

# EXHIBIT C

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Attorneys for Plaintiffs and the Proposed Classes

**UNITED STATES DISTRICT COURT**

**NORTHERN DISTRICT OF CALIFORNIA-SAN JOSE DIVISION**

ABDUL NEVAREZ; PRISCILLA NEVAREZ,  
and SEBASTIAN DEFRANCESCO, on behalf of  
themselves and all others similarly situated;

Plaintiffs,

vs.

FORTY NINERS FOOTBALL COMPANY, LLC,  
a Delaware limited liability company, *et al.*,

Defendants.

Case No. 5:16-cv-07013-LHK (SVK)

**CLASS ACTION**

**DECLARATION OF JEFFREY SCOTT  
MASTIN IN SUPPORT OF PLAINTIFFS'  
MOTION FOR CLASS CERTIFICATION**

Date: June 14, 2018  
Time: 1:30 p.m.  
Crtrm: 8  
Before: Hon. Lucy H. Koh  
Trial Date: April 22, 2019



1 I, Jeffrey Scott Mastin, declare as follows:

2 1. This Declaration is submitted in support of Plaintiffs’ Motion for Class Certification in  
3 *Nevarez et al., v. Forty Niners Football Co., LLC, et al.*, Case No. 5:16-cv-07013-LHK (SVK), in the  
4 U.S. District Court, Northern District of California. I make this Declaration of my own personal  
5 knowledge of the facts stated below, and if called as a witness in this case, I could and would testify as  
6 stated herein.

7 **QUALIFICATIONS AND BACKGROUND**

8 2. I am a specialist in accessibility for persons with physical disabilities. I received my  
9 five-year architectural degree from California Polytechnic State University, San Luis Obispo in 1987.  
10 I became a licensed architect in California in 1995 and have been licensed continuously since. I have  
11 twenty-four years’ experience in Architecture including fourteen years as Project Architect and three  
12 years as Construction Manager. I have been a specialist in disability accessibility since 1999.

13 3. I was asked to serve as Subject Matter Expert for the Division of the State Architect  
14 (“DSA”) in 2015. I have served under contract since 2015 in that capacity, specifically developing  
15 and vetting materials for the California Certified Access Specialist Exam.

16 4. I am currently an independent accessibility consultant and President of Facility Access  
17 Consulting, Inc. From 2005 through 2008, I was a partner in the architectural firm of Architerra, LLP  
18 and one of the firm’s resident experts on physical accessibility regulations. I also performed  
19 numerous accessibility construction plan reviews for the DSA during this time. I was contracted by  
20 that office to review, comment and approve various public agency submittals for compliance with  
21 accessibility regulations. Prior to this, beginning in 1995, I was a project architect for three successive  
22 architectural firms for large accessibility and architectural projects.

23 5. As a project architect, I have designed a wide variety of projects including civic,  
24 institutional, educational, commercial, and health care facilities, as well as a large-scale state housing  
25 project for the developmentally disabled. My primary responsibility was to direct or perform all  
26 aspects of design and construction document production. This included design, code compliance, cost  
27 estimating, materials and systems selection, graphical and technical communication, agency approvals  
28

1 and construction field verification.

2 6. A relevant responsibility for a project architect is the investigation and documentation of  
3 existing conditions when designing alterations, additions or renovations to existing facilities. Over  
4 half of my work as Project Architect involved existing facilities. I am very experienced with  
5 inspecting and documenting existing facilities and evaluating their potential for renovation or  
6 upgrade. This documentation includes precise measurement and an intimate knowledge of  
7 construction materials and systems for a variety of project types and scales.

8 7. I have provided and managed numerous large-scale accessibility site assessments for  
9 state and private clients involving tens of millions of square feet of structures and thousands of acres  
10 of associated sites. The public projects included the majority of all facilities operated by the Counties  
11 of Orange and Alameda in California and five developmental center housing campuses for the State of  
12 California. The private projects included over one thousand retail and food service facilities for  
13 Fortune 500 companies nationwide. I have also served as a litigation access specialist for both  
14 defendants and plaintiffs involving dozens of public agencies and private entities. I have further  
15 provided training to dozens of accessibility experts working in forty-five states, including Hawaii. I  
16 am familiar with the techniques that people with disabilities employ for mobility, including the  
17 mechanics of various mobility aids. I have used this knowledge to work with facility owners to  
18 identify and prioritize barriers to accessibility according to the degree of non-compliance and greatest  
19 potential for injury.

20 8. I am very familiar with the requirements of federal disability access design standards,  
21 including the 2010 Americans with Disabilities Act Standards for Accessible Design (“ADAS”), the  
22 Americans with Disabilities Act Accessibility Guidelines (“ADAAG”) and the Uniform Federal  
23 Accessibility Standards (“UFAS”). I am also very familiar with the requirements of California  
24 accessibility design standards as codified within the California Building Code (“CBC”), often known  
25 as Title 24 of the California Code of Regulations (“Title 24”). I have extensive experience measuring  
26 and inspecting individual elements of newly constructed, altered and existing facilities to determine  
27 the extent to which they comply with these accessibility standards. This includes substantial  
28

1 experience in inspecting and assessing various elements of the pedestrian right of way, including  
2 sidewalks, curb ramps and cross walks.

3 9. I am a California Certified Access Specialist in good standing (CASp #88). The  
4 certification, administered by the California Division of the State Architect, signifies that I am  
5 qualified to evaluate plans, investigate facilities, conduct research, perform inspections, and prepare  
6 reports to determine compliance with applicable state and federal accessibility provisions, including  
7 statutes, regulations and standards. In addition, an important component of CASp certification is the  
8 duty to evaluate and propose suitable barrier removal measures with a reasonable schedule for  
9 accomplishing such measures.

10 10. The opinions I express in connection with this litigation are based upon various  
11 professional trainings and seminars I have attended, upon articles, reports, codes, acts, regulations,  
12 interpretations and publications that I have studied, my professional experience interpreting and  
13 applying the requirements of access regulation in professional practice, and in my experience in  
14 working with public entities and business owners to educate them on their obligations for providing  
15 accessible facilities.

16 11. Attached to this Declaration as Exhibit A is a true and correct copy of my curriculum  
17 vitae.

18 **SCOPE OF WORK AND TESTIMONY IN THIS MATTER**

19 12. Counsel for Plaintiffs retained Gary Waters of Pacific Access Consulting, William  
20 “Scott” McBrayer of Construction Quality Group, and Facility Access Consulting, Inc. to survey  
21 Levi’s Stadium in Santa Clara, California (“the Stadium”). I conducted the survey on behalf of  
22 Facility Access Consulting, Inc. We were asked to determine the extent to which the Stadium and its  
23 physical elements comply with the standards set forth in the 2010 ADA Accessibility Standards  
24 (“2010 ADAS”), the 1991 ADA Accessibility Guidelines (“1991 ADAAG”), and the 2010 version of  
25 Title 24 of the California Building Code (“CBC”), and to assess the sufficiency of the policies,  
26 procedures, and practices of Defendants—the City of Santa Clara (“the City”), the Santa Clara  
27 Stadium Authority (“the Stadium Authority”), Forty Niners Football Co. LLC, Forty Niners SC  
28

1 Stadium Co. LLC, and Forty Niners Stadium Management Co. LLC—with respect to disability  
2 access for persons with mobility disabilities.

3 13. I inspected the following elements of the Stadium:

- 4 a. Parking lots serving the Stadium
- 5 b. Exemplar accessible shuttle vehicle
- 6 c. Pedestrian right of way between parking lots and the Stadium
- 7 d. Restrooms
- 8 e. Outside seating and sight lines for luxury suites throughout the Stadium,  
9 including:
  - 10 i. Level 500 Black Oak Resort Casino Suites
  - 11 ii. Level 500 Citrix Owners Suites
  - 12 iii. Level 500 SAP Tower Suites
  - 13 iv. Level 600 SAP Tower Suites
  - 14 v. Level 700 SAP Tower Suites

15 14. With respect to parking lots, I was initially asked to inspect all of the parking lots  
16 that might be available to Stadium patrons on game days or event day, as identified in the following:

17 (a) the Stadium’s Transportation Management Operations Plan (“TMOP”) (Bates-stamped  
18 documents SC 04130 – 04455), a true and correct copy of what I reviewed is attached to this  
19 Declaration as Exhibit B; and (b) the Notice of Site Inspections Pursuant to FRCP 34, dated  
20 September 29, 2017, a true and correct copy of what I reviewed is attached to this Declaration as  
21 Exhibit C. The parking lots that I ultimately inspected include the following:

22  
23 Red Lot 1<sup>1</sup>

26 <sup>1</sup> Certain online maps of the parking lots adjacent to the west side of the Stadium refer to “Red Lot 1,”  
27 “Red Lot VIP,” and “Green Lot 1.” I refer to all three of these lots together as “Red Lot 1” for the  
28 purposes of describing my findings in my report and this Declaration.

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Yellow Lot 1 Parking Structure
Yellow Lot 2
Yellow Lot 3
Blue Lot 1
Green Lot 3
Green Lot 2
Red Lot 3
Red Lot 4
Red Lot 5
Red Lot 7
Green Lots 4 & 5

15. With regard to the pedestrian rights of way or paths of travel from each of the parking lots made available to patrons of the Stadium to the entrances to the Stadium, my survey included the sidewalks, curb ramps and crosswalks along the following streets, as identified in Exhibit C to my Declaration. Additionally, I inspected a segment of pedestrian right of way not included in the inspection notice. I inspected the following:

- a. Great American Parkway from Old Mountain View-Alviso Road to Mission College Boulevard.
- b. Tasman Drive from Calabazas Creek to Lafayette Street.
- c. Mission College Boulevard from Great America Parkway to the driveway separating Mission College Lot B and C.
- d. Patrick Henry Drive from Bunker Hill Lane to Great America Parkway.
- e. Democracy Way from Patrick Henry Drive to Old Ironside Drive.
- f. Marie DeBartolo Way from Tasman Drive to end.
- g. Stars and Stripes Drive from Tasman Drive toward the Yellow Lots to end.

1 h. Centennial Boulevard from Stars and Stripes Drive to Tasman Drive.

2 i. Bunker Hill Lane from Patrick Henry Drive to Great America Parkway.

3 16. My inspection of portions of the Stadium itself was part of a larger effort involving  
4 several other access specialists engaged by the attorneys for Plaintiffs in this case.

5  
6 **BASES OF EXPERT TESTIMONY**

7 **A. Published Materials**

8 17. The opinions I express in connection with this litigation are based upon various  
9 professional trainings and seminars that I have either presented or attended, upon articles, reports,  
10 codes and publications that I have studied, my professional experience interpreting and applying the  
11 requirements of the ADA (including the standards of the 2010 ADAS, the 1991 ADAAG, and UFAS)  
12 and the CBC in practice, and my experience in working with public entities and owners to educate  
13 them on their obligations under the ADA, the 2010 ADAS, the 1991 ADAAG, and the CBC with  
14 regard to providing accessible facilities.

15 **B. Review of Relevant Case Documents and Testimony**

16 18. The opinions I express in this Declaration are based on review and analysis of  
17 various documents, including the architectural plans for Levi's Stadium; the Design-Build  
18 Agreement between Santa Clara Stadium Authority, Forty Niners Stadium LLC, and Turner/Devcon,  
19 a Joint Venture ("the Design-Build Agreement"); and relevant portions of the transcript of the  
20 deposition testimony of Dennis Ng. Additionally, I have reviewed the site inspection reports  
21 prepared by Gary Waters and William "Scott" McBrayer, the other disability access experts retained  
22 by Plaintiffs' counsel to inspect the Stadium in this case. The analysis and conclusions contained in  
23 this report reflect my preliminary findings and conclusions, and these are subject to revision and  
24 supplementation, as further information becomes available through the discovery process in this case.  
25 My work is continuing. I may supplement, revise or change the opinions contained within this  
26 Declaration as I review additional documents produced and additional deposition testimony in this  
27 litigation and should I conduct any further site inspections of the Stadium and its facilities.

1 **C. Federal Disability Access Design Standards**

2 19. With the passage of the ADA, the Department of Justice issued the ADAAG  
3 standards. Since January 26, 1992, public entities have been obligated to perform new construction  
4 and alterations in compliance with either ADAAG or UFAS. On September 15, 2010, the  
5 Department of Justice published updated accessible design standards, the 2010 ADA Standards for  
6 Accessible Design (2010 ADAS). For new construction and alterations commenced between  
7 September 15, 2010 and March 15, 2012, public entities had to choose and ensure compliance with  
8 one of the following three federal standards: the 2010 ADAS, ADAAG, or UFAS. Physical  
9 construction or alterations commenced by public entities on or after March 15, 2012 must comply  
10 with the 2010 ADAS.

11 20. It is considered the appropriate standard of professional care by California architects  
12 to ensure that new construction and alterations be performed in compliance with both the CBC and  
13 the applicable federal access standard, whichever is more restrictive. The goal in following the more  
14 restrictive standard is to ensure the greatest degree of compliance with applicable codes and  
15 regulations and consequently, to ensure the greatest usability for persons with disabilities, including  
16 persons with mobility disabilities. I have utilized the most restrictive requirements of the applicable  
17 federal access standard (2010 ADAS or 1991 ADAAG) and the CBC as the appropriate disability  
18 access standard for our work with public entities in California. It is widely accepted among  
19 California architects who work with public entities that compliance with the standards of both the  
20 applicable federal access standard and the CBC, whichever is more restrictive, is necessary to ensure  
21 that persons with mobility disabilities are able to use the public facilities safely and independently.

22 **D. Other Sources Reviewed**

23 21. I have reviewed the Design-Build Agreement and, as noted above, relevant portions  
24 of the deposition testimony of Dennis Ng, who was designated by the City and the Stadium Authority  
25 as one of its witnesses pursuant to Federal Code of Civil Procedure 30(b)(6).

26 22. Based on my review of those materials and my knowledge of Titles II and III of the  
27 ADA and its implementing regulations, specifically 28 C.F.R. § 35.151(c) and § 36.401, *et seq.*, it is  
28



1 my professional opinion that the federal access design standard that applied to the design and  
2 construction of Levi's Stadium is the 2010 ADAS. The Stadium is owned and was developed by the  
3 Stadium Authority, a part of the City, and therefore a public entity subject to ADA Title II. The  
4 Stadium, and the stores and restaurants therein, also operate as places of public accommodation  
5 under ADA Title III. Under Titles II and III of the ADA, new construction by public entities  
6 commenced after September 15, 2010 and before March 15, 2012 must comply with the 2010 ADAS,  
7 the 1991 ADAAG, or the UFAS. New construction by public and private entities commenced after  
8 March 15, 2012 must comply with the 2010 ADAS. Based on my review of the case documents and  
9 deposition testimony, it is clear that construction of the Stadium began after March 15, 2012, thereby  
10 triggering a duty to comply with the 2010 ADAS. I understand that the Defendants may argue that  
11 Stadium construction commenced between September 15, 2010 and March 15, 2012, thereby  
12 permitting the election of the 2010 ADAS, ADAAG or the UFAS. This is incorrect. To determine  
13 the required federal design standard, one must look at the commencement of construction. Site clean  
14 up to prepare for construction took place after March 15, 2012. Temporary power was put in after  
15 March 15, 2012 in preparation for construction. The permit for the shell and core of the Stadium, and  
16 the beginning of the construction of the shell and core, all took place well after March 15, 2012.  
17 Thus, the 2010 ADAS applies.

18 23. To the extent the City or the Stadium Authority elected a federal accessibility standard  
19 under any mistaken conclusion that construction on the Stadium commenced prior to March 15,  
20 2012, it would have elected either the 1991 ADAAG or the 2010 UFAS. The Design-Build  
21 Agreement erroneously specifies Title III of the ADA, which applies to facilities owned and built by  
22 private entities, not public entities such as the City or the Stadium Authority. Nonetheless, Title III  
23 permits a choice between the 1991 ADAAG and the 2010 ADAS, but not UFAS, for new  
24 construction projects by private entities constructed between September 15, 2010 and March 15,  
25 2012. For this reason, I analyzed compliance with both the 2010 ADAS and the 1991 ADAAG in  
26 my inspection of the Stadium.

27 //



## METHODOLOGY

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2           24.           In conducting my surveys, I follow the methods outlined in the Department of  
3 Justice's ADA Best Practices Tool Kit, Introduction to Appendices 1 and 2. The equipment I use  
4 includes a two-foot digital smart level, a metal tape measurer, a door pressure gauge, and a camera. I  
5 record the information in note form. Typically, I will begin a survey by familiarizing myself with the  
6 facility. I will note whether required elements are provided or not and record dimensions, slopes and  
7 cross slopes as appropriate. In conducting the survey, I will identify if the required accessible  
8 features are provided and if they meet the most restrictive requirements of the 1991 ADAAG or the  
9 2010 ADAS, depending on the date of construction, and the applicable version of the CBC (the 2010  
10 CBC in this case). This typically involves taking dimensions, slopes and cross slopes, as applicable,  
11 and photographs.

12           25.           In conducting the survey, I considered and applied dimensional tolerances except  
13 where the requirement is stated as a range with specific minimum and maximum end points. In that  
14 case, the range itself is a sufficient tolerance. Moreover, when a standard includes only a maximum,  
15 it is considered best practice in the industry to design and construct well below that maximum to  
16 ensure compliance with the standard. The same is true for a standard that includes a minimum; it is  
17 considered best practice to design and construct well above that minimum to ensure compliance.  
18 Using the Dimensional Tolerances for New and Existing Construction approved by the San Francisco  
19 Building Inspection Commission on September 16, 1998, attached as Exhibit D to this declaration, I  
20 did not record any conditions that would fall within the tolerances listed therein, including the  
21 following:

- 22                   a. Concrete paving. Standard: Plus or minus 1/4" over 10' for drives, parking  
23                   surfaces, sidewalks and other side paving.  
24                   b. Concrete slabs for flatness and straightness. Standard: Bull-float slab is plus or  
25                   minus 1/2" over 10'.  
26                   c. Flatness of counter tops. Standard: 1/4" per 8'.  
27                   d. Clear opening at doors. Standard: plus or minus 3/8".  
28

- 1 e. Plumbing fixture installation. Standard: plus or minus 1/2" measured from the
- 2 finished wall or floor.
- 3 f. Handrail dimensions. Nominal handrails not to vary more than 3/16" in
- 4 diameter from code dimension; height plus or minus 3/16" measured from
- 5 finished floor.
- 6 g. Threshold. Standard: 1/8" variation in threshold height is permitted above the
- 7 finished floor surface.
- 8 h. Knee clearance under wall mounted plumbing fixtures, including lavatories,
- 9 drinking fountains, urinals and toilets. Standard: Mounting height above
- 10 finished floor equals plus or minus 3/8". Within a 30" wide area, centered on
- 11 the accessible basin or fixture, there may be a variation of 1/4" in height between
- 12 the lower edge of the counter and the finished floor.
- 13 i. Switches, receptacles, pull stations, controls and similar devices. Standard: Plus
- 14 or minus 1/2" vertically.
- 15 j. Door operating pressure. Standard: Plus or minus 1/2 pound.
- 16 k. Operating pressures for faucets, flush valves and miscellaneous hardware.
- 17 Standard: Plus or minus 1/2 pound.

18 **FINDINGS**

19 **Parking**

20 **Conclusions**

21 26. The parking available for persons with mobility disabilities attending events at the

22 Stadium is not accessible. The Stadium's plan for providing the required number of accessible

23 parking is flawed and the result does not conform to standards. The parking lot closest to Stadium

24 entrances, Red Lot 1, which would allow persons with mobility disabilities to access the Stadium

25 without traveling in the public right of way, does not provide the required number of accessible and

26 van accessible parking spaces. Exhibit B. The Stadium's TMOP incorrectly concludes that the lot

1 provides an adequate number of accessible parking spaces. *Id.* It does not. In addition, the spaces that  
2 are provided do not all conform to accessibility standards.

3 27. The Stadium relies on remote parking lots for patrons attending events. The Stadium's  
4 TMOP suggests that additional accessible parking can be utilized in these remote lots. Reliance on  
5 remote lots by itself for accessible parking is not effective because the public right of way system of  
6 sidewalks, curb ramps and other elements is not accessible. I inspected extensive sections of key  
7 components associated with these routes of travel and have determined that it is not possible for a  
8 patron parking in any remote lot to access a Stadium entrance by way of the public right of way  
9 system using an accessible route.

10 28. The Stadium's TMOP purportedly relies upon a shuttle service to transport patrons with  
11 disabilities between two designated lots and the Stadium entrance. I inspected a shuttle represented to  
12 be typical of the shuttles in use and determined that reliance on these shuttles as a substitute for  
13 providing adequate accessible parking near the Stadium entrance is not effective. The shuttle I  
14 inspected is equipped to carry 20 passengers but is incapable of transporting more than one person  
15 using a wheelchair at a time. It appears to be designed for the purpose of carrying a group  
16 representing a cross section of the general public allowing for only the occasional individual with a  
17 disability. It is unsuited for transporting a specialized group of persons with disabilities, and would be  
18 wholly ineffective if employed for that purpose.

19 29. In addition, I inspected the two lots that the Stadium indicated are served by the shuttle.  
20 I found that the many of the designated accessible parking spaces in these lots do not conform to  
21 standards. In the case of Blue Lot 1 I found that the route between each of the designated accessible  
22 spaces and the shuttle stop had significant barriers to accessibility for individuals with mobility  
23 disabilities.

24 30. I inspected other remote parking lots that I understand are not served by the shuttle.  
25 Besides the aforementioned lack of accessible routes between these lots and Stadium entrances, these  
26 lots are not accessible for additional reasons. Two of the lots do not contain any designated  
27 accessible spaces (Yellow Lots 2 and 3). Although most of the remote lots contain such spaces, the  
28

1 locations address building entrances for which the lots are designed, and not necessarily for accessing  
 2 the public right of way. As a result, a patron with a mobility disability attending an event must  
 3 choose a route that is generally not intended to be accessible. That person must usually travel along  
 4 drive aisles within these lots, sharing these routes with vehicles, in order to reach the public right of  
 5 way, instead of utilizing a parking space that is proximate to the connection to the public right of  
 6 way.

7 **Observations and Findings**

8 31. The Stadium relies upon remote parking lots to serve patrons attending events using  
 9 their own vehicles. I understand through review of discovery documents that the total of all parking  
 10 spaces available to patrons that are controlled by the City is 6,694 (Yellow Lots 1, 2, & 3, Red Lot 1,  
 11 and Green Lot 1). I further understand that the total number of spaces made available to patrons that  
 12 are ticketed is 10,664 (Red Lots 3, 4, 5, & 7, Green Lots 2, 3, 4 & 5, and Blue Lot 1), for a total of  
 13 17,358 spaces. These figures are derived from Exhibit B at SC 04249.

14 32. The 2010 ADAS specify the minimum number of required accessible standards  
 15 based on the total number of spaces provided in the parking facility, as set forth in the following  
 16 chart:

Total Number of Parking Spaces Provided in Parking Facility	Minimum Number of Required Accessible Parking Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5

201-300	7
301-400	8
401-500	9
501-1000	2 percent of total
1001 and over	2 percent of total
1001 and over	20, plus 1 for each 100 or fraction thereof, over 1000

33. I understand through my review of discovery documents that the Stadium’s plan for providing the required number of accessible parking spaces is faulty, does not conform to standards, and may result in an insufficient number of accessible parking spaces available for patrons who need them. Section 5.3.4 “ADA Access” of the Stadium’s TMOP calculates that “the total of 200 ADA parking would be sufficient to meet ADA parking requirements” (Exhibit B at SC 04237). The plan explains that the 200 would be provided at Red Lot 1. *Id.* My calculations applying applicable standards to the parking numbers represented in the TMOP indicate that 273 spaces would be required, including 53 that are van accessible. The Stadium plan would only provide 73% of the number actually required by standards. Moreover, according to my inspection of Red Lot 1, there are only 198 designated accessible spaces provided and far too few of them are van accessible. There are only 15 van accessible spaces among the 198 where 53 would be required by standards according to the plan represented by the TMOP. *Id.* The lot provides only 29% of the van accessible spaces that are required as represented by the plan.

1           34. The required accessible parking for lots either owned by the City or that are ticketed are  
2 separately tabulated and attached to this Declaration as Exhibit E “REQUIRED ACCESSIBLE  
3 PARKING.”

4           35. Accessible spaces are required to be provided in proportion to total parking spaces  
5 provided in the applicable parking lot and are calculated according to the table identified above. The  
6 percentage of required accessible parking decreases as the size of the lot increases. Rather than  
7 aggregating all parking spaces among several lots into one and then applying the table to find the  
8 required number, standards explicitly require accessible parking to be calculated on lot-by-lot basis,  
9 not aggregated together into one virtual lot. Standards do allow and even encourage relocating all of  
10 the accessible spaces that are so derived to other locations that are closer to entrances, or that would  
11 otherwise increase accessibility; however, the required number is based on the requirements for the  
12 individual lots. It is necessary to calculate the required accessible spaces by lot in order to derive the  
13 required number.

14           36. The Stadium’s remote parking lots are connected to the Stadium by way of the public  
15 right of way (“PROW”) system of sidewalks and street crossings. Attached to this Declaration as  
16 Exhibit F is a true and correct copy of my “Parking and Public Right of Way Graphic Matrix.”  
17 Connections between each lot and the PROW are shown on Exhibit F. Exhibit F graphically indicates  
18 pedestrian access connection routes to the PROW and also vehicular drive aisles that may be used as  
19 such.

20           37. Attached to this Declaration as Exhibit G is a true and correct copy of my “Parking Lots  
21 Detailed Findings Report with Photographs,” which includes detailed findings by element. Please  
22 refer to Exhibit G for more information regarding the barriers described. The following items provide  
23 a summary of barriers in each lot.

24           **Red Parking Lot 1**

25           38. Red Lot 1 is located at the West side of the Stadium. I understand that it is owned by  
26 the City. It is the closest parking to Stadium entrance gates A, B and C, and comprises 198 DAS.  
27 Please refer to Exhibit G Seq. #s (DAS). These DAS are convertible between standard parking spaces  
28

1 and designated accessible spaces by way of articulating signs. Each such space is equipped with a  
2 sign that identifies it as a standard space stating:

3  
4 **STANDARD**  
(NON-ACCESSIBLE)  
5 **PARKING STALL**

6 THIS SIGN PLACARD  
7 REPLACES THE  
8 SURFACE PAINT  
9 DESIGNATION

10 Each such sign has a bottom half that folds up, covering the above language and replacing it with a  
11 symbol of an occupant in a wheelchair in white on a blue background and other text associated with  
12 accessible parking spaces appearing in white on a blue background.

13 39. Accessible parking spaces are required to be identified with a sign displaying an ISA  
14 (a specific symbol representing a wheelchair and occupant) and the words “VAN ACCESSIBLE” if  
15 it is a wider space suitable for a van using a side-deploying wheelchair lift. California law also  
16 requires the text “\$250.00 MINIMUM FINE.” Such spaces are required to be clearly delineated and  
17 marked to discourage parking in the access aisle, which is the portion at the side of the vehicle  
18 facilitating transfer to, or the loading/offloading of a mobility device. California law requires specific  
19 surface identification including a large ISA symbol, specific color and manner of markings  
20 delineating the stall and access aisle and the words “NO PARKING” in 12” high letters in the access  
21 aisle. These various identification methods are intended to alert a person who requires such a stall as  
22 to its presence, to discourage unauthorized use and to allow parking enforcement to quickly identify  
23 any unauthorized use so that the space can become available to those who require it.

24 40. In this case the surface markings clearly identify the spaces as accessible stalls. If  
25 the sign is configured to identify the space as a standard non-accessible space, only the sign informs  
26 the user of this condition. The portion of the sign that is hinged to flip upwards to display the signage  
27 indicating that the space is accessible is held in place with a bolt. The absence of the bolt causes the  
28 sign to fall back down into the position indicating it as a standard parking space by default. Each sign  
I observed in Red Lot 1 was in the “standard” configuration at the time of my inspection. I examined

1 several of the signs and found that the bolts were not tightened, only turned a revolution or two into  
2 the recessed threads. When the sign is in the “accessible” configuration and the bolt is not threaded  
3 far enough and falls out, the sign would revert by default to the “standard” configuration due to the  
4 force of gravity. It would be difficult or impossible for parking enforcement to positively determine  
5 the state of the sign when a person utilizes the space. Therefore if a person wishes to make  
6 unauthorized use of such a space identified as accessible with impunity, it is possible for that person  
7 to simply loosen the bolt and let the sign fall back to its “standard” position.

8 41. For purposes of identification in this report, Red Lot 1 spaces are described using an  
9 arbitrary reference. Parking rows are arranged running east to west. There are 12 such rows arranged  
10 north to south that contain accessible parking spaces. The northern 4 rows serve Stadium Gate A, the  
11 middle four rows serve Gate B and the southern 4 rows apparently serve Gate C. For the purposes of  
12 identification this report refers to spaces in each row numbered from west to east starting with “1” at  
13 the west end and ascending to the east, and refers to rows containing accessible spaces from north to  
14 south with letters, starting with “A” at the northernmost row and ending with L at the southernmost  
15 row. Please refer to Exhibit G Seq. #s 1001-1020.

- 16 • There are too few van accessible spaces in the lot (15 provided, 33 required based on the  
17 individual lot and 53 required based on the Stadium’s TMOP plan for accessible  
18 parking).
- 19 • The convertible signs are not effective in reserving the spaces for persons with  
20 disabilities because they can be converted by the user, and if the single fastening device  
21 fails or loosens on a sign, the sign reverts by default to indicate a standard parking  
22 space.
- 23 • The accessible signs do not provide the ISA symbol. They instead display a stylized  
24 figure that may not be as effective. The ISA is a specific symbol described graphically  
25 and precisely by standards.
- 26 • The accessible signs are not reflectorized, as required by California standards, making it  
27 more difficult to discern and locate by drivers who may be searching for accessible  
28



1 parking in general, or those accessible to vans, when ambient lighting is poor.

- 2 • Five spaces are missing signs (A7, A11, A15, A16, J13).
- 3 • Four spaces have excessive surface slopes (E1, F1, G1, H1).
- 4 • The access aisle serving space H3 and H4 has a large noncompliant pothole, affecting
- 5 use of both spaces.
- 6 • Five spaces have one or two approx. 1” diameter holes in the space/access aisle,
- 7 apparently for the installation of equipment or displays (I1, I3, I4, I5, I6).
- 8 • Detectable warnings (i.e., truncated domes) obstruct the access aisles serving eight
- 9 spaces (E13, E14, F13, F14, G13, G14, H13, H14). The detectable warnings obstruct the
- 10 surface of the access aisle, which is required to be smooth and without level change, and
- 11 are unnecessary at these locations. The detectable warnings obstruct all four access
- 12 aisles as well as obstructing the routes of travel between each of the eight DAS and the
- 13 Stadium Gate.
- 14 • There is no access aisle provided at space I19.
- 15 • The painted surface markings are faded/worn to the extent that they cannot be discerned
- 16 at many spaces. In addition, the entire “L” row (i.e., the southernmost row) has new
- 17 markings painted over old markings -but in different locations, making it difficult to
- 18 discern the extent and location of any particular space.
- 19 • There are many standard spaces that are closer to the entrance at Gate C than are the 85
- 20 DAS apparently serving that entrance. In addition, there are many standard spaces that
- 21 are closer to any Stadium entrance than these 85 DAS.
- 22 • The accessible route of travel between the 56 DAS serving Gate B and the security
- 23 devices has excessive running slope for approximately 40 feet. In addition, there is a
- 24 section of excessive running slope just east of the security device area.

25 **Yellow Parking Lot 1 – Parking Structure**

26 42. Yellow Lot 1 is a five-story parking structure located across Tasman Drive, a  
27 divided road, at the north side of the Stadium. I understand it is owned by the City. Elevators are  
28

1 located at three of the four corners of the rectangular structure with DAS located associated with  
2 elevators at the southwest corner (12 DAS at designated area 1A) and southeast corner (12 DAS at  
3 designated area 1D), and 5 grade level DAS located at the northeast corner (designated area LD).

4 Please refer to Exhibit G, Seq. #s 1101-1124.

- 5 • A concrete bollard obstructs the access aisle at the northeast DAS at LD.
- 6 • The van DAS at L, at the electric vehicle charging station (EVCS) is signed for charging  
7 electric vehicles, however, the charging cable will not reach a vehicle parked in the van  
8 accessible space. The cable only extends approx. 12” into the far SE corner of the access  
9 aisle for that parking space. In addition, the route between this parking space and the  
10 charging station is too narrow to allow a person to access the charging station. If the  
11 charging cable did reach far enough, it would obstruct the accessible route between two  
12 DAS to the PROW at Stars and Stripes Drive.
- 13 • There are excessive surface slopes in seven DAS at area 1A (the northern and southern  
14 double DAS, and the second and third double DAS as counted from north).
- 15 • A column obstructs the access aisle of the van DAS near the southwest corner at area  
16 1A.
- 17 • A concrete waste receptacle obstructs the access aisle of the single DAS at the east side  
18 of the elevator at area 1A.
- 19 • The accessible route of travel between 11 of the DAS located along the west side of the  
20 structure at area 1A is located at the exterior and is exposed to weather, whereas the  
21 route for the general public is interior and protected from weather.
- 22 • There are standard parking spaces that are closer to any entrance to the parking structure  
23 than are ten of the 12 DAS at area 1A.
- 24 • There are excessive surface slopes in eight DAS at area 1D (the southern double DAS  
25 and the second, third and fourth double DAS as counted from the north).
- 26 • A column obstructs the access aisle of the van DAS near the southeast corner at area  
27 1D.

- 1 • The accessible route of travel between 11 of the DAS located along the east side of the  
2 structure at area 1D is located at the exterior and is exposed to weather, whereas the  
3 route for the general public is interior and protected from weather.
- 4 • There are standard parking spaces that are closer to any entrance to the parking structure  
5 than are the 12 DAS at area 1D.
- 6 • The help button on each of the three emergency call boxes serving the DAS at all three  
7 areas is located too high above the surface of the floor.

### 8 **Yellow Parking Lot 2**

9 43. Located at the north side of the Stadium, across Tasman Dr., a divided road. I  
10 understand it is owned by the City. There are no designated accessible parking spaces in the lot.  
11 Discovery documents indicate that the lot provides 304 parking spaces. Please refer to Exhibit G,  
12 Seq. #s 1301-1307.

- 13 • There are no DAS provided (none provided, eight required).
- 14 • There are no van DAS provided (none provided, two required).
- 15 • There are no accessible routes of travel between any area of the lot and the PROW. All  
16 but three routes that appear to be utilized by the general public are dirt surfaces and  
17 require travel up/down steep hillsides. Two of the three non-dirt routes are vehicular  
18 entrances that have inaccessible loose rock, gravel and sand surfaces as well as gaps and  
19 vertical edges. The third, a paved route to the PROW located at the northeast corner is a  
20 ramp without the required handrails and level landings, and requires travel over  
21 inaccessible surfaces (loose rocks, sand and gravel).

### 22 **Yellow Parking Lot 3**

23 44. This lot is located at the north side of the Stadium, across Tasman Drive, a divided  
24 road. I understand it is owned by the City. There are no designated accessible parking spaces in the  
25 lot. Discovery documents indicate that there are 428 parking spaces. Please refer to Exhibit G, Seq.  
26 #s 1401-1406.

- 27 • There are no DAS provided (none provided, nine required).

- 1 • There are no van DAS provided (none provided, two required).
- 2 • There are no accessible routes of travel between any area of the lot and the PROW. All
- 3 but two routes which appear to be utilized by the general public are dirt surfaces and
- 4 some require travel up/down steep hillsides. The two non-dirt routes are vehicular
- 5 entrances that have inaccessible loose rock, gravel and sand surfaces as well as gaps and
- 6 vertical edges. The single route that appears to be intended as the main pedestrian route
- 7 to the PROW is located at the west side and is a dirt surface, with loose rocks, gravel
- 8 and sand, and has high vertical edges and excessive running slope.

9 **Blue Parking Lot 1**

10 45. Blue lot 1 is not located near the Stadium. I understand that it is a Stadium ticketed  
11 facility. It is located approximately 2,900 feet away from the Stadium as measured along pedestrian  
12 sidewalks. It is a large area bounded by Democracy Way, Patrick Henry Drive and Old Ironsides  
13 Drive. I understand that a shuttle operates between this lot and the Stadium. While DAS are located  
14 in three areas of the lot, I observed what appears to be a shuttle stop serving only one of the three  
15 areas. Discovery documents indicate that the lot comprises 508 spaces.

16 46. There are 19 DAS located at the north side of the lot which appear to be served by a  
17 shuttle. I refer to these as the north group of DAS. There are 26 DAS located at the northeast corner  
18 of the lot. I refer to these as the northeast group of DAS. There are 14 DAS located at the east side of  
19 the lot near the north end. I refer to these as the east group of DAS. Please refer to Exhibit G, Seq. #s  
20 1501-1521.

21 47. General:

- 22 • There are not enough DAS provided (59 provided, 61 required).
- 23 • There are not enough van DAS provided (nine provided, ten required).

24 48. North group of 19 DAS:

- 25 • There are many standard parking spaces that are located closer to any entrance
- 26 of the parking lot than are many of the 19 DAS.
- 27 • Eight of the eleven access aisles serving the north DAS are too narrow.

- 1 • The west two DAS at the north group of DAS are obstructed by the shelter  
2 structure.
- 3 • The accessible route of travel between some of the eastern DAS in the north  
4 group of DAS is partially covered by a deep layer of leaves and debris.
- 5 • The ramp at the west end of the accessible route of travel serving the north group  
6 of DAS has excessive cross slope on the ramp and excessive slope on the top  
7 landing, and handrails are not provided.
- 8 • The accessible route of travel between the north group of DAS and the seven  
9 portable toilets serving them has multiple raised vertical edges.
- 10 • The two handwashing stations at the seven portable toilets serving the north  
11 group of DAS are not accessible because water flow is provided by foot pedals.
- 12 • The hand sanitizer within the single accessible portable toilet serving the north  
13 group of DAS is located too high.

14 49. Northeast group of 26 DAS:

- 15 • There are many standard parking spaces that are located closer to any entrance  
16 of the parking lot than are many of the 26 DAS.
- 17 • The northeast DAS of the northeast group of DAS is not provided with a wide  
18 enough access aisle.
- 19 • The access aisle at the DAS located at the north end of the northeast group of  
20 DAS is obstructed by area lighting standard and equipment.
- 21 • The accessible route of travel between any DAS in the northeast group and the  
22 PROW is partially covered by a deep layer of leaves and debris, and trees and  
23 shrubs obstruct the required width for much of its length.
- 24 • The two handwashing stations at the seven portable toilets serving the northeast  
25 group of DAS are not accessible because water flow is provided by foot pedals.
- 26 • The hand sanitizer within the single accessible portable toilet serving the  
27 northeast group of DAS is located too high.

- The short asphalt connection between the northeast group of DAS and the PROW has excessive cross slope and a convoluted asphalt surface.

50. East group of 14 DAS:

- There are many standard parking spaces that are located closer to any entrance of the parking lot than are many of the 14 DAS.
- There are excessive slopes in the southern eight DAS of the east group of DAS.
- The surface markings at the north DAS of the east group of DAS are worn and not discernable.
- The accessible route of travel between any DAS in the east group and the PROW is partially covered by a deep layer of leaves and debris, and trees and shrubs obstruct the entire width for much of its length.
- The asphalt ramp between the east group of DAS and the PROW has excessive running slope, is a convoluted non-planar surface, and lacks required handrails.
- The two handwashing stations at the seven portable toilets serving the east group of DAS are not accessible because water flow is provided by foot pedals.
- The hand sanitizer within the single accessible portable toilet serving the east group of DAS is located too high.

### **Green Parking Lot 3**

51. Green Lot 3 not located near the Stadium. I understand that it is a Stadium ticketed facility. The lot is bounded by Old Glory Lane, Democracy Way, Patrick Henry Drive and Great America Parkway. Distances to the Stadium from parking in this lot vary greatly depending on the particular location of DAS within the lot, from approximately 3,500 to 4,600 feet away as measured along pedestrian sidewalks.

52. The lot is designed so that the DAS are proximate to and serve the various entrances for four buildings. The locations of the DAS are not designed to serve the PROW and accessible routes of travel are not provided between any DAS and the PROW. Discovery documents indicate that the lot provides 1,183 spaces, however this appears to be incorrect. Earlier superseded discovery

1 documents put the total number at 732 spaces. I understand through discovery documents that no  
2 shuttle operates between this lot and the Stadium. Please refer to Exhibit G, Seq. #s 1601-1609.

- 3 • There are many other standard non-accessible spaces that are closer to all  
4 entrances to the parking lot than are any of the DAS.
- 5 • All accessible routes of travel between any DAS and the PROW requires travel  
6 within the vehicular traffic lanes of the parking lot, often along and in the same  
7 or opposite direction of travel as vehicles, and requires the user to pass behind  
8 parked vehicles.
- 9 • There is no signage indicating the intended accessible routes of travel among  
10 DAS and the PROW, if such routes exist.

### 11 **Green Parking Lot 2**

12 53. Green Lot 2 is not located near the Stadium. I understand that it is a Stadium  
13 ticketed facility. The lot is bounded by Old Glory Lane, Old Ironsides Drive, Tasman Drive and  
14 Great America Parkway. Distances to the Stadium from parking in this lot vary depending on the  
15 particular location of DAS within the lot, from approximately 2,600 to 3,200 feet away as measured  
16 along pedestrian sidewalks.

17 54. The lot is designed so that the DAS are proximate to and serve the various entrances  
18 for three buildings. A parking structure is located between the buildings. The locations of the DAS  
19 are not designed to serve the PROW and accessible routes of travel are not provided between any  
20 DAS and the PROW. Discovery documents indicate that the lot provides 426 spaces, however this  
21 appears to be incorrect. The parking structure and surface parking appear to provide many more  
22 spaces than stated. I did not count the actual spaces. I understand through discovery documents that  
23 no shuttle operates between this lot and the Stadium. Please refer to Exhibit G, Seq. #s 1701-1718.

- 24 • There are many other standard non-accessible spaces that are closer to all  
25 entrances to the parking lot than are any of the DAS.
- 26 • There is no signage indicating the intended accessible routes of travel among  
27 DAS and the PROW, if such routes exist.

- 1 • The four curb ramps making up the walkway along the front of the eight DAS at  
2 the west side of the Citrix building have excessive cross slopes, either on the  
3 ramp surfaces or the bottom landings, or both.
- 4 • The accessible route of travel between the group of eight DAS at the west side of  
5 the Citrix building and the PROW at Great America Parkway is not accessible  
6 because of excessive cross slopes and inaccessible curb ramps:
  - 7 ○ The walkway between the group of eight DAS and the southwest corner of  
8 the building has excessive cross slope for approximately 120 feet long.
  - 9 ○ The curb ramp at the southwest corner of the building, which because of the  
10 configuration, must be used by a person using the sidewalk regardless of  
11 destination, has excessive cross slopes at the ramp and bottom landing.
  - 12 ○ The curb ramp at the west side of the service drive at the south side of the  
13 Citrix building has excessive cross slope.
  - 14 ○ The crossing of the service drive at the south side of the Citrix building has  
15 excessive cross slope for approximately 20 feet long.
  - 16 ○ The curb ramp at the east side of the service drive at the south side of the  
17 Citrix building has excessive running slope.
- 18 • The accessible route of travel between the group of seven DAS at the south side  
19 of the north Citrix building and the PROW at Tasman Drive is not accessible  
20 because of excessive cross slopes and inaccessible curb ramps:
  - 21 ○ The walkway along the front of the seven DAS has excessive cross slope for  
22 approximately 80' long.
  - 23 ○ The curb ramp at the southwest corner of the building has excessive cross  
24 slope on the ramp surface.
  - 25 ○ The curb ramp at the south side of the service drive at the west side of the  
26 building has excessive cross and running slope.
  - 27 ○ The route of travel across the service drive at the west side of the building  
28



1 has excessive cross slope.

- 2 ○ The route of travel between the service drive at the west side of the building  
3 and Tasman Drive has excessive cross slope for a length of approximately  
4 100 feet.

5 **Red Parking Lot 3**

6 55. Red Lot 3 is not located near the Stadium. I understand that it is a Stadium ticketed  
7 facility. The lot is bounded by Bunker Hill Lane, Great America Parkway, by an office facility to the  
8 west and San Thomas Aquino Creek to the north. The distance to the nearest entrance to the Stadium  
9 is approximately 3,200 feet away as measured along pedestrian sidewalks.

10  
11 56. There are 22 DAS provided in the lot. The parking lot is designed such that the DAS  
12 are proximate to and serve the various entrances for three buildings. The locations of the DAS are not  
13 generally designed to serve the PROW and accessible routes of travel are generally not provided  
14 between any DAS and the PROW. The exception to this is a group of four DAS at the east side of the  
15 east building, which are connected directly to a drive aisle crossing and access path to the PROW at  
16 Great America Parkway. Discovery documents indicate that the lot comprises 538 spaces. I  
17 understand through discovery documents that no shuttle operates between this lot and the Stadium.  
18 Please refer to Exhibit G, Seq. #s 1801-1811.

- 19 • There are excessive slopes in the four DAS at the east side of the east building.  
20 • There are many other standard non-accessible spaces that are closer to all entrances  
21 to the parking lot, than are any of the DAS.  
22 • There is no signage indicating the intended accessible routes of travel among DAS  
23 and the PROW, if such routes exist.  
24 • All accessible routes of travel between any DAS and the PROW require travel  
25 within the vehicular traffic lanes of the parking lot, often along and in the same or  
26 opposite direction of travel as vehicles. The routes for 18 of the 22 DAS require the  
27 user to pass behind parked vehicles.  
28

- The markings at the double DAS located at the south side of the southwest building are faded and/or worn and difficult to discern.
- The markings at the three DAS located at the south side of the east building are faded and/or worn and difficult to discern. In addition, there are excessive surface slopes in the spaces and access aisles.

#### **Red Parking Lot 4**

57. Red Lot 4 is not located near the Stadium. I understand that it is a Stadium ticketed facility. The facility is bounded by Patrick Henry Drive, Bunker Hill Lane, Old Ironsides Drive and Tasman Drive. The distance to the nearest entrance to the Stadium varies according to which DAS is used, from approximately 3,200 feet to 4,500 feet as measured along pedestrian sidewalks. Discovery documents indicate that the lot provides 782 spaces and that the entire lot is included. This is incorrect. On-site tenant security informed me that the southern half of the site, including the parking spaces located there, are not available to Stadium patrons during events. I counted 825 provided spaces in the portion of the lot that I understood to be available to patrons of the Stadium.

58. The parking lot is designed such that the DAS are proximate to and serve the various entrances for three buildings. A parking structure is located north of the buildings but contains no DAS. The locations of the DAS are not designed to serve the PROW and accessible routes of travel are not provided between any DAS and the PROW. I understand through discovery documents that no shuttle operates between this lot and the Stadium. Please refer to Exhibit G, Seq. #s 1901-1909.

- There are not enough accessible spaces provided (14 provided, 17 required).
- The double DAS located at the north side of Building 3 is obstructed by portable toilets, and has excessive slopes in stalls and access aisle. In addition, there are unnecessary detectable warnings provided in the access aisle that obstruct the use of the access aisle and the accessible route of travel away from the DAS, because they consist of raised bumps on the surface that is required to be smooth and level.
- The double DAS located at the north side of Building 2 has excessive slopes in stalls and access aisle. In addition, there are unnecessary detectable warnings provided in

1 the access aisle that obstruct the use of the access aisle and the accessible route of  
2 travel away from the DAS, because they consist of raised bumps on the surface that  
3 is required to be smooth and level.

- 4 • The single DAS at the west side of Building 1 has excessive slopes in the access  
5 aisle.
- 6 • There are many other standard non-accessible spaces that are closer to all entrances  
7 to the parking lot, than are any of the DAS.
- 8 • There is no signage indicating the intended accessible routes of travel among DAS  
9 and the PROW, if such routes exist.
- 10 • All accessible routes of travel between any DAS and the PROW require travel  
11 within the vehicular traffic lanes of the parking lot, often along and in the same or  
12 opposite direction of travel as vehicles, and require the user to pass behind parked  
13 vehicles.

#### 14 **Red Parking Lot 5**

15 59. Red Lot 5 is not located near the Stadium. I understand that it is a Stadium ticketed  
16 facility. The facility is bounded by Patrick Henry Drive, Tasman Drive, and retail facilities to the  
17 north and west. The distance to the nearest entrance to the Stadium varies according to which DAS is  
18 used, from approximately 4,100 feet to 5,400 feet as measured along pedestrian sidewalks. Discovery  
19 documents indicate that the lot provides 445 spaces; however, but I observed approximately 600  
20 spaces.

21 60. The parking lot is designed such that the DAS are proximate to and serve the various  
22 entrances for two buildings. The locations of the DAS are generally not designed to serve the PROW  
23 and accessible routes of travel are generally not provided between any DAS and the PROW. The  
24 exception to this is the four DAS located at the east side of the south building, which are directly  
25 connected to a drive aisle crossing and path connecting to the PROW at Patrick Henry Drive. I  
26 understand through discovery documents that no shuttle operates between this lot and the Stadium.  
27 Please refer to Exhibit G, Seq. #s 2001-2011.

- 1 • The double DAS located at the north side of the north building has excessive slopes  
2 in the east stall.
- 3 • The double DAS located at the east side of the north building has excessive slopes in  
4 the south stall.
- 5 • There is no accessible route of travel directly between the north building area and  
6 the PROW primarily because there is no sidewalk provided along the PROW. Users  
7 of DAS at the north area must first utilize a route of travel to reach the southern area.  
8 The curb ramp along this route has excessive running slopes, excessive gutter slope  
9 and excessive side flare slopes.
- 10 • The double DAS located at the south side of the east entrance to the south building  
11 has excessive slopes in the north stall.
- 12 • There are many other standard non-accessible spaces that are closer to all entrances  
13 to the parking lot, than are any of the DAS.
- 14 • There is no signage indicating the intended accessible routes of travel among DAS  
15 and the PROW, if such routes exist.
- 16 • All accessible routes of travel between 12 of the 16 DAS provided and the PROW  
17 require travel within the vehicular traffic lanes of the parking lot, often along and in  
18 the same or opposite direction of travel as vehicles, and require the user to pass  
19 behind parked vehicles.

20 **Red Parking Lot 7**

21 61. Red Lot 7 is not located near the Stadium. I understand that it is a Stadium ticketed  
22 facility. It is bordered by Great America Parkway, retail facility to the north and a golf course to the  
23 east and south. The nearest Stadium entrance is approximately 5,000 feet away as measured along  
24 pedestrian sidewalks. Discovery documents indicate conflicting space totals: indicating that there are  
25 either 592 or 600 spaces provided.

26 62. The parking lot is designed such that the DAS are proximate to and serve the various  
27 entrances for one building. The area in front of the second building served by the parking lots,  
28

1 located at the northeast corner of the lot, was under construction at the time of the inspection. No  
2 DAS were observed in this construction area, nor was there any indication that DAS existed there in  
3 the past. Five DAS are provided serving the south entrance of the northwest building. The locations  
4 of the DAS are generally not designed to serve the PROW, but are nevertheless connected to the  
5 PROW by a circuitous route of pedestrian sidewalks that connect the building entrance to the PROW.  
6 I understand through discovery documents that a shuttle operates between this lot and the Stadium.  
7 Please refer to Exhibit G, Seq. #s 2100-3102.

- 8 • There are not enough DAS provided (five provided, twelve required).
- 9 • Many other standard non-accessible stalls are closer to parking lot entrances than are  
10 any DAS.

#### 11 **Green Parking Lots 4 and 5**

12 63. Green Lots 4 and 5 are not located near the Stadium. I understand that they are  
13 Stadium ticketed facilities. They are bordered by Mission College Boulevard to the north and east  
14 and Mission Community College to the south and west, a facility that these lots normally serve. The  
15 nearest Stadium entrance is approximately 7,200 feet away as measured along pedestrian sidewalks.  
16 Discovery documents indicate that there are 2,133 spaces provided.

17 64. The parking lot is designed such that the DAS are proximate to and serve the  
18 campus to the south. The locations of the DAS are generally not designed to serve the PROW, but are  
19 nevertheless connected to the PROW by a circuitous route of pedestrian sidewalks that connect the  
20 lots to the PROW, which I determined are not accessible. I understand through discovery documents  
21 that no shuttle operates between this lot and the Stadium. Mission College denied access to the lot for  
22 inspection.

#### 23 **Pedestrian Right of Way from Parking Lots to the Stadium**

#### 24 **Summary of Observations**

25 65. Because the Stadium and most of the pedestrian right of way leading to the Stadium  
26 were constructed or altered after March 15, 2012, I applied the 2010 ADAS and the 2010 CBC in  
27  
28

1 conducting my inspections and evaluations. For comparison purposes, I also considered and noted  
2 any inconsistencies with the 1991 ADAAG.

3 66. All routes between any parking lot inspected and Stadium entrances require  
4 navigating multiple inaccessible elements in succession, such as sidewalks, curb ramps, street  
5 crossings, and crosswalk buttons, regardless of the particular route chosen, no matter how direct or  
6 circuitous the chosen route is.

7 67. The vast majority of elements associated with the public right of way in the area  
8 surrounding the Stadium are inaccessible. This is shown in Exhibit F, which illustrates graphically  
9 the accessibility and inaccessibility of elements in the public right of way as they are functionally  
10 related to one another. Because there are many particular combinations of route segments a person  
11 could choose in accessing the Stadium from a remote parking lot, it is not practical to analyze each  
12 and every possible choice, nor is it necessary in this case.

13 68. Exhibit F indicates elements that must be encountered along particular routes, linked  
14 together in sequence, diverging where decision points are available. Accessible elements are  
15 indicated in green and inaccessible elements in red. Analysis of any path from one point to another  
16 can be graphically understood. Exhibit F demonstrates that all routes necessarily comprise a  
17 significant number of inaccessible elements (red items).

18 69. The lack of accessible routes between any remote parking lot and any Stadium  
19 entrance significantly and negatively affects patrons with mobility disabilities. An individual with a  
20 mobility disability can find no accessible routes connecting to Stadium entrances. Moreover,  
21 discovery documents describing construction history indicate that a great many of the elements  
22 identified as inaccessible associated with Great America Parkway, Tasman Drive, Patrick Henry  
23 Drive and Old Ironsides Driven are recently constructed and are required to conform to current ADA  
24 and CBC standards. These discovery documents indicate that construction activity in certain streets,  
25 such as Great America Parkway, would have required curb ramps that conform to 2010 ADAS.

26 **Inspection Findings**

27 70. I inspected ten public right of way segments associated with pedestrian travel among  
28

1 parking lots used by patrons to access the Stadium and its entrances. The number, relationship and  
 2 distribution of elements a pedestrian could encounter along each segment can be best understood by  
 3 referencing Exhibit F, where these PROW segments, their relationship to one another and whether  
 4 they are accessible or inaccessible are graphically displayed. Each element indicated in Exhibit F is  
 5 represented by a number. That number corresponds to a Sequence number in the detailed reports that  
 6 constitute Exhibit H, which is attached to this Declaration as a true and correct copy of my “Public  
 7 Right of Way Detailed Findings Report with Photographs.” More detailed information regarding the  
 8 nature and degree of barriers associated with these elements is referenced in Exhibit H.

9       **71. Driveways and Curb Ramps.** I reviewed the City’s design standards for driveways  
 10 and curb ramps (Bates SC 04584, 04586, 04587, 04590, and 04591), and a true and correct copy of  
 11 what I reviewed is attached to this Declaration as Exhibit I.

- 12       • These design standards do not comply with 2010 ADAS or 1991 ADAAG. Curb  
 13 ramp designs (ST-14, 15 and 16) direct the contractor to construct a 1/2" lip at the  
 14 line of inflection forming the transition between the bottom of the curb ramp and the  
 15 gutter – referred to as a “lip detail” -- indicating a sloping transition that is 1" in  
 16 length and 1/2" in height. *Id.* There is no indication for gutter slope limits on these  
 17 details. *Id.* The 1991 ADAAG, the 2010 ADAS, and DOT guidance all specify  
 18 flush transitions and a 5% gutter.
- 19       • It is possible that there is a gutter detail or general specification that may define  
 20 gutter slope limits, however, to ensure correct construction the gutter slope  
 21 specification is specific to the curb ramp. As such, the information properly belongs  
 22 on the curb ramp detail and should be positively referenced on that detail, not hidden  
 23 somewhere unlikely to be referenced by the builder.
- 24       • The October 12, 2006 Supplement to the 2001 CBC removed the requirement for a  
 25 beveled lip at curb ramps, but prior to that, on January 26, 2005, the DSA issued  
 26 interpretation allowing flush transition in general.

27 //

1           72.       **Great America Parkway from Old Mountain View-Alviso Road to Mission**  
2 **College Boulevard.**

- 3           • Great America Parkway is the major arterial in the north-south direction serving the  
4 Stadium, with pedestrian sidewalks provided along both sides of the street. Great  
5 America Parkway can be used by pedestrians traveling to and from the north and  
6 south to access Tasman Drive, which connects directly to the Stadium. The vast  
7 majority of sidewalks, curb ramps and other elements required to be accessible  
8 along Great America Parkway are not accessible, even though many show evidence  
9 of being recently constructed and/or are located along areas where streets appear to  
10 be recently re-paved and alteration obligations under the ADA and CBC would have  
11 required providing accessible elements attending the repaving activity. I understand  
12 through my review of discovery documents, including the deposition of Dennis Ng,  
13 that these elements were recently constructed and that would require conformance  
14 with the 2010 ADAS. All pedestrians traveling between the Stadium and any  
15 parking lot except Red Lot 1 and Yellow Lots 1, 2 and 3, must utilize some  
16 inaccessible elements associated with Great America Parkway. A summary of  
17 typical barriers is presented below. Please refer to Exhibit H, Seq. #s 1-89 for  
18 detailed findings by element and Exhibit F for a graphical representation of elements  
19 and their relationship to one another.
- 20           • Many curb ramps are too steep, have excessive gutter slopes, and have raised edges  
21 or wide gaps at the bottom where transitions are required to be flush. In addition,  
22 some curb ramps have sides that are too steep, are not located correctly relative to  
23 marked crossings, or are placed too closely together.
- 24           • Many of the pedestrian crossing buttons are not accessible because they are located  
25 on steep slopes. Some mid-crossing crosswalk buttons are located atop a raised  
26 island without a curb ramp and too far away to reach, potentially stranding a user  
27 who cannot actuate the crossing signal located in the middle of the street. Whereas  
28



1 the general public can step up the curb to the relative protection of the island, actuate  
 2 the signal, and wait outside of traffic lanes, a person who cannot ascend curbs must  
 3 wait in the roadway traffic lanes for the signal to change. In some of these cases the  
 4 crosswalk is partially or wholly interrupted by the island so that if the user cannot  
 5 step up to the curb or utilize a narrow route, he must divert into the traffic lanes of  
 6 the street in order to pass the median.

- 7 • The sidewalks are characterized by long sections of steep cross slopes and raised  
 8 vertical edges. In addition, both crossings of Tasman Drive have high raised mounds  
 9 on each side of the four rails used for public light train transportation, where the  
 10 sides of such rails are required to be at the same level as the asphalt. This is a  
 11 particularly difficult barrier because the elevation difference occurs in conjunction  
 12 with unusually wide gaps which are allowed at such locations.
- 13 • Some sidewalks are constructed to meander in elevation, sloping up an artificial hill  
 14 and down the other side. The hills are unnecessary because the street and properties  
 15 along them are level. The artificial hills create excessive running slope and in some  
 16 cases, excessive unprotected drop-offs at the side of the sidewalk.

17 **73. Tasman Drive from Calabasas Creek to Lafayette Street.**

- 18 • Tasman is the major arterial in the east-west direction serving the Stadium, with  
 19 pedestrian sidewalks provided along both sides of the street. Tasman Drive connects  
 20 directly to the Stadium. The vast majority of sidewalks, curb ramps and other  
 21 elements required to be accessible along Tasman Drive are not accessible, even  
 22 though many show evidence of being recently constructed and/or are located along  
 23 areas where streets appear to be recently re-paved and the ADA and CBC's  
 24 alteration obligations would have required providing accessible elements attending  
 25 the repaving activity. I understand through my review of discovery documents,  
 26 including the deposition of Dennis Ng, that these elements were recently constructed  
 27 and would have been required to conform to the 2010 ADAS. All pedestrians  
 28

1 traveling between the Stadium and any parking lot except Red Lot 1 utilize some  
2 inaccessible elements associated with Tasman Drive. A summary of typical barriers  
3 is presented below. Please refer to Exhibit H, Seq. #s 201-246 for detailed findings  
4 by element and Exhibit F for a graphical representation of elements and their  
5 relationship to one another.

- 6 • Many curb ramps are too steep, have excessive gutter slopes, and have raised edges  
7 or wide gaps at the bottom where transitions are required to be flush. In addition,  
8 some curb ramps have sides that are too steep and have raised vertical edges or gaps  
9 on the ramp and landing surfaces.
- 10 • Many of the pedestrian crossing buttons are not accessible because they are located  
11 on steep slopes.
- 12 • The sidewalks are characterized by long sections of steep cross slopes and raised  
13 vertical edges.

14 74. **Mission College Boulevard from Great America Parkway to the driveway**  
15 **separating Mission College Lot B and C.**

- 16 • Mission College Boulevard connects routes for pedestrians who park in Green Lots  
17 4 and 5 with Great America Parkway and ultimately Tasman Drive, which in turn,  
18 connects to the Stadium. The vast majority of sidewalks and curb ramps required to  
19 be accessible along Tasman Drive are not accessible. All pedestrians who park in  
20 Green Lots 4 or 5 must utilize some inaccessible elements associated with Mission  
21 College Boulevard when traveling to and from the Stadium. A summary of selected  
22 barriers is presented below. Please refer to Exhibit H, Seq. #s 301-315 for detailed  
23 findings by element and Exhibit F for a graphical representation of elements and  
24 their relationship to one another.
- 25 • All curb ramps associated with Mission College Boulevard are not accessible to  
26 individuals with mobility disabilities. They are inaccessible for various reasons  
27 including due to excessive running slope, excessive slope at the gutter, sides that are  
28

1 too steep, and one that is not located correctly within crosswalk markings.

- 2 • The sidewalks are characterized by long sections of steep cross slopes, excessive  
3 running slopes and raised vertical edges.

4 75. **Patrick Henry Drive from Bunker Hill Lane to Great America Parkway.**

- 5 • Patrick Henry Drive connects routes for pedestrians who park in Red Lot 5 and may  
6 be used by those who park in Red Lot 4 and Blue Lot 1. Patrick Henry drive  
7 connects pedestrians in these lots with Tasman Drive, which in turn, connects to the  
8 Stadium, or Great America Parkway, which connects to Tasman Drive. The street  
9 incorporates a 90-degree turn so that it runs in both the north-south direction and in  
10 the east-west direction. Sidewalks are not provided the entire length along both sides  
11 of Patrick Henry Drive. East and north side sidewalk portions are not provided south  
12 of Democracy way, affecting users of Blue Lot 1 who choose to use the west side  
13 connections of Blue Lot 1 to Patrick Henry Drive. Sidewalks are not provided at  
14 either side of the street beginning at Bunker Hill Lane at the north end of the  
15 inspected portion of Patrick Henry Drive, affecting users who park at the north side  
16 of Red Lot 5.
- 17 • The vast majority of sidewalks and curb ramps along Patrick Henry Drive are not  
18 accessible. All pedestrians who park in Red Lot 5 must utilize some inaccessible  
19 elements associated with Patrick Henry Drive. A summary of selected barriers is  
20 presented below. Please refer to Exhibit H, Seq. # s 401-426 for detailed findings by  
21 element and Exhibit F for a graphical representation of elements and their  
22 relationship to one another.
- 23 • All but two curb ramps associated with Patrick Henry Drive are not accessible. They  
24 are inaccessible for various reasons including due to excessive running slope,  
25 excessive slope at the gutter, have raised edges or wide gaps at the bottom where  
26 transitions are required to be flush, have sides that are too steep, and are not located  
27 correctly within crosswalk markings. One curb ramp serves a crossing to Blue Lot 1,  
28

1           however there is no curb ramp at the other side of the crossing.

- 2           • The sidewalks are characterized by long sections of steep running and cross slopes  
3           and raised vertical edges. Some portions of the sidewalks are constructed to meander  
4           in elevation, sloping up an artificial hill and down the other side. The hills are  
5           unnecessary because the street and properties along them are level. The artificial  
6           hills create excessive running slope and in some cases, excessive unprotected drop-  
7           offs at the side of the sidewalk.

8           76.       **Democracy Way from Patrick Henry Drive to Old Ironside Drive.**

- 9           • Democracy Way is a relatively short street along the North side of Blue Lot 1,  
10           collecting many pedestrians who park in Blue Lot 1. Pedestrians utilizing  
11           Democracy Way would travel east to Old Ironsides Drive, and then north to Tasman  
12           Drive, which is connected directly to the Stadium entrance. The vast majority of  
13           sidewalks and curb ramps along Democracy Way are not accessible, even though  
14           some show evidence of having been recently constructed. I understand through my  
15           review of discovery documents, including the deposition of Dennis Ng, that some  
16           elements I noted as inaccessible were recently constructed and would have been  
17           required to conform to the 2010 ADAS. Please refer to Exhibit H, Seq. #s 601-637  
18           for detailed findings by element and Exhibit F for a graphical representation of  
19           elements and their relationship to one another.
- 20           • The few curb ramps associated with Democracy Way are not accessible for various  
21           reasons including due to excessive running slope, excessive slope at the gutter, have  
22           raised edges or wide gaps at the bottom where transitions are required to be flush,  
23           have sides that are too steep, and one is positioned incorrectly in relation to  
24           crosswalk markings.
- 25           • The sidewalks are characterized by long sections of steep running and cross slopes  
26           and raised vertical edges. Some portions of the sidewalks are constructed to meander  
27           in elevation, sloping up an artificial and hill and down the other side. The hills are

1 unnecessary because the street and properties along them are level. The artificial  
2 hills create excessive running slope and in some cases, excessive unprotected drop-  
3 offs at the side of the sidewalk.

4 77. **Old Ironsides Drive from Bunker Hill Lane to Patrick Henry Drive.**

- 5 • Old Ironsides Drive is the closest street to most of the designated accessible parking  
6 in Blue Lot 1 and would be the natural choice of route for pedestrians utilizing 40 of  
7 the 59 designated accessible parking spaces, namely, those located at the northeast  
8 corner and north end of the east side where the accessible route of travel is painted  
9 on the surface of the asphalt directing users to Old Ironsides. In addition, these  
10 spaces also are not proximate to the shuttle stop located in Blue Lot. Pedestrians  
11 parking in Green Lot 2 and 3 and Red Lot 4 may also choose to use Old Ironsides  
12 Drive to access Tasman Drive, which is directly connected to Stadium entrances.  
13 The vast majority of sidewalks, curb ramps and other elements associate with Old  
14 Ironsides Drive are inaccessible, even though some show evidence of having been  
15 recently constructed. I understand through my review of discovery documents,  
16 including the deposition of Dennis Ng, that some elements I noted as inaccessible  
17 were recently constructed and would have been required to conform to the 2010  
18 ADAS.
- 19 • All but one curb ramp associated with Old Ironsides Drive is not accessible. They  
20 are inaccessible for various reasons including due to excessive running slope,  
21 excessive slope at the gutter, have raised edges or wide gaps at the bottom where  
22 transitions are required to be flush, have sides that are too steep, and are not located  
23 correctly within crosswalk markings. Please refer to Exhibit H, Seq. #s.601-637 for  
24 detailed findings by element and Exhibit F for a graphical representation of elements  
25 and their relationship to one another.
- 26 • The sidewalks are characterized by long sections of steep running and cross slopes  
27 and raised vertical edges. Some portions of the sidewalks are constructed to meander  
28

1 in elevation, sloping up an artificial and hill and down the other side. The hills are  
2 unnecessary because the street and properties along them are level. The artificial  
3 hills create excessive running slope and in some cases, excessive unprotected drop-  
4 offs at the side of the sidewalk.

5 78. **Marie DeBartolo Way from Tasman Drive to end.**

- 6 • Marie DeBartolo Way is a short roadway serving the east side of the Stadium. The  
7 street is not a necessary component in accessing the Stadium from any of the  
8 inspected parking lots because the entrances are located on the West side of the  
9 Stadium. There are only 5 elements associated with the street segment, but they have  
10 accessibility barriers including a curb ramp with an excessive side slope (Seq. #703),  
11 a second curb ramp with excessive running slope and gutter slope at the SW corner  
12 of Tasman Drive (Seq. # 227), and the south crosswalk of Tasman Drive, which has  
13 an excessive cross slope (Seq. # 228). All of these inaccessible elements show  
14 evidence of being recently constructed and are located along areas where streets  
15 appear to be recently re-paved and the ADA and CBC's alteration obligations would  
16 have required providing accessible elements attending the repaving activity. Please  
17 refer to Exhibit H for referenced Seq. #s indicating detailed findings, and Exhibit F  
18 for a graphical representation of these elements and their relationship to one another.

19 79. **Stars and Stripes Drive from Tasman Drive toward the Yellow Lots to end.**

- 20 • Stars and Stripes Drive collects patrons parking in the designated accessible parking  
21 spaces located at the northeast corner of Yellow Lot 1 (parking structure) and those  
22 patrons choosing to exit Yellow Lots 2 and 3 via the vehicular entrances at the north  
23 sides. Stars and Stripes Drive is also the only non-stair route between the Ace train  
24 stations located approximately 1,000 feet east of the Stadium under the Tasman  
25 over-crossing of Stars and Stripes Drive. There are also two designated accessible  
26 parking spaces located at this station. There are no accessible elements associated  
27 with Stars and Stripes Drive. Each sidewalk segment and curb ramp inspected, as  
28

1 well as the designated accessible parking spaces located at the Ace station is  
 2 inaccessible for various reasons.

- 3 • The parking spaces and access aisles have excessive slope.
- 4 • The curb ramps are inaccessible for a variety of reasons including due to excessive  
 5 running slope, excessive gutter slope, steep side flares, and raised vertical edges at  
 6 the bottom transition where it is required to be flush.
- 7 • The sidewalk segments are characterized by long stretches of excessive cross slope,  
 8 excessive running slope, portions that are not a firm stable surface and one segment  
 9 with high vertical edges. In addition, the required minimum width of several  
 10 segments of sidewalk were potentially obstructed by vehicles in perpendicular and  
 11 diagonal parking spaces along the street that are not provided with wheel stops to  
 12 prevent pulling in too far and entering the sidewalk space.
- 13 • In addition, there are 81 such on-street marked parking spaces and none of them are  
 14 designated as accessible.
- 15 • Please refer to Exhibit H, Seq. #s 801-813 for detailed findings by element and  
 16 Exhibit F for a graphical representation of elements and their relationship to one  
 17 another.

18 **80. Centennial Boulevard from Stars and Stripes Drive to Tasman Drive.**

- 19 • Centennial Boulevard is a short street connecting Stars and stripes Drive to Tasman  
 20 Drive. All patrons parking in either Yellow Lot 2 or 3 must utilize either Stars and  
 21 Strips Drive or Centennial Boulevard in order to access Tasman Drive, which in  
 22 turn, connects to the Stadium. The pedestrian pathways that are apparently intended  
 23 to serve as pedestrian routes connecting Yellow Lots 2 and 3 to the PROW are  
 24 located on Centennial Boulevard (the potential pedestrian routes to Stars and Stripes  
 25 Drive are vehicular drive entrances). Regardless of whether a patron parking in  
 26 Yellow Lots 2 or 3 choose to access Stars and Stripes Drive or Centennial  
 27 Boulevard, nearly every element that must be encountered using either choice is  
 28

1           inaccessible.

