

RESOLUTION NO. 2016-0389

Adopted by the Sacramento City Council

November 10, 2016

APPROVING THE CONDITIONAL USE PERMITS TO ALLOW STAND-ALONE PARKING FACILITIES ON LOTS 4, 8, 33, 46, 47, 48, 49, 50, 51, 56, 69 OF THE SACRAMENTO RAILYARDS AREA (P15-040) AND A SITE PLAN AND DESIGN REVIEW FOR STAND-ALONE PARKING FACILITIES ON LOTS 4, 8, 33, 46, 47, 48, 49, 50, 51, 56, 69

BACKGROUND

- 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 Railyard project, and forwarded to the City Council a recommendation to approve, the Conditional Use Permits and Site Plan and Design Review for Stand-Alone Parking Facilities.
- 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 Permits and Site Plan and Design Review for Stand-Alone Parking Facilities (P15-040), as shown in Exhibit A, based on the findings of fact and subject to the conditions of approval as set forth below.
 - A. **Conditional Use Permit** to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as Lot 69) and located within the Railyards Special Planning District; **B. Conditional Use Permit** to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as Lot 56) and located within the Railyards Special Planning District area; **C. Conditional Use**

Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as Lot 49 and 50) and located within the Railyards Special Planning District area; **D. Conditional Use Permit** to allow a stand-alone parking facility within the General Commercial (C-2 SPD) zone (referenced as Lot 51) and located within the Railyards Special Planning District area; **E. Conditional Use Permit** to allow a stand-alone parking facilities within the Central Business District (C-3 SPD) zone (referenced as Lots 4, 8, 33, 47 and 48); and **F. Conditional Use Permit** to allow a stand-alone parking facilities within the Central Business District (C-3 SPD) zone (referenced as Lot 46) **are approved** based on the following Findings of Fact.

1. 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 MLS sports complex is anticipated to be constructed in an early stage of the overall Railyards development, before the construction of supportive structured parking garages, thereby creating a parking deficiency in the area and the use of short-term parking lots allows for an appropriate transition during this interim phase;
2. 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 a stand-alone parking facility is allowed within the Central Business District (C-3 SPD) and General Commercial (C-2 SPD) zones and located within the Railyards Special Planning District with the approval of a conditional use permit;
3. The proposed use is situated on parcels that are physically suitable in terms of location, size, topography, and access, and that are adequately served by public services and utilities; and
4. 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 public sidewalks and pedestrian openings will be provided to adequately access each of the stand-alone parking facilities and all parking spaces will function independently.

B. The **Site Plan and Design Review** to allow the stand-alone parking facilities with deviations to waive development standards including surface paving, tree shading, and the onsite perimeter landscape planter **is approved** based on the following Findings of Fact.

1. 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 stand-alone parking facilities with minimal onsite improvements will support a sports complex use in the early phase of the overall Railyards site development and therefore contributes to expanding the Central Business District as the regional center for live, work, and entertainment;

2. The design, layout, and physical characteristics of proposed development are consistent with the purpose and intent of the applicable design guidelines and development standards, in that the Railyards Specific Plan and Design Guidelines encourage future development of the site with shared-use parking structures and minimal parking lot improvements will incentivize new development that will replace the surface lots. The purpose and intent of tree shading, paving, and landscaping within surface parking lot facilities is to further their visual and environmental appeal over many years. The surface lots within the Sacramento Railyards are intended to phase out of existence within the immediate future, an intent which would be inhibited by the installation of full parking lot improvements;
3. 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 the parking lots will have adequate pedestrian openings to access public sidewalks;
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the improvements for surface parking lots are minimal thereby encouraging future development opportunities;
5. 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 substantial onsite improvements are not being constructed for the parking lot which will have to be demolished when the site is developed; and
6. 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 parking lots will have adequate lighting and will be used for sports complex related and special events only.

