Street/Railyards Blvd
- 8 10<sup>th</sup> Street/North B Street
- 9 10<sup>th</sup> Street/Railyards Blvd
- 10 South Park Street/7<sup>th</sup> Street
- 11 Mid-block Crossing across 8<sup>th</sup> street through Lot 65

**NOTE:** Signals shall be constructed as part of the public improvements for the Special Permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement or Finance Plan approved for the Railyards Specific Plan. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances.

A 17. The applicant shall submit a signal design concept report to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work.

A 18. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.

A 19. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The applicant shall construct bulb-outs/ curb extension where needed to the satisfaction of Public Works.

A 20. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards. The applicant shall construct A.D.A compliant ramps at intersection

corners on streets adjacent to the MLS Sports Complex and any associated parking lots/areas.

- A 21. The applicant/Developer is required to install permanent street signs to the satisfaction of the Department of Public Works.
- A 22. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- A 23. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- A 24. Dedicate the right of way required for the Light Rail Station north of the intersection of Railyards Boulevard on the east side of 7th Street. The east side station must be constructed and functional prior to the issuance of a Certificate of Occupancy for the MLS Sports Complex. A 16-foot platform for the station, approximately 350-feet in length, shall be constructed to the satisfaction of the Department of Public Works and Regional Transit. This includes all signaling changes including special track work, additional signaling to support the new station, the new grade crossing, preemption for the modified traffic signals and relocation of existing instrument relay case including all associated equipment, conduit and wire. In addition, all necessary overhead contact wire, communication and traction power system modifications shall also be constructed to the satisfaction of Regional Transit.
- A 25. A pedestrian connection between Railyards Blvd and North B Street east of 7th Street (other than 8th Street) must be constructed to the satisfaction of the Department of Public Works.
- A 26. Construct the Pedestrian Corridor between 7th Street and 8th Street (Lot 65 on the Tentative Map) that will provide access to and from the Light Rail Station and the parking lots to the main entrance of the MLS Stadium to the satisfaction of the Department of Public Works.
- A 27. The Developer must update, implement and comply with the Event Transportation Management Plan (ETMP) that has been prepared for this project to the satisfaction of the Department of Public Works.

- A 28. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-040).
- A 29. The I-5 Sub-regional fee for each structure is required to be paid at the time of each Building Permit application.
- A 30. Off-site Parking is required to support the MLS Sports Complex and must be constructed prior to the issuance of a Certificate of Occupancy for the MLS Sports Complex.
- A 31. The MLS Sports Complex project must annex into and pay any fee's associated with the Railyards Specific Plan Finance Plan.

**Department of Utilities (Inthira Mendoza)**

- A 32. Prior to building permit issuance for the MLS sports complex, the applicant shall submit and have approved by the City Department of Utilities an accepted water, sewer and drainage study. The study shall include any offsite flows if applicable or as determined by the Department of Utilities.
- A 33. Onsite and offsite water, sewer and drainage infrastructure shall be designed and constructed per the approved water, sewer and drainage study.
- A 34. Development east of 7th Street will be required to upsize the existing drainage system in Railyards Boulevard or as otherwise approved by the DOU with a revised drainage study.
- A 35. Construct DOU approved pump station and discharge pipes, and construct inlet and outlet structures for the pump station at the time specified by DOU. The construction shall be to the satisfaction of the DOU. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private land owners for the construction of these facilities.
- A 36. The project's initial sewer flows to the existing 3rd Street sewer main shall be limited to 1.24cfs or as approved by the Department of Utilities and the applicant will be required to construct a temporary lift station to the satisfaction of the Department of Utilities until the 3rd Street main is upsized by the City. In lieu of constructing the temporary lift station, the applicant may upsize the 3rd Street sewer main. The construction cost of the 3rd Street sewer main may be reimbursed through the Combined Sewer System Development Fee program in the form of combined sewer development fee credits.

A 37. The project shall include in the Master Stormwater Quality Management Plan a requirement that all future developed parcels shall meet the Low Impact Development standards in place at the time of permit submittal. Post construction (permanent), stormwater quality and quantity control measures shall be incorporated into the development to minimize the increase of urban runoff volume and pollution caused by development of the area. This project is required to incorporate source controls, runoff reduction and treatment controls. Specific source controls are required for (1) commercial/industrial fueling areas (2) commercial/industrial loading areas, (3) commercial/industrial outdoor storage areas, (4) commercial/industrial outdoor work areas, (5) commercial/industrial outdoor equipment wash areas, and (6) commercial/industrial/multi-family waste management areas. Permanent storm drain markings (e.g. no dumping -drains to river) is required at all drain inlets. The project is required to treat the “water quality volume/flow” with a combination of accepted treatment control measures such as water quality detention basins, stormwater planters or vegetative swales. The project is also required to incorporate runoff reduction control measures. Some runoff reduction and treatment control measures may be prohibited in certain project areas due to the infiltration constraints. Refer to the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions” dated May 2007 (or latest edition) for appropriate source, runoff reduction and treatment control measures.

### **SMUD (John Yu)**

- A 38. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to 8<sup>th</sup> Street and 10<sup>th</sup> Street public street rights of ways.
- A 39. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances along Railyard Blvd from 8th Street to 10th Street directly north of the 22' landscape area. A root barrier will need to be installed between the landscape area and the PUE to the satisfaction of SMUD.
- A 40. Any necessary future SMUD facilities located on the customer's property will require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the customer's property.
- A 41. Developer to comply with SMUD requirements; i.e. panel size/location, clearances from SMUD equipment, transformer location and service conductors.
- A 42. Structural setbacks of less than 14 feet may create clearance issues. The developer shall meet with all utilities to ensure adequate setbacks are maintained.

- A 43. To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5 feet from any SMUD trench.
- A 44. SMUD equipment shall be accessible to a 26,000-pound service vehicle in all weather. SMUD equipment shall be no further than 15 feet from a drivable surface. The drivable surface shall have a minimum width of 20 feet.
- A 45. Developer to contact SMUD new services 1-888-742-SMUD (7683) for any new services.

**Regional Sans (Robb Armstrong)**

A 46. Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento’s (City) local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2, Sump 2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents via a sewer master plan to ensure wet and dry weather capacity limitations within Sump 2 and Sump 2A are not exceeded. On March 13, 2103, Regional San approved the Wastewater Operating Agreement between Regional San and the City. The following limitations are outlined within this agreement.

<b>Service Area</b>	<b>Flow Rate (MGD)</b>
Combined flows from Sump 2 and Sump 2A	60
Combined flows from Sumps 2, 2A, 21, 55, and 119	98
Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections	108.5

A 47. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

**Sacramento Region Transit (Traci Canfield)**

A 48. The applicant and City shall work with RT to minimize the potential for pedestrians and bicycles to use the North 7th Street tracks for their access due to the potential safety hazard during event times for the MLS sports complex.

- A 49. The property/business owner will join the Sacramento Transportation Management Association (or create a new one).
- A 50. The applicant shall include in the Event Transportation Management Plan adequate information for potential transit options. This information may be provided online, through signage, or other communication mediums.

**Fire Department (King Tunson)**

- A 51. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4
- A 52. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4
- A 53. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- A 54. Provide appropriate Knox access for site. CFC Section 506
- A 55. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a)
- A 56. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.
- A 57. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1
- A 58. The Fire Code Official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle

congestion, condition of terrain, climatic conditions or other factors that could limit access. CFC 503.1.2 *North 10th Street shall be extended north and connected at North B St or provide Emergency Vehicle Access (EVA) from 10th Street to North B Street.*

**Public Works, Street Lighting (Sompol Chatusripitak)**

A 59. This project will require street lighting according to City standards.

**Public Works, Transportation (Debb Newton)**

A 60. Pursuant to City Code Section 17.700.060, the applicant shall be required to submit a Transportation System Management Plan and pay all required fees prior to issuance of the building permit. The Transportation System Management Plan shall be subject to review and approval of the City, Department of Public Works.

**Police Department (Sergeant William Wann)**

A 61. Exterior lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K.

A 62. Broken or damaged exterior lighting shall be repaired or replaced within 48 hours of being noted.

A 63. Unattended bicycle parking shall be illuminated to a maintained minimum of 1.5 foot candles per square foot of parking area at a 10:1 maximum to minimum ratio during events.

A 64. Exterior walkways, alcoves, plazas and passageways shall be illuminated to a maintained minimum of ¼ foot candles per square foot of surface area at a 2 foot candle average and a 4:1 average to minimum ratio during events.

A 65. Exterior lighting distribution and fixtures shall be approved by the Sacramento Police Department CPTED Sergeant (or designee) prior to issuance of a building permit.

A 66. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

- A 67. All light fixtures shall be vandal resistant.
- A 68. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.
- A 69. All mature landscaping shall follow the two foot six foot rule. All landscaping shall be ground cover, two feet or less and lower tree canopies of mature trees shall be above six feet. This increases natural surveillance and eliminates hiding areas within the landscape.
- A 70. Exterior pedestrian paths shall be a minimum of 6' wide.
- A 71. Benches shall be designed to mitigate skateboard issues and sleeping/lying down issues (e.g. scalloping).
- A 72. Operator shall work with SPD CPTED Sergeant (or designee) to develop additional security measures for bicycle parking areas. Such measures may include fencing, pavement treatments and other measures in addition to VASS and lighting standards otherwise enumerated.
- A 73. Fences shall be of decorative tubular steel (or similar material), no climb type.
- A 74. Operator shall cause a Security Plan to be prepared by a qualified professional and reviewed and approved by the Sacramento Police Department CPTED Sergeant or designee. The security plan shall include recorded Video Assessment and Surveillance System (VASS)
- A 75. Wayfinding / signage shall include bicycle parking.
- A 76. All employees who sell alcohol shall attend ABC LEAD training within 6 months of hire and at least once every five years.
- A 77. Electronic "point of sale" age verification system is required, including:
- scans and authenticates ID
  - identifies fake IDs
  - has the ability to create a "banned patron" list
- A 78. Carrying, selling, or offering an unordered stock of alcoholic beverages by an ambulatory vendor (more commonly referred to as "hawking"), is strictly prohibited throughout the premises.

- A 79. Service of alcoholic beverages to patrons by means of wait staff delivery shall be made only pursuant to a specific order, placed in advance, by the patron. Delivery of such an order by wait staff must be made to the patron who placed the order.
- A 80. Except in the designated "suites," all alcoholic beverages sold and delivered by wait staff to patrons shall be in pre-packaged, factory sealed, non-glass containers.
- A 81. Alcoholic beverages shall be sold and served in containers which shall be distinctive in design and color and be easily distinguishable from any other containers used in the service of beverages.
- A 82. Except in designated "suites," alcoholic beverages shall be dispensed, sold and served in containers with capacity no greater than twenty-five (25) ounces liquid volume.
- A 83. Except in designated "suites," no more than two (2) containers of alcoholic beverages shall be sold to a patron during any transaction.
- A 84. During soccer events, alcoholic beverage sales and service shall cease 30 minutes into the second half of play. During all other events, alcoholic beverage sales and service shall cease 30 minutes prior to the scheduled end of the event.
- A 85. Except in designated "suites," the sale of alcoholic beverages for consumption off the premises is strictly prohibited.
- A 86. For the purposes of allowing unannounced enforcement activities, upon request of the California Department of Alcoholic Beverage Control or the Sacramento Police Department, management shall provide up to four (4) tickets, passes, or other means of entry to the premises for all events. Said tickets and/or passes may be "standing room only" but shall allow access to all areas where alcoholic beverages are being sold, served or consumed and shall not identify the bearer as a law enforcement official and shall be provided at least one week prior to each event held at the premises.
- A 87. On-duty law enforcement officers, whether in uniform or plain clothes, shall be allowed admittance to any event for the purposes of enforcement. Management shall work with the Sacramento Police Department CPTED Sergeant (or designee) to develop protocols (e.g. where to enter, how to accommodate such enforcement activities, etc.).