- 2           • Each sidewalk segment associated with Centennial Boulevard is inaccessible for
- 3           various reasons including excessive cross slopes, raised vertical edges, and plants
- 4           obstruct the required width at one segment. These barriers are made more difficult to
- 5           overcome because in some cases they occur in conjunction with excessive running
- 6           slope. The excessive running slope generally equals the running slope of the road.
- 7           • Please refer to Exhibit H, Seq. #s 901-904 for detailed findings by element and
- 8           Exhibit F for a graphical representation of elements and their relationship to one
- 9           another.

10       81.       **Bunker Hill Lane from Patrick Henry Drive to Great America Parkway.**

- 11       • Bunker Hill Lane is a short street that can be utilized by patrons parking in Red Lot
- 12       3, 4 or 5 to connect to Great America Parkway, and in turn travel to Tasman Drive.
- 13       The street is not provided with complete sidewalks on both sides. The sidewalk runs
- 14       along only the south side of the street between Patrick Henry Drive and Old
- 15       Ironsides Drive, which is a portion of the route that patrons parking in Red Lot 5 and
- 16       4 may choose to utilize, and then switches to only the north side of the street from
- 17       this point east to Great America Parkway. Each element I inspected on Bunker Hill
- 18       Lane is inaccessible to individuals with mobility disabilities. In addition, pedestrians
- 19       heading east from Red Lot 4 or 5 to reach Great America Parkway must cross the
- 20       street at Old Ironsides; however, there is no curb ramp with which to access the
- 21       sidewalk at the north side of the street after doing so.
- 22       • The sidewalk segment west of Old Ironsides Drive is inaccessible due to excessive
- 23       running slope. The sidewalk segment east of Old Ironsides Drive is inaccessible due
- 24       to excessive running and cross slopes, a raised vertical edge and a large pothole.
- 25       • Please refer to Exhibit H, Seq. #s 1201-1204 for detailed findings by element and
- 26       Exhibit F for a graphical representation of elements and their relationship to one
- 27       another.



1 **Accessible Shuttle Vehicles**

2 82. I inspected one shuttle vehicle represented to be typical of shuttle vehicles in use.  
3 (VIN 1FD4E4FS4FDA03363, Ford Motor Co. equipped with Ford Shuttle Bus Prep Package). The  
4 shuttle I inspected is configured to carry 20 passengers. The vehicle provides a wheelchair lift and  
5 four seats that can be folded up to convert the seating capacity to 16 standard seated passengers and  
6 one seated in a wheelchair. At the time of the inspection, the shuttle displayed no markings  
7 associating it with either the Stadium or the City. It appeared to be a private shuttle suited for generic  
8 applications that serve groups comprising the general public, such as for the purpose of transporting  
9 passengers between a hotel and an airport, where the normal demographic imparts only occasional  
10 need for transport of persons using large mobility devices, and usually not more than one such  
11 individual per trip. It is not designed for, nor would it be effective at transporting a group of  
12 individuals with mobility disabilities, considering the typical distribution of mobility devices  
13 associated with such a specialized group, usually with more than one person using a large mobility  
14 device such as a wheelchair or scooter. For example, it would not be an effective mode of transport  
15 for such a group between remote parking lots and a Stadium entrance because many such vehicle  
16 trips would be necessary, either by way of engaging additional vehicles or by increasing the  
17 frequency of trips using fewer vehicles. Such specialized shuttles should have the ability to carry  
18 more than a single wheelchair at a time, ideally accommodating the expected number of large  
19 mobility devices in each group that is likely to gather in the time it takes for the next shuttle to arrive.

20 83. The shuttle vehicle I inspected could be modified to be more effective in this way.  
21 For example, additional spaces for mobility devices could be made available by allowing more  
22 standard seats to fold out of the way, and by installing additional safety restraint devices in these  
23 additional locations. The City or the Stadium could purchase their own shuttles for this purpose, as  
24 many public entities do, if leasing arrangements would otherwise stand in the way of making the  
25 modifications required for effectiveness.

26 **Luxury Suites**

27 84. I inspected all 168 luxury suites that were made available by Stadium representatives,  
28

1 but only inspected a limited scope of elements within them. I understand that other experts serving  
2 Plaintiffs' counsel inspected elements in all the suites that are outside the area of my specialized  
3 scope on this project. I inspected doors, exterior spectator accessible seating and interior seating at  
4 the window counter.

5 85. Most suites are similarly configured and equipped, with few that are larger or different.  
6 Wheelchair spectator seating in each suite is essentially identical, only differing among suites by very  
7 minor differences in as-built dimensions. All single suites provide a single exterior accessible seat --  
8 larger suites provide two.

9 86. The Stadium has elected to provide a fixed seat that occupies each wheelchair accessible  
10 seating location. During my inspection all but one accessible spectator seat was occupied by a  
11 removable seat. I believe the heterodox vacancy to be a responsive to a request during the inspection.  
12 This practice is allowed by regulations if the seat is removable. However, regulations state that the  
13 seat may be brought in when it is determined that accessible seating is not required for an event. 28  
14 CFR § 35.151 (g)(3) states in pertinent part:

15 "When wheelchair spaces and companion seats are not required to accommodate  
16 persons eligible for those spaces and seats, individual, removable seats may be placed  
17 in those spaces and seats . . . ."

18 87. In other words, the accessible seat is always available by default and the removable seat  
19 is brought in when it is determined that it is appropriate for each event. It is the difference between a  
20 passive and an active provision. The standards intend to ensure that the accessible seat is available by  
21 default, only becoming unavailable (i.e., by placement of a removable seat) through a deliberate  
22 action. The Stadium appears to practice just the opposite -- the accessible seat is always unavailable  
23 and requires a deliberate action by staff in order to make it available.

24 88. The Stadium's apparent policy, procedure and practice of proving accessible seating in  
25 this manner does not conform to regulations, in my opinion. It inherently induces a necessary delay  
26 in the provision of accessible seating each and every time it is required. Because of the Stadium's  
27 apparent practice, whether or not the removable seat is readily removable becomes important. I have  
28

1 not conducted any research or testing to determine if the standard seat is readily removable. It is  
2 bolted down to the concrete surface and requires a wrench to remove. For this reason it would require  
3 Stadium personnel to remove the seat. A properly equipped technician should be able to remove the  
4 bolts for such a seat within a few minutes. In addition, each seat is equipped with wheels that could  
5 reduce the amount of time required to remove the chair once it is unfastened. However, the length of  
6 time required between a patron requesting removal of the seat and the arrival of a properly equipped  
7 technician to do so is very important to the determination of “readily removable,” and this is  
8 unknown. It is impractical to have the seat removed prior to an event in many cases because the  
9 owner of a suite may not have prior knowledge of the requirements of visitors to the suite during any  
10 particular event.

11 89. In addition to the excessive door force found in every luxury suite, every spectator  
12 wheelchair seat did not conform to standards in several ways. Each is of insufficient size, obstructs  
13 the exiting and general circulation routes for the remainder of spectators in the row, and is not  
14 provided with a companion seat in the correct location. I inspected the window counter dining seats  
15 and determined that they are not accessible because they are too high. I understand that the dining  
16 tables provided in all suites with the possible exception of two, are also too high to be accessible.

17 90. In addition to the apparent practice of providing removable seats, I identified other  
18 aspects that do not conform to accessibility standards applicable at the time of construction. Some  
19 aspects, such as excessive door force for example, can be attributed to a lack of maintenance. To be  
20 clear, standards and regulations explicitly apply to maintenance and require that accessible elements  
21 be maintained. Some aspects attributed to maintenance can have severe negative impacts on persons  
22 with disabilities. For example, every luxury suite door requires excessive force to operate. Although  
23 this can be caused by a lack of maintenance, its effect is realized through significant difficulty and  
24 potential injury for persons with mobility disabilities, for those who cannot physically apply  
25 sufficient force to operate the door or those who attempt to operate the door and are injured doing so.  
26 However, the vast majority of noncompliant aspects noted appear to be the result of incorrect design  
27 and/or construction and non-conformance with the accessibility standards that would have been  
28

1 applicable to the design and construction of the facility.

2 91. New and existing facilities are treated differently in ADA regulations. New construction  
3 carries the highest standard of care, with deviations from standards allowed only in those extremely  
4 rare cases when doing so would be structural impracticable, such as “when the unique characteristics  
5 of terrain prevent the incorporation of accessibility features “ (28 CFR § 35.151a(2)(i)). Barring the  
6 relatively few cases where construction tolerances apply, there is no deviation from standards  
7 allowed for new construction, to any degree. The Ninth Circuit Court of Appeals has made it clear  
8 that even minor deviations with standards are violations resulting in the very discrimination that the  
9 ADA intends to prevent (*Long v. Coast Resorts, Inc.*, attached as Exhibit J), states:

10 “In contrast to grandfathered facilities, the ADA requires that newly constructed  
11 facilities be ‘readily accessible and usable by individuals with disabilities.’ 42 U.S.C. §  
12 12183(a)(1). We need not decide whether the ADA forecloses the possibility that a  
13 court might exercise its equitable discretion in fashioning relief for violations of §  
14 12183(a), *see e.g., Tenn. Valley Auth. v. Hill*, 437 U.S. 153, 174 (1978), because there  
15 is no room for discretion here even if it exists. This violation resulted in the very  
16 discrimination the statute seeks to prevent: it denied individuals with disabilities access  
17 to public accommodations.”

18 92. The deviations from standards I found negatively affect persons with mobility  
19 disabilities. All deviations exclude a certain number of such persons that were intended to be  
20 included by the DOJ when adopting the standards. Attached to this Declaration as Exhibit K is a true  
21 and correct copy of my photographs referenced in my reports and findings.

22 93. **Luxury Suite Door Operating Force.** All 168 luxury suites I inspected have suite  
23 entrance doors and doors to the exterior seating areas that require excessive force to operate (more  
24 than 5 lbs. force). [28 CFR 35.130(a), ADAS 404.2.9 Item 1, CBC 11B-404.2.9].

25 94. **Luxury Suite Accessible Seating Size.** All 168 luxury suites I inspected have  
26 accessible wheelchair seating areas at the exterior seating area that are not wide enough  
27 (approximately 33” rather than 36” minimum). [ADAS 802.1.2, CBC 11B-802.1.2] Reference  
28

1 example photograph JM\_4118 of Exhibit K.

2           95. **Luxury Suite Accessible Seating and Circulation Routes.** All 168 luxury suites I  
3 inspected have accessible wheelchair seating areas at the exterior seating area that obstruct general  
4 circulation routes (platforms where wheelchair seating is located that is 61” to 63” long, where  
5 standards require minimum 60” for the side access wheelchair seating area plus minimum 12” for the  
6 aisle exiting width (72” minimum). The wheelchair locations are at the end of the row of seats.  
7 Spectators in this row must cross the wheelchair accessible space in order to exit the row for any  
8 reason [ADAS 802.1.5, CBC 11B-802.1.5]. Please reference example photograph JM\_4120 of  
9 Exhibit K.

10           96. **Luxury Suite Accessible Seating Shoulder Alignment of Companion Seat.** All 168  
11 luxury suites I inspected have accessible wheelchair seating areas at the exterior seating area with  
12 companion seats that do not provide shoulder alignment with the wheelchair space (the backrest of  
13 the companion seat is located approximately 22.25” from the rear of the wheelchair space rather than  
14 12”). [ADAS 802.3.1, CBC 11B-802.3.1]. Please reference example photographs JM\_3427, 3428 &  
15 3435 of Exhibit K.

16           97. **Window Dining and Work Surface.** All 168 luxury suites I inspected have at least  
17 one section of counter at the window so that a spectator can utilize the counter for food and/or drink  
18 while viewing the field of play while located within the interior of the suite. The counter is positioned  
19 too high to serve as an accessible dining surface. Note, although two types of dining surfaces are  
20 provided, both types are too high (Approximately 42” AFF rather than 34” maximum). [ADAS  
21 902.3, CBC 11B-902.3]. Please reference example photograph JM\_4516 of Exhibit K.

## 22 Restrooms

### 23 **Conclusions**

24           98. Many aspects of the restrooms I inspected do not conform to accessibility standards  
25 applicable at the time of construction. Some aspects, such as excessive door force for example, can  
26 be attributed to a lack of maintenance. ADA and CBC standards and regulations explicitly apply to  
27 maintenance and require that accessible elements be maintained. Some aspects attributed to  
28

1 maintenance can have severe negative impacts on persons with disabilities. For example, nearly  
2 every restroom entrance door requires excessive force to operate. Although this can be caused by a  
3 lack of maintenance, its effect is significant difficulty and potential injury for persons with mobility  
4 disabilities, for those who cannot physically apply sufficient force to operate the door or those who  
5 attempt to operate the door and are injured doing so. However, the vast majority of noncompliant  
6 aspects I noted with the Stadium's restrooms appear to be the result of incorrect design and/or  
7 construction and non-conformance with the accessibility standards that would have been applicable  
8 to the design and construction of the facility. The DOJ places an elevated standard of care for new  
9 construction, as opposed to the practice of removing barriers or providing program access within  
10 existing facilities. The Department has made it clear that deviations from new construction standards,  
11 regardless of the degree, when complying with requirements for new construction in the ADA,  
12 results in the "very discrimination the statute seeks to prevent: it denied individuals with disabilities  
13 access to public accommodations." (please refer to the previous section in this report regarding new  
14 construction deviations at Luxury Suites and Exhibit J "*Long v. Coast Resorts*").

15 99. The deviations from standards I found negatively affect persons with mobility  
16 disabilities. Many deviations are of a nature associated with an elevated incidence of injury for such  
17 persons, and all deviations exclude a certain number of such persons that were intended to be  
18 included by the DOJ when adopting the standards.

### 19 **Observations and Findings**

20 100. I inspected 90 restrooms in total in public areas, including 34 multiple accommodation  
21 Men's restrooms, 36 multiple accommodation Women's restrooms and 20 single accommodation All  
22 Gender restrooms. Many multiple accommodation restrooms are large and have more than a single  
23 entrance/exit door, accessible toilet compartment and semi-ambulatory toilet compartment. Attached  
24 to this Declaration as Exhibit L is a true and correct copy of my Restroom Barriers Matrix, a table  
25 with each restroom identified along the left side column and different types of barriers listed across  
26 the top row. Findings by restroom are found in Exhibit L, and example photographs are listed where  
27 necessary and may be referenced in Exhibit K.

1           101. **Restroom door force.**

- 2           • Out of 117 restroom entrance doors I inspected, 109 require excessive force to operate  
3           (average 8.7 lbs., up to 14 lbs., where 5 lbs. maximum is required).
- 4           • Door closers normally contribute the majority of the resistance to operation. A door  
5           closer is a mechanical device designed to close a door slowly but firmly enough to latch,  
6           when door hardware includes latches. It accomplishes this by using spring tension  
7           modulated by hydraulic fluid. As the user opens the door, hydraulic fluid passes from  
8           one reservoir to another. As the spring pushes the door closed again, the hydraulic fluid  
9           passes back to the previous reservoir through a series of valves that control the speed.  
10          Door closers have screw adjustments for controlling the speed of closure and usually for  
11          spring force. Door closers are made to be adjusted periodically. A properly functioning  
12          door closer controlling a properly functioning door can almost always be adjusted  
13          allowing operation by a user applying no more than 5 lbs. force.
- 14          • There are specialized cases where a door is required to close as part of a building's fire  
15          protection system (*i.e.*, a fire door) and is accompanied by unusual air pressure  
16          differentials that require greater force to positively latch the door. In these specific cases  
17          additional door force is allowed by standards, but this exception only applies to fire  
18          doors and is limited in extent to the minimum force actually required by the fire  
19          authority. None of the doors identified in this report as requiring excessive pressure to  
20          operate are fire doors.
- 21          • Lack of adjustment is not the only cause of doors that require excessive force to operate.  
22          Parts are subject to wear to the point that they do not operate as designed. Worn hinges,  
23          broken or leaking closer valves, and a number of other issues can be the cause for  
24          excessive door operation pressures. In these cases, the components can be easily  
25          replaced, allowing the door to operate without excessive force.
- 26          • The ADA and CBC require that accessible elements be maintained. Facilities can easily  
27          test and adjust door operating force and inspection for worn components by conducting  
28



1 periodic inspections. In a facility such as the Stadium, where use by the public is event-  
2 based, with tens of thousands of members of the general public using the facility  
3 according to a predictable schedule, it would be simple to inspect and adjust door  
4 pressures in preparation for each such event. [28 CFR § 35.130(a), 2010 ADAS 404.2.9  
5 Item 1, CBC 11B-404.2.9 Item 1 and 5].

6 **102. Restroom Door Operation.**

- 7 • Six restroom entrance doors I inspected do not open the required minimum of 90  
8 degrees. This can be caused by incorrectly located door stops or incorrect closer  
9 adjustment, and can be remedied simply or avoided altogether [ADAS 404.2.3, CBC  
10 11B-404.2.3]. Please reference example photograph JM\_2436 of Exhibit K.

11 **103. Restroom Door Maneuvering Clearance.**

- 12 • Six restroom entrance doors I inspected do not provide required maneuvering clearance  
13 because of the placement of waste receptacles and large trash/recycling units. Standards  
14 and regulations prohibit a reduction in required accessibility, such as placing objects so  
15 that they obstruct required accessible clearances. In addition, distinct standards and  
16 regulations require the maintenance of accessible elements, including keeping the  
17 required clearances unobstructed. [28 CFR § 35.133, ADAS 404.2.4 *et seq.*, CBC 11B-  
18 404.2.4 *et seq.*] Please reference example photographs JM\_0291 & 0292 of Exhibit K.

19 **104. Restroom Door Threshold Transition.**

- 20 • Six restroom entrance doors I inspected have wide gaps at the threshold transitions  
21 (from 3/4" to 1 1/2" wide, averaging over 1 3/8" wide where 1/2" wide maximum is  
22 allowed). [1991 ADAS 2010 ADAS 2010 CBC]. Please reference example photographs  
23 JM\_0118 and JM\_0119 of Exhibit K.

24 **105. Restroom Door ISA Signage.**

- 25 • Seven restroom entrance doors I inspected are missing the required International  
26 Symbol of Accessibility (ISA) signage. Regulations and standards require that locations  
27 of accessible elements, such as restrooms, be identified so that they can be located by  
28



1 those who require them. [28 CFR § 35.163(a)]. Please reference example photograph  
2 JM\_0496 of Exhibit K.

3 **106. Restroom ISA Signage.**

- 4 • None of the 54 restrooms I inspected that provided overhead corridor signage directing  
5 patrons to the restroom provide ISA signage on the overhead restroom signage that  
6 would be visible from the vantage point of a person traveling along the corridors. [28  
7 CFR § 35.163(a)] Reference example photograph JM\_0495 of Exhibit K.

8 **107. Accessible Wheelchair Toilet Compartment Door Hardware.**

- 9 • At least one accessible wheelchair toilet compartment is required in each multi-  
10 accommodation restroom. Such a compartment is larger so that persons with mobility  
11 disabilities can maneuver to enter, use and exit the compartment and is equipped with  
12 grab bars and demonstrates other characteristics prescribed by standards to facilitate use  
13 by persons with mobility disabilities.
- 14 • In 55 accessible toilet compartments I inspected the compartment doors do not  
15 automatically close, as is required, and further, 37 of these 55 doors require the use of  
16 two hands simultaneously in order to latch the door in its closed position. ADA and  
17 CBC standards require accessible toilet compartment doors to automatically close and  
18 that hardware be operable with one hand without requiring tight grasping, pinching,  
19 twisting of the wrist, or force exceeding 5 lbs.
- 20 • The compartments are equipped with an “occupied” designator that actuates on spring  
21 pressure when the compartment door is physically pulled, or pushed closed by the user.  
22 Because the door only closes to the point that the spring begins to resist door movement,  
23 at this point requiring the user to pull or push the door against the resistance of the  
24 spring to its closed position, these doors do not close automatically as required by ADA  
25 and CBC standards.
- 26 • In addition, in the case of outward swinging compartment doors, it is not possible to  
27 both pull the door closed against the spring pressure and slide the latch closed in this  
28

1 way using only one hand. This is because the slide latch control cannot be used to pull  
2 the door closed without the ability to pinch or tightly grasp the hardware. If instead the  
3 handle is used to pull the door closed against the pressure of the spring, the door is  
4 immediately pushed open by the spring before the user can reposition their hand from  
5 the handle to the slide latch in order to secure the door. [ADAS 309.4, 604.8.1.2, CBC  
6 11B-309.4, 604.8.1.2]. Please reference example photographs JM-0031 & JM\_0036  
7 through 0038 of Exhibit K.

8 **108. Accessible Wheelchair Toilet Compartment Door Hardware.**

- 9
- 10 • The latches at 15 of the accessible toilet compartments I inspected require excessive  
11 force to operate (exceeding the required maximum of 5 lbs. force). All of these instances  
12 are a result of misaligned slide-type latches that by nature of design require significant  
13 force to overcome relatively small misalignments. The latches and doors can be  
14 periodically adjusted so that they conform to ADA and CBC standards, however the  
15 potential condition can be avoided altogether by utilizing a different type of latch, such  
16 as one utilizing a rotating lever handle, which allows for greater leverage and  
17 correspondingly greater latitude for misalignment. [ADAS 309.4, 604.8.1.2, CBC 11B-  
18 309.4, 604.8.1.2].

18 **109. Accessible Ambulatory Toilet Compartment Door Hardware.**

- 19
- 20 • In large multiple accommodation restrooms at least one toilet compartment is required,  
21 in addition to the accessible toilet compartment, that is designed for persons with  
22 mobility disabilities who are ambulatory or semi-ambulatory. Such compartments are  
23 slightly larger than standard compartments and have grab bars and demonstrate other  
24 specific aspects that facilitate use by such persons.
  - 25 • All 47 ambulatory toilet compartments I inspected do not automatically close and  
26 further, require the use of two hands simultaneously in order to latch the door in its  
27 closed position. ADA and CBC standards require ambulatory accessible toilet  
28 compartment doors to automatically close and that hardware be operable with one hand

1 without requiring tight grasping, pinching, twisting of the wrist, or force exceeding 5  
2 lbs.

- 3 • The compartments are equipped with an “occupied” designator that operates on spring  
4 pressure when the compartment door is physically pulled, or pushed closed. Because the  
5 doors only close to the point that the spring begins to resist door movement, requiring  
6 the user to pull or push the door to its closed position, these doors do not close  
7 automatically as required by ADA and CBC standards.
- 8 • In addition, in the case of outward swinging compartment doors, it is not possible to  
9 both pull the door closed against the spring pressure and slide the latch closed in this  
10 way using only one hand. This is because the slide latch control cannot be used to pull  
11 the door closed without the ability to pinch or tightly grasp the hardware. If instead the  
12 handle is used to pull the door closed against the pressure of the spring, the door is  
13 immediately pushed open by the spring before the user can reposition their hand from  
14 the handle to the slide latch in order to secure the door. [ADAS 309.4, 604.8.2.2, CBC  
15 11B-309.4, 604.8.2.2] Please reference example photographs JM-0031 & JM\_0036  
16 through 0038 of Exhibit K.

17 **110. Accessible Ambulatory Toilet Compartment Door Hardware.**

- 18 • The latches at 12 ambulatory accessible toilet compartments I inspected require  
19 excessive force to operate (exceeding the required maximum of 5 lbs. force). All of  
20 these instances are a result of misaligned slide-type latches that by nature of design  
21 require significant force to overcome relatively small misalignments. The latches and  
22 doors can be periodically adjusted so that they conform to ADA and CBC standards,  
23 however the condition can be avoided by utilizing a different type of latch, such as those  
24 utilizing a rotating lever handle, which allows for greater leverage and corresponding  
25 greater latitude for misalignment. [ADAS 309.4, CBC 11B-309.4].

26 **111. Slopes in the Maneuvering Clearance at Accessible Toilets.**

- 27 • The clear maneuvering space associated with an accessible toilet is required to be level  
28

1 because persons with mobility devices must be able to maneuver and transfer from their  
2 mobility device to the toilet seat without the mobility device rolling away or shifting  
3 suddenly, for example, when all four wheels of a wheelchair are not in contact with the  
4 floor. Inaccessible conditions associated with areas where such persons must transfer  
5 from their mobility devices to another surface, such as to a vehicle seat or toilet, are  
6 associated with an increased incidence of injury.

- 7 • The maneuvering clear space associated with 23 toilets I inspected have excessive floor  
8 slope within the areas that are required to be clear and level to accommodate safe  
9 transfer of a person from the seat of their mobility device to the toilet seat (from 2.5% to  
10 7.7%, averaging 5.2% among toilet locations) where maximum slope of 2.1% is  
11 required). [ADAS 305.2, CBC 11B-305.2]. Please reference example photographs  
12 JM\_2011 through 2013 of Exhibit K.

13 **112. Accessible Toilet Seat Height.**

- 14 • Accessible toilet seats are required to be within a specific height range in order to  
15 accommodate safe transfer from a wheelchair or other seated mobility device and for  
16 persons who are otherwise ambulatory but who cannot bend down to a low seat. As  
17 mentioned above, inaccessible conditions associated with transfer are associated with an  
18 increased incidence of injury.
- 19 • Four of the accessible toilets I inspected have seats that are too low (lower than the 17”  
20 minimum required by the ADA and CBC). This condition negatively affects both  
21 persons transferring from a mobility device equipped with a higher seat and those  
22 persons who cannot bend down to sit, or rise from a low seat. [ADAS 604.4, CBC 11B-  
23 604.4] Reference example photographs JM\_2090 & 2091 of Exhibit K.

24 **113. Accessible Toilet Position Relative to Side Wall.**

- 25 • Accessible toilets are required by the ADA and CBC to be located within a specific  
26 distance range from the side wall where the grab bar is located so that a person who  
27 requires grab bars to transfer to the toilet can do so safely.

- 1           • Nine of the accessible toilets I inspected are located too far from the side wall where the  
2           grab bar is located (farther than the 18” maximum required). [ADAS 604.2, CBC 11B-  
3           604.2]. Please reference example photographs JM\_2006 & 2007 of Exhibit K.

4           **114. Toilet Paper Dispenser Location.**

- 5           • Many persons with disabilities have limited reach range from a seated position,  
6           impaired trunk control necessary for correcting imbalance and/or have an impaired  
7           sense of balance. A person attempting to reach farther than this limit can cause such a  
8           person to suffer a stress injury or can cause him to contort to an unsteady position, with  
9           the potential to fall off of the seat. This is of particular concern for those individuals  
10          with an impaired sense of balance, or who cannot react quickly enough to correct an  
11          imbalance when detected. ADA and CBC standards require that toilet paper dispensers  
12          be located within a specific range relative to the front of the toilet in order to ensure that  
13          it can be used by such persons. Multiple dispensers are not required by standards but  
14          when multiple dispensers are provided, each dispenser must be located within the  
15          prescribed range.
- 16          • Fifty-eight of the accessible toilets I inspected have incorrectly located toilet paper  
17          dispenser(s) (less than or greater than the required 7” to 9” in front of the front of the  
18          toilet). [ADAS 604.7, CBC 11B-604.7]. Please reference example photographs  
19          JM\_2508, 2509, 2537 & 2538 of Exhibit K.

20          **115. Baby Changing Table Located Incorrectly.**

- 21          • I inspected 70 wheelchair accessible toilet compartments. Twenty-eight of those  
22          contain a baby changing table that is located in such a way that when deployed, prevents  
23          the toilet compartment door from opening wide enough for wheelchair passage. This  
24          means that if the changing table is in the deployed position within the compartment, a  
25          person who requires the compartment door to open fully in order to enter, such as a  
26          person using a wheelchair, will not be able to enter the compartment. The person will  
27          not be able to raise the table because he cannot enter the compartment to do so. Under  
28

1 these circumstances the accessible toilet compartment would not be available for the use  
2 for an individual with a mobility disability. [ADAS 404.2, 604.8.1.2, CBC 11B- 404.2,  
3 604.8.1.2]. Please reference example photographs JM\_3408 & 3409 of Exhibit K.

4 **116. Obstructed Accessible Portion of Lavatory Mirror.**

- 5 • ADA and CBC standards require that the reflective portion of mirrors in lavatories be  
6 placed low enough so that they are usable for a person seated at wheelchair height. In  
7 six restrooms I inspected, the lavatory mirrors have a LCD screen that is low enough to  
8 allow use of the mirror for the general public but its low position obstructs the mirror  
9 portion at the prescribed heights for wheelchair accessibility, preventing its effective use  
10 by many persons with disabilities, such as persons seated in wheelchairs or of short  
11 stature. [28 CFR 35.130(a) & (b)(1)(ii), ADAS 603.3, CBC 11B-603.3]. Please  
12 reference example photographs JM\_2407 & 2408 of Exhibit K.

13 **117. Urinal Flush Valve Height.**

- 14 • ADA and CBC standards prescribe a maximum height of controls for urinal flush valves  
15 so that persons with mobility disabilities can reach them. The urinal flush valves at the  
16 Stadium are the automatic sensor type; however, they are equipped with a manual flush  
17 actuator for use when the sensor does not operate correctly.
- 18 • All of the 32 restrooms I inspected that are equipped with urinals have flush valve  
19 controls that are located too high (approximately 48" AFF rather than 44" AFF  
20 maximum). [ADAS 308.3.2, CBC 11B-605.4]. Please reference example photographs  
21 JM\_2539 & 2540 of Exhibit K.

22 **118. Knee Clearance at Baby Changing Tables.**

- 23 • ADA and CBC standards require knee and toe clearances at baby changing tables so that  
24 persons seated in wheelchairs can utilize the work surface while facing forward.
- 25 • Fourteen of the restrooms I inspected have baby changing tables mounted too low so  
26 that they do not provide adequate knee clearance (less than the minimum 27" height  
27 required). [ADAS 306.3.3, 902.2, CBC 11B-306.3.3 Ex. 2, 902.2]. Please reference  
28

1 example photographs JM\_3141 & 3142 of Exhibit K.

2 **119. Drinking Fountain Knee Clearance.**

- 3 • ADA and CBC standards require both high drinking fountains, for persons who have  
4 difficulty bending or stooping; and low drinking fountains, for persons using mobility  
5 devices. ADA and CBC standards also require knee and toe clearance at low position  
6 drinking fountains so that a person seated in a wheelchair, for example, can address the  
7 fountain facing forward.
- 8 • 10 of the low drinking fountains I inspected that are required to be accessible to persons  
9 using wheelchairs lack sufficient knee clearance (less than the 27” minimum required).  
10 These are located at or near rooms 3.96.03, 03.43.02, 03.57.02, 04.43.01, 05.76.06,  
11 05.22.02, 04.02.01, 05.55.03, 06.55.03, and 07.53.03. [ADAS 306.3.3, 602.2, CBC  
12 11B-306.3.3, 602.2]. Please reference example photographs JM\_0255 & 0258 of  
13 Exhibit K.

14 **120. Drinking Fountain Stream Height.**

- 15 • ADA and CBC standards require drinking fountain stream height to be high enough to  
16 insert a cup for drinking. This is primarily so that a person who cannot position their  
17 mouth to the stream can instead use an intermediary cup for drinking.
- 18 • Two drinking fountains I inspected do not provide a high enough stream of water to  
19 facilitate drinking from a cup (less than the 4” height required). These are located at or  
20 near rooms 05.22.02 and 4.02.01. [ADAS 602.6, CBC 11B-602.6]. Please reference  
21 example photographs JM\_2475 & 2477 of Exhibit K.

22 **121. Provision of Ambulatory Toilet Compartment.**

- 23 • Restroom 07.20.01 does not provide an accessible ambulatory toilet compartment,  
24 although it is required to provide one (20 sanitary fixtures are provided in the restroom  
25 with no ambulatory toilet compartment provided. At least one ambulatory toilet  
26 compartment is required when there are more than 5 such fixtures provided in a  
27 restroom). [ADAS 213.3.1, CBC 11B-213.3.1].

1           122. **Urinal Height.**

- 2           • The accessible urinal at Restroom 03.74.02 is mounted too high (17.5” AFF to rim  
3           rather than 17” AFF maximum. [ADAS 605.2, CBC 11B-605.2]. Please reference  
4           photograph JM\_0132 of Exhibit K.

5           123. **Restroom Dispenser Clearance.**

- 6           • ADA and CBC standards require additional width in alcoves where persons with  
7           mobility disabilities must reach controls. The women’s product dispenser in Women’s  
8           restrooms 04.57.01 and 04.44.01 is located in such an alcove but is not provided with  
9           adequate accessible clearances (in this case, a clear space that is less than 36” wide  
10          when the depth of the alcove exceeds 24”). [ADAS 305.7.1, CBC 11B-305.7.1]. Please  
11          reference example photographs JM\_2066 through 2068 & 2070 of Exhibit K.

12          124. **Toilet Maneuvering Clearance.**

- 13          • Four accessible toilet compartments are not wide enough because baby changing tables  
14          are mounted within the compartment on the side wall (from 57.25” to 58” clear rather  
15          than 60” minimum clear at Men’s restroom at NRG Terrace, Men’s and Women’s at  
16          Mellon Club West, and restroom 03.43.02). [ADAS 305.2, CBC 11B-305.2]. Please  
17          reference example photograph JM\_5861 of Exhibit K.

18          125. **Lavatory Clearance**

- 19          • In an all-gender restroom located in the United Club (Level 300, location 03.47.04), the  
20          lavatory knee and toe clearance is obstructed by permanently-mounted pull-out steps.  
21          The restroom is identified by an accessible symbol and the lavatory is required to be  
22          accessible. The steps obstruct the accessible knee and toe clearance at the lavatory as  
23          well as the required clearance at the toilet. [ADAS 306.2, 306.3 and 604.8.1.1, CBC  
24          11B-306.2, 306.3, and 604.8.1.1]. Please reference example photographs JM\_2020  
25          through JM\_2024 of Exhibit K.

26          //

27          //



**Other Stadium Areas**

**NRG Solar Terrace**

- **Integration of Patrons at Lowered Wheelchair Height Bar Seating.** There are two exterior bars with dual video monitors, each with both standing height seating and lowered bar for wheelchair height seating. However, the wheelchair height seating is segregated to the side and with only oblique views to either video monitor, whereas the general public utilizing the standing bar may interact among themselves and are directly in front of at least one of the video monitors. [28 CFR 35.130(a) & (b)(1)(ii) & (b)(1)(iv)]. Please reference photographs JM\_5840, 5844, 5845, 5850 & 5851 of Exhibit K.
- **Dining Tables.** None of the tables on the Terrace provide an accessible dining surface because they are too high (approximately 42” AFF rather than 34” maximum) and required knee and toe clearance is obstructed by the table base. [ADAS 902.3, CBC 11B-902.3]. Please reference photographs JM\_5847 & 5848 of Exhibit K.

**BNY Mellon Club West**

**126. Access to Club Level.**

- The accessible access routes to the Club level are not aligned with the routes for the general public, as is required by ADA and CBC standards. In addition, the accessible routes cannot be readily discerned, are not equivalent in quality, and are not as safe as the routes for the general public.
- The general public accesses the Club level via a stair or escalator in a formal open grand two-story space that leads directly to the reception counter. The only elevators serving the Club, located some distance to the South and North from this space, are accessed via a route completely hidden by heavy opaque black curtains, and require traveling along “back of house” corridors frequented by vehicular traffic.
- ADA and CBC standards require identification of at least one accessible route to an elevator, and signage directing to at least one accessible elevator is required at the area

1 of the stair and escalator. The elevator routes to the Club are not identified in any way.  
2 In addition, the Club reception area with heavy black curtains at each side interrupts the  
3 main service corridor that circumnavigates the Stadium at the 100 level. The facility  
4 provides a bypass tunnel at the Club Lobby that allows service activities and vehicles to  
5 operate without passing through the Club Lobby. The bypass tunnel does not extend far  
6 enough to the North and/or the South in order to bypass the accessible routes to either  
7 elevator, which are located farther to the North and South than the curtains at either side  
8 of the Club Lobby. A person utilizing the accessible route must pass through either  
9 black curtain, North or South, and continue along the service corridor frequented by  
10 vehicular traffic. Moreover, there are no surface markings segregating vehicular traffic  
11 from pedestrian routes. As such, a person using an accessible route to travel to and from  
12 the Club is exposed to the potential hazard of injury due to vehicular traffic. [28 CFR  
13 35.130(a), (b)(1)(ii) & (b)(1)(iv), ADAS 206.3, CBC 11B-206.3]. Please reference  
14 photographs JM\_5824 through 5831 of Exhibit K.

15 127. **Reception Counter.** The reception counter is too high (42" AFF rather than 36" AFF  
16 maximum). [ADAS 904.4.1, CBC 11B-904.4.1]. Please reference photographs JM\_ 5821 through  
17 5823 of Exhibit K.

18 128. **Exterior Patio at Fifty Yard Line Field Level.** The exterior patio is not accessible to  
19 individuals with mobility disabilities due to the following aspects:

- 20 • Item 4.04 a: The three pairs of glass doors leading to the exterior area require excessive  
21 force to operate (8 lbs. force rather than 5 lbs. force maximum). [28 CFR § 35.130(a),  
22 CBC 11B-404.2.9 Item 1 and 5]. Please reference photograph JM\_5803 of Exhibit K.
- 23 • Item 4.04 b: Four dining tables are provided. Accordingly, at least one needs to be  
24 accessible to individuals with mobility disabilities. However each is too high to be  
25 accessible (42" AFF to table top, rather than 34" maximum). In addition, the required  
26 toe space at each table is obstructed by the table base. Finally, the tables are not located  
27 so as to provide a level accessible clear space (2.9% slope rather than 2.1% maximum)

1 [ADAS 902.2 & 902.3, CBC 11B-902.2 & 902.3.] Please refer to photographs JM\_5805  
2 through 5812 of Exhibit K.

- 3 • Item 4.04 c: The area of the exterior patio offering full view of the field of play slopes  
4 too steeply to offer an accessible clear space for viewing (2.9% slope rather than 2.1%  
5 maximum). There is a level portion of the patio offering accessible clear space;  
6 however, this area offers a lesser view of the field of play. A person viewing the field  
7 from the sloping portion of the exterior patio is able to view 100% of the field of play,  
8 whereas a person viewing from the level portion can only view approximately 70% of  
9 the field of play. [28 CFR 35.130(a), (b)(1)(ii) & (b)(1)(iv), ADAS 305.2, CBC 11B-  
10 305.2.]. Please refer to photographs JM\_5813 through 5820 of Exhibit K.

11 **Other Areas**

12 **129. Interior Ramps at Level 400 Yahoo! Club Connecting Upper and Lower Levels.**

- 13 • South side of Club – the ramp is missing edge protection at the top approximate 2’ long  
14 portion and bottom approximate 8’ long portion, and a portion of the ramp running  
15 slope measures up to 8.6%. [ADAS 405.2 & 405.9, CBC 11B-405.2 & 405.9]. Please  
16 reference photographs JM\_3163 through 3166 of Exhibit K.
- 17 • North side of club – The ramp is missing edge protection at the top approximate 2’ long  
18 portion and bottom approximate 8’ long portion, and a portion of the ramp running  
19 slope measures up to 8.5%. [ADAS 405.2 & 405.9, CBC 11B-405.2 & 405.9]. Please  
20 reference photograph JM\_3167 through 3170 of Exhibit K.

21 **130. General Portable Companion Seating Equivalency.** The facility utilizes portable  
22 companion seats. ADA and CBC standards require that portable companion seats be of the same  
23 quality and have similar amenities as the permanent seats utilized for the general public. Almost all  
24 of the portable seats I observed lacked folding armrests with cup holders, although these are provided  
25 on permanent seats. [ADAS 802.3.2, CBC 11B-802.3.2]. Please reference example photographs:  
26 JM\_2276 & 2277 of Exhibit K.

27 //



1 the heads of spectators standing in the first row in front of their seats, spectators seated  
 2 in wheelchair spaces shall be afforded lines of sight over the shoulders and between the  
 3 heads of standing spectators in the first row in front of wheelchair spaces.

4 This provision applies to the designated accessible wheelchair seat(s) and is intended to express the  
 5 overarching provision for “equality of benefit” found in the regulations effectuating the ADA, as the  
 6 provision applies to meaningful spectator viewing; essentially, the provision seeks to ensure  
 7 meaningful views in these settings without requiring that the spectator with a disability have the  
 8 ability to stand.

9 136. In addition to the designated wheelchair seating locations, each of the 168 luxury suites  
 10 I inspected contains at least one “window counter” - a counter dining surface located at the window  
 11 for the purpose of viewing the field of play while dining. This position offers a distinct spectator  
 12 benefit and although no specific standards require accessible sight lines from these positions, they are  
 13 covered by the regulations effectuating the ADA for general prohibitions against discrimination and  
 14 those ensuring accessibility of new construction found at 28 CFR § 35, as follows:

- 15 • 35.130 General prohibitions against discrimination. (b)(1) A public entity, in providing  
 16 any aid, benefit, or service, may not, directly or through contractual, licensing, or other  
 17 arrangements, on the basis of disability (ii) Afford a qualified individual with a  
 18 disability an opportunity to participate in or benefit from the aid, benefit, or service that  
 19 is not equal to that afforded others;
- 20 • 35.151 New construction and alterations. (a) Design and construction. (1) Each facility  
 21 or part of a facility constructed by, on behalf of, or for the use of a public entity shall be  
 22 designed and constructed in such manner that the facility or part of the facility is readily  
 23 accessible to and usable by individuals with disabilities, if the construction was  
 24 commenced after January 26, 1992.

25 137. Although no specific standards apply, the United States Department of Justice (DOJ)  
 26 and the Ninth Circuit Court of Appeals have made it clear that public entities must ensure that newly  
 27 constructed facilities and elements are accessible even in the absence of specific standards. (*Fortyune*  
 28

1 v. *City of Lomita*, attached as Exhibit M).

2 138. The *Fortyune* decision is consistent with assistance materials offered by the DOJ. The  
3 DOJ issues a Technical Assistance Manual (“TA Manual”) to assist individuals and entities to  
4 understand their obligations under the ADA. In a 1994 supplement to the TA Manual, the DOJ  
5 offered the following guidance on complying with 28 C.F.R. § 35.151 when applicable federal  
6 standards did not contain specifications for a type of feature or facility:

7 In such cases the technical requirements of the chosen standard should be applied to the  
8 extent possible. If no standard exists for particular features, those features need not  
9 comply with a particular design standard. However, the facility must still be designed  
10 and operated to meet other title II requirements, including program accessibility.”

11 139. Therefore I evaluated the “window counter” seating locations with regard to  
12 accessibility, specifically, whether any portion of these counters provided a view of the field for  
13 persons with disabilities.

14 140. In evaluating sight lines for these two elements in this report, I used two  
15 anthropometrical units: standing shoulder height and eye height of an individual seated in a  
16 wheelchair. Shoulder height is defined as “The vertical distance from the floor to the tip (acromion)  
17 of the shoulder, when standing.”

18 141. For the purposes of evaluating spectator view angles in this matter, I utilized the  
19 commonly accepted wheelchair eye height ranges as well as the specific measurements for eye height  
20 and shoulder height set forth in “Exhibit B” of the Consent Order in *USA v. Ellerbe Becket*, March 4,  
21 1998 (Exhibit N of this report). The Order defines specific relationships to be used by the defendant  
22 when designing accessible seating in stadiums. “Exhibit B” states:

23 The average anthropometric dimensions employed shall be: (1) average eye height for a  
24 person sitting in a wheelchair is 47.45”; (2) horizontal distance from the eye of an  
25 average person sitting in a wheelchair to the edge of the tier on which the wheelchair  
26 rests is 30”; (3) average head height of a standing spectator is 67.65”; (4) average eye  
27 height of a standing spectator is 63.45”; and (5) average shoulder height of a standing  
28

1 spectator is 55.65".

2 142. For the purpose of evaluating the sightlines at the Stadium, shoulder heights are used  
3 because the seats are staggered from row to row affording views between the heads and above the  
4 shoulders of spectators in front.

5 143. The metrics set forth in the above-cited Order do not represent the range of individual  
6 shoulder and eye heights that can be expected among spectators, but rather rely upon simplified  
7 single measurements apparently corresponding to the mean. As a result, relying on such simplified  
8 average dimensions will necessarily exclude a certain number of spectators with disabilities from  
9 viewing the field of play as the standards intended.

10 144. Anthropometrics commonly used for eye heights of individuals seated in wheelchairs  
11 and shoulder heights of standing individuals vary among sources but always include a range.  
12 Designers typically practice inclusive design by accommodating the full range, or the majority of the  
13 range, represented by individuals, for example, by using the range representing 90% of individuals  
14 (*i.e.*, from the 5th percentile to 95th percentile). Shoulder heights from the International Encyclopedia  
15 of Ergonomics and Human Factors, Second Edition, range from 48.86" (5th percentile female) to  
16 60.86" (95th percentile male) with the male mean (*i.e.*, average) at 56.81" and the female mean at  
17 52.52".

18 145. Because the eye and shoulder heights given in the Order represent average values, by  
19 definition, the designer relying upon it can expect to exclude a significant number of spectators  
20 seated in wheelchairs from being afforded the views prescribed by standards. For example, the Order  
21 sets the shoulder height higher than the average female and lower than the average male, generally  
22 affording view angles for at least 50% of spectators in the former case -when seated behind standing  
23 females; and for less than 50% of individuals in the latter case -when seated behind males. As such,  
24 mere conformance with the measurements set forth in the Order is not expected to afford the intended  
25 level of access, and therefore should not be considered a measure of success in fulfilling the  
26 obligation. As such, nonconformance with these measurements signifies a definitive lack of intended  
27 access.



1           146. In order to accurately represent the view angles afforded spectators seated in  
2 wheelchairs in the luxury suites, it was necessary to inspect each and every such suite, as the viewing  
3 angles vary based on elevation and position relative to the field. This variance reaches favorable and  
4 unfavorable extremes at certain points relative to the field. As such, the full the range of available  
5 views can be represented by the photographs of sightlines in the relatively few suites where such  
6 extremes occur.

7           147. I photographed views from wheelchair seating locations at these suites where the  
8 shoulder height of standing spectators in the row immediately in front is 55.65", as viewed from the  
9 vantage point of a person seated in a wheelchair with an eye height of 47.45". Both of these heights  
10 correspond to heights set forth by the Order. In addition, I recorded photographically the views from  
11 an eye height of 43" and of 52", which correspond to the range of heights found to be common  
12 among guidance materials. Finally, for reference, I recorded photographically the views from the  
13 vantage point of a standing spectator in the same location.

14           **148. Luxury Suite Accessible Seating View of Field.**

- 15           • The general seating at the exterior luxury suite seating provides views of the field  
16 between heads and over the shoulders of spectators. As such, ADA and CBC  
17 standards require the same view of the field from the accessible wheelchair seating  
18 area when spectators are standing. Of the 168 luxury suites I inspected, 165 do not  
19 provide accessible sightlines of the field of play when spectators are standing. A  
20 spectator seated in the accessible seating area in one of these 165 suites, who cannot  
21 stand, can view from 0% to approximately 15% of the field of play under such  
22 circumstances, depending on the particular suite, whereas a spectator who can stand  
23 can view 100% of the field of play under the same circumstances. [ADAS 802.2.2.2,  
24 CBC 11B- 802.2.2.2]. Attached to this Declaration as Exhibit O are true and correct  
25 copies of my sightline photographs that depict views over the shoulder of standing  
26 spectators from the wheelchair seat in a typical suite. Attached to this Declaration as  
27 Exhibit P are true and correct copies of my photographs that depict similar views in a  
28



1 suite with the most favorable sightlines.

2 **149. Luxury Suite View of Field from Window Dining Counter.**

- 3 • All 168 luxury suites I inspected have at least one section of counter at the window so  
4 that a spectator can utilize the counter for food and/or drink while viewing the field of  
5 play while located within the interior of the suite. The windows in front of counters can  
6 be retracted entirely out of the way. However, regardless of window position, no  
7 window counter position in any suite provides a wheelchair user, or a person with  
8 similar eye level, a view of any part of the field when spectators are seated in the first  
9 row of seating in front of the counter. A person who is standing may view 100% of the  
10 field of view from the counter under the same conditions. [28 CFR§ 35.130(a) &  
11 (b)(1)(i) & (b)(1)(ii)]. Attached to this Declaration as Exhibit Q are true and correct  
12 copies of my sightline photographs depicting views from the window counter over the  
13 shoulders of seated spectators with windows closed. Attached to this Declaration as  
14 Exhibit R are true and correct copies of my sightline photographs that depict similar  
15 views with the windows open.

16 150. I was asked to inspect specific portions of the facility and elements associated with  
17 accessing the facility including parking, the accessible shuttle service and the public right of way  
18 system of sidewalks curb ramps and street crossings necessary to access Stadium entrances; as well  
19 as elements required to be accessible that are located inside the stadium, such as restrooms and  
20 portions of luxury suites. My inspections were comprehensive and thorough. I covered 13 City  
21 owned and ticketed parking lots offering over 17,000 parking spaces for Stadium patrons and an  
22 exemplary accessible shuttle vehicle used to transport persons with disabilities , and I inspected over  
23 ten miles of actual length of sidewalks and street crossings, comprising over 100 curb ramps.

24 151. Inside the stadium I inspected 90 public restrooms and 168 Luxury Suites, as well as  
25 other portions of the facility such as aspects of the large BNY Mellon Club West, located at field  
26 level at the 50 yard line, the large United and Yahoo club suites located at the 300 and 400 levels and  
27 the NRG solar terrace. I understand that other experts have inspected distinct specific portions of the  
28

1 Stadium, and when taken together, the corporate scope of our respective inspections in the public  
2 areas of the Stadium are comprehensive.

3 152. In my expert opinion, the vast majority of persons with disabilities attempting to  
4 travel to the Stadium by vehicle or as pedestrians will encounter significant barriers to access. I found  
5 that parking is inadequate and not accessible, the accessible shuttle appears to be an ineffective  
6 method of accessing the Stadium and there are no accessible routes in the public right of way  
7 between any remote parking lot and Stadium entrances.

8 153. I found significant and pervasive barriers to accessibility in areas that I inspected  
9 associated with use of elements located inside the Stadium. I found that there are barriers to  
10 accessibility associated with every restroom I inspected, and with the entry and use of every luxury  
11 suite I inspected. In addition, many of the elements I inspected in the large suites (BNY Mellon,  
12 United and Yahoo suites) and the NRG Terrace are not accessible.

13 154. The barriers I identified for persons accessing and using the Stadium exclude  
14 persons with mobility disabilities who are intended to be included by the enforcing agencies who  
15 adopt standards for accessibility to ensure that facilities and programs are accessible to and usable by  
16 persons with disabilities. Others with mobility disabilities may nevertheless attempt to use the  
17 facilities out of necessity, but in doing so may encounter difficulty and fatigue, endure delays and  
18 complications, and are often subjected to an elevated and unreasonable risk of injury. Many of the  
19 barriers I identified are of the types that are associated with an increased potential for injury for such  
20 persons.

21 155. Many of the barriers I identified both inside and outside the stadium are not merely  
22 the result of a lack of maintenance, rather, they do not conform to standards that were in effect at the  
23 time of their design and construction and were therefore apparently caused by faulty design and/or  
24 construction. For example, I reviewed standard drawings purportedly employed by the City of Santa  
25 Clara to direct the design and construction of curb ramps that if used, would actually direct a builder  
26 following the standard drawings to construct noncompliant curb ramps. Indeed, many of the barriers I  
27 found associated with recently constructed curb ramps in areas I inspected demonstrate these design  
28

1 deficiencies, abundantly realized in concrete in areas of the public right of way.

2 156. In addition, I reviewed the plans for the construction of the Stadium and noted that  
3 construction details directed the builder to build elements that did not conform to applicable  
4 standards. For example, construction documents indicating the position of accessories at toilets that  
5 are required to be accessible indicate outdated and incorrect dimensions. I found that the majority of  
6 these accessories I inspected are indeed located incorrectly. The drawings indicating the size and  
7 configuration of accessible wheelchair spectator seating is likewise outdated and incorrect, and does  
8 not conform to applicable standards.

9 157. I found that the accessible spectator seating in each of the 168 luxury suites do not  
10 conform to standards in several respects. They are not wide enough, are positioned incorrectly and  
11 are not provided with a companion seat in the correct location. In addition, sightlines of the field of  
12 play from the designated accessible spectator seats in fully 165 of the 168 suites inspected do not  
13 conform to standards. Where the general public enjoys full views of the field of play under all  
14 conditions, including when spectators in front of their seats are standing, those viewing the field from  
15 the accessible seating locations who cannot rise from their seats have only a limited view of the field  
16 of play when spectators are standing. Standards explicitly require equity in sightlines in these specific  
17 conditions.

18  
19 I declare under the penalty of perjury under the laws of the United States that the foregoing  
20 is true and correct. Executed on April 6, 2018 in Provincia de Manabi, Ecuador

21  
22 

23 Jeffrey Scott Mastin

# EXHIBIT A

**Jeff Mastin**

Accessibility Expert

Facility Access Consulting, Inc., Carlsbad, California

[jmastin@fac-ca.com](mailto:jmastin@fac-ca.com) • 949-439-5095

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Experienced and highly knowledgeable expert on federal and various state accessibility regulation and interpretation. Highly regarded as an expert for both Plaintiff and Defendant, dedicated to unbiased interpretation of accessibility standards.

**Credentials/Education**

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- Architect, California License C-25681
- California Certified Access Specialist (CASP) #088
- Bachelor of Science, Architecture - California Polytechnic State University, San Luis Obispo
- Division of the State Architect (DSA) Subject Matter Expert (SME) for the California State Certified Accessibility Specialist (CASP) exam.

**Employment History**

- Current Principal/President, Facility Access Consulting, Inc., 2004-present
- Partner, Architerra Architects, 2006-2009
- Project Architect, Carter & Burgess 1998-2006
- Project Architect/Project Manager, Pitman Group Architects, 1994-1998
- Construction Manager, Pacific Newspaper Services, 1991-1994
- Architect Intern, Andrews Rothenburger Architects 1987-1991

**General Experience**

- Twenty-three (23) years in architectural design
- Twenty-four (24) years leading teams
- Eighteen (18) years specializing in disabled accessibility
- Three (3) years in construction management
- Current Principal/President, Facility Access Consulting, Inc.

**Accessibility Expert Witness Services**

Qualified in federal and California courts to provide expert opinion in areas including architecture, construction, disability access, program access, the preparation and implementation of an ADA transition plan, policies procedures and practices regarding disability access barriers, and barrier removal.

Served as expert witness for either plaintiff or defense counsel, in excess of one hundred cases. Subject facilities include a wide variety of privately and publicly funded public accommodations such as:

- Assembly, including stadiums;
- Civic facilities, including courthouses, health services, libraries, parks and recreation, etc.;
- Public pedestrian rights of way
- Education, including K-12, Community College, and University,
- Entertainment, including theaters and movie studios;
- Hospitality;
- Housing, public and private;
- Medical, including hospitals and health care facilities;
- Retail;
- Transportation facilities, including rolling stock.

**Selection of Accessibility Experience**

- Indian Wells Tennis Garden** 2015-2017  
 Provided access compliance assessment and recommendations for remediation for the 54 acre tennis campus including two stadiums, and extensive temporary facilities provided for the annual BNP Paribas Open, with a two week attendance of over 400,000.
- Panda Express** 2014-present  
 Provided access compliance assessment and recommendations for remediation for 100 food service facilities in California. Served as expert witness in litigation matters.
- University of California Irvine Medical Center** 2008 -present  
 Provided/providing access compliance assessment and recommendations for remediation for the medical campus and off-campus facilities. Provided/providing plan review and plan check, accessibility consulting, and employee training. Plan review services include the 500,000 sf Douglas Hospital. Campus assessment includes 25 buildings comprising 1.4 million sf., the 39 acre site, and parking facilities. Training includes various staff seminars and regular meetings to advise staff.
- Westfield, LLP** 2010-present  
 Provided access compliance assessments for multiple retail mall facilities in California, Oregon, New Jersey, New York and Washington, which included recommendations and detailed design. Provided services in support of settlement negotiations for several properties that were the subjects of litigation. Provided/providing plan review. Currently assisting design staff with accessible design.
- University of California San Diego** 2015-present  
 Served on design team as accessibility consultant for Blake and Warren student hall renovations.
- Due Diligence Services** 2015-present  
 Routinely serve on Due Diligence teams as an accessibility expert, evaluating potential property acquisitions. Clients include the University of California San Diego and private developers.
- Accessibility Expert for Court Appointed Monitor** 2010-2015  
 Provided accessibility services in support of the Monitor in *Pierce v County of Orange*. Assisted in ensuring compliance with the Court-ordered plan of remediation at five Orange County Jail facilities. Worked with all parties to develop innovative solutions that satisfied security/safety concerns, yet were aligned with intent of the Order.
- Division of the State Architect (DSA), Accessibility Consultant** 2010-2011  
 Served as field accessibility consultant and architect for fast track modernization barrier removal at 12 K-12 facilities. Identified barriers, designed remediation and closed out contractor work.
- Macy's Nationwide, Accessibility Survey** 2008-2009  
 Developed state-specific criteria for use in facility evaluations. Trained and supported dozens of surveyors performing access compliance inspections for over 700 facilities nationwide. Assisted in developing tablet-based survey tools. Directed and was responsible for quality assurance and recommending remediation for each of over 700 assessments.
- San Francisco Unified School District** 2007-2009  
 Provided various accessibility surveys, assessments, plan reviews, scope analysis and code interpretation regarding existing and proposed SFUSD facilities for Plaintiff's counsel under a class action stipulated judgment.
- Division of the State Architect (DSA), Contract Plan Reviewer** 2005-2009  
 Provided access compliance plan reviews on a regular basis for public school projects as a contract consultant to DSA. Included working with applicants through back-check and approval.



- Hotel Portofino, Redondo Beach, CA, Accessibility Expert** 2008 to present  
Initially served as accessibility expert during litigation. Later provided access compliance assessment and recommendations for remediation for the facility, including on-site marina and conference centers. Provided expert witness services in accessibility, architecture and construction.
- Santa Rosa Junior College, ADA Title II Assessment** 2007-2008  
Principal/Project Manager for survey of Santa Rosa, California campus. Provided recommendations and costs for remediation. Conducted seminar and training for administrators and staff in how to better meet their obligations. Developed an SQL database system for managing the detailed information.
- Los Angeles Unified School District, Accessibility Consultant** 2007-2008  
Provided accessibility consulting for the District during performance of a Modified Consent Decree, including interpreting standards on behalf of LAUSD at meetings with the Court-appointed Monitor.
- City College of San Francisco, Accessibility Path of Travel Assessment** 2006-2008  
Surveyed and provided recommendations for campus-wide circulation system strategy to be implemented under a consent decree. Developed and presented options that ensured adequate accessibility while minimizing waste (service provided as consultant to Architerra, LLP, Court appointed expert, agreed to by both parties).
- YUM! Brands Nationwide, Accessibility Survey and Assessment** 2005-2006  
Provided access compliance assessments and recommendations for remediation for 107 food service facilities nationwide.
- Staples Statewide, Accessibility Survey and Assessment** 2006  
Provided access compliance assessments and recommendations for remediation for 55 retail stores and associated facilities in California.
- Orange County Justice Centers, Project Manager/Designer** 2003-2005  
Project Manager/Designer for the renovation of three Orange County, CA courthouses to remove ADA barriers to public access. Balanced user requirements for function and County concerns for cost and schedule. Developed innovative solutions to remove barriers in fifty courtrooms while preserving the unique character of each facility and successfully working within the unique and sensitive political landscape inherent to the justice center environment.
- The Depot at Santa Ana, Assessment and Recommendation Study** 2005  
Prepared assessment and recommendation study for the 40,000 sf multi-use transportation station. Researched and identified the deficiencies of the facility in implementing Client program. Provided recommendations and concept plan. Provided comprehensive accessibility assessment with remediation recommendations and costs.
- State of California Developmental Centers, ADA Surveys** 2001-2004  
Project Architect and on-site manager for accessibility assessment for 3 facilities (Sonoma, Fairview and Lanterman). Scope of work at each campus consisted of approximately 80 buildings comprising 1,000,000 s.f. and 500 acres. Trained and field-managed survey teams. Included recommendations for barrier removal and assistance with formal transition plan.
- County of Alameda, CA, ADA Title II Compliance Survey Project Architect** 2003  
Project Architect providing services to survey and recommend remediation with associated costs for 37 County facilities totaling two million square feet. Trained and field-managed survey teams and worked closely with the County of Alameda to assure quality control and non-disruption of services.
- County of Orange, CA, ADA Title II Compliance Survey Project Architect** 1999-2000  
Project Architect for the survey of 144 County facilities totaling 11,000,000 sf. and 38 harbors, beaches and parks totaling 79,000 acres. Trained and field-managed survey teams and worked closely with the County of Orange to assure quality control. Included recommendations for barrier removal and assistance with formal transition plan.

**Selection of Architectural Projects**

- Porterville Developmental Center 96-Bed Forensic Expansion** 2004-2005  
Project Architect for the 80 million dollar project that included 6 skilled nursing forensic residence buildings with surrounding secure perimeter and new Protective Services building. The project also included 173 acre site infrastructure for 14 future buildings. The extensive site improvements included roads, utilities and full emergency back-up power as well as systems for well water production and distribution, and physical and electronic security.
- State of California Lanterman Developmental Center, Project Architect** 1999-2000  
Project Architect for security and ADA compliance improvements to the existing campus. Balanced security and accessibility requirements for design of the campus Police Services Facility, two school buildings, and the retrofit of five existing residence buildings.
- Riverside Community Hospital** 2002-2003  
Assistant Project Architect for new parking structure, 8,000 s.f. G.I. expansion, 14,000 s.f. remodel and 21,000 s.f. E.R. renovation. Designed improvements to allow all hospital functions to remain operational during construction.
- New Corporate Facility, Mag Instrument** 1999-2003  
Project Architect for the 50 million dollar 700,000 s.f. facility. The project included corporate offices, machine room, cafeteria, aluminum anodizing plant, assembly, warehouse, and shipping areas. The 300,000sf machine room featured an innovative sub-floor oil collection flume working in conjunction with an oil-removing air handling system.
- Camarillo Ranch Business Park Master Plan** 1997  
Project Architect for the 45 acre speculative development that included subdivision, road and utility infrastructure and preservation of the historic Camarillo Ranch Home.
- Sisters of Notre Dame Academy, Los Angeles** 1996  
Project Architect for renovation to the circa 1920 historic elementary school.
- Medical Materials Corporation** 1995-1996  
Project Architect for the 35,000 s.f. high-tech manufacturing facility improvement and expansion. Worked closely with Client to design manufacturing processes and material handling to minimize and control hazardous occupancy requirements. Project included emergency systems for explosion relief and temperature control of heat-reactive materials.
- Los Angeles Times Orange County Facility Press Bay Expansion** 1991-1994  
Project Engineer directly responsible for construction of the ten million dollar process systems installation, air handling and central plant expansion to accommodate the press bay expansion. Applied innovative construction staging, and engineered interim processes that utilized existing infrastructure that saved hundreds of thousands of dollars. Interacted with trade unions in utilizing skills of construction personnel. This position was primarily a construction management position with extensive design-build services.

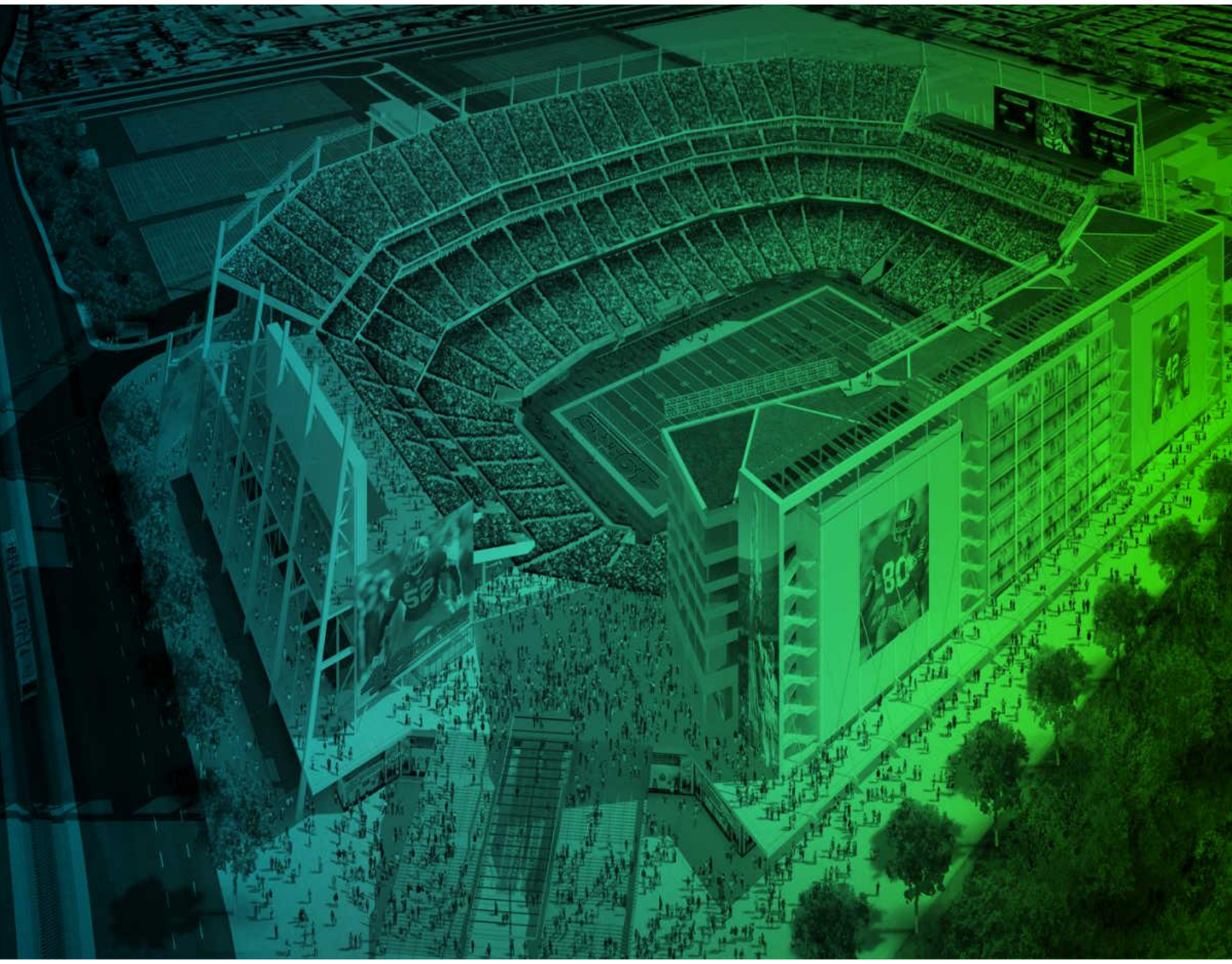


# EXHIBIT B

August 16, 2017

# San Francisco 49ers

## Transportation Management and Operations Plan for the Levi's® Stadium in Santa Clara











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## 1.0 Purpose

The purpose of this Transportation Management and Operations Plan (TMOP) is to provide a flexible framework and plan for the provision of safe and efficient multi-modal access, and adequate parking, for Levi's® Stadium in Santa Clara, California. The stadium includes approximately 70,000 seats, with the potential for expansion to approximately 75,000 seats for the purpose of periodically hosting special events, such as the NFL Super Bowl. Per *The 49ers Stadium Project EIR* (City of Santa Clara, 2009), for capacity events such as typical San Francisco 49er games, 50,500 attendees are expected to arrive by automobile (as shown in Table 15, page 176 of the EIR, volume 1), with an average vehicle occupancy of 2.7 persons per vehicle (corresponding to 18,865 vehicles in total). 18,000 attendees will arrive by transit, including 5,000 by charter bus, 4,500 by Santa Clara Valley Transit Authority (VTA) light rail, 4,500 by local and regional bus services, and 4,000 by heavy rail (of which 3,000 would arrive via a transfer from Caltrain to VTA light rail). It should be noted that ridership projections from EIR are to be updated as new ticket sales progress, and VTA uses that information to update its travel demand modeling. VTA will provide annual updated ridership projections.

Through research collected, assumptions made prior to the opening of Levi's Stadium have had the opportunity to be vetted for accuracy. Those changed assumptions include an observed average ridership of 3.2 riders per vehicle for NFL events and 3.0 for non-NFL events, 14,000 cars parked during typical NFL events and from 5,000 to 11,000 cars parked for large Non-NFL events. It is important to note that these numbers represent data collected only in Levi's Stadium controlled parking lots. There are several other parking lots (totaling approximately 1,200 stalls) which have been separately permitted by the City of Santa Clara. While event-specific parking data for these lots is not received directly by the Stadium Management Company and is not included in the Stadium Manager's lot-by-lot event parking records, the presumed use of these lots for event parking is incorporated into the traffic and parking planning for each event. In addition, VTA's Light Rail operation typically sees an average of 8,300 riders for NFL event and 6,600 for Non-NFL events. VTA's bus operation typically provides transportation to between 500 and 1,500 passengers depending on the event. Overall, the mode split for all forms of non-automobile transportation has ranged from as low as 7% to as high as 25%..

The TMOP includes administrative and performance objectives by which the success of the plan's implementation goals can be measured. TMOP administrative objectives are intended to ensure that the plan is flexible and scalable, that procedures for review and update are clearly defined and that feedback from the public as well as other involved public and private organizations are considered. TMOP performance objectives include minimizing the duration of traffic congestion throughout the Stadium area, providing adequate parking facilities, facilitating trips by non-automobile uses, encouraging transit use, preventing intrusion into neighborhoods while maintaining access to neighboring business properties, and ensuring safe travel for all event patrons and local traffic.

As part of this document, working groups comprised of both public and private organizations are identified to ensure the effective implementation of traffic, transit, and parking plans. One working group will focus on day-to-day operations, while the other will function in an advisory capacity. Participants in each working group are based upon jurisdictional authority and/or expertise that support the functions of that particular group.

The TMOP includes an Annual Events Calendar for the Stadium, scheduled meetings for the Stadium Authority and working groups, and outlines the extent to which the TMOP should be implemented for events of different sizes. Based on the number of attendees expected for each event, the number of parking facilities used, the amount of lane reconfiguration and signal modification required, and the amount of transit service provided can be adjusted.

The TMOP outlines all elements necessary to facilitate safe and efficient access to and from the Stadium by way of all modes of transportation. With regard to vehicle ingress and egress, the type and location of signage is defined, the locations for all intersection treatments and roadway closures are identified, responsibility for implementation of various TMOP elements is defined, and the requisite number of hours to apply the TMOP is identified. Plans to allow access to neighboring business properties, and to restrict access into local neighborhoods are outlined. The types of transit service provided to the Stadium on event days are outlined, and methods to provide safe, orderly, and efficient access to transit facilities during the heavy egress load are described. New transit facilities to be built specifically for Stadium use are detailed. Designated pedestrian and bicycle facilities are described, and wayfinding signage to the stadium and to transit is outlined. Parking facilities for employees and patrons are identified, and plans for the use of other nearby parking facilities are outlined. The TMOP also outlines plans for emergency vehicle access, identifying the fastest routes to and from the Stadium during events.

The TMOP identifies a methodology for implementing elements of the TMOP on weekday evenings, in addition to weekends. Plans for advanced notification and outreach are outlined, and methods for maximizing traffic flow towards the Stadium during business hours are described. As businesses in the area will continue to function during the Stadium's ingress period for weekday events, methods for effective communications between these businesses (and area residents) and the Stadium's working groups are outlined.

Integration and coordination with nearby facilities are a priority of the TMOP. Specific access plans, advanced signage, and means of communication are identified for businesses that will operate during Stadium events, including the Great America Theme Park, Santa Clara Convention Center, Techmart, Santa Clara Youth Soccer Park, Santa Clara Golf and Tennis Club, and David's Restaurant and Banquet Facility.