C. 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:

- A. Conditional Use Permit.** The Conditional Use Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as **Lot 69**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

- A1. The parking lot shall meet all the approved terms found in the Development Agreement.
- A2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

- A3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

- A4. 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.

- A5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. The proposed driveway along North B street shall be right in and right out only.
- A6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- A7. The layout of parking lot 69 shall be consistent with Figure 2 of the October 7, 2016 Technical Memorandum prepared by Fehr and Peers and kept on file for this project. The applicant shall comply with the recommendations listed in the Technical Memorandum regarding driveway locations, throat depth, allowed turning movements at driveways, and all other recommendations.
- A8. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any curb ramp adjacent to Lot 69 that does not meet current A.D.A. standards.
- A9. The applicant shall record the Final Map and construct the required improvements which creates lot 69 and the pattern shown on the proposed site plan prior to obtaining any Building Permits to the satisfaction of the Department of Public Works.
- A10. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- A11. 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.

Utilities

- A12. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.
- A13. If there is an increase in impervious areas, then the applicant may be required to

prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.

A14. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.

B. Conditional Use Permit. The Conditional Use Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as **Lot 56**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

B1. The parking lot shall meet all the approved terms found in the Development Agreement.

B2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

B3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

B4. 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.

- B5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- B6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- B7. The layout of parking Lot 56 shall be consistent with Figure 3 of the October 7, 2016 Technical Memorandum prepared by Fehr and Peers and kept on file for this project. The applicant shall comply with the recommendations listed in the Technical Memorandum regarding driveway locations, throat depth, allowed turning movements at driveways, and all other recommendations.
- B8. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any curb ramp adjacent to Lot 56 that does not meet current A.D.A. standards.
- B9. The applicant shall record the Final Map and construct the required improvements which creates lot 56 and the pattern shown on the proposed site plan prior to obtaining any Building Permits to the satisfaction of the Department of Public Works.
- B10. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- B11. 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.

Utilities

- B12. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.
- B13. If there is an increase in impervious areas, then the applicant may be required to prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain

runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.

- B14. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.

- C. Conditional Use Permit.** The Conditional Use Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as **Lots 49 and 50**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

- C1. The parking lot shall meet all the approved terms found in the Development Agreement.
- C2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

- C3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

- C4. 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.

- C5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- C6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- C7. The layout of parking Lots 49 and 50 shall be consistent with Figure 4 of the October 7, 2016 Technical Memorandum prepared by Fehr and Peers and kept on file for this project. The applicant shall comply with the recommendations listed in the Technical Memorandum regarding driveway locations, throat depth, allowed turning movements at driveways, and all other recommendations.
- C8. The applicant shall construct the signal at the intersection of 8th Street and Railyards Boulevard to accommodate access to the parking lot as indicated in the traffic analysis done for the project and to the satisfaction of the Department of Public Works.
- C9. The applicant shall submit a Traffic Signal Design Concept Report (TSDCR) per section 15.10 of the City's Design and Procedures Manual to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSDCR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.
- C10. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any curb ramp adjacent to Lots 49 and 50 that does not meet current A.D.A. standards.
- C11. The applicant shall record the Final Map and construct the required improvements which creates lots 49 and 50 and the pattern shown on the proposed site plan prior to obtaining any Building Permits to the satisfaction of the Department of Public Works.
- C12. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- C13. 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.

Utilities

- C14. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.
- C15. If there is an increase in impervious areas, then the applicant may be required to prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- C16. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.

D. Conditional Use Permit. The Conditional Use Permit to allow a stand-alone parking facility within the General Commercial (C-2 SPD) zone (referenced as **Lot 51**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

- D1. The parking lot shall meet all the approved terms found in the Development Agreement.
- D2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

- D3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

- D4. 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.
- D5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- D6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- D7. The layout of parking Lot 51 shall be consistent with Figure 5 of the October 7, 2016 Technical Memorandum prepared by Fehr and Peers and kept on file for this project. The applicant shall comply with the recommendations listed in the Technical Memorandum regarding driveway locations, throat depth, allowed turning movements at driveways, and all other recommendations.
- D8. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any curb ramp adjacent to Lot 51 that does not meet current A.D.A. standards.
- D9. The applicant shall record the Final Map and construct the required improvements which creates lot 51 and the pattern shown on the proposed site plan prior to obtaining any Building Permits to the satisfaction of the Department of Public Works.
- D10. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- D11. 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.