- A 88. Operator shall not distribute glass containers in open spectator seating areas.
- A 89. Business owner/s, management, and employees will immediately cause to be removed from the premises, to the extent feasible, any and all persons who are so obviously intoxicated that they exhibit one or more of the following behaviors: incoherent or slurred speech, poor muscular coordination, a staggering or unsteady walk, loss of balance, argumentative conduct, vomiting, or unconsciousness.
- A 90. If an intoxicated person becomes unconscious while he or she is on the premises, a business owner, manager, employee, or security guard will immediately contact emergency service personnel to render medical aid and remove the intoxicated person from premises. At least one business owner, manager, or employee, or contracted security guard will wait with the person at the establishment until the emergency service personnel arrive.
- A 91. Operator must comply with all laws and regulations related to the distribution of alcoholic beverages, including not selling, furnishing, giving or causing to be sold, furnished or given away, any alcoholic beverages to any habitual drunkard, or to any obviously intoxicated person.
- A 92. The applicant is responsible for reasonably controlling the conduct of persons on the site and shall immediately disperse loiterers.
- A 93. All dumpsters shall be kept locked or in a locked enclosure.
- A 94. Exterior trash receptacles shall be of a design to prevent unauthorized removal of articles from the trash bin.
- A 95. Any graffiti painted or marked upon the premises or on any adjacent area under the control of the operator shall be removed or painted over with matching paint within 72 hours of being applied.
- A 96. The operator shall be responsible for the daily removal of all litter from the site.
- A 97. Operator shall install a "Knox Box" for police access to the property after hours.
- A 98. Operator shall work with the CPTED sergeant or designee regarding plans for "Valet Bicycle Parking" including mandatory triggers for use. Such plans may be included in the Event Transportation Management Plan.

A 99. Operator shall cease the sale of all alcoholic beverages at any event for public safety reasons upon the command and discretion of the Sacramento Police Department on-duty watch commander.

## **CONDITIONAL USE PERMIT ADVISORY NOTES**

### **Parks and Recreation (Raymond Constantino)**

ADV A1. Prior to issuance of a Building Permit for the MLS Stadium, the applicant shall pay a Park Development Impact Fee (PIF). The Park Development Impact Fee for this project will be determined at the time of submittal, based on the proposed uses. The Park Development Impact Fee is currently \$0.43 per square foot for commercial services and retail uses and \$0.59 per square foot for office uses. The fee is adjusted on July 1st of each year to keep up with inflation. The fees quoted here are effective between July 1, 2016 and June 30, 2017.

ADV A2. The City is currently considering modifications to the Park Development Impact Fee program which will change the fee amount to be collected for this project. The actual fee charged will be determined based upon the conditions in place at the time the fee is assessed. The fee is not anticipated to increase above the amounts quoted above.

### **SMUD (John Yu)**

ADV A3. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.

B. The **Site Plan and Design Review** of the sports complex **is approved** subject to the following conditions of approval:

### **Planning (Teresa Haenggi)**

B 1. The applicant shall obtain all necessary building and/or encroachment permits prior to commencing construction.

B 2. Any changes or modifications to the plans shall require additional review and approval of Planning and Urban Design staff.

B 3. Vehicular access and site layout shall be as indicated on the exhibits.

- B 4. The applicant shall comply with the provisions of the Event Transportation Management Plan.
- B 5. Pedestrian entry points into the plaza space from adjacent streets and properties shall be provided per approved plans.
- B 6. Final plaza design for 8th Street and 8th Street stadium entry details and materials shall be provided to Planning, Urban Design, Urban Forest, and Public Works staff prior to Plan Check submittal.
- B 7. The applicant shall coordinate with and obtain approval from the Urban Design Manager and Police staff on building and site lighting design prior to Plan Check submittal.
- B 8. Event lighting in or on the stadium shall be shielded or otherwise designed to avoid spill-over illumination beyond the property line to adjacent streets and properties.
- B 9. The building materials for the exterior shall be comprised of an integrated façade and canopy structure comprised of a variety of materials, that may include structural steel, decorative metal wall panel systems, glass, fabric and translucent synthetic panels. The roof of the stadium will be made of metal deck and a transparent synthetic material. The building base will be cast in place concrete with brick or similar veneer. Final plans shall be submitted to Planning/Urban Design Staff prior to Plan Check submittal.
- B 10. The applicant shall provide information of the timing of fencing installation and removal and designs of security fencing to staff for review and approval.
- B 11. Any mechanical systems shall be screened from street view. The applicant shall submit final mechanical locations and screening to Urban Design staff for review and approval prior to Plan Check submittal.
- B 12. The design of the building shall be as indicated on the final plans and color and material board. Any changes shall require additional Planning and Urban Design staff review and approval.
- B 13. The applicant shall obtain a sign permit before the fabrication or installation of any signage for the project.

- B 14. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.

### **Public Works (Anis Ghobril)**

- B 15. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- B 16. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Department of Public Works. The center lines of such streets shall be aligned.
- B 17. Dedicate right-of-way and construct 8th Street adjacent to the subject site (from Railyards Blvd to North B Street) per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works
- B 18. Dedicate right-of-way and construct North 10th Street from Railyards Blvd to North B Street per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works. Construction of North 10th Street to North B Street requires offsite dedication. In the event that North 10th Street is not extended to North B Street, a temporary turn around shall be designed and constructed to the satisfaction of the Department of Public Works and Fire Department.
- B 19. The applicant shall dedicate and construct 6th Street between Railyards Boulevard and North B Street per the cross section shown on the approved Tentative Subdivision Map and to the satisfaction of the Department of Public Works.
- B 20. The applicant shall dedicate and construct South Park Street between 6th and 7th Streets per the cross section shown on the approved Tentative Subdivision Map and to the satisfaction of the Department of Public Works.
- B 21. Dedicate right-of-way and construct Railyards Blvd adjacent to the subject site (from 7th Street to 10th Street) per the Tentative Map, and per City standards and specifications for street construction, and to the satisfaction of Department of Public Works.

- B 22. Dedicate right-of-way and construct North B Street per City standards and specifications for street construction, the Tentative Subdivision Map and the Railyards Specific plan to the satisfaction of Department of Public Works. North B Street has several cross sections depending on location and the recommendations in the Traffic Analysis. Construction of North B Street requires off-site dedication and shall be at a minimum from 7th Street to 10th Street. Street transitions must be designed to City standards and to the satisfaction of the Department of Public Works.
- B 23. Construct or modify (in accordance with the Traffic Study prepared for this project as documented in the DEIR) traffic signals at the following intersections when required by the Department of Public Works (if not already in place):
- a. North B Street/8<sup>th</sup> Street
  - b. Railyards Blvd./8<sup>th</sup> Street
  - c. Jibboom Street/Railyards Blvd
  - d. 6<sup>th</sup> Street/North B Street
  - e. 6<sup>th</sup> Street/Railyards Blvd
  - f. 7<sup>th</sup> Street/North B Street
  - g. 7<sup>th</sup> Street/Railyards Blvd
  - h. 10<sup>th</sup> Street/North B Street
  - i. 10<sup>th</sup> Street/Railyards Blvd
  - j. South Park Street/7<sup>th</sup> Street
  - k. Mid-block Crossing across 8<sup>th</sup> street through Lot 65

**NOTE:** Signals shall be constructed as part of the public improvements for the Special Permit. Signal design and construction shall be to the satisfaction of the Department of Public Works and may be subject to reimbursement as set forth in the Development Agreement or Finance Plan approved for the Railyards Specific Plan. The applicant shall provide all on-site easements and right-of-way needed for turn lanes, signal facilities and related appurtenances.

- B 24. The applicant shall submit a signal design concept report to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work.
- B 25. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- B 26. Bulb outs/curb extensions are required where there is on-street parking in the central City area or as directed by the Department of Public Works. Locations of bulb outs must be reviewed and approved by the City Traffic Engineer. The

applicant shall construct bulb-outs/ curb extension where needed to the satisfaction of Public Works.

- B 27. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards. The applicant shall construct A.D.A. compliant ramps at intersection corners on streets adjacent to the MLS Sports Complex and any associated parking lots/areas.
- B 28. The applicant/Developer is required to install permanent street signs to the satisfaction of the Department of Public Works.
- B 29. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- B 30. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.
- B 31. Dedicate the right of way required for the Light Rail Station north of the intersection of Railyards Boulevard on the east side of 7th Street. The east side station must be constructed and functional prior to the issuance of a Certificate of Occupancy for the MLS Sports Complex. A 16-foot platform for the station, approximately 350-feet in length, shall be constructed to the satisfaction of the Department of Public Works and Regional Transit. This includes all signaling changes including special track work, additional signaling to support the new station, the new grade crossing, preemption for the modified traffic signals and relocation of existing instrument relay case including all associated equipment, conduit and wire. In addition, all necessary overhead contact wire, communication and traction power system modifications shall also be constructed to the satisfaction of Regional Transit.
- B 32. A pedestrian connection between Railyards Blvd and North B Street east of 7th Street (other than 8th Street) must be constructed to the satisfaction of the Department of Public Works.
- B 33. Construct the Pedestrian Corridor between 7th Street and 8th Street (Lot 65 on the Tentative Map) that will provide access to and from the Light Rail Station and

- the parking lots to the main entrance of the MLS Stadium to the satisfaction of the Department of Public Works.
- B 34. The Developer must update, implement and comply with the Event Transportation Management Plan (ETMP) that has been prepared for this project to the satisfaction of the Department of Public Works.
  - B 35. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-040).
  - B 36. The I-5 Sub-regional fee for each structure is required to be paid at the time of each Building Permit application.
  - B 37. Off-site Parking is required to support the MLS Sports Complex and must be constructed prior to the issuance of a Certificate of Occupancy for the MLS Sports Complex.
  - B 38. The MLS Sports Complex project must annex into and pay any fee's associated with the Railyards Specific Plan Finance Plan.

**Utilities (Inthira Mendoza)**

- B 39. An assessment district, community facilities district, or other financing mechanism approved in writing by the City must be formed for the purpose of construction of all common drainage facilities and all common sanitary sewer facilities within the Tentative Subdivision Map boundary and any additional drainage and/or sewer capacity or facilities required to accommodate development of the subject area and surrounding area in accordance with the drainage master plan and sewer master plan for the Specific Plan area. The City allows construction of such facilities and capacity to be phased in a manner that is consistent with the drainage master plan and sewer master plan for the Specific Plan area. For purposes of this condition, "other financing mechanism" includes but is not limited to a fully executed agreement approved as to form by the City Attorney, which provides for funding and construction of the facilities, and which provides for posting or depositing with the City unconditional security for performance of the landowner's obligations, which security is adequate in the sole and exclusive discretion of the City, and which is in a form acceptable to the City Attorney.
- B 40. The applicant and/or any successor shall fully participate in any financing mechanism, including but not limited to assessment districts, or community facilities districts formed for the purpose of financing the facilities specified in the

previous condition, and any such mechanism formed for the purpose of financing the drainage facilities and sewer facilities required as part of the drainage master plan and sewer master plan for the Tentative Subdivision Map based on the Specific Plan for the entire plan area. For this purpose, "fully participate" requires that the applicant and/or successor shall, notwithstanding the provisions of Articles XIIC and/or XIID of the California Constitution, or any other applicable federal or state law, rule of regulation, waive and relinquish any right to protest or vote against the formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; actively participate in a positive manner in the proceedings for formation of the mechanism and/or the levy of any assessment or tax pursuant thereto; and pay all taxes, assessments and/or fees levied pursuant thereto.