Implementation of the measures identified in the TMOP will require resources. The TMOP identifies on-going budgeting requirements of TMOP monitoring and upkeep (including funding responsibilities), and budgeting requirements of TMOP implementation by event size and type (including funding responsibilities).

Finally, the TMOP is intended to be an evolving, living document, to be updated as necessary to better serve the surrounding community and the users and managers of the facility.



## 2.0 Objectives

While overall transportation and parking objectives remain unchanged, event traffic and parking plans are customized on an event-by-event basis depending on input from all parties and the unique needs of each event. This customization, based on direct input from all transportation management participants, and has resulted in a definite improvement in parking and transportation operations for each subsequent event.

The TMOP includes administrative and performance objectives by which the success of the plan's implementation goals can be measured. These objectives are intended to ensure the plan is flexible and scalable, with provisions for obtaining input, collecting data, and allowing for future modifications to improve performance.

### 2.1 Administrative Objectives

#### 2.1.1 Flexibility and Scalability

To ensure the effectiveness of the TMOP in various scenarios, the TMOP is both flexible and scalable. Annual reviews and updates, when necessary, are conducted to better serve the public. Further, the TMOP has the ability to be modified within the year to respond to on-going concerns and issues based on feedback received and observations made, on an event-by-event basis. The TMOP is also scalable, allowing size-appropriate measures to be deployed for sold out NFL events of approximately 68,500 attendees as well as smaller events.

#### 2.1.2 Procedures for Review and Update

The TMOP functions as an actively maintained procedures manual, that is continuously updated to better serve the transportation and parking needs of the facility, as conditions change in the surrounding area of the stadium, and as better means for providing effective transportation solutions are identified. On an annual basis, after the end of the NFL season (anticipated as the first quarter of the calendar year), the written TMOP will be reviewed and updated as necessary, through recommendations of the working groups, that are ratified by the Director of Community Development (Please refer to Section 3.0 below for a description of the working groups). Some elements of the TMOP will be reviewed at various points during the season in order to make any adjustments that may be necessary immediately (e.g., issues related to neighborhood intrusion). The Transportation Operations Group (described in section 3.0) will be responsible for maintaining the TMOP document. These changes will also be included in an annual report prepared by the Stadium Manager, for review by the Director of Community Development.

#### 2.1.3 Input from Interested Parties

Stadium Working Groups, as described in section 3.0 of the TMOP, are responsible for the implementation of the TMOP, collection of data to assess the plan's effectiveness, and obtaining input from interested agencies and the public. Specifically, the Transportation Operations Group makes observations on event days, considers feedback from the Community Liaison (the point of contact for community members), and considers feedback from the Stadium Stakeholders Group, which is comprised of professionals from public agencies and private organizations. All recommended changes reviewed and approved by the Director of Community Development will be presented at Stadium Authority Meetings.

**2.1.4 Collection and Evaluation of Annual Data**

To assess the TMOP's effectiveness, and evaluate future improvement measures, travel behavior data will be periodically collected. Specifically, data is to be collected annually on a sample basis for the first five years after Stadium operations commence, followed by collections every five years moving forward. It is expected that after five years of operation, the majority of operational improvements will have been identified and implemented, and users of the area surrounding the Stadium will understand event day operations. As such, the collection of additional annual data would not be beneficial.

Data will be collected during a regular-season Sunday afternoon game, and during a regular-season weekday evening game should one occur (i.e., Monday Night Football, Thursday Night Football), both at least one month after the start of the regular season. A summary of topics to be examined, and details regarding the data to be collected is provided in **Table 2-1**.

**Table 2-1: Summary of Data to be Collected**

Item for Evaluation	What Data is to be Collected?	Responsible Party for Collection and Compilation of Data	When shall Data be Collected?	Where Data shall be Collected?	How Data shall be Summarized?
Duration of Congestion	Field observations and aerial photographs (one Sunday and one evening game)	Transportation Consultant under Stadium Manager Direction	End of a Sunday afternoon game, End of a weekday evening game	Main Parking Lot, key traffic congestion points	Graphically; to identify bottleneck locations
Intrusion into Santa Clara, San Jose and Sunnyvale Residential Neighborhoods	Aerial photographs of on-street parking (one Sunday and one evening game)	Transportation Consultant under Stadium Manager Direction	Aerial photography taken at 15-minute intervals from 9:00 AM to 6:00 PM; during a Sunday afternoon game and a weekday evening game	Aerial photographs of surrounding residential neighborhoods	Tabular; to identify the extent of intrusion into neighborhoods
Transit Ridership	Boarding/alighting data from transit providers	VTA, ACE, Capitol Corridor, Caltrain	Collected before season (once on a Sunday, once on a Monday), and every game; summarized at the end of season	On transit providers' trains / buses, at transit stops	Tabular
Parking	Aerial photographs of Stadium parking facilities, parking counts	Transportation Consultant under Stadium Manager Direction	Aerial photography taken at 15-minute intervals from 9:00 AM to 6:00 PM; during a Sunday afternoon game and a weekday evening game	All Stadium parking facilities	Tabular
Modal Split	Arrival data from all modes of travel	Traffic Consultant, VTA, ACE, Capitol Corridor, Caltrain	Throughout season, prior to the start of a season	Aerial photographs, transit data, bicycle parking counts	Tabular
Access to Neighboring Properties	Aerial photographs of neighboring properties parking facilities, field observations	Transportation Consultant under Stadium Manager Direction	Aerial photography taken at 15-minute intervals from 9:00 AM to 6:00 PM; during a Sunday afternoon game and a weekday evening game	Aerial photographs of neighboring properties parking facilities	Tabular; to identify the extent to which neighboring uses are utilized

Source: AECOM, 2014.



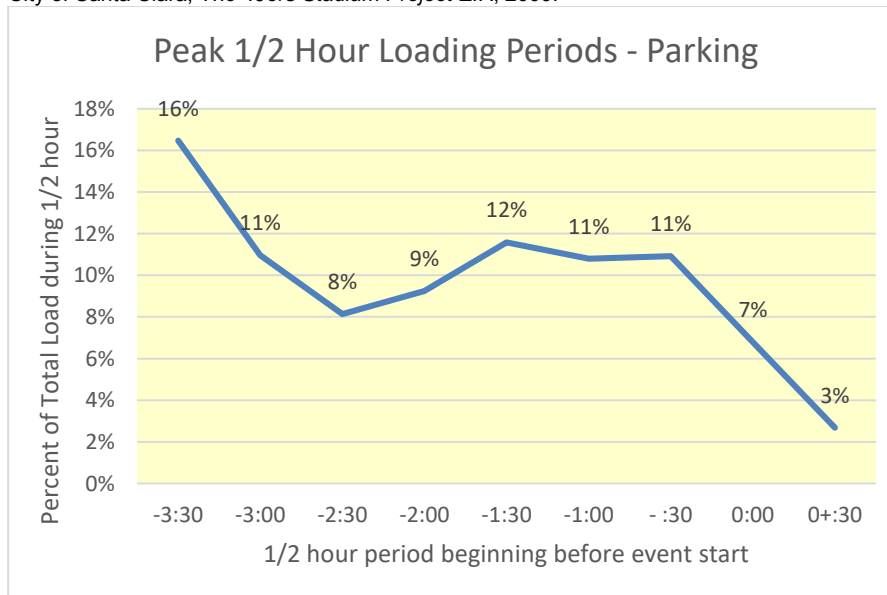
## 2.2 Performance Objectives

Performance objectives of the TMOP are based on expected arrival and departure totals as provided in *The 49ers Stadium Project EIR* (City of Santa Clara, 2009). Anticipated arrival and departure totals for vehicle trips are summarized in **Table 2-2**. The values provided are based on factors including transit availability, average vehicle occupancy rates, available roadway capacity, historical Candlestick Park information, and anticipated modal split information. As shown in *The 49ers Stadium Project EIR*, 74 percent of patrons are expected to arrive by automobile, 7 percent are expected to arrive by charter bus, and 19 percent are expected to arrive by public transportation. This data is to be updated once per season.

**Table 2-2: Anticipated Arrival and Departure Patterns**

Time Frame	Auto Trips		Charter Buses		Total Vehicle Trips
	Percent	Trips	Percent	Trips	
<i>General Arrival Pattern</i>					
> 5 Hours	6	1,122	0	0	1,122
4-5 Hours	8	1,496	0	0	1,496
3-4 Hours	14	2,619	2	2	2,621
2-3 Hours	14	2,619	5	6	2,624
1-2 Hours	19	3,554	28	32	3,586
< Hour	39	7,295	65	74	7,369
<b>Total</b>	<b>100</b>	<b>18,704</b>	<b>100</b>	<b>114</b>	<b>18,818</b>
<i>General Departure Pattern</i>					
During Game	10	1,870	10	11	1,882
> 1 Hour	64	11,971	80	91	12,062
1-2 Hours	26	4,863	10	11	4,874
<b>Total</b>	<b>100</b>	<b>18,704</b>	<b>100</b>	<b>114</b>	<b>18,818</b>

Source: City of Santa Clara, *The 49ers Stadium Project EIR*, 2009.





### 2.2.1 Limit Duration of Traffic Congestion

Providing a transportation plan that minimizes the duration of traffic congestion is a key program objective. As specified in section 2.1.4, the duration of congestion will be annually measured as part of the program's assessment program. Per the *Transportation Management Plan for a New San Francisco 49ers Stadium in Santa Clara, CA* (AECOM, 2009), the period of arrival for football games can be as long as five hours prior to the start of a game. However, the period of departure will typically occur near the completion of a game, and conclude less than two hours afterward. Thus, efforts to limit the duration of traffic congestion are focused on post-game traffic departure.

The duration of traffic congestion will be measured by way of field observations at key traffic locations. The locations to be examined will include but not limited to the Stadium Main Parking Lot, the SR 237 eastbound and westbound ramps at Great America Parkway, the Great America Parkway / Mission College Boulevard intersection, and the Lawrence Expressway / Tasman Drive intersection. At the Stadium Main Parking Lot, the duration of congestion shall be identified as the time at which the lot begins to empty, to the time at which queuing at lot exit points ceases. At each other location, the duration of congestion shall be identified as the time at which the Stadium Main Parking Lot begins to empty, to the time at which the intersection's standard signal phasing would be sufficient to manage traffic. The time at which intersection's standard signal phasing would be sufficient to manage traffic is to be determined by the judgment of assigned traffic monitoring officers. When queuing for outbound vehicles is observed to clear the intersection each traffic cycle, the officer will report to the Stadium's Traffic Operations Center. Once all officers have reported that queuing no longer results in vehicles waiting multiple cycles to clear an intersection, all signals will be returned to their standard signal phasing via the Stadium's Traffic Operations Center. As noted in section 2.1.4, this data will be collected during a regular-season Sunday game, and during a regular-season weekday evening game (i.e., Monday Night Football, Thursday Night Football), both at least one month after the start of the regular season.

### 2.2.2 Avoid Intrusions into Residential Neighborhoods

As reducing noise, air quality, and traffic impacts to the surrounding residential neighborhoods is of utmost importance, the potential for intrusion of traffic and pedestrians into residential areas shall be examined. As noted in the *Transportation Management Plan for a New San Francisco 49ers Stadium in Santa Clara, CA* (AECOM, 2009), to prohibit Stadium patrons from intruding on residential areas, such as the Adobe Wells Mobile Home Park, Agnews and the Rivermark neighborhoods, Stadium access as well as Stadium parking in those neighborhoods will be restricted on the following roadways:

Event-related vehicle access restriction and on-street parking restriction:

- Calle De Primavera;
- Fairway Glen Drive;
- Hogan Drive;
- Eisenhower Drive;
- Hope Drive;
- Agnew Road;
- Bassett Street;
- Davis Street;
- Cheeney Street;
- Fillmore Street;
- Lakeshore Drive;
- Lake Santa Clara Drive;
- Reamwood Avenue;
- Birchwood Drive;
- Adobe Wells Mobile Home Park Access;
- Palamos Avenue;
- Sandia Avenue;
- Bridgewood Way;
- Wildwood Avenue;
- Stars and Stripes Drive;
- Centennial Boulevard;
- Renaissance Drive; and
- Democracy Way.



On-street parking restriction only:

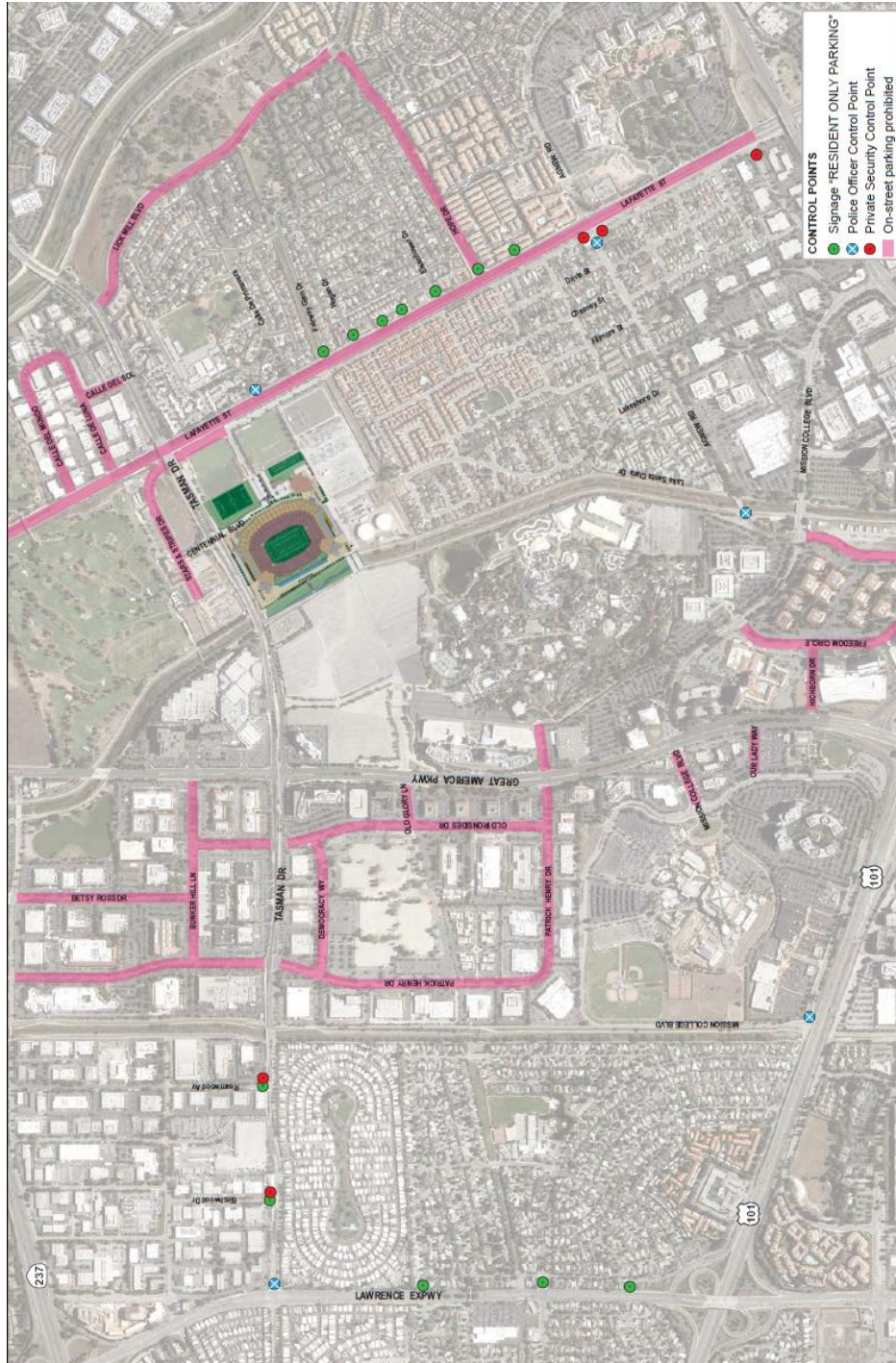
- Lick Mill Boulevard;
- Lafayette Street;
- Freedom Circle;
- Mission College Boulevard;
- Hitchborn Drive;
- Our Lady's Way;
- Patrick Henry Drive;
- Old Ironsides Drive;
- Old Glory Lane;
- Betsy Ross Drive;
- Bunker Hill Lane;
- Stars and Stripes Drive;
- Democracy Way;
- Calle Del Sol;
- Calle De Luna; and
- Calle Del Mundo.

An illustration of the event day restrictions of roadways providing access to residential neighborhoods is provided in **Figure 2-1**. Intrusion into residential areas is to be measured through an examination of on-street parking conditions beyond these roadways. When requested by the Transportation Operations Group (TOG), aerial photographs will be taken at 15-minute intervals from 9:00 AM to 6:00 PM on a regular-season Sunday game day, assuming a 1:00-1:30 PM start time. The TOG is responsible for evaluating the aerial photographs and determining the extent to which intrusion occurs. Based on findings, adjustments to the TMOP will be proposed.

### **2.2.3 Avoid Intrusions into Surrounding Businesses**

To be completed based on outcome of TMOP meeting.

Figure 2-1: Event Day Neighborhood Roadway Restrictions





### 2.2.4 Facilitate Transit Ridership and Minimize Impacts to Existing Transit Service

A major goal of the TMOP is to facilitate and encourage the use of transit on event days, as the use of transit will provide multiple benefits to the area, including the minimization of the period of transportation congestion. In addition to encouraging transit use, impacts to existing transit service should be minimized in order to limit the impact to existing transit passengers.

Transit operating agencies shall provide, to the extent possible, transit service (route, capacity, frequency) and ridership data for each regular-season game. The TOG shall request hourly passenger boarding and alighting by station from transit operators. A summary of each transit agency, and the anticipated data to be collected, is provided in **Table 2-3**. Each transit provider has been met with to identify needs with respect to data collection efforts, and to develop a strategy to collect as much data as is appropriate. **Figure 2-2** illustrates the transit providers' routes in the vicinity of the Stadium.

**Table 2-3: Transit Providers, and Data to be Collected**

Transit Provider	Transit Service Type	Boarding / Alighting by Station	Capacity / Utilization	Headways
Santa Clara Valley Transportation Authority (VTA)	Light Rail	x	x	x
	Bus	x	x	x
Caltrain	Heavy Rail	x	x	--
Altamont Corridor Express (ACE)	Heavy Rail	x	x	--
Capitol Corridor	Heavy Rail	x	x	--
Charter Bus	Bus	--	x	--

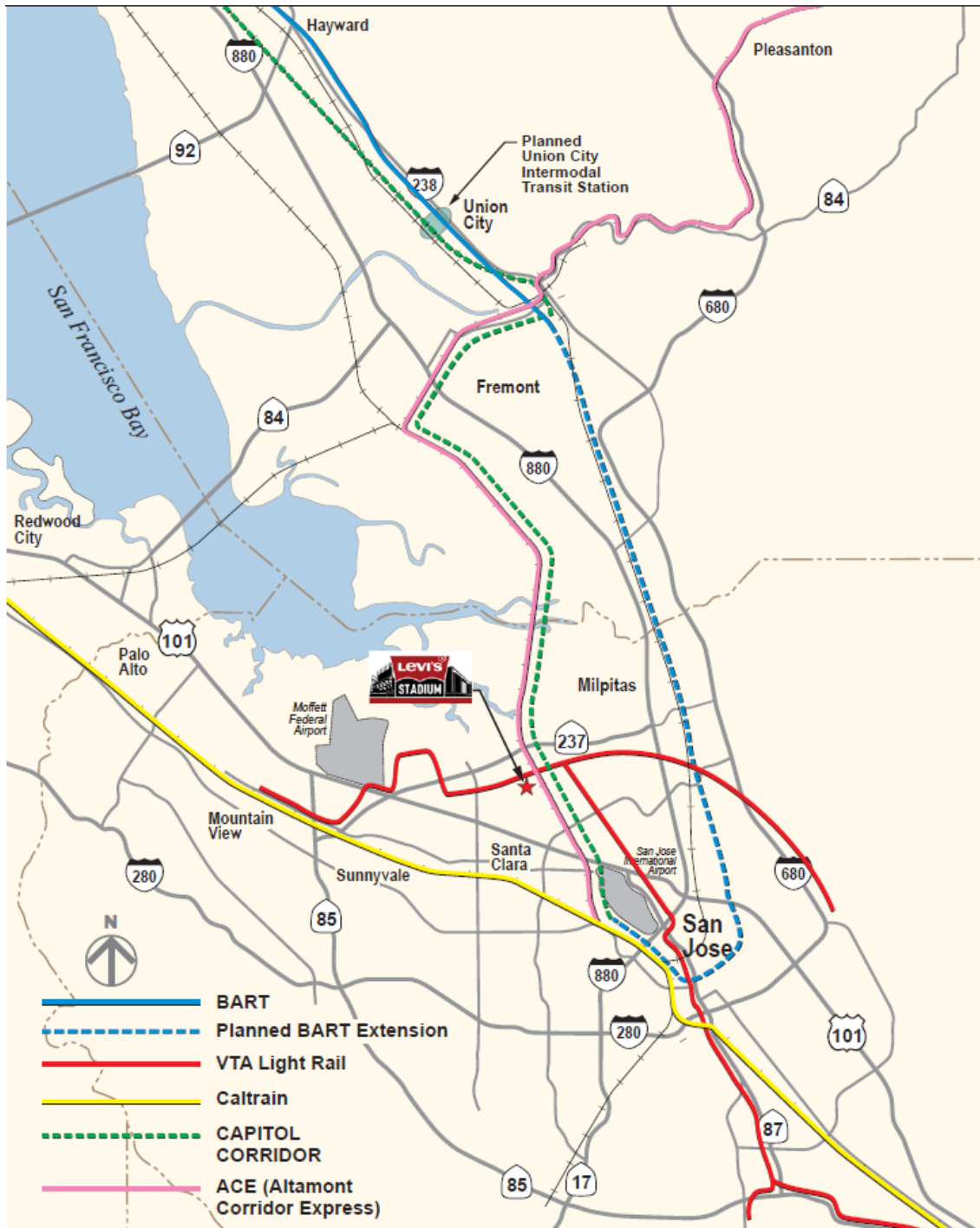
Source: AECOM, 2014.

The Transportation Operations Group (TOG), described in greater detail in Section 3, is responsible for summarizing transit ridership, and qualitatively assessing transit operations. Event day conditions shall be compared with non-event day conditions (as determined through non-event day data collections) to determine the impact of event patrons on transit operations. The transit analysis shall consider impacts due to changes in transit service levels and ridership.

Lowering headways and increasing service frequency, when feasible, would enable operating agencies to increase the number of patrons delivered to the Stadium. The addition of special transit service (e.g., special bus service, expanded VTA LRT Sunday service with limited-stop routes) to accommodate event patrons, and the coordination of transit service between the Stadium and rail facilities, would improve service to events and potentially minimize impacts to existing transit service. Additionally, for events with above 20,000 attendees, the section of Tasman Drive immediately adjacent to the Stadium, between Centennial Boulevard and the Great America Theme Park driveway / Convention Center driveway (herein referred to as "Convention Center Circle"), may be closed to all vehicular traffic. Such a closure would allow for a pedestrian zone for Stadium patrons arriving from or departing to VTA light rail; improving VTA light rail boarding and alighting efficiency at the Great America VTA Station.



Figure 2-2: Transit Providers





**2.2.5 Facilitate Arrivals by Bicycle**

Facilitating and encouraging arrival to events by bicycling is also a major goal of the TMOP.

The extent to which bicycle access is facilitated is to be measured through an evaluation of the usage levels of the Stadium bicycle parking facilities, and nearby bike trails as well. Specifically, bicycle parking counts shall be collected for event days and non-event days for comparison. Aerial photographs are to be taken at 15-minute intervals pre-game, mid-game, and post-game during a regular-season Sunday game, and during a regular-season weekday evening game (i.e., Monday Night Football, Thursday Night Football), both at least one month after the start of the regular season to identify any effects of the Stadium on nearby bicycle facilities. The Transportation Operations Group (TOG) is responsible for evaluating the aerial photographs and determining the adequacy of the available bicycle parking supply. Based on findings, adjustments to the TMOP will be proposed.

**2.2.6 Ensure Safety**

The safety of patrons using all modes of transportation, as well as the safety of residents throughout the area is a crucial program objective. The ways in which general safety levels will be affected (positively and negatively) shall be addressed, and the means by which they are to be quantified shall be discussed in this section of the TMOP.

The Stadium area shall be assigned a unique identification number that will be applied to all crime and incident reports prepared by the Santa Clara, San Jose and Sunnyvale Police Departments. The Santa Clara Police Department is responsible for analyzing crime and incident data and evaluating the safety of Stadium patrons and residents throughout the area on Stadium event days compared to non-event days, and for providing updated information to the Transportation Operations Group. Based on the findings, adjustments to the TMOP and Public Safety Plan will be proposed.

**2.2.7 Provide Access to Neighboring Properties**

An objective of the TMOP is to ensure access to owners, employees, business patrons, and other users of neighboring properties. Major nearby land uses which may be in normal operation on event days include, but are not limited to, the following:

- Great America Theme Park;
- Convention Center;
- Techmart;
- David’s Restaurant and Banquet Facility;
- Our Lady of the Peace Church and Shrine;
- AMC Mercado 20;
- Mission College;
- Santa Clara Golf & Tennis Club;
- Santa Clara Youth Soccer Park;
- Hyatt Regency;
- Hilton Santa Clara;
- Avatar Hotel and Bennigans Restaurant;
- Santa Clara Marriott; and
- Owners/Managers of area Retail Commercial Centers.

The location of each neighboring property is illustrated in **Figure 2-3**. The extent to which the TMOP allows efficient access to these properties is to be measured through an evaluation of each property’s parking facilities. Aerial photographs are to be taken at 15-minute intervals pre-game, mid-game, and post-game during a regular-season Sunday game, and during a regular-season weekday evening game (i.e., Monday Night Football, Thursday Night Football), both at least one month after the start of the regular season. The Stadium Manager shall also collect and provide data and observations in the form of a written report during these data collection periods. The Stadium

Manager will retain a transportation consultant to evaluate the aerial photographs and determine whether game day access to the properties is adequate. Based on findings, adjustments to the TMOP will be proposed.

### **2.2.8 Provide Adequate Parking**

The provision of adequate parking levels within a reasonable walking distance to the stadium is important to minimize the number of conflict points between patrons walking to/from the stadium and automobiles. Aerial photographs are to be taken at 15-minute intervals pre-game, mid-game, and post-game during a regular-season Sunday game, and during a regular-season weekday evening game prior to darkness (i.e., Monday Night Football, Thursday Night Football), both at least one month after the start of the regular season. The Transportation Operations Group is responsible for evaluating the aerial photographs, determining the occupancy levels of each lot, and determining the overall adequacy of the available parking supply. Based on findings, adjustments to the TMOP will be proposed. An illustration of the likely parking facilities for Stadium events is provided in **Figure 2-4**.

### **2.2.9 Effective Community Outreach and Education**

The Stadium Manager, along with the City of Santa Clara, will define measures of effectiveness for outreach and education plans, and identify the extent to which the plans meets each measure of effectiveness. Community outreach and education measures will include:

- Education upon ticket purchase and/or with tickets;
- Brochures and mailers to area residents and local businesses;
- Press releases and media alerts;
- Telephone hotline;
- Web-based dissemination via social media and cell phone application;
- Information posted on VTA light rail trains and buses; and
- Stadium Stakeholders Group meetings.

### **2.2.10 Non-Permitted Parking**

As noted in section 2.2.2, parking in non-permitted areas (on-street in residential neighborhoods, or in no-event off-street parking lots) is to be evaluated using aerial photographs taken at 15-minute intervals from 9:00 AM to 6:00 PM on a regular-season Sunday game day, assuming a 1:00-1:30 PM start time. The Transportation Operations Group is responsible for evaluating the aerial photographs and determining the extent to which non-permitted parking occurs. It is expected that enforcement of the Stadium's prescribed parking plan would be carried out by the appropriate jurisdiction's law enforcement.

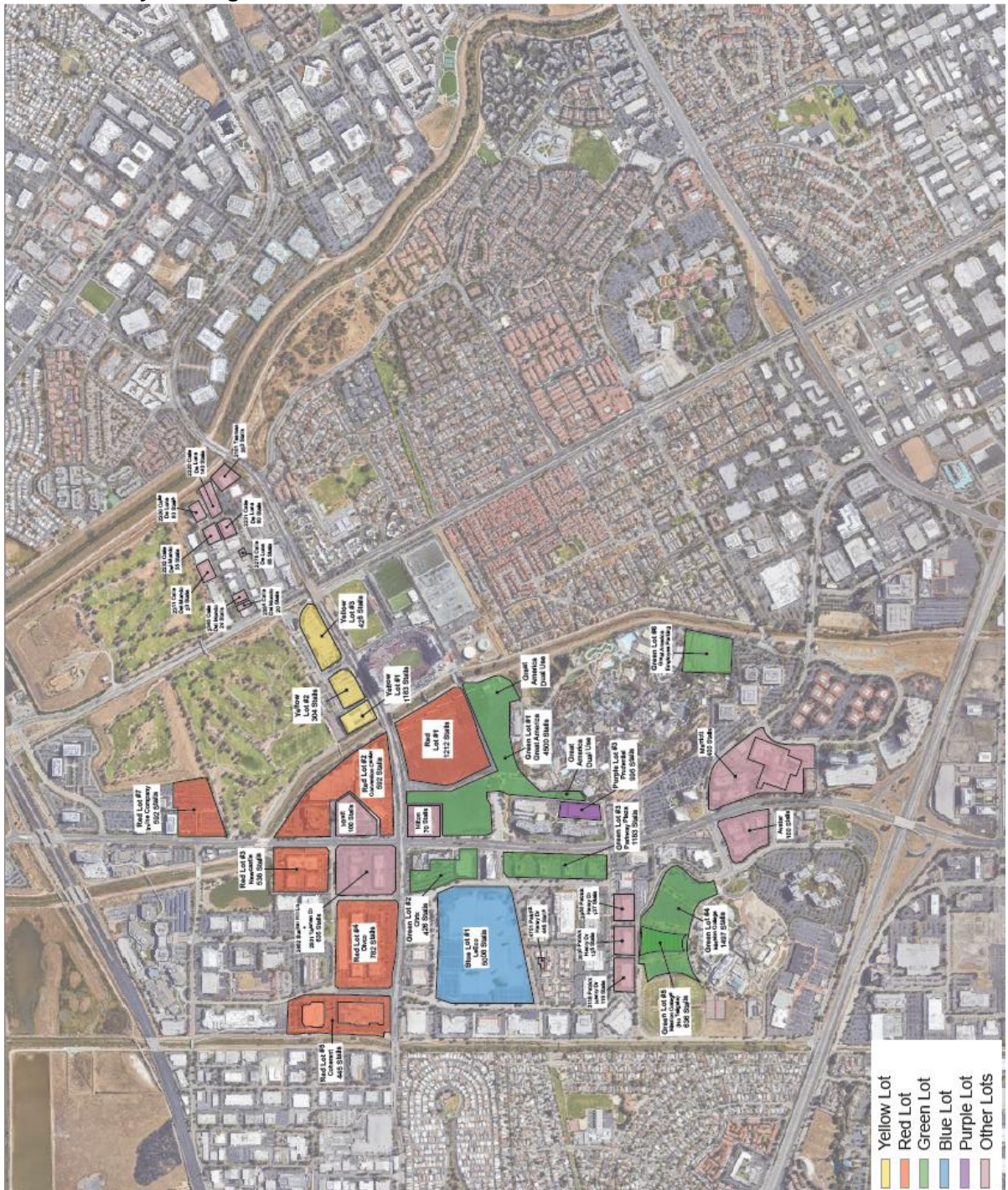


Figure 2-3: Neighboring Commercial Properties





Figure 2-4: Gameday Parking Facilities





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## 3.0 Working Groups

Two working groups are identified to ensure the effective implementation of traffic, transit, and parking plans. The make-up and emphasis of each working group is slightly different, but together they provide support for the Stadium Authority and Stadium Manager, and the entity charged with daily operations of the Stadium facility.

The first working group, the Transportation Operations Group (TOG), focuses on day-to-day operations including pre-season planning, individual event planning, and event follow-up assessments. The second working group, the Stadium Stakeholders Group (SSG), functions primarily in an advisory capacity, acting in more of an information gathering and sharing role, taking public input through the Community Liaison and providing recommendations to the TOG. Participants in each group are based upon jurisdictional authority and/or expertise that support the functions of the particular group.

### 3.1 Transportation Operations Group (TOG)

The TOG is responsible for setting up and revising traffic, transit, and parking plans, assessing the performance of these plans, and responding to recommendations from the SSG. The TOG is to participate in meetings prior to and following each event with 20,000 or more attendees held at the Stadium, and meetings convened for events with fewer than 20,000 attendees on a case-by-case basis. The TOG is responsible for taking input, observations, and recommendations into consideration, and moves them forward to assess operational feasibility. The TOG will include (but is not limited to) the following members:

- San Francisco 49ers Stadium Operations Staff
- Valley Transportation Authority (VTA) Staff
- City of Santa Clara Staff (including Public Safety Staff)
- Caltrain Staff
- Altamont Corridor Express (ACE) Staff
- Capitol Corridor Staff
- Participating law enforcement agencies (led by City of Santa Clara Police Department)
- Community Liaison

#### 3.1.1 Community Liaison

A Community Liaison position or office will be established by the TOG to function as a single point of contact for residents and businesses. The Community Liaison position or office will be staffed by the Stadium Manager. The Community Liaison is responsible for relaying community input, and obtaining information on transportation and parking issues related specifically to Stadium operations. Residents and businesses can contact the Community Liaison via e-mail at [neighbors@levisstadium.com](mailto:neighbors@levisstadium.com).

The Community Liaison serves as the first line of communication for community members and Stadium patrons. For larger issues that cannot be dealt with by the Community Liaison, community members and Stadium patrons shall present issues at SSG meetings for resolution, and/or forward significant issues to the Stadium Manager for their review and resolution.

### **3.1.2 Stadium Manager**

The Stadium Manager will coordinate with area residents and area businesses, maintain permits and agreements with all parties involved, and facilitate Stadium-related data collection efforts. Specifically, the Stadium Manager will hold all parking permits, and will hire a parking operator to manage all event day parking operation.



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## 4.0 Annual Schedule and Event Type

The TMOP includes an Annual Events Calendar for the stadium, as well as scheduled meetings for the Stadium Authority, and working groups.

### 4.1 Annual Events Calendar

The anticipated Annual Events Calendar is to be compiled by the Stadium Manager, and shall identify and describe all anticipated stadium activity, ensuring that each event receives an appropriate amount of attention with regard to traffic, transit, and parking provision. The information to be provided in the schedule for event purposes shall include:

- 4.1.1 Number of Events
- 4.1.2 Event Type
- 4.1.3 Number of Attendees
- 4.1.4 Day, Time and Duration of Event
- 4.1.5 Special Considerations

The anticipated Annual Events Calendar will be updated throughout the course of the year. All updates require approval by the Director of Community Development or City Manager, whichever is appropriate given the size of the event. Schedule updates will be conveyed to the community via the Stadium web site and other appropriate outreach methods to ensure affected parties are made aware of changes in the Annual Events Calendar that may affect them.

Typically, an NFL season will run from August through December, with 10 scheduled home games (two preseason games and eight regular season games). Additionally, up to two home playoff games may be scheduled in January. In addition, the Stadium would host non-NFL events and other community events. **Table 4-1** lists potential events that may be held at the Stadium annually.

**Table 4-1: Potential Stadium Events**

Event Type	Estimated Attendance	No. of Events per Year	No. of Days per Event	Estimated Parking Demand per Day
San Francisco 49ers Games	68,500	10-12	1	18,865
X-Games	50,000	1	4	4,500
Moto-Cross	42,500	1	1	13,005
International Soccer	68,500	2	1	12,240
Concerts	45,000	1	1	11,475
College Football	37,500	1	1	11,475
Festivals/Antique Shows	25,000	8	1	9,000
College Bowl Game	25,000	1	1	7,650
Car Shows (parking lot event)	12,000	2	4	1,200
Small Events	50 to 500+	250	1	varies

Source: *The 49ers Santa Clara Stadium Project EIR*, City of Santa Clara, 2005; AECOM, 2014.

## 4.2 Stadium Authority Meeting Schedule

The Annual Events Calendar shall identify all Stadium Authority meetings, which are to be held concurrently with the regularly scheduled Santa Clara City Council meetings. The Santa Clara City Council meets twice a month, typically on the second and fourth Tuesday of each month. At its meetings (which are to be recorded with agendas and minutes), the Stadium Authority will receive and evaluate reports and recommendations from the TOG and SSG, provide feedback, and take any necessary actions.

## 4.3 Working Group Meeting Schedule

Stadium Stakeholders Group meetings shall occur quarterly. At their scheduled meetings, the SSG shall obtain input, evaluate Stadium operations, identify areas of concern, and advise the Transportation Operations Group. The TOG is to participate in meetings prior-to and following each event with 20,000 or more attendees held at the Stadium, and events with fewer than 20,000 attendees on a case-by-case basis. At their scheduled meetings, the TOG shall assess the performance of the TMOP, evaluate input, observations, and recommendations provided by the SSG, and revise the TMOP as necessary. Significant TOG findings and recommendations shall be reported at Stadium Authority meetings.

## 4.4 Matrix of Control by Event Size

Travel characteristics to the Stadium will vary depending on the size and type of event occurring. For smaller events, a lower transit modal split, and a lower average vehicle occupancy is expected. Thus, for smaller events, elements of the TMOP may be scaled down to minimize the effect of Stadium operations on the surrounding transportation network. Estimated levels of transit ridership and automobile use for events of varying size are summarized in **Table 4-2**.

**Table 4-2: Anticipated Transit and Automobile Use for Events of Different Size**

Event Size	Event Type	Expected Transit Ridership <sup>(1)</sup>						Charter Bus	Expected Vehicle Trips <sup>(1)</sup>		
		Light Rail	Bus	Caltrain	Capitol Corridor	ACE	Mode Share		Patrons	AVO <sup>(2)</sup>	Total Cars
68,500 <sup>(3)</sup>	Football Game	4,500	4,500	3,000	500	700	19%	5,000	50,300	3.4	18,865
55,000 <sup>(3)</sup>	X-Games Moto-Cross Internat'l Soccer Concert (Large) College Football	3,600	800	2,400	400	0	13%	500	47,300	3.3	18,000
35,000 <sup>(3)</sup>	Festivals Antique Show Concert (Medium)	1,800	550	1,200	200	0	11%	0	31,250	2.39	13,000
20,000 <sup>(4)</sup>	Car Show Concert (Small)	700	325	450	75	0	8%	0	18,455	2.15	8,500
10,000 <sup>(4)</sup>	Small Events	200	100	100	25	0	4%	0	9,575	2.05	4,700

Source: AECOM, 2014.

Notes: <sup>(1)</sup> Ridership, vehicle arrivals, and total parked cars represent the maximum expected value for a given range of attendees.<sup>(2)</sup> Average Vehicle Occupancy (AVO) is scaled based on the size of a given event.<sup>(3)</sup> Tasman Drive may be closed for events of this size.<sup>(4)</sup> Tasman Drive may not be closed for events of this size.

#### 4.4.1 Parking Supply

As shown in **Table 4-2**, the number of parking spaces required to accommodate events of different sizes varies from a maximum of 18,865 spaces to under 5,000 spaces (not including employee parking). The number of parking spaces required to accommodate events in Levi's Stadium affiliated parking lots is adjusted based upon data collection through the events hosted thus far at Levi's Stadium. For example, the average vehicle occupancy has been shown to be greater than the 2.7 anticipated for NFL events, thus fewer parking spaces are expected in demand. Another example includes concert events with audiences that indicate significant drop-off/pick-up of event patrons, such as parents dropping off their children. These dropped-off patrons do not occupy parking stalls but special provisions are made for post-event automobile access to designated pick-up locations. In general, we have learned that, for a number of reasons, the full activation of all of 18,000+ spaces within Levi's Stadium contracted parking lots is not necessary to host the largest events scheduled. The extent to which the TMOP should be scaled with respect to parking is summarized below:

- **68,500 Attendees:** For "capacity" events, all points of the TMOP shall be fully applied.
- **55,000 Attendees:** Due to the anticipated reduction in average vehicle occupancy, and lower transit mode share, events such as large concerts and international soccer matches with 55,000 attendees will only generate approximately 865 fewer vehicle trips than a capacity event. As such, all parking elements of the TMOP should be fully applied, with the exclusion of some parking facilities furthest from the Stadium. Any event day signage related to these facilities shall not be included.

- **35,000 Attendees:** Events with 35,000 attendees will generate approximately 6,000 fewer vehicle trips than a capacity event. As such, all parking elements of the TMOP should be fully applied, with the exclusion of parking facilities furthest from the Stadium. Signage related to these facilities shall not be included.
- **20,000 Attendees:** Events with 20,000 attendees will generate approximately 10,000 fewer vehicle trips than a capacity event. As such, all event parking can be accommodated within the City-controlled parking facilities adjacent to the Stadium, as well as other partnering parking facilities nearest to the Stadium. Any event signage south of Patrick Henry Drive shall direct motorists to these facilities.
- **10,000 Attendees:** Events with 10,000 attendees will generate approximately 14,000 fewer vehicle trips than a capacity event. As such, all event parking can be accommodated entirely within the Great America Main Parking Lot. Signage provided in the Stadium area should direct motorists to the nearest Great America Main Parking Lot driveway.

The parking supply required to accommodate each event size is shown in **Figure 4-1**. Further, **Figure 4-1** illustrates the Stadium's "area of influence" by event size.

#### 4.4.2 Vehicle Access

Per **Table 4-2**, the number of vehicle trips generated by patrons for events of different sizes varies from a maximum of 18,865 vehicles to under 5,000 vehicles. Based on the expected number of patrons for a given event, the minimum number of parking facilities contracted to provide parking on event days will be utilized. The extent to which the TMOP should be scaled with respect to vehicle access is summarized below:

- **68,500 Attendees:** For "capacity" events, all points of the TMOP shall be fully applied.
- **55,000 Attendees:** All parking elements of the TMOP shall be fully applied, with permitted off-site lots. However, as the roadways used to access these excluded facilities may be used to access other parking facilities that will otherwise be included, all traffic-related elements of the TMOP shall be fully applied.
- **35,000 Attendees:** Elements of the TMOP shall be applied, with permitted off-site lots. Lane reconfigurations and signal modifications at intersections near these excluded facilities shall be revised to focus traffic flow to other parking facilities.
- **20,000 Attendees:** Event parking shall be accommodated within the City-controlled parking facilities adjacent to the Stadium, and within permitted off-site lots. Lane reconfigurations throughout the Stadium area would no longer be required, though some signal timing modifications would be warranted to focus flow towards parking facilities. Officer presence at intersections would only be required at intersections adjacent to parking facilities.
- **10,000 Attendees:** Event parking shall be accommodated entirely within the Stadium Great America Main Parking Lot. This level of vehicle trip generation would not necessitate lane reconfigurations or signal modifications. Officer presence at intersections would not be required.

Intersection adjustments by event size are shown in **Figure 4-2**.





Figure 4-1: TMOP Area of Influence by Event Size

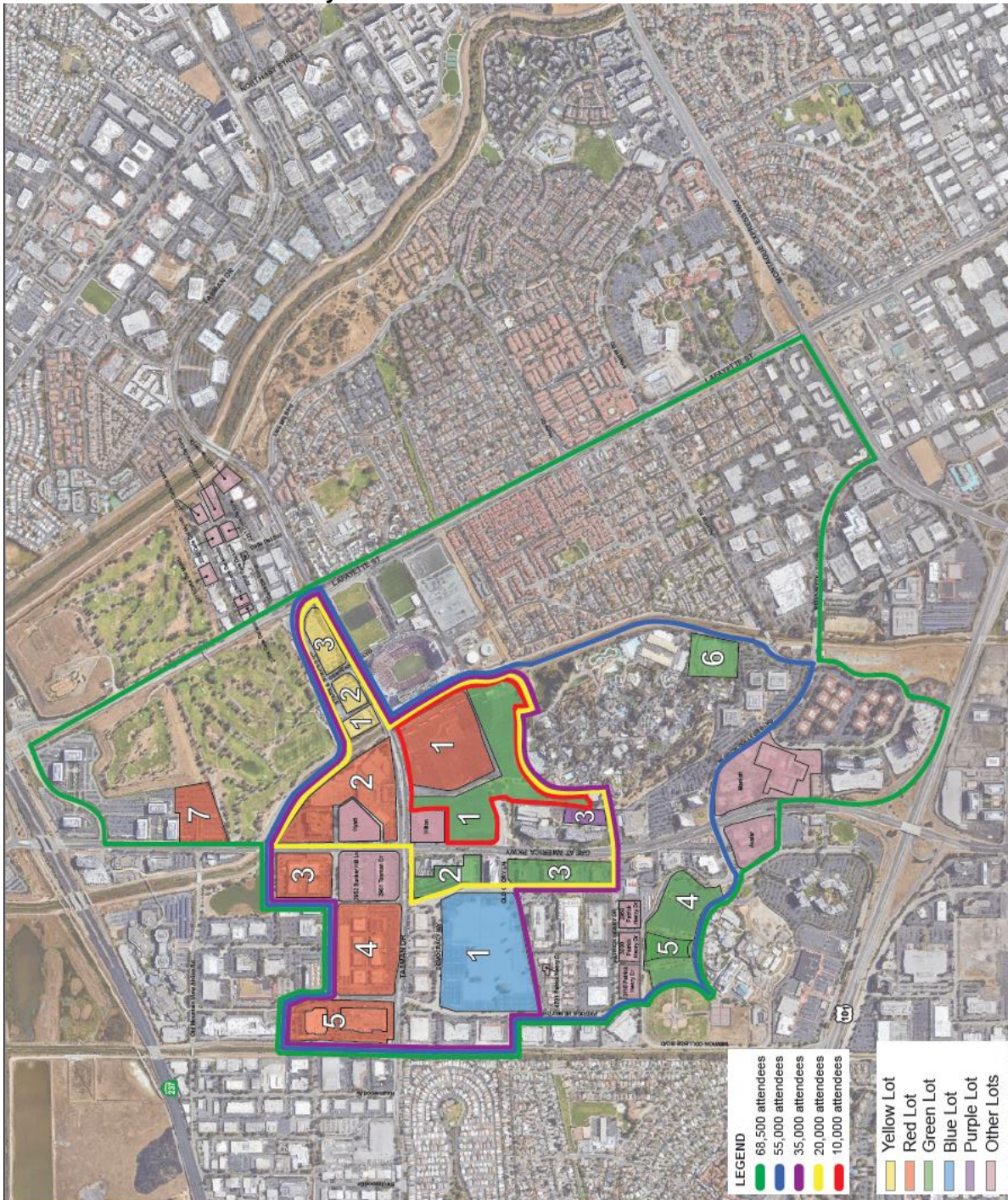
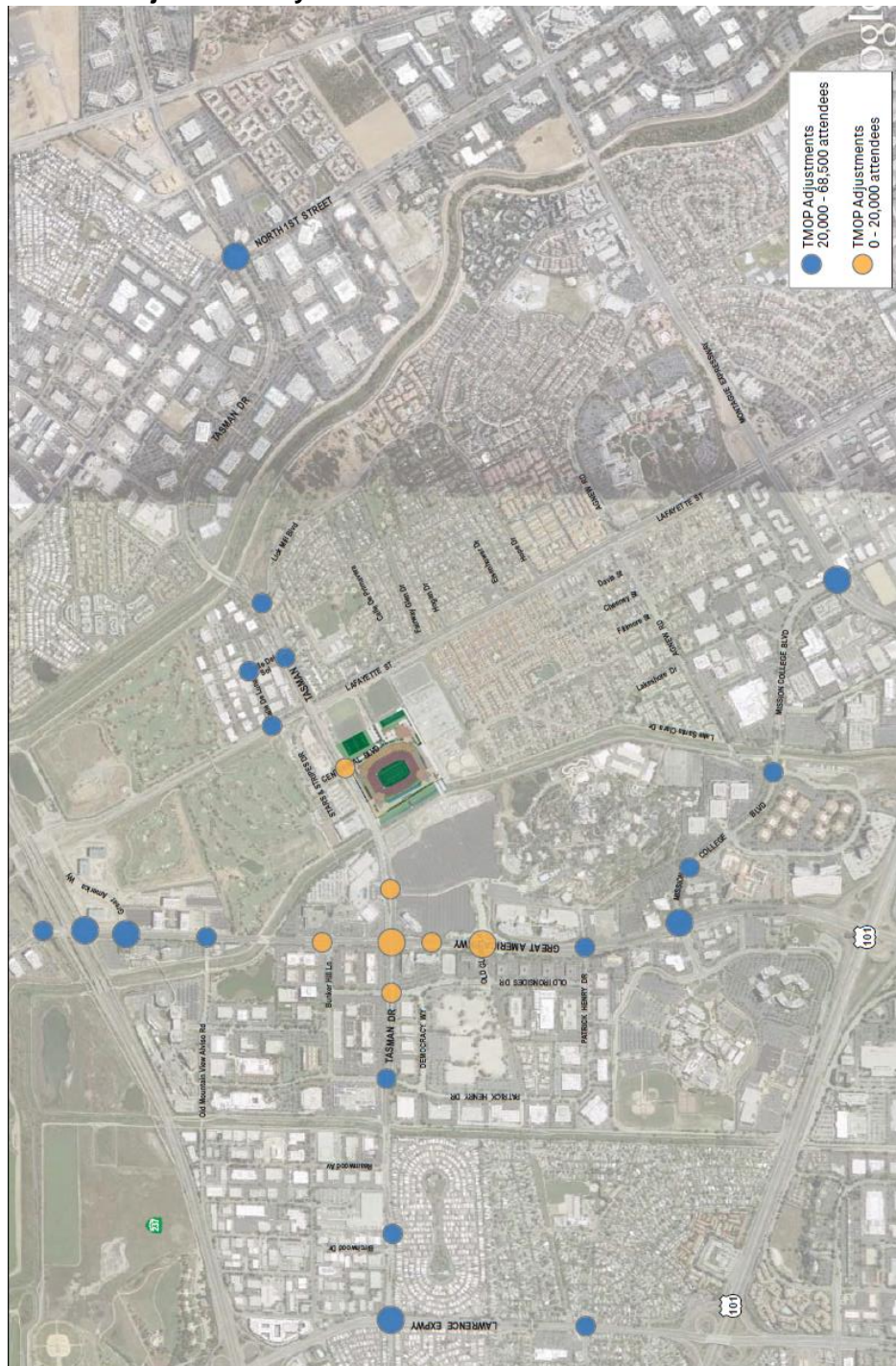




Figure 4-2: Intersection Adjustments by Event Size





As noted in section 2.2.2, vehicle traffic, as well as on-street parking, will be restricted on several roadways for a portion of each event day to minimize the potential for intrusion into residential areas. Specifically, event parking would be restricted at the following locations:

Event-related vehicle access restriction and on-street parking restriction:

- Calle De Primavera;
- Fairway Glen Drive;
- Hogan Drive;
- Eisenhower Drive;
- Hope Drive;
- Agnew Road;
- Bassett Street;
- Davis Street;
- Cheeney Street;
- Fillmore Street;
- Lakeshore Drive;
- Lake Santa Clara Drive;
- Reamwood Avenue;
- Birchwood Drive;
- Adobe Wells Mobile Home Park Access;
- Palamos Avenue;
- Sandia Avenue;
- Bridgewood Way;
- Wildwood Avenue;
- Stars and Stripes Drive;
- Centennial Boulevard;
- Renaissance Drive; and
- Democracy Way.

On-street parking restriction only:

- Lick Mill Boulevard;
- Lafayette Street;
- Freedom Circle;
- Mission College Boulevard;
- Hitchborn Drive;
- Our Lady's Way;
- Patrick Henry Drive;
- Old Ironsides Drive;
- Old Glory Lane;
- Betsy Ross Drive;
- Bunker Hill Lane;
- Stars and Stripes Drive;
- Democracy Way;
- Calle Del Sol;
- Calle De Luna; and
- Calle Del Mundo.

However, since parking for events with 20,000 attendees and fewer can be accommodated within the immediate vicinity of the Stadium, it is unlikely that intrusion into residential areas would occur for events of this size. As such, the listed restrictions would not be necessary for events with 20,000 attendees or fewer.

#### 4.4.3 Transit Access

Per **Table 4-2**, the transit mode share is expected to decrease with smaller events. For non-football events, ACE is not assumed to provide service beyond its current service schedule. However, ACE could choose to provide event “specials” to some large events. A small amount of Charter Bus use may be expected for events with 55,000 attendees, but none is expected for smaller events. With lower ridership levels on VTA bus and Capitol Corridor at smaller events, queuing is expected to be proportionally smaller. Similarly, fewer VTA buses will be staged along Old Ironsides Drive during events. VTA light rail queuing will also be smaller for events with lower attendance levels. Thus, for events with 20,000 attendees or lower, the closure of Tasman Drive between the Convention Center and Centennial Boulevard would not be required. It should be noted that Tasman Drive could be open or closed for events with more than 20,000 attendees, allowing the Stadium Manager the flexibility to keep Tasman Drive open when needed.

#### 4.4.4 Bicycle Access

Bicycle access to the Stadium with the implementation of the TMOP shall remain the same, regardless of the size of event occurring. However, for events with 20,000 attendees or lower, only the bicycle parking lot at the northeast corner of the Great America Main Parking lot would be required, containing 328 bicycle parking spaces. For events exceeding 20,000 attendees, a bicycle valet service shall be provided that includes a dedicated, bicycle storage area



with valet service for visitors. The bicycle storage locations are currently activated outside of the west canopies at Red Lot 1 outside of Intel Gate A, and in Green 1 outside of Dignity Health Gate C.

#### **4.4.5 Pedestrian Access**

As noted in section 4.4.2, for events with 20,000 attendees or lower, TMOP lane reconfigurations as outlined in section 5.1 would not be required. Officer control at intersections would only be required at intersections adjacent to parking facilities for events with 20,000 attendees, and officer control at intersections would not be required for events with 10,000 attendees. Further, per section 4.4.3, for events with 20,000 attendees or lower, the closure of Tasman Drive between the Convention Center and Centennial Boulevard would not be required. As such, for smaller events, pedestrians would access the Stadium using standard intersection crossing periods. However, it should be noted that for all events that do implement the closure of Tasman Drive (i.e., events with more than 20,000 attendees), the mid-block Tasman Drive pedestrian crossing may be opened, and vice-versa, when Tasman Drive is open (i.e., events with fewer than 20,000 attendees) the crossing may be closed.

#### **4.4.6 Emergency Vehicle Access**

Emergency vehicles would be permitted to use the restricted section of Tasman Drive, although they would be required to travel at slow speeds to ensure pedestrian safety. Access to all sides of the stadium would be provided via the Stadium's Main Lot (Red Lot 1 and Green Lot 1), Tasman Drive, and Centennial Boulevard. Traffic control officers would be directed to prioritize emergency vehicle access through officer-controlled intersections during gameday events.

As noted in section 4.4.2, for events with 20,000 attendees or lower, TMOP lane reconfigurations would not be implemented. Further, per section 4.4.3, for events with 20,000 attendees or lower, the closure of Tasman Drive between the Convention Center and Centennial Boulevard would not be required. As such, for smaller events, emergency vehicles would be able to access to the Stadium from all directions.



## 5.0 Components

The TMOP identifies all necessary components for providing efficient access to and from the stadium site by way of all modes of transportation. This section provides details on how access for each mode will be provided.

### 5.1 Vehicle Access

Vehicle access to and from the Stadium will be optimized to maximize inbound capacity during the pre-event period and outbound during the post-event period through a comprehensive program of lane adjustments, traffic signal timing / phasing modifications, and street restrictions supplemented with signage and deployment of officers to monitor intersection operation. Vehicle access has been designed to maximize traffic flow in and out of the Stadium area, thereby minimizing the overall period of congestion for all users while retaining local traffic needs and minimizing conflict points between Stadium and non-Stadium traffic. In addition, for events with above 20,000 attendees, the section of Tasman Drive immediately adjacent to the Stadium, between Convention Center Circle east to Centennial Boulevard, may be closed to all vehicular traffic providing a pedestrian zone for Stadium patrons arriving from or departing to VTA light rail or walking to and from off-site parking facilities. Further, during vehicle ingress, the north side of Tasman Drive between Great America Parkway and Convention Center Circle (i.e., westbound Tasman Drive) will be closed to all non-emergency vehicular traffic, extending the pedestrian zone for Stadium patrons walking from off-site parking facilities west of the Stadium. During vehicle egress, the south side of Tasman Drive between Great America Parkway and Convention Center Circle (i.e., eastbound Tasman Drive) will be closed to all non-emergency vehicular traffic, extending the pedestrian zone for Stadium patrons walking to off-site parking facilities west of the Stadium.

Access routes to and from Stadium parking facilities are illustrated in **Figures 5.1-1a** and **5.1-1b** for ingress and egress, respectively.

#### 5.1.1 Vehicle Ingress

In the hours prior to the start of any Stadium event, the surrounding transportation network is to be adjusted to allow for efficient ingress into designated parking facilities. The details associated with the traffic plan for vehicle ingress includes:

##### Hours of Implementation

Based on historical behavior at Candlestick Point and Levi's Stadium, fans typically arrive at parking facilities over five hours prior to the start of a regular-season Sunday afternoon game. Thus, for regular-season Sunday afternoon games, the vehicle ingress portion of the TMOP should be implemented five hours prior to the start of a game. However, as part of the Stadium's Conditions of Approval, tailgating activities shall not occur prior to 9:00 AM on game days in the Great America Theme Park parking lot, or Stadium parking areas within the Stadium security perimeter (i.e., Lots 1, 2, 3, 4, 7, 10, 11, and 12). These parking areas will be barricaded and staffed until 9:00 AM to preclude event attendees from arriving before 9:00 AM. Thus, access to these specific locations will be prohibited prior to 9:00 AM for regular-season Sunday afternoon games. However, it should be noted that this policy is subject to change based on the discretion of the Santa Clara Chief of Police, or his/her designee.

For events of smaller size, the hours of implementation of the TMOP should be scaled appropriately per the findings of section 4.0. For weekday evening events, the hours of implementation of the TMOP should be in accordance with the findings of section 6.0.

### Directional Signage

The vehicle ingress plan associated with the TMOP shall include signage to direct patrons to the Stadium parking facilities. It is anticipated that over 60 percent of Stadium patrons will have assigned parking lots to park in, and in some cases, assigned spaces within assigned parking lots to park in. The remaining 40 percent of Stadium patrons without assigned parking lots will park in general admission parking lots. Directional signage shall be placed throughout the Stadium area to clearly identify routes to specific assigned parking lots, as well as general admission cash-only lots. The location of each sign throughout the Stadium area is illustrated in **Figure 5.1-2**.

### Changeable Message Signs

As arrival to some of the Stadium's parking facilities can be expected to begin over five hours prior to the start of a regular-season Sunday afternoon game, changeable message signs must be in place and functioning no less than six hours prior to a start of a game. For events of smaller size, the schedule for deployment of changeable message signs should be scaled appropriately per the findings of section 4.0.

Each sign shall notify motorists of Stadium activity, and suggest alternate routes for other land uses. The location of each sign is provided in **Figure 5.1-3**. Further, it should be noted that four days in advance of an event, additional changeable message signs are to be placed at key locations (e.g., nearby freeway ramps and key roadways) to warn drivers to expect traffic congestion due to Stadium-related traffic. Signs will indicate the day and time of the game, warn drivers that substantial congestion is expected, and recommend alternative routes using other freeway ramps or streets to avoid Stadium-related traffic.





Figure 5.1-1a: Vehicular Paths of Travel – Ingress





Figure 5.1-1b: Vehicular Paths of Travel – Egress







Figure 5.1-2: Detailed Gameday Signage

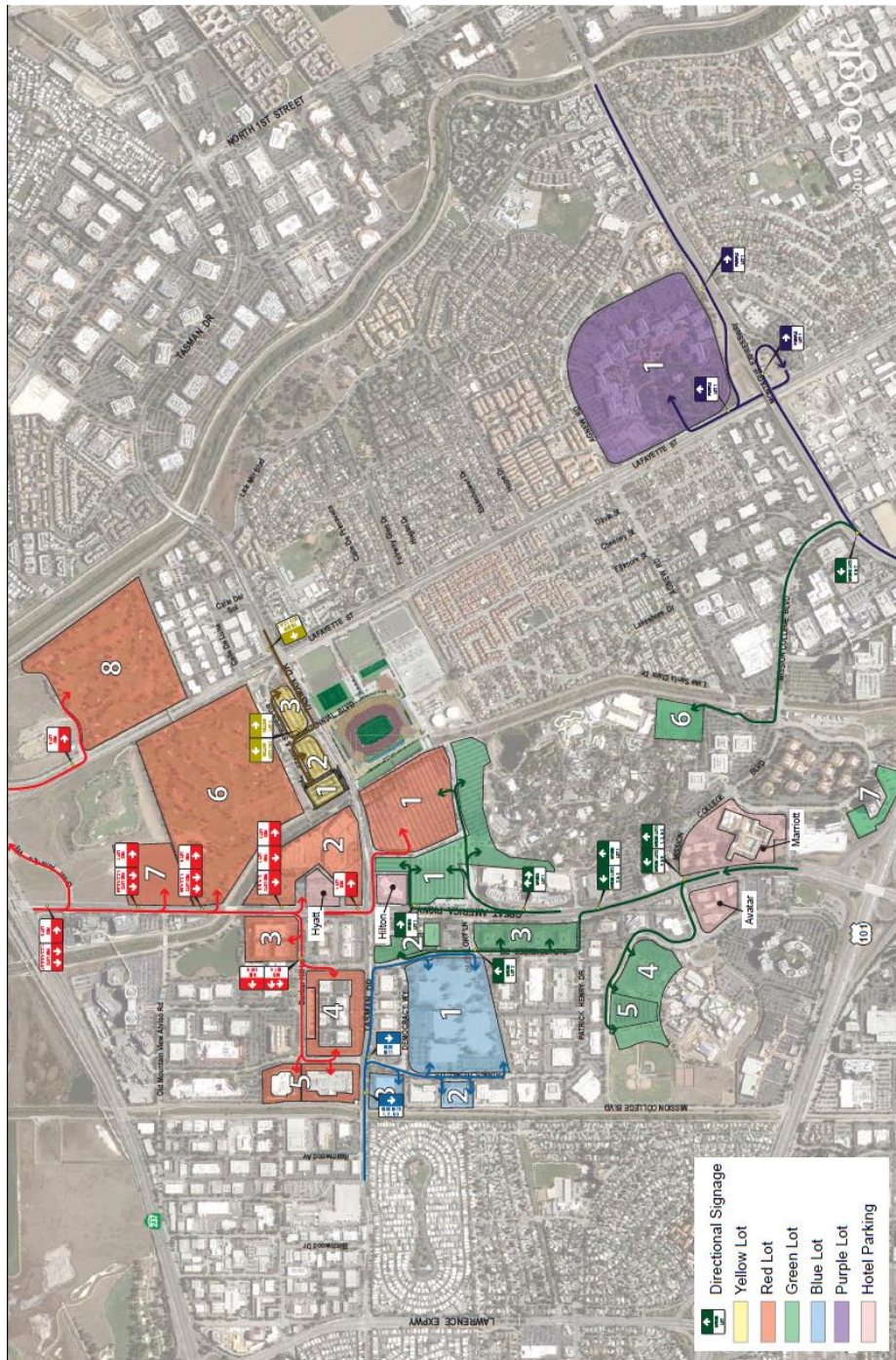
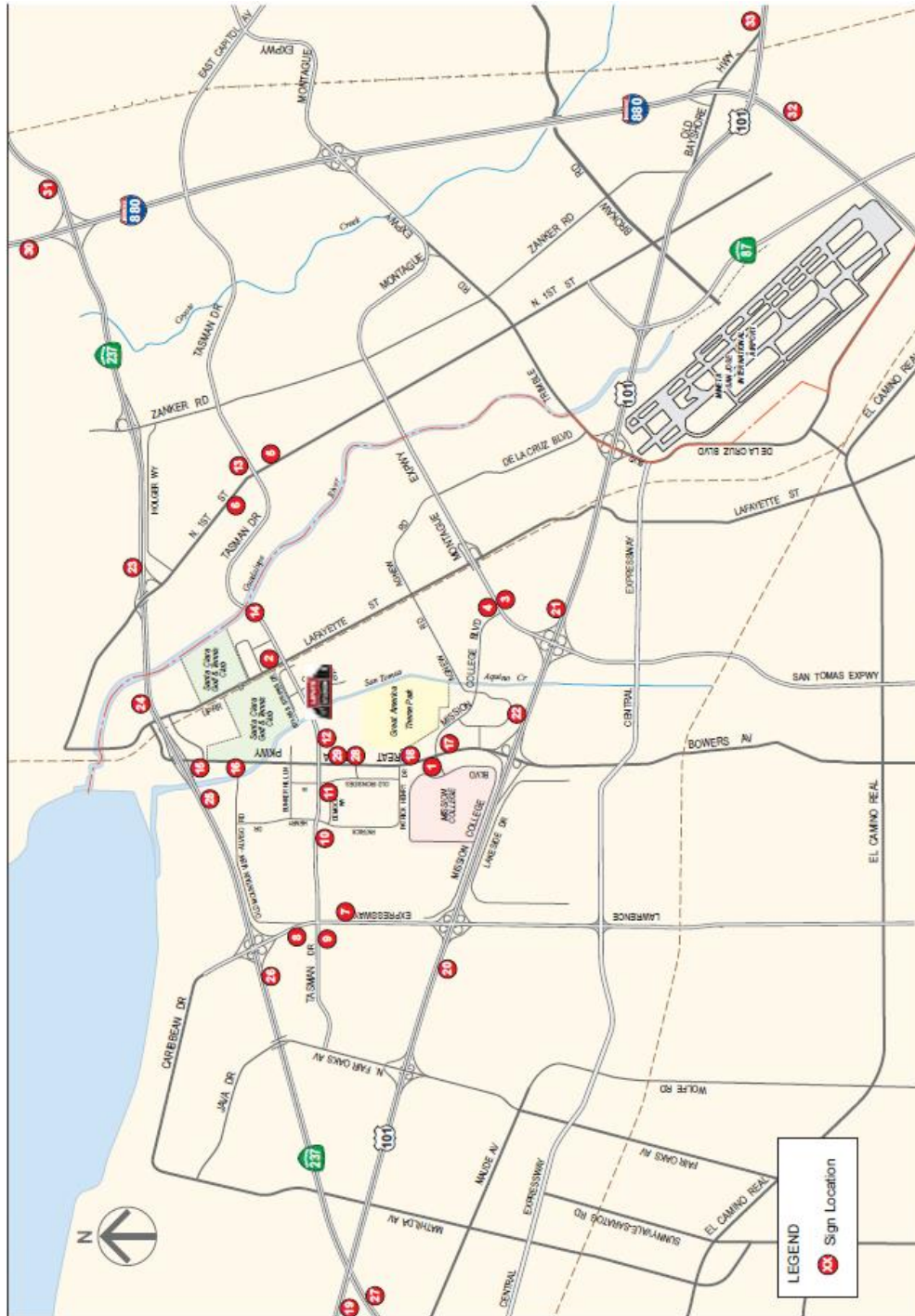


Figure 5.1-3: Advance Event Message Signs







Road Restrictions and On-Street Parking Restrictions

As discussed in section 2.2.2, some roadways shall be closed to all motorists, and others shall be restricted to motorists who are local residents. Many of the road restrictions will include residential streets – ensuring that Stadium traffic does not negatively affect local residents. These roadways include:

Event-related vehicle access restriction and on-street parking restriction:

- Calle De Primavera;
- Fairway Glen Drive;
- Hogan Drive;
- Eisenhower Drive;
- Hope Drive;
- Agnew Road;
- Bassett Street;
- Davis Street;
- Cheeney Street;
- Fillmore Street;
- Lakeshore Drive;
- Lake Santa Clara Drive;
- Reamwood Avenue;
- Birchwood Drive;
- Adobe Wells Mobile Home Park Access;
- Palamos Avenue;
- Sandia Avenue;
- Bridgewood Way;
- Wildwood Avenue;
- Stars and Stripes Drive;
- Centennial Boulevard;
- Renaissance Drive; and
- Democracy Way.

On-street parking restriction only:

- Lick Mill Boulevard;
- Lafayette Street;
- Freedom Circle;
- Mission College Boulevard;
- Hitchborn Drive;
- Our Lady's Way;
- Patrick Henry Drive;
- Old Ironsides Drive;
- Old Glory Lane;
- Betsy Ross Drive;
- Bunker Hill Lane;
- Stars and Stripes Drive;
- Democracy Way;
- Calle Del Sol;
- Calle De Luna; and
- Calle Del Mundo.

As arrival to some of the Stadium’s parking facilities can be expected to begin over five hours prior to the start of a regular-season Sunday afternoon game, roadway restrictions must be implemented no less than six hours prior to a start of a game. For events of smaller size, the schedule for road restrictions and on-street parking restrictions should be scaled appropriately per the findings of section 4.0.

A hierarchy of solutions are to be implemented, based on the extent to which neighborhood intrusion occurs:

1. Initially, cones and “ROAD CLOSED TO STADIUM TRAFFIC” signs shall be placed at the appropriate residential streets.
2. Should unacceptable levels of neighborhood intrusion occur, curbside signage shall be provided noting that on-street parking is prohibited for Stadium traffic, in addition to the placement of cones and “ROAD CLOSED TO STADIUM TRAFFIC” signs.
3. Should unacceptable levels of neighborhood intrusion continue to occur, officers will be assigned to neighborhood entrances to monitor all vehicle entry to residential streets, in addition to the placement of cones, “ROAD CLOSED TO STADIUM TRAFFIC” signs, and curbside signage.
4. Finally, should unacceptable levels of neighborhood intrusion continue to occur, a Residential Permit Parking program may be instituted if requested by the impacted neighborhoods, and should the affected city concur. In addition to the placement of cones, “ROAD CLOSED TO STADIUM TRAFFIC signs, curbside signage,

and the assignment of officers to monitor vehicle entry, signage noting that the area is designated for Residential Permit Parking only shall be installed.

Additionally, certain roadways will be marked for restricted parking and/or tow away zones. These roadways shall include Patrick Henry Drive, Old Ironsides Road, Bunker Hill Lane, and Democracy Way, which will be designated for Charter Bus staging, and Lafayette Street, which is to be used by residents only. Implementation of these parking restrictions should be done by way of signage along the curb, stating that parking is prohibited on specific Stadium operation dates.

#### Officer Monitored Intersections

A number of intersections in the vicinity of the Stadium that will include lane adjustments as part of the TMOP traffic ingress plan will include officers to monitor traffic flow. Officers would not manually direct traffic flow; traffic signals at each intersection will continue to operate with signal timing optimized for movements carrying Stadium traffic. However, it should be noted that traffic control priority will be for light rail, and no manual operations of traffic signals are planned.