Utilities

- D12. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.
- D13. If there is an increase in impervious areas, then the applicant may be required to prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- D14. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.
- D15. Vehicular and personnel access and maintenance easement may be required in Parking Lot 51 in order to access the sewer lift station located on Lot 51b.

- E. Conditional Use Permit.** The Conditional Use Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as **Lots 4, 8, 33, 47 and 48**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

- E1. The parking lot shall meet all the approved terms found in the Development Agreement.
- E2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

- E3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

- E4. 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 these parking lots along 5th, 6th, 7th, and Railyards Boulevard per City standards to the satisfaction of the Department of Public Works.
- E5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works. Standard driveways shall be constructed for the parking lots where frontage improvements are existing (lots 4, 47 and 48).
- E6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- E7. The applicant shall modify the existing signal at 6th and Camille Lane to create the fourth leg of the intersection to provide access to parking Lot 47 and 48. The applicant shall provide any needed signage, markings and signal equipment to accommodate the creation of the fourth leg of this intersection to the satisfaction of the Department of Public Works. Given the existing grade difference between 6th Street (at Camille Lane) and Lots 47-48 finished grade, a raised driveway to the interior of the lots needs to be designed to accommodate access to the satisfaction of the Department of Public Works.
- E8. The applicant shall submit a Traffic Signal Design Concept Report (TSDCR) or a technical memorandum to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSDCR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.

- E9. The applicant shall modify the existing signal along Railyards Boulevard at the proposed driveway for parking lot 4 to provide access at the intersection. The applicant shall provide any needed signage, markings and signal equipment to accommodate the turning movements at the driveway to the satisfaction of the Department of Public Works.
- E10. The layout of parking Lots (4, 8, 33, 47 and 48) shall be consistent with the October 7, 2016 Technical Memorandum prepared by Fehr and Peers and kept on file for this project. The applicant shall comply with the recommendations listed in the Technical Memorandum regarding driveway locations, throat depth, allowed turning movements at driveways, and all other recommendations.
- E11. Provide an exhibit with metes and bounds for each temporary parking lot (lots 4, 8, 33, 47 and 48) consistent with the Tentative Subdivision Map and the conditional Use Permit application.
- E12. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- E13. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any existing curb ramps adjacent to Lots (4, 8, 33, 47 and 48) that does not meet current A.D.A. standards.
- E14. For Lots 8 and 33, the applicant shall construct a temporary paved roadway (minimum of 20-feet in width to allow two-way access) from Railyards Boulevard to Camille Lane to provide access to these lots to the satisfaction of the Department of Public Works.
- E15. 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.

Utilities

- E16. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.

- E17. If there is an increase in impervious areas, then the applicant may be required to prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- E18. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.

F. Conditional Use Permit. The Conditional Use Permit to allow a stand-alone parking facility within the Central Business District (C-3 SPD) zone (referenced as **Lot 46**) and located within the Railyards Special Planning District area **is approved** based on the following conditions of approval:

Planning

- F1. The parking lot shall meet all the approved terms found in the Development Agreement.
- F2. This conditional use permit is not of indefinite duration; it will terminate or may be modified as provided in the Development Agreement.

Building

- F3. The applicant shall be responsible to ensure the surface parking lots and the path of travel to the entrance of the MLS sports complex meet all applicable accessible access requirements per Building Code Chapter 11B.

Public Works

- F4. 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 parking lot along 6th, 7th, and F Street per City standards to the satisfaction of the Department of Public Works.