- B 41. The applicant may be required to execute a water, sewer and/or drainage agreement with the City for the construction of all common water, sewer and/or drainage facilities per the approved studies per the Specific Plan. The agreement shall be to the satisfaction of the DOU and the City Attorney.
- B 42. No public facilities are allowed within private drives or private open spaces unless otherwise approved by the DOU with a variance. Private facilities shall be maintained by the associations or property owner(s). C.C.&Rs may be required and shall be approved by the City and recorded assuring maintenance of water, sewer and storm drainage facilities within the development. Private easements shall be provided for these facilities. If required by the DOU, the responsible party shall enter into and record an agreement with the City regarding the maintenance of these facilities. The agreement shall be to the satisfaction of the DOU and the City Attorney.
- B 43. Construction of all water, sewer and drainage facilities shall be per the approved drainage, sewer and water studies. Offsite main extensions may be required for connection to existing City water, sewer and drainage systems. If additional offsite main extensions are required to serve the development within the proposed final map, construction of the mains shall be the responsibility of the applicant and constructed to the satisfaction of the DOU.
- B 44. The project's initial sewer flows to the existing 3rd Street sewer main shall be limited to 1.24cfs or as approved by the Department of Utilities and the applicant will be required to construct a temporary lift station to the satisfaction of the Department of Utilities until the 3rd Street main is upsized by the City. In lieu of constructing the temporary lift station, the applicant may upsize the 3rd Street sewer main. The construction cost of the 3rd Street sewer main may be

reimbursed through the Combined Sewer System Development Fee program in the form of combined sewer development fee credits.

- B 45. Per City Code 13.04.230, no permanent structures shall be constructed on top of water, sewer or drainage pipelines or anywhere within the associated utility easements, unless approved by the director upon execution of a hold harmless agreement approved by the City Attorney.
- B 46. Prior to building permit issuance for the MLS sports complex, the applicant shall submit and have approved by the City Department of Utilities an accepted water, sewer and drainage study. The study shall include any offsite flows if applicable or as determined by the Department of Utilities.
- B 47. Two or more points of service for the water distribution system for development within the Tentative Subdivision Map or any phase of this map at the time of filing the proposed final map are required
- B 48. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by the DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- B 49. The applicant shall properly abandon all existing private water lines within the proposed development area to the satisfaction of the DOU.
- B 50. Development east of 7th Street will be required to upsize the existing drainage system in Railyards Boulevard or as otherwise approved by the DOU with a revised drainage study.
- B 51. Construct DOU approved pump station and discharge pipes, and construct inlet and outlet structures for the pump station at the time specified by DOU. The construction shall be to the satisfaction of the DOU. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies, and private land owners for the construction of these facilities.
- B 52. Per City Code, the Subdivider may not develop the project in any way that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the

applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

- B 53. The finished floor shall be a minimum of 1.5-feet above the overland flow release or 1-foot above the 100 year HGL (whichever is higher), or meet current design standards and shall be to the satisfaction of the DOU.
- B 54. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths.
- B 55. No grading shall occur until the grading plan has been reviewed and approved by the DOU and a remediation certification letter or an equivalent approval for soil remediation has been issued by DTSC. The grading plan can be phased, as areas within the proposed final map are certified as remediated by DTSC through a certification letter or an equivalent approval.
- B 56. The project shall include in the Master Stormwater Quality Management Plan a requirement that all future developed parcels shall meet the Low Impact Development standards in place at the time of permit submittal. Post construction (permanent), stormwater quality and quantity control measures shall be incorporated into the development to minimize the increase of urban runoff volume and pollution caused by development of the area. This project is required to incorporate source controls, runoff reduction and treatment controls. Specific source controls are required for (1) commercial/industrial fueling areas (2) commercial/industrial loading areas, (3) commercial/industrial outdoor storage areas, (4) commercial/industrial outdoor work areas, (5) commercial/industrial outdoor equipment wash areas, and (6) commercial/industrial/multi-family waste management areas. Permanent storm drain markings (e.g. no dumping -drains to river) is required at all drain inlets. The project is required to treat the “water quality volume/flow” with a combination of accepted treatment control measures such as water quality detention basins, stormwater planters or vegetative swales. The project is also required to incorporate runoff reduction control measures. Some runoff reduction and treatment control measures may be prohibited in certain project areas due to the infiltration constraints. Refer to the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions” dated May 2007 (or latest edition) for appropriate source, runoff reduction and treatment control measures.
- B 57. This project is greater than 1 acre, therefore the project is required to comply with the State “NPDES General Permit for Stormwater Discharges Associated with Construction Activity” (State Permit). To comply with the State Permit, the

applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from [www.swrcb.ca.gov/stormstr/construction.html](http://www.swrcb.ca.gov/stormstr/construction.html). The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit. The following items, but not limited to, shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

- B 58. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- B 59. Section 401 of the Clean Water Act (CWA) requires any applicant for a federal license or permit for activities that may result in discharge into waters of the U.S. to obtain a certification (Water Quality Certification) from the respective State that the project will meet water quality standards. This project will be required to obtain a Water Quality Certification (401 permit) from the Central Valley Regional Water Quality Control Board if building a new pump station and discharge to the Sacramento River in the later phase of the project.

### **Regional Sanitation (Robb Armstrong)**

- B 60. Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's (City) local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2, Sump 2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents via a sewer master plan to ensure wet and dry weather capacity limitations within Sump 2 and Sump 2A are not exceeded.

On March 13, 2103, Regional San approved the Wastewater Operating Agreement between Regional San and the City. The following limitations are outlined within this agreement.

<b>Service Area</b>	<b>Flow Rate (MGD)</b>
Combined flows from Sump 2 and Sump 2A	60
Combined flows from Sumps 2, 2A, 21, 55, and 119	98
Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections	108.5

B 61. Developing this property will require the payment of Regional San sewer impact fees (connection fees). Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

**SMUD (John Yu)**

B 62. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances adjacent to 8th Street and 10th Street public street rights of ways.

B 63. Dedicate a 12.5-foot public utility easement for underground facilities and appurtenances along Railyard Blvd from 8th Street to 10th Street directly north of the 22' landscape area. A root barrier will need to be installed between the landscape area and the PUE to the satisfaction of SMUD.

B 64. Any necessary future SMUD facilities located on the customer's property will require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the customer's property.

B 65. Developer to comply with SMUD requirements; i.e. panel size/location, clearances from SMUD equipment, transformer location and service conductors.

B 66. Structural setbacks of less than 14 feet may create clearance issues. The developer shall meet with all utilities to ensure adequate setbacks are maintained.

B 67. To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5 feet from any SMUD trench.

B 68. SMUD equipment shall be accessible to a 26,000-pound service vehicle in all weather. SMUD equipment shall be no further than 15 feet from a drivable surface. The drivable surface shall have a minimum width of 20 feet.

B 69. Developer to contact SMUD new services 1-888-742-SMUD (7683) for any new services.

### **Fire Department (King Tunson)**

B 70. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. CFC 501.4

B 71. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 507.4

B 72. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)

B 73. Provide appropriate Knox access for site. CFC Section 506

B 74. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. CFC Fire Code Amendments 903.2 (a)

B 75. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.

B 76. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. CFC Amendments 903.4.1.1

B 77. The Fire Code Official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access. CFC 503.1.2 *North 10th Street shall be extended north and connected at*

*North B St or provide Emergency Vehicle Access (EVA) from 10th Street to North B Street.*

## SITE PLAN AND DESIGN REVIEW ADVISORY NOTES

### **Utilities (Inthira Mendoza)**

- ADV B1. Prior to issuance of any building permits within the subject area all sanitary sewer, storm drainage, and water, improvements shall be in place and fully functioning unless otherwise approved by the Department of Utilities.
- ADV B2. Properly abandon under permit from the County Environmental Health Division, any well or septic system located on the property.
- ADV B3. The applicant is responsible for obtaining all necessary permits, easements and approvals from federal, state and local agencies for the construction of the development as proposed in the Specific Plan.
- ADV B4. Per City Code 13.08.490 the applicant is required to pay the Combined Sewer Development Fee, provided that the applicant may receive credit against the Fee for construction or contributing toward the construction of a project or projects that mitigate the impacts on the combined sewer system of combined wastewater flows from the subject area, determined by DOU as provided in City Code 13.04.490 F. For the purpose of calculating Combined Sewer Development Fees the reduction in fees for the first 25 ESD's allowed per City Code will only be allowed for a single project within the Railyards project area. All subsequent projects within the Railyards project area will pay the full Combined Sewer Development Fee.
- ADV B5. Per City Code 13.04.820 the applicant is required to pay the Water System Development Fee, provided that the applicant may receive Water System Development Fee Credits for the construction of water transmission mains, determined as provided in City Code 13.04.820 F. The City and applicant will enter into an agreement related to these credits.

### **SMUD (John Yu)**

- ADV B6. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.

- C. The **Variance** to allow the extension of hours of construction established by the noise ordinance **is approved** subject to the following conditions of approval:
- C1. The variance permits only the activities and operations outlined in Table 1 of Exhibit G. Any changes or modifications shall require additional entitlement review and approval.
  - C2. The applicant shall comply with all mitigation measures related to noise.
- D. The **Variance** to allow noise from the operation of the sports complex and surrounding plaza area to exceed levels allowed by the City of Sacramento noise ordinance **is approved** subject to the following conditions of approval:
- D1. The stadium operator shall prepare a Sound Control Plan for all events (other than MLS games) in a format acceptable to the City. The Sound Control Plan shall be reviewed by the Planning Director to confirm consistency with approved conditions and mitigations.
  - D2. Events shall require an onsite monitoring of sound levels to comply with the Sound Control plan. The stadium operator shall retain a noise consultant to review the Sound Control plan, monitor the event noise level, and make adjustments as required during the event. A follow up report after the event shall be provided to the Planning Director.
  - D3. The stadium operator shall maintain a website informing the public of upcoming events and provide neighborhood notification of all scheduled events. This notification shall include residents within 2,000 feet of the stadium.
  - D4. The stadium operator shall provide a Stadium Noise Liaison to receive and reply to noise complaints. Contact information for the Stadium Noise Liaison shall be included on the neighborhood notices and on the website. Any complaints received are to be included as part of the Sound Control plan follow up report.
  - D5. The variance permits only the activities and operations outlined in Table 2 of Attachment G. Any changes or modifications shall require additional entitlement review and approval.
  - D6. The applicant shall comply with all mitigation measures related to noise.

Section 2. Exhibits A through G are part of this Resolution.