The duty of each officer stationed at an intersection is to ensure that motorists and pedestrians continue to observe their designated signal crossing times, as well as ensure that prohibited movements do not occur (e.g., turns into residential neighborhoods). Each intersection, and the proposed number of officers assigned to manage the event day traffic flow, are listed below:

- Great America Parkway / SR-237 Ramps (requires two officers);
- Great America Parkway / Great America Way (no officers required);
- Great America Parkway / Old Mountain View–Alviso Road (requires one officer);
- Great America Parkway / Bunker Hill Lane (requires one officer);
- Great America Parkway / Tasman Drive (requires three officers);
- Great America Parkway / Stadium North Driveway (requires one officer, post-event only);
- Great America Parkway / Old Glory Lane (requires three officers);
- Great America Parkway / Patrick Henry Drive (requires two officers);
- Great America Parkway / Mission College Boulevard (requires three officers);
- Great America Parkway / Our Lady Way (no officers required);
- Great America Parkway / U.S. 101 Northbound Ramps (one officer required);
- Great America Parkway / U.S. 101 Southbound Ramps (one officer required);
- Lawrence Expressway / Tasman Drive (requires two officers);
- Lawrence Expressway / Sandia Avenue (requires two officers);
- Patrick Henry Drive / Tasman Drive (requires two officers);
- Old Ironsides Drive / Tasman Drive (requires two officers);
- Convention Circle / Tasman Drive (requires one officer);
- Tasman Drive at-grade crossing (requires two officers);
- Centennial Boulevard / Tasman Drive (requires two officers);
- Calle Del Sol / Tasman Drive (requires two officers);
- Calle Del Sol / Calle De Luna (requires one officer);
- Lafayette Street / Calle De Luna (requires one officer);
- Lick Mill Boulevard / Tasman Drive (requires one officer);
- North 1st Street / Tasman Drive (requires two officers);



- Lafayette Street / Hogan Drive (no officers required);
- Marriott Parking Access / Mission College Boulevard (requires one officer);
- Freedom Circle / Agnew Road / Mission College Boulevard (requires one officer); and,
- Montague Expressway / Mission College Boulevard (requires two officers).

The locations of officer-monitored intersections are illustrated in **Figure 5.1-4**.

#### Lane Delineation (coning)

A number of intersections in the vicinity of the Stadium will require lane adjustments, including the restriction of some turning movements and lane restrictions. These adjustments will allow for the most efficient flow of vehicles into the Stadium area, while minimizing conflicts with pedestrians.

The majority of these lane adjustments will be implemented using cones and temporary barricades, which minimizes the required setup and takedown time and allow for easy modifications as needed to permit access for special vehicles and non-Stadium traffic. At officer-monitored intersections, the deployment of traffic monitoring personnel will supplement coning in the enforcement of the designated lane changes. The lane adjustments to be implemented during the vehicle ingress period are illustrated in **Figure 5.1-4**.

#### Traffic Signal Timing/Phasing Modifications

A number of intersections will require adjustments to traffic control devices during event periods. In particular, it will be necessary to adjust signal timing at intersections near the Stadium (including some of the intersections with lane adjustments and / or officer monitoring) during the vehicle ingress period to accommodate heavy inbound traffic flows towards the Stadium. A special event-day signal plan containing all the necessary timing and phasing adjustments will be developed for use during events and will be implemented either in the field by officers, from the Stadium's Traffic Operations Center, or from the Traffic Operations Center at the Santa Clara City Hall. However, as noted, traffic control priority will be for light rail, and no manual operations of traffic signals are planned.

While some intersections would see major changes in timing and phasing for traffic, light rail phasing at all intersections along Tasman Drive will be retained (with some modifications, if required) to facilitate light rail operations through the Stadium area. Some pedestrian phases at specific intersections along major event-day traffic routes will be temporarily deactivated to eliminate potential vehicular-pedestrian conflicts, which could both present safety issues for pedestrians and substantially affect traffic flow to and from the Stadium. The locations of allowable pedestrian crossings during events are illustrated in **Figure 5.1-5**. These signal modifications will be supplemented by the presence of the officers deployed throughout the Stadium area, who will be directed to facilitate pedestrian and bicycle access in coordination with VTA's light rail operations as needed to ensure the safety of all roadway users, whether Stadium-related or not. In particular, it may be occasionally necessary to prematurely terminate conflicting traffic phases at some intersections to facilitate the movement of pedestrians and light rail trains into and out of the area. Officers stationed at these intersections would serve to reinforce these signal timing changes by flushing out vehicles stranded in the intersection and keeping light rail tracks and crosswalks clear and unobstructed. **Table 5.1-1** summarizes the intersection vehicle turning movements and signal phases that will remain active during the vehicle ingress period.

**Figure 5.1-4: Proposed Inbound Lane Configurations and Control**

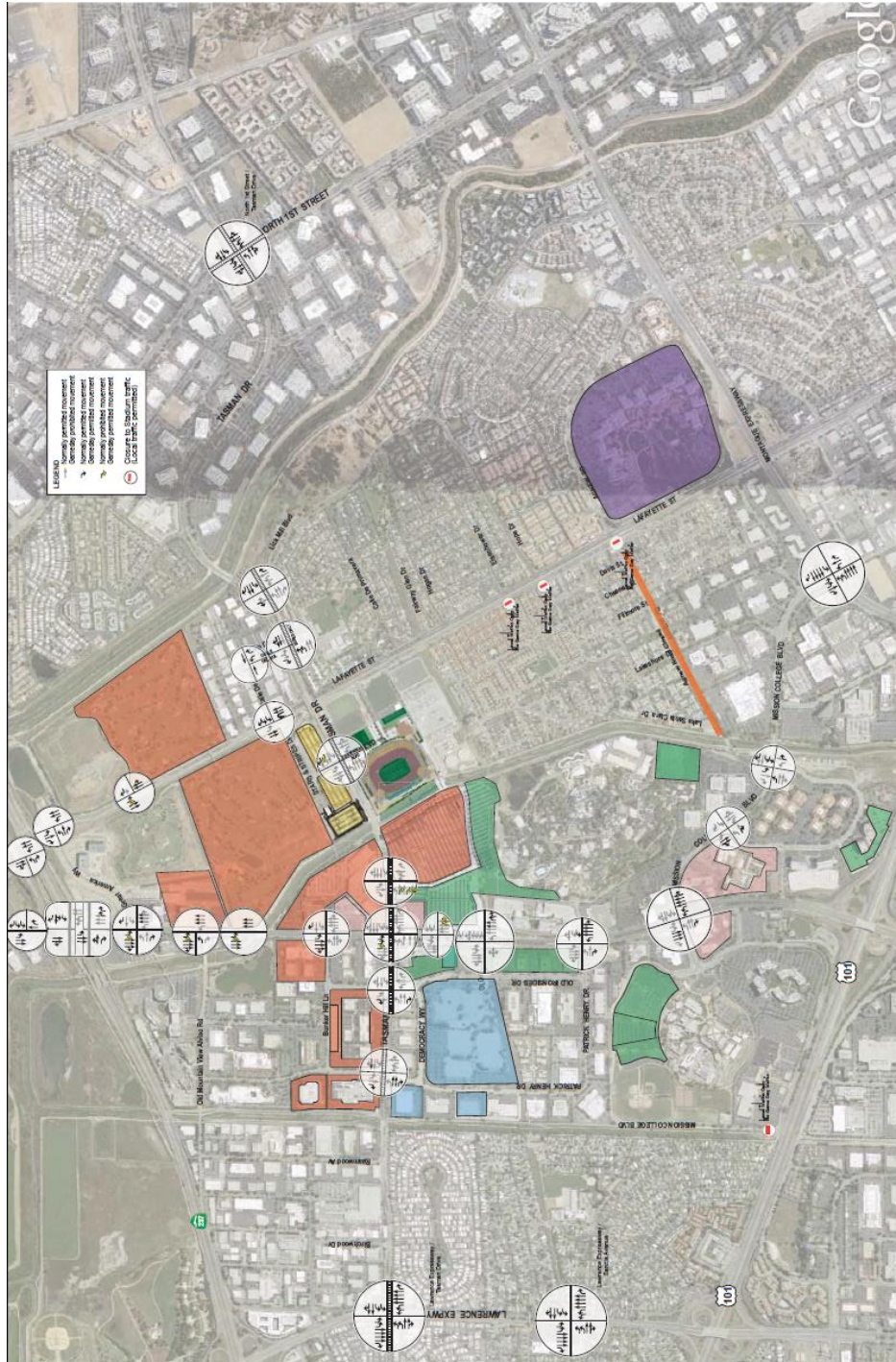
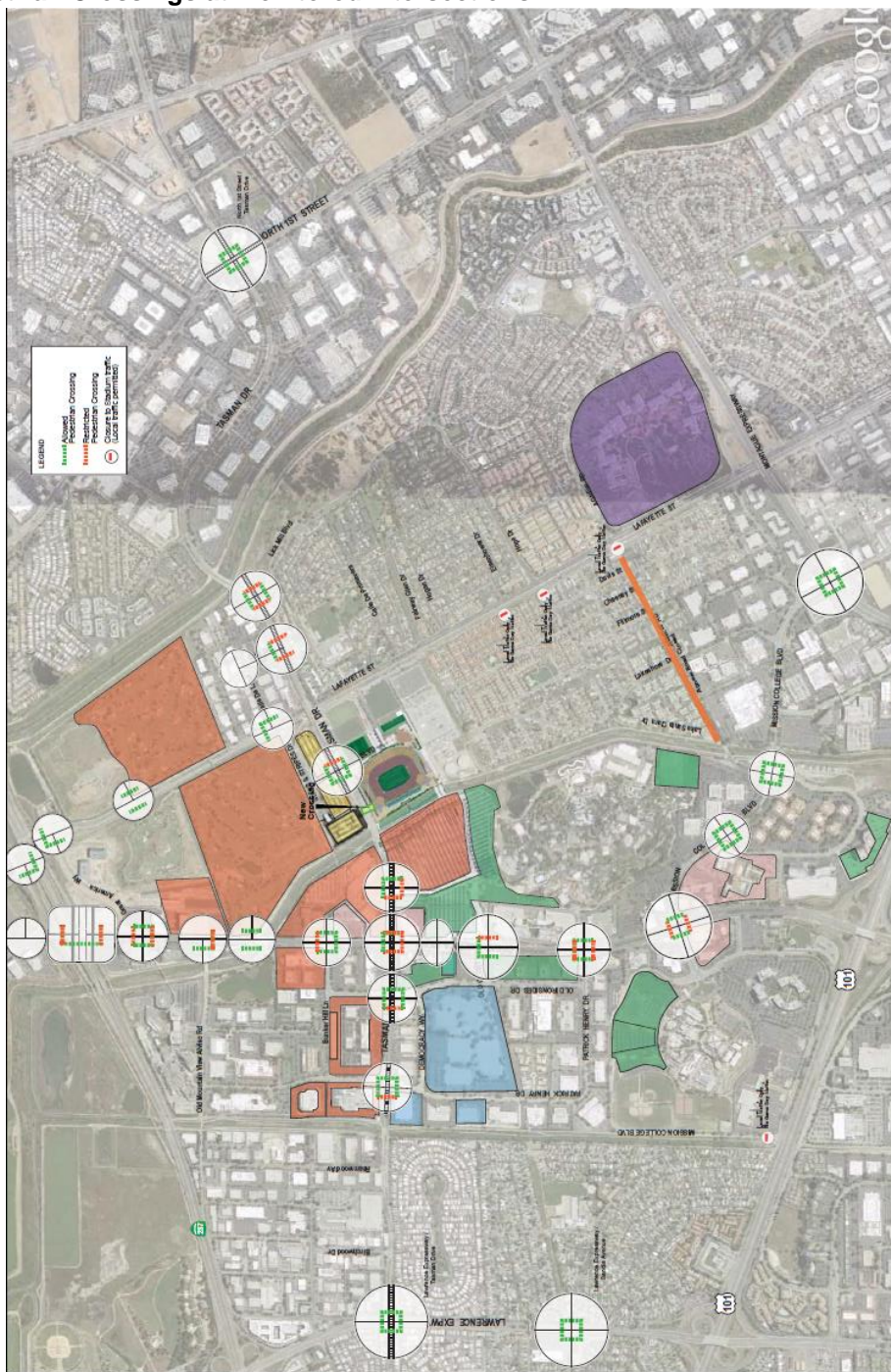




Figure 5.1-5: Pedestrian Crossings at Monitored Intersections



**Table 5.1-1: Signal Phasing Modifications – Vehicle Ingress**

Intersection	Active Traffic Phases / Movements								Active Pedestrian Phases			
	NBL	NBTR	SBL	SBTR	EBL	EBTR	WBL	WBTR	North (E-W)	South (E-W)	East (N-S)	West (N-S)
Great America Parkway / SR-237 Westbound Ramps				X			X	X				X
Great America Parkway / SR-237 Eastbound Ramps		X	X	X		X						X
Great America Parkway / Great America Way		X	X	X		X		X			X	X
Great America Parkway / Old Mountain View–Alviso Road		X	X	X		X						X
Great America Parkway / Bunker Hill Lane			X	X				X		X	X	X
Great America Parkway / Tasman Drive			X						X			
Great America Parkway / Old Glory Lane		X							X			X
Great America Parkway / Patrick Henry Drive	X	X				X	X				X	X
Great America Parkway / Mission College Boulevard	X	X		X		X					X	X
Patrick Henry Drive / Tasman Drive				X		X		X	X	X	X	
Old Ironsides Drive / Tasman Drive				X		X			X	X	X	
Convention Circle / Tasman Drive						X			X	X	X	
Centennial Boulevard / Tasman Drive								X	X	X		X
Calle Del Sol / Tasman Drive				X	X			X	X			
Calle Del Sol / Calle De Luna	X	X				X		X				
Lafayette Street / Calle De Luna	X	X		X			X	X	X		X	
Lick Mill Boulevard / Tasman Drive		X		X			X	X	X	X		
North 1 <sup>st</sup> Street / Tasman Drive	X	X	X	X	X	X	X	X	X	X	X	X
Marriott Parking Access / Mission College Boulevard		X				X	X		X	X	X	X
Freedom Circle / Agnew Road / Mission College Boulevard		X	X		X		X	X	X	X	X	X
Mission College Boulevard / Montague Expressway	X	X	X	X	X	X	X	X	X	X	X	X
Lawrence Expressway / Tasman Drive	X	X	X	X	X	X	X	X	X	X	X	X
Lawrence Expressway / Sandia Avenue	X	X	X	X	X	X	X	X	X	X	X	X

Source: AECOM, 2014.

Notes: X = Active Phase / Movement

■ = Non-existent movement or crossing



### Traffic Control Center Coordination

A traffic control center within Levi's® Stadium is used to manually manage traffic signal operations to better accommodate traffic needs. Manual management of signal operations is possible at intersections with updated signal controller cabinets, surveillance cameras, traffic signal fiberoptic interconnection conduits and cables, and associated communications upgrades. Per the CEQA Findings and Statement of Overriding Considerations associated with the 49ers Santa Clara Stadium Project, the following intersections were identified as requiring upgrades:

- Great America Parkway / Great America Way;
- Great America Parkway / Alviso Road;
- Great America Parkway / Bunker Hill Lane;
- Great America Parkway / Tasman Drive;
- Great America Parkway / Old Glory Lane;
- Great America Parkway / Patrick Henry Drive;
- Great America Parkway / Mission College Boulevard;
- Lawrence Expressway / Tasman Drive;
- Lafayette Street / Great America Way;
- North First Street / Montague Expressway;
- Zanker Road / Montague Expressway;
- O'Toole Avenue / Montague Expressway;
- Trade Zone Boulevard / Montague Expressway;
- North First Street / SR 237;
- Great America Parkway / SR 237;
- I-880 NB / Tasman Drive; and
- Abbott Avenue / Calaveras Boulevard.

Additionally, per the Stadium Development Permit, traffic signal controller cabinets, surveillance cameras, traffic signal fiberoptic interconnection conduits and cables, and associated communications upgrades shall be installed at locations identified in this TMOP within the area bounded by SR 237 to the north, U.S. 101 to the south, Calabazas Creek to the west, and the Guadalupe River to the east. Specifically, upgrades were made at the following locations:

- Patrick Henry Drive / Tasman Drive;
- Old Ironsides Drive / Tasman Drive;
- Convention Center Circle / Tasman Drive;
- Centennial Boulevard / Tasman Drive;
- Calle Del Sol / Tasman Drive;
- Lick Mill Boulevard / Tasman Drive;
- Freedom Circle (West) / Mission College Boulevard;
- Freedom Circle (East) / Agnew Road / Mission College Boulevard;

The location of all intersection receiving upgraded traffic signal controller cabinets, surveillance cameras, traffic signal fiberoptic interconnection conduits and cables, and associated communications upgrades is shown in **Figure 5.1-6**.



Encroachment Permits

Encroachment permits are required to place equipment and modify access/controls within other jurisdictions' rights of way. These jurisdictions (aside from the City of Santa Clara) include the City of San Jose, City of Sunnyvale, VTA, and Caltrans. Encroachment permits, including the relevant jurisdictions, are summarized in **Table 5.1-2**.

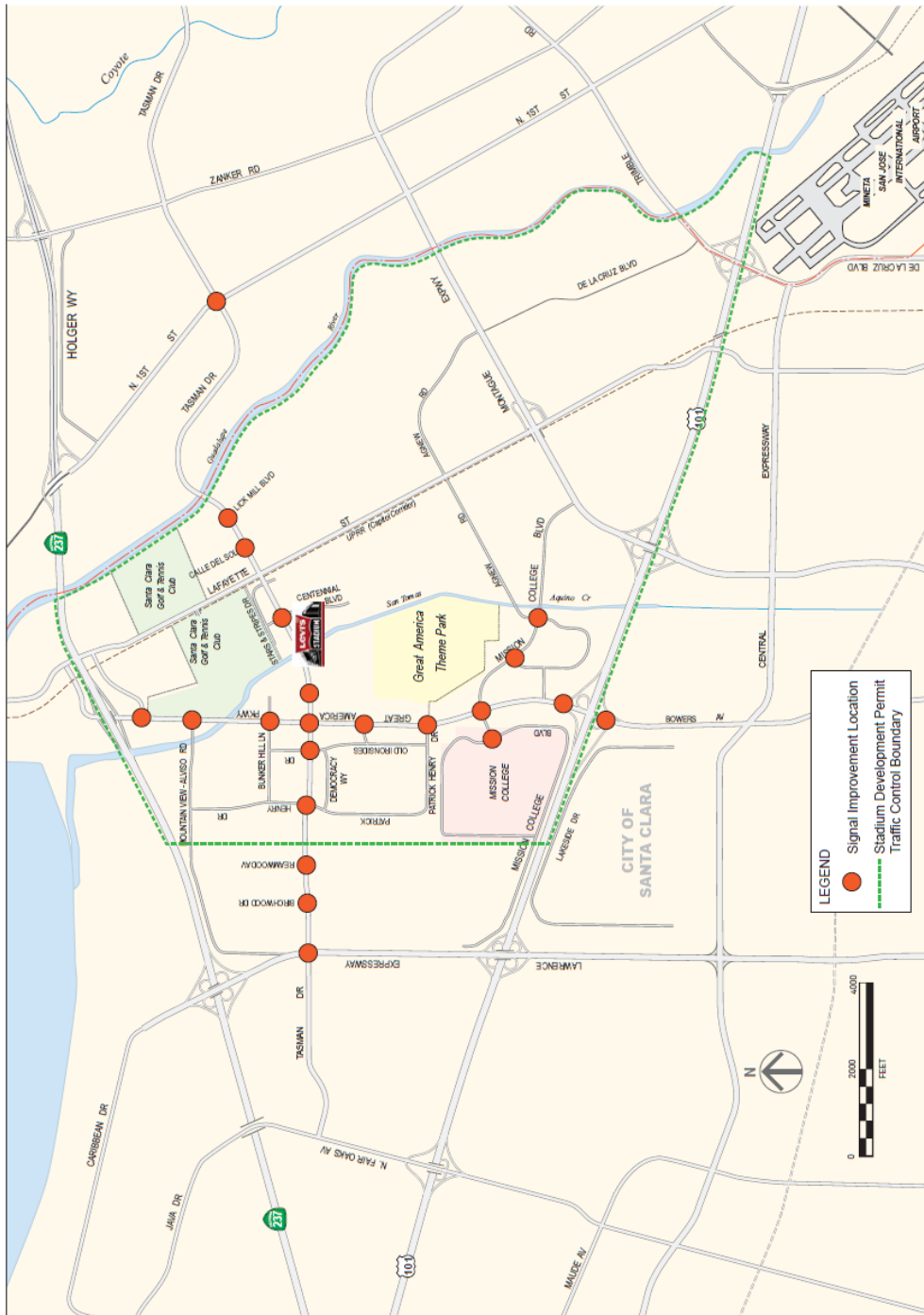
**Table 5.1-2: Encroachment Permit Needs**

Location	Item	Jurisdiction
SR 237 at Great America Parkway	Changeable Message Signs (2)	Caltrans
U.S. 101 at Great America Parkway	Changeable Message Signs (1)	Caltrans
U.S. 101 at Lawrence Expressway	Changeable Message Signs (1)	Caltrans
U.S. 101 at Montague Expressway	Changeable Message Signs (1)	Caltrans
I-880 / U.S. 101 Interchange	Changeable Message Signs (2)	Caltrans
I-880 / SR 237 Interchange	Changeable Message Signs (2)	Caltrans
U.S. 101 / SR 237 Interchange	Changeable Message Signs (2)	Caltrans
SR 237 at Lawrence Expressway	Changeable Message Signs (1)	Caltrans
SR 237 at North 1 <sup>st</sup> Street	Changeable Message Signs (1)	Caltrans
Reamwood Avenue / Tasman Drive	Roadway restriction, Traffic Monitoring Officer (1)	City of Sunnyvale
Adobe Wells Entrance / Tasman Drive	Roadway restriction	City of Sunnyvale
Birchwood Drive / Tasman Drive	Roadway restriction, Traffic Monitoring Officer (1)	City of Sunnyvale
Lawrence Expressway / Tasman Drive	Traffic Monitoring Officer (1)	Santa Clara County
Lawrence Expressway / Tasman Drive	Changeable Message Signs (3)	Santa Clara County
Lawrence Expressway / Sandia Avenue	Traffic Monitoring Officer (1)	Santa Clara County
Tasman Drive, Lawrence Expressway to North 1 <sup>st</sup> Street	Signal Coordination	Santa Clara County
North 1 <sup>st</sup> Street / Tasman Drive	Traffic Monitoring Officer (1)	City of San Jose
Tasman Drive, adjacent to Stadium	New at-grade crossing	VTA
Great America VTA Station	Mid-Block Crossing Gate Operator	VTA

It should be added that all non-VTA personnel stationed, or working in the vicinity of VTA light rail tracks will have received VTA safety training. This training will come as part of a Rail Access Permit issued to the 49ers.



Figure 5.1-6: Traffic Signal Improvement Locations



## Jurisdictional Permissions

To implement the proposed intersection adjustments on event days, the City of Santa Clara Traffic Engineer will obtain permissions based on the jurisdiction a specific intersection falls under. Intersections that require adjustment per TMOP are sorted by jurisdiction below:

### *Caltrans, Santa Clara County, City of San Jose:*

- Changeable Message Signs:
  - S.R. 237 approaching U.S. 101 eastbound;
  - S.R. 237 approaching Lawrence Expressway eastbound;
  - S.R. 237 approaching Great America Parkway eastbound;
  - S.R. 237 approaching Great America Parkway westbound;
  - S.R. 237 approaching I-880 westbound;
  - U.S. 101 approaching S.R. 237 eastbound;
  - U.S. 101 approaching Lawrence Expressway eastbound;
  - U.S. 101 approaching Great America Parkway westbound;
  - U.S. 101 approaching Montague Expressway westbound;
  - U.S. 101 approaching I-880 westbound;
  - I-880 approaching U.S. 101 northbound;
  - I-880 approaching S.R. 237 southbound
  - Lawrence Expressway / Tasman Drive;
  - North 1<sup>st</sup> Street / Tasman Drive; and
  - Montague Expressway / Mission College Boulevard.
- Cones, temporary barricades, signal adjustments, directional signage:
  - Reamwood Avenue at Tasman Drive;
  - Adobe Wells Mobile Home Park Access at Tasman Drive;
  - Birchwood Drive at Tasman Drive;
  - Wildwood Avenue at Mission College Boulevard;
  - Lawrence Expressway / Tasman Drive;
  - Lawrence Expressway / Sandia Avenue;
  - Lawrence Expressway / Sandia Avenue; and
  - Montague Expressway / Mission College Boulevard.

### *City of Santa Clara:*

- Cones, temporary barricades, signal adjustments, directional signage:
  - Great America Parkway / SR-237 Ramps;
  - Great America Parkway / Great America Way;
  - Great America Parkway / Old Mountain View Alviso Road;
  - Great America Parkway / Bunker Hill Lane;
  - Great America Parkway / Tasman Drive;
  - Great America Parkway / Stadium North Driveway;
  - Great America Parkway / Old Glory Lane;
  - Great America Parkway / Patrick Henry Drive;
  - Great America Parkway / Mission College Boulevard;
  - Great America Parkway / Our Lady Way;



- Patrick Henry Drive / Tasman Drive;
- Old Ironsides Drive / Tasman Drive;
- Convention Circle / Tasman Drive;
- Centennial Boulevard / Tasman Drive;
- Calle Del Sol / Tasman Drive;
- Calle Del Sol / Calle De Luna;
- Lafayette Street / Calle De Luna;
- Lick Mill Boulevard / Tasman Drive;
- North 1st Street / Tasman Drive;
- Marriott Parking Access / Mission College Boulevard;
- Freedom Circle / Agnew Road / Mission College Boulevard;
- Roadway Restriction to Event Traffic:
  - Calle De Primavera at Lafayette Street;
  - Fairway Glen Drive at Lafayette Street;
  - Hogan Drive at Lafayette Street;
  - Eisenhower Drive at Lafayette Street;
  - Hope Drive at Lafayette Street;
  - Basset Street at Agnew Road;
  - Davis Street at Agnew Road;
  - Cheeney Street at Agnew Road;
  - Fillmore Street at Agnew Road;
  - Hunter Place at Agnew Road;
  - Lakeshore Drive at Agnew Road;
  - Lake Santa Clara Drive at Agnew Road; and
  - Agnew Road at Lafayette Street.

#### Access to Area Properties (employees, neighborhoods, golf course, etc)

In order to provide access to owners, employees, business patrons, and other users of neighboring properties during event periods, in locations where lane configurations have been adjusted and roadways have been closed, employees and patrons of local businesses, as well as local residents, will continue to have access to their properties. Ingress and egress of non-Stadium traffic will be facilitated by the presence of officers and stadium staff stationed at key intersections surrounding the Stadium. Officers will be directed to prioritize this non-Stadium traffic to minimize the impacts of Stadium events (and associated roadway restrictions and traffic congestion) on neighboring stakeholders.

#### Parking Locations

Arrival at some of the Stadium's parking facilities can be expected to begin as early as 9:00 am for a regular-season Sunday afternoon game. As such, all Stadium parking facilities must be clearly marked prior to 9:00 am. For events of smaller size, the schedule for deployment of parking lot signage should be scaled appropriately per the findings of section 4.0. However, it should be noted that this policy is subject to change based on the discretion of the Santa Clara Chief of Police, or his/her designee.

Stadium staff will be present at these locations throughout the duration of the pre-event, event, and post-event periods to provide Stadium patrons with directional guidance and to assist patrons with disabilities in securing shuttle access to the Stadium.

### Non-TMOP Parking Facilities

Measures to protect property owners from parking intrusion by Stadium patrons are described in Section 5.5.1.

### Passenger Drop-Off / Pick-Up Area

The defined location for passenger drop-off and pick-up can vary for events. The largest variance comes between NFL and Non-NFL events at Levi's Stadium. For 49ers home games, two locations have been identified for use. Patrons looking to drop-off and pick-up on the west side of Levi's Stadium can do so at Betsy Ross Drive and Bunker Hill Lane. Patrons accessing the east side of Levi's Stadium can utilize the Calle De Luna for drop-off and pick-up.

During Non-NFL events, the locations utilized during 49ers home games will be activated. However, depending on the nature of the event, additional locations may be activated. For example, during concerts that are expected to attract many young patrons that will be dropped off and picked up, contracted parking lots would be converted into larger drop-off and pick-up locations. The size and scope would be scaled appropriately depending on the demand. In instances such as this, additional communication takes place via website, email blasts, and flyers handed out upon dropping off for pick up directions.

### Outreach and Education

Season ticket holders and general admission patrons/parkers will be able to access transportation, transit, and parking information via a number of different methods. To ensure that these patrons, as well as area residents, businesses, and transit users are informed of event day occurrences and operations, the Stadium Manager shall disseminate educational travel information to all parties. Public awareness and communications strategies for implementation include:

- Education upon ticket purchase and/or with tickets;
- Brochures and mailers to area residents and local businesses;
- Press releases and media alerts;
- Telephone hotline;
- Web-based dissemination via social media and cell phone application;
- Information posted on VTA light rail trains and buses; and
- Stadium Stakeholders Group meetings.

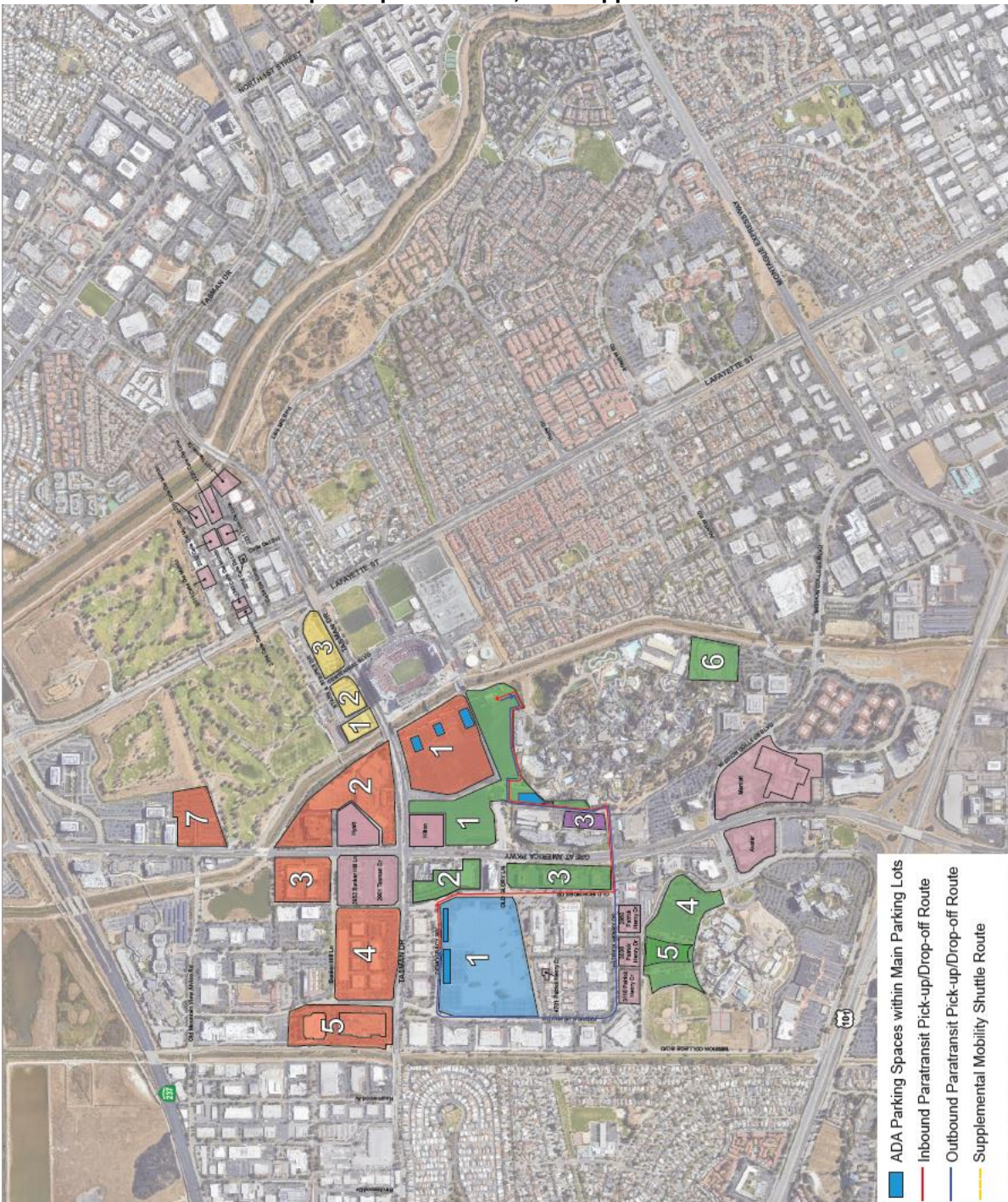
#### **5.1.2 Vehicle Egress**

Prior to the end of any given Stadium event, the traffic plan for vehicular ingress will be modified to optimize traffic flow away from the area. The details associated with the traffic plan for vehicle egress includes:





Figure 5.1-7: Paratransit and Pick-up / Drop-off Routes, and Supplemental





### Hours of Implementation

Post-game traffic changes will be in effect up to three hours following game end to facilitate vehicle egress for Stadium patrons. Similar to vehicle ingress, the hours of implementation of the TMOP's traffic changes related to vehicle egress will be scaled appropriately for events of smaller size (as described in Section 4.0) or weekday evening events (Section 6.0).

### Directional Signage

Specific egress routes will be designated for each event-day parking facility in order to optimize the distribution of post-event traffic in all four directions and into the roadway network serving the Stadium, generally following the same route as the ingress route. Similarly to the ingress period, directional signage will be placed to assist motorists exiting the area during the Stadium egress period.

### Changeable Message Signs

The changeable message signs described in Section 5.1.1 will remain in effect through the post-event period to minimize entry in to the Stadium area by non-Stadium traffic and optimize traffic flow away from the Stadium. The signs are relocated and messaging adjusted to reflected desired traffic patterns and information.

### Road Restrictions and On-Street Parking Restrictions

The street restrictions and on-street parking restrictions described in Section 5.1.1 will remain in effect through the post-event period to contain and direct Stadium traffic.

### Officer Monitored Intersections

Officers assigned to the intersections listed in Section 5.1.1 will remain at their post through the post-event period to optimize Stadium vehicle egress, until such a time that traffic congestion returns to ambient levels.

### Lane Delineation (coning)

The lane adjustments to be implemented during the vehicle egress period are illustrated in **Figure 5.1-8**.

At approximately halftime during a Stadium gameday (or the equivalent half-way mark for other Stadium events), traffic monitoring personnel deployed at intersections will begin implementing the required lane adjustments for the vehicle egress period, starting with the areas furthest from the Stadium. Any changes to lane adjustments at intersections without officer monitoring are expected to be executed by traffic monitoring personnel stationed at the next closest intersection.

### Traffic Signal Timing/Phasing Modifications

At approximately halftime during a Stadium gameday (or the equivalent half-way mark for other Stadium events), a specialized signal plan for vehicle egress will enter into effect. Similar to the vehicle ingress signal plan, the vehicle egress signal plan will implement a series of timing and phasing modifications at Stadium area intersections to facilitate traffic flow away from the Stadium along the designated egress routes.



**Table 5.1-3** summarizes the intersection vehicle turning movements and signal phases that will remain active during the vehicle egress period. As with vehicle ingress, pedestrian phasing at all intersections and light rail phasing at all intersections along Tasman Drive will be retained to facilitate pedestrian access and light rail operations.

#### Traffic Control Center Coordination

Remote traffic signal coordination as described in Section 5.1.1 will apply during the Stadium vehicle egress period.

#### Encroachment Permits

Encroachment permits as described in Section 5.1.1 will apply during the Stadium vehicle egress period.

#### Responsibilities

The responsibilities associated with intersection adjustments would remain the same for the vehicle egress period as for the vehicle ingress period.

#### Access to Area Properties (employees, neighborhoods, golf course, etc)

Access to neighboring properties would be retained and secured similar to the vehicle ingress period.

#### Parking Locations

Any directional signage to help Stadium patrons find their vehicles will remain in place for the duration of the event (and after its conclusion), and Stadium staff will continue to be present at these locations to facilitate patron needs. Following the end of the vehicle egress period, Stadium staff will remove any temporary Stadium-related signage. For events of smaller size, the schedule for parking lot use and Stadium staff deployment at these locations should be scaled appropriately per the findings of section 4.0.

#### Non-TMOP Parking Facilities

Measures to protect property owners from parking intrusion by Stadium patrons are described in Section 5.5.1.

#### Passenger Drop Off/Pick Up Area

The consolidated passenger pick-up and drop-off area for private vehicles and ADA paratransit vehicles, as described in Section 5.1.1 for vehicle ingress, would remain in effect through the duration of the event and post-event periods.

#### Counterflow Operations

Event egress counter-flow operations on Great America Parkway have been put in place for large scale events at Levi's Stadium. While the event is still in process (e.g. during NFL half-time), contracted labor and equipment is set up for egress operations at the direction of Levi's Stadium Management, SCPD and the command post.

During peak egress times, typically right at the end of the event, traffic directions are reversed in two northbound lanes on Great America Parkway between Old Glory Lane and Mission College Blvd. The number 1 and 2 lanes are reversed during this operation. During this period, the normal background traffic flowing northbound on Great America Parkway is restricted to either a left turn or a U-turn at Mission College Blvd. During the counter-flow operation,



employee shuttles and emergency vehicles are only allowed access northbound on Great America Parkway north of Mission College Blvd via controlled movements with security and public safety personnel at the affected intersections. Several issues must be taken into consideration during the counter-flow operations on this stretch of Great America Parkway. First, employees typically park in Purple Lot 3, which exits onto Great America Parkway from the east at Patrick Henry Drive. Security and public safety personnel must carefully control the interaction to allow this traffic to enter the counter-flow lanes. Secondly, pedestrians must be controlled at all sidewalks and intersections, which is typically done by security personnel with the assistance of public safety officers. Priority is given to vehicular traffic, especially at intersections further away from the stadium. It must also be considered during events in which shared use takes place of the Great America Theme Park parking lot how to allow access for their patrons, depending on the time of the operation. Traffic is also allowed for theme park visitors to pick up their guests of the park.

Counter-flow operations also take place on northbound Great America Parkway between Bunker Hill Lane and State Highway 237. During peak egress times at the end of an event, traffic directions are reversed in two southbound lanes on Great America Parkway from Highway 237 to Bunker Hill Lane. Security personnel are posted at all driveways exiting into the counter-flow lanes, prohibiting incorrect directional turns from those driveways. With this operation activated, cars from Red Lot 1 are afforded the opportunity to choose between exiting onto 237W or 237E at Bunker Hill Lane, by choosing the counter-flow or regular flow lanes. Guests exiting from Red Lot 3, Red Lot 4, Red Lot 5 and potentially Green Lot 2 and portions of Blue Lot 1, are afforded the opportunity to exit onto 237E by traveling on Old Mountain View/Alvisio Road or continuing in the counter-flow lanes to 237W. Guests exiting Red Lot 6 are afforded the opportunity to exit to 237E by remaining in the regular flow lanes on Great America Parkway northbound, or to Hwy 101 via Great America Way to southbound Lafayette Street to Montague Expressway. Electronic Portable Changeable Message Signs (PCMS) are placed at various points of choice to inform guests of their options.

Counter-flow operations will take place on Tasman westbound between Patrick Henry Drive and Lawrence Expressway, reversing traffic in the eastbound number one lane to flow westbound between the two streets. The number two lane will remain eastbound, allowing access for local Adobe Wells residents and guests during operation implementation. This plan allows a dedicated in and out access point for the residents, granting them a smoother and lesser impact during exit operations.

#### Outreach and Education

Outreach and education as described in Section 5.1.1 will apply during the Stadium vehicle egress period.

**Table 5.1-3: Signal Phasing Modifications – Vehicle Egress**

Intersection	Active Traffic Phases / Movements								Active Pedestrian Phases			
	NBL	NBTR	SBL	SBTR	EBL	EBTR	WBL	WBTR	North (E-W)	South (E-W)	East (N-S)	West (N-S)
Great America Parkway / SR-237 Westbound Ramps	X	X		X								X
Great America Parkway / SR-237 Eastbound Ramps		X			X							X
Great America Parkway / Great America Way		X			X		X				X	X
Great America Parkway / Old Mountain View–Alviso Road		X										X
Great America Parkway / Bunker Hill Lane		X					X		X	X	X	X
Great America Parkway / Tasman Drive	X						X		X			
Great America Parkway / Old Glory Lane							X		X			X
Great America Parkway / Patrick Henry Drive		X		X		X	X				X	X
Great America Parkway / Mission College Boulevard	X	X		X		X					X	X
Patrick Henry Drive / Tasman Drive	X						X		X	X	X	
Old Ironsides Drive / Tasman Drive		X					X		X	X	X	
Convention Circle / Tasman Drive	X								X	X	X	
Centennial Boulevard / Tasman Drive			X						X	X		X
Calle Del Sol / Tasman Drive			X			X	X		X			
Calle Del Sol / Calle De Luna	X	X				X	X					
Lafayette Street / Calle De Luna	X	X		X			X	X	X		X	
Lick Mill Boulevard / Tasman Drive		X		X		X	X		X	X		
North 1 <sup>st</sup> Street / Tasman Drive	X	X	X	X	X	X	X	X	X	X	X	X
Marriott Parking Access / Mission College Boulevard		X	X			X			X	X	X	X
Freedom Circle / Agnew Road / Mission College Boulevard		X	X			X			X	X	X	X
Mission College Boulevard / Montague Expressway	X	X	X	X	X	X	X	X	X	X	X	X
Lawrence Expressway / Tasman Drive	X	X	X	X	X	X	X	X	X	X	X	X
Lawrence Expressway / Sandia Avenue	X	X	X	X	X	X	X	X	X	X	X	X

Notes: X = Active Phase / Movement  
 ■ = Non-existent movement or crossing





## 5.2 Transit Access

Transit access to the site is efficient and direct. Both heavy and light rail service already have stations within a few minute walk from the site. VTA Light Rail stops just north of the Stadium site. One of the Union Pacific Railroad's main lines lies directly east of the site, allowing train service from Sacramento/Oakland, Stockton/Tracy, and Gilroy/San Jose/San Francisco. Though Caltrain does not pass directly by the site, there are options described below for a convenient transfer. Special bus service operated by local transit agencies is anticipated to continue in a similar fashion to that now provided for events at Candlestick Point, and adequate bus parking and loading areas are available on the streets near the site. A system of exclusive pedestrian walkways can be developed using portions of existing streets and parking lots that would be closed to vehicles on event days. Such a system would minimize pedestrian/vehicle crossings after an event, and enhance the fan experience by making access to transit quicker and more convenient.

### 5.2.1 VTA Light Rail

It is important to note that the details of VTA light rail and bus operations before and after various events at the Stadium have been coordinated and developed in concert with VTA staff. This section of the TMOP seeks to outline what those operational details might be, and describes a number of potential solutions.

VTA provides light rail service to the Stadium. VTA currently operates two light rail lines (Winchester to Mountain View and Santa Teresa to Alum Rock) that jointly serve the system spine on North First Street and then branch off east and west of that spine. The closest existing light rail loading/unloading area is the Great America Station, which is located immediately northwest of the Stadium entrance on Tasman Drive, and is regularly served by the Winchester to Mountain View light rail line. The current Sunday LRT (Light Rail Train) service, with two car trains every 30 minutes, could carry approximately 2,000 riders. The service would be relatively slow for Stadium patrons if all local stops were made. Adequately serving the projected event-day demand will require significantly more light rail service than is currently operated on Sunday by VTA.

The details associated with transit access with regard to VTA light rail are as follows:

#### Ridership

The VTA light rail system is 42 miles long, and provides good geographic coverage. Stadium patrons in the areas of Milpitas, Berryessa, East San Jose, Downtown San Jose, Willow Glen, South San Jose, and Campbell are all within a short distance of a light rail station. Patrons from other areas can easily drive to the light rail stations with parking lots. Ridership levels are expected to increase substantially on event days, with an estimated 4,500 Stadium patrons using the service (as estimated in the EIR). Approximately 4,500 patrons were estimated to use local bus service (2,500 SamTrans, 1,500 VTA local bus, and 500 east bay public bus) to reach the Stadium. It is possible that VTA will encourage these patrons to use light rail instead of buses to reach the Stadium. Therefore, a conservative assumption is that 3,000 of the bus riders will come via light rail instead. Of the potential 7,500 total LRT riders, two-thirds (5,000) are expected to arrive from the southeast and one-third (2,500) from the northwest. Additionally, it is expected that 90 percent (2,700) of the 3,000 Caltrain riders are coming from the north and are likely to transfer to light rail in Mountain View. Therefore, the total demand for light rail could be 10,200 patrons – 5,000 from the southeast and 5,200 from the northwest.



## Service Levels

Working with VTA, appropriate service levels for events will be determined. This section presents an initial workable scenario for providing an adequate opening day service.

### *Headways*

VTA Light Rail service in the Stadium area currently operates at 15-minute headways (i.e., frequency of service). VTA Light Rail has a one-mile-long single-track segment at Mountain View, which would constrain headways serving the Mountain View end of the line on event days. Headways could be potentially shortened for brief periods before and after events by adding an on-the-ground supervisor/dispatcher at the Mountain View end and skipping the intermediate station at Evelyn. VTA currently has single-track operations between downtown Mountain View and across Central Expressway to Whisman Station. Analysis indicates that increasing capacity at the end of VTA's LRT line in Mountain View is key to serving Stadium event transit demand mid-line at the Great America Station and to serving the future BART connection in Milpitas. As VTA now operates on an easement from Caltrain, LRT improvements will require additional right-of-way and likely realignment of Caltrain tracks. Due to the complexity of the project, and the incremental utility of additional double-track, VTA is implementing the double-track improvement in two phases. Phase I proposes extending the existing LRT storage track east of the Mountain View Station approximately 1,400 feet east, to connect with the existing single track near the Highway 85 overpass, and adding a special event platform across from Caltrain. This gives VTA some operational flexibility, fits within the railroad corridor without effecting Caltrain operations, and can be done relatively quickly and inexpensively. VTA and Caltrain staffs are in agreement on the Phase I improvement. What is more critical to successful LRT service is the Phase II improvement, double-tracking light rail from Highway 85 to Whisman Station. VTA, Caltrain, and High Speed Rail staffs are currently in discussions to advance the Phase II improvement. Implementation of VTA's planned new Northern Express line, which will provide LRT service from Mountain View to Alum Rock, is not possible until completion of the Phase II Double Track, anticipated by end of 2016.

Since there are two tracks east of the Evelyn Station, shorter headways could be operated east from the Bayshore/NASA station (though the double track starts between the Evelyn and Whisman stations, the first crossover that would allow turning trains back is between the Middlefield and Bayshore/NASA stations). A possible maximum service plan would be six minute headways to Mountain View and six minutes to Bayshore/NASA, for a combined three minute headway east of Bayshore/NASA. These headways could potentially serve 6,000 to 10,000 riders in the peak hour. However, through conversations with VTA, it is expected that a minimum of a 7.5 minute frequency could be provided. To operate highly frequent service, special automatic or manual overrides of traffic signals may be necessary, but traffic volumes are low on Sunday afternoons along the route, an area that is mostly made up of research parks.

### *Train Size*

The Winchester to Mountain View line, as illustrated in **Figure 5.2-1**, is currently restricted to two-car train operation due to the size of the stations on the Vasona segment of that line (downtown San Jose to Winchester). The Tasman West segment (First Street to Mountain View) of the Winchester to Mountain View line, including the Great America station that would serve the proposed Stadium, has three-car stations. Several operating constraints on the Winchester to Mountain View line affect the potential frequency of service. On the Tasman West segment, there the single-track section near the Caltrain station in Mountain View, mentioned above. On the Vasona segment, there are several single-track segments.



Current plans show Winchester trains continuing to Mountain View as they do today. VTA hopes to eventually double track the short segment in Mountain View and begin operating a line between Alum Rock and Mountain View. This analysis does not assume that the double tracking has been completed. However, it is assumed that VTA could operate frequent service to Mountain View for short periods to meet Stadium demands until Phase 2 is implemented.

### Event-Day Service

VTA has identified three basic types of events that are likely to occur.

- **All Day Events** where people are expected to arrive and leave over extended periods;
- **Timed Events** where people are expected to arrive in a short period of time, and leave immediately after the event; and
- **Hybrid Events** where people might arrive over an extended period of time but leave at a specified time, or vice versa.

### *Event Planning and Analysis*

Each event will be evaluated to see what the projected light rail ridership and extra service needs would be. This would be done on a continuing basis as information about event schedules are received by VTA. A post event review will also be completed in order to address issues for future events.

### *All Day Events*

These are the all day events where the people are expected to arrive and leave at various times during the event. This might include events like art & wine festivals, craft fairs, etc. In this case, depending on the size of the event, VTA would make no changes to existing service, run additional cars on existing trains, or supplement service with additional trains to boost the frequency. The exact level of service and number of trains and operators required would depend on the event. These events would often be handled by adding cars to existing trains.

### *Timed Events*

This would include 49ers games and events such as concerts or other major sporting events. Smaller events of this type may only require additional cars on scheduled trains, with one or two added trains to handle the anticipated load at the end of the event.

For larger events such as 49ers games, VTA would prepare an augmented schedule for that day. The schedule would preserve the existing service as much as possible. The pre-event service would involve adding cars to the appropriate trains, including trains that do not serve Great America in order to handle loads resulting from people transferring. There would be added trips from Alum Rock and Santa Teresa, locations not normally served by the trains going to Mountain View. There would also be service added between Mountain View and Great America to handle extra passengers from Caltrain. These extra pre-event trains would start approximately 3 hours before the event start time. The exact number and times of extra trains would be determined by the size and timing of the event. Weekday pre-event service would rely very heavily on existing service with maximum car deployments. A limited number of extra trains may be added from each end of the line.

During the event VTA would move and stage the extra trains to be as close to the stadium as possible for the post-event service. A new double crossover will be constructed on Tasman Drive just west of Patrick Henry Drive, and a

storage track is being planned for Tasman Drive between Old Ironsides and Patrick Henry. It is anticipated that these projects will be completed in late August of 2014. The proposed storage areas are illustrated in **Figures 5.2-1a** and **5.2-1b**. The new storage track will be able to accommodate three 3-car trains and these trains would travel eastbound. Also, eastbound trains could stage on the regular service track, but this would require single tracking portions of the system between Mountain View and Old Ironsides and adversely affect regular service. Three 3-car trains can be staged at Baypointe on the center track for trains heading towards Mountain View. Trains could also be stored at the Light Rail operating division on Younger St. and/or Alum Rock, but these locations are 20-30 minutes away from Great America and these extra trains would have to be inserted between regular trains in order to arrive at the stadium at the right time.

For post-event, as many as 7-8 trains could be sent from Great America towards Mountain View (two would have 2 cars while the rest would have 3 with a total capacity of around 3,000-3,500 riders). The first 3-4 trains could depart approximately every 5 minutes. The next 3-4 trains would likely depart approximately every 10 minutes (due to single track limitations in Mountain View). After that the limit would most likely be 4 per hour (half of these would be three car trains with a total capacity 1,600 per hour). This would be examined more closely once the game day loads settle down. Some of the initial extra trains may be able to cycle back and load in the opposite direction if needed.



Figure 5.2-1: Transit Service in the Stadium Vicinity

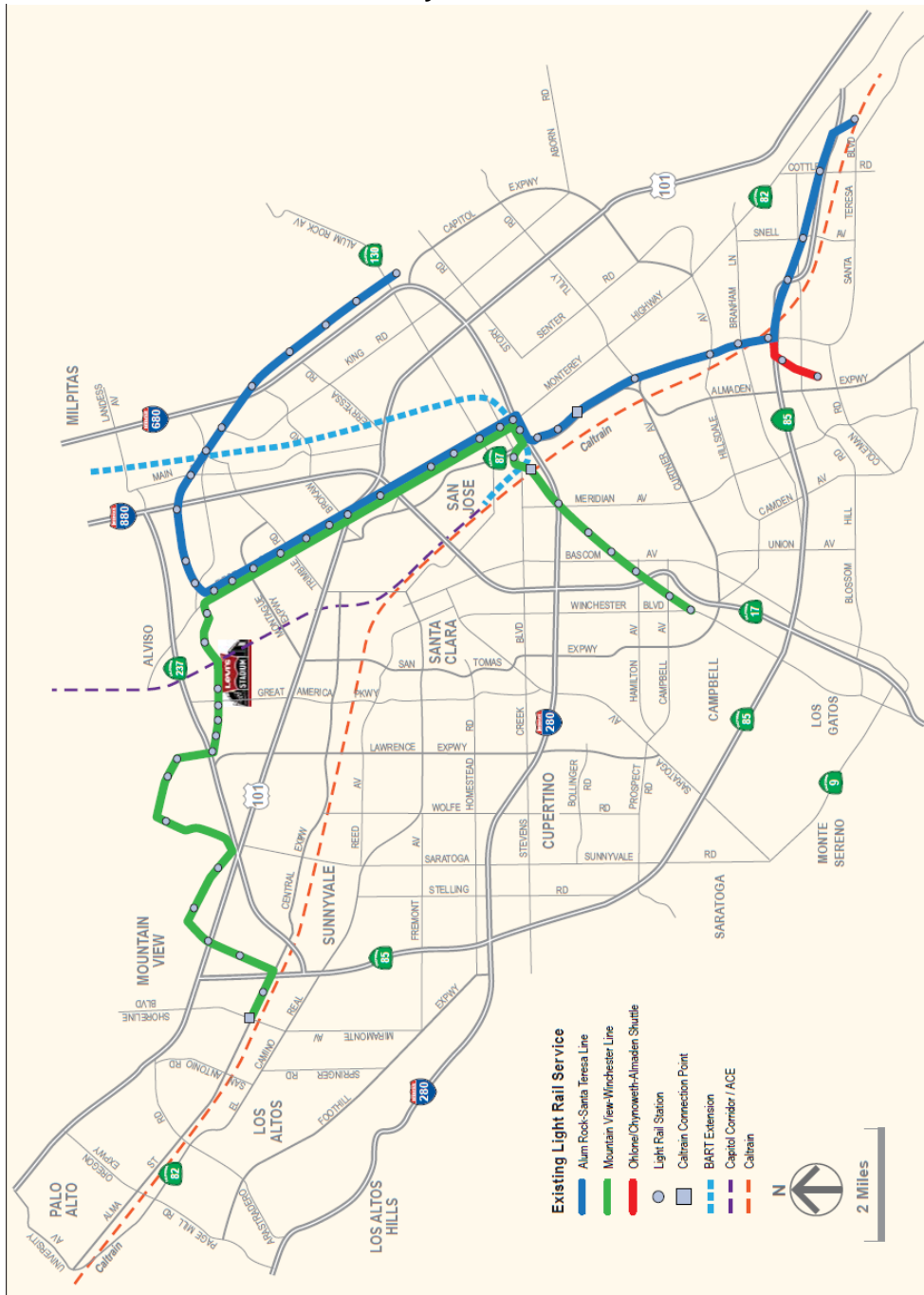
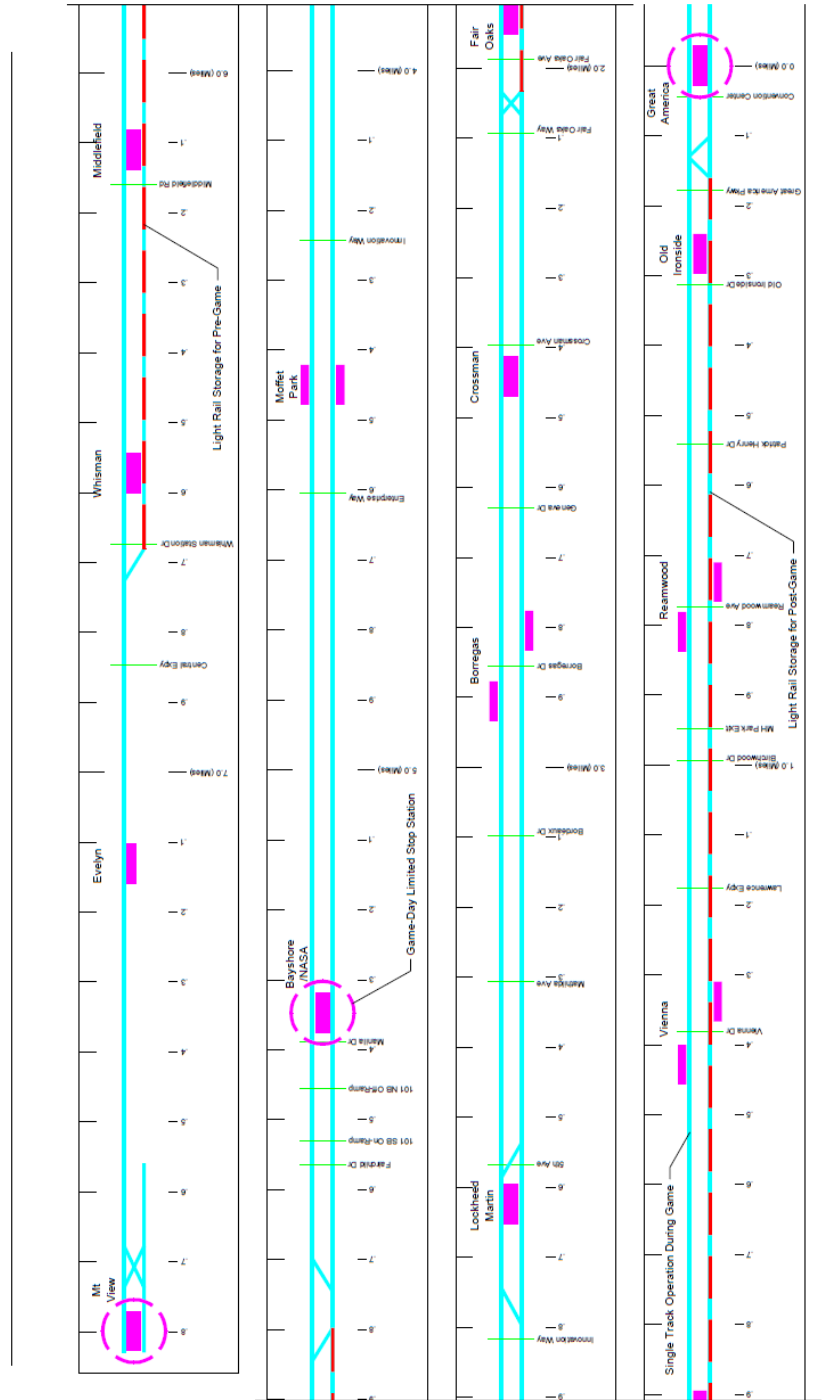






Figure 5.2-1b: VTA Light Rail Schematic West of Great America Station





Trains leaving the stadium towards Alum Rock and Santa Teresa could depart approximately every 5 minutes depending on load times. This would mean 8-10 three-car trains could leave the station heading towards Santa Teresa or Alum Rock (with a capacity of 3800-4800 riders). Passengers going east will have to be segregated by destination in order to facilitate loading the trains to make sure people are not confused. Some of the initial extra trains may be able to cycle back and load in the opposite direction if needed.

In addition, an extra train or two may have to be staged at Younger St. to fill in for regular Winchester trains coming from Mountain View that are seriously delayed by post-game loading.

Current plans call for all trains to serve all stations. In most cases the close headways and signal restrictions will require this to happen.

Based on the current fleet, there would be a limit of around 13-14 added trains if all were 3-car consists. Current regular service would require 37 cars (18 two car and 1 one car). The 13-14 added trains would require another 45 cars for a total of 82, leaving 17 spares for maintenance. It is very unlikely more than 80 cars would be available on a regular basis, limiting the capacity to 12-13 extra trains.

VTA buses could be used to augment light rail service to busier locations, if needed. Exact locations for the pick-up and drop off for these buses are to be determined. Possibilities include using Stars & Stripes or the bus stops on Great America at Old Glory and Tasman.

#### *Hybrid Events*

These events would treat either the pre-event or post-event service similar to an All Day Event while treating the post event or pre-event service like a timed event. The operating plan would be a mix of the All Day Event plan and a Timed Event Plan.

#### *Passenger Loading/Queuing Areas*

A passenger loading/queuing area will be provided north of the stadium on Tasman Drive for major events. The street will be closed to vehicular traffic in this area. This area will allow for easy, direct access to and from the stadium for light rail users. During the post-event exodus, passengers heading west towards Mountain View will board at the regular westbound platform. Passengers heading eastbound towards Winchester, Alum Rock or Santa Teresa will board on the new eastbound platform. Riders will need to be segregated into four separate queuing lines: Mountain View (west), Winchester (east), Alum Rock (east), and Santa Teresa (east) until passenger loads subside.

#### Satellite Parking Facilities

VTA light rail service will provide opportunities for patrons to park away from the Stadium area, and ride light rail into the Stadium. The potential demand for satellite parking may influence the planned light rail stops and may require some new or modified park-and-ride facilities VTA currently has 21 park-and-ride lots along the light rail lines, providing 6,471 parking spaces. Stadium patrons could potentially use all the park-and-ride lots along the light rail lines. At other locations, patrons could transfer from local light rail service to the event day special service. Potential parking locations (illustrated in **Figure 5.2-2a**), and issues associated with these priority sites, are discussed below:

- Downtown Mountain View – Fee parking is available at this station, but is shared with Caltrain and is fully utilized on weekdays. The parking facility is owned and operated by Caltrain, and not VTA. In total, 338 parking spaces are provided for motorists, and 98 bike lockers and 20 bike racks are provided for bicyclists.



The location of parking facilities in relation to the Downtown Mountain View Station is illustrated in **Figure 5.2-2b**. Some patrons may attempt to park in the downtown area or adjacent neighborhoods. Previous planning had been done for a parking deck over the surface parking and that plan could be reactivated to provide more station parking.

- Hostetter – This light rail station is adjacent to I-680 in the Berryessa area of San Jose, the Great Mall, and has substantial parking. In total, 100 parking spaces are provided for motorists, and 12 bike lockers are provided for bicyclists. The location of parking facilities in relation to the Hostetter Station is illustrated in **Figure 5.2-2c**.
- I-880/Milpitas – This station, adjacent to I-880, has a large park-and-ride lot and adjacent VTA-owned property. In total, 275 parking spaces are provided for motorists, and 10 bike lockers are provided for bicyclists. The location of parking facilities in relation to the I-880/Milpitas Station is illustrated in **Figure 5.2-2d**.
- Great Mall – This light rail station is immediately adjacent to the Great Mall, and has substantial parking. Stadium parking would be located at the furthest distance from the shopping mall. In total, 93 parking spaces are provided for motorists using the Great Mall Station. The location of parking facilities in relation to the Great Mall Station is illustrated in **Figure 5.2-2e**.
- Guadalupe Line – Along the light rail line extending south from downtown San Jose, there are several large park-and-ride lots that would likely be served by the special Stadium service. These include Tamien, Curtner, Capitol, Branham, Ohlone/Chynoweth, Blossom Hill, Snell, Cottle, and Santa Teresa. The amount of parking available at each of these locations is shown on **Figure 5.2-2f**.
- Vasona Line – The Vasona line to Campbell has park-and-ride lots at the Bascom and Winchester stations. There is also parking at the San Jose/Diridon Caltrain station. The amount of parking available at each of these locations is shown on **Figure 5.2-2f**.

#### Measures to Control Illegal Parking Adjacent to VTA Stations

Congestion around the Stadium and the provision of attractive transit service to the facility may lead to overflow parking around some VTA stations, which could result in some level of illegal parking (e.g. restricted neighborhood permit parking). To guard against parking issues, the level of parking at park-and-ride lots will be closely monitored. If problems arise with overflow or illegal parking, there are several possible actions that could be pursued. If intrusion into neighborhoods is the issue, VTA and the City of Santa Clara would work with the affected city and possibly develop a permit parking program. In some locations, there may be opportunities to expand the lot with temporary parking spaces.

Downtown Mountain View parking could be a particular issue. Parking on event days will be monitored to determine utilization and availability. This approach could work to the extent that there is excess downtown parking during normal event hours.

#### Coordination with Caltrain (and BART eventually)

VTA's special light rail service on event days is designed to coordinate with Caltrain service for Stadium patrons. The details of one option for coordination are provided below.

The Mountain View station has a center platform and two tracks which means that two trains can load at the same time. To serve a fully loaded Caltrain arrival, this service plan assumes that trains operate in pairs on the Mountain View single-track segment. For example, on arrival of a Caltrain train before an event, both eastbound light rail trains would be waiting at the platform and load at the same time. The first train would depart and the second train would follow immediately at the minimum prescribed separation distance to maintain safety. Both trains would occupy the single-track segment at the same time. Once they entered the double track section, two westbound trains that had been holding on the westbound track would enter the single-track segment, separated by the minimum interval. There is also a storage track at the Mountain View station allowing storage of a third train. Therefore, when a Caltrain train arrives, VTA could potentially dispatch three outbound light rail trains one after the other, without allowing an inbound train to enter the single-track segment until the last outbound train had cleared this section. If needed to meet demand, this approach maximizes the passenger throughput of the single-track section.

After the conclusion of a Stadium event, VTA light rail trains would be expected to arrive at the Mountain View Station in 7.5-minute intervals. Patrons continuing onto Caltrain services would be expected to walk to the Caltrain boarding area, and board Caltrain trains.



Figure 5.2-2a: VTA Satellite Lots





Figure 5.2-2b: Downtown Mountain View VTA Station





Figure 5.2-2c: Hostetter Station





Figure 5.2-2d: I-880/Milpitas VTA Station

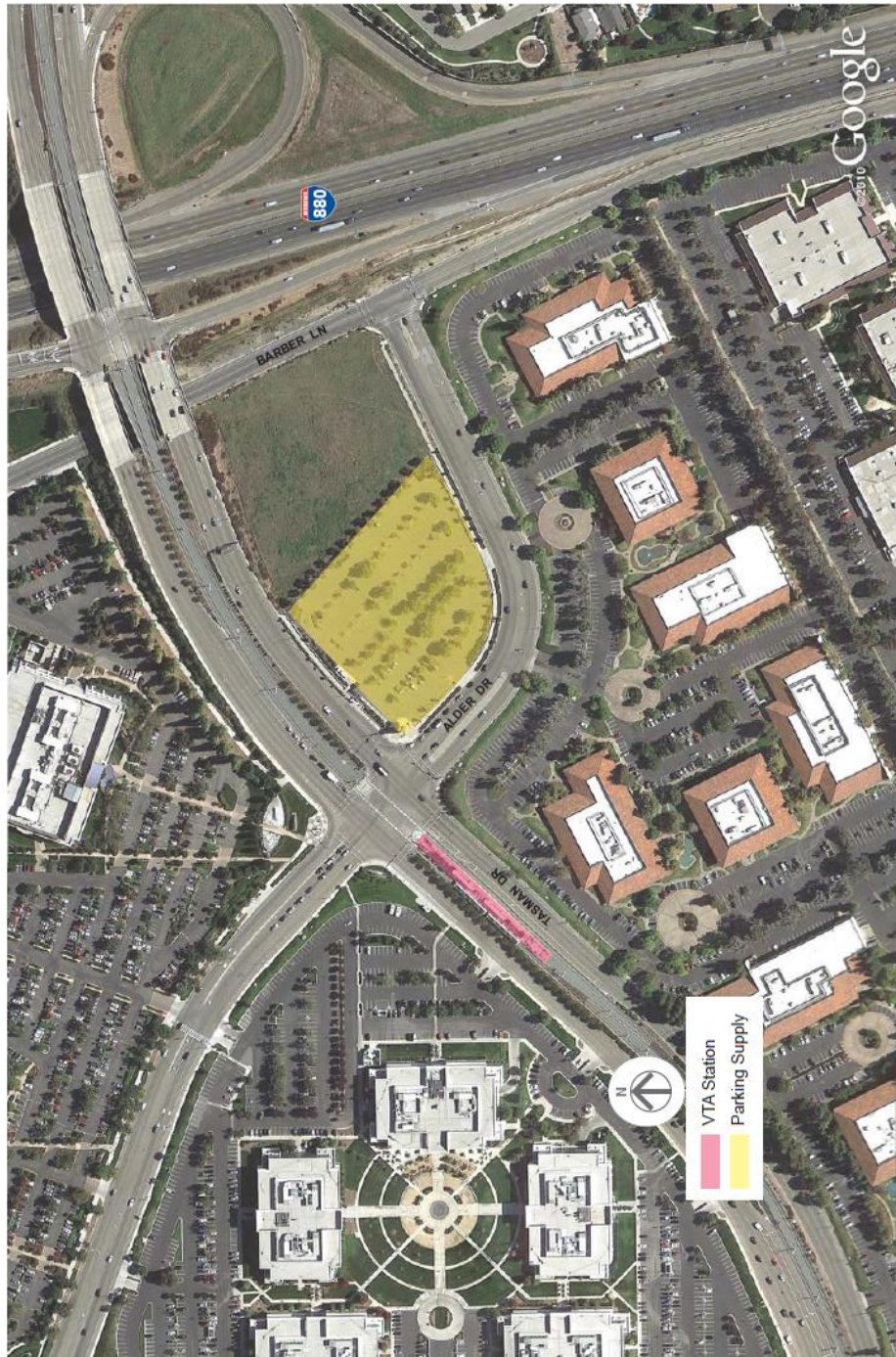






Figure 5.2-2e: Great Mall VTA Station

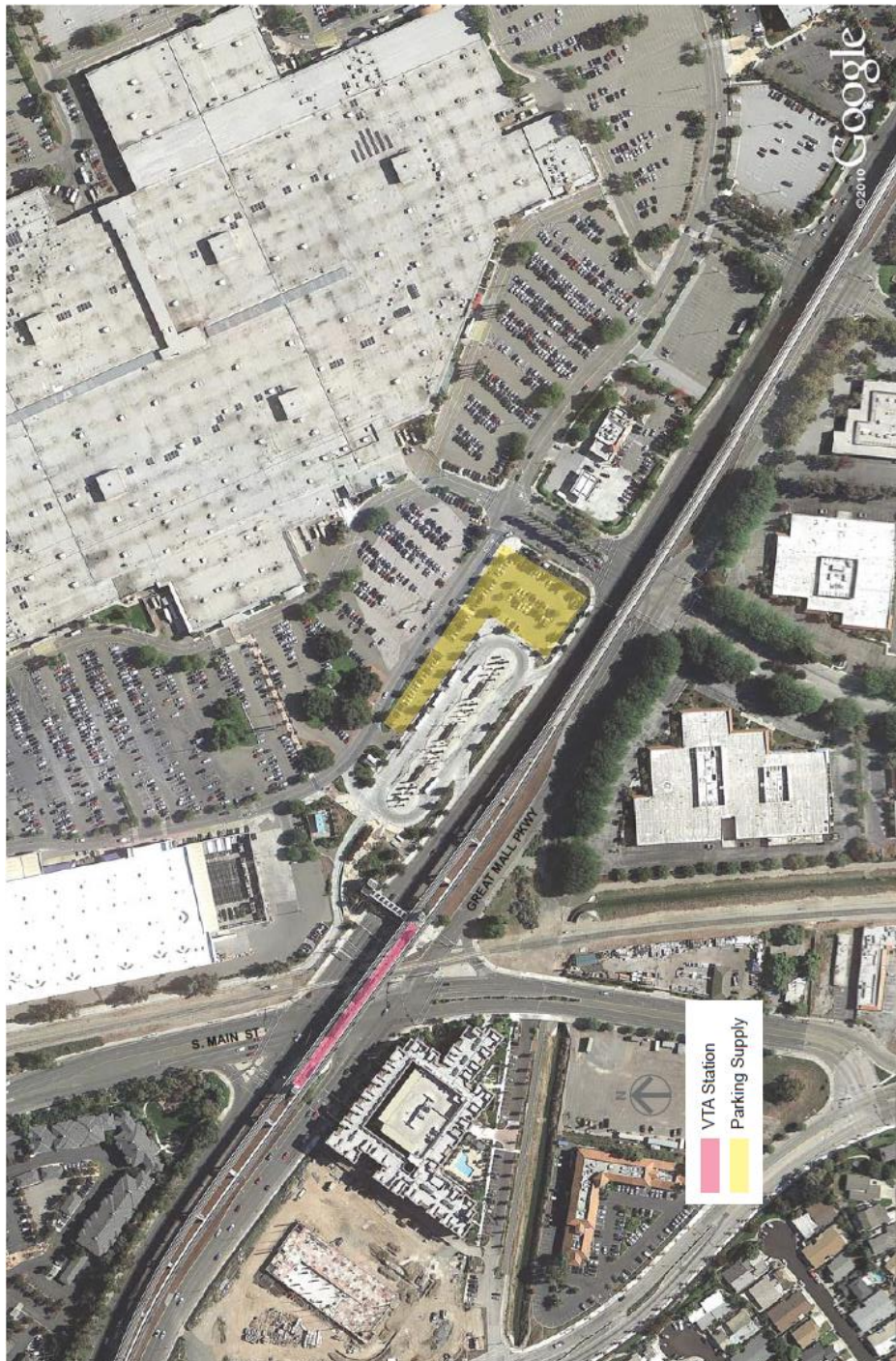
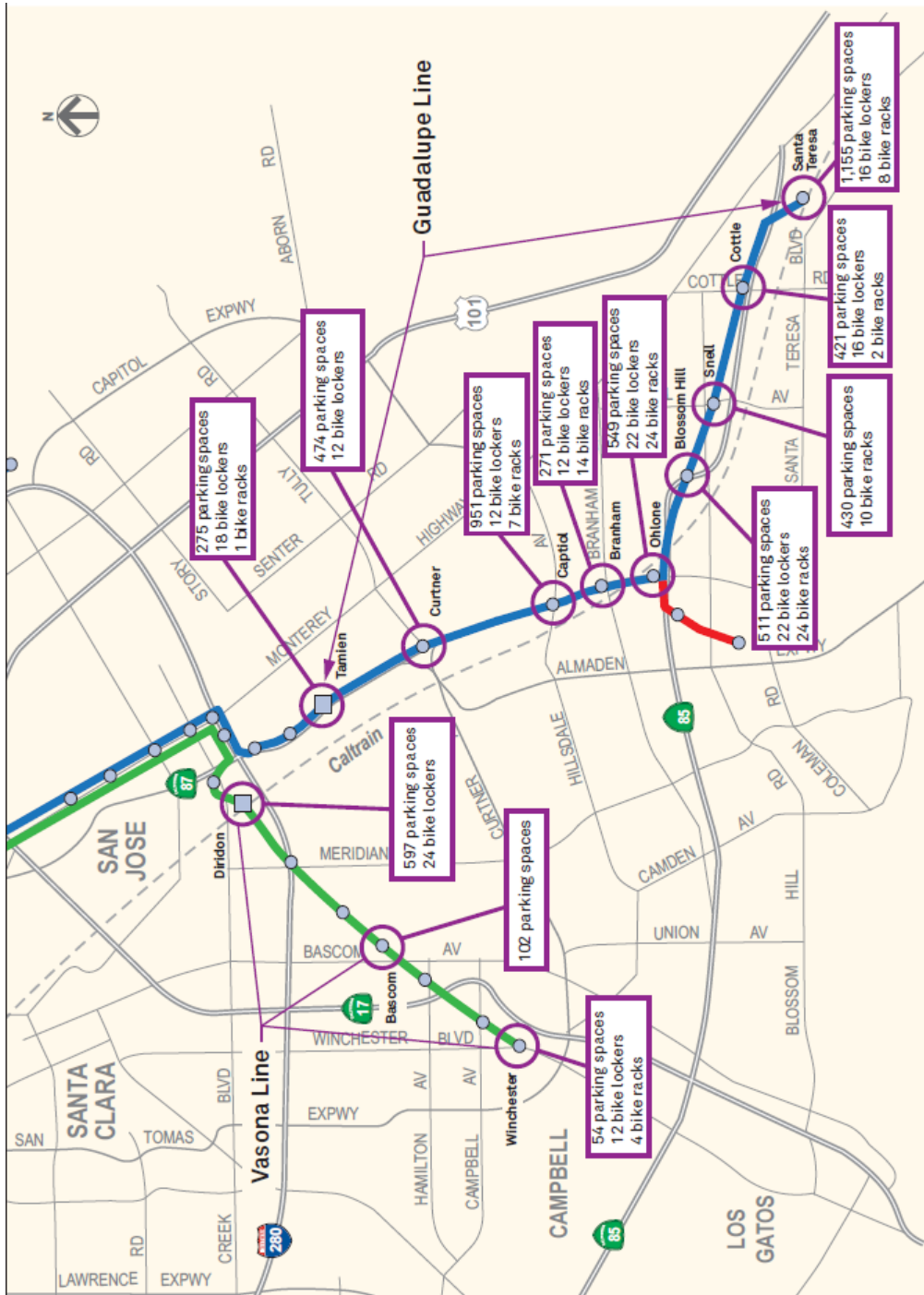


Figure 5.2-2f: Guadalupe Line and Vasona Line Parking Availability





## Stadium Area Operations

Special accommodations will be made for VTA's light rail service on event days during peak usage periods. These accommodations include:

### *Passenger Loading/Queuing Areas*

A passenger loading/queuing area will be provided north of the Stadium on Tasman Drive. The street in this area will be closed to vehicular traffic. This area will allow for easy, direct access to and from the Stadium for light rail users. Operations within the loading/queuing area outlined below. The following assumptions were made, per the findings of the *Transportation Management Plan for a New San Francisco 49ers Stadium in Santa Clara, CA*:

- Ridership Scenario
  - 5,000 eastbound
  - 2,500 westbound + 2,700 to transfer to Caltrain @ Mt View = 5,200 westbound
  - 10,200 total
- Post-event Passenger Arrivals at Station during Stadium Egress – percentages distributed in 7.5 min increments – as shown in **Figure 5.2-3a** and **Figure 5.2-3b**
  - 5% before end of event
  - 73% within 45 min of end of event
  - 22% within 75 min of end of event
- Light Rail Vehicle Capacity
  - 450 passengers per 3-car train

The following configuration, as illustrated in **Figure 5.2-4a** and **Figure 5.2-4b**, is proposed for implementation including the following specific characteristics:

- Existing Great America Platform is loaded from existing west side access for westbound only and eastbound uses a new “Event Only” platform south of the eastbound track
  - Headways
    - 7.5 min westbound
    - 7.5 min eastbound
  - Platform Access Rates
    - 220 passengers per minute for the westbound platform
  - Light Rail Vehicle Capacity
    - 450 passengers per 3-car train
  - Maximum Anticipated Off-Platform Queue Area
    - Westbound – 2,274 passengers = 9,096 square feet
    - Eastbound – 2,100 passengers = 8,400 square feet

This configuration generates the shortest queues possible while requiring the smallest queue area, primarily due to the service frequency provided. This configuration provides a short duration of substantial queuing (about 20 minutes).