- F5. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- F6. The applicant shall construct a paved surface at all driveways of the parking lot to act as a shake off area. The paved surface shall be a minimum of 20-feet by 20-feet to the satisfaction of the Department of Public Works.
- F7. Provide an exhibit with metes and bounds for lot 46 consistent with the Tentative Subdivision Map and the conditional Use Permit application.
- F8. The applicant shall modify the existing signal at the intersection of 7th Street and F Street to provide access to the proposed driveway for parking Lot 46. The applicant shall provide any needed signage, markings and signal equipment to the satisfaction of the Department of Public Works.
- F9. The applicant shall submit a Traffic Signal Design Concept Report (TSDCR) or a technical memorandum to the Department of Public Works for review and approval prior to the submittal of any improvement plans involving traffic signal work. The TSDCR provides crucial geometric information for signal design which may lead to additional right-of-way dedication and should be started as early as possible to avoid delays during the plan check process.
- F10. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement/reconstruction of any curb ramp adjacent to Lot 46 that does not meet current A.D.A. standards.
- F11. The Developer must update, implement and comply with the Sports Complex Event Transportation Management Plan that has been prepared for this project to the satisfaction of the Department of Public Works.
- F12. 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.

Utilities

- F13. The applicant shall comply with the conditions of the Railyards Tentative Subdivision Map (P15-040) as applicable unless otherwise approved by the Department of Utilities.
- F14. If there is an increase in impervious areas, then the applicant may be required to prepare a drainage study for review and approval by the DOU. The drainage study shall demonstrate that the project will mitigate all increases in storm drain runoff. Sufficient offsite and onsite spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The applicant is advised to contact the City of Sacramento Utilities Department Drainage Planning Section (916-808-1400) at the early planning stages to address any drainage related requirements.
- F15. Each parking lot is required to incorporate its own stormwater treatment as well as LID measures unless otherwise approved by the DOU. Any changes to the impervious areas and/or land use will need to be consistent with the approved Stormwater Master Plan.

G. Site Plan Design Review. The Site Plan and Design Review to allow the stand-alone parking facilities with deviations to waive development standards including surface paving, tree shading, and the onsite perimeter landscape planter **is approved** based on the following conditions of approval:

- G1. Parking spaces shall operate independently and meet all city code requirements for stall depth, width, and maneuvering areas.
- G2. Pedestrian openings shall be provided as shown on the attached plans.
- G3. Onsite lighting shall be provided and maintained in all open parking areas during event times after dark. Lights shall be shielded to prevent adverse glare on any nearby residential uses.
- G4. Curbs, decorative bollards, or similar barrier shall be installed for parking adjacent to the Water Tower parcel (Lot 4) to prevent vehicular conflict.
- G5. Parking lot details not determined at the time of the entitlement approval shall require additional staff level Site Plan and Design Review approval before submittal of required plans for building plan check and commencement of parking on the site. Details provided by the applicant shall include, but not be limited to, items such as lighting, trash receptacles, fencing, and signage.

Advisory Notes:

- a. The future parking lots proposed in the River District will require approval of additional entitlements.
- b. Parking lot signage shall require a sign permit before fabrication or installation and is subject to the code requirements in city code section 15.148.

Section 2. Exhibit A is part of this resolution.

Table of Contents:

Exhibit A: Railyards Parking Plan

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

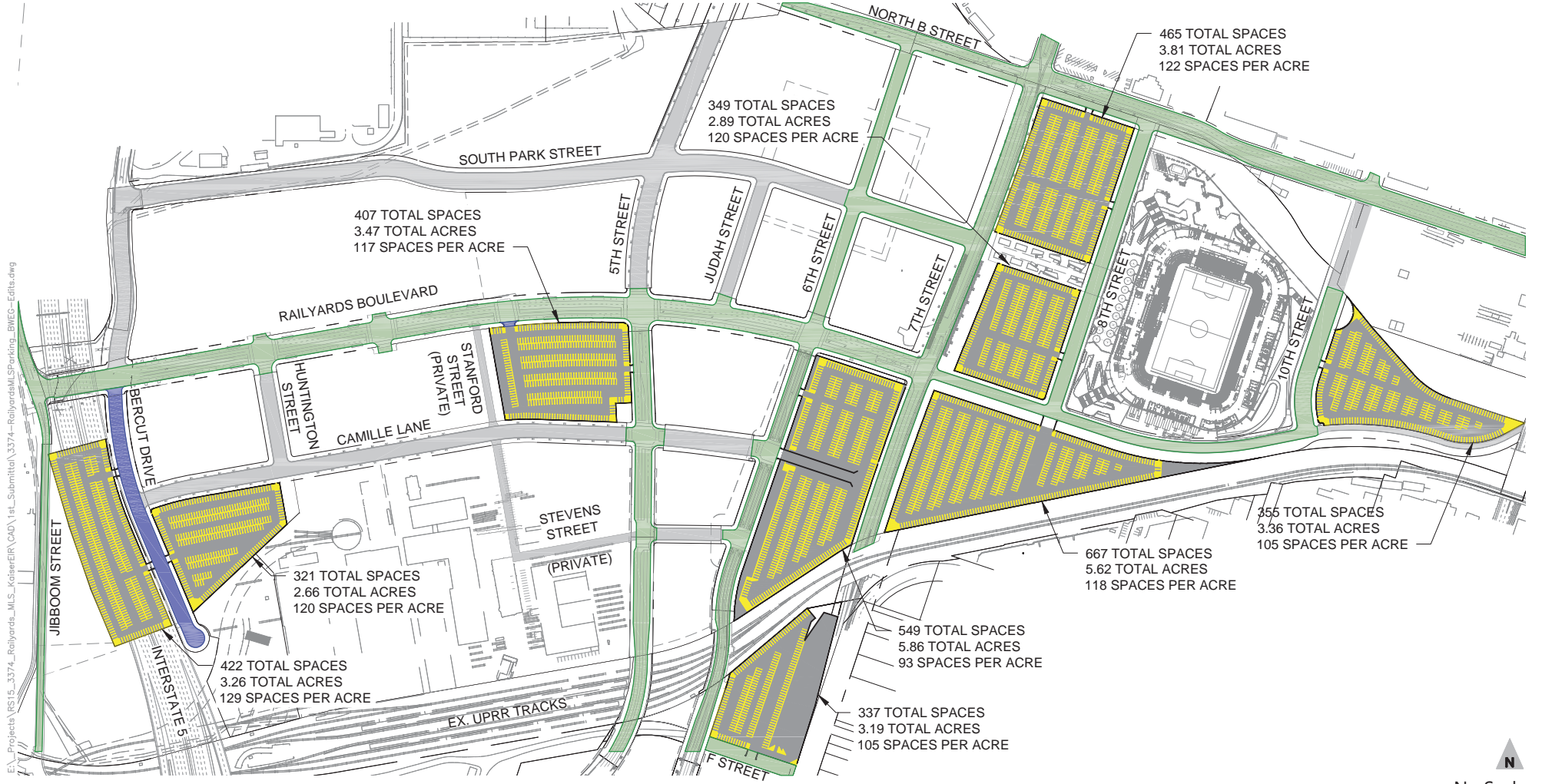
Absent: Members Carr, Warren, and Mayor Johnson

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 13:14:54 -08'00'

Shirley Concolino, City Clerk



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- LEGEND**
- ROADWAY OPEN TO TRAFFIC *
 - TEMPORARY ROADWAY CONNECTION NEEDED TO PROVIDE ACCESS TO PARKING
 - ROADWAY CLOSED/ NON-ACCESSIBLE TO TRAFFIC

▲
N
No Scale

Figure 1
Proposed Off-Street Parking Supply Within RSP Area for MLS Stadium Under Opening Day Conditions