**Table of Contents:**

- Exhibit A: MLS Stadium Site Plan
- Exhibit B: MLS Stadium Exterior Schematic Design
- Exhibit C: MLS Stadium General Concourse Area
- Exhibit D: MLS Stadium Supporter Concourse Area
- Exhibit E: MLS Stadium Roof Schematic Design
- Exhibit F: MLS Stadium Sections
- Exhibit G: Noise Variance Tables

Adopted by the City of Sacramento City Council on November 10, 2016, by the following vote:

Ayes: Members Ashby, Guerra, Hansen, Harris, Jennings, and Schenirer

Noes: None

Abstain: None

Absent: Members Carr, Warren, and Mayor Johnson

Attest:

**Shirley Concolino** Digitally signed by Shirley Concolino  
DN: cn=Shirley Concolino, o=City of Sacramento, ou=City  
Clerk, email=sconcolino@cityofsacramento.org, c=US  
Date: 2016.12.16 13:14:26 -08'00'

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Shirley Concolino, City Clerk





# EXTERIOR



**MATERIALS**

West Facade | View from 8th Street looking Southeast

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
  - 2 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
  - 3 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
  - 4 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 5 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
  - 6 STRUCTURAL-SEALANT-GLAZED CURTAIN WALL SYSTEM
  - 7 SELF-SUPPORTING GLASS GUARDRAIL



**MATERIALS**

West Facade | View from 8th Street looking Southeast

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
  - 2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
  - 3 FORMED METAL WALL PANELS
  - 4 SELF-SUPPORTING GLASS GUARDRAIL
- 5 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
  - 6 STRUCTURAL-SEALANT-GLAZED CURTAIN WALL SYSTEM
  - 7 STEEL PLATE FASCIA & HSS SUPPORT FRAME



**MATERIALS**

North Facade | View from B Street looking South

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 3 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 4 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 5 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE



**MATERIALS**

North West Facade | View from 8th Street looking Southeast

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 3 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM



**MATERIALS**

North Facade | View from North Plaza looking South

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
  - 2 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
  - 3 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
  - 4 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 5 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
  - 6 DECORATIVE GATES AND FENCING
  - 7 FORMED METAL WALL PANELS
  - 8 CAST IN PLACE SLAB ON GRADE



**MATERIALS**

South Facade | View from Railyards Boulevard looking North

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING

2 METAL ROOF DECK WITH HIGH PERFORMANCE COATING

3 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM

4 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
- 5 FORMED METAL WALL PANELS

6 GLAZED OVERHEAD DOOR

1

# GENERAL CONCOURSE AREAS



View from Southwest Entry looking Northeast

**MATERIALS**

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING

2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME

3 STEEL PLATE FASCIA & HSS SUPPORT FRAME

4 LINEAR METAL CEILING SYSTEM
- 5 SELF-SUPPORTING GLASS GUARDRAIL

6 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM

7 METAL ROOF DECK WITH HIGH PERFORMANCE COATING

8 SINGLE LAYER ETFE MEMBRANE ROOF
- 9 FORMED METAL WALL PANELS

10 STRUCTURAL-SEALANT-GLAZED CURTAIN WALL SYSTEM



**MATERIALS**

View from West Facade looking North

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 3 SELF-SUPPORTING GLASS GUARDRAIL
- 4 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 5 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 6 FORMED METAL WALL PANELS



View from East Concourse looking North

**MATERIALS**

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING

2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME

3 VIDEO RIBBON BOARD

4 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 5 GRAPHIC / WAYFINDING LOCATION

6 CONCRETE MASONRY UNIT

7 PRECAST CONCRETE STADIA



**MATERIALS**

View from South Concourse looking Northwest

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 3 PRECAST CONCRETE FASCIA
- 4 STAINLESS STEEL COUNTERTOP
- 5 VIDEO RIBBON BOARD
- 6 SINGLE LAYER ETFE MEMBRANE ROOF
- 7 PRECAST CONCRETE STADIA
- 8 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 9 CONCRETE MASONRY UNIT



1

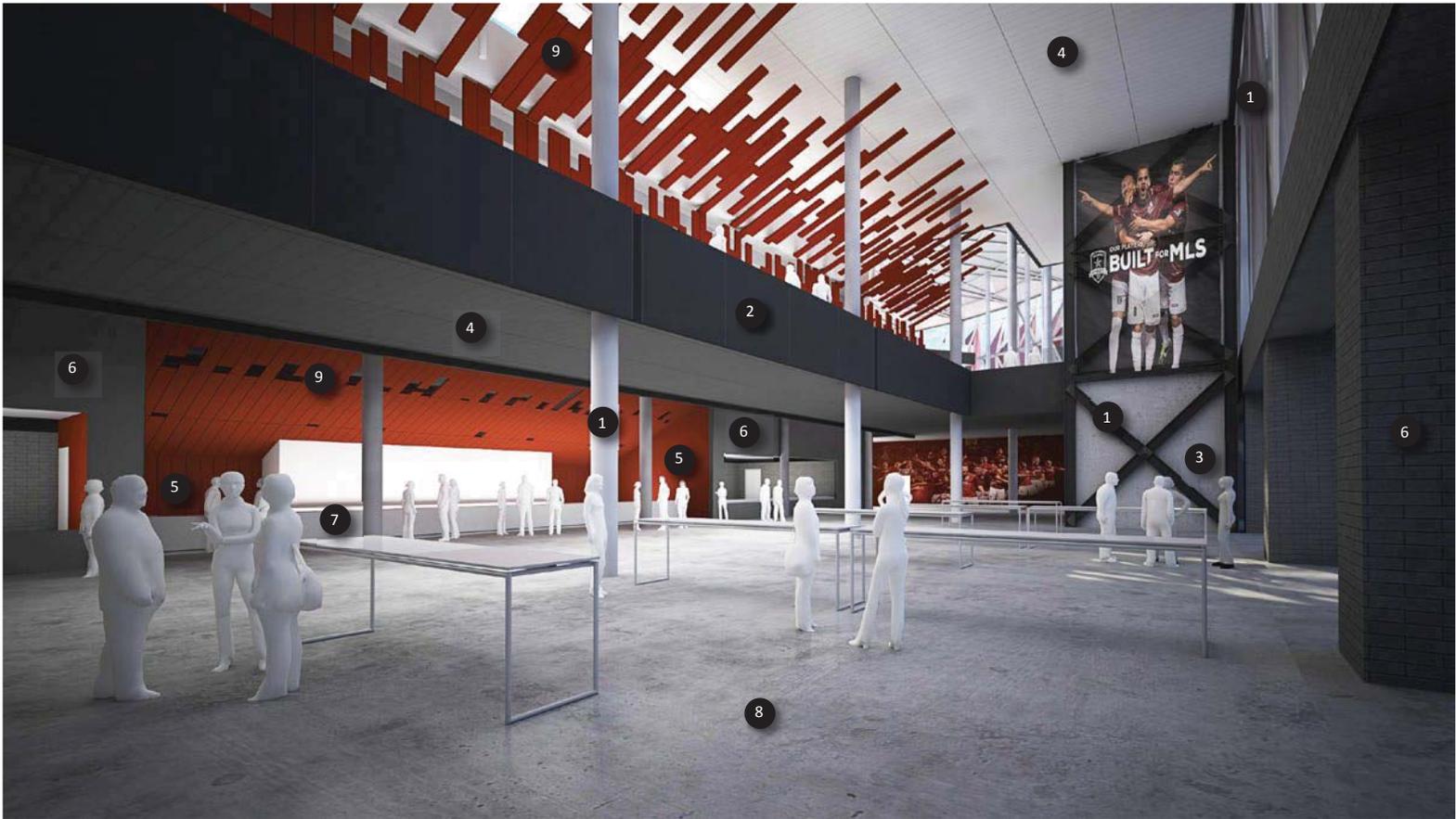
# SUPPORTER CONCOURSE



**SPACES**

View from North Supporters plaza looking South

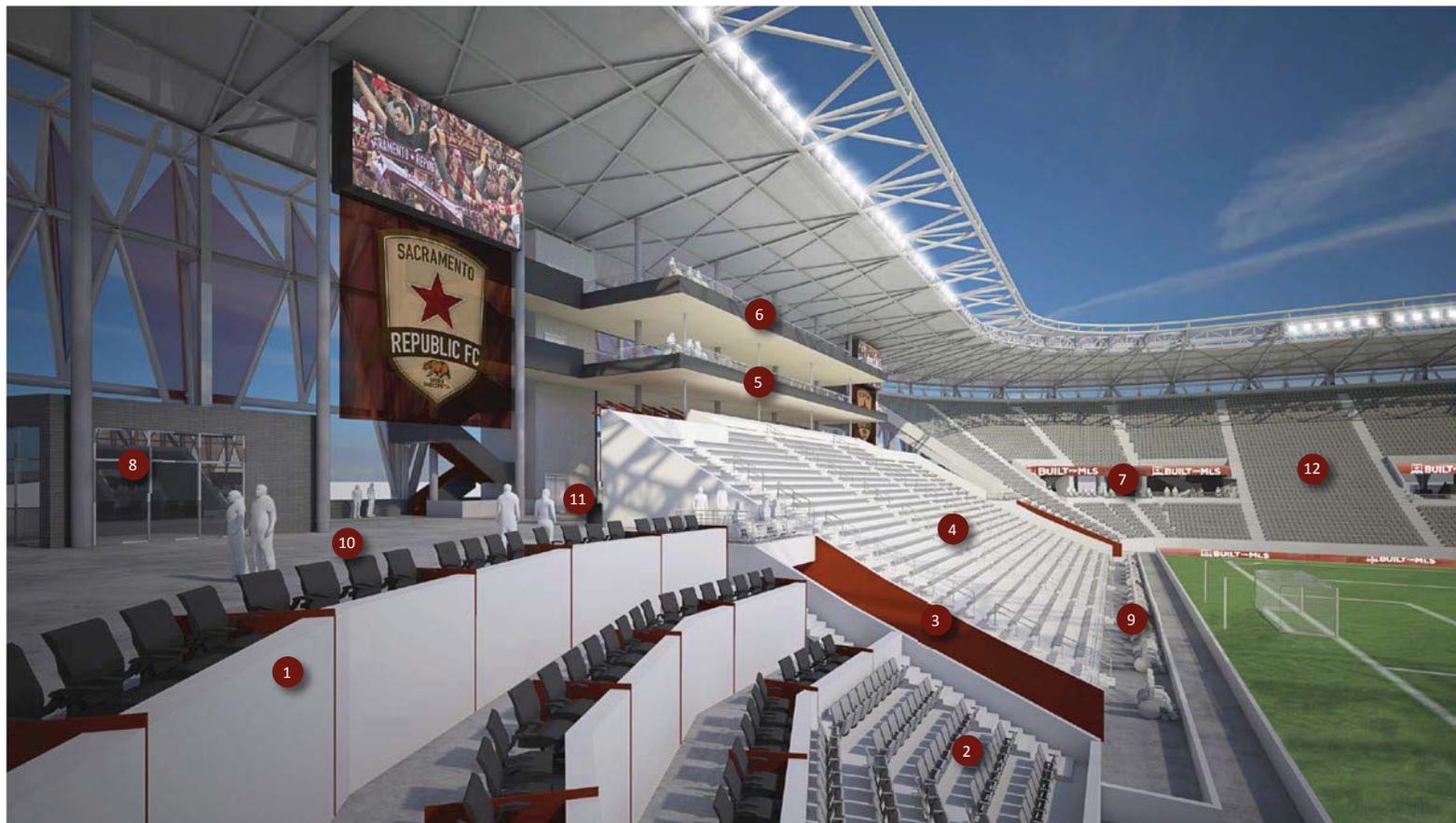
- 1 SUPPORTERS PLAZA
  - 2 MAIN CONCOURSE NE ENTRY
  - 3 SUPPORTERS CONCOURSE
  - 4 SUPPORTERS BRIDGE LEVEL 01
- 5 SUPPORTERS BRIDGE LEVEL 02
  - 6 SUPPORTERS CONCOURSE TUNNEL
  - 7 MAIN CONCOURSE
  - 8 NORTH TEAM STORE