**Figure 5.2-3a: Post-Event Arrivals at VTA Great America Station (Westbound Egress)**

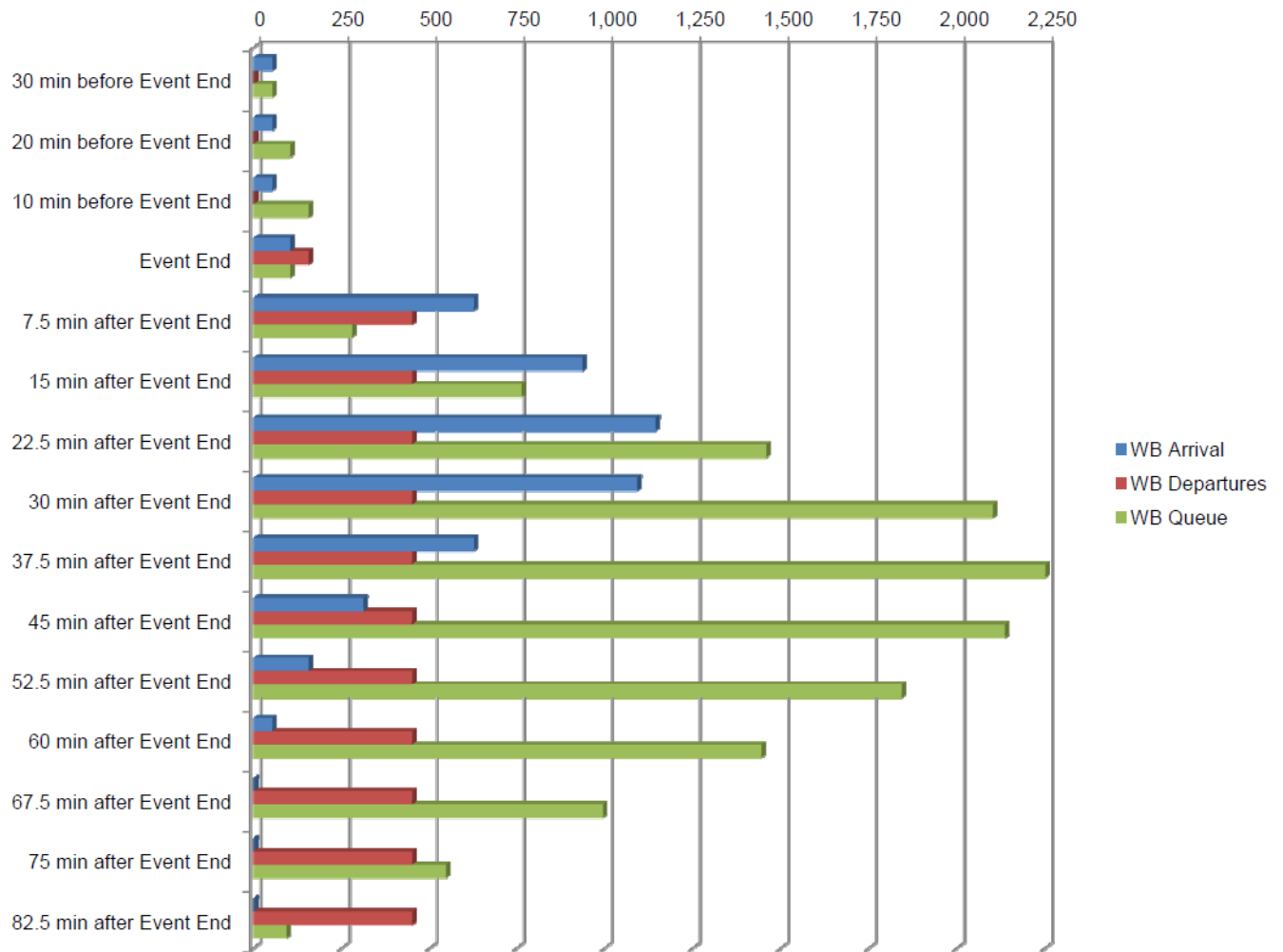






Figure 5.2-3b: Post-Event Arrivals at VTA Great America Station (Eastbound Egress)

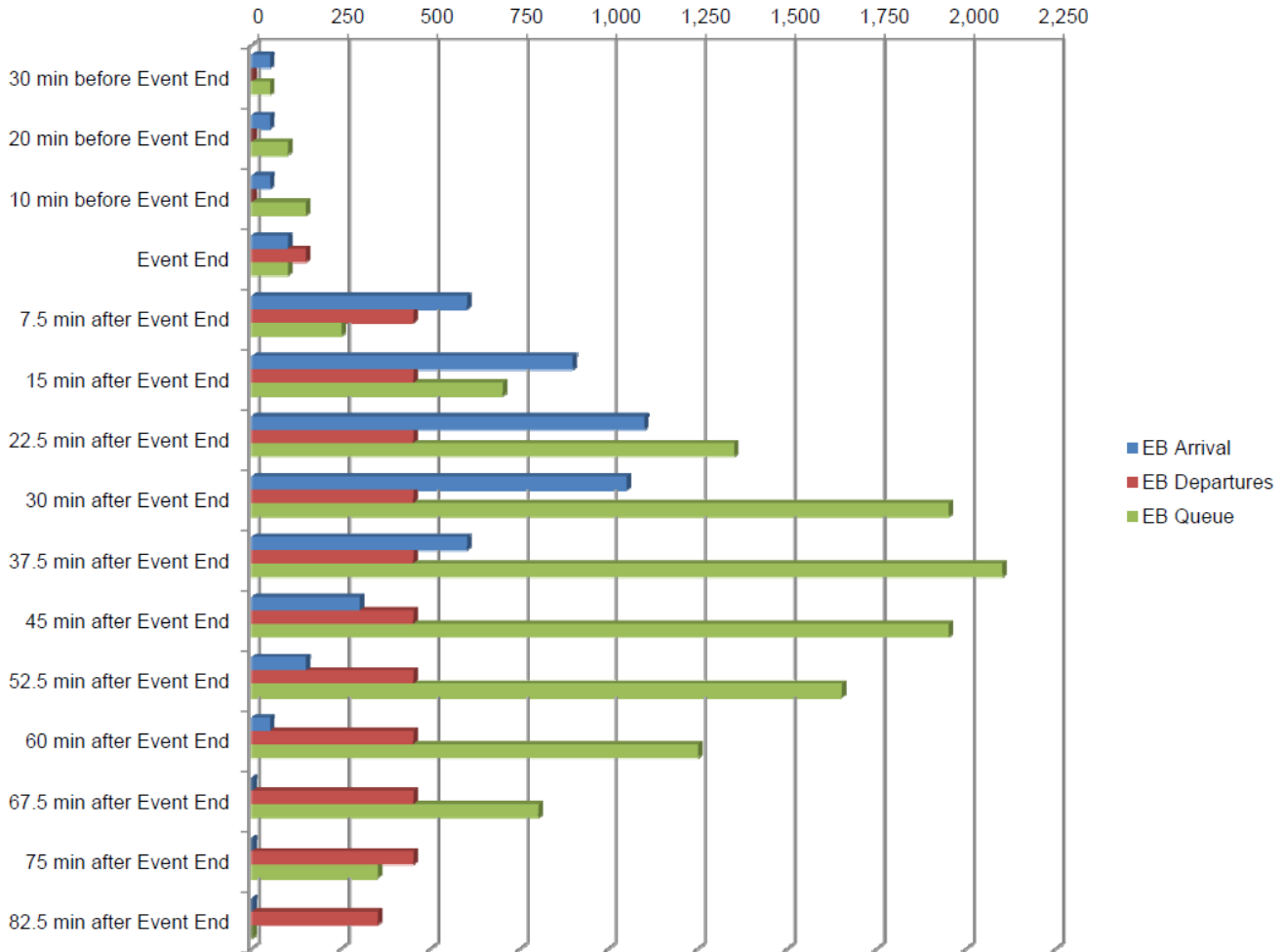


Figure 5.2-4a: Great America Light Rail Station Platform Configuration

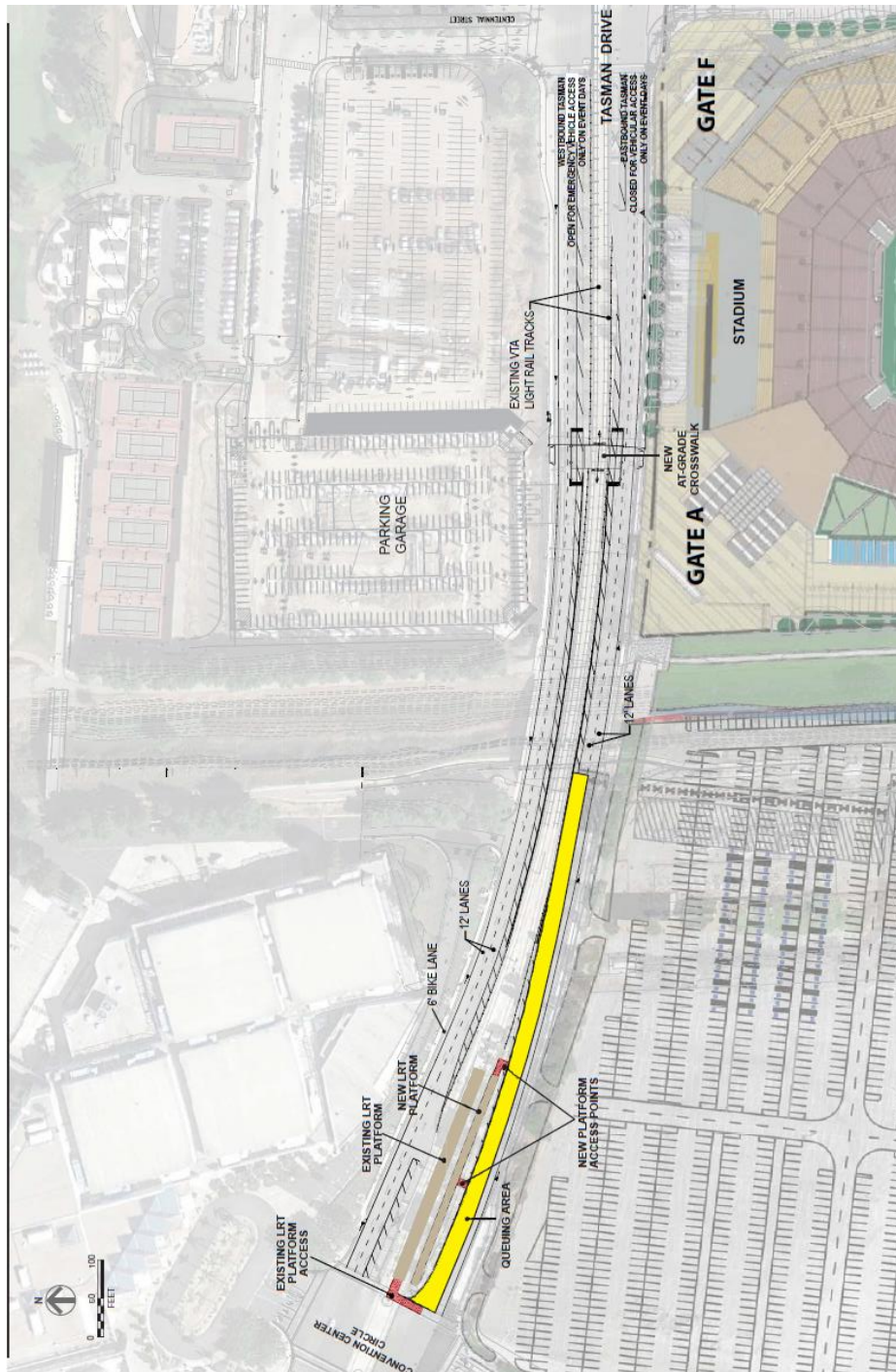
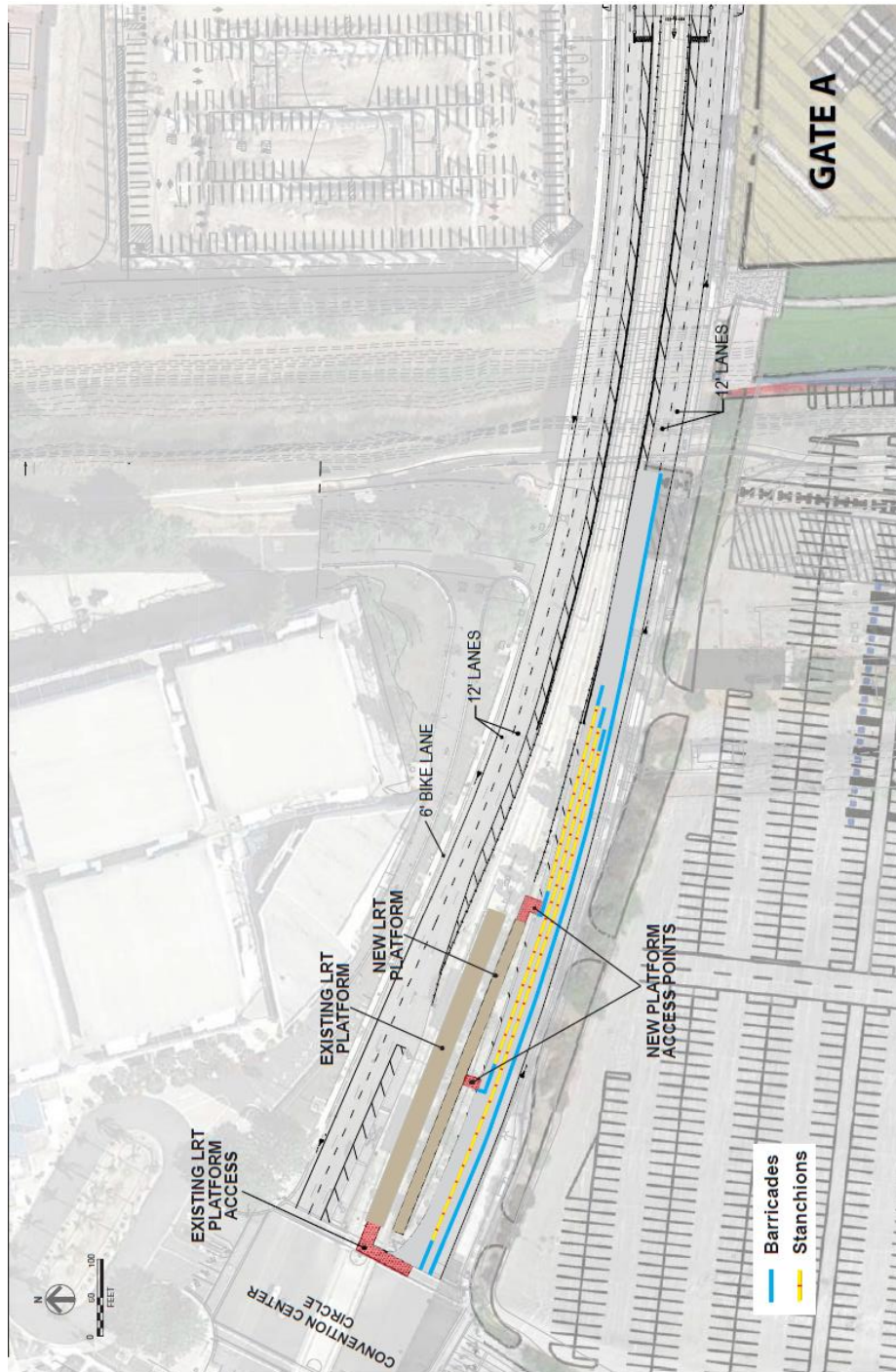


Figure 5.2-4b: Great America Light Rail Station Platform Queuing Area



### *Fare Collection*

With the potential for high transit rider volumes and high service frequencies, special provisions for fare collection may be necessary. It should be noted that at this time, VTA has developed a complete fare collection plan for Stadium events, including setting up kiosks at platforms and stationing ticket checkers at station entry points.

The most efficient fare collection approach is for all, or nearly all riders to purchase day passes when they board on their way to the event. These passes are sold at all light rail stations. However, demand to use the ticket vending machines, and the likelihood that many riders will not be familiar with ticket machines, suggests that additional manual sale of day passes could be desirable. Rider demand will be closely monitored to identify station requiring additional manual ticket sales.

After the event, most riders would already have their day pass for their return trip. As needed, the manual sale of single tickets could also be provided. If demand is high enough, a special temporary ticket kiosk could be set up. Use of the ticket vending machines would be discouraged or prevented, due to the constrained platform capacity and boarding plans.

### At-Grade Crossing

Given the need to provide on-street queuing areas on the south side of Tasman Drive east of Convention Center, there may otherwise not be sufficient pedestrian capacity to allow for safe, orderly and efficient egress westward from the Stadium without an at-grade crossing on Tasman Drive east of the Great America VTA Station. Such a crossing allows pedestrians to move to the north side of Tasman, bypassing the main parking lot, vehicle congestion and the VTA LRT queuing areas.

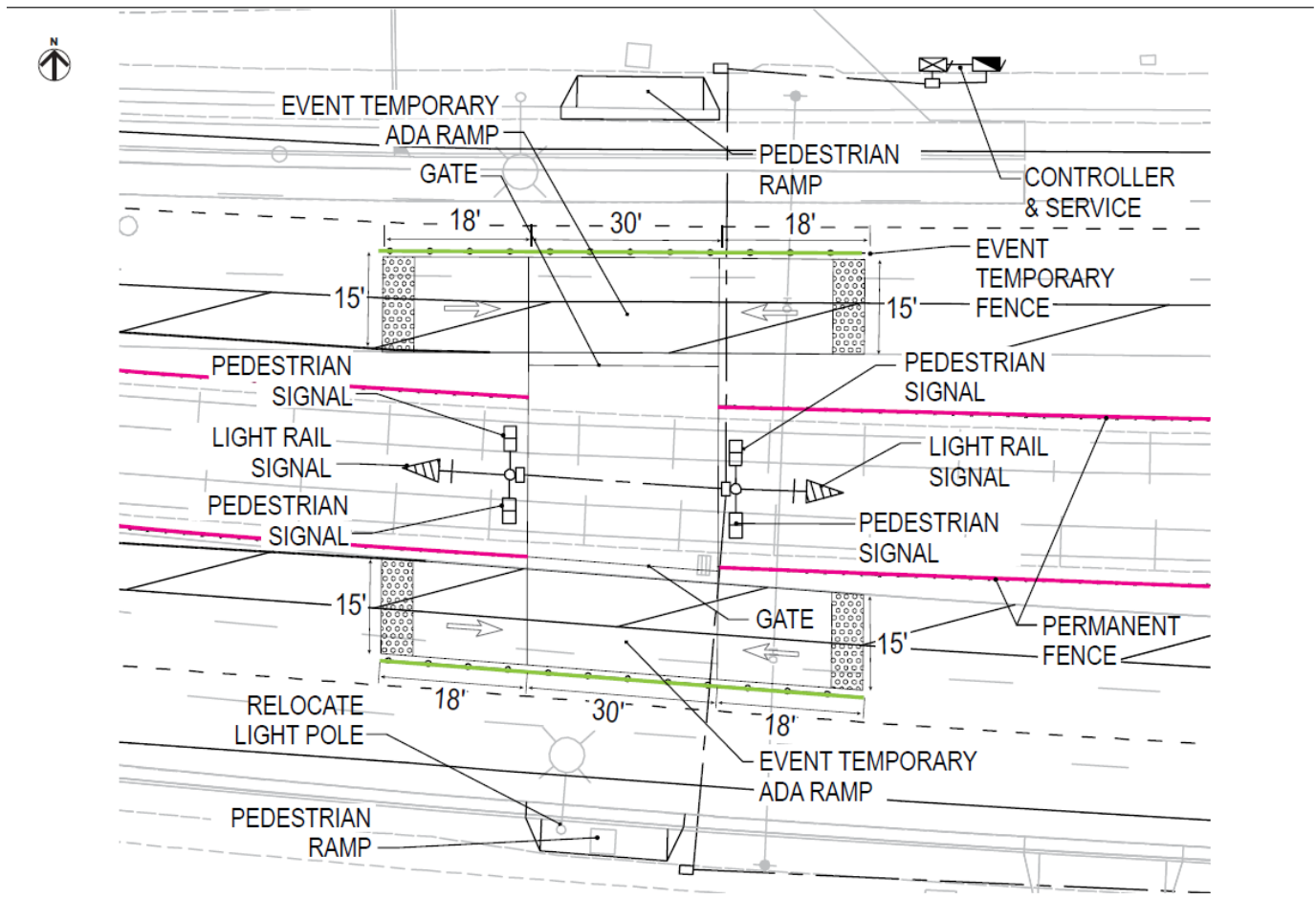
The design of the crossing includes standard track panels and pedestrian and LRT signalization. Fences, with locked gates, are installed on both sides of the trackway, adjacent to the Tasman traffic lanes. An illustration of the at-grade crossing of Tasman Drive is provided in **Figure 5.2-5**.

Additionally, a number of physical modifications to the Station area are being implemented, and several game day operational strategies will be employed. First, a new event-only platform is under construction on the south side of the existing tracks with two new event-only access points from Tasman Drive. This new event-only platform and event-only access points will allow for the existing platform to be dedicated to westbound movements with the new platform being solely dedicated to eastbound movements. Unique eastbound and westbound event-only queuing areas will be provided on the closed portion of Tasman Drive east of Convention Center Circle and south of the Station. The crossing would operate for events with 20,000 attendees or higher (and potentially for events with lower attendance levels, at the discretion of the Santa Clara Chief of Police and the City of Santa Clara Traffic Engineer), when Tasman Drive is closed to traffic in the crossing location.





Figure 5.2-5: At-Grade Crossing of Tasman Drive





## Future Light Rail Plans

VTA is advancing capital improvements identified in its 2010 *Light Rail System Analysis*, to enhance the capacity, market-responsiveness, and efficiency of Light Rail Transit (LRT) operations. The improvements reconfigure LRT to respond to increasing population and employment and the extension of BART service to San José. The VTA Board of Directors adopted the LRT Improvement Plan in 2010, with the foresight and intent that, when the first segment of the Silicon Valley Berryessa Extension (SVBX) is completed in 2017; local transit services will enable connectivity from throughout VTA's service area.

By anticipating growth in the markets VTA serves, and by increasing VTA's regional connectivity, the new LRT network will attract more riders and generate greater return on investment than existing operations. VTA has defined the LRT Efficiency Program by the following capital and operating improvements:

- The **Southern Express** will expand the pilot Commuter Express Service to an all-day schedule on the Santa Teresa to Alum Rock line, establish new service from Almaden to Mountain View, including direct service from Almaden to Downtown San José, and turn back Winchester service from Campbell in Downtown San José.
- The **Northern Express** introduces a new service between Alum Rock and Mountain View, to increase ridership and efficiency, to effectively connect BART and the job centers in north San José, Santa Clara, Sunnyvale, and Mountain View, and to anticipate employment growth throughout the Tasman and North First Street corridors. This service will be introduced in 2017, commensurate with the opening of VTA's Silicon Valley Rapid Transit - Berryessa Extension.
- The **First Street Speed Improvement** project has potential to increase maximum LRT speeds on North First Street from 35 to 45 mph, via a combination of signal prioritization, fencing and safety enhancements along the LRT right-of-way. Speed improvements on the Downtown Transit Mall are also planned.
- The **Transit Signal Priority** project will implement a system-wide real-time, reliable transit signal prioritization and light rail vehicle detection system to increase LRT operating speeds. This project is funded by a Transit Performance Initiative grant from the Metropolitan Transportation Commission.

Current planning work has demonstrated that, by advancing several capital improvements planned for 2017, VTA can gain system-wide operating and rider benefits well before BART service begins in 2017. This approach will also accustom VTA riders to reconfigured LRT services anticipating the initiation of BART service to Berryessa. Under this strategy, following completion of the capital improvements described below, three light rail services will operate with the following frequencies:

- **Almaden - Mountain View:** 15 minute headways with 30 minute midday headways from Tasman Station to Mountain View, 30 minute headways on weekends;
- **Santa Teresa - Alum Rock:** 15 minute headways all day; operate Express between Ohlone-Chynoweth and Downtown San José all day on weekdays, except after 8pm;
- **Winchester - Downtown San José:** 15-minute headways during peak, 30 minute headways midday and weekends.



However, LRT operations under this new reconfiguration can be delivered safely and efficiently only after three essential capital improvements are made. Without these capital improvements, VTA would have to engage in exceptional operating practices to deliver both regular and stadium event services. Even if operated with extreme precision, without capital improvements, the system will be vulnerable to cascading delays, uncertain train arrivals, long passenger wait times, and overcrowded trains. This vulnerability stems from the inherent constraints of single-track segments and the lack of a turnaround facility for the Winchester line in Downtown San José.

The frequency of service planned for 2017 to and from the Downtown Mountain View LRT station requires double-tracking the single-track segment between Mountain View and Whisman Stations, and adding storage capacity and a double crossover west of Old Ironsides LRT Station in the vicinity of the 49ers Stadium.

VTA has developed concepts for Phase I Double Track of the Mountain View single-track segment, LRV storage in the vicinity of the 49ers Stadium in Santa Clara, and a Winchester Turnaround in the vicinity of Downtown San José. Besides securing acceptance of preferred designs by the host cities, by adjacent transit properties, and by the California Public Utilities Commission, VTA must additionally secure the appropriate environmental clearances and find expeditious means of funding and contracting final design, material procurement, right-of-way acquisition, and construction of these projects, to have them ready for operation by August of 2014.

### **5.2.2 VTA Local Bus**

In addition to light rail service, VTA provides regular bus service, and will provide supplemental bus service, to the area adjacent to the Stadium. These services will carry patrons living within the VTA service area to the Stadium area. The details associated with transit access with regard to VTA bus service are as follows:

#### Ridership

As with light rail, bus ridership levels are expected to increase substantially on event days, compared to normal Sunday service. It should be noted that as part of the collection of annual data described in section 2.1.4, it is expected that VTA will collect boarding and alighting data on its buses for the purposes of annual TMOP evaluation. Data is to be collected before the start of the NFL season (once on a Sunday and once on a Monday), and on all NFL game days at the Stadium.

#### Routes

VTA currently operates three regular routes in the Stadium area that run seven days a week. These lines share a common route terminus near Tasman Drive and Old Ironsides, adjacent to the Old Ironsides light rail station. The three regular lines are:

- Line 55 – This line serves Sunnyvale and Cupertino. The route accesses the Stadium area along Tasman from the west.
- Line 57 – This line serves areas in Santa Clara to the south, traveling along Kiely and Saratoga. Access to the Stadium area is along Great America Parkway from the south.
- Line 60 – This line serves areas in Santa Clara to the south, traveling primarily along Winchester Boulevard. Access to the Stadium area is along Great America Parkway from the south.

On event days, these regular routes will be adjusted to provide more efficient service to the Stadium area and to respond to the Stadium Transportation Management Plan. The stop for the route terminus will likely be near the current Old Ironsides terminus and will be located within convenient walking distance of the Stadium. Since none of the regular routes travel east along Tasman (which will be closed), the impact on regular and event-day riders will not be significant. Sunday service on these regular lines operate at frequencies of 45 to 60 minutes (for service related to weekday evening events, please see Section 6.3 of this document). Demand on these lines will be monitored and additional service added, if demand warrants. An illustration of the route map in the Stadium vicinity for these buses is provided in **Figure 5.2-6**.

VTA also provides express service to the Great America area. These lines operate in peak hours on weekdays only and would not operate for weekend events. These lines include:

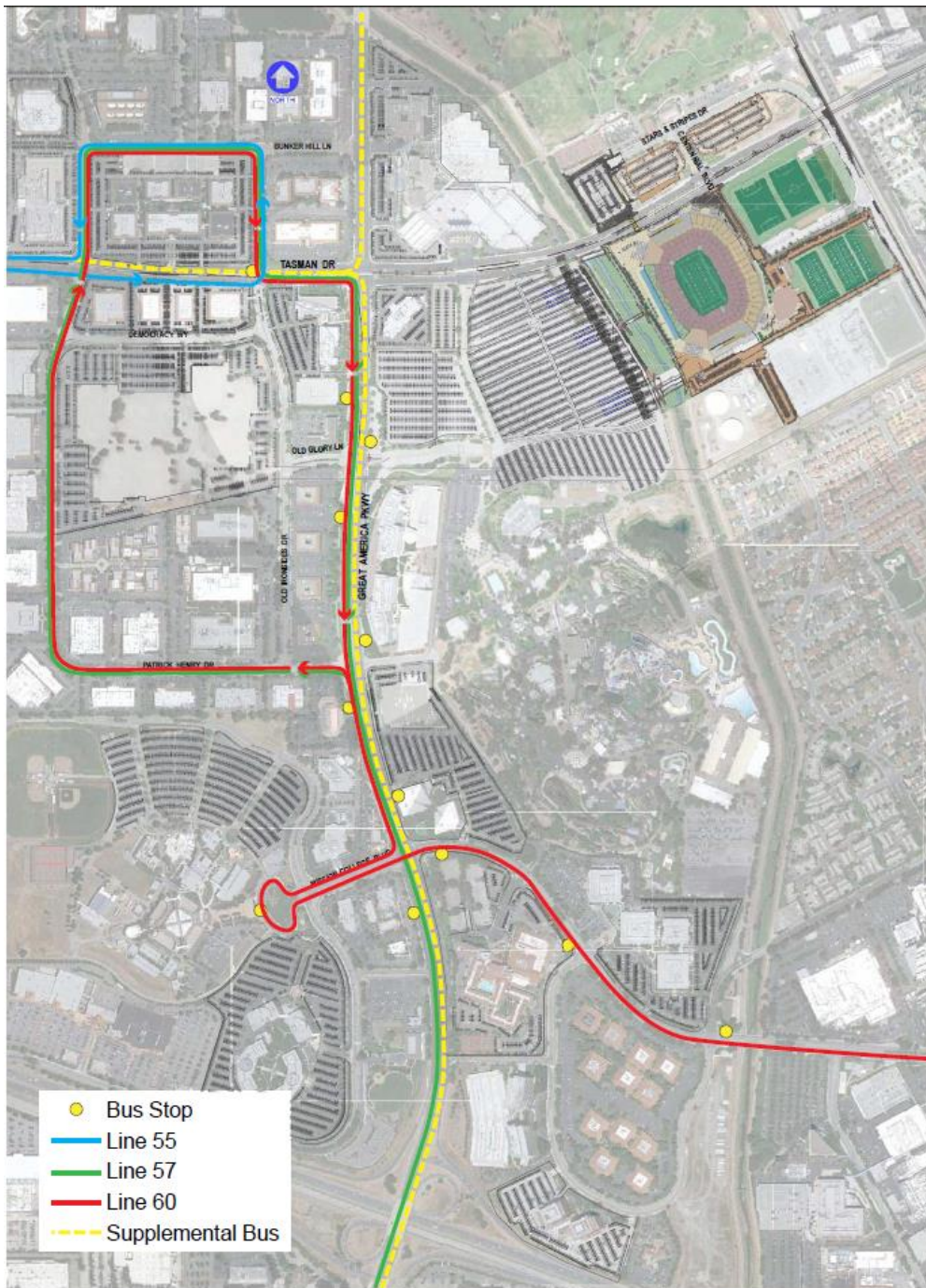
- Express Route 140 – This line connects to the Fremont BART station, via Milpitas. The route accesses the Stadium area along Tasman from the east.
- Express Route 121 – This line serves Morgan Hill and Gilroy, traveling along US-101. The route accesses the Stadium area via Great America Parkway from the south.
- Route 321 – This line connects the Great America area to North First Street and North San Jose.
- Route 328 – This line provides commute service along Lawrence Expressway.
- Route 330 – This line provides commute service along San Tomas Expressway.

VTA will also operate new event-day only bus services, connecting other high-volume locations in the south bay directly with the Stadium. These supplemental routes will include:

- Route 251 – Connecting the Fremont BART Station with the Stadium;
- Route 252 – Connecting the Vallco Shopping Mall area in Cupertino with the Stadium;
- Route 253 – Connecting Gilroy and Morgan Hill with the Stadium;
- Route 254 – Connecting the Eastridge Shopping Center area in San Jose with the Stadium; and
- Route 255 – Connecting the Almaden area in San Jose with the Stadium.

Each supplemental route will use multiple buses, based on demand. Supplemental Route 251 (Fremont BART) will drop off passengers along northbound Great America Parkway (between Tasman Drive and Bunker Hill Lane), and exit north to SR 237. Midway through an event, all Supplemental Route 251 buses will stage along northbound Great America Parkway (between Tasman and Bunker Hill), and exit north. The remaining four Supplemental Routes will drop off passengers east of the Stadium along Tasman Drive (between Calle Del Sol and Lick Mill Boulevard), and depart via Calle Del Sol, Calle De Luna, and Lafayette Street. Midway through an event, one bus per Supplemental Route will stage along Tasman Drive between Calle Del Sol and Lick Mill Boulevard, and the remaining extra buses will wait along Tasman Drive east of Lick Mill Boulevard. When a bus is fully loaded, it will exit the area via Calle Del Sol, Calle De Luna, and Lafayette Street. Once a bus has departed the Tasman Drive loading area (i.e., between Calle Del Sol and Lick Mill Boulevard), a bus waiting along Tasman Drive east of Lick Mill Boulevard will be called to enter the loading area, and the process will repeat until all passengers have been served.

Figure 5.2-6: VTA Bus Routes





### Stadium Area Ingress and Egress

Regular bus routes will operate along their regular routes to serve the Stadium on event days. Regular buses will arrive via Tasman (from the west) or Great America Parkway. Minor temporary routing changes may be needed. Buses will receive special access to those areas not open to general traffic.

VTA's Supplemental bus service will operate primarily along Great America Parkway, Tasman Drive, and Lafayette Street. Specifically, Supplemental Route 251 (Fremont BART) approach its loading / unloading area via eastbound Tasman Drive, and turning left on Great America Parkway. This Supplemental Route would then exit north along Great America Parkway towards SR 237. The remaining four Supplemental Routes will approach their loading / unloading areas via westbound Tasman Drive. These Supplemental Routes would then exit the area via Calle Del Sol, Calle De Luna, and Lafayette Street.

### Pick Up and Drop Off

Regular bus service will utilize the current pick up and drop off stops near the current route terminus at Old Ironsides Drive and Tasman Drive. VTA's Supplemental bus service will use the designated passenger loading/queuing areas along Great America Parkway (between Tasman Drive and Bunker Hill Lane) and along Tasman Drive (between Calle Del Sol and Lick Mill Boulevard).

### **5.2.3 Other Public Bus**

Until recently, events at Candlestick Park were served by several transit agencies, including San Francisco Muni, SamTrans and VTA. However, as a result of changes in regulations, the service previously operated by SamTrans and VTA is now provided by charter bus operators.

Currently, at Candlestick Park, San Francisco Muni operates regular service from several destinations in San Francisco directly to the Stadium. Many of the Muni patrons transfer from BART or other transit lines. It is not expected that Muni would operate to the Stadium in Santa Clara. Rather, current riders would use Caltrain or BART and transfer to bus or light rail near the Stadium.

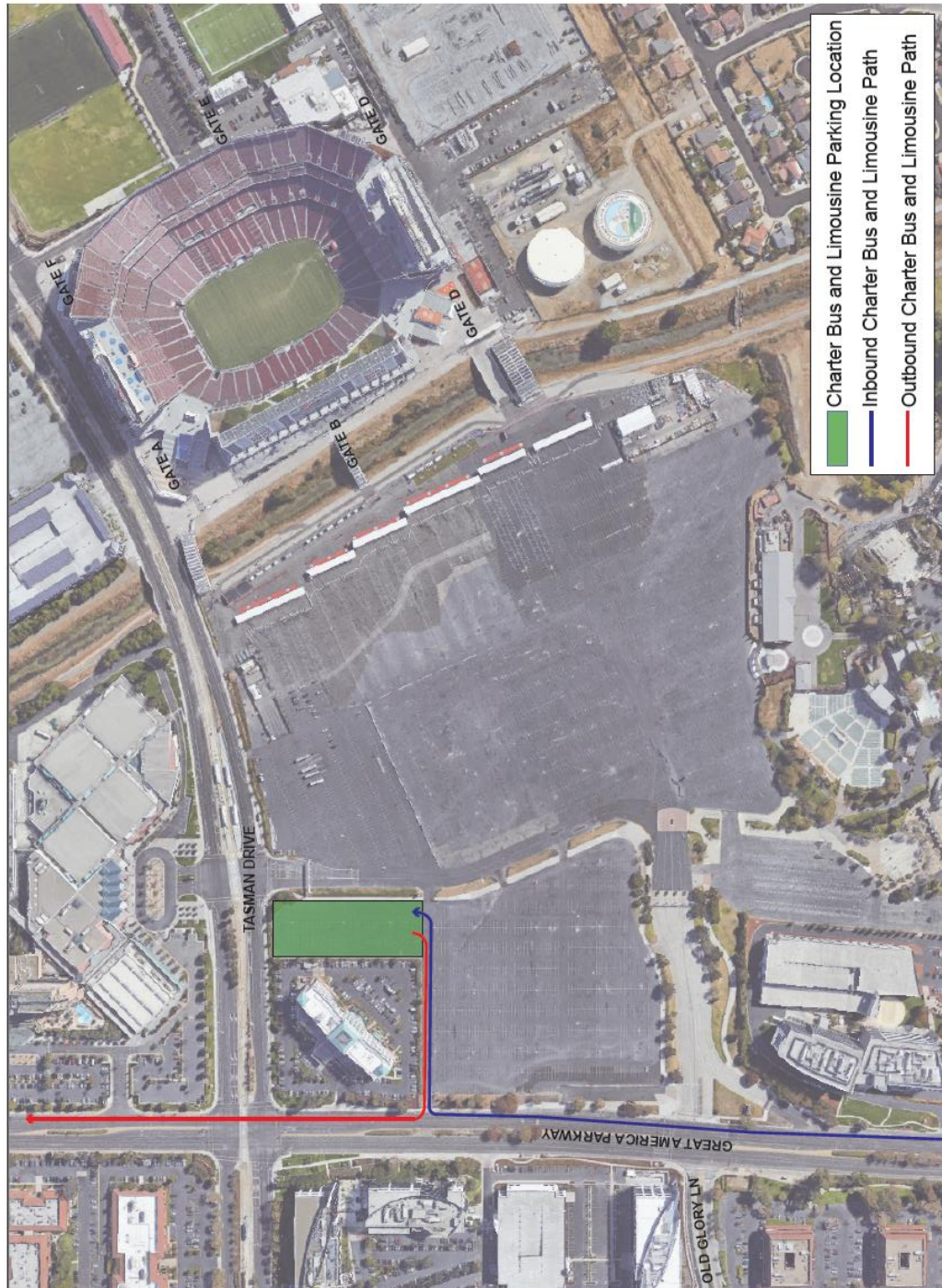
Other public bus routes serving Candlestick are operated by Golden Gate Transit (from Marin County) and Tri-Delta Transit (from the East Bay). These public transit agencies may continue to serve Levi's® Stadium with direct express service. Should these choose to provide service to the Stadium, their buses would be included as part of the Chart Bus operations described in Section 5.2.4 below.

### **5.2.4 Charter Bus**

All non-tailgating charter buses park within Green Lot 1, near the Hilton Hotel. There is space in this area to accommodate over 75 charter buses which exceeds the charter bus usage experienced to date. All non-tailgating, oversized vehicles including limos, shuttle vans, etc., are also directed to park in this location. Entry and exit is located at the newly installed 3-lane "Hilton Gate" in Green Lot 1 located just south of the Hilton Hotel on Great America Parkway. Charter buses and other oversized vehicles that are looking to tailgate are directed to Blue Lot 1 RV location.



Figure 5.2-7: Charter Bus Staging Area on Event Day



As shown in **Figure 5.3-7**, charter bus patrons would access the staging area from Old Glory Lane, Old Ironsides Drive, and Tasman Drive. Traffic officers would control the pedestrian crossings at the Great America Parkway / Old Glory Lane and Old Ironsides Drive / Tasman Drive intersections.

### 5.2.5 Caltrain

Caltrain provides rail service to the Stadium area from locations in San Francisco, San Mateo and Santa Clara counties. Service for approximately 2,000 to 3,000 Stadium attendees for Sunday afternoon events would be provided via regular Caltrain service, with a transfer to VTA light rail at the Mountain View station. Additional trains could also be provided, using available rolling stock, to meet demand. The details of Caltrain service on event days are as follows:

#### Operations Plan

Caltrain currently operates hourly service on weekends (for service related to weekday evening events, please see Section 6.0 of this document). The primary event day demand would be southbound trains for arrivals and northbound departure trains. Potential southbound trains at Mountain View for patrons arrive at 10:29 AM, 11:29 AM, and 12:29 PM. Additionally, a limited stop, Baby Bullet train arrives at 12:47 PM. Post event departures northbound at Mountain View are at 4:19 PM, 5:19 PM, and at 6:19 PM with a Baby Bullet train. Since travel time via light rail to the Great America station is about 20-25 minutes, arrivals before 12:00 PM and departures after 5:00 PM are preferred. The possibility of shifting the Baby Bullet trains for earlier arrival will be explored.

Currently, for sports events at SAP Center at San Jose and AT&T Park in San Francisco, Caltrain relies primarily on regular service, but will operate extra trains if demand warrants and will hold trains for a short time (up to 15 minutes) to provide departure flexibility. Special trains operate after the events as needed. These trains are easier for Caltrain to manage since the sports facilities are located at terminal stations. However, it is expected that there would be a similar operating plan for Stadium events.

#### *Number of Trains*

Two regular trains (Mountain View arrivals at 10:29 AM and 11:29 AM and departures at 5:19 PM and 6:19 PM) provide the best service for events, with the possibility of a third if the Baby Bullet train can be shifted earlier. Each train could carry up to 1,000 patrons to and from the event.

It should be noted that as part of the collection of annual data described in section 2.1.4, it is expected that Caltrain will collect boarding and alighting data on its trains for the purposes of annual TMOP evaluation. Data is to be collected before the start of the NFL season (once on a Sunday and once on a Monday), and on all NFL game days at the Stadium.

#### *Train Size*

Caltrain currently operates the maximum train size (five cars) that they provide at this time. Therefore, there is no current ability to expand train size. However, future conversion of Caltrain to an electrified operation may provide opportunities for increased capacity as well as increased service frequency.

#### *Schedule*

The schedule of Caltrain service to various event types at the facility will be described herein, both regular service, augmented service and/or special service.



### Access to Stadium (via VTA Light Rail)

Currently, Caltrain does not provide direct access to the Stadium (Altamont Corridor Express (ACE) and Capitol Corridor do have access rights on the tracks adjacent to the Stadium). However, on event days, Caltrain will coordinate with VTA light rail to provide direct service to the Stadium via a transfer at the Mountain View Station. In addition, VTA Bus Line 60 operates from the Santa Clara Caltrain Station to the Stadium. Should there be a need for additional connecting (if VTA light rail cannot provide enough capacity for example), bus connections could be provided at the Mountain View and/or Lawrence Stations. The details of such an operation is provided in Section 5.8.

### Loading/Unloading/Schedule

As described above, Caltrain will deliver patrons to the Mountain View station, where transfers to the VTA light rail service will occur. As demand warrants, VTA can stage light rail trains to serve the demand. However, this operation will be closely monitored and additional connecting buses provided as needed. The primary time period for connections will be between 10:30 AM and 12:00 PM before events and 5:00 PM to 6:15 PM after events.

### Train Storage

Storage for additional trains needed to meet demand will occur at the terminals (San Francisco and San Jose). In particular, after events, the backup trains would be dispatched from San Jose as needed to prevent overcrowding and to ensure available capacity for regular Caltrain riders.

## **5.2.6 Capitol Corridor**

Capitol Corridor could provide rail service to Sunday afternoon Stadium events for approximately 500 Stadium attendees via the current Amtrak route to Oakland and Sacramento. The details of potential Capitol Corridor service on event days are as follows:

### Operations Plan

Capitol Corridor may consider adjusting the schedule of its regular service on event days to accommodate greater demand and better serve event times. Currently, the Great America ACE/Capitol station is served by westbound (to San Jose) arrivals on Sunday at 8:26 AM, 10:26 AM, and 1:26 PM and eastbound departures at 4:37 PM and 6:02 PM. There is also an eastbound arrival from San Jose at 1:02 PM and westbound departure at 5:01 PM that would serve San Jose patrons. For service related to weekday evening events, please see Section 6.0 of this document.

### *Number of Trains*

As noted above, the current schedule provides several arrivals and departures at the Stadium. However, the primary arrival train would be the 10:26 AM and most departures would be on the 4:37 PM train. In the future, the Capitol Corridor might also be able to extend to San Jose the current train that terminates in Oakland at 11:15 AM, which would provide a timely arrival.

It should be noted that as part of the collection of annual data described in section 2.1.4, it is expected that Capitol Corridor will collect boarding and alighting data on its trains for the purposes of annual TMOP evaluation. Data is to be collected before the start of the NFL season (once on a Sunday and once on a Monday), and on all NFL game days at the Stadium.

### *Train Size*

Capitol Corridor may elect to use longer trains for event day service to increase the number of patrons it can carry to the Stadium area. Current regular trains have five cars, but the trains could operate with up to eight cars, if needed due to demand.

### *Schedule*

As discussed above, the primary arrival train from Oakland and Sacramento would be at 10:26 AM and the departure train at 4:37 PM, with a back-up train at 6:02 PM. If events run long, the 4:37 PM departure could potentially be held for a short period of time to serve patrons.

### Loading/Unloading/Schedule

For Capitol Corridor service on event days, loading and unloading will occur at the Great America Station adjacent to the Stadium. An operational issue to be resolved is the order of loading, unloading, and general logistics at the Great America Station assuming the Capitol Corridor and ACE both provide service to the Stadium via this one station. After the event, based on the current Capitol Corridor schedule, it is likely that the regular 4:37 PM would first depart followed by the special ACE service. The regular Capitol Corridor westbound train arrives at 5:02 PM, although that train might need to be delayed to allow for the special ACE train departure.

After the event, patrons would walk the short distance to the station. Special queuing areas will be separated by temporary fencing, along with barricades, taping, and signage (identifying where to stand) placed to ensure orderly boarding of trains in both directions. Stadium Management staff will be responsible for implementing the Capitol Corridor queuing area. A layout of this loading area is provided in **Figure 5.2-8**.

### Train Storage

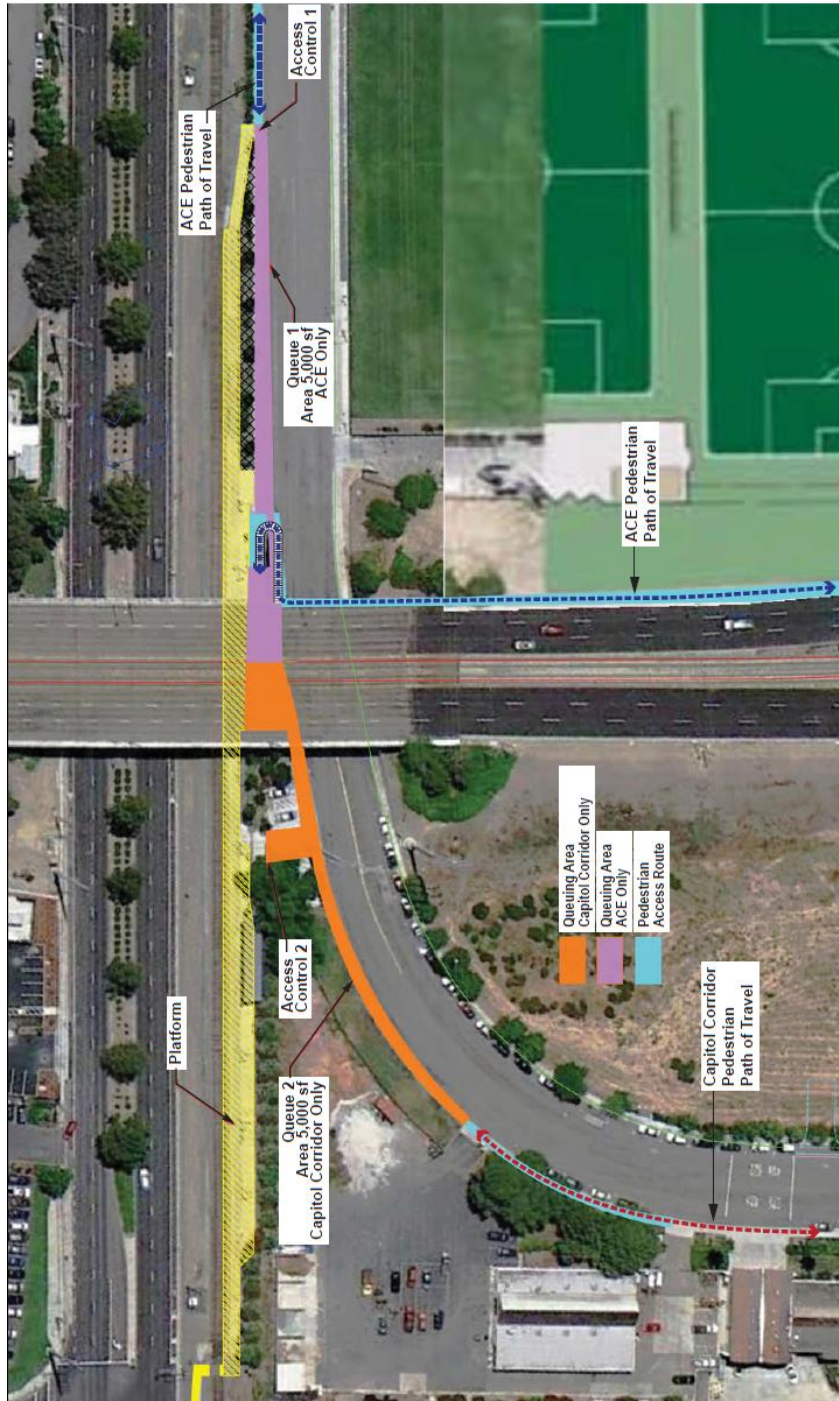
Since regular service will be used, there will not likely be a need for train storage. However, if needed, storage is currently available at the San Jose station.

### Passenger Parking

ACE and Capitol Corridor riders who leave a vehicle overnight use the existing parking lot adjacent to the Capitol Corridor Great America Station. As a result, that lot will be substantially occupied during event periods.



Figure 5.2-8: Great America Commuter Rail Station Platform Configuration





### 5.2.7 ACE

ACE could provide special rail service to Sunday afternoon Stadium events for approximately 700 to 900 Stadium attendees via the Central Valley. The details of ACE service on event days are as follows:

#### Operations Plan

ACE does not currently operate regular weekend service, but would run a special train to events. For service related to weekday evening events, please see Section 6.0 of this document.

#### *Number of Trains*

ACE will operate one special round trip train to Stadium events. As part of the collection of annual data described in section 2.1.4, it is expected that ACE will collect boarding and alighting data on its trains for the purposes of annual TMOP evaluation. Data is to be collected on all NFL game days at the Stadium.

#### *Train Size*

ACE currently operates six and seven car trains during weekdays. For special event day service, the train size would be up to seven cars.

#### *Schedule*

Special event day train service would be scheduled to best serve the event. Arrivals would likely occur about one hour and thirty minutes before the start of the event and departures would be flexible and timed to leave at a set time (30 to 45 minutes) after the end of the event. Specifically for Sunday afternoon football games, ACE would depart at 4:30 PM for games starting at 1:05 PM.

#### Loading/Unloading/Schedule

For special ACE service on event days, loading and unloading will occur at the Great America Station adjacent to the Stadium. An operational issue to be resolved is the order of loading, unloading, and general logistics at the Great America Station assuming the Capitol Corridor and ACE both provide service to the Stadium via this one station. After the event, based on the current Capitol Corridor schedule, it is likely that the regular 4:37 would first depart followed by the special ACE service. The regular Capitol Corridor westbound train arrives at 5:02, although that train might need to be delayed to allow for the special ACE train departure.

After the event, patrons would walk the short distance to the station. Special queuing areas will be separated by temporary fencing, along with barricades, taping, and signage (identifying where to stand) placed to ensure orderly boarding of trains in both directions. Stadium Management staff will be responsible for implementing the ACE queuing area. A layout of this loading area is provided in **Figure 5.2-8**.

#### Train Storage

A special ACE train would be stored in San Jose at the current ACE storage track location.

#### Passenger Parking

ACE and Capitol Corridor riders who leave a vehicle overnight use the existing parking lot adjacent to the Capitol Corridor Great America Station. As a result, that lot will be substantially occupied during event periods.



## 5.3 Pedestrian Access

Pedestrians arriving and departing the Stadium will be encouraged to use specific routes and designated pedestrian walkways. This goal will be achieved through a combination of permanent signage, temporary signs, changeable message signs, media releases, and mass marketing programs designed to inform the public and Stadium patrons about these travel routes. The use of various temporary traffic control devices, in conjunction with the deployment of gameday traffic control personnel, will give priority to the established travel routes, thereby minimizing the potential for conflict.

### 5.3.1 Roadway Closures / Pedestrian Only Areas

As noted in previous sections, Tasman Drive will be closed on event days to vehicles to provide space for transit loading, access to a number of roadways will be restricted to eliminate intrusions into residential neighborhoods and provide safe and adequate pedestrian loading and crossing areas. These areas and the preferred pedestrian walkways are described in this section of the TMOP.

Tasman Drive between the Convention Center Driveway and Centennial Boulevard will be closed to vehicular traffic during Stadium Events with anticipated attendance greater than 20,000 patrons. This area will prohibit vehicular traffic in order to allow for easy, direct access to and from the Stadium for light rail users. During events in which Tasman is closed, extended queuing areas would be on-street, in the prohibited section of eastbound Tasman Drive adjacent to the Great America VTA Station. Stadium Management staff will be responsible for implementing the VTA Light Rail queuing areas. New fencing shall be in place on both sides of the Tasman median along the extents of this segment to prohibit pedestrians from crossing at prohibited locations. Emergency vehicles would be able to use the closed section of westbound Tasman Drive. The Tasman Drive vehicular traffic closure would be in place from 1:00 AM to 9:00 PM on a Sunday game day, assuming a 1:00 PM afternoon start time.

Pedestrian paths of travel to several parking facilities and transit loading areas will not require pedestrians to cross vehicular traffic. Pedestrians traveling to parking facilities north of the Stadium area would walk through the designated "Transit and Pedestrian Area" located north of the Stadium on Tasman Drive, between Convention Circle and Centennial Boulevard.

### 5.3.2 Access to Transit

The TMOP seeks to make access to transit easy and efficient. Way-finding signage to each transit station shall be installed to clearly direct patrons to transit facilities. Pedestrian access routes to transit, including VTA Light Rail, VTA Bus, and ACE / Capitol Corridor, and the locations of directional signage, are illustrated in **Figure 5.3-2**.

#### VTA Light Rail

The Great America VTA Light Rail Station and passenger queuing area is shown in **Figure 5.3-3**. As shown, the majority of light rail riders would enter and exit the light rail within the designated "Transit and Pedestrian Area" (i.e., the area along Tasman Drive between Convention Center Circle and Centennial Boulevard, closed to vehicle traffic) located north of the Stadium site on Tasman Drive. The Great America VTA Light Rail Station platform is loaded from existing west end access for westbound only, and eastbound uses a new "Event Only" platform south of the eastbound track. The platform for westbound trains would load from the west end of the platform, via the east crosswalk of the Convention Center Circle / Tasman Drive intersection. Westbound passenger queuing would occur on-street, within the closed section of eastbound Tasman Drive. The platform for eastbound trains would load from the center of the platform, and at the east side of the platform. Eastbound passenger queuing would also occur on-street, within the closed section of eastbound Tasman Drive. VTA light rail queuing areas will be separated by stanchions and signage (identifying where to stand) placed to ensure orderly boarding of trains in both directions. All stanchions and signage shall be implemented by Stadium Management staff six hours prior to the start of an event, and removed after Stadium departure has concluded.

As many as 220 passengers per minute would be able to access the westbound platform, and 400 passengers per minute for the eastbound platform. Based on an expected 7.5-minute service frequency after the conclusion of an event, a maximum of 2,024 passengers are expected to queue for westbound trains, and 1,850 passengers for eastbound trains. Also, although most light rail patrons would utilize the closest station to Great America, the potential exists for riders to attempt to exit one stop east or west prior to reaching the Stadium. As alighting one station from the Stadium would result in increased delay for VTA trains, and would disrupt planned signalization approaching the Stadium, the Lick Mill and Old Ironsides VTA stations could be closed during events. Thus, additional signage will be added at the Lick Mill and Old Ironsides VTA stations and on VTA trains to notify riders of the temporary closure of these two stations.

#### VTA Supplemental Bus Routes

VTA will operate new event-day only bus services, connecting other high-volume locations in the south bay directly with the Stadium. Supplemental Route 251 (Fremont BART) loads and unloads passengers at Tasman Drive between Great America Parkway and Convention Center. Pedestrians walking between the Supplemental Route 251 loading area and the Stadium will use the sidewalks on Tasman Drive. The remaining four Supplemental Routes will load and unload passengers east of the Stadium along Tasman Drive, between Calle Del Sol and Lick Mill Boulevard. Pedestrians walking between this loading area and the Stadium will use the sidewalk along the north side of Tasman drive, and the pedestrian-only zone along Tasman Drive. The locations of VTA supplemental bus loading and unloading areas are illustrated in **Figure 5.3-4**.

Figure 5.3-9: Directional Signage and Access to Transit

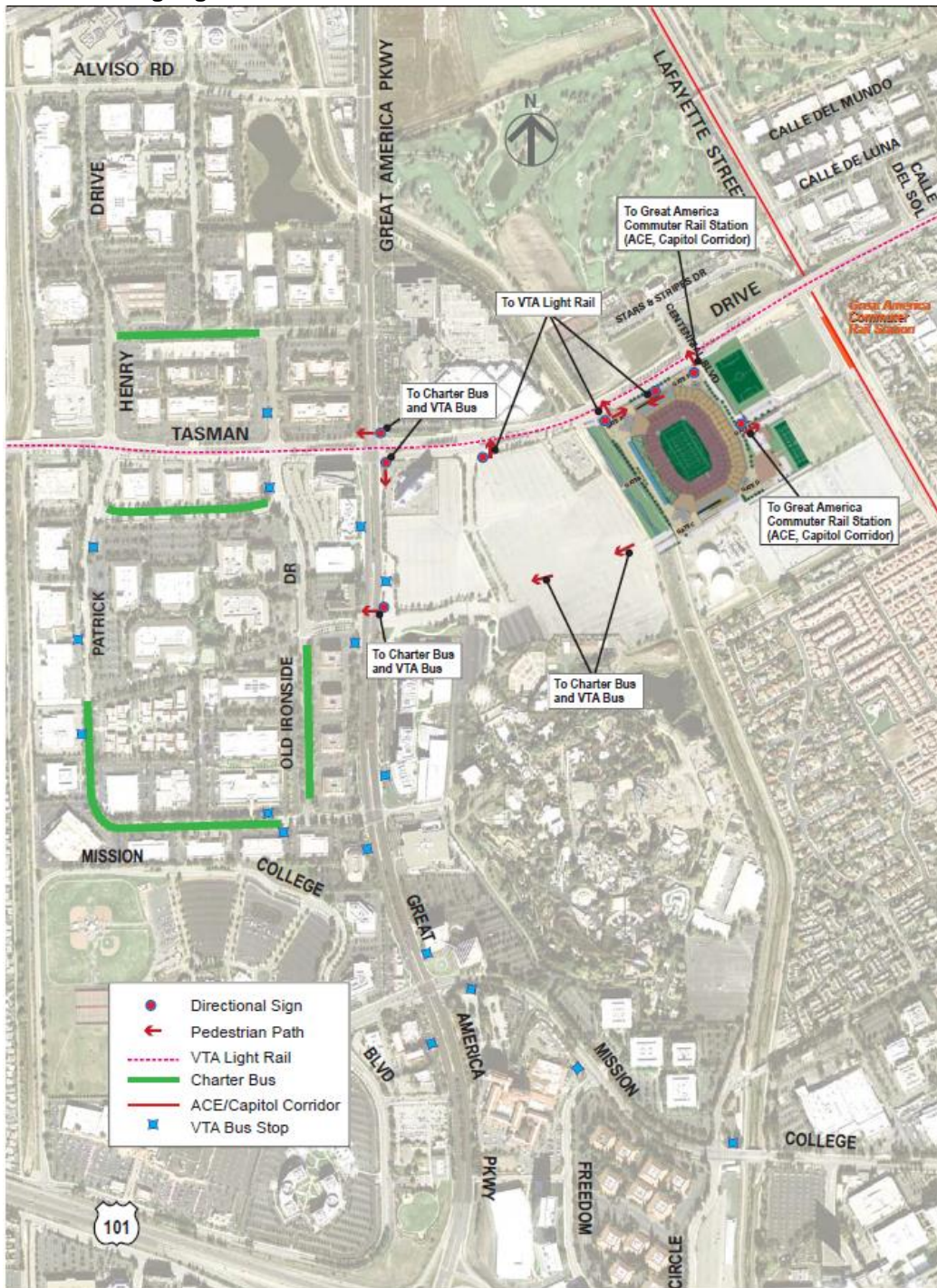




Figure 5.3-10: Great America Light Rail Station Platform Queuing Area

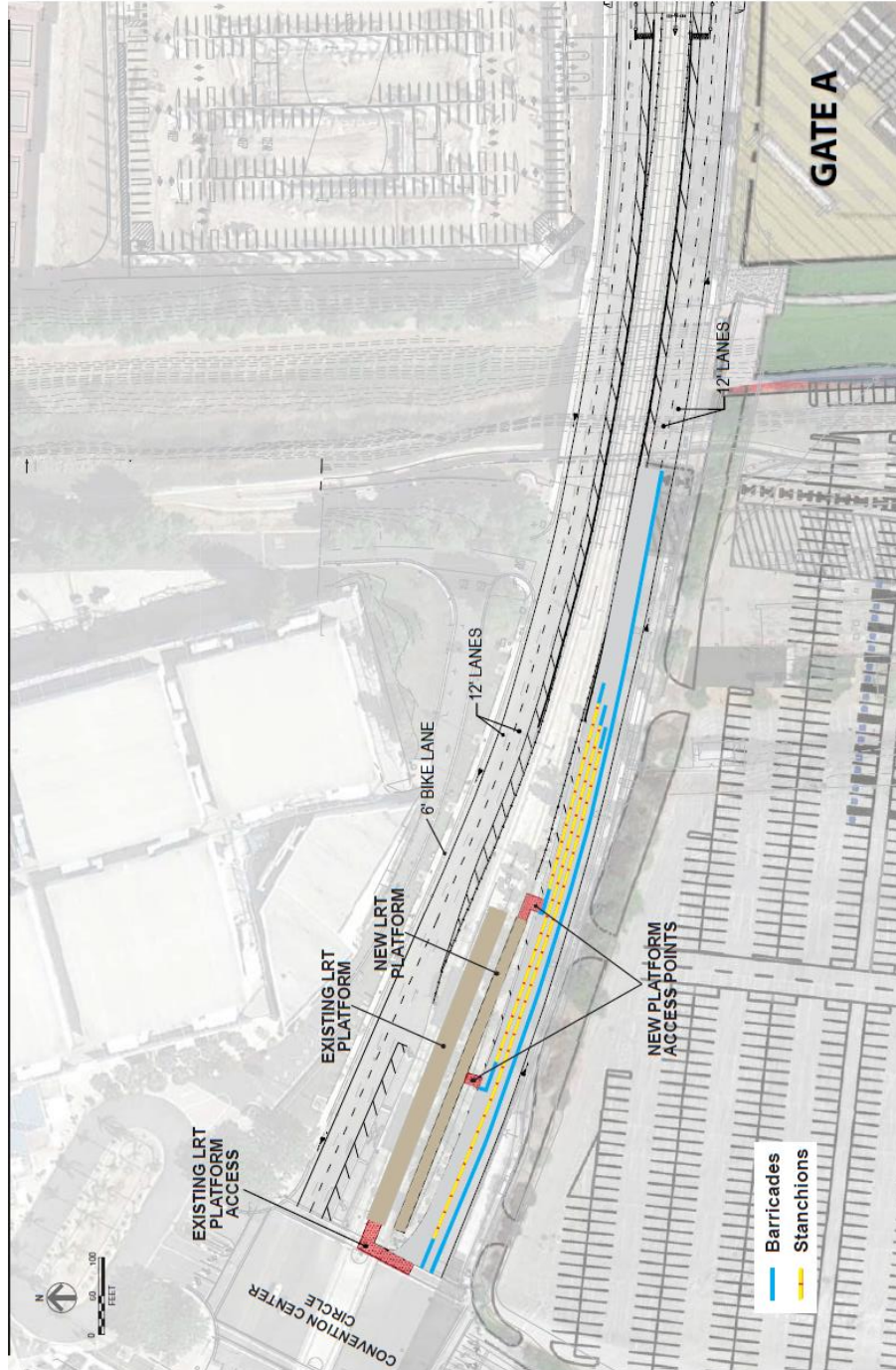
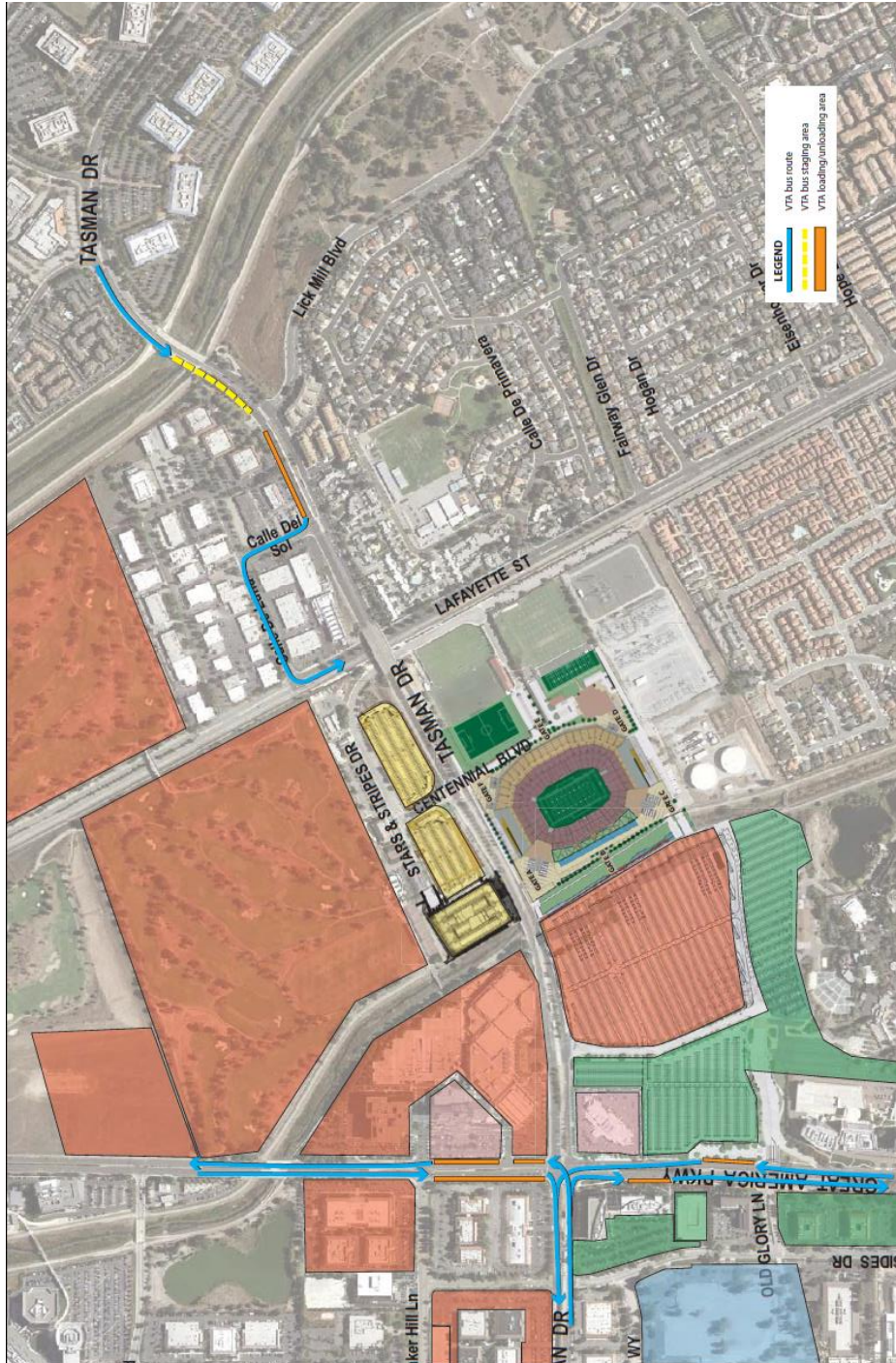






Figure 5.3-11: VTA Supplemental Bus Route Staging Area on Event Days

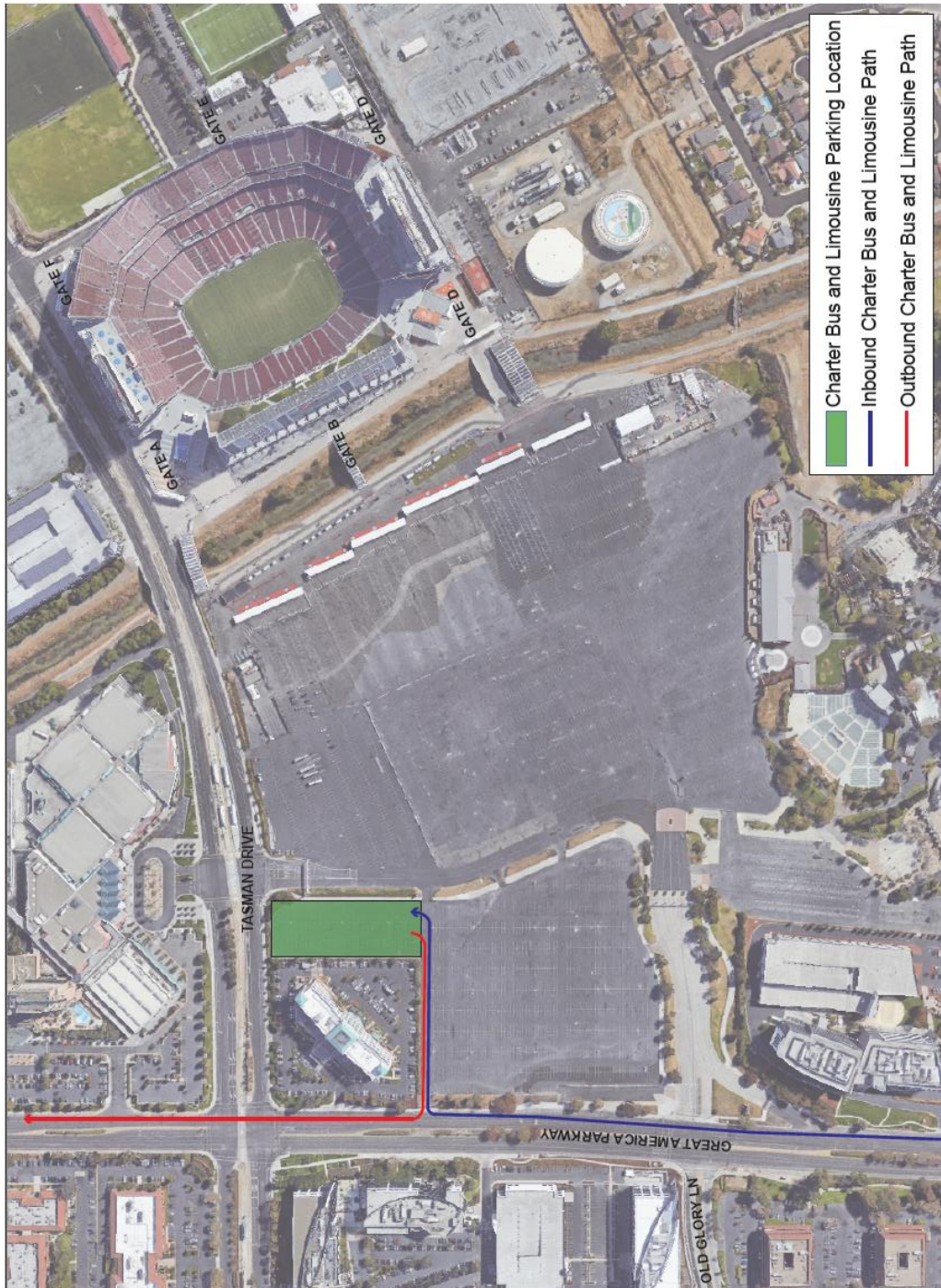


### ACE / Capitol Corridor

The Great America Commuter Rail station and passenger queuing area as shown in **Figure 5.2-8**. As shown, ACE and Capitol Corridor patrons would access the station either by walking along Tasman Drive, along Stars & Stripes Drive, or by walking along the new pedestrian pathway along the north edge of the 49ers Training Facility east of the Stadium to the cul-de-sac on Stars & Stripes Drive. Capitol Corridor passenger queuing will occur along the east sidewalk on Stars and Stripes Drive, from the northern end of the platform to the center of the platform. ACE passenger queuing will also occur along the east sidewalk on Stars and Stripes Drive, from the center of the platform to the southern end of the platform. The two queuing areas will be separated by stanchions and signage (identifying where to stand) placed to ensure orderly boarding of trains in both directions. All stanchions and signage shall be implemented six hours prior to the start of an event, and would be removed after Stadium departure has concluded.



Figure 5.3-12: Charter Bus Staging Area on Event Day



### 5.3.3 Access to Parking

Access to parking facilities may require pedestrians to cross traffic one or more times, or in some cases, not at all. The conflict points will be located at signalized intersections with crosswalks that serve as primary entry to identified parking areas. As shown in **Figure 5.3-7**, pedestrians would be able to access the event day parking facilities in the following ways:

- *Great America Main Parking Facilities* – Pedestrians traveling to the Stadium from Red Lot 1 or Green Lot 1 would utilize one of the pedestrian bridges across San Tomas Aquino Creek.
- *Off-Site Parking Northeast of Stadium* – Pedestrians traveling northeast of the Stadium would travel along Tasman Drive and would not encounter conflicts with vehicular traffic.
- *Off-Site Parking Northwest of Stadium* – Pedestrians traveling to parking areas northwest of the Stadium would cross Great America Parkway at either Tasman Drive or Bunker Hill Lane.
- *Off-Site Parking West of Stadium* – Pedestrians traveling to parking areas west of the Stadium would cross Great America Parkway at Old Glory Lane.
- *Off-Site Parking South of Stadium* – Pedestrians traveling to parking areas south of the Stadium would cross Great America Parkway at Old Glory Lane, and walk along the west sidewalk of Great America Parkway.

Crowded conditions are to be expected for each path during peak periods. To further facilitate pedestrian traffic, a new pedestrian crossing will be provided on Tasman Drive and three additional pedestrian-only bridges were constructed over San Tomas Aquino Creek south of Tasman Drive.

It should be noted that on event days, security screening stations shall be placed ahead of all Stadium pedestrian access points to screen all patrons for unpermitted items. No Stadium patrons will be permitted into the Stadium without first passing through a security screening station. As such, all security screening stations shall be placed six hours prior to the start of an event, and removed mid-game in order to maximize pedestrian flow away from the Stadium during the egress period. The area within which all patrons have been screened at security screening stations, the Stadium's security perimeter, is shown on **Figure 5.3-8**.

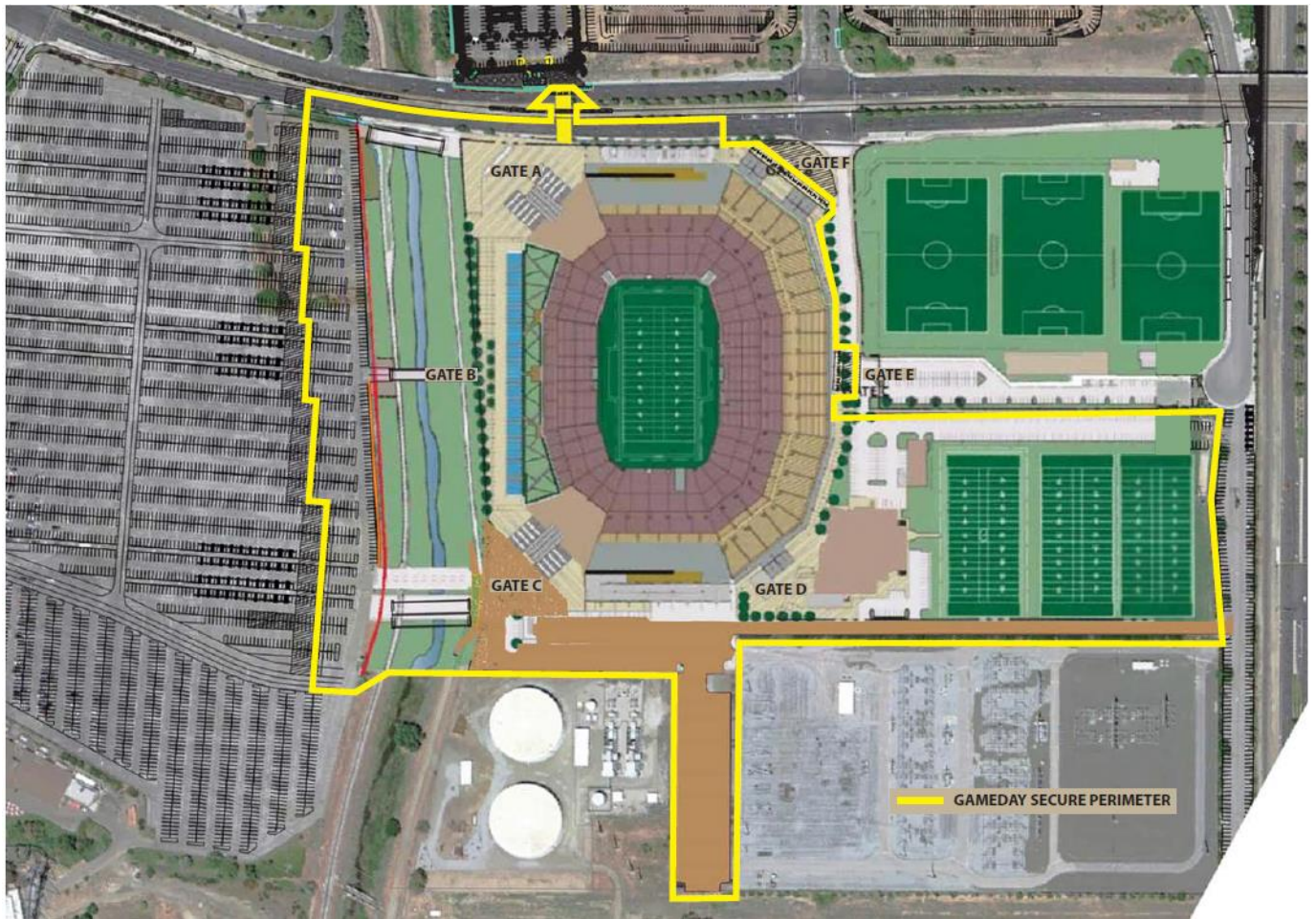


Figure 5.3-13: Pedestrian Access to Parking Facilities on Event Days





Figure 5.3-14: Stadium Security Perimeter





### Designated Crossing Areas

Designated crossing areas will be placed at locations so pedestrians can travel to and from parking facilities with a minimal number of roadway crossings. Officers will be located at many of these crossing area locations to assist should any conflicts between vehicles and pedestrian occur. Additionally, pedestrian crossing of roadway or transit rights-of-way will occur at officer-monitored locations, or at intersections with pedestrian signals. The locations and control type of these crossing areas are identified below.

#### *Control Type*

In some cases, the designated crossing area may be placed at an officer-monitored intersection. In other cases, the designated crossing area may be under signal control or stop control. In each case, pedestrians will wait for traffic to yield, and then cross. Each intersection and the number of officers required to manage the gameday traffic flow are listed below:

- Great America Parkway / SR-237 Ramps (requires two officers);
- Great America Parkway / Great America Way (no officers required);
- Great America Parkway / Old Mountain View–Alviso Road (requires one officer);
- Great America Parkway / Bunker Hill Lane (requires one officer);
- Great America Parkway / Tasman Drive (requires three officers);
- Great America Parkway / Stadium North Driveway (requires one officer, post-event only);
- Great America Parkway / Old Glory Lane (requires three officers);
- Great America Parkway / Patrick Henry Drive (requires two officers);
- Great America Parkway / Mission College Boulevard (requires three officers);
- Great America Parkway / Our Lady Way (no officers required);
- Great America Parkway / U.S. 101 Northbound Ramps (one officer required);
- Great America Parkway / U.S. 101 Southbound Ramps (one officer required);
- Lawrence Expressway / Tasman Drive (requires two officers);
- Lawrence Expressway / Sandia Avenue (requires two officers);
- Patrick Henry Drive / Tasman Drive (requires two officers);
- Old Ironsides Drive / Tasman Drive (requires two officers);
- Convention Circle / Tasman Drive (requires one officer);
- Tasman Drive at-grade crossing (requires two officers);
- Centennial Boulevard / Tasman Drive (requires two officers);
- Calle Del Sol / Tasman Drive (requires two officers);
- Calle Del Sol / Calle De Luna (requires one officer);
- Lafayette Street / Calle De Luna (requires one officer);
- Lick Mill Boulevard / Tasman Drive (requires one officer);
- North 1st Street / Tasman Drive (requires two officers);
- Lafayette Street / Hogan Drive (no officers required);
- Marriott Parking Access / Mission College Boulevard (requires one officer);
- Freedom Circle / Agnew Road / Mission College Boulevard (requires one officer); and,
- Montague Expressway / Mission College Boulevard (requires two officers).

### Street Crossing Prohibitions

Some locations may include a street crossing prohibition (signage or fencing) in order to minimize conflict points between pedestrians and vehicles, and to focus pedestrians into the safest crossing areas. In these cases, signage will be posted to alert pedestrians regarding prohibited crossing areas, or officers will be directing pedestrians to use designated sidewalks and crosswalks. These locations include:

- Great America Parkway / SR 237 Ramps: North crosswalk, south crosswalk;
- Great America Parkway / Great America Way: North crosswalk, south crosswalk;
- Great America Parkway / Old Mountain View Alviso Road: South crosswalk;
- Great America Parkway / Bunker Hill Lane: North crosswalk;
- Great America Parkway / Tasman Drive: South crosswalk, east crosswalk, west crosswalk;
- Great America Parkway / Old Glory Lane: East crosswalk;
- Great America Parkway / Patrick Henry Drive: North crosswalk, south crosswalk;
- Great America Parkway / Mission College Boulevard: North crosswalk, south crosswalk;
- Patrick Henry Drive / Tasman Drive: West crosswalk;
- Old Ironsides Drive / Tasman Drive: West crosswalk;
- Convention Center Circle / Tasman Drive: West crosswalk;
- Fenced Tasman Drive median between Convention Center Circle and Centennial Boulevard;
- Calle Del Sol / Tasman Drive: East crosswalk, west crosswalk; and
- Lick Mill Boulevard / Tasman Drive: East crosswalk, west crosswalk.

### Residential Area Intrusion

Based on the locations of the off-site parking areas and transit stations relative to the Stadium, and given that pedestrians will choose to take the most direct route to/from the Stadium, it is unlikely that pedestrians will travel through residential areas. Officers shall be stationed on either end of Agnew Road, between Mission College Boulevard and Lafayette Street. Should local residents have any issue with pedestrian cut-through traffic, signage would be posted at neighborhoods to alert Stadium patrons that residential areas are to be avoided, and to explain that they do not provide quicker paths to the Stadium, parking facilities, or transit facilities. Further, the signage will include the Community Liaison's telephone number, should residents want to speak with someone personally to offer input. Based on findings, including feedback from area residents, adjustments to the TMOP will be proposed.

#### **5.3.4 ADA Access**

A conscious and ongoing effort will be made to accommodate all fans, including those living with disabilities. The primary supply of ADA parking for the Stadium will be provided within Red Lot 1, comprising a total of 200 spaces. As the legal requirement reserves one percent of the available parking spaces per lot or garage for the vehicles of individuals living with disabilities, the total of 200 ADA parking would be sufficient to meet ADA parking requirements for all patrons expected to arrive at the Stadium by automobile. However, it should be noted that existing ADA parking spaces within off-site lots contracted for event use would also be available. Additionally, it should be noted that Blue Lot 3 will serve as an additional parking supply for disabled patrons, offering 140 parking spaces.

Further, a total of 130 ADA parking spaces would be provided in lots designated specifically for Great America Theme Park use. On days when the Theme Park is in operation during a Stadium event, it is possible that some percentage of this surplus could be used as overflow ADA parking for the Stadium, if necessary. On days when the Theme Park is not in operation, the 130 ADA parking spaces would be added to the total of 200 ADA parking spaces, allowing for



an overall ADA parking supply of 330 spaces within Red Lot 1. Motorized carts would shuttle patrons between the 130-space ADA parking area and the Stadium security perimeter.

#### Supplemental ADA Shuttle

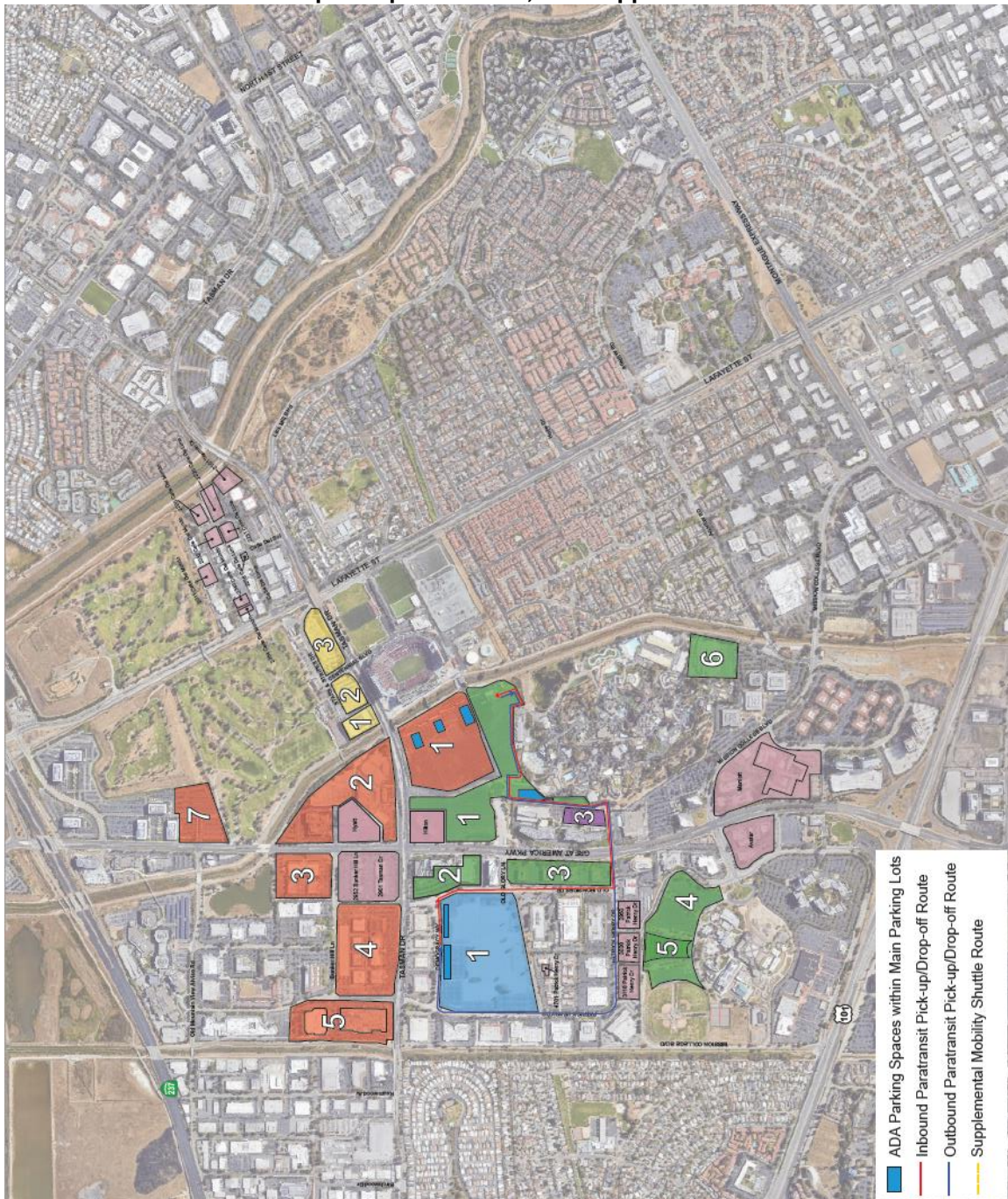
Patrons intending to use ADA parking spaces (not located within Red Lot 1 or Green Lot 1) will be encouraged to park within Blue Lot 1. As noted, Blue Lot 1 will serve as an additional parking supply for disabled patrons, offering 140 parking spaces. Additionally, Blue Lot 1 will serve as the Stadium's ADA paratransit pick-up and drop-off location. Disabled patrons parking in Blue Lot 3, or arriving by ADA Paratransit will be served by a supplemental shuttle offering a direct connection to the Stadium entrance. The supplemental shuttles will be similar to golf carts, and would transport Stadium patrons with special needs from Blue Lot 1 to Stadium. Additionally, Stadium patrons with special needs parked within Red Lot 1 or Green Lot 1 would receive shuttle service to the Stadium entrance. Shuttle service would be available beginning 1.5 hours prior to event time, with the last drop off occurring one hour following the conclusion of each event.

#### On-Demand Paratransit Shuttles

Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. This demand-responsive transport service would offer on-demand call-up door-to-door service from any origin within the Stadium service area to/from the Blue Lot 1 pick-up/drop-off zone, where passengers would transfer to the Stadium's supplemental ADA shuttle to reach the Stadium entrance. Stadium patrons with special needs who require paratransit services would call the Paratransit dispatcher to schedule a pick-up. Both the paratransit route to and from Blue Lot 1, as well as the supplemental shuttle route from Blue Lot 1 to the Stadium, are illustrated in **Figure 5.3-10**.



**Figure 5.3-15: Paratransit and Pick-up / Drop-off Routes, and Supplemental ADA Shuttle Routes**







## 5.4 Bicycle Access

### 5.4.1 Access Routes

Bicyclists are expected to access the Stadium by way of automobile ingress and egress routes, or via bicycle designated trails and facilities (i.e. the adjacent San Tomas Aquino Creek Trail). In the vicinity of the Stadium, there are several Class I and Class II bicycle facilities.

- San Tomas Aquino Creek Trail is a major north/south, paved, Class I (off-road) bikeway stretching from the central Santa Clara to Sunnyvale/Baylands Park, which intersects with Tasman Drive at the northwest corner of the Stadium. Currently, it is nearly continuous from the Bay Trail to El Camino Real as a multi-use trail for bicycles and pedestrians. South of El Camino Real, the trail is an on-street bicycle route with marked bicycle lanes along the streets. A Spur Trail to Homestead Road is under various stages of design and construction. The San Tomas Aquino Creek Trail is only accessible during daylight hours in the vicinity of the Stadium.
- Guadalupe River Trail is a major north/south, Class I (off-road) bikeway that provides direct access to/from Downtown San Jose and many outlying neighborhoods and intersects with Tasman Drive approximately 0.5 miles east of the Stadium. The Guadalupe River Trail is only accessible during daylight hours in the vicinity of the Stadium. The path is an 11 mile long multi-use trail for bicycles and pedestrians that runs along the banks of the Guadalupe River. Currently, it is composed of three discontinuous segments:
  - The “Upper Guadalupe River Trail” section links to three other trail systems (River Oaks Pathway, Los Alamitos Creek Trail, and Ryland Parkway Trail). The trail’s southern section is paved and runs from its southern terminus at Almaden Lake Park (at Coleman Road) to Chynoweth Avenue.
  - The paved trail resumes just south of Interstate 280 (I-280) at the intersection of Virginia and SR 87 and continues northward and ends just north of the Interstate 880 (I-880) undercrossing.
  - The “Lower Guadalupe River Trail” section connects with the Highway 237 Bikeway. This section is unpaved (gravel) and continues along the border of San Jose International Airport and terminates near the corner of Gold Street and SR 237 in the Alviso neighborhood.
- Great America Parkway is a north/south, Class II (signed and striped) bikeway that provides direct access to/from central Santa Clara and SR 237. The bicycle lane runs along Great America Parkway from Chromite Drive to SR 237. It connects with Lafayette Street south of SR 237 via Great America Way before continuing to its northern terminus, north of SR 237, where it connects via the Gold Street Connector. The Class II bikeway intersects with Tasman Drive at the northwest corner of Red Lot 1.
- Lafayette Street is a north/south Class II bikeway. The on-street, signed and striped bicycle lane runs along Lafayette Street from Agnew Street to its northern terminus, north of SR 237. It connects with Great America Parkway south of SR 237 via Great America Way before continuing to its northern terminus, north of SR 237, where it connects via the Gold Street Connector. The Class II bikeway intersects with Tasman Drive at the northwest corner of Red Lot 1.
- North 1<sup>st</sup> Street is a north/south Class II bikeway. The on-street, signed and striped bicycle lane runs along N 1<sup>st</sup> Street from E Brokaw Road/Airport Parkway to its northern terminus, south of SR 237, at Great America Way. It connects with the “Upper Guadalupe River Trail” to the south via Airport Parkway, and connects with “Lower Guadalupe River Trail” to the north via Great America Way. The Class II bikeway intersects with Tasman Drive approximately 1.5 miles east of the Stadium.
- Tasman Drive/Great Mall Parkway/Capitol Avenue is a Class II bikeway that runs along the north side of the Stadium in the east/west direction. The bicycle lane crosses “Lower Guadalupe River Trail” and continues

as Great Mall Parkway to the South Main Street intersection. It runs in the north/south direction and continues as Capitol Avenue to its southern terminates at East Capitol Expressway near the Alum Rock Transit Center.

- John W. Christian Greenbelt Trail/Prestcott is a discontinuous Class I and Class II bikeway that runs in the east/west direction from Duncan Avenue/Garner Avenue, near Moffet Park Station, to Calabazas Creek Trail, a Class I bikeway that connects with Great America Parkway via the Old Mountain View-Aviso Trail to the north. The Great America Parkway bikeway intersects with Tasman Drive at the northwest corner of Red Lot 1.

Bicycle facilities in the vicinity of the Stadium are illustrated in **Figure 5.4-1**.

#### Bicycle Traffic Diversions

During certain large events, bicycle traffic on the San Tomas Aquino Creek Trail will be diverted around the west stadium entry gates between the south end of the Stadium parking lot and Tasman Drive due to the trail's position within the Stadium's security perimeter. Gameday bicycle traffic will be diverted approximately 400 feet to the west, to bypass the Stadium security zone and event screening area. Bicycles will exit the Stadium parking lot at the intersection of Convention Circle/Tasman Drive and would reconnect with the San Tomas Aquino Creek Trail immediately north of Tasman Drive. The San Tomas Aquino Creek Trail detour is shown in **Figure 5.4-2**.

Tasman Drive will be closed to vehicles from Convention Center Circle to Stars & Stripes Drive during large events. Tasman will not, however, be closed to pedestrian or bicycle traffic, enabling commuters and other cyclists to pass through the Stadium area. For safety reasons, cyclists will likely be required to walk their bikes in pedestrian zones at certain peak times, perhaps causing some inconvenience for cyclists, but not prohibiting their passage into or through the area. All major intersections in the area will be controlled by police and standard traffic laws (including the prohibition of bicycle riding on sidewalks, or against traffic) will be in effect.

#### **5.4.2 Bicycle Parking**

Bicycle parking will be provided within Red Lot 1. For events exceeding 20,000 attendees, a bicycle valet service shall be provided that includes a dedicated, bicycle storage area with valet service for visitors, to the satisfaction of the Director of Public Works. The bicycle storage area shall provide enough space to house a minimum of 750 bicycles. It is anticipated that the bicycle parking capacity will exceed the expected bicycle parking demand. Additional bicycle parking facilities may be available in the outer parking lots.

Figure 5.4-1: Bicycle Routes

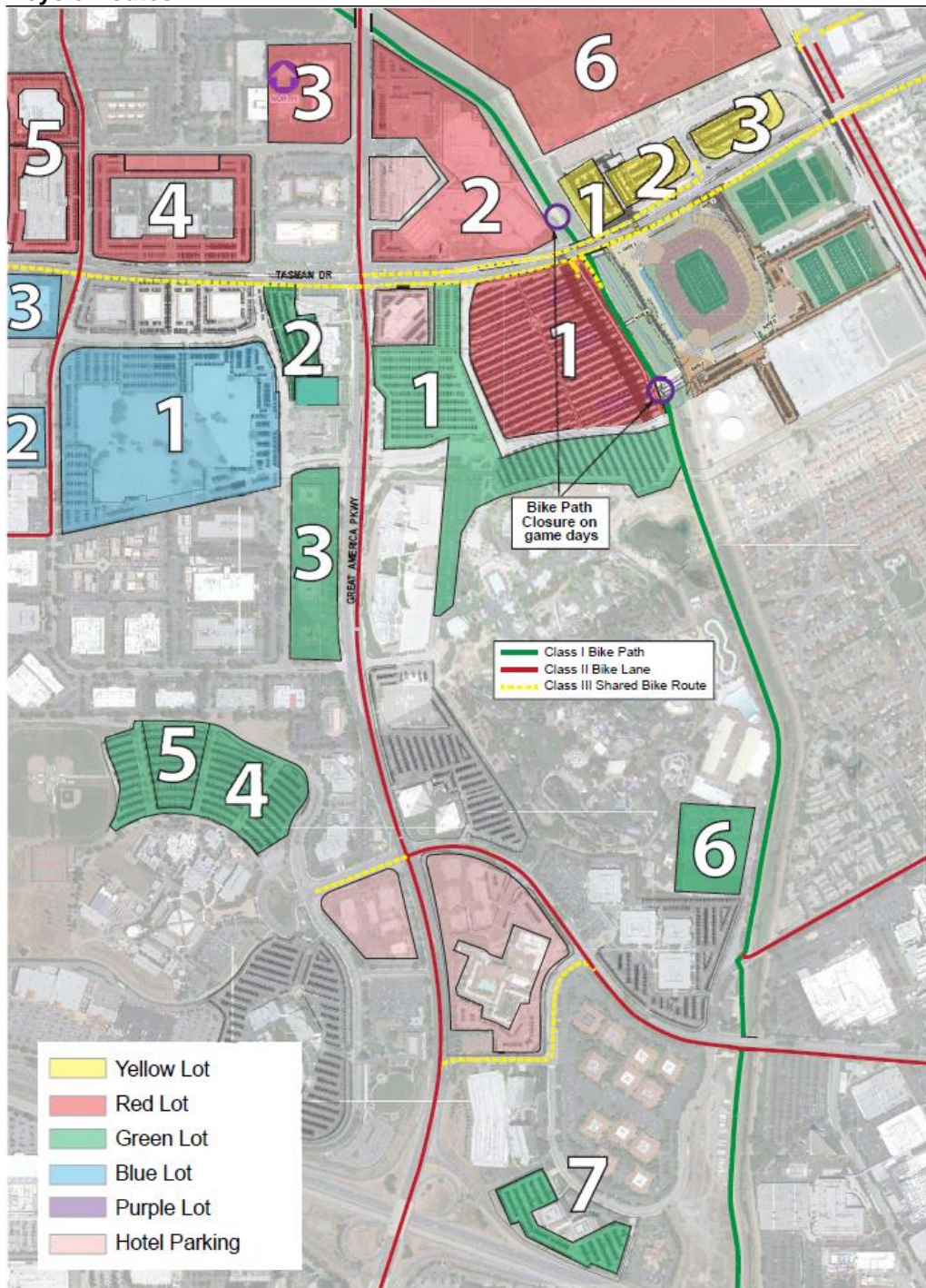




Figure 5.4-2: Bicycle Diversions on Event Day

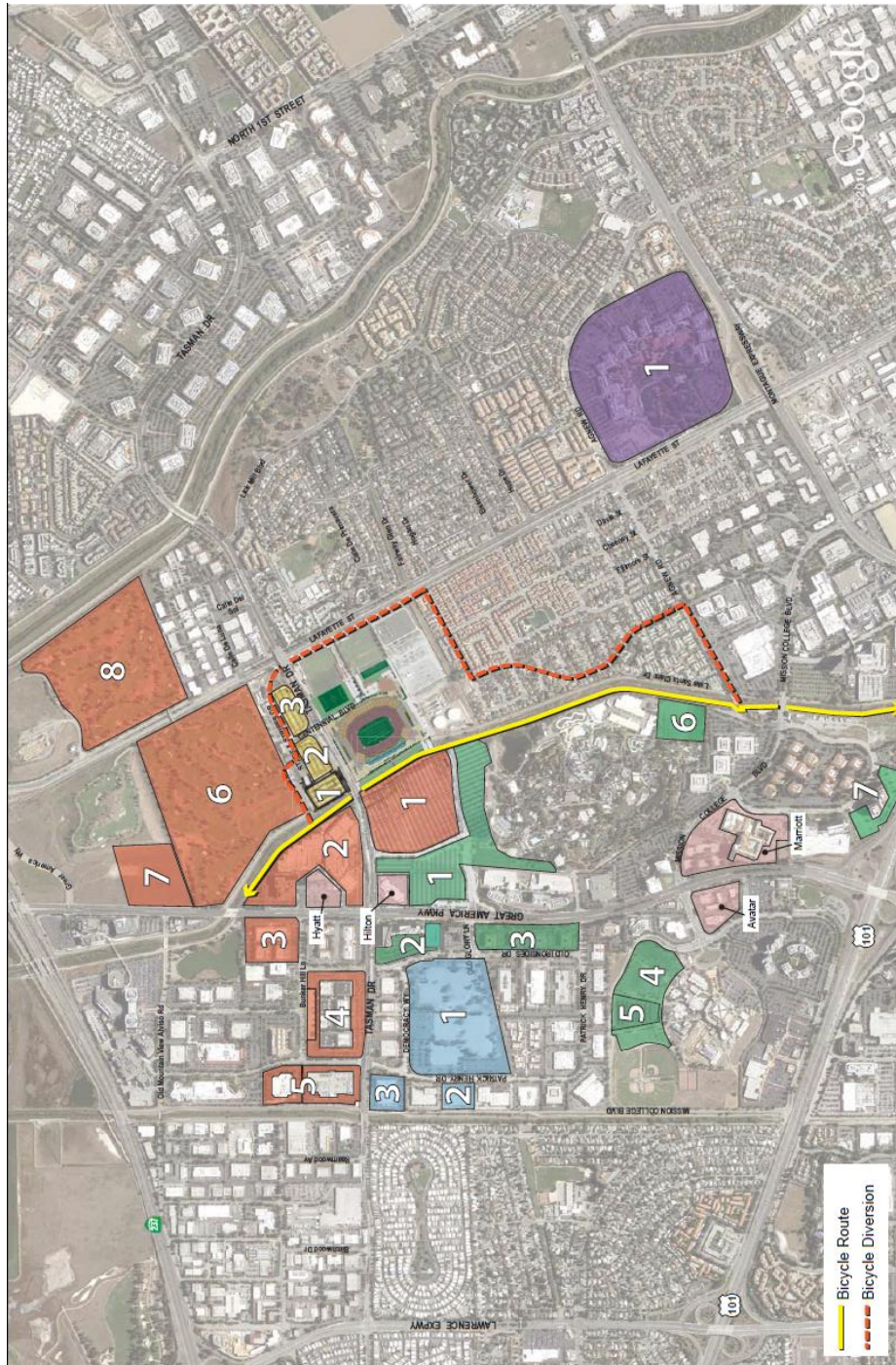




Figure 5.4-3: Bicycle Parking Facilities





## 5.5 Parking

### 5.5.1 Employee Parking

Stadium employees will be required to park in designated employee parking areas. The details of employee parking are as follows:

#### Employee Parking Areas

The employee event day parking demand, as estimated in the Transportation Management Plan, is summarized in **Table 5.5-1**.

**Table 5.5-1: Employee Event day Parking Demand**

Mode of Travel	Number of Employees	Total Employee Vehicles
Automobile (90%)	2,610	1,740
Transit (10%)	290	0
<b>Total</b>	<b>2,900</b>	<b>1,740</b>

Source: San Francisco 49ers, 2006; AECOM, 2014.

To meet this estimated demand, employees may utilize parking within the following parking facilities:

- The top four floors of Yellow Lot 1 (the City of Santa Clara Tasman Parking Garage located on the north side of Tasman Drive, directly across from the Stadium), including 1,200 parking spaces;
- Green Lot 6 (the Great America Theme Park parking lot), located southeast of the Great America Theme Park, including 749 parking spaces;
- Purple Lot 3 (Prudentail) is a 1,000 stall garage that is made available for employee parking, located at Patrick Henry Drive and Great America Parkway in the northeast corner of the intersection.
- When demand calls for, Green Lot 5 (Mission College) is converted to employee parking. This is generally due to constraints with weekday events, where employee parking is less readily available.
- 49ers Training Facility parking lot, adjacent to the Stadium, including 195 parking spaces;

It is expected that event day employee parking demand will be met by the 49ers Training Facility parking lot, Yellow Lot 1, Green Lot 6, and Purple Lot 3. Employees driving to and from parking facilities would follow the vehicular paths of travel defined in Section 5.1 for ingress and egress. The Stadium will be directly accessible from Yellow Lot 1 by way of a mid-block crossing on Tasman Drive. The Stadium is also directly accessible from the 49ers Training Facility parking lot, as it is located adjacent to the Stadium. From Green Lot 6, employees would reach the Stadium via employee shuttles, which will drop employees off at Dignity Health Gate C..

For Stadium employees who choose to bike to the Stadium, bike racks will be provided at Gates A and F, 10 bike lockers and 10 bike racks will be provided between Gate E and the 49ers Training Facility, and 23 bike lockers will



be provided at Lot 8, south of the Stadium. Employees using this bicycle parking facilities would have direct access to Stadium entry points, as each employee bicycle parking location would be directly adjacent to the Stadium.

#### Hours of Arrival and Departure

Per the *Transportation Management Plan for a New San Francisco 49ers Stadium in Santa Clara, CA* (AECOM, 2009), 95 percent of employees are expected to arrive over three hours in advance of a Stadium event, which is before the heavy ingress period for patrons of a given event. Also, employees will depart after the heavy egress period of a Stadium event has concluded. Thus, ingress and egress conflicts are not anticipated.

#### **5.5.2 Patron Parking**

Parking for patrons is to be provided in numerous locations, all within a reasonable walking distance to the Stadium. Approximately 19,000 parking spaces will be provided for patrons, approximately half of which would be located in parking facilities controlled by the City of Santa Clara. The remaining half of the parking supply would be provided off-site by permits with property owners for use on event days.

#### Patron Parking Areas

Patron parking will be provided in a number of surface parking lots and garages located in the vicinity of the Stadium. During event days, approximately 26,500 spaces are expected to be available for patrons across as many as 28 parking facilities surrounding the Stadium. As the estimated parking demand is approximately 19,000 spaces, the remainder of the parking supply is for contingency purposes should actual demand exceed estimated demand as a result of patron travel behavior (e.g., higher automobile mode shares) or other factors.

#### *Season Ticket Holder Parking Areas*

It is estimated that approximately 75 percent of all Stadium patrons during 49ers games will be season ticket holders, who would be assigned to specific parking lots through designated access routes, not matter their origin. For example, parking pass holders parking in Red Lot 1 will need to access this lot via a certain route, regardless of whether their origin is north, south, east, or west of the Stadium. All parking lots in the immediate vicinity of the Stadium would be designated for season ticket holders, with a small number of premium ticket holders (e.g., suite and club patrons) provided with designated spaces in certain lots closest to the Stadium. Spaces would not be designated for other ticketholders, who would be permitted to park in any space in their assigned lot(s). During event days, approximately 15,000 spaces would be provided for season ticket holders.

Season ticket holders will be notified of their assigned parking facility (and assigned parking space, if appropriate) in detailed informational packets to be mailed out with their tickets, including the associated ingress and egress routes for their assigned parking facility. For 49ers games, all ticketing is done electronically, and thus and parking passes and distributed electronically.

### *General Admission Parking Areas*

General admission parking will primarily be located in facilities further from the Stadium, although some parking spaces in close proximity to the Stadium may also be open to general admission parkers. During events, general admission parking spaces would be provided for patrons paying with cash or credit card, distributed along each compass direction to accommodate vehicles coming from any direction. Locations of lots offering general admission parking spaces will be clearly identified by event day signage.

### *Hotel Parking Areas*

In addition to ticketed and cash parking, additional parking spaces would be located in hotel parking areas operated owned and operated by nearby hotels. While these parking facilities would not be under the control of the City of Santa Clara or offered through permits with the 49ers for use by Stadium patrons, it is expected that a substantial portion of the parking spaces in these facilities would be used by Stadium patrons, either as privately-operated event-day parking or as parking for Stadium patrons who choose to stay at these hotels. However, it should be noted that should a hotel choose to rent their parking spaces out for Stadium event use, said hotel would be required to enter into parking contracts and obtain City off-site parking permits. Because of the proximity of these hotels to the Stadium, the majority of guests at these hotels on event days are expected to be Stadium patrons. These parking areas account for a total of 2,926 parking spaces in the vicinity of the Stadium, per **Table 5.5-2**.

### Parking Supply and Locations

Approximately 28 parking facilities would be in use on event days, and are summarized in **Table 5.5-2**. The location of these facilities is illustrated in **Figure 5.5-1**. It should be noted that Lots immediately adjacent to the Stadium or 49ers Headquarters (player parking, Fire Department, Police Department, public relations staff, medical teams, TV production trucks, and administrative staff) may not be open to Stadium patrons.



Figure 5.5-1: Gameday Parking Facilities



**Table 5.5-2: Stadium Parking Program**

Parking Facility	Facility Use	Parking Spaces	
		Total Supply	Available to Patrons on Event Day
<b>City-Controlled Facilities</b>			
Yellow Lot 1	Ticketed	1,798	250
Yellow Lot 2	Ticketed	314	304
Yellow Lot 3	Ticketed	444	428
Red Lot 1	Ticketed	1,220	1,212
Red Lot 2	Ticketed	2,173	592
Green Lot 1	Ticketed	4,997	4,500
<b>Subtotal</b>		<b>10,946</b>	<b>7,286</b>
<b>Outer Lots</b>			
Red Lot 3	Ticketed / Cash	606	538
Red Lot 4	Ticketed / Cash	825	782
Red Lot 5	Ticketed / Cash	477	445
Red Lot 7	Rideshare Lot	3,110	600
Green Lot 2	Ticketed / Cash	1490	426
Green Lot 3	Ticketed / Cash	758	732
Purple Lot 3	Employee Parking	963	963
Green Lot 4	Ticketed / Cash	1,577	1,497
Green Lot 5	Ticketed / Cash	672	636
Blue Lot 1	Ticketed / Cash	5,081	5,008
Avatar	Hotel Parking	--	300
Hilton	Hotel Parking	--	200
Hyatt	Hotel Parking	--	295
Marriott	Hotel Parking	--	1,200
Biltmore	Hotel Parking	--	254
Embassy Suites	Hotel Parking	--	291
Hyatt House	Hotel Parking	--	164
Plaza Suites	Hotel Parking	--	222
<b>Subtotal</b>		<b>15,559</b>	<b>14,553</b>





<b>Outer Lots</b>			
2901 Tasman + 2952 Bunker Hill	3rd Party Parking	705	635
4701 Patrick Henry Drive	3rd Party Parking	445	393
3118 Patrick Henry Drive	3rd Party Parking	116	65
3000 Patrick Henry Drive	3rd Party Parking	125	120
2950 Patrick Henry Drive	3rd Party Parking	137	120
2278 Calle De Luna	3rd Party Parking	85	85
2231 Calle De Luna	3rd Party Parking	65	60
2220 Calle De Luna	3rd Party Parking	140	140
2200 Calle De Luna	3rd Party Parking	82	80
2232 Calle Del Mundo	3rd Party Parking	35	35
2311 Calle Del Mundo	3rd Party Parking	30	30
2346 Calle Del Mundo	3rd Party Parking	24	24
2101 Tasman Drive	3rd Party Parking	406	350
2354 Calle Del Mundo	3rd Party Parking	20	20
<b>Subtotal</b>		<b>2,415</b>	<b>2,157</b>
<b>Total</b>		--	<b>23,996</b>

Source: San Francisco 49ers, 2017.

Notes: The parking program is subject to minor changes throughout the year.

### Parking Access Plan

On all event days, parking facilities will be configured to control access, similar to the roadway network. However, the number of parking facilities used for a given event will vary depending on the size of the event. Where necessary, driveways may be coned off, and signage will be placed to direct patrons to proper access points. Access routes to the Stadium parking facilities are illustrated in **Figures 5.5-2a** and **5.5-2b**. However, it should be noted that this policy is subject to change based on the discretion of the Santa Clara Chief of Police, or his/her designee.

### Parking Hours

In general, Stadium parking will be permitted approximately four hours before the start of an event start. Stadium parking will be prohibited before and after these periods to minimize the period of potential disturbance (subject to approval by the City of Santa Clara Chief of Police). Assuming a 1:00 PM to 1:30 PM start for Sunday games, parking will be permitted from 9:00 AM to 7:00 PM. For Saturday evening games beginning at 5:00 PM to 5:30 PM, parking will be permitted from 1:00 PM to 11:00 PM.

Parking hours for weekday games on Mondays, Thursdays, or Fridays are discussed in more detail in Chapter 6. In general, arrivals are expected to be more concentrated, and the designated hours for parking would begin later than for weekend games.

### Areas of Parking Restrictions

Stadium parking would be restricted in all areas where it is not expressly permitted. These areas include residential neighborhoods, certain areas within off-site parking lots and other nearby facilities not designated for event day parking use. Areas where parking will be restricted are illustrated in **Figure 5.5-3**. Restriction of parking in these areas by Stadium patrons would be implemented through use of street closures to Stadium traffic (e.g., to restrict parking in on-street spaces in residential neighborhoods) and the hierarchy of control measures described in Section 5.1.1 (to restrict parking in off-site parking facilities for which permits for event day parking use have not been secured). It is recommended that business property owners whose parking facilities would not designated for event day parking use consider purchasing and installing “NO EVENT DAY PARKING” signage, as well as private security.



Figure 5.5-2a: Vehicular Paths of Travel – Ingress





Figure 5.5-2b: Vehicular Paths of Travel – Egress

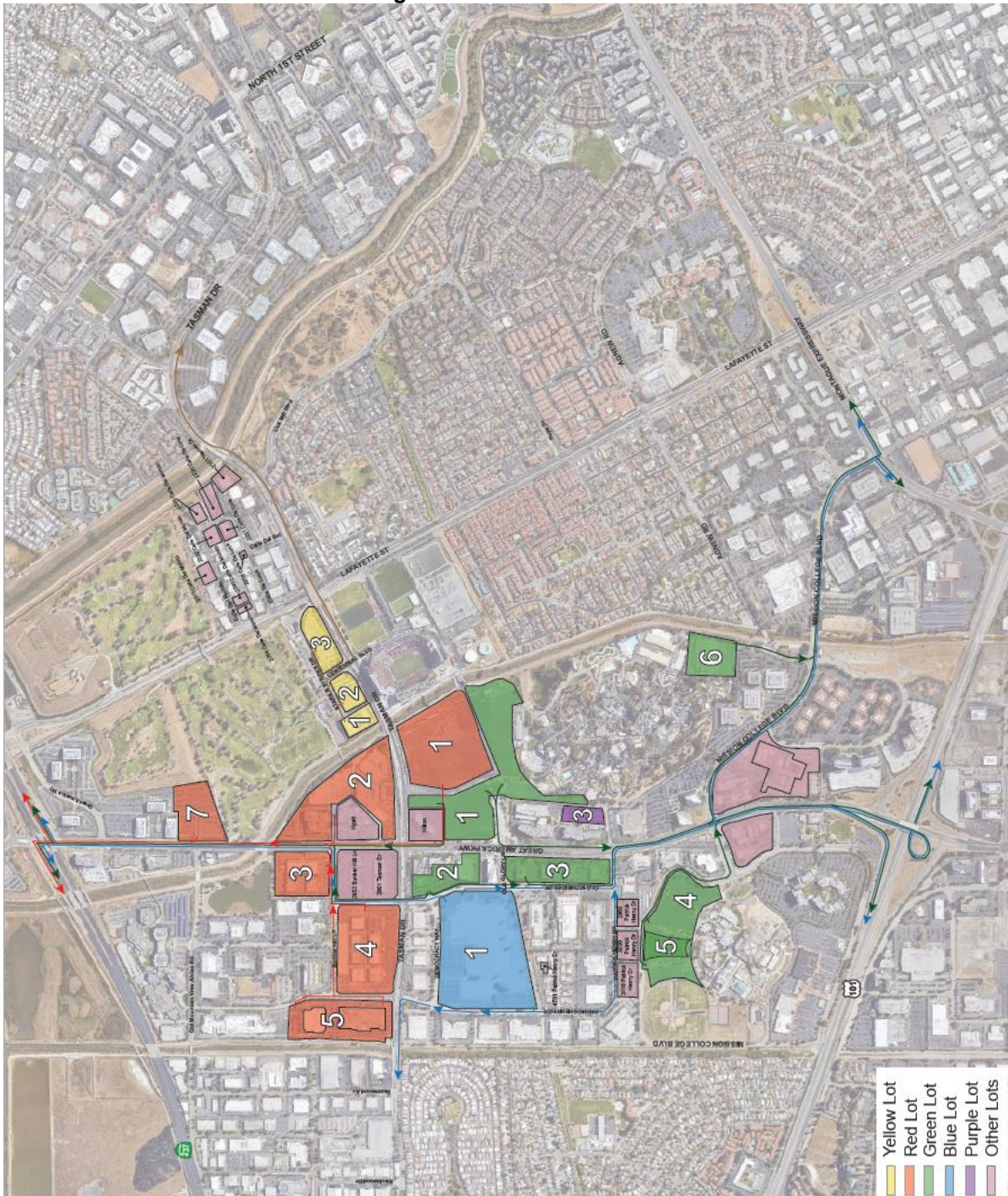




Figure 5.5-3: Areas of Parking Prohibitions





### Measures to Protect Property Owners

Parking intrusion into restricted areas will be controlled and enforced via a hierarchy of control measures that escalates in effectiveness until intrusion is minimized to an acceptable level:

1. Initially, cones and "ROAD CLOSED TO STADIUM TRAFFIC" signs shall be placed at the appropriate residential streets.
2. Should unacceptable levels of neighborhood intrusion occur, curbside signage shall be provided noting that on-street parking is prohibited for Stadium traffic, in addition to the placement of cones and "ROAD CLOSED TO STADIUM TRAFFIC" signs.
3. Should unacceptable levels of neighborhood intrusion continue to occur, traffic control officers will be assigned to neighborhood entrances to monitor all vehicle entry to residential streets, in addition to the placement of cones, "ROAD CLOSED TO STADIUM TRAFFIC" signs, and curbside signage.
4. Finally, should unacceptable levels of neighborhood intrusion continue to occur, a Residential Permit Parking program may be instituted if requested by the impacted neighborhoods, and should the affected city concur. In addition to the placement of cones, "ROAD CLOSED TO STADIUM TRAFFIC" signs, curbside signage, and the assignment of officers to monitor vehicle entry, signage noting that the area is designated for Residential Permit Parking only shall be installed.

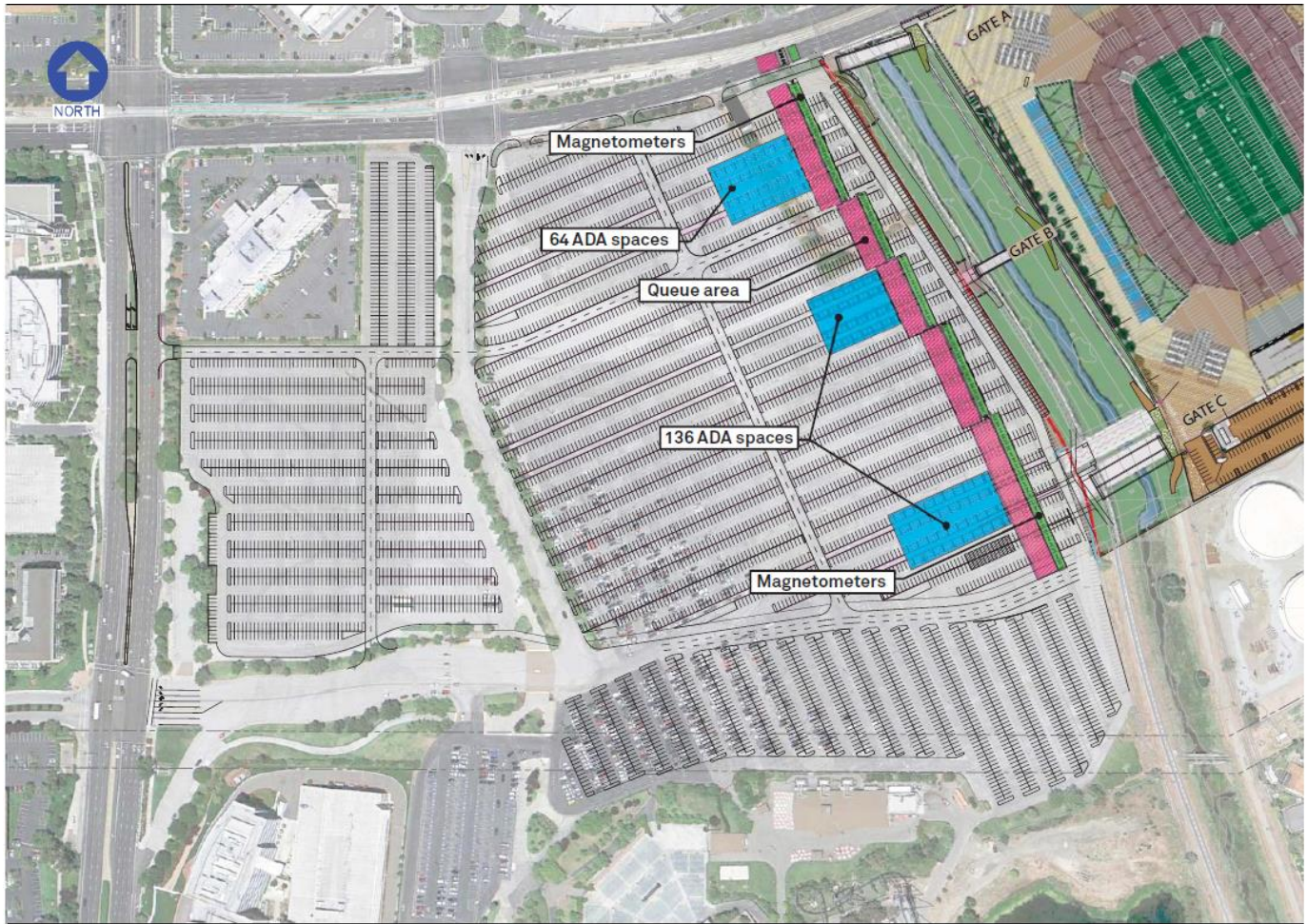
### ADA Parking

The primary supply of ADA parking will be provided within Green Lot 1 & Red Lot 1 (i.e., the parking facility located directly adjacent to the Stadium, along its west side), comprising a total of approximately 400 spaces—sufficient to meet ADA parking requirements for all patrons expected to arrive at the Stadium by vehicles. However, it should be noted that existing ADA parking spaces within off-site lots contracted for event use would also be available. On days when Great America is not open, an additional 130 ADA spaces in the Great America-only lot would be available for use by Stadium patrons with disabilities, bringing the total supply of ADA parking to 330 spaces (Red Lot 1 and Green Lot 1 combined).

Motorized carts will shuttle patrons with disabilities between the ADA parking area and the Stadium security perimeter. These measures would be in compliance with ADA accessibility requirements for parking and Stadium access. The location of ADA parking spaces in Red Lot 1 is illustrated in **Figure 5.5-4**.

ADA parking already provided in existing off-site parking facilities would also be available for use by patrons with disabilities. However, patrons intending to use ADA parking spaces (not located within Red Lot 1 or Green Lot 1) will be encouraged to park within Blue Lot 1, as disabled patrons parked at Blue Lot 1 will be served by a supplemental shuttle offering a direct connection to the Stadium.

Figure 5.5-4: Red Lot 1 ADA Parking



## Tailgating

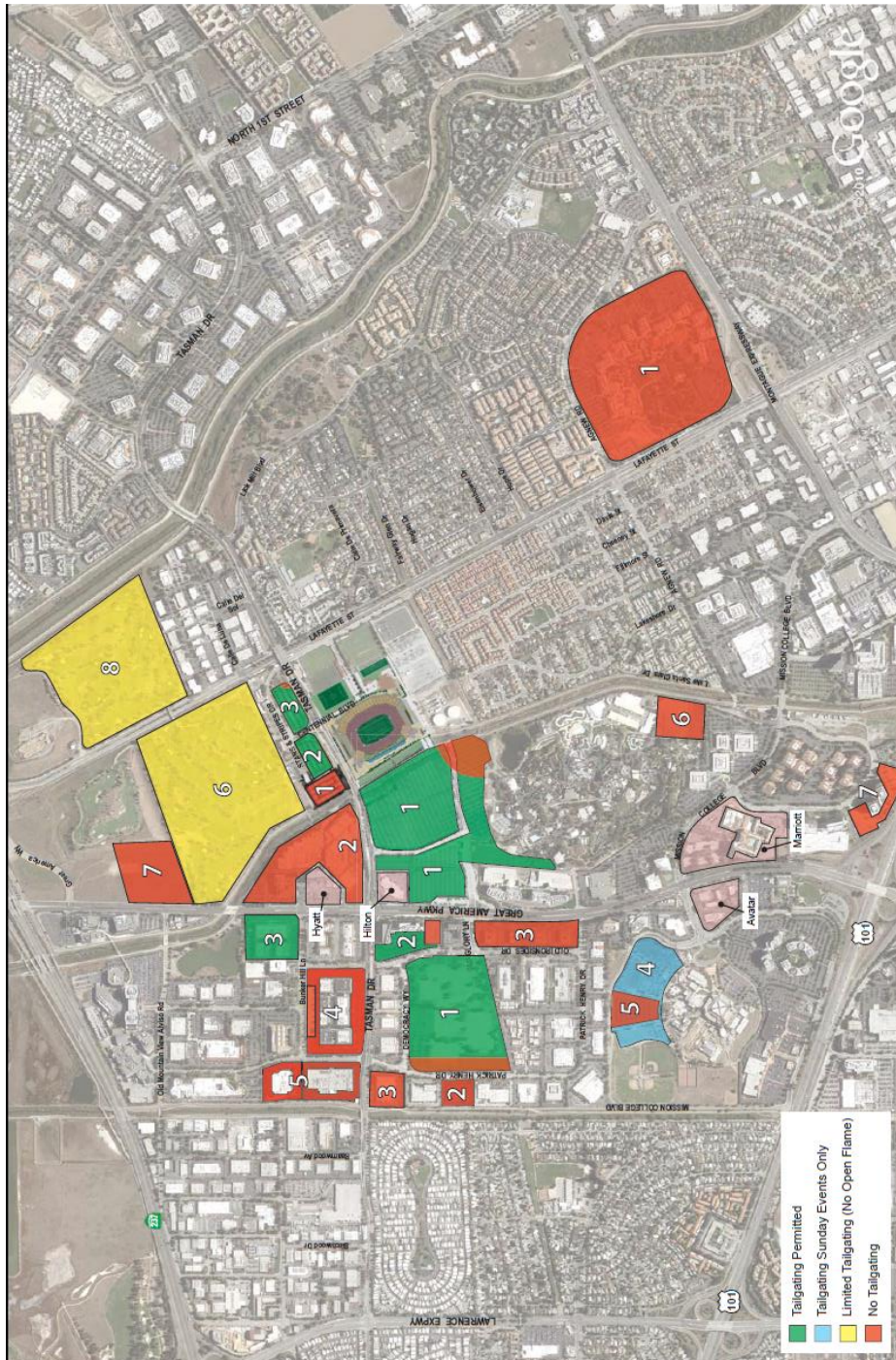
“Tailgating” is defined as the use of any item (including tables, chairs, free-standing canopies or umbrellas, awnings attached to recreational vehicles, coolers, barbeques, grills, games, generators, televisions, sound systems, food or drink, food or drink preparation or serving equipment, or other items as identified by the City Manager or designee) for the purpose of an outdoor gathering by one or more people prior to, during or after a scheduled stadium event. Tailgating will be permitted only within the designated event day parking facilities, and only in areas within these facilities where it is not expressly prohibited. Areas where tailgating will be prohibited are illustrated in **Figure 5.5-5**. Tailgating will be prohibited in parking structures, in surface lots within 750 feet of residences, and in surface lots within 750 feet of school buildings on weekday evenings and Saturdays (tailgating will be permitted in surface lots within 750 feet of school buildings on Sundays). Posted signage and security patrols of parking areas prior to, during, and after events will enforce these restrictions.

All tailgating equipment must be confined within each party's parking space, and amplified music or sound is not permitted (specifically within the Great America parking lot, the Golf and Tennis Club area, and lots within the Stadium security perimeter). Tents or canopies exceeding an eight-foot by eight-foot footprint and vehicles measuring more than 17 feet in length and / or eight feet in width will also not be permitted. Appropriate provisions (charcoal disposal, etc.) will be provided in the designated tailgating areas.





Figure 5.5-5: Tailgating Regulations





## 5.6 Taxi and Pedicab Access

### Taxi Service Access

The Stadium will be served by taxi. Taxis will load, unload, and stage along Calle De Luna, east of Calle Del Sol. All inbound taxis are directed to use Lafayette Street to Calle De Luna. **Figure 5.6-1.**

### Uber Service Access

The Stadium will be served by Uber based on demand. Red Lot 7, located at 5451 Great America Parkway, will be used as a dedicated Uber Lot. Uber vehicles will stage, pick up, and drop off passengers at this lot, according to operational plan developed in conjunction with all traffic management parties. A defined route has been put in place for vehicles access ingress and egress. Inbound vehicles from Hwy 237 are directed to utilize North First Street until they reach Gold Street. Once at that location, vehicles will turn right and head south to Great America Way. Inbound vehicles from US101 will utilize Montague Expy eastbound to Lafayette Street. Once at that street, they will turn left onto Great America Way. At Great America Way, all vehicles will turn left to enter the staging location. **Figure 5.6-2.**

### Pedicab Service Access

The Stadium will be served by Pedicabs (i.e., a bicycle taxi service), based on demand. Pedicab operators will enter the Stadium area via northbound Great America Parkway, and park within the Great America Theme Park passenger pick-up / drop-off area located along Great America Parkway (north of Old Glory Lane). Pedicabs will load, unload, and stage within the Great America Theme Park passenger pick-up / drop-off area, and transport patrons to parking facilities, as requested. Pedicab staging area and routes are illustrated **Figure 5.6-3.**

Figure 5.6-1: Taxi Staging Area on Event Days





Figure 5.6-2: Uber Service Access Routes

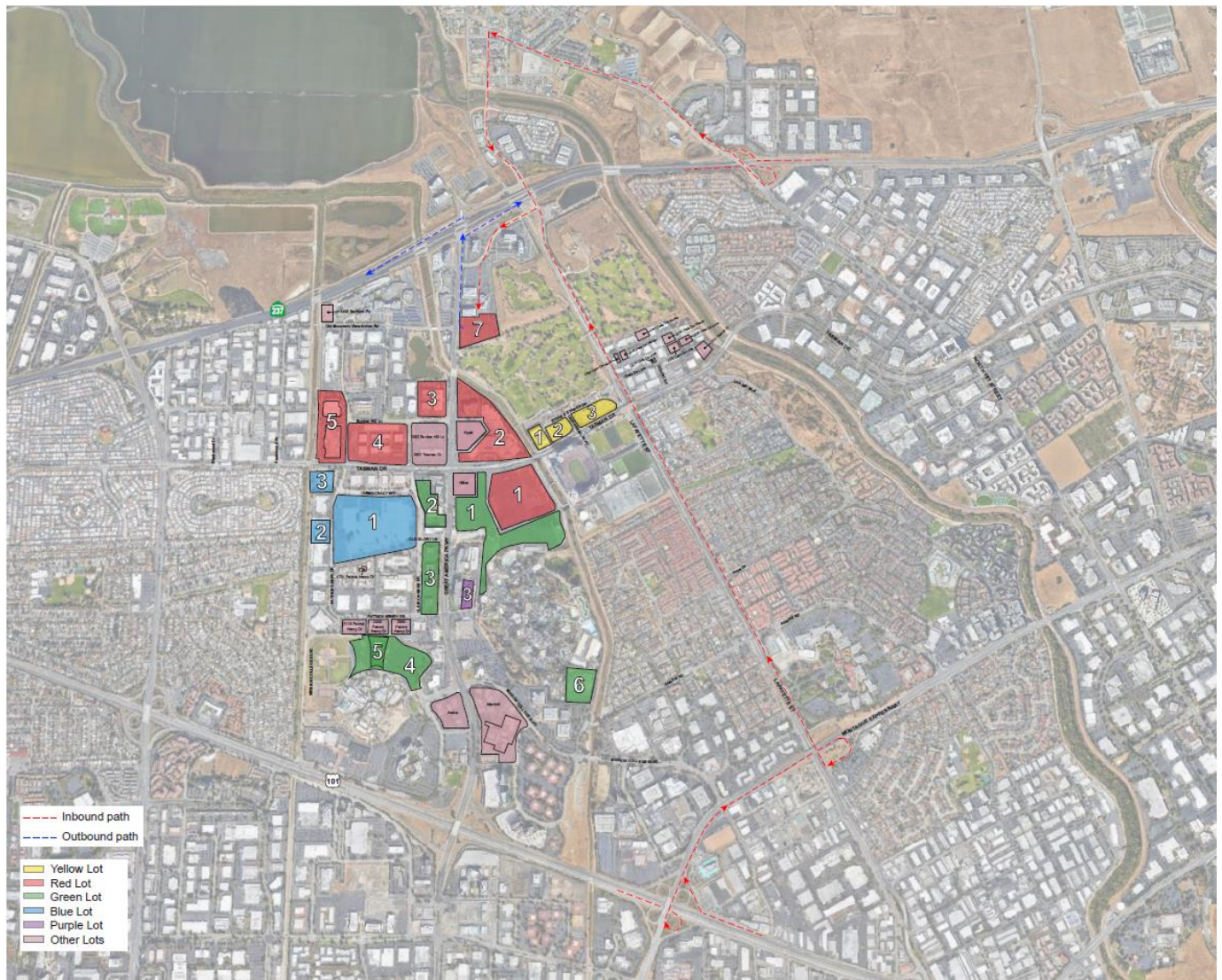
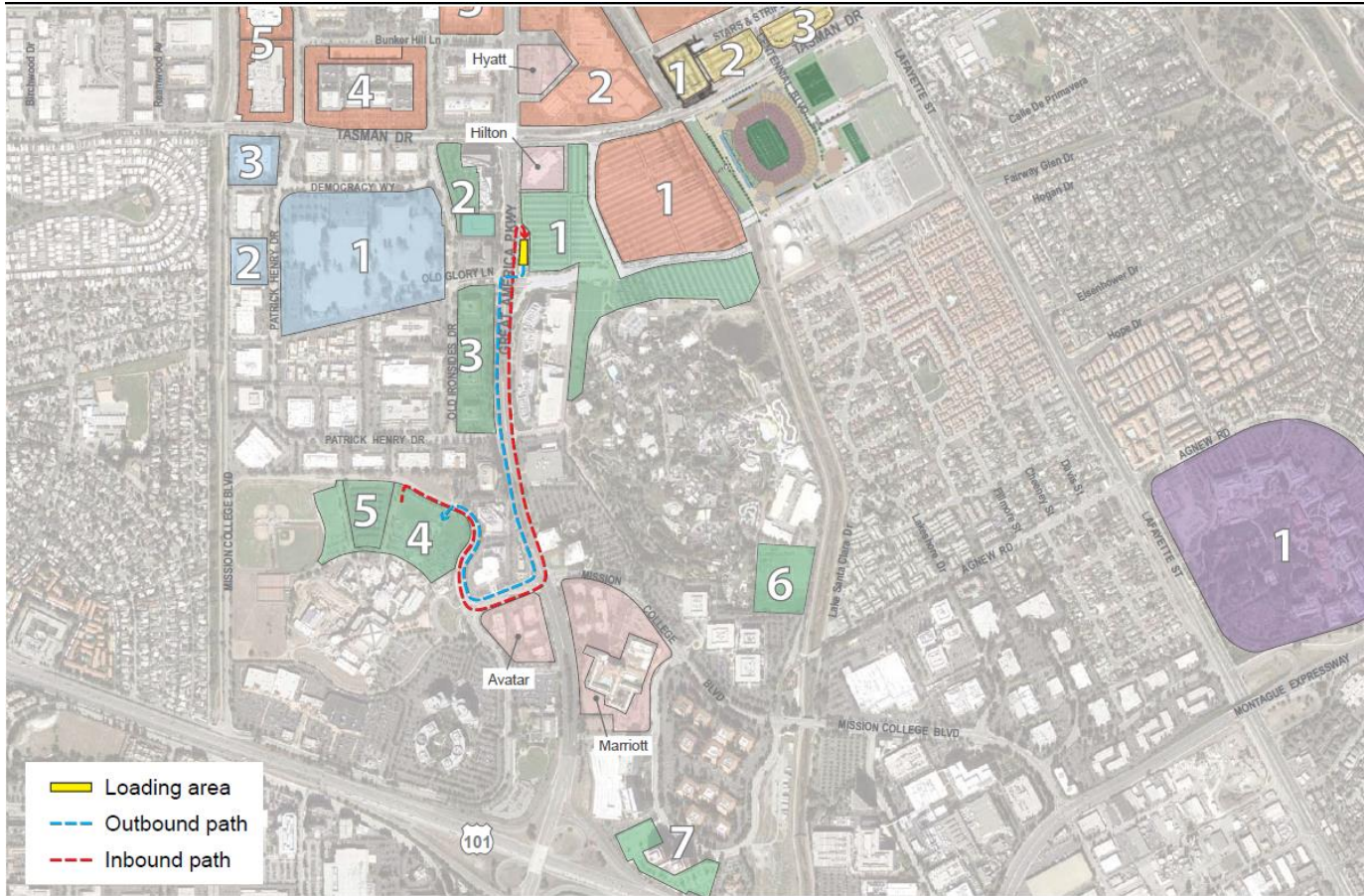




Figure 5.6-3: Pedicab Staging Area and Routes





## 5.7 Emergency Vehicle Access Plan

### 5.7.1 Ambulance

#### Ingress and Egress Plans

Emergency vehicles would be permitted to use the restricted section of Tasman Drive immediately adjacent to the Stadium, although they would be required to travel at slow speeds to ensure pedestrian safety. Access to all sides of the Stadium would be provided via the Stadium's Main Lot (Red Lot 1 and Green Lot 1), Tasman Drive, and Centennial Boulevard. Traffic control officers would be directed to prioritize emergency vehicle access through officer-controlled intersections during events.