**MATERIALS**

Supporters Concourse | View of bar and beer hall

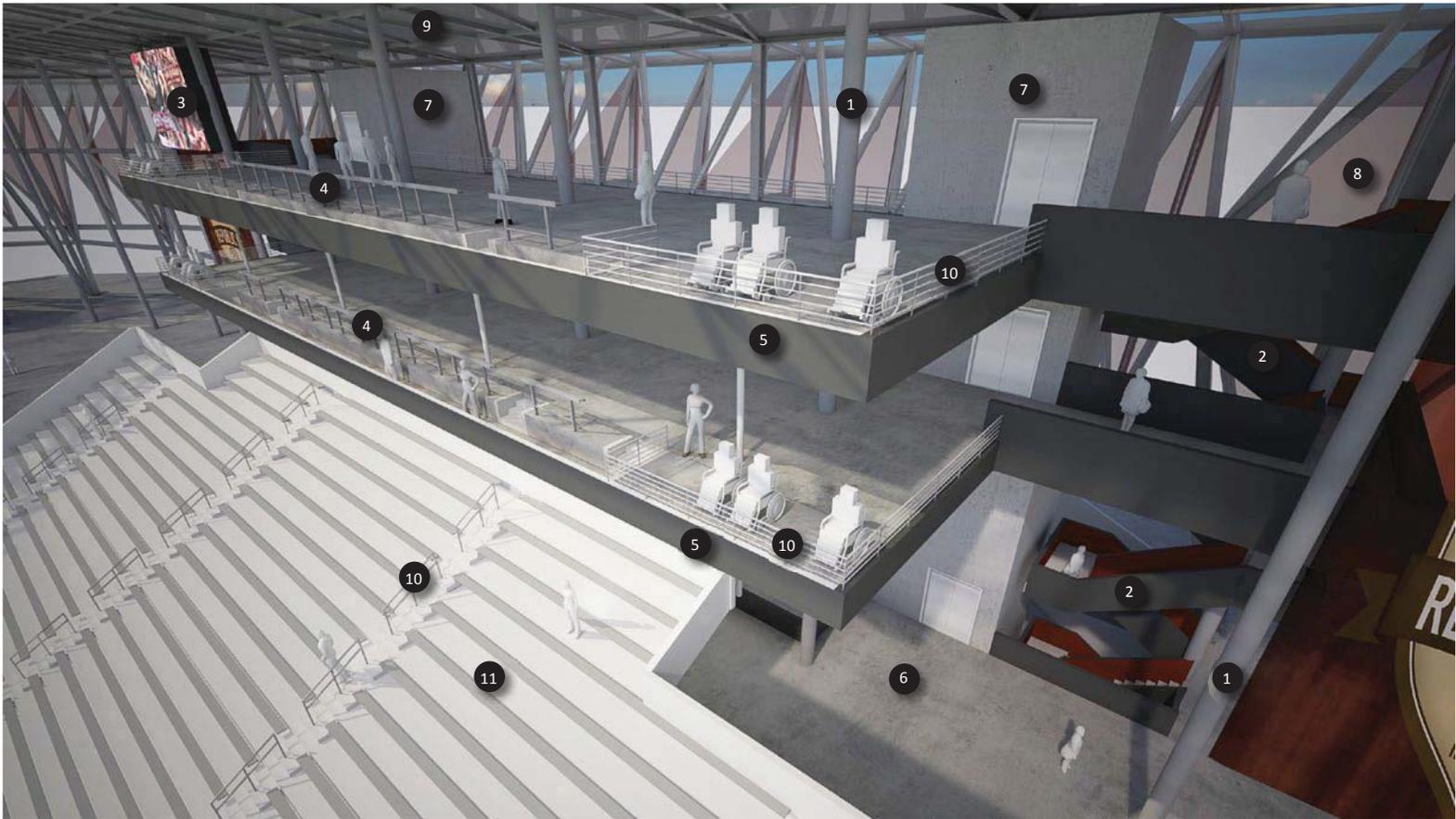
- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 3 CAST IN PLACE CONCRETE ELEVATOR CORE
- 4 LINEAR METAL CEILING SYSTEM
- 5 POLISHED CEMENT PLASTER STUCCO
- 6 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
- 7 SIMULATED STONE COUNTERTOP
- 8 CAST IN PLACE SLAB ON GRADE
- 9 FORMED METAL WALL PANELS



**SPACES**

North Stand | View looking Northeast from above Loge seating

- 1 LOGE BOX SEATING
  - 2 CORNER GA SEATING
  - 3 SUPPORTERS TUNNEL
  - 4 SUPPORTERS SEATING SECTION
- 5 SUPPORTERS BRIDGE LEVEL 01
  - 6 SUPPORTERS BRIDGE LEVEL 02
  - 7 EAST STAND SUPER VOM
  - 8 NORTH TEAM STORE
- 9 SUPPORTERS ADA FIELD SEATING
  - 10 MAIN CONCOURSE
  - 11 MAIN CONCOURSE BRIDGE / ELEVATOR ACCESS
  - 12 EAST STAND



**MATERIALS**

View of North Supporters Bridge

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
  - 2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
  - 3 SCOREBOARD/VIDEO DISPLAY
  - 4 DRINK RAIL
- 5 STEEL PLATE FASCIA & HSS SUPPORT FRAME
  - 6 CAST IN PLACE CONCRETE CONCOURSE SLAB
  - 7 CAST IN PLACE CONCRETE ELEVATOR CORE
  - 8 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 9 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
  - 10 ALUMINUM PIPE AND TUBE RAILINGS
  - 11 METAL SANDWICH PLATE STADIA SYSTEM



# ROOF

The roof uses a steel structure (half rolled steel half tubes, similar to setup at London Olympic stadium) and will wrap around the entire stadium, providing shade to the majority of the seats. The roof surface is a combination of metal deck for opaque areas and synthetic, transparent panels, to allow diffused sunlight to still come through and allow natural grass growth. Transparent panels will make about 30-40% of overall roof surface.



**MATERIALS**

- 1 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 2 SINGLE LAYER ETFE MEMBRANE ROOF
- 3 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING

Roof Plan



**MATERIALS**

View from Southeast looking North

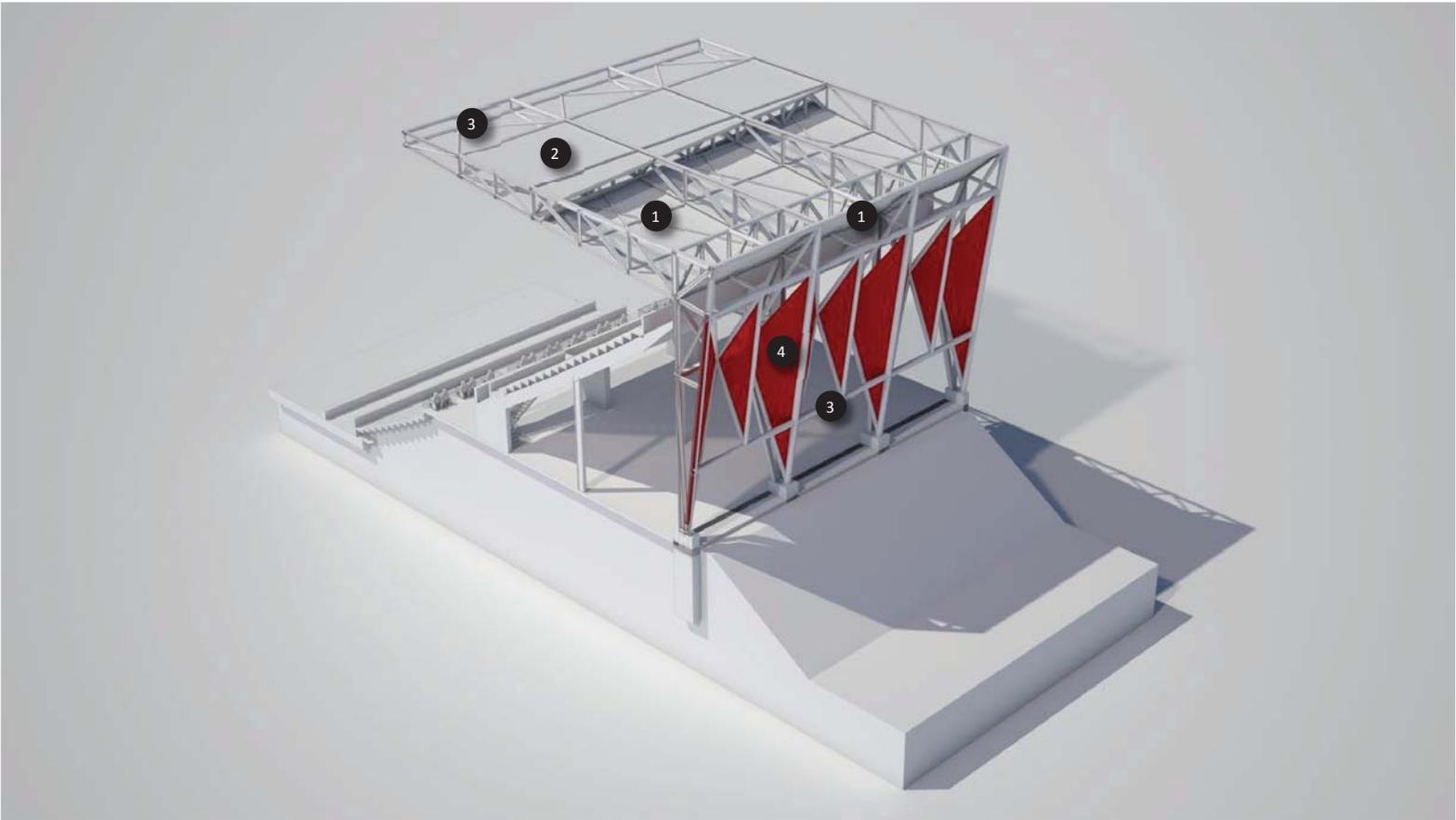
- 1 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 2 SINGLE LAYER ETFE MEMBRANE ROOF
- 3 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING



**MATERIALS**

View from Southwest looking Northeast

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 SINGLE LAYER ETFE MEMBRANE ROOF



Roof & Canopy Module Section

**MATERIALS**

- 1 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 2 SINGLE LAYER ETFE MEMBRANE ROOF
- 3 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 4 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM



**SPACES**

West Stand | A | Section Axonometric at Midfield

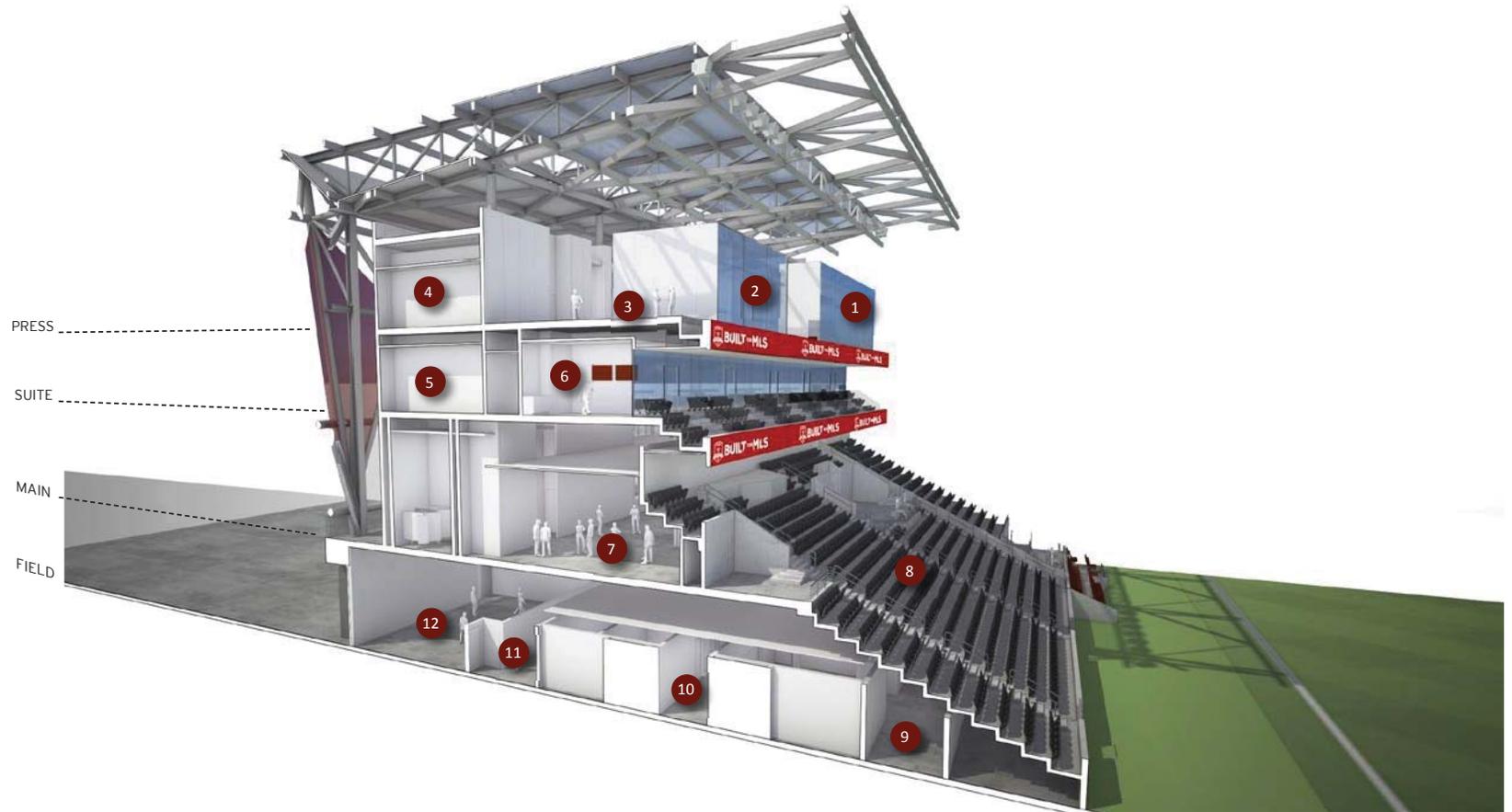
- 1 PRESS BOX
- 2 NATIONAL BROADCAST BOOTH
- 3 PRESS DINING / WORKROOM
- 4 OUTDOOR SUITE TERRACE
- 5 TYPICAL SUITE
- 6 18 YARD CLUB DINING HALL
- 7 FIELD CLUB SEATING
- 8 18 YARD CLUB SEATING
- 9 SERVICE CORRIDOR
- 10 FIELD CLUB / PLAYERS TUNNEL
- 11 FIELD CLUB BAR
- 12 WEST PLAZA



**MATERIALS**

- |  |   |  |
|--|---|--|
| 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING | 5 STRUCTURAL-SEALANT-GLAZED CURTAIN WALL SYSTEM | 9 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE |
| 2 SINGLE LAYER ETFE MEMBRANE                             | 6 LINEAR METAL CEILING SYSTEM                   | 10 VIDEO RIBBON BOARD                        |
| 3 METAL ROOF DECK WITH HIGH PERFORMANCE COATING          | 7 OPERABLE GLASS WALL SYSTEM                    |  |
| 4 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM          | 8 PRECAST STADIA WITH FIXED SATING              |  |

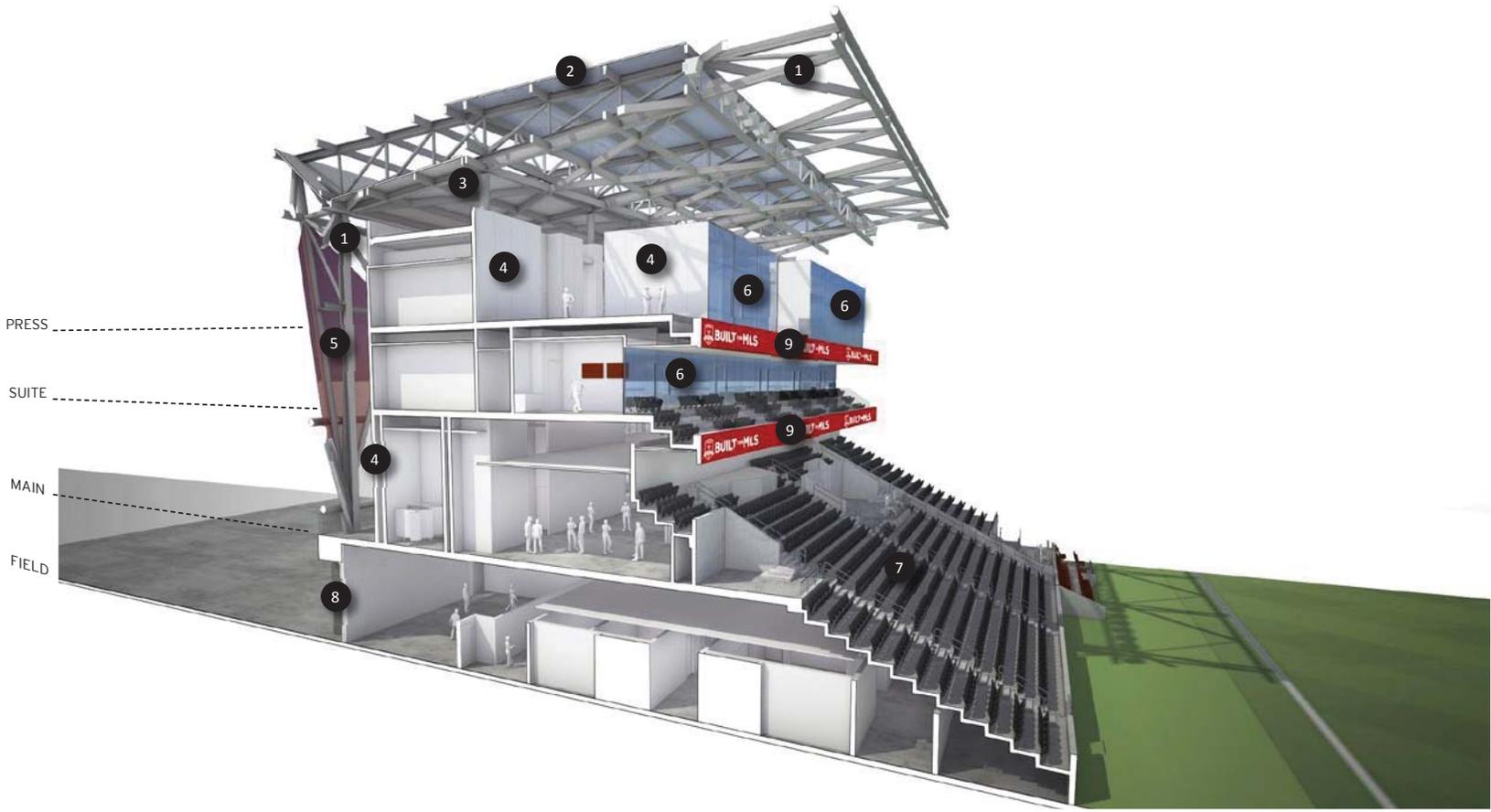
West Stand | A | Section Axonometric at Midfield



West Stand | B | Section Axonometric at 18 Yard Box

**SPACES**

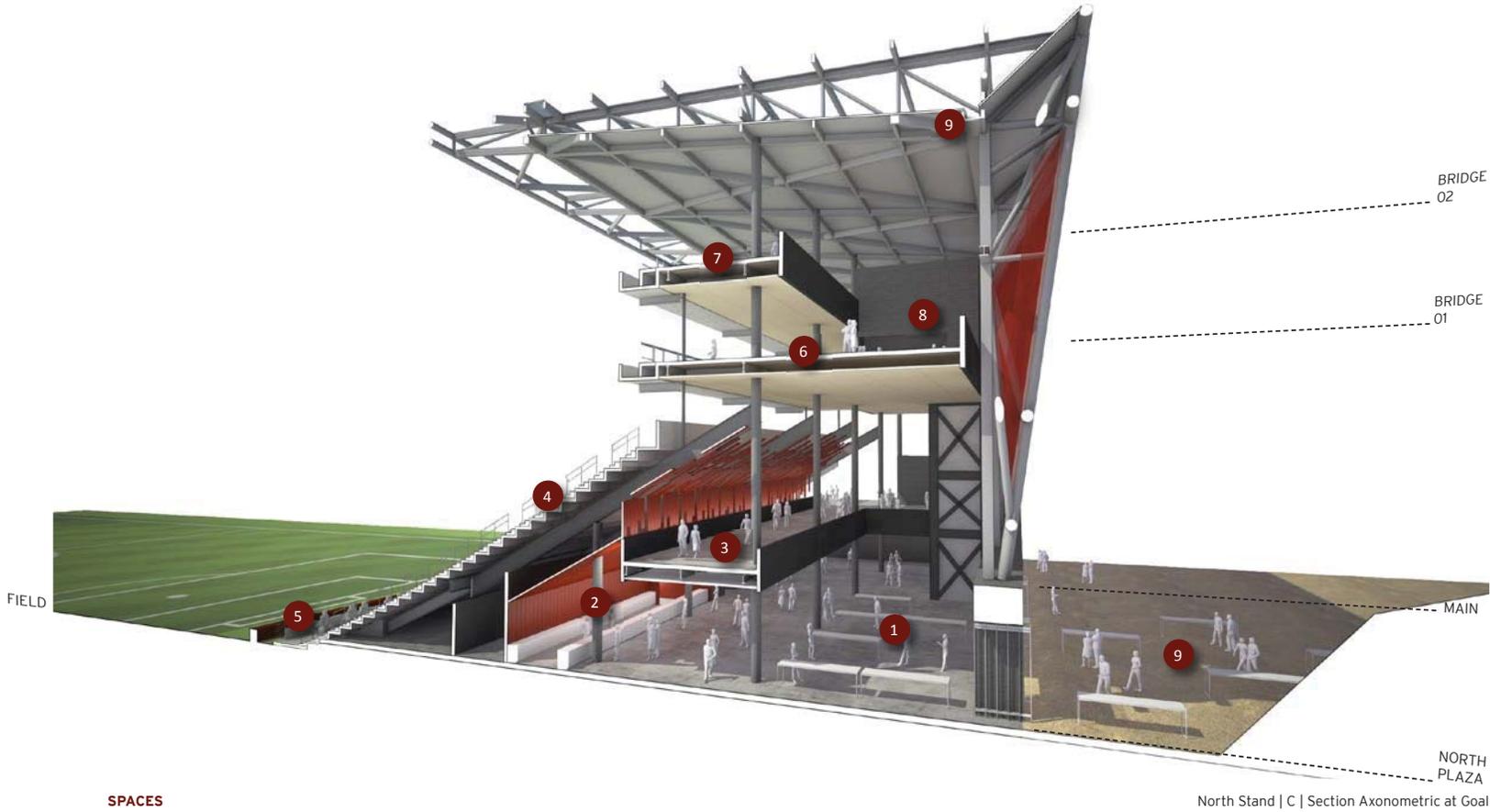
- |   |   |   |                            |    |                      |
|---|---|---|----------------------------|----|----------------------|
| 1 | PRESS BOX   | 5 | SUITE LEVEL SUPPORT SPACES | 9  | SERVICE CORRIDOR     |
| 2 | TEAM SUITES                                       | 6 | TYPICAL SUITE              | 10 | HOME TEAM FACILITIES |
| 3 | ROOF TERRACE                                      | 7 | 18 YARD CLUB               | 11 | PLAYERS TUNNEL       |
| 4 | SUPPORT SPACES FOR FUTURE BUILD OUT. (CORE/SHELL) | 8 | 18 YARD CLUB SEATING       | 12 | MEDIA INTERVIEW ROOM |