Emergency vehicle access routes from both Tasman Drive and Great America Parkway are illustrated in **Figure 5.7-1**.

#### Staging Areas

Parking immediately to the south side of the Stadium would be dedicated for use by the Police Department, Fire Department, medical / ambulance providers, and other designated users. Specific staging areas for storage of ambulances and other emergency vehicles will be identified by the relevant agencies and providers.

#### Providers

Event providers of ambulance service, along with their contact information, responsibilities and representatives will be identified by the Stadium Manager.

### 5.7.2 Police

#### On-Site Facilities

The Santa Clara Police Department will operate a Temporary Holding Facility (THF) on-site for the purpose of processing event arrestees. Adjacent to the THF will be a conference room that will be used for briefing staff prior to deployment, report writing and issuing equipment. The Police Department will also staff several stations in the Stadium Command Center to oversee Stadium Law Enforcement Operations and the TMOP.

#### Off-Site Facilities

As part of the Public Safety Plan the Police Department will identify specific locations outside the Stadium for staging mutual aid.

#### Ingress and Egress Plans

As part of the TMOP's traffic plan, any closed street will have a designated emergency vehicle lane which will be coned off and used exclusively for that purpose. Responding emergency personnel will coordinate with Stadium Command Post and officer controlled intersections to facilitate emergency vehicle movement.



Figure 5.7-1: Emergency Vehicle Access



### **5.7.3 Fire**

Deputy Fire Marshalls will be deployed inside the Stadium to monitor fire alarm systems in the lower-level Fire Command Center and to report emergency situations to the Fire Department representative in the Stadium Command Center. Deputy Fire Marshals will also roam the Stadium to ensure compliance with fire and life safety regulations. The Fire Department will also staff a station in the Stadium Command Center to oversee Stadium Fire Operations including medical responses.

#### Off-Site Facilities

The Fire Department will deploy Fire assets in the Main Parking Lot of the Stadium. They will have the ability to respond to calls for service in the surrounding parking lot area, utilizing a Fire Department parking lot patrol vehicle.

#### Ingress and Egress Plans

As part of the TMOP's traffic plan, any closed street will have a designated emergency vehicle lane which will be coned off and used exclusively for that purpose. Responding emergency personnel will coordinate with Stadium Command Post and officer controlled intersections to facilitate emergency vehicle movement.

### **5.7.4 Stadium Traffic Operations Center**

The Stadium's Traffic Operations Center will be a designated space within the Stadium (connected with the Traffic Operations Center at the Santa Clara City Hall) that is linked to cameras and signal controllers at specific intersections, allowing for remote changes to signal operations to occur. It is expected that VTA staff members, Police staff, Fire staff, City planning staff / engineering staff, and Stadium Authority staff will have access to the Stadium's Traffic Operations Center.



## 5.8 TMOP Contingency Planning

Instances may occur where transit use is higher than anticipated, and/or vehicular arrival patterns and parking facility use are different than expected. The TMOP must be flexible enough to account for these instances, and contingency plans must be implemented.

### 5.8.1 Transit Access

Transit ridership during ingress will be closely monitored in order to determine transit capacity needs during egress. If ingress transit ridership totals are greater than anticipated, transit capacity for egress will be expanded to ensure that patrons leaving an event by transit are able to do so in a safe and efficient manner.

Given that Capitol Corridor and ACE would be expected to offer one train each to and from the Stadium, it is expected that riders arriving by these transit providers will also depart by these transit providers. Should higher-than-expected ridership by VTA light rail occur (including riders transferring from Caltrain to VTA), VTA will supplement its light rail service with special express buses carrying passengers directly from the Stadium to the Mountain View VTA / Caltrain Station during egress. The number of supplemental express buses to be provided will be determined by the Stadium Manager, based on the number of passengers arriving by VTA light rail. VTA supplemental express buses will stage within the closed section of Tasman Drive, in the westbound direction, adjacent the Great America VTA Station. During egress, patrons would be ushered either into westbound VTA trains, or into supplemental express buses.

### 5.8.2 Vehicular Access and Parking

The potential exists for patrons to fill lots unevenly (i.e., lots north of the Stadium may be filled faster than lots south of the Stadium). Given that ingress routes are designed to direct patrons to a specific set of parking facilities, we must have a plan to re-route patrons to other lots without substantially disrupting the TMOP's ingress plan.

For each event, the Stadium Manager will identify lots where cash and / or overflow vehicles will be accommodated, and will communicate the location of these lots to traffic personnel. If the circumstance arises where lots are filling unevenly, and / or it becomes apparent that particular lots will soon likely be full and unable to accommodate additional vehicles while ingress is still underway, cars will be directed to alternate lots via identified routes on the streets or highways surrounding the Stadium.

#### Redirecting Patrons from North of the Stadium

1. Highway Changeable Message Signs (CMS) directing cash customers to the Great America Parkway / SR 237 ramps south should be adjusted such that they are no longer reflect this. Cash customers would instead be directed towards cash lots via the Lawrence Expressway / SR 237 ramps, the Lawrence Expressway / US 101 ramps, or the Great America Parkway / US 101 ramps.
2. Cash customers that continue to come from SR 237 would be directed south along Great America Parkway, right onto Old Mountain View Alviso Road, left onto Patrick Henry, and across Tasman Drive to cash lots south of the Stadium. Street CMS directing cash customers to lots north of the Stadium would be adjusted to reflect this as well.



#### Redirecting Patrons from South of the Stadium

1. Highway CMS directing cash customers to the Great America Parkway / US 101 ramps would be adjusted such that they are no longer reflecting this. Cash customers would instead be directed towards cash lots via the Lawrence Expressway / SR 237 ramps, the Lawrence Expressway / US 101 ramps, or the Great America Parkway / SR 237 ramps.
2. Cash customers that continue to come from US 101 would be directed north along Great America Parkway, and across Tasman Drive to cash lots north of the Stadium. Street CMS directing cash customers to lots south of the Stadium would be adjusted to reflect this re-route.

#### Redirecting Patrons from West of the Stadium

1. Highway CMS directing cash customers to the Lawrence Expressway / SR 237 ramps or the Lawrence Expressway / US 101 ramps would be adjusted such that they are no longer reflecting this. Cash customers would instead be directed towards cash lots via the Great America parkway / SR 237 ramps, or the Great America Parkway / US 101 ramps.
2. Cash customers that continue to come from Lawrence Expressway would continue east along Tasman Drive, and be directed either left or right at Tasman Drive towards cash lots north or south of the Stadium. Street CMS directing cash customers to lots west of the Stadium would be adjusted to reflect this re-route.

Additionally, as a final measure, the Santa Clara Police Department may identify on-street parking along Patrick Henry Drive, Old Ironsides Drive, Old Glory Way, Old Mountain View Alviso Road, Betsy Ross Drive, Bunker Hill Lane, Freedom Circle, or Hichborn Drive for parking purposes. These streets would be designated as restricted on event days, and would only be available if absolutely necessary.



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## 6.0 Weekday Considerations

In addition to planned procedures for event days, the TMOP provides a plan for weekdays leading up to events, and instances where events are to occur on a weekday. Though most NFL games are scheduled for Sunday afternoons, there is the potential for some games to occur on Monday or Thursday evening, and pre-season games could also occur on Friday or Saturday evening.

### 6.1 Advanced Communication

#### 6.1.1 Patrons

Stadium patrons attending weekday events will be given substantial advanced notice regarding entrance and exit procedures, including acceptable hours to arrive at parking facilities (so as not to interfere with weekday business). Patrons should expect substantial delays traveling to weekday events, so patience, early arrival, and use of transit (including VTA light rail and buses, Caltrain, and Capital Corridor trains) will be encouraged and emphasized. In particular, specific details on gameday transit service to and from the stadium will be provided to encourage patrons to use public transportation in lieu of private vehicles.

This information will be contained in the information packets mailed to season ticket holders and disseminated on the 49ers website and via print (newspaper) and radio outlets. Ticket holders with email addresses on file will also receive email notification of special weekday rules regarding arrival and parking.

#### 6.1.2 Area Businesses

Area businesses that anticipate providing parking for events will be required to obtain an off-site parking permit from the City. These area businesses regularly using any of the off-site parking facilities designated as event day parking will need to vacate these spaces approximately five hours prior to the start of an event. Setup of trash, portable toilets, and other facilities at off-site event day parking facilities will take place the night prior to the event. Contracts secured by the Stadium Manager for use of off-site parking facilities on weekdays will include provisions to this effect in order to provide adequate patron parking for weekday events and minimize conflicts between area businesses and Stadium traffic. Should any of the property owners agreeing to provide their parking facilities for use on weekend events refuse to provide their parking on weekday events, the Stadium Manager will contract with other property owners with parking facilities in the vicinity of the Stadium or make other arrangements as needed to ensure that an adequate supply of patron parking is provided for weekday events.

Contracts signed between the Stadium Manager and nearby property owners for use of their parking facilities will include requirements for property owners to ensure that businesses and employees regularly using their facilities are notified of the need to vacate parking spaces approximately five hours prior to the start of a game, in advance of weekday events. These notices will also include information regarding alternative options for travel (e.g., transit) and recommended ingress and egress routes arriving in and leaving the area before and during the pre-game period. VTA light rail and bus vehicles will also begin advertising these special provisions one week before weekday events via in-vehicle public announcement (PA) systems and / or paper flyers or advertisements. Area businesses with parking that is not included among the Stadium's weekday event day parking facilities would not be subject to provisions to vacate parking spaces approximately five hours prior to the start of a game, but would be similarly notified of Stadium-related impacts to the transportation network in advance of weekday Stadium events through emails, fliers, newspaper, and radio outlets.



### 6.1.3 Changeable Message Signs

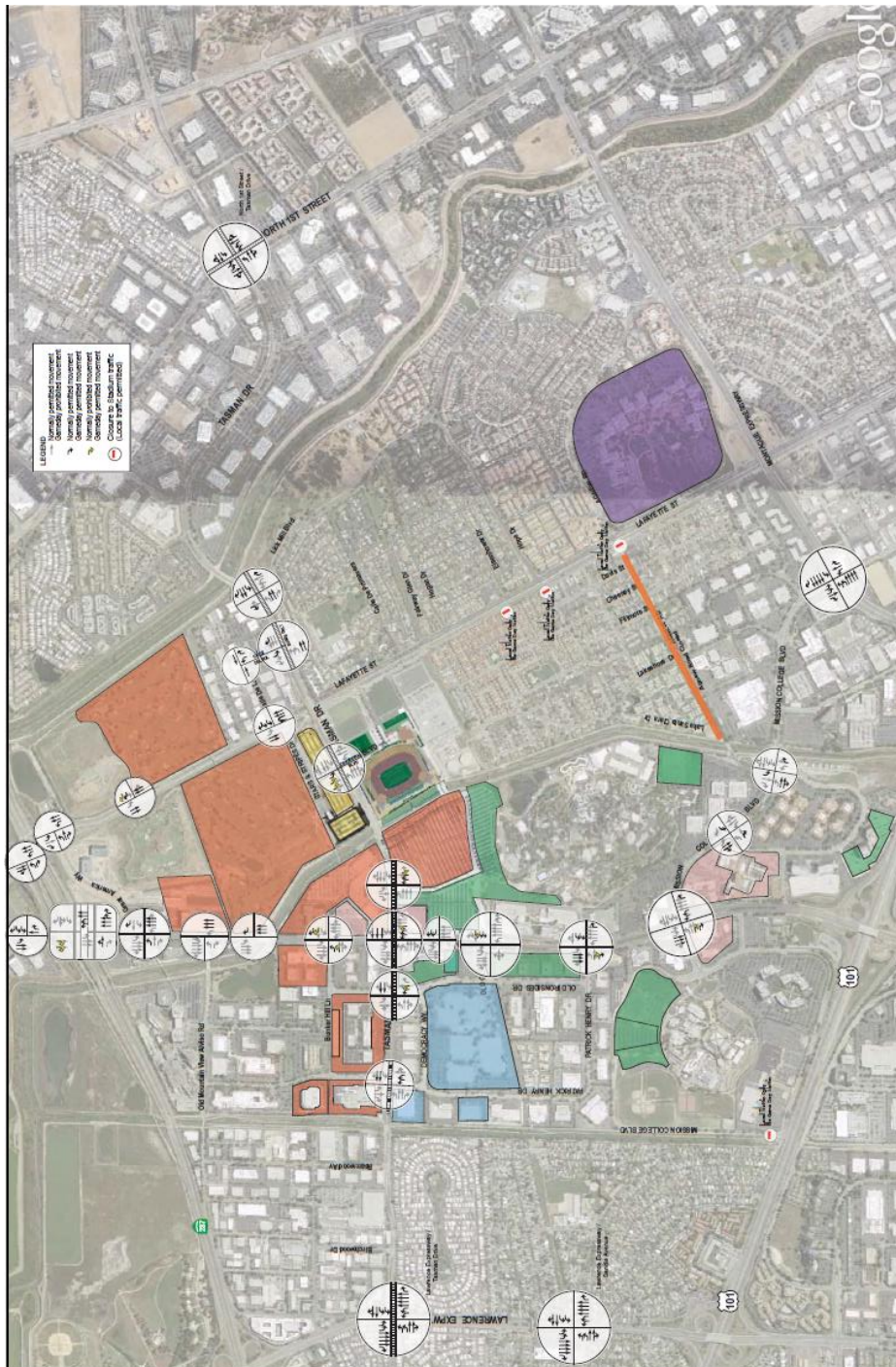
Four days in advance of a weekday event, changeable message signs are to be placed at key locations (e.g., nearby freeway ramps and key roadways) to warn drivers to expect traffic congestion due to stadium-related traffic. Signs will indicate the day and time of the event, warn drivers that substantial congestion is expected, and recommend alternative routes using other freeway ramps or streets to avoid stadium-related traffic. The locations of the message signs are shown in **Figure 5.1-2**. These locations have been selected for sign placement because they serve high volumes of traffic, and because they offer direct access to the Stadium site.

## 6.2 Vehicle Access

Lane adjustments implemented for weekend events for the vehicle ingress period may not be possible for weekday events given the large number of employees needing to leave the area. Though area businesses whose parking facilities will not be used for event parking will be provided with advanced communication and instructions, employees of these businesses may not choose to vacate the area five hours prior to the start of an event, which may place them in conflict with stadium-related traffic flows entering the area. Retaining inbound and outbound access on the surrounding roadway network will minimize the impact of weekday events on these employees and provide them with a means of leaving the area. However, the transit- and pedestrian-only zone along Tasman Drive between Convention Circle and Centennial Boulevard must be in effect for large events on weekdays, beginning five hours before the start of an event, to ensure adequate pedestrian space for stadium patrons arriving by foot from surrounding parking facilities and allow for the efficient discharge of passengers arriving by light rail and bus. While inbound lane reconfigurations would not occur, changes to signal timing would be implemented to optimize stadium-bound traffic flows as well as normal weekday traffic patterns.

While lane adjustments during the vehicle ingress period (other than the Tasman Drive closure) would not be implemented for weekday events, it is expected that the majority of employees in the surrounding area will have departed by football game halftime (two hours after the start of an evening event). All other provisions for the vehicle egress period for weekend events would also be in effect for weekday events. Any employees remaining in the area would still be able to leave the stadium area by following the designated vehicle egress routes for stadium traffic, as shown in **Figure 6-1**.

Figure 6-1: Proposed Outbound Lane Configurations and Control



### 6.3 Transit Access

Similar to automobile considerations, special measures on transit services and facilities will be required before and after weekday events. This could primarily affect arrivals for weekday evening events by all modes of transit service, as event arrivals could coincide with PM peak commute traffic for surrounding uses. Weekday event departure activity could occur after typical commute hours. The available capacity of transit service for the inbound movement could be limited by the demands of regular transit riders during the evening peak commute period.

Post-game VTA light rail service for weekday stadium events will be similar to that for weekend stadium events. Regular weekday evening service after 8:00 PM on VTA's Mountain View – Winchester light rail line currently operates on 30-minute headways in each direction, but special event service could be provided for weekday stadium patrons based on demand. These provisions could include longer trains (three cars) and increased frequencies, in line with gameday transit service for weekend stadium events. Similarly, as ACE could provide special weekend service to accommodate demand to the Stadium for Sunday football games. However, ACE will run its normal schedule on weekdays. As such, patrons in the San Jose area could ride ACE trains to arrive at the Stadium for weekday evening events, but would require an alternate means of travel after the conclusion of the event.

Other transit services, such as VTA buses, Caltrain, and Capitol Corridor, will provide their regular service on weekday evenings. Currently, three VTA bus lines serve the Stadium area, the 55, 57, and 60. During Stadium ingress, the 55 provides four buses per hour, the 57 provides two buses per hour, and the 60 provides two buses per hour. During Stadium egress, all three bus lines provide one bus per hour. Assuming a carrying capacity of 45 passengers per bus, VTA buses could transport 360 patrons per hour during ingress, and 135 patrons per hour during egress assuming service will not be augmented for the weekday event. This level of ridership would be lower than what would be expected for football games on Sunday afternoons when additional rolling stock could be available. Caltrain could provide hourly service before and after all weekday Stadium events, similar to weekend service. Capitol Corridor does not currently offer service from the Stadium area after the time that most weekday events conclude, and an augmentation would be necessary to serve weekday games.

During weekday games and major events when Tasman Drive is closed, VTA Bus lines 140 and 330 will need to be rerouted as they currently operate along Tasman Drive. These two bus lines would be rerouted from Tasman Drive to Great America Parkway, Great America Way, Lafayette Street, Calle De Luna, and Calle Del Sol before resuming their normal route on Tasman Drive.

### 6.4 Parking

While most commercial parking in the stadium area is vacant during weekend events, this will not be the case during weekday events. During weekday events, parking lots intended for use as event parking in commercial areas near the Stadium, outside of stadium controlled and owned spaces, will need to be vacated prior to the beginning of stadium ingress. Thus, as stated previously, special agreements with these commercial properties will be required in order for a large weekday event to occur. Daytime users of parking spaces in these facilities would be directed by their respective employers and/or property owners to vacate the facility approximately five hours prior to the start of an event. While it is likely that not all spaces would be vacated before the pre-game arrival of stadium patrons, the standard roadway network (except minor changes to signal timing and the closure of Tasman Drive between Convention Center Circle and Centennial Boulevard) would remain in effect until football halftime to allow any remaining employees of these businesses to easily leave the area in any direction. After halftime, lane adjustments would be implemented similar to weekend events, but employees would still be able to leave the area using the designated vehicle egress routes for stadium traffic.



Based on historic information on stadium patron travel and parking behavior at Candlestick Park, a weekday evening game would generate a demand for approximately 1,500 additional parking spaces above a weekend game. As such, the Stadium Manager would need to provide additional parking beyond the parking program for weekend events, most likely by securing the use of additional parking spaces in existing off-site parking facilities.

## **6.5 Residential/Business Notifications and Communications**

Communication regarding anticipated traffic and parking will be a key to holding a successful large-scale weekday event in the Stadium. This includes advance proactive communication with both residents and businesses to inform them of the event, date and measures to be taken during these periods. To enable maximum capacity, and thus reduce the period of congestion, during a weekday event residents and businesses in the surrounding area will need to adjust their travel behaviors accordingly.

Prior to a weekday event, potentially impacted business property owners as well as residents in the area bounded by Lawrence Expressway, Guadalupe River, SR 237, and US 101 will be notified by the Stadium Manager either by email or regular mail (the Stadium Manager may also consider circulating an annual schedule of events to residents). Additionally, as part of the community outreach for businesses and residents, the Stadium Manager will develop a smartphone application that community members can sign up for to receive recorded telephone messages containing information regarding the event time as well as the extent of any expected lane or street closures, as well as designated local access routes to avoid Stadium-related traffic, before, during, and after weekday games. The notices will also contain information regarding which off-site parking facilities will need to be vacated approximately five hours prior to the start of an event, as employees and visitors of other businesses in the area, as well as local area residents, may otherwise regularly use these designated off-site Stadium parking facilities.

Information disseminated through changeable message signs or other signage, online via the 49ers website, via radio, or in print as part of the Stadium's general communications program as described in Section 6.1 would also serve to notify residents and businesses of the associated effects of weekday stadium events on local transportation conditions.



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## 7.0 Integration/Coordination with Nearby Facilities

### 7.1 Great America Theme Park

Stadium activity may coincide with Great America Theme Park activity. When this occurs, safe and efficient access for Great America Theme Park patrons must be maintained. To accommodate this level of event traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to Great America Theme Park can be made most efficient by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on Stadium event days, and how access to Great America Theme Park will be provided.

#### 7.1.1 Great America Theme Park Parking During Events

As detailed in section 5.5 of the TMOP, parking on event days for patrons is expected to occur in numerous parking lots within walking distance of the Stadium, including the shared Stadium / Great America Theme Park parking lot. The Theme Park is open on weekends from late March in the spring until late May, plus Spring Break week; every day from late May until Labor Day; and thereafter on weekends until New Year's Eve. In addition, the Theme Park would be open for other special events through agreement that may be held throughout the year. Of this total (approximately 150 operating days), 6-12 of those days may coincide with NFL events (depending on whether one or two teams use the stadium as a home venue). Of those 6-12 NFL events, 2-4 of those days would be pre-season games which typically would have lesser impacts on parking and traffic). The possibility of NFL-Theme Park conflicts could be restricted to those few days (6-12 maximum) in August, September, and October (toward the end of the Theme Park's season) when the Park would be open and events could occur on the same days. Other events (less than 20 per year) could be scheduled by the Stadium Manager in cooperation with the Theme Park to minimize access and parking conflicts. On occasions when the Theme Park is operating and a Stadium event is scheduled, coordination between both parties is necessary to ensure efficient flow of vehicles into and out of the two adjacent venues. This section of the TMOP outlines procedures for Great America Theme Park attendee parking during Stadium events.

#### Parking Supply

Dependant upon Great America Theme Park attendance projections, parking supply is allocated sufficiently for their use, and the remainder is utilized for stadium parking.

Figure 7-1: Great America Theme Park Parking Supply on Event Day





### Event Day Parking Lot Operations

Given the lower cost of Great America Theme Park parking (daily parking passes range from \$15 to \$22, season parking passes range from \$55 to \$75, or free season parking with other passes) versus Stadium event parking, and the proximity of the designated Theme Park parking lot to the Stadium, it is possible that some Stadium patrons may attempt to park in the designated Theme Park parking lot. Methods to prevent Stadium patrons from parking in the designated Theme Park parking lot will be determined through ongoing meetings between Great America staff, the Stadium Manager, and the City of Santa Clara Police Department; and will be implemented ahead of dual-use events.

#### **7.1.2 Great America Theme Park Vehicle Access during Events**

It is a goal of the TMOP to ensure safe and efficient access for Great America patrons on Stadium event days coinciding with Great America operation. This section of the TMOP describes a detailed access plan specifically for Great America patrons, identifies where advanced signage will be placed, and outlines how the message of event day access will be relayed to patrons.

#### Access Plan

The Stadium is located northeast of the Great America Theme Park on Tasman Drive, adjacent to the Great America parking lot. In general, Stadium-related traffic is expected to use the same major access routes to and from the site as Great America Theme Park patrons. In the event that Stadium activity coincides with Great America Theme Park activity, safe and efficient access for Great America Theme Park patrons must be maintained. To accommodate the level of Stadium event traffic, the reconfiguration of the surrounding roadway network would be required for some periods of time before and after events to ensure safe and efficient travel to and from the Stadium. As a result, access to the Great America Theme Park can be achieved most efficiently by entering and exiting via designated roadways and directions. This section discusses changes to the roadway network and circulation patterns that will occur on Sunday afternoon event days, and details how access to Great America Theme Park will be provided.

#### *Entering the Theme Park*

Automobiles destined for the Theme Park parking lot would be able to enter the designated parking facilities via Great America Parkway from both the north and the south. However, Theme Park patrons will be encouraged to enter from the south, via U.S. 101 and Great America Parkway, as this is the easiest access route. Theme Park patrons will be encouraged to enter from the south by way of posted signage, as well as via online notifications on the Great America website. Automobiles approaching from the east on Tasman Drive would be diverted towards Mission College Boulevard via Lick Mill Boulevard and Montague Expressway.

It should be noted that the majority of Theme Park patron arrivals for typical Theme Park operation days are unlikely to conflict with the Stadium egress period, as Stadium events will typically conclude between 4:00 PM and 5:00 PM, when Theme Park arrivals tend to be very low. However, some degree of Theme Park patron arrivals will occur during the Stadium egress period. Further, special events at the Theme Park, such as the "Halloween Haunt," may begin at 5:30 PM, conflicting with the Stadium's egress period for Sunday afternoon events. In these instances where Theme Park patron arrival would occur during Stadium egress, patrons destined for the Theme Park parking lot would continue to be able to enter the designated parking facilities via Great America Parkway from both the north and the south, with entry from the south being the preferred point of entry. Automobiles approaching from the east on Tasman Drive would continue to be diverted towards Mission College Boulevard via Lick Mill Boulevard and Montague Expressway, as the Tasman Drive closure would remain in effect during Stadium egress.



### *Exiting the Theme Park*

Theme Park patron departure is unlikely to conflict with the Sunday afternoon Stadium ingress period, as Stadium ingress will typically occur between 8:00 AM and 1:00 PM, when Theme Park departures tend to be minimal. Based on traffic counts collected at all Great America vehicular access points, only a small percentage of Great America departures occur between the hours of 8:00 AM and 1:00 PM on Sundays. Automobiles exiting the Great America Theme Park designated parking facility during the Stadium ingress period must do so from the driveway at the Great America Parkway / Old Glory Lane intersection, where they will be required to turn left onto southbound Great America Parkway towards U.S. 101.

Automobiles exiting the Great America Theme Park designated parking facility from the driveway at the Great America Parkway / Old Glory Lane intersection during the Stadium egress period, or after the egress period has concluded would be able to:

1. Exit north along Great America Parkway then west along Tasman Drive towards the Lawrence Expressway;  
or,
2. Exit south along Great America Parkway to US-101.

An illustration of traffic flow in the vicinity of the Great America Theme Park on event days is provided in **Figures 7-2a** and **7-2b**. It should be noted that Great America traffic flow is shown against the Stadium ingress period.

Figure 7-2a: Access to Great America Theme Park on Event Day – Inbound

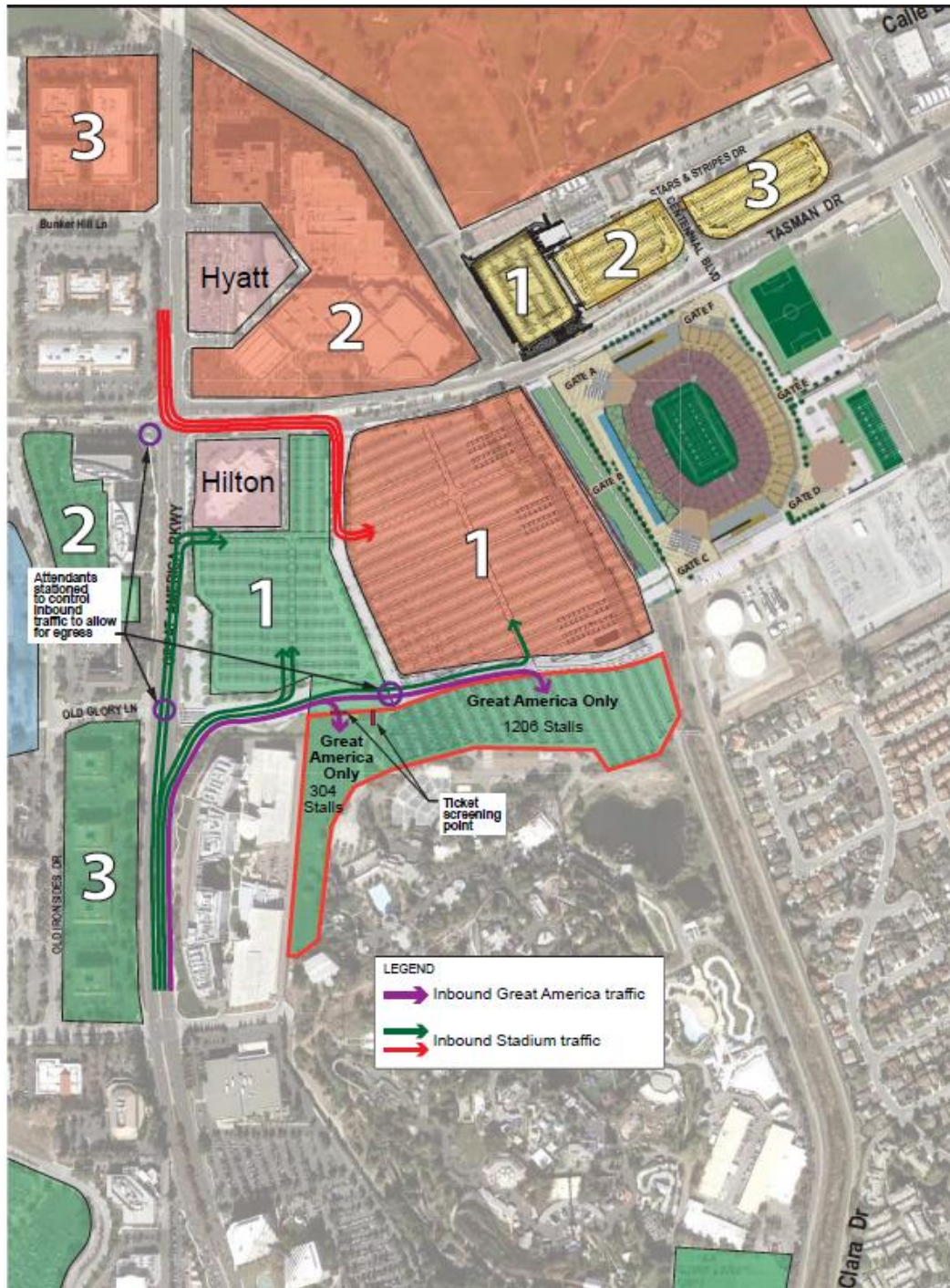
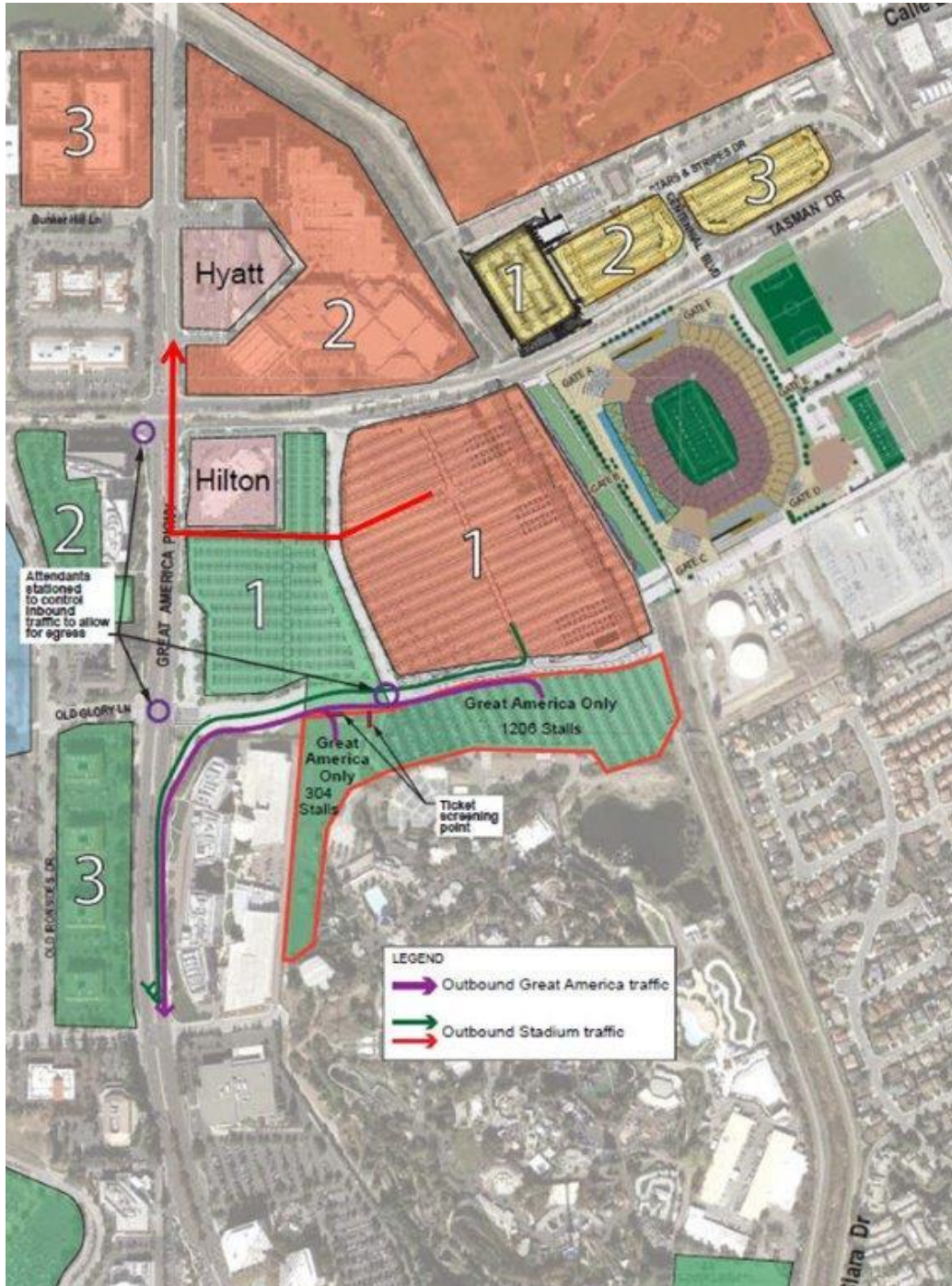




Figure 7-2b: Access to Great America Theme Park on Event Day – Outbound





### Advanced Signage

In order to notify traffic approaching the impacted area of event day roadway configuration and access changes, changeable message signs and directional signage are to be used. The changeable message signs shall be posted at each of the area's major access roadways. Each sign will indicate that a Stadium event will be occurring, and will recommend an alternate route. The locations of the changeable message signs, including the message to be displayed at each location, is shown in **Figure 7-3**.

Temporary directional signage will be placed throughout the Stadium area, in areas where signage currently exists, to clearly identify alternate routes for Great America Theme Park related traffic. The locations of all advanced signage are illustrated in **Figure 7-3**.

### Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and the Theme Park will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. Public awareness strategies and communications strategies for implementation include:

- Education on ticket purchase and/or with tickets
- Brochures and mailers
- Press releases and media alerts
- Telephone hotline
- Smartphone application
- Web-based dissemination

## **7.2 Techmart and Convention Center Vehicle Access during Events**

Similar to Great America, Stadium activity may coincide with Techmart and Convention Center activity. In the event that this occurs, safe and efficient access for Techmart and Convention Center patrons must be maintained. To accommodate this level of event traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to the Techmart and Convention Center, can be achieved most efficiently by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on Stadium event days, and how access to Techmart and the Convention Center will be provided.

### Access Plan

The Stadium is located southeast of the Techmart and Convention Center on Tasman Drive, adjacent to the Great America parking lot. Vehicular access to the area east of the Convention Center's Tasman Drive entrance would be strictly prohibited on event days, as the area along Tasman Drive between the Convention Center Tasman Drive entrance and Centennial Boulevard would be designated for pedestrian and light rail transit use only. On event days, police officers will regulate traffic flow at the Great America Parkway / Bunker Hill Lane intersection and ensure that patrons of Techmart and the Convention Center can gain access to these facilities.



Figure 7-3: Advanced Signage





#### *Entering Techmart and the Convention Center*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, the most efficient method of accessing the Techmart and Convention Center parking areas is by entering from the north on southbound Great America Parkway, and turning left at the Bunker Hill Lane entrance. Access to the Techmart and Convention Center entrance on Tasman Drive and the eastbound left-turn at the Tasman Drive/Convention Center entrance will be prohibited as part of the Tasman Drive closure.

#### *Exiting Techmart and the Convention Center*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Techmart and Convention Center patrons would be required to make a right-turn out of the parking lot and exit onto northbound Great America Parkway towards SR 237. An illustration of traffic flow in the vicinity of Techmart and the Convention Center on event days is provided as **Figure 7-4**.

#### Advanced Signage

In order to notify traffic approaching the impacted area of event day roadway changes, changeable message signs and directional signage are to be used. The changeable message signs shall be posted at each of the major access roadways. Each sign will indicate that a Stadium event will be occurring, and will recommend an alternate route. The locations of the changeable message signs, including the message to be displayed at each location, is shown in **Figure 7-3**.

Directional signage will be placed throughout the Stadium area to clearly identify alternate routes for Techmart and Convention Center related traffic. The locations of all advanced signage are illustrated in **Figure 7-3**.

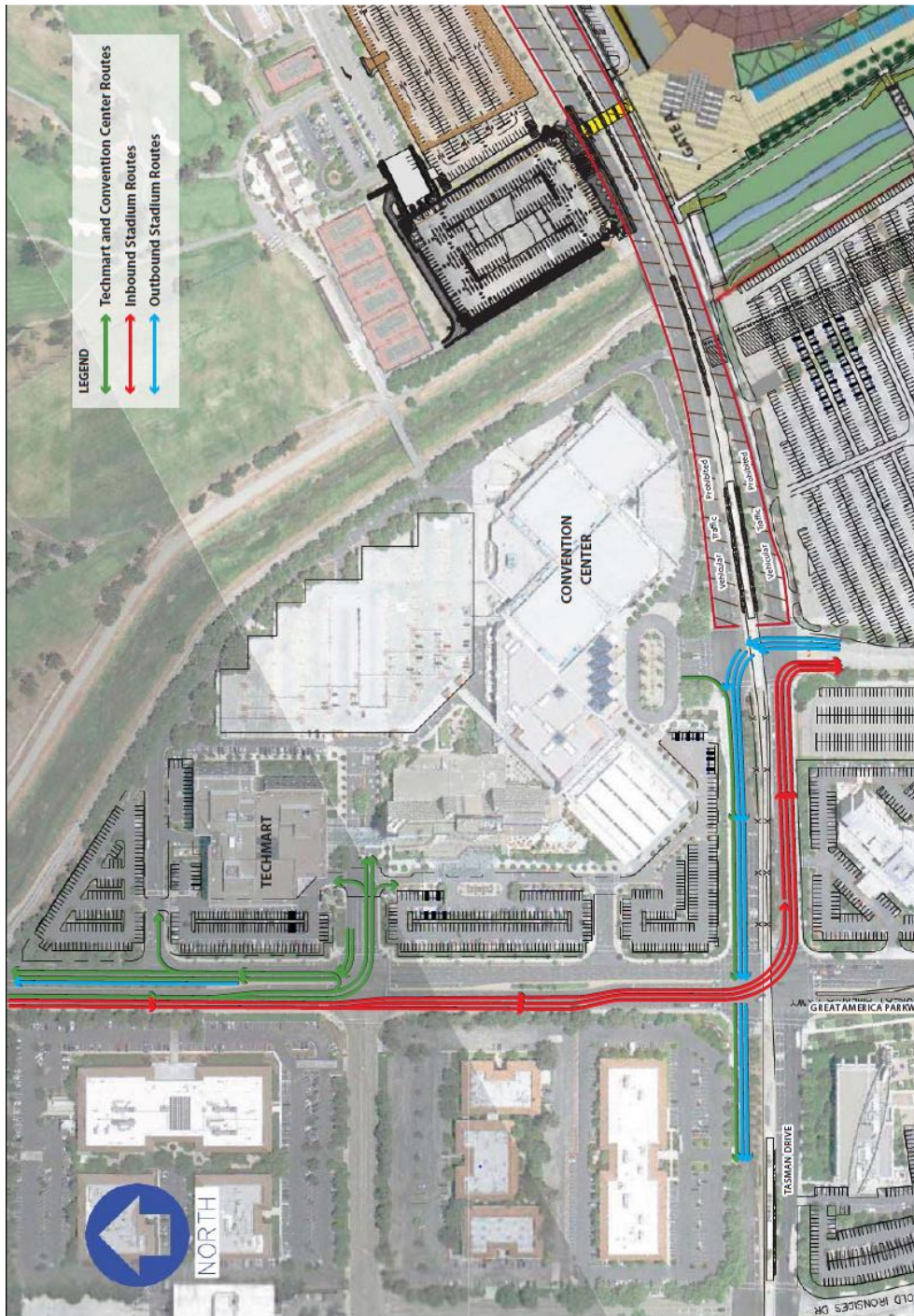
#### Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and Techmart and the Convention Center will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. The Stadium Manager shall communicate the Stadium's anticipated Annual Events Calendar to all neighboring property owners so that they may plan accordingly, and collect annual event scheduling information from Techmart and the Convention Center. Public awareness strategies and communications strategies for implementation include:

- Brochures and mailers
- Press releases and media alerts
- Telephone hotline
- Web-based dissemination
- Smartphone application
- Public meetings



Figure 7-4: Access to Techmart, Convention Center, and the Hyatt Hotel on Event Days





### 7.3 Santa Clara Youth Soccer Park Vehicle Access during Events

Stadium activity may coincide with Santa Clara Youth Soccer Park activities. In the event that this occurs, safe and efficient access, and parking, for youth soccer park users must be maintained. To accommodate event day levels of traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to this facility can be achieved most efficiently by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on Stadium event days and how access to the Santa Clara Youth Soccer Park will be provided.

#### Access Plan

The Stadium is located west of the Youth Soccer Park. On event days, police officers will regulate traffic flow and prohibit vehicles from traveling along Tasman Drive between Convention Center Circle and Centennial Boulevard. Vehicular access to the area west of the Centennial Boulevard / Tasman Drive intersection would be strictly prohibited on event days, as the area along Tasman Drive between Convention Center Circle and Centennial Boulevard would be designated for pedestrian and transit use only. Traffic officers would control the pedestrian crossings at the intersection of Centennial Boulevard and Stars & Stripes Drive.

#### *Entering the Santa Clara Youth Soccer Park*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Santa Clara Youth Soccer Park can only be accessed by patrons from the east access point at the cul-de-sac on Stars & Stripes Drive. Youth Soccer Park related traffic will make a right turn onto northbound Centennial Boulevard from westbound Tasman Drive, turn right onto Stars & Stripes Drive, and continue to the parking lot access point at the end of the cul-de-sac.

#### *Exiting the Santa Clara Youth Soccer Park*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Santa Clara Youth Soccer Park patrons would be required to exit the facility via the access point at the cul-de-sac on Stars & Stripes Drive. Youth Soccer Park related traffic would make a left turn onto southbound Centennial Boulevard from westbound Stars & Stripes Drive, and would then be required to turn left onto eastbound Tasman Drive towards North 1st Street. An illustration of traffic flow in the vicinity of the Santa Clara Youth Soccer Park on event days is provided as **Figure 7-5**.

#### Advanced Notice

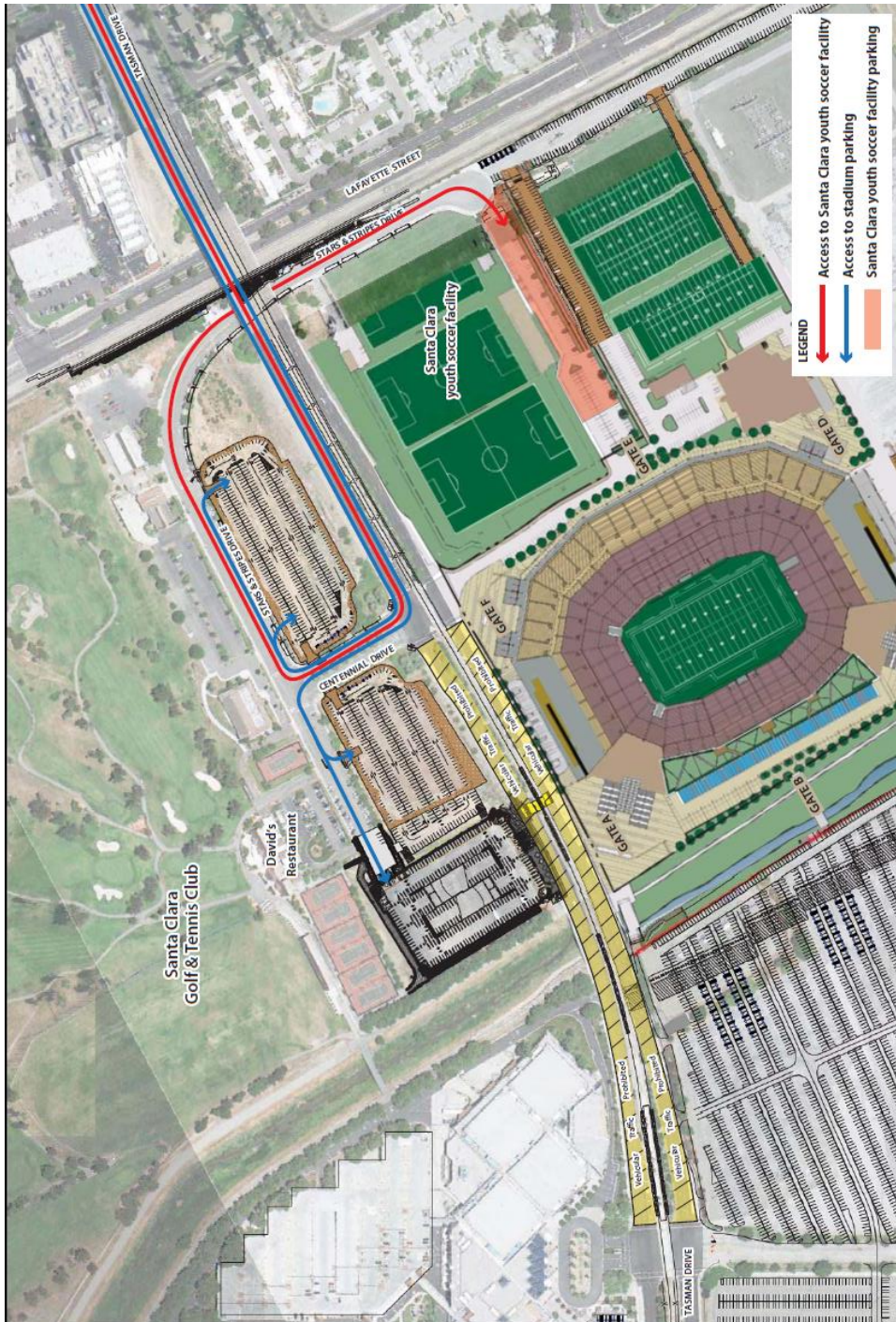
Advance notice for scheduled users of the soccer facilities will be sent via the City Scheduler directly to each user.

#### Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and the Santa Clara Youth Soccer Park will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. The Stadium Manager shall communicate the Stadium's anticipated Annual Events Calendar to all neighboring property owners so that they may plan accordingly, and collect annual event scheduling information from the Santa Clara Youth Soccer Park. Public awareness strategies and communications strategies for implementation are described in Section 7.1.2.



Figure 7-5: Access to Santa Clara Youth Soccer Park on Event Days





## 7.4 Santa Clara Golf & Tennis Club Vehicle Access during Events

For large events, the Santa Clara Golf Course was utilized during the first two years of operation. However, through research collected it was discovered it was unnecessary and proved to be a stressful task for staff during both set up/tear down and event day. Therefore, Stadium activity coincides with Santa Clara Tennis Club activities. In the event that this occurs, safe and efficient access, and parking, for Tennis Club users must be maintained. To accommodate event day levels of traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to this facility can be achieved most efficiently by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on event days and how access to the Santa Clara Tennis Club will be provided.

### Access Plan

The Stadium is located south of the tennis club. On event days, police officers will regulate traffic flow and prohibit vehicles from traveling along Tasman Drive between Convention Circle and Centennial Boulevard. Vehicular access to the area west of the Centennial Boulevard / Tasman Drive intersection would be strictly prohibited on event days, as the area along Tasman Drive between Convention Circle and Centennial Boulevard would be designated for pedestrian and transit use only. Traffic officers would control the pedestrian crossings at the intersection of Centennial Boulevard and Stars & Stripes Drive.

### *Entering the Tennis Club*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Santa Clara Tennis Club can be only accessed by patrons from westbound Tasman Drive by making a right turn onto northbound Centennial Boulevard from westbound Tasman Drive and continuing onto Stars & Stripes Drive to the parking lot entrance(s). Users of these facilities will park on-street adjacent to the Santa Clara Tennis Club.

### *Exiting the Santa Clara Tennis Club*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Santa Clara Tennis Club patrons would be required to exit the club by making a right turn from Stars & Stripes Drive onto southbound Centennial Boulevard, followed by a left turn onto eastbound Tasman Drive towards North 1st Street. An illustration of traffic flow near the Santa Clara Tennis Club on event days is provided as **Figure 7-6**.

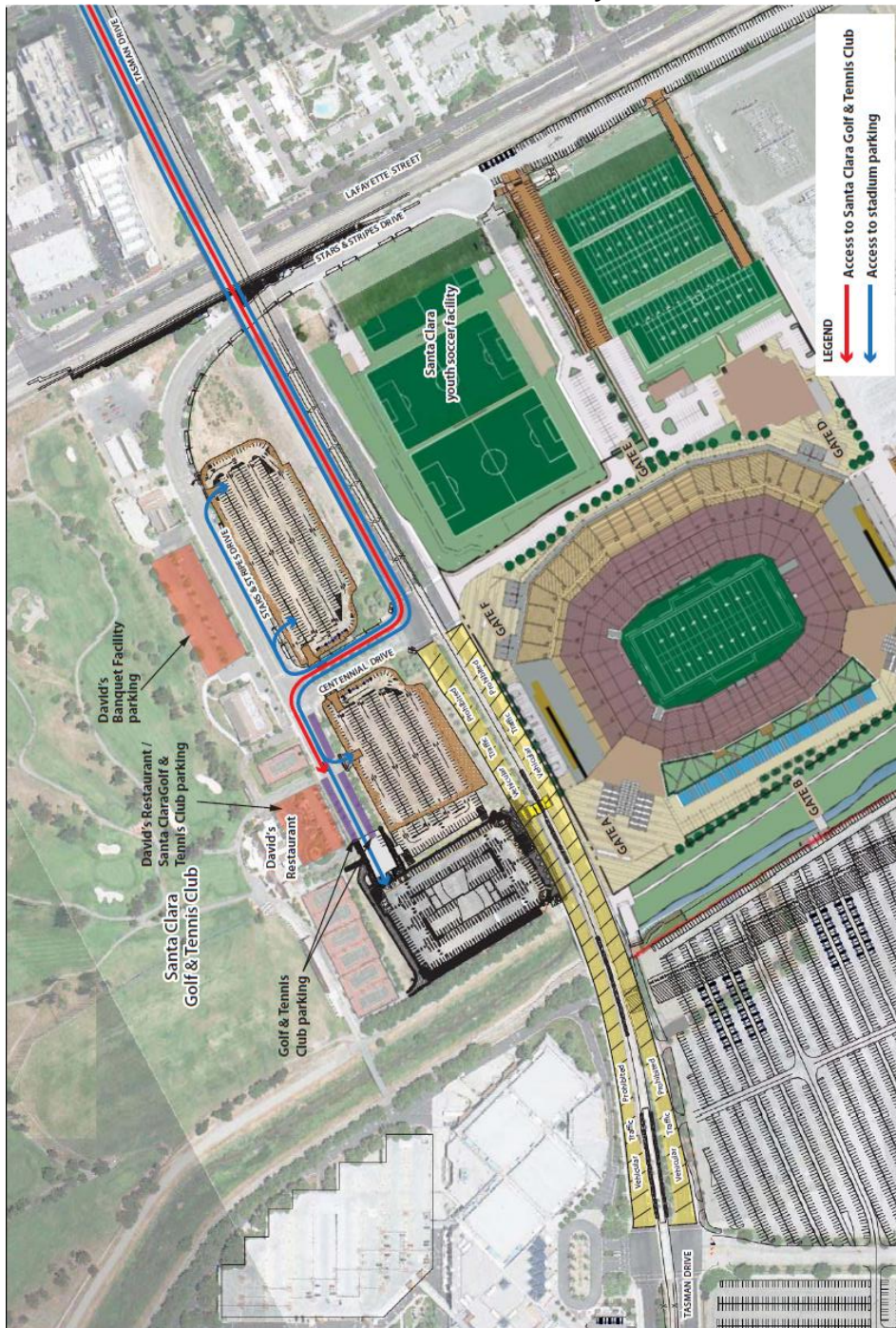
### Advanced Signage

In order to notify traffic approaching the impacted area of event day roadway changes, changeable message signs and directional signage are to be used. The changeable message signs shall be posted at each of the major access roadways. Each sign will indicate that there is a Stadium event will be occurring, and will recommend an alternate route. The locations of the changeable message signs, including the message to be displayed at each location, is shown in **Figure 7-3**.

Directional signage shall be placed throughout the Stadium area to clearly identify alternate routes for Santa Clara Tennis Club related traffic. The locations of all advanced signage are illustrated in **Figure 7-3**.



Figure 7-6: Access to Santa Clara Tennis Club on Event Day





## Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and the Santa Clara Tennis Club will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. The Stadium Manager shall communicate the Stadium's anticipated Annual Events Calendar to all neighboring property owners so that they may plan accordingly, and collect annual event scheduling information from the Santa Clara Tennis Club. Public awareness strategies and communications strategies for implementation are described in Section 7.1.2.

## **7.5 David's Restaurant and Banquet Facility Vehicle Access during Events**

Stadium activity may coincide with activity at David's Restaurant and Banquet Facility. In the event that this occurs, safe and efficient access for facility users must be maintained. To accommodate event day levels of traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to this facility can be made most efficiently by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on Stadium event days and how access to David's Restaurant and Banquet Facility will be provided.

### Access Plan

The Stadium is located south of the restaurant facility. On event days, police officers will regulate traffic flow and prohibit vehicles from traveling along Tasman Drive between Convention Circle and Centennial Boulevard. Vehicular access to the area west of the Centennial Boulevard / Tasman Drive intersection would be strictly prohibited on event days, as the area along Tasman Drive between Convention Circle and Centennial Boulevard would be designated for pedestrian and transit use only. Traffic officers would control the pedestrian crossings at the intersection of Centennial Boulevard and Stars & Stripes Drive.

#### *Entering David's Restaurant and Banquet Facility*

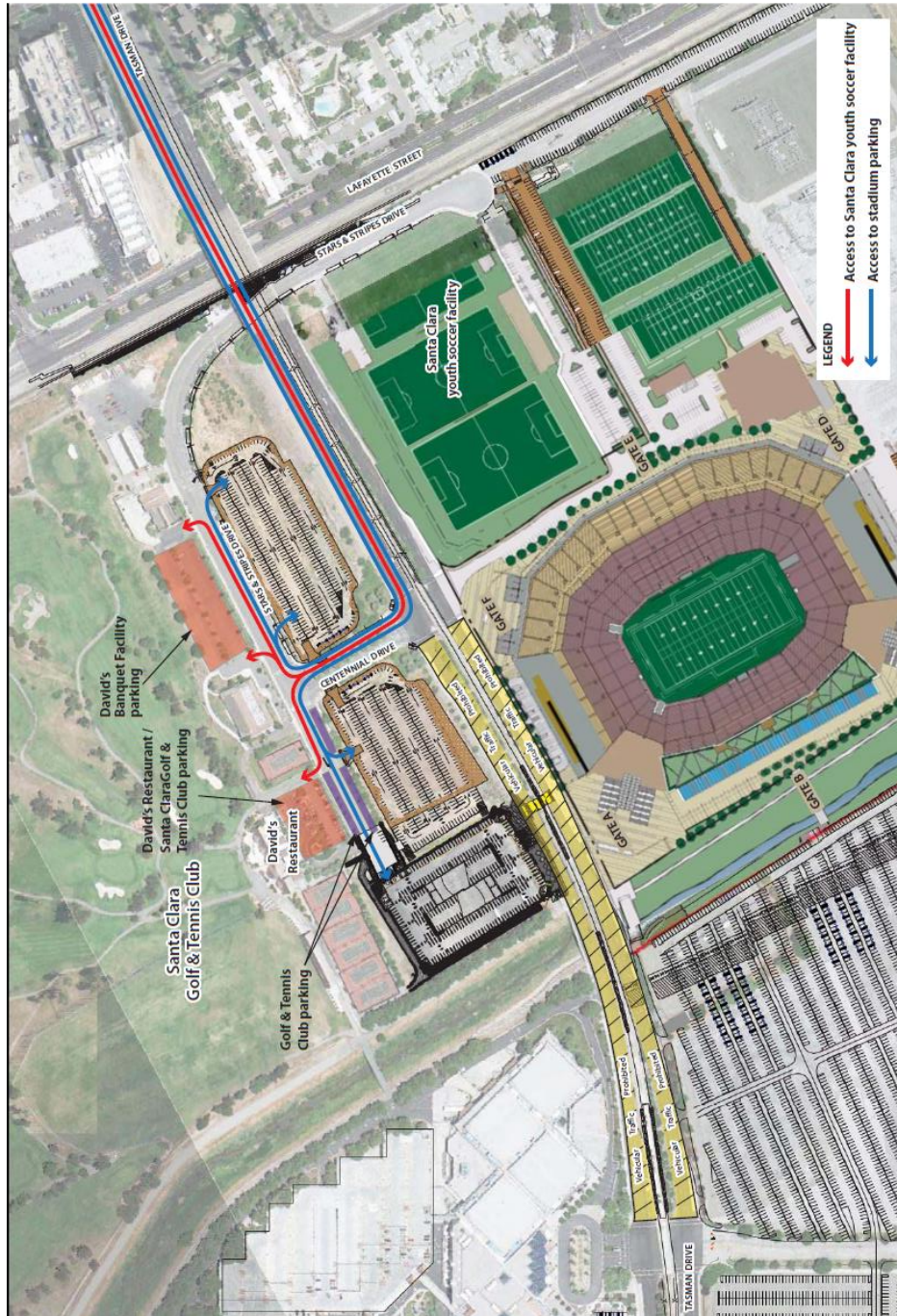
Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, David's Restaurant and Banquet Facility can only be accessed by patrons from westbound Tasman Drive, by making a right turn onto northbound Centennial Boulevard from westbound Tasman Drive, and a left turn onto westbound or eastbound Stars & Stripes Drive to access the facility's parking lot. During Stadium events, David's Restaurant and Banquet Facility's parking supply would be monitored by facility personnel to ensure efficient flow of vehicles in or out of the area.

#### *Exiting David's Restaurant and Banquet Facility*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, David's Restaurant and Banquet Facility patrons would be required to exit the facility by accessing southbound Centennial Boulevard followed by a left turn onto eastbound Tasman Drive towards North 1st Street. An illustration of traffic flow in the vicinity of David's Restaurant and Banquet Facility on event days is provided as **Figure 7-7**.



Figure 7-7: Access to David's Restaurant on Event Day





### Advanced Signage

In order to notify traffic approaching the impacted area of event day roadway changes, changeable message signs and directional signage are to be used. The changeable message signs shall be posted at each of the major access roadways. Each sign will indicate that there is a Stadium event will be occurring, and will recommend an alternate route. The locations of the changeable message signs, including the message to be displayed at each location, is shown in **Figure 7-3**.

Directional signage shall be placed throughout the Stadium area to clearly identify alternate routes for David's Restaurant and Banquet Facility related traffic. The locations of all advanced signage are illustrated in **Figure 7-3**.

### Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and David's Restaurant and Banquet Facility will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. The Stadium Manager shall communicate the Stadium's anticipated Annual Events Calendar to all neighboring property owners so that they may plan accordingly, and collect annual event scheduling information from David's Restaurant and Banquet Facility. Public awareness strategies and communications strategies for implementation are described in Section 7.1.2.

## **7.6 Our Lady of Peace Church and Shrine**

Stadium activity may coincide with Our Lady of Peace Church and Shrine activity. In the event that this occurs, safe and efficient access, and parking, for Church and Shrine users must be maintained. To accommodate event day levels of traffic, reconfiguration of the surrounding roadway network for some periods of time before and after events would ensure safe and efficient travel to and from the Stadium. As a result, access to this facility can be made most efficiently by entering and exiting via designated roadways. This section of the TMOP describes what changes may occur on Stadium event days and how access to the Our Lady of Peace Church and Shrine will be provided.

### Access Plan

The Stadium is located northeast of the Our Lady of Peace Church and Shrine. Vehicular access to the Church and Shrine area would be provided via Great America Parkway, Mission College Boulevard, and Our Lady's Way.

#### *Entering Our Lady of Peace Church and Shrine*

With the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Our Lady of Peace Church and Shrine will be accessible by making a left turn onto Mission College Boulevard from northbound Great America Parkway, and entering the parking lot directly from Mission College Boulevard. The Church and Shrine will also be accessible by making a u-turn at the Great America Parkway / Mission College Boulevard intersection (i.e., from northbound Great America Parkway onto southbound Great America Parkway), turning right onto Our Lady's Way, and entering the parking lot directly from Our Lady's Way.

### *Exiting Our Lady of Peace Church and Shrine*

Due to the reconfiguration of the roadway network to accommodate Stadium traffic on event days, Church and Shrine patrons would be required to exit the facility via Our Lady's Way. Church and Shrine related traffic would either travel eastbound along Our Lady's Way, and make a right turn onto southbound Great America Parkway; or travel westbound along Our Lady's Way, and make a left turn onto southbound Mission College Boulevard.

An illustration of traffic flow in the vicinity of the Our Lady of Peace Church and Shrine on event days is provided as **Figure 7-8**.

### Advanced Notice

In order to notify traffic approaching the impacted area of event day roadway changes, changeable message signs and directional signage are to be used. The changeable message signs shall be posted at each of the major access roadways. Each sign will indicate that there is a Stadium event will be occurring, and will recommend an alternate route. The locations of the changeable message signs, including the message to be displayed at each location, is shown in **Figure 7-3**.

Directional signage shall be placed throughout the Stadium area to clearly identify alternate routes for Church and Shrine related traffic. The locations of all advanced signage are illustrated in **Figure 7-3**.

### Communication

Concurrent events have the potential to create increased traffic congestion and conflicts. Collaboration and coordination between the Stadium Manager and Our Lady of Peace Church and Shrine will be required to ensure implementation of an integrated set of event management strategies and to ensure the dissemination of credible traveler information. The Stadium Manager shall communicate the Stadium's anticipated Annual Events Calendar to all neighboring property owners so that they may plan accordingly, and collect annual event scheduling information from Our Lady of Peace Church and Shrine. Public awareness strategies and communications strategies for implementation are described in Section 7.1.2.

## **7.7 Great America Commuter Rail Station**

Stadium activity may coincide with general use of the Great America Commuter Rail Station by ACE and Capitol Corridor. Both ACE and Capitol Corridor will have services during weeknight events that will require passengers to access the station via personal auto, ACE provided shuttles, and by private employer shuttles. Currently, ACE provides eight shuttle routes that carry passengers between the Great America Commuter Rail Station, and the Cities of Palo Alto, Mountain View, Sunnyvale, Santa Clara, San Jose, and Milpitas. Each shuttle is timed with ACE train weekday peak hour arrivals and departures. Capitol Corridor provides two shuttle routes carrying passengers between nearby businesses and the Great America Commuter Rail Station. Both ACE and Capitol Corridor shuttles currently stage along Stars and Stripes Drive, adjacent to the Station. Capitol Corridor shuttle routes currently approach the Station from the west via Tasman Drive, and exit to the east via Tasman Drive. ACE shuttle routes currently approach the Station from both the east and west via Tasman Drive. For weekday events that would necessitate a closure of Tasman Drive, shuttle routes would need to be augmented, and shuttle schedules would need to be adjusted accordingly. The shuttles reroutes would likely include a detour to Great America Way (north of the Stadium area), to Mission College Boulevard and Agnew Road (south of the Stadium area), and to Lafayette Street (east of the Stadium area).



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## 8.0 Main Lot Modifications

Design plans for modifications to the facility's main parking lot (Green Lot 1 and Red Lot 1 – the area bordered by the Stadium, Tasman Drive, Great America Parkway and the Great America Theme Park - have been restructured to better serve event day flows of vehicle and pedestrian traffic. Those modifications include the following

The Convention Center/Tasman driveway was retained, but it is now closed to vehicular traffic during peak egress periods immediately following the end of an event. Observations during peak egress flows during the past year showed that the large numbers of pedestrians crossing at this location significantly impacted its vehicular capacity. This closure eliminates the vehicular/pedestrian conflict at this location and allows for a free flow of westbound pedestrians during post game conditions. Additional westbound pedestrian corridor capacity has been put in place within the northerly edge of Red Lot 1. This corridor relieves pedestrian conflicts with the VTA Light Rail queues that are established in the southerly lanes of Tasman Drive during egress.

The existing driveway on Great America Parkway just south of the Hilton Hotel has been widened from two lanes to three. This improvement supports the closure of the Convention Center driveway by providing a better means of access to northbound Great America Parkway during post event periods. It should be noted that this driveway was used only by Charter Buses during season 1; however, it is now being successfully used by both charter buses and automobiles during post event egress. Charter Buses now enter their parking area through a new two-lane driveway on Great America Parkway between the main entrance/exit at Old Glory Lane and the newly widened driveway just south of the Hilton Hotel. During non-event periods when the theme park is open, this driveway serves as the theme park drop-off lot entry. Along with the improvement above, this modification enables the Convention Center drive entry to be closed while offering an improved means for accessing Great America Parkway during egress.

This new two-lane driveway on Great America Parkway is served by a two-lane roadway stretching east-west through the westerly portion of the main lot, including cuts through the north-south landscaped median which currently divides the main lot. This new two-lane drive, together with a similar drive cut through the median slightly to the north, provides better egress for motorists parked in the westerly portion of Green Lot 1.

East of the existing toll booths entrance, the primary east-west roadway through the main lot connecting Great America Parkway to Gate C has been moved to the north. This provides a number of benefits, including providing a pedestrian walk path on a direct line between Great America Parkway and Gate C. It also increases the number of parking spaces south of the main roadway and pedestrian walkway. As the pedestrian/vehicular conflict between Green 1 and Red 1 was one of the main issues encountered, providing more spaces south (i.e. out of the conflict) allows for quicker and more efficient egress from Green 1 during the Southbound Great America Parkway counter-flow operation

Some of the parking stalls and aisles in Green 1 and the northwestern portion of Red 1 have been rotated 90 degrees to provide a smoother flow of traffic onto the internal collector roadways in these lots.

## 9.0 Development of Operating Budget

The operating budget for all elements of the TMOP shall be maintained by the Stadium Manager, and revised annually based on input received from all working groups. Detailed tasks and associated costs will be organized within a

separate operating budget document, rather than within the TMOP itself. However, the cost estimations are expected to include (but are not limited to) the following items:

- Development and circulation of Annual Events Calendar;
- Implementation of traffic signal improvements;
- Establishment of Stadium security perimeter on event days;
- Implementation of parking and traffic control plans on event days, including:
  - Event day signal modifications;
  - Arrangement of parking facilities and stationing of ticket takers;
  - Placement of signage and coning to control the direction of traffic flow;
  - Placement of changeable message signs;
  - Stationing of officers at select intersections; and
  - Circulation of event day information to ticket holders, as well as to local businesses and area residents.
- Implementation of transit adjustments on event days, including:
  - Tasman Drive at-grade crossing; and
  - Transit queuing areas.
- Data collection efforts, including:
  - Event day observations;
  - Aerial photography;
  - Transit ridership on event days, and non-event days; and
  - Analysis of collected data.
- Preparation of reports and data for working group review; and
- Continued coordination with nearby facilities.

Each year, the operating budget is to be reviewed and approved by the City Council of Santa Clara.

# EXHIBIT C



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12 Attorneys for Plaintiffs and the Proposed Classes  
 13 *(Additional Counsel for Plaintiffs listed on following page)*

14  
 15 **UNITED STATES DISTRICT COURT**  
 16 **NORTHERN DISTRICT OF CALIFORNIA**  
 17 **SAN JOSE DIVISION**

18 ABDUL NEVAREZ, PRISCILLA NEVAREZ, and  
 19 SEBASTIAN DEFRANCESCO, on behalf of  
 themselves and all others similarly situated,

20 Plaintiffs,

21 vs.

22 FORTY NINERS FOOTBALL COMPANY, LLC,  
 a Delaware limited liability company, et al.,

23 Defendants.

Case No.: 5:16-cv-07013

**NOTICE OF SITE INSPECTIONS  
 PURSUANT TO FRCP 34**

Before: Hon. Lucy H. Koh  
 Complaint Filed: December 7, 2016  
 Trial Date: April 22, 2019

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6 Attorneys for Plaintiffs and the Proposed Classes  
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1           **PLEASE TAKE NOTICE** that on October 30 and 31, 2017, beginning at 9:00 a.m. and  
2 continuing until completed or 5:00 p.m., Plaintiffs will conduct site inspections as permitted by Rule  
3 34(a)(2) of the Federal Rules of Civil Procedure of the pedestrian right of way, including sidewalks,  
4 crosswalks, curb ramps, and other pedestrian walkways at the following locations:

- 5           1. Great America Parkway from Old Mountain View-Alviso Road to Mission College  
6           Boulevard.
- 7           2. Tasman Drive from Calabazas Creek to Lafayette Street.
- 8           3. Mission College Boulevard from Great America Parkway to the driveway separating  
9           Mission College Lot B and C.
- 10          4. Patrick Henry Drive from Bunker Hill Lane to Great America Parkway.
- 11          5. Democracy Way from Patrick Henry Drive to Old Ironsides Drive.
- 12          6. Old Ironsides Drive from Bunker Hill Lane to Patrick Henry Drive.
- 13          7. Marie P. DeBartolo Way from Tasman Drive to end.
- 14          8. Stars and Stripes Drive from Tasman Drive toward the Yellow Lots to end.
- 15          9. Centennial Boulevard from Stars and Stripes Drive to Tasman Drive.
- 16          10. All parking lots and pedestrian walkways serving them, including but not limited to, the  
17             following: Premium Red Lot 1, Premium Red Lot 3, Red Lot 4, Red Lot 5, Red Lot 7,  
18             Premium Red Lot VIP, RV Blue Lot, Blue Lot 1, Blue Lot 2, Blue Lot 3, Premium  
19             Green Lot 1, 2T Premium Lot 2, 2NT Premium Green Lot 2, Green Lot 3, Green Lot 4,  
20             Green Lot 5, RV Green Lot, Premium Yellow Lot VIP, Premium Yellow Lot 1,  
21             Premium Yellow Lot 2, Premium Yellow Lot 3.