West Stand | B | Section Axonometric at 18 Yard Box

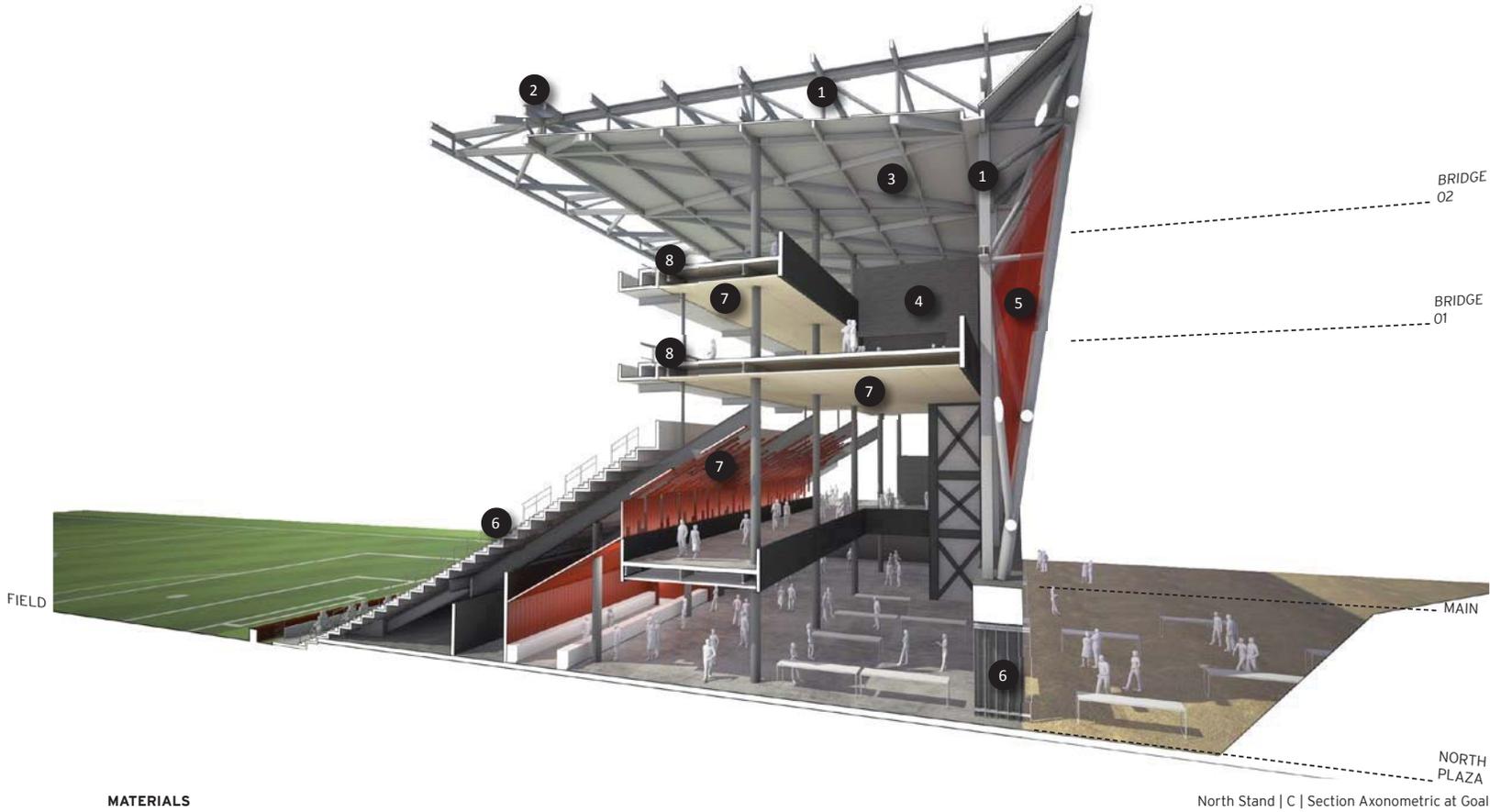
**MATERIALS**

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 SINGLE LAYER ETFE MEMBRANE
- 3 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 4 FORMED METAL WALL PANELS
- 5 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 6 OPERABLE GLASS WALL SYSTEM
- 7 PRECAST STADIA WITH FIXED SATING
- 8 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE
- 9 VIDEO RIBBON BOARD



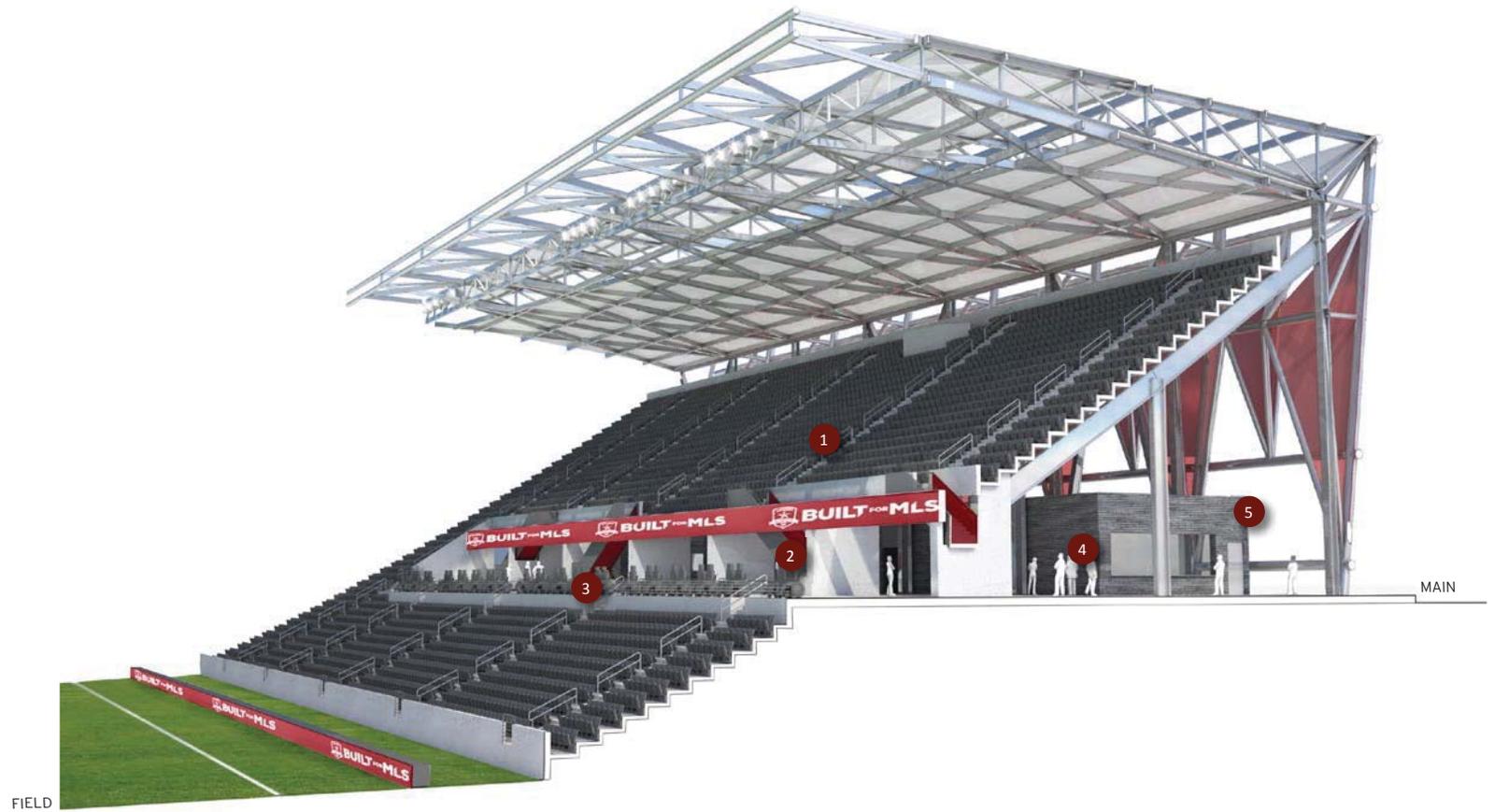
**SPACES**

- 1 SUPPORTER'S CONCOURSE
  - 2 SUPPORTER'S CONCOURSE CENTER BAR
  - 3 MAIN CONCOURSE LEVEL "BRIDGE"
  - 4 SUPPORTER'S SECTION SEATING BOWL
- 5 SUPPORTER'S SECTION ADA SEATING
  - 6 SUPPORTER'S BRIDGE LEVEL 01
  - 7 SUPPORTER'S BRIDGE LEVEL 02
  - 8 SUPPORTER'S BRIDGE LEVEL RESTROOMS
- 9 NORTH SUPPORTER'S PLAZA



**MATERIALS**

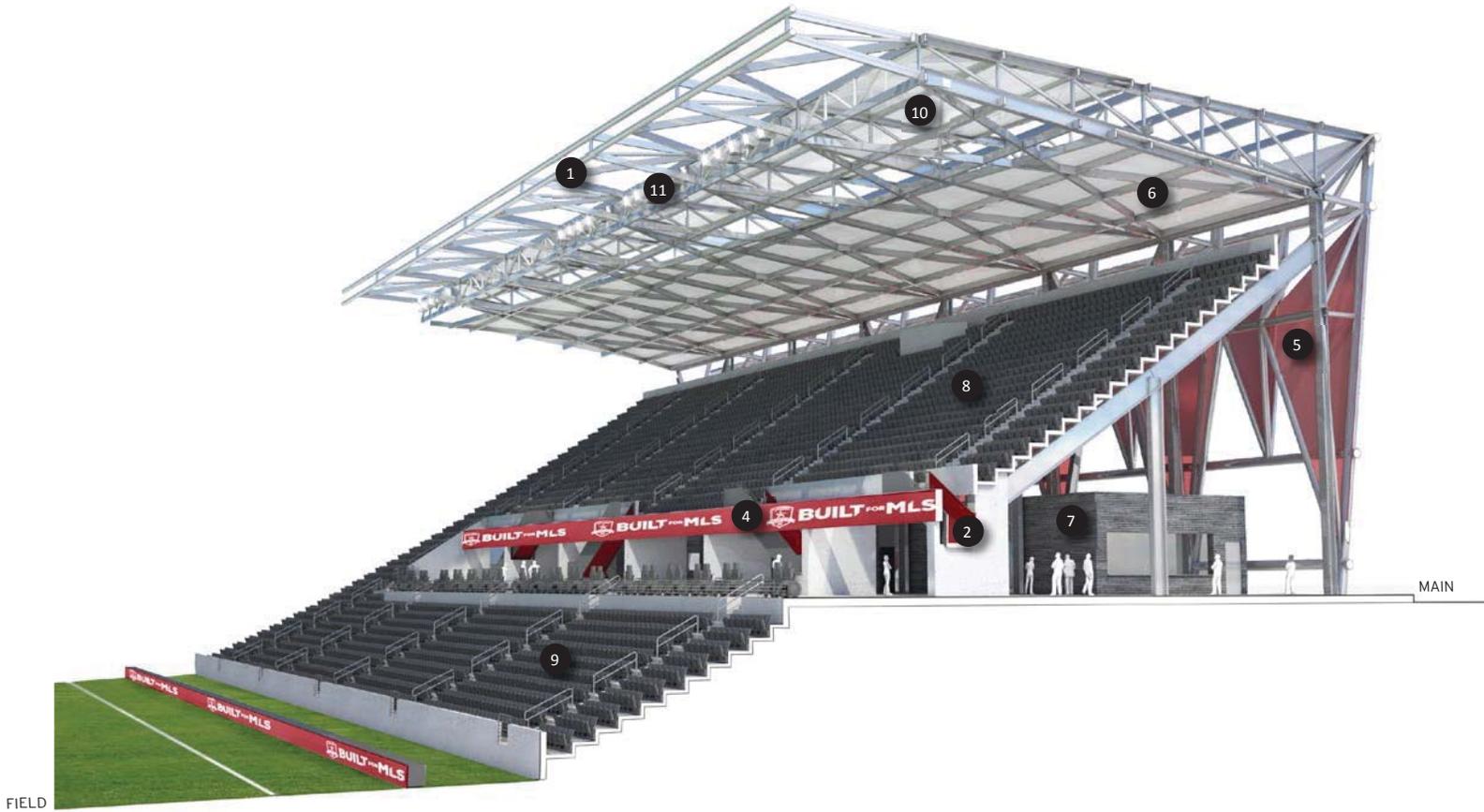
- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
  - 2 SINGLE LAYER ETFE MEMBRANE
  - 3 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
  - 4 FORMED METAL WALL PANELS
- 5 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
  - 6 METAL SANDWICH PLATE STADIA SYSTEM
  - 7 LINEAR METAL PANEL SOFFIT
  - 8 ELEVATED SLAB ON METAL DECK WITH PRECAST TUB
- 9 ELEVATED SLAB ON METAL DECK WITH PRECAST TUB



**SPACES**

- 1 EAST STAND
- 2 EAST STAND SUPER VOM
- 3 EAST STAND ADA
- 4 EAST CONCOURSE
- 5 EAST CONCOURSE CONCESSION / RESTROOMS

East Stand | D | Section Axonometric at Midfield



**MATERIALS**

East Stand | D | Section Axonometric at Midfield

- 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING
- 2 METAL PAN STAIR W/ STEEL PLATE GUARDRAIL & HSS SUPPORT FRAME
- 3 SCOREBOARD/VIDEO DISPLAY
- 4 VIDEO RIBBON BOARD
- 5 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM
- 6 METAL ROOF DECK WITH HIGH PERFORMANCE COATING
- 7 CONCRETE MASONRY UNIT
- 8 PRECAST STADIA
- 9 CIP STADIA
- 10 SINGLE LAYER ETFE MEMBRANE
- 11 SPORTS LIGHTING



**SPACES**

- |   |  |
|---|--|
| 1 SOUTH STAND                                 | 5 SOUTH CONCOURSE CONCESSION / RESTROOMS |
| 2 SOUTH STAND EXPANSION AREA                  | 6 SERVICE CORRIDOR                       |
| 3 SOUTH STAND STAGE END / RETRACTABLE SEATING | 7 FIELD LEVEL SUPPORT SPACES             |
| 4 SOUTH CONCOURSE                             | 8 SERVICE YARD                           |

North Stand | E | Section Axonometric at Goal



**MATERIALS**

- |  |   |   |
|--|---|---|
| 1 EXPOSED STRUCTURAL STEEL WITH HIGH PERFORMANCE COATING | 5 CONCOURSE CONCESSION COUNTER                  | 9 METAL ROOF DECK WITH HIGH PERFORMANCE COATING |
| 2 SPECIAL SHAPE BRICK VENEER - ROMAN PROFILE             | 6 CONCRETE MASONRY UNIT                         | 10 LINEAR METAL PANEL SOFFIT                    |
| 3 SCOREBOARD/VIDEO DISPLAY                               | 7 TPO ROOF SYSTEM                               |   |
| 4 SINGLE LAYER ETFE MEMBRANE                             | 8 FIBERGLASS & PTFE COMPOSITE MESH PANEL SYSTEM |   |

North Stand | E | Section Axonometric at Goal

**Table 1: Construction Variance Activities**

Table 1 identifies the activity, its purpose, and the proposed hours

	<u>Activity</u>	<u>Purpose</u>	<u>Hours of Activity</u>
1.	<i>Truck delivery of k-rail and forklift and truck activity with backup alarms.</i>	To minimize traffic impacts and coordinate scheduling, project mobilization and SWIPP activities. Possible noise impacts are 40-truck deliveries of K-rail and back-up alarms on equipment setting K-rail.	<u>Working hours:</u> 8pm-6am  Two Nights  Specific dates to be determined.
2.	<i>Mass excavation.</i>	Mass excavation and building Surcharge activity: 3-6 months (Estimated timeframe March-Aug 2017) and requires +/- 10,000 trucks of import. Possible noise impacts are dump trucks, excavators and loaders, hoe rams breaking concrete and backup alarms.	<u>Working hours:</u> 6:00am-7:00am  through  7:00pm-11:00pm  Monday through Saturday.
3.	<i>Drilled piles and foundations.</i>	Drilled piles and foundations: 2 months (Estimated timeframe Aug 2017-Oct 2017). Possible noise impacts: pile drill equipment, cranes, concrete pumps, excavators and backhoes, dump truck, concrete trucks, forklifts, generators, backup alarms.	<u>Working hours:</u> 6:00am-7:00am  through  7:00pm-11:00pm  Monday through Saturday.  Placement of concrete slabs and foundation: 8pm-6am  Monday through Saturday.  Allow up to 8 times a month overnight concrete pouring, with a minimum 3-day break in between pours.

4.	<i>Structural steel erection/welding/planking/metal decking and canopy structure</i>	Structural Steel Erection/Welding and Precast planking: 5 months (Estimated timeframe Oct 2017- March 2018). Much of these operations will be conducted on 2 shifts after the completion of vertical steel quadrants, prior to roof steel. Concrete slabs on metal deck will be placed from 8:00pm through 6:00am to facilitate timely concrete truck deliveries, upper bowl precast will be delivered and set on 2 <sup>nd</sup> shift utilizing the same cranes as steel erection. Possible noise impacts: cranes, forklifts, concrete pumps, truck deliveries, welding machines, air arc machines, generators, impact bolting guns and grinders, steel materials clanging together, material/man hoists, concrete placing equipment, backup alarms.	<u>Working hours:</u> 6:00am-7:00am through 7:00pm-11:00pm Placement of concrete slabs on metal deck: 8pm-6am Monday through Saturday.  Allow up to 8 times a month overnight concrete pouring, with a minimum 3-day break in between pours.
5.	<i>Building envelope.</i>	Building envelope: 4 months Estimated timeframe Feb - June, 2018). Precast, metal panels, curtain wall, roofing. Possible noise impacts, cranes, forklifts, generators, welders, impact guns and grinders, truck deliveries, material/man hoist, backup alarms.	<u>Working hours:</u> 6:00am-7:00am through 7:00pm-11:00pm Monday through Saturday.  Maximum of 8 days per month- work may occur between 11:00 pm and 6:00 am (excluding any impact tools or grinders and Sundays)

6.	<i>Interior finishes.</i>	Interior Finishes: 10 months (Estimated timeframe March 2018-Feb 2019). While most of these activities will be within the building and there should be fewer possible noise impacts, a large amount of truck deliveries will be required with offloading with cranes and forklifts. There will also be startup and commissioning of equipment and testing periods. Possible noise impacts: truck deliveries, forklifts, cranes, cooling towers, air handling equipment, exhaust fans, audible testing of fire alarms system and speaker systems.	<u>Working hours:</u> 6:00am-7:00am and 7:00pm-11:00pm Monday through Saturday. Limited noise impact for deliveries through the loading dock at Railyards Blvd., approximate 8 weeks' startup, commissioning and testing of mechanical systems, sound and fire alarm systems (est. Jan-Feb 2019).
7.	<i>Offsite utilities.</i>	Offsite utilities: 5 months (Estimated timeframe Aug 2018 - Jan 2019). Disconnect and abandon utilities per governing authority or new connections to utilities will require work in the street. All work in the streets will require traffic control and potentially lane closure which will be planned at night from 8:00pm-6:00am. Possible noise impacts, saw-cutting, excavators, dump trucks, backhoes, whackers and rollers, concrete trucks, paving machines, forklift, back up alarms.	<u>Working hours:</u> 8:00pm-6:00am Monday through Saturday

**Table 2: Operation Variance Activities**

The noise variance allows noise to exceed city standards for various activities as is shown in Table 2 below.

<u>Event</u>	<u>Maximum Events per Year</u>	<u>Days</u>	<u>Permitted Hours</u>	<u>Maximum Levels at Source</u>	<u>Variance from Noise Standard at Receptor Site?</u>	<u>Variance from Hours of Activity?</u>	<u>Sound Control Plan Required?</u>
Events	Maximum 30 event days per year	Sunday through Thursday	9 am to 11 pm	96-98 dBA*	Yes**	Yes***	No
		Friday and Saturday	9 am to midnight				
Concerts	Maximum 7 concert days per year	Sunday through Thursday	9 am to 10 pm	96-98 dBA*	Yes**	No	Yes
		Friday and Saturday	9 am to 11 pm				
Outdoor Plaza Activity	Maximum 37 days per year (To be held in conjunction with Event or Concert)	Sunday through Thursday	9 am to 10 pm	96-98 dBA*	Yes**	No	Yes
		Friday and Saturday	9 am to 11 pm				

\* Consistent with §8.68.160, measured no more than 150 feet from source

\*\* Noise levels may exceed the standards provided in §8.68.060

\*\*\* Extension of 1 hour later than 8.68.160