22  
23 Dated: September 29, 2017

Respectfully submitted,

24 GOLDSTEIN, BORGAN, DARDARIAN & HO

25  
26   
27 \_\_\_\_\_  
Andrew P. Lee

28 Attorneys for Plaintiffs and the Proposed Classes

# EXHIBIT D



**ADMINISTRATIVE BULLETIN**

- AB-014** :
- DATE** : September 16, 1998 (Updated 01/01/08 for code references)
- SUBJECT** : Inspection
- TITLE** : **Dimensional Tolerances for New and Existing Construction**
- PURPOSE** : This bulletin details dimensional tolerances which can be accepted by field inspection personnel from the Department of Building Inspection when reviewing on-site construction work. This bulletin is the procedural implementation of the California Building Code, Section 1101B.4 and 1104B.5, Dimensional Tolerances, which amends the State code to permit jurisdictions to allow dimensional tolerances which meet industry standards. These tolerances should allow construction to proceed with dimensions as shown on the plans or in the code that are not exact but are within the standards accepted by the industry, the Department and the community.
- REFERENCES** : 2007 San Francisco Building Code  
- Sections 1101B.4 and 1104B.5 Dimensional Tolerances  
2007 San Francisco Plumbing Code  
2007 San Francisco Electrical Code  
The Handbook of Construction Tolerances, McGraw Hill, 1994, David Kent Ballast, editor.
- DISCUSSION** : The application of dimensional construction tolerances is necessary because structures cannot be built which conform precisely to code defined absolute dimensions without deviation. This bulletin defines the limits of those deviations within which administrative approval can be routinely granted. Any deviations beyond these must be addressed in the form of "unreasonable hardships" through the standard Documentation of Unreasonable Hardship process. These tolerances are based on industry standards for materials and methods of construction and are not intended to approve any incorrect dimensions or design changes. These are not code changes but approvals for variance based on as-built conditions. This applies to both new construction and the remodeling of existing structures.

One of the bases of the Department's construction tolerance standards is the 1994 Edition of the Handbook of Construction Tolerances, edited by David Kent Ballast. This is a commonly used reference book regarding industry standards for tolerances and, as excerpted below, is adopted by this bulletin as representing the standards for tolerances within the City and County of San Francisco. Please note that some adjustments and additions to these tolerances have been made inasmuch as the Handbook of Construction Tolerances does not specifically address disabled access issues. Where specific accessibility conditions needed to be addressed, such standards have been added as needed. Per Section 1101B.4, dimensions that are not stated as "maximum" or "minimum" are absolute. The Department may administratively modify and/or add to the below referenced standards as necessary to meet the intent of the codes.

AB-014

2007 SAN FRANCISCO BUILDING CODE

Standard tolerances will be based upon the nominal manufactured dimensions of fabricated goods.

Note that the State Historical Building Code provides other remedies for variations which may be addressed through the provisions of Administrative Bulletin No. AB-013. This applies to all qualified historic properties. In cases where the State Historical Building Code is applied, that code takes precedence over the regular Building Code requirements.

The following tolerances are to be used:

- a. Concrete paving.  
Standard: Plus or minus 1/4" over 10' for drives, parking surfaces, sidewalks and other site paving.  
*Ref. AC1117-06*
- b. Concrete slabs for flatness and straightness.  
Standard: Bull-float slab is plus or minus 1/2" over 10'.  
*Ref. AC1117-06 and ASTM E1155-96*
- c. Cast-in-place concrete walls:  
Standard: Plumb is 1/4" in 10'.  
*Ref. AC1117-06*
- d. Concrete masonry unit and masonry construction.  
Standard: 1/4" in 10' vertical or horizontal  
*Ref. AC1117-06*
- e. Brick wall construction.  
Standard: 1/4" in 10' vertical or horizontal  
*Ref. AC1117-06*
- f. Granite and marble installation.  
Standard: 1/4" in 10' vertical or horizontal.  
*Ref. Dimension Stone Design Manual VII, Marble Institute of America, Inc. 2007*
- g. Limestone installation.  
Standard: 1/4" in 10' vertical or horizontal.  
*Ref. Various industry standards*
- h. Slate tile installation for flooring or walls.  
Standard: Vertical or horizontal 1/4" in 10'.
- i. Wood floor framing and sub-flooring.  
Standard: 1/4" in 10' horizontal tolerance.  
*Ref. Spectext, Section 06112, Framing and Sheathing by the Construction Sciences Research Foundation, 2006*
- j. Floor and wall tile.  
Standard: 1/4" in 8' for wall and flooring. This does not apply to thresholds.  
*Ref. ANSI A108.1, A108.4, and A108.5*

- k. Terrazzo flooring.  
Standard: 1/4" in 10'  
*Ref. Terrazzo Information Guide, the National Terrazzo and Mosaic Association, 1993*
- l. Wood flooring.  
Standard: 1/4" in 10'  
*Ref. ANSI/HPMA LHF, 1982*
- m. Other stone installation.  
Standard: 1/4" in 10'  
*Ref. Dimensions, Stone Design Manual IV, 1991*
- n. Cabinets and counter tops.  
Standard: 1/4" in 12' out of parallel with the floor; 1/8" variation in clear width.  
*Ref. Quality Standards for the Professional Remodeler, Second Edition, National Association of Homebuilders, Remodelers Council, 1991*
- o. Flatness of counter tops.  
Standard: 1/4" per 8'.  
*Ref. Architectural Woodwork Quality Standards, Architectural Woodwork Institute, 1993*
- p. Storefront installation.  
Standard: Storefront systems to be vertical plus or minus 1/8" in 12';  
*Ref. Aluminum Storefront and Entrance Manual, American Architectural Manufacturers Association, 1987*
- q. Framing for gypsum wallboard.  
Standard: 1/8" in 10' vertical and horizontal.  
*Ref. GA-216*
- r. Wallboard partitions, ceilings, and trim.  
Standard: 1/4" in 10'  
*Ref. ANSI A108.11, and GA-216*
- s. Installation of lath and plaster.  
Standard: 1/4" per 10'  
*Ref. ASTM C926*
- t. Clear opening at doors.  
Standard: plus or minus 3/8"  
*Ref. None.*
- u. Plumbing fixture installation  
Standard: plus or minus 1/2" measured from the finished wall or floor.  
*Ref. None*

AB-014

2007 SAN FRANCISCO BUILDING CODE

- v. Handrail dimensions.  
Nominal handrails not to vary more than 3/16" in diameter from code dimension; height plus or minus 3/16" measured from finished floor.  
*Ref. None.*
- w. Threshold.  
Standard: 1/8" variation in threshold height is permitted above the finished floor surface.  
*Ref. None*
- x. Knee clearance under wall mounted plumbing fixtures, including lavatories, drinking fountains, urinals and toilets.  
Standard: Mounting height above finished floor equals plus or minus 3/8". Within a 30" wide area, centered on the accessible basin or fixture, there may be a variation of 1/4" in height between the lower edge of the counter and the finished floor.  
*Ref. None*
- y. Switches, receptacles, pull stations, controls and similar devices.  
Standard: Plus or minus 1/2" vertically.  
*Ref. None*
- z. Door operating pressure.  
Standard: Plus or minus 1/2 pound.  
*Ref. None*
- aa. Operating pressures for faucets, flush valves and miscellaneous hardware.  
Standard: Plus or minus 1/2 pound.  
*Ref. None*
- bb. Other elements. Other constructed elements which are not specifically regulated shall be permitted to have a construction tolerance of 1/4" plus or minus unless, in the opinion of the district inspector, such variation impedes access, except that grab bars and handrails shall be not more than the maximum horizontal distance from the adjoining wall surface than is permitted by the regular code.

Approved by the Building Inspection Commission on September 16, 1998

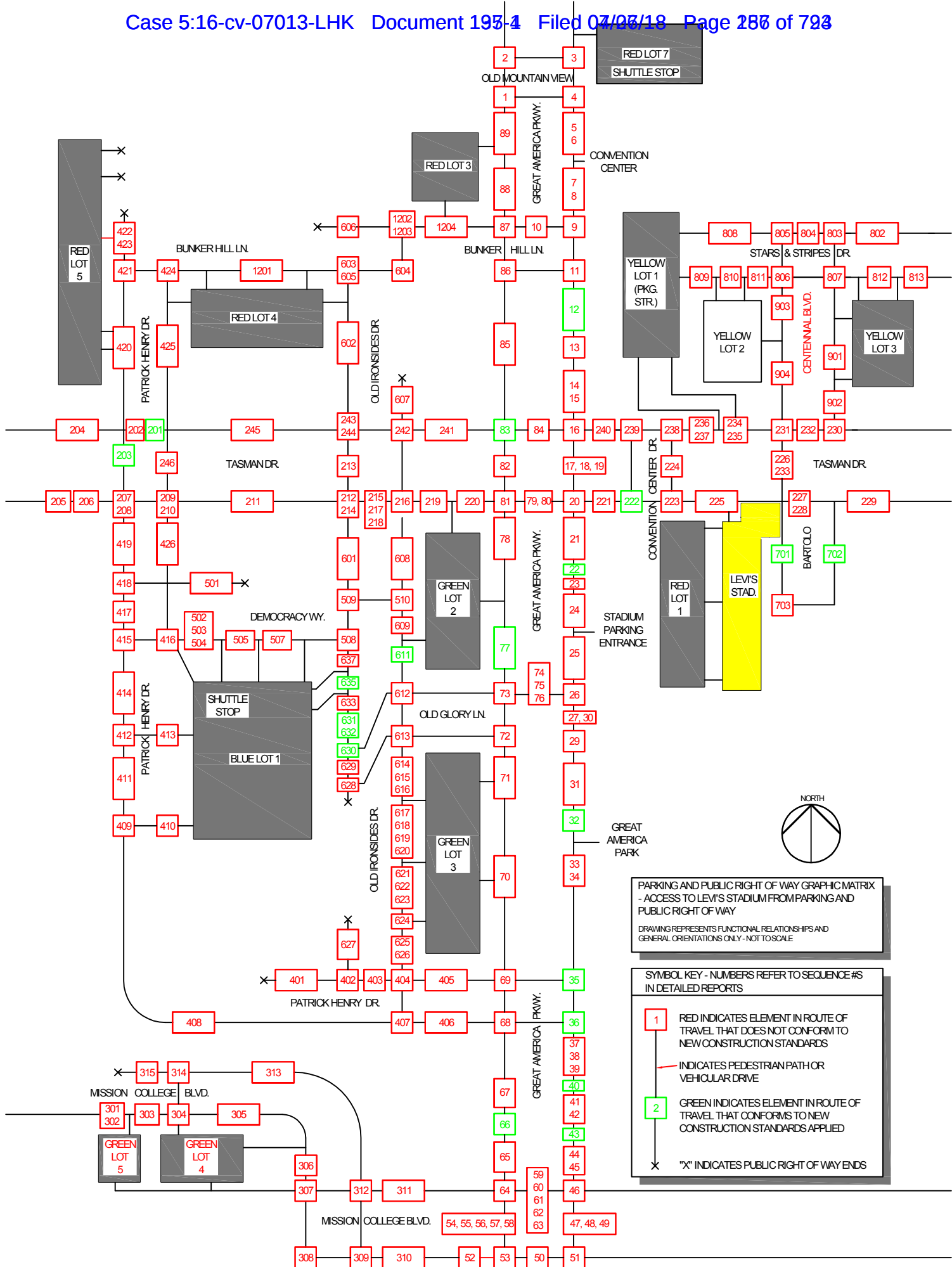
Originally signed by:  
Frank Y. Chiu, Director  
November 12, 1998



# EXHIBIT E

REQUIRED ACCESSIBLE PARKING BASED ON PARKING TOTALS FROM STADIUM'S TMOP, DISCOVERY DOCUMENT SC04249			
LOT	TOTAL SPACES	REQUIRED ACC SPACES	OF WHICH ARE VAN
TICKETED			
RED 3	538	11	2
RED 4	782	16	3
RED 5	445	9	2
RED 7	600	12	2
GREEN 2	426	9	2
GREEN 3	732	15	3
GREEN 4	1497	25	5
GREEN 5	636	13	3
BLUE 1	5008	61	11
<b>SUBTOTALS</b>	<b>10664</b>	<b>171</b>	<b>33</b>
CITY OWNED			
YELLOW 1	250	7	2
YELLOW 2	304	8	2
YELLOW 3	428	9	2
RED 1	1212	23	4
GREEN 1	4500	55	10
<b>SUBTOTALS</b>	<b>6694</b>	<b>102</b>	<b>20</b>
TICKETED	10664	171	33
CITY OWNED	6694	102	20
<b>TOTALS</b>	<b>17358</b>	<b>273</b>	<b>53</b>

# EXHIBIT F





# EXHIBIT G

## Parking Lots Detailed Findings Report with Photographs

- Red Parking Lot 1
- Yellow Parking Lot 1 –Parking Structure
- Yellow Parking Lot 2
- Yellow Parking Lot 3
- Blue Lot 1
- Green Parking Lot 2
- Red Parking Lot 3
- Red Parking Lot 4
- Red Parking Lot 5
- Red Parking Lot 7



**FACILITY ACCESS CONSULTING**

7040 Avenida Encinas #104-114, Carlsbad CA 92011

AA	Access Aisle		Lav	Lavatory
Abv	Above		LL	Lower Level
ACC	Accessible		Manuv	Maneuvering
Adj	Adjacent		MARR	Multiple Accommodation Restroom
Approx	Appromiately		Max	Maximum
AFF	Above Finish Floor		Min	Minimum
Asph	Asphalt		MMARR	Men's Multiple Accommodation Restroom
BCT	Baby Changing Table		N	North
Blw	Below		NE	Northeast
BOH	Back of House		NW	Northwest
Btm	Bottom		Obst.	Obstructed
Btwn	Between		Ped	Pedestrian
CL	Center Line		Perp.	Perpendicular
Clr.	Clear/Clearance		PROW	Public Right Of Way
Cls.	Clearances		PTD	Paper Towel Dispenser
Conc	Concrete		QSF	Quick Serve Food
CPS	Composite Play Structure		ROT	Route Of Travel
CRASCA	Construction-Related Accessibility Standards Compliance Act (CA Civil Code 55.51-55.545)		RR	Restroom
CR	Curb Ramp		RS	Running Slope
CS	Cross Slope		S.B.	See Below
d	Deep		S	South
DAS	Designated Accessible Parking Stall		SARR	Single Accommodation Restroom
Dr	Door		SCD	Seat Cover Dispenser
DW	Detectable Warning		SD	Soap Dispenser
EAO	Employee Area Only		SE	Southeast
E	East		Spec.	Specifications
Elev	Elevator		SW	Sidewalk
EPC	Elevated Play Component		SW	Southwest
ER	Electrical Receptacle		TC	Toilet Compartment
Ext	Exterior		TD	Truncated Domes
Flr	Floor		TPD	Toilet Paper Dispenser
Furn.	Furniture		UL	Upper Level
FV	Flush Valve		Vert.	Vertical
GB	Grab Bar		W	West
GLPC	Ground Level Play Component		w	wide
h	High		WC	Water Closet
HR	Hand Rail		WMARR	Womens Multiple Accommodation Restroom
Int	Interior		WR	Waste Receptacle

## **Parking Lots Detailed Findings Report with Photographs**

### **Red Parking Lot 1**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



**10. Parking: Red Lot 1****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1001</b>	#5 PARKING STALL	198 DAS	
<b>1002</b>	#5 PARKING STALL	64 DAS at gate A.	64 DAS
<b>1003</b>	#5 PARKING STALL	64 DAS at gate A.	Stalls A16, A15, A11, A7
<b>1004</b>	#5 PARKING STALL	56 DAS at gate B.	DAS E1.
<b>1005</b>	#5 PARKING STALL	56 DAS at gate B.	DAS F1
<b>1006</b>	#5 PARKING STALL	56 DAS at gate B.	DAS G1
<b>1007</b>	#5 PARKING STALL	56 DAS at gate B.	DAS H1
<b>1008</b>	#5 PARKING STALL	56 DAS at gate B.	DAS H3/H4
<b>1009</b>	#5 PARKING STALL	198 DAS.	DAS 13 and 14 in all 4 rows E, F, G, H (8 DAS total).
<b>1010</b>	#11 ACC ROUTE OF TRAVEL	56 DAS at gate B.	198 DAS, security device.
<b>1011</b>	#11 ACC ROUTE OF TRAVEL	56 DAS at gate B.	Route between parking and bridge to gate B.
<b>1012</b>	#5 PARKING STALL	78 DAS at gate C.	DAS I1
<b>1013</b>	#5 PARKING STALL	78 DAS at gate C.	DAS I3.
<b>1014</b>	#5 PARKING STALL	78 DAS at gate C.	DAS I4.
<b>1015</b>	#5 PARKING STALL	78 DAS at gate C.	DAS I5/I6
<b>1016</b>	#5 PARKING STALL	78 DAS at gate C.	DAS I19
<b>1017</b>	#5 PARKING STALL	78 DAS at gate C.	DAS J13
<b>1018</b>	#5 PARKING STALL	78 DAS at gate C.	
<b>1019</b>	#5 PARKING STALL	128 DAS at gate C.	20 DAS, L1 through L20.
<b>1020</b>	#2 PARKING LOT	198 DAS at gates A, B and C.	198 DAS spaces including 15 spaces that are designated vans accessible.

Facility Access Consulting, Inc.

NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ. # 1001

FEATURE: #5 PARKING STALL

LOCATION: 198 DAS

MEMO:

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	I.D. sign with contrasting ISA (White on blue background per CVC 22511.7(b)(1)) is provided and located with bottom at min. 60" high. (ADAS 502.6)	ISA is not the standard symbol.
C03	I.D. sign is min. 70" square in size and reflectorized. (2013 CBC 11B-502.6.1)	Signs are not reflectorized.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ.  
#**

**1002**

**FEATURE: #5 PARKING STALL**

**LOCATION: 64 DAS at gate A.**

**MEMO: 64 DAS**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B23	Access aisle is marked to discourage parking -in California: with "NO PARKING" in white with min. 12" high letters located at tail end of access aisle. (ADAS 502.3.3)	Access aisle markings are faded (NO PARKING).



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ. # 1003**

**FEATURE: #5 PARKING STALL**

**LOCATION: 64 DAS at gate A.**

**MEMO: Stalls A16, A15, A11, A7**

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	I.D. sign with contrasting ISA (White on blue background per CVC 22511.7(b)(1)) is provided and located with bottom at min. 60" high. (ADAS 502.6)	None





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1004

FEATURE: #5 PARKING STALL

LOCATION: 56 DAS at gate B.

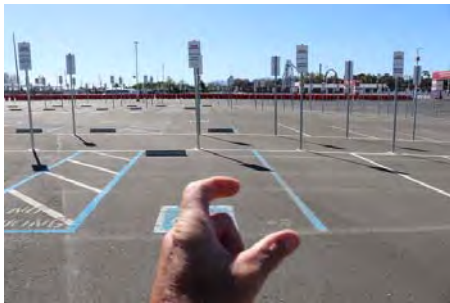
MEMO: DAS E1.

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 2.7%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1005

FEATURE: #5 PARKING STALL

LOCATION: 56 DAS at gate B.

MEMO: DAS F1

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 4.2%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1006

FEATURE: #5 PARKING STALL

LOCATION: 56 DAS at gate B.

MEMO: DAS G1

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 5.4%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ.  
#**

**1007**

**FEATURE: #5 PARKING STALL**

**LOCATION: 56 DAS at gate B.**

**MEMO: DAS H1**

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 5.9%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 10. Parking: Red Lot 1

**SEQ. #**

**1008**

**FEATURE:** #5 PARKING STALL

**LOCATION:** 56 DAS at gate B.

**MEMO:** DAS H3/H4

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Pothole in access aisle serving both DAS that is 3/4" deep by 6" wide by 7" long.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 10. Parking: Red Lot 1

**SEQ. #**

**1009**

**FEATURE:** #5 PARKING STALL

**LOCATION:** 198 DAS.

**MEMO:** DAS 13 and 14 in all 4 rows E, F, G, H (8 DAS total).

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Detectable warnings are unnecessary and obstruct the access aisle for all 8 DAS.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 10. Parking: Red Lot 1

**SEQ. #** 1010

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 56 DAS at gate B.

**MEMO:** 198 DAS, security device.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	If clear width is less than 36", it is min. 32" clear for 24" long max. and reduced width segments are separated by min. 48" long by 36" wide segments. (ADAS 403.5.1)	25" wide at the btm., 28" wide at the top at all security devices.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ. # 1011**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

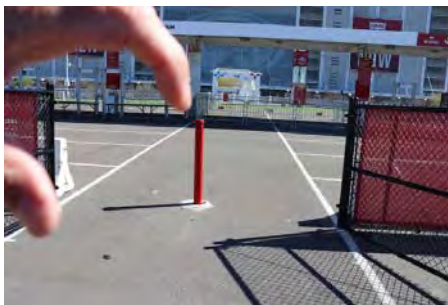
**LOCATION: 56 DAS at gate B.**

**MEMO: Route between parking and bridge to gate B.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	5.0% to 5.7% for 40' L between DAS and security device, up to 5.8% just East of security device.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1012

FEATURE: #5 PARKING STALL

LOCATION: 78 DAS at gate C.

MEMO: DAS I1

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Two holes 1" in diameter.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1013

FEATURE: #5 PARKING STALL

LOCATION: 78 DAS at gate C.

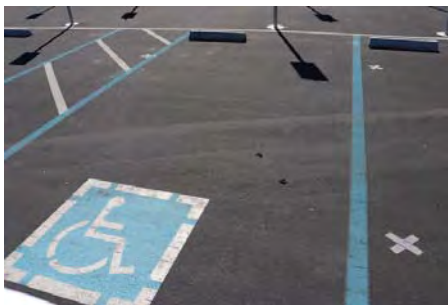
MEMO: DAS I3.

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Two holes 1" in diameter.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 10. Parking: Red Lot 1

**SEQ. #**

**1014**

**FEATURE:** #5 PARKING STALL

**LOCATION:** 78 DAS at gate C.

**MEMO:** DAS I4.

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Two holes 1" in diameter.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ.  
#**

**1015**

**FEATURE: #5 PARKING STALL**

**LOCATION: 78 DAS at gate C.**

**MEMO: DAS I5/I6**

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	One hole in access aisle serving both DAS that is 1" in diameter.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1016

FEATURE: #5 PARKING STALL

LOCATION: 78 DAS at gate C.

MEMO: DAS I19

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	No access are provided, stall is 9' wide.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 10. Parking: Red Lot 1**

**SEQ.  
#**

**1017**

**FEATURE: #5 PARKING STALL**

**LOCATION: 78 DAS at gate C.**

**MEMO: DAS J13**

**Notes:**

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C06	Signs are positioned with bottom min. 60" above surface of parking space, and are visible from, and located at projected width at head end, or are immediately adjacent to parking space.	None





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1018

FEATURE: #5 PARKING STALL

LOCATION: 78 DAS at gate C.

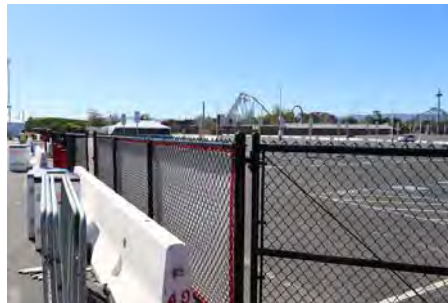
MEMO:

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard parking spaces are closer to the bridge to gate C.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 10. Parking: Red Lot 1

SEQ.  
#

1019

FEATURE: #5 PARKING STALL

LOCATION: 128 DAS at gate C.

MEMO: 20 DAS, L1 through L20.

Notes:

For identification purposes Red Lot 1 DAS are numbered West to East and designated by letters North to South.

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	New surface markings are painted over old markings and determining extent of DAS is difficult.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 10. Parking: Red Lot 1

**SEQ.  
#**

**1020**

**FEATURE:** #2 PARKING LOT

**LOCATION:** 198 DAS at gates A, B and C.

**MEMO:** 198 DAS spaces including 15 spaces that are designated vans accessible.

**Notes:**

Prior to March 15th 2012, 24 van stalls would have been required.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
A12	1 van stall provided for every 6 required acc stalls. (ADAS 208.2.4)	33 van stalls required, 15 provided.

**Parking Lots Detailed Findings Report with Photographs**

**Yellow Parking Lot 1 –Parking Structure**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**1. Parking: Yellow Lot 1 Parking Structure**  
**Facility Access Compliance Survey Report - Contents:**

Seq #	Feature	Location	Memo
1101	#5 PARKING STALL	3 DAS at LD.	NE single DAS.
1102	#5 PARKING STALL	2 DAS at LD just South of exit.	
1103	#11 ACC ROUTE OF TRAVEL	2 DAS at LD just South of exit.	Route from North stall of pair located South of exit at LD to electrical vehicle charging station.
1104	#5 PARKING STALL	12 DAS at 1A at SW corner.	Northern double DAS.
1105	#5 PARKING STALL	12 DAS at 1A at SW corner.	Second double DAS from North, South designated as van.
1106	#5 PARKING STALL	12 DAS at 1A at SW corner.	Third DAS from North.
1107	#5 PARKING STALL	12 DAS at 1A at SW corner.	Fourth double DAS from North.
1108	#5 PARKING STALL	12 DAS at 1A at SW corner.	Van stall near SW corner.
1109	#5 PARKING STALL	12 DAS at 1A at SW corner.	Southern double DAS.
1110	#11 ACC ROUTE OF TRAVEL	12 DAS at 1A at SW corner.	Route to elevator at the W side (in front of 11 DAS).
1111	#5 PARKING STALL	12 DAS at 1A at SW corner.	DAS at E side of elevator.
1112	#5 PARKING STALL	12 DAS at 1D at SE corner.	Northern double DAS.
1113	#5 PARKING STALL	12 DAS at 1D at SE corner.	Second double DAS from North.
1114	#5 PARKING STALL	12 DAS at 1D at SE corner.	Third double DAS from North.
1115	#5 PARKING STALL	12 DAS at 1D at SE corner.	Fourth double DAS from North.
1116	#5 PARKING STALL	12 DAS at 1D at SE corner.	Van DAS near SE corner.
1117	#5 PARKING STALL	12 DAS at 1D at SE corner.	Southern double DAS, North side designated van.
1118	#5 PARKING STALL	12 DAS at 1D at SE corner.	Southern DAS.
1119	#11 ACC ROUTE OF TRAVEL	12 DAS at 1D at SE corner.	Route to SE corner at E side (in front of 12 DAS).
1120	#5 PARKING STALL	12 DAS at 1D at SE corner.	
1121	#5 PARKING STALL	12 DAS at 1A at SW corner.	
1122	#54 REACH RANGE & OPERATING MECHANISMS	1A at SW corner.	Emergency call box serving 12 DAS located here.
1123	#54 REACH RANGE & OPERATING MECHANISMS	1D at SE corner.	Emergency call box serving 12 DAS located here.
1124	#54 REACH RANGE & OPERATING MECHANISMS	LD at NE corner.	Emergency call box serving 5 DAS located here.

Facility Access Consulting, Inc.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure**

**SEQ. # 1101**

**FEATURE: #5 PARKING STALL**

**LOCATION: 3 DAS at LD.**

**MEMO: NE single DAS.**

**Notes:** Access for route lead to North side of Stars and Stripes Blvd.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	Access aisle extends the full length of the parking space. (ADAS 502.3.2)	Access aisle is obstructed by 38" to bollard at East DAS.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	For middle and West stalls must pass behind other vehicles.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ. # 1102

FEATURE: #5 PARKING STALL

LOCATION: 2 DAS at LD just South of exit.

MEMO:

Notes:

North space is signed for electrical vehicle charging only, however the charging cable for 2 DAS does not reach, and if it did it would obstruct the pedestrian accessible route to Stars and Stripes Blvd.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure**

**SEQ.  
#**

**1103**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

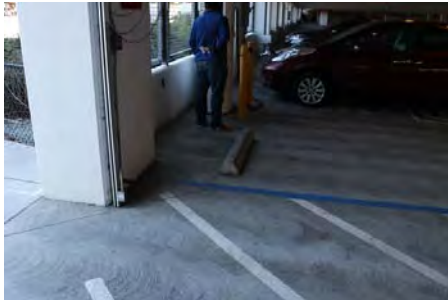
**LOCATION: 2 DAS at LD just South of exit.**

**MEMO: Route from North stall of pair located South of exit at LD to electrical vehicle charging station.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	If vehicle is parked in adjacent stall to S, the route is completely obstructed by the vehicle.
B03	If clear width is less than 36", it is min. 32" clear for 24" long max. and reduced width segments are separated by min. 48" long by 36" wide segments. (ADAS 403.5.1)	20" to wheel stop if no vehicle park to the South.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1104

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1A at SW corner.

MEMO: Northern double DAS.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 3.1% at head end of stalls and access aisle.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1105

FEATURE: #5 PARKING STALL

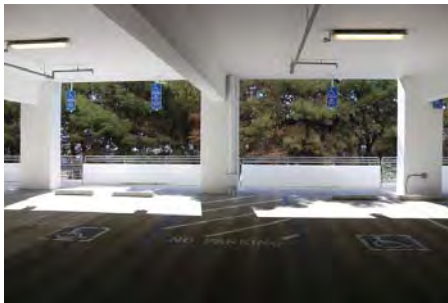
LOCATION: 12 DAS at 1A at SW corner.

MEMO: Second double DAS from North, South designated as van.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 2.8% at head end of stalls and access aisle.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1106

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1A at SW corner.

MEMO: Third DAS from North.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 3.1% at head end of North stall and access aisle.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1107

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1A at SW corner.

MEMO: Fourth double DAS from North.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 11. Parking: Yellow Lot 1 Parking Structure

**SEQ. #**

**1108**

**FEATURE:** #5 PARKING STALL

**LOCATION:** 12 DAS at 1A at SW corner.

**MEMO:** Van stall near SW corner.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Van parking space is marked to define a width of 11' wide (12' CBC) with 5' wide access aisle or 8' wide (9' CBC) with 8' wide access aisle. (ADAS 502.2, 502.3.1)	Access aisle obstructed by column (50" to column). Overall 13' wide to column stall portion is 9' wide.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1109

FEATURE: #5 PARKING STALL

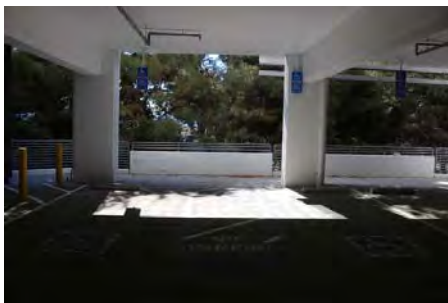
LOCATION: 12 DAS at 1A at SW corner.

MEMO: Southern double DAS.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 2.8% at North stall.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 11. Parking: Yellow Lot 1 Parking Structure

**SEQ. #**

**1110**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

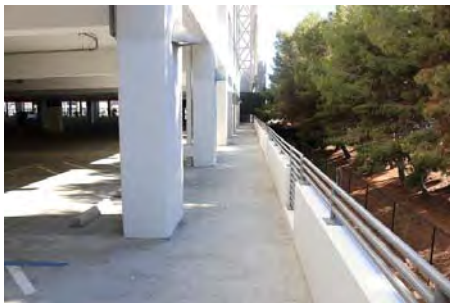
**LOCATION:** 12 DAS at 1A at SW corner.

**MEMO:** Route to elevator at the W side (in front of 11 DAS).

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C42	Accessible routes coincide with or are located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes are also interior (ADAS 206.3)	Route is exterior and exposed to weather whereas the route for the general public is interior and not exposed to weather.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 11. Parking: Yellow Lot 1 Parking Structure

**SEQ. #** 1111

**FEATURE:** #5 PARKING STALL

**LOCATION:** 12 DAS at 1A at SW corner.

**MEMO:** DAS at E side of elevator.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	Access aisle obstructed by concrete waste receptacle (28" to waste receptacle).



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1112

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Northern double DAS.

Notes:

Conforms to standards used.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1113

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Second double DAS from North.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up tp 3.5% in stalls and access aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 11. Parking: Yellow Lot 1 Parking Structure

**SEQ.  
#**

**1114**

**FEATURE:** #5 PARKING STALL

**LOCATION:** 12 DAS at 1D at SE corner.

**MEMO:** Third double DAS from North.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 3.5% in stalls and access aisles.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1115

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Fourth double DAS from North.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 3.0% at North stall and access aisle.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1116

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Van DAS near SE corner.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Van parking space is marked to define a width of 11' wide (12' CBC) with 5' wide access aisle or 8' wide (9' CBC) with 8' wide access aisle. (ADAS 502.2, 502.3.1)	Access aisle obstructed by column (5' to column). Stall is 9' wide.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1117

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Southern double DAS, North side designated van.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 2.5% at South stall and access aisle.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ.  
#

1118

FEATURE: #5 PARKING STALL

LOCATION: 12 DAS at 1D at SE corner.

MEMO: Southern DAS.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 11. Parking: Yellow Lot 1 Parking Structure

**SEQ. #**

**1119**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 12 DAS at 1D at SE corner.

**MEMO:** Route to SE corner at E side (in front of 12 DAS).

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C42	Accessible routes coincide with or are located in the same area as general circulation paths. Where circulation paths are interior, required accessible routes are also interior (ADAS 206.3)	Route is exterior and exposed to weather whereas the route for the general public is interior and not exposed to weather.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ. # 1120

FEATURE: #5 PARKING STALL

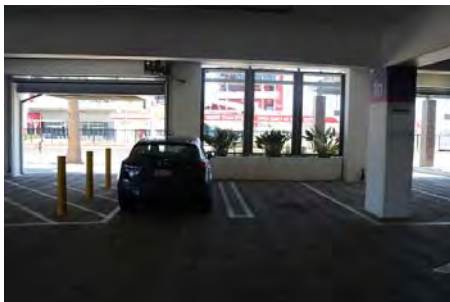
LOCATION: 12 DAS at 1D at SE corner.

MEMO:

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	There are standard stalls that are closer to the SE entrance than are these 12 DAS.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 11. Parking: Yellow Lot 1 Parking Structure

SEQ. # 1121

FEATURE: #5 PARKING STALL

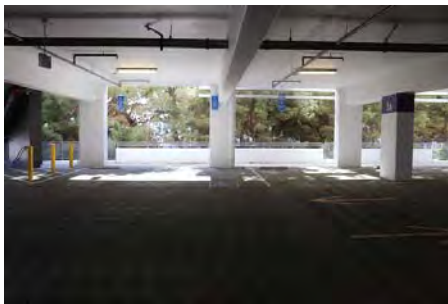
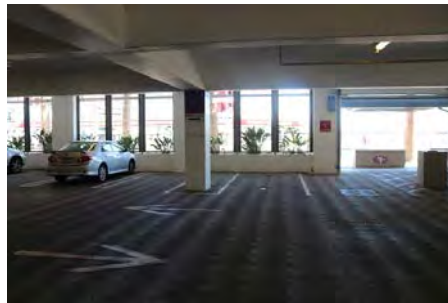
LOCATION: 12 DAS at 1A at SW corner.

MEMO:

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	There are standard stalls that are closer to the SW entrance than are 10 of these DAS.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

<b>FACILITY/SITE:</b> 11. Parking: Yellow Lot 1 Parking Structure <b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS	<b>SEQ. #</b>	<b>1122</b>
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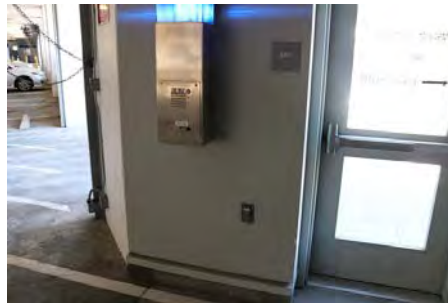
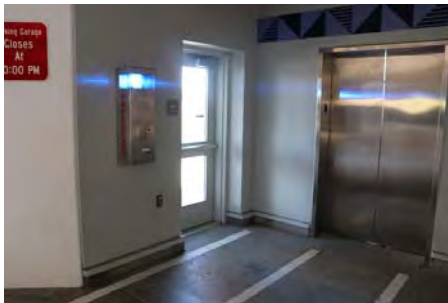
**LOCATION:** 1A at SW corner.

**MEMO:** Emergency call box serving 12 DAS located here.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	Help button is 52" AFF.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

<b>FACILITY/SITE:</b> 11. Parking: Yellow Lot 1 Parking Structure <b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS	<b>SEQ. #</b>	<b>1123</b>
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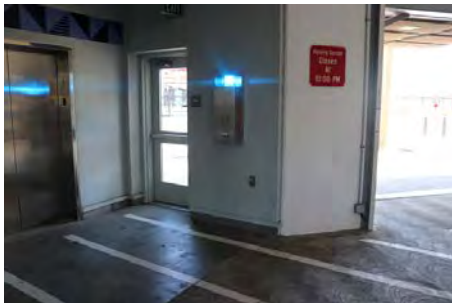
**LOCATION:** 1D at SE corner.

**MEMO:** Emergency call box serving 12 DAS located here.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	Help button is 52 1/2" AFF.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 11. Parking: Yellow Lot 1 Parking Structure	<b>SEQ. #</b>	<b>1124</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** LD at NE corner.

**MEMO:** Emergency call box serving 5 DAS located here.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	Help button is 52" AFF.



## **Parking Lots Detailed Findings Report with Photographs**

### **Yellow Parking Lot 2**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



**13. Yellow Lot 2****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1301</b>	#2 PARKING LOT	Lot with 304 spaces.	
<b>1302</b>	#11 ACC ROUTE OF TRAVEL	Access to public right of way.	To dirt pass at SE corner of lot.
<b>1303</b>	#11 ACC ROUTE OF TRAVEL	Access to public right of way.	Asphalt and concrete path at NE corner of lot leads to SW corner of Stars and Stripes Dr. and Centennial Blvd.
<b>1304</b>	#12 RAMP	Access to public right of way.	Asphalt and concrete path at NE corner of lot leads to SW corner of Stars and Stripes Dr. and Centennial Blvd.
<b>1305</b>	#11 ACC ROUTE OF TRAVEL	Access to public right of way.	Middle drive entrance at the N side of the lot.
<b>1306</b>	#11 ACC ROUTE OF TRAVEL	Access to public right of way.	Vehicular entrance at NW corner of lot.
<b>1307</b>	#11 ACC ROUTE OF TRAVEL	Access to public right of way.	Dirt pedestrian path at SW corner of lot.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 13. Yellow Lot 2**

**SEQ. # 1301**

**FEATURE: #2 PARKING LOT**

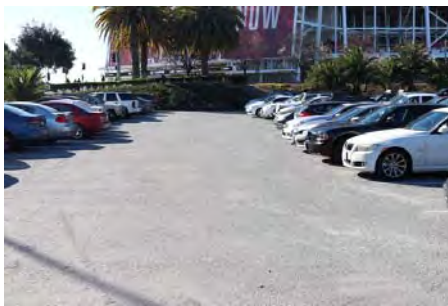
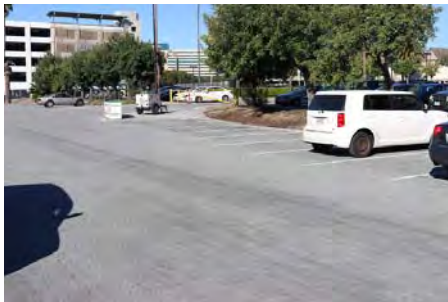
**LOCATION: Lot with 304 spaces.**

**MEMO:**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C10	Required number of acc stalls are provided as follows: 1-25=1, 26-50=2, 51-75=3, 76-100=4, 101-150=5, 151-200=6, 201-300=7, 301-400=8, 401-500=9, 501-1000=2% of total, 1001+=20+1 for each 100 over 1000. (ADAS 208.2)	8 required none provided
A12	1 van stall provided for every 6 required acc stalls. (ADAS 208.2.4)	2 required none provided



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #** 1302

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Access to public right of way.

**MEMO:** To dirt pass at SE corner of lot.

**Notes:** These lead to NW corner of Tasman Dr. and Centennial Blvd.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Dirt surface.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Multiple edges over 1 1/2" high.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Steep uphill routes.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #**

**1303**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Access to public right of way.

**MEMO:** Asphalt and concrete path at NE corner of lot leads to SW corner of Stars and Stripes Dr. and Centennial Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	loose rocks, sand and gravel.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4 high vertical edge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #**

**1304**

**FEATURE:** #12 RAMP

**LOCATION:** Access to public right of way.

**MEMO:** Asphalt and concrete path at NE corner of lot leads to SW corner of Stars and Stripes Dr. and Centennial Blvd.

**Notes:** Concrete portion is approx. 7' long and up to 6.5% running slope.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Landings are sloped 1:48 (2.08%) max. and are firm, stable and slip resistant without gaps or edges. (ADAS 405.7.1)	Btm. landing up to 4.8% and loose gravel, sand and rocks.
B31	Handrails are provided at both sides (ADA: except at ramp with max 6" rise / 72" run) (CBC: except adjacent to assembly seating, or at door landing ramp with max 6" rise / 72" run). (ADAS 405.8)	Overall height is over 6" and longer than 72".





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #** 1305

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Access to public right of way.

**MEMO:** Middle drive entrance at the N side of the lot.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Loose rocks.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Large gaps over 2" deep x 12" wide along transition to concrete.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Up to 2 1/2" high vertical edge at transition of concrete.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #** 1306

**FEATURE:** #11 ACC ROUTE OF TRAVEL

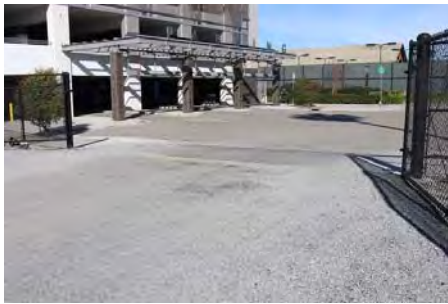
**LOCATION:** Access to public right of way.

**MEMO:** Vehicular entrance at NW corner of lot.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Loose rocks, gravel and sand.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Up to 2" deep gaps over 12" wide along transition to concrete.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Up to 1" high vertical edge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 13. Yellow Lot 2

**SEQ. #** 1307

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Access to public right of way.

**MEMO:** Dirt pedestrian path at SW corner of lot.

**Notes:** Leads to N side of Tasman Dr.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Loose rocks, gravel and sand.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Multiples gaps.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Multiple vertical edges over 1/2" high.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Steep hillside.



## **Parking Lots Detailed Findings Report with Photographs**

### **Yellow Parking Lot 3**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**14. Yellow Lot 3****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1401</b>	#2 PARKING LOT	Entire Lot.	428 spaces.
<b>1402</b>	#11 ACC ROUTE OF TRAVEL	Pedestrian walkway to public right of way.	Dirt pathway at middle of W side of lot.
<b>1403</b>	#11 ACC ROUTE OF TRAVEL	Pedestrian walkway to public right of way.	Dirt pedestrian path at NW corner of lot.
<b>1404</b>	#11 ACC ROUTE OF TRAVEL	Pedestrian walkway to public right of way.	Vehicular drive by near NW corner.
<b>1405</b>	#11 ACC ROUTE OF TRAVEL	Pedestrian walkway to public right of way.	To dirt path at S side of lot.
<b>1406</b>	#11 ACC ROUTE OF TRAVEL	Pedestrian walkway to public right of way.	East vehicular drive.

Facility Access Consulting, Inc.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 14. Yellow Lot 3

**SEQ. #** 1401

**FEATURE:** #2 PARKING LOT

**LOCATION:** Entire Lot.

**MEMO:** 428 spaces.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C10	Required number of acc stalls are provided as follows: 1-25=1, 26-50=2, 51-75=3, 76-100=4, 101-150=5, 151-200=6, 201-300=7, 301-400=8, 401-500=9, 501-1000=2% of total, 1001+=20+1 for each 100 over 1000. (ADAS 208.2)	None provided, 9 required.
A12	1 van stall provided for every 6 required acc stalls. (ADAS 208.2.4)	None provided, 2 required.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 14. Yellow Lot 3**

**SEQ. # 1402**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

**LOCATION: Pedestrian walkway to public right of way.**

**MEMO: Dirt pathway at middle of W side of lot.**

**Notes:** Asphalt and dirt leading to E side of Centennial Blvd.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Dirt, rocks, gravel and sand.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Multiples gaps at asphalt to dirt transition.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	4" high vertical edge at concrete.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Running slope 17.7% for approx. 12" at asphalt to dirt transition.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 14. Yellow Lot 3

**SEQ. #** 1403

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Pedestrian walkway to public right of way.

**MEMO:** Dirt pedestrian path at NW corner of lot.

**Notes:** Leads to SE corner of Stars and Stripes Dr. and Centennial Blvd.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Dirt, gravel, sand and rocks.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3" high vertical edge at concrete to dirt, 3" at wood planting strip, and 1" at asphalt to dirt.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	19.7% at asphalt to dirt, 16.9% at dirt.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 14. Yellow Lot 3

**SEQ. #** 1404

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Pedestrian walkway to public right of way.

**MEMO:** Vehicular drive by near NW corner.

**Notes:**

Leads to S side of Stars and Stripes Dr.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Rocks, sand, gravel and dirt.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	1 1/2" deep gap over 12" wide along transition to concrete.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Multiples edges up to 1 1/2".



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 14. Yellow Lot 3

**SEQ. #** 1405

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Pedestrian walkway to public right of way.

**MEMO:** To dirt path at S side of lot.

**Notes:** Leads to N side of Tasman Dr.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Dirt
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Steep hillside.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 14. Yellow Lot 3

**SEQ. #** 1406

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Pedestrian walkway to public right of way.

**MEMO:** East vehicular drive.

**Notes:** Leads to S side of Stars and Stripes Dr.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Rocks, gravel, sand and dirt.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Up to 2 1/2" deep gap over 18" wide along transition to concrete.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Multiples edges up to 1 1/2".



## **Parking Lots Detailed Findings Report with Photographs**

### **Blue Lot 1**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**15. Blue Lot 1****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1501</b>	#5 PARKING STALL	19 stalls at the N side of the lot at Democracy Wy.	
<b>1502</b>	#11 ACC ROUTE OF TRAVEL	19 stalls at the N side of the lot at Democracy Wy.	Walkway along N side (in front of) row of DAS.
<b>1503</b>	#12 RAMP	19 stalls at the N side of the lot at Democracy Wy.	Asphalt ramp at W end of walkway at N side of DAS.
<b>1504</b>	#11 ACC ROUTE OF TRAVEL	19 stalls at the N side of the lot at Democracy Wy.	From shelter to nearest portable toilets.
<b>1505</b>	#54 REACH RANGE & OPERATING MECHANISMS	19 stalls at the N side of the lot at Democracy Wy.	Hand washing station at portable toilet serving DAS.
<b>1506</b>	#54 REACH RANGE & OPERATING MECHANISMS	19 stalls at the N side of the lot at Democracy Wy.	Accessible portable toilet near DAS.
<b>1507</b>	#5 PARKING STALL	26 DAS at NE corner.	NE DAS at center island.
<b>1508</b>	#5 PARKING STALL	26 DAS at NE corner.	NE corner DAS at N end of row of DAS at E side.
<b>1509</b>	#54 REACH RANGE & OPERATING MECHANISMS	26 DAS at NE corner.	Hand washing station at portable toilets serving DAS.
<b>1510</b>	#54 REACH RANGE & OPERATING MECHANISMS	26 DAS at NE corner.	Accessible portable toilet.
<b>1511</b>	#11 ACC ROUTE OF TRAVEL	26 DAS at NE corner.	Walkway in front of E row of stalls.
<b>1512</b>	#11 ACC ROUTE OF TRAVEL	26 DAS at NE corner.	Asphalt connection to public right of way at Old Ironsides.
<b>1513</b>	#5 PARKING STALL	14 DAS at E side of parking lot.	
<b>1514</b>	#54 REACH RANGE & OPERATING MECHANISMS	14 DAS at E side of parking lot.	Hand wash station at portable toilet serving DAS.
<b>1515</b>	#54 REACH RANGE & OPERATING MECHANISMS	14 DAS at E side of parking lot.	Accessible portable toilet.
<b>1516</b>	#11 ACC ROUTE OF TRAVEL	14 DAS at E side of parking lot.	Walkway along E side (in front of) row of DAS.
<b>1517</b>	#12 RAMP	14 DAS at E side of parking lot.	Asphalt walkway to public right of way at Old Ironsides.
<b>1518</b>	#12 RAMP	26 DAS at NE corner.	Concrete walkway to Democracy Wy.
<b>1519</b>	#2 PARKING LOT	26 DAS at NE corner.	
<b>1520</b>	#12 RAMP	NW corner of lot.	
<b>1521</b>	#2 PARKING LOT	Entire lot.	508 spaces.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1501

**LOCATION:** 19 stalls at the N side of the lot at Democracy Wy.

**MEMO:**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	West to stalls are obstructed by shelter.
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	8 of the 11 access aisles are 58" to 59" wide.
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Stalls and access aisles at eastern 3 stalls are partially covered by leaves and dirt.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ.  
#**

**1502**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 19 stalls at the N side of the lot at Democracy Wy.

**MEMO:** Walkway along N side (in front of) row of DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Partially covered by leaves and dirt.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ. # 1503**

**FEATURE: #12 RAMP**

**LOCATION: 19 stalls at the N side of the lot at Democracy Wy.**

**MEMO: Asphalt ramp at W end of walkway at N side of DAS.**

**Notes:** Approx. 12' long from 4.0% to 6.5% slope. Route to the ADA mobility shuttle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope of ramp is 1:48 (2.08%) max. (ADAS 405.3)	2.6% to 4.0%.
B12	Landings are sloped 1:48 (2.08%) max. and are firm, stable and slip resistant without gaps or edges. (ADAS 405.7.1)	Top landing up to 3.2%.
B31	Handrails are provided at both sides (ADA: except at ramp with max 6" rise / 72" run) (CBC: except adjacent to assembly seating, or at door landing ramp with max 6" rise / 72" run). (ADAS 405.8)	None. Approx. 12' long.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #** 1504

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 19 stalls at the N side of the lot at Democracy Wy.

**MEMO:** From shelter to nearest portable toilets.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Multiple raised edges 1" high.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #** 1505

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** 19 stalls at the N side of the lot at Democracy Wy.

**MEMO:** Hand washing station at portable toilet serving DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	Operable parts are operable with one hand, using max 5lbs force, and not requiring tight grasping, pinching, or twisting of the wrist. (ADAS 309.4)	Water is foot operated, not hand operated.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #**

**1506**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** 19 stalls at the N side of the lot at Democracy Wy.

**MEMO:** Accessible portable toilet near DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	Hand sanitizer 54" high.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1507

**LOCATION:** 26 DAS at NE corner.

**MEMO:** NE DAS at center island.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	Varies from 0" to 94".





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 15. Blue Lot 1	<b>SEQ. #</b>	<b>1508</b>
<b>FEATURE:</b> #5 PARKING STALL		

**LOCATION:** 26 DAS at NE corner.

**MEMO:** NE corner DAS at N end of row of DAS at E side.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	Obstructed by equipment.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #** 1509

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** 26 DAS at NE corner.

**MEMO:** Hand washing station at portable toilets serving DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	Operable parts are operable with one hand, using max 5lbs force, and not requiring tight grasping, pinching, or twisting of the wrist. (ADAS 309.4)	Water operated by foot pump.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #**

**1510**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** 26 DAS at NE corner.

**MEMO:** Accessible portable toilet.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	51 3/4" to hand sanitizer.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #** 1511

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 26 DAS at NE corner.

**MEMO:** Walkway in front of E row of stalls.

**Notes:** Necessary route of travel for all DAS in this area.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by trees and plants.
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Surface obstructed by leaves, dirt and debri.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #**

**1512**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 26 DAS at NE corner.

**MEMO:** Asphalt connection to public right of way at Old Ironsides.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Up to 3.1% convoluted asphalt surface.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1513

**LOCATION:** 14 DAS at E side of parking lot.

**MEMO:**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B23	Access aisle is marked to discourage parking -in California: with "NO PARKING" in white with min. 12" high letters located at tail end of access aisle. (ADAS 502.3.3)	North stall markings are worn away.
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Slopes at the southern 8 stalls and access aisles are excessive up to 4.6%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ. # 1514**

**FEATURE: #54 REACH RANGE & OPERATING MECHANISMS**

**LOCATION: 14 DAS at E side of parking lot.**

**MEMO: Hand wash station at portable toilet serving DAS.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	Operable parts are operable with one hand, using max 5lbs force, and not requiring tight grasping, pinching, or twisting of the wrist. (ADAS 309.4)	Water operation by foot pedal.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #**

**1515**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

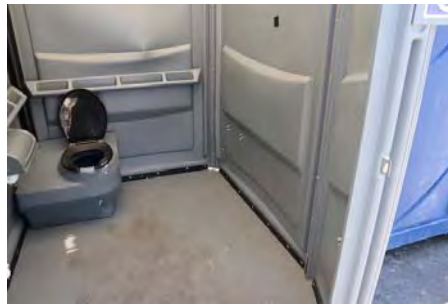
**LOCATION:** 14 DAS at E side of parking lot.

**MEMO:** Accessible portable toilet.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B21	Unobstructed forward or side approach reach range is min 15" to max 48" AFF. (ADAS 308.2.1, 308.3.1)	55" to hand sanitizer.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 15. Blue Lot 1

**SEQ. #** 1516

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** 14 DAS at E side of parking lot.

**MEMO:** Walkway along E side (in front of) row of DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Completely obstructed by bushes and trees.
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Covered by leaves, dirt and debris.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ. # 1517**

**FEATURE: #12 RAMP**

**LOCATION: 14 DAS at E side of parking lot.**

**MEMO: Asphalt walkway to public right of way at Old Ironsides.**

**Notes:** Approx. 12' long with running slope from 4.7% to 9.0%.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope is 1:12 (8.33%) max. (ADAS 405.2)	Up to 9.0%, running slope undulates from high to low and surface is not planar.
B31	Handrails are provided at both sides (ADA: except at ramp with max 6" rise / 72" run) (CBC: except adjacent to assembly seating, or at door landing ramp with max 6" rise / 72" run). (ADAS 405.8)	None, approx. 12' long.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ. # 1518**

**FEATURE: #12 RAMP**

**LOCATION: 26 DAS at NE corner.**

**MEMO: Concrete walkway to Democracy Wy.**

**Notes:** Not the indicated accessible route to the public right of way. Approx. 12' long with running slope from 2.4% to 8.0%.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope of ramp is 1:48 (2.08%) max. (ADAS 405.3)	Cross slope is 4.0% at the top.
B12	Landings are sloped 1:48 (2.08%) max. and are firm, stable and slip resistant without gaps or edges. (ADAS 405.7.1)	Btm. Landing is 3.9%, top landing is 5.0% and top landing partially covered by debris.
B14	Top landing is min. 60" long. (ADAS 405.7.3)	Top landing is 48".
B31	Handrails are provided at both sides (ADA: except at ramp with max 6" rise / 72" run) (CBC: except adjacent to assembly seating, or at door landing ramp with max 6" rise / 72" run). (ADAS 405.8)	None, approx. 12' long.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 15. Blue Lot 1

SEQ.  
#

1518

FEATURE: #12 RAMP

LOCATION: 26 DAS at NE corner.

MEMO: Concrete walkway to Democracy Wy.

Notes:

Not the indicated accessible route to the public right of way. Approx. 12' long with running slope from 2.4% to 8.0%.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ. # 1519**

**FEATURE: #2 PARKING LOT**

**LOCATION: 26 DAS at NE corner.**

**MEMO:**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
A5	Acc parking stalls are located on the shortest ACC route from parking to ACC entrance. (ADAS 208.3.1)	Many standard stalls are closer to both walkways to the public right of way, at the E side and the N side, than are some of the DAS.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 15. Blue Lot 1**

**SEQ.  
#**

**1520**

**FEATURE: #12 RAMP**

**LOCATION: NW corner of lot.**

**MEMO:**

**Notes:**

No accessible stalls located here, route leads to SE corner of Democracy Wy. And Patrick Henry Dr.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope is 1:12 (8.33%) max. (ADAS 405.2)	Up to 11.1%.
B12	Landings are sloped 1:48 (2.08%) max. and are firm, stable and slip resistant without gaps or edges. (ADAS 405.7.1)	Vegetation at the btm. transition. Top landing 3.1%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 15. Blue Lot 1	<b>SEQ. #</b>	<b>1521</b>
<b>FEATURE:</b> #2 PARKING LOT		

**LOCATION:** Entire lot.

**MEMO:** 508 spaces.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C10	Required number of acc stalls are provided as follows: 1-25=1, 26-50=2, 51-75=3, 76-100=4, 101-150=5, 151-200=6, 201-300=7, 301-400=8, 401-500=9, 501-1000=2% of total, 1001+=20+1 for each 100 over 1000. (ADAS 208.2)	61 required, 59 provided.
A12	1 van stall provided for every 6 required acc stalls. (ADAS 208.2.4)	10 required, 9 provided.



## **Parking Lots Detailed Findings Report with Photographs**

### **Green Parking Lot 3**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**16. Green Lot 3****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1601</b>	#5 PARKING STALL	N side of building 4899	Single DAS
<b>1602</b>	#5 PARKING STALL	S side of building 4899.	Double DAS.
<b>1603</b>	#5 PARKING STALL	N side of building 4667.	Double DAS, W side designated van.
<b>1604</b>	#5 PARKING STALL	S side of building 4667.	Single DAS
<b>1605</b>	#5 PARKING STALL	N side of building 4655.	Double DAS
<b>1606</b>	#5 PARKING STALL	W side of building 4655.	Single DAS.
<b>1607</b>	#5 PARKING STALL	S side of building 4655.	Single van DAS.
<b>1608</b>	#5 PARKING STALL	N side of building 4633.	2 DAS, E side designated van.
<b>1609</b>	#5 PARKING STALL	S side of building 4633.	1 double and 2 single van DAS.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1601

**LOCATION:** N side of building 4899

**MEMO:** Single DAS

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1602

**LOCATION:** S side of building 4899.

**MEMO:** Double DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1603

**LOCATION:** N side of building 4667.

**MEMO:** Double DAS, W side designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1604

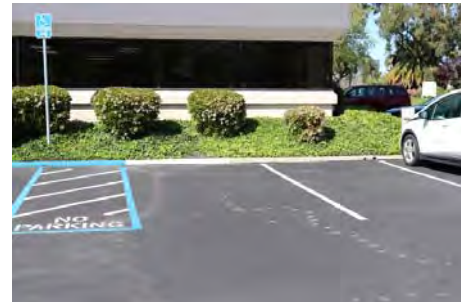
**LOCATION:** S side of building 4667.

**MEMO:** Single DAS

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1605

**LOCATION:** N side of building 4655.

**MEMO:** Double DAS

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1606

**LOCATION:** W side of building 4655.

**MEMO:** Single DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1607

**LOCATION:** S side of building 4655.

**MEMO:** Single van DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1608

**LOCATION:** N side of building 4633.

**MEMO:** 2 DAS, E side designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 16. Green Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1609

**LOCATION:** S side of building 4633.

**MEMO:** 1 double and 2 single van DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles.



## **Parking Lots Detailed Findings Report with Photographs**

### **Green Parking Lot 2**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**17. Green Lot 2****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1701</b>	#5 PARKING STALL	S of parking structure.	4 DAS including one designated van.
<b>1702</b>	#11 ACC ROUTE OF TRAVEL	N side of parking structure.	Route of travel for all DAS at parking structure located at N side leading to Great America Pky.
<b>1703</b>	#5 PARKING STALL	W side of Citrix building.	8 DAS including one designated van.
<b>1704</b>	#9 PARALLEL CURB RAMP	Walkway in front row of DAS at W side of Citrix building.	Curb ramp at N pair of DAS.
<b>1705</b>	#9 PARALLEL CURB RAMP	Walkway in front row of DAS at W side of Citrix building.	Curb ramp at DAS pair second from N.
<b>1706</b>	#9 PARALLEL CURB RAMP	Walkway in front row of DAS at W side of Citrix building.	Curb ramp at DAS pair third from N.
<b>1707</b>	#9 PARALLEL CURB RAMP	Walkway in front row of DAS at W side of Citrix building.	Curb ramp at S pair of DAS.
<b>1708</b>	#11 ACC ROUTE OF TRAVEL	Route from 8 DAS at W side of Citrix to PROW at Great America Pky.	Between DAS and SW corner of building.
<b>1709</b>	#9 PARALLEL CURB RAMP	Route from 8 DAS at W side of Citrix to PROW at Great America Pky.	At SW corner of building.
<b>1710</b>	#10 CURB RAMP	Route from 8 DAS at W side of Citrix to PROW at Great America Pky.	S side of Citrix building, W side of service drive.
<b>1711</b>	#11 ACC ROUTE OF TRAVEL	Route from 8 DAS at W side of Citrix to PROW at Great America Pky.	S side of Citrix building across service drive.
<b>1712</b>	#9 PARALLEL CURB RAMP	Route from 8 DAS at W side of Citrix to PROW at Great America Pky.	S side of Citrix building, E side of service drive.
<b>1713</b>	#5 PARKING STALL	7 DAS at S side of N Citrix building.	Including one designated van.
<b>1714</b>	#11 ACC ROUTE OF TRAVEL	Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.	Along front of row of DAS.
<b>1715</b>	#10 CURB RAMP	Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.	At SW corner of N Citrix building.
<b>1716</b>	#10 CURB RAMP	Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.	At S side of service drive.
<b>1717</b>	#11 ACC ROUTE OF TRAVEL	Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.	Across service drive.
<b>1718</b>	#11 ACC ROUTE OF TRAVEL	Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.	Between service drive and PROW at Tasman Dr.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1701

**LOCATION:** S of parking structure.

**MEMO:** 4 DAS including one designated van.

**Notes:** This is the exit for all DAS inside parking structure located at the S side.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many standard spaces are closer to the public right of way.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 17. Green Lot 2

SEQ.  
#

1702

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: N side of parking structure.

MEMO: Route of travel for all DAS at parking structure located at N side leading to Great America Pky.

Notes:

Conforms to standards used.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1703

**LOCATION:** W side of Citrix building.

**MEMO:** 8 DAS including one designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many spaces are closer to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 17. Green Lot 2	<b>SEQ. #</b>	<b>1704</b>
<b>FEATURE:</b> #9 PARALLEL CURB RAMP		

**LOCATION:** Walkway in front row of DAS at W side of Citrix building.

**MEMO:** Curb ramp at N pair of DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.5%
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.1%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ.  
#**

**1705**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Walkway in front row of DAS at W side of Citrix building.

**MEMO:** Curb ramp at DAS pair second from N.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.2% at N ramp, 2.8% at S ramp.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 17. Green Lot 2	<b>SEQ. #</b>	<b>1706</b>
<b>FEATURE:</b> #9 PARALLEL CURB RAMP		

**LOCATION:** Walkway in front row of DAS at W side of Citrix building.

**MEMO:** Curb ramp at DAS pair third from N.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.0% at S ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ.  
#**

**1707**

**FEATURE:** #9 PARALLEL CURB RAMP

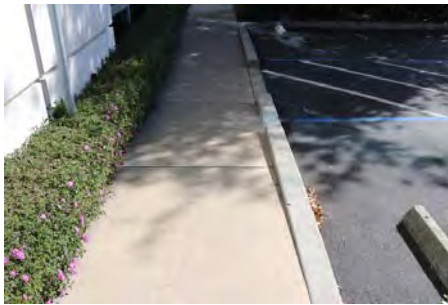
**LOCATION:** Walkway in front row of DAS at W side of Citrix building.

**MEMO:** Curb ramp at S pair of DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.2%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ. #**

**1708**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

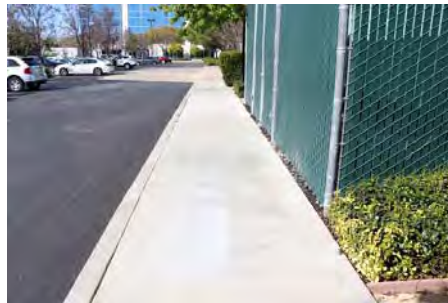
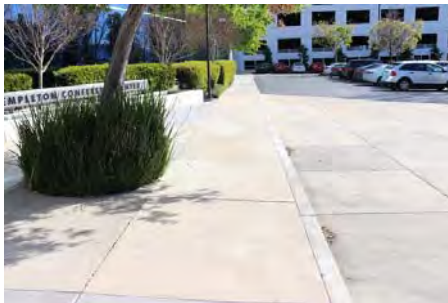
**LOCATION:** Route from 8 DAS at W side of Citrix to PROW at Great America Pky.

**MEMO:** Between DAS and SW corner of building.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 3.5% to 5.4%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 17. Green Lot 2	<b>SEQ. #</b>	<b>1709</b>
<b>FEATURE:</b> #9 PARALLEL CURB RAMP		

**LOCATION:** Route from 8 DAS at W side of Citrix to PROW at Great America Pky.

**MEMO:** At SW corner of building.

**Notes:** Curb ramp must be used as part of sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.0% at N ramp.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.2%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 17. Green Lot 2	<b>SEQ. #</b>	<b>1710</b>
<b>FEATURE:</b> #10 CURB RAMP		

**LOCATION:** Route from 8 DAS at W side of Citrix to PROW at Great America Pky.

**MEMO:** S side of Citrix building, W side of service drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	3.8%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ.  
#**

**1711**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Route from 8 DAS at W side of Citrix to PROW at Great America Pky.

**MEMO:** S side of Citrix building across service drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 20' L is 3.1% to 4.4%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ. #**

**1712**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Route from 8 DAS at W side of Citrix to PROW at Great America Pky.

**MEMO:** S side of Citrix building, E side of service drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope is 1:12 (8.33%) max. (ADAS 405.2)	16.1% at N ramp.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 17. Green Lot 2	<b>SEQ. #</b>	<b>1713</b>
<b>FEATURE:</b> #5 PARKING STALL		

**LOCATION:** 7 DAS at S side of N Citrix building.

**MEMO:** Including one designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many standard spaces are closer to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ. #**

**1714**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.

**MEMO:** Along front of row of DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 80' L is 2.6% to 3.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ.  
#**

**1715**

**FEATURE:** #10 CURB RAMP

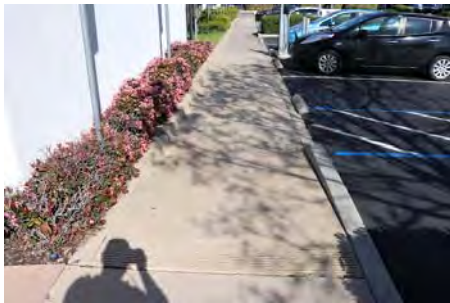
**LOCATION:** Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.

**MEMO:** At SW corner of N Citrix building.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	2.6% to 3.7%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ.  
#**

**1716**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.

**MEMO:** At S side of service drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	8.8% to 10.4%.
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	3.1%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ. #** 1717

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.

**MEMO:** Across service drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	4.0%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 17. Green Lot 2

**SEQ. #**

**1718**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Route between 7 DAS at S side of N Citrix building and PROW at Tasman Dr.

**MEMO:** Between service drive and PROW at Tasman Dr.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 100' L is 2.6% to 4.0%.



**Parking Lots Detailed Findings Report with Photographs**

**Red Parking Lot 3**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**18. Red Lot 3****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1801</b>	#5 PARKING STALL	4 DAS at E side of E building.	N double DAS, S designated as van.
<b>1802</b>	#5 PARKING STALL	4 DAS at E side of E building.	S double DAS
<b>1803</b>	#5 PARKING STALL	N side of E building.	Double DAS.
<b>1804</b>	#5 PARKING STALL	N side of NW building.	4 DAS including one designated van.
<b>1805</b>	#5 PARKING STALL	W side of NW building.	Single van DAS.
<b>1806</b>	#5 PARKING STALL	S side of NW building.	Double DAS, W stall designated van.
<b>1807</b>	#5 PARKING STALL	N side of SW building.	Double DAS.
<b>1808</b>	#5 PARKING STALL	W side of SW building.	Double DAS, N designated as van.
<b>1809</b>	#5 PARKING STALL	S side of SW building.	Double DAS, W designated as van.
<b>1810</b>	#5 PARKING STALL	3 DAS at S side of E building.	Double DAS.
<b>1811</b>	#5 PARKING STALL	3 DAS at S side of E building.	Single DAS.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1801

**LOCATION:** 4 DAS at E side of E building.

**MEMO:** N double DAS, S designated as van.

**Notes:** Across the drive aisle from walkway to public right of way at Great America Pky.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	3.8% to 4.1% at head end of stalls and access aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1802

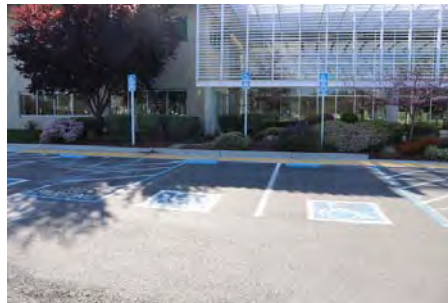
**LOCATION:** 4 DAS at E side of E building.

**MEMO:** S double DAS

**Notes:** Across the drive aisle from walkway to public right of way at Great America Pky.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	3.6% to 5.4% at head end of stalls and access aisle.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1803

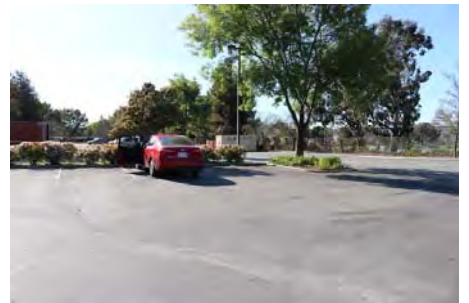
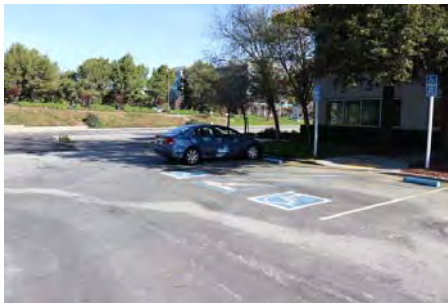
**LOCATION:** N side of E building.

**MEMO:** Double DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1804

**LOCATION:** N side of NW building.

**MEMO:** 4 DAS including one designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1805

**LOCATION:** W side of NW building.

**MEMO:** Single van DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1806

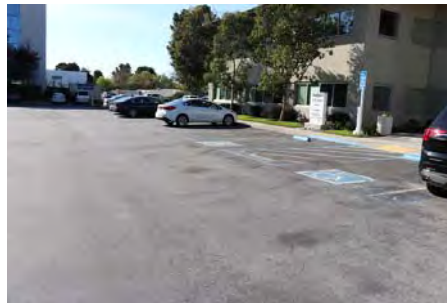
**LOCATION:** S side of NW building.

**MEMO:** Double DAS, W stall designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

<b>SEQ. #</b>	<b>1807</b>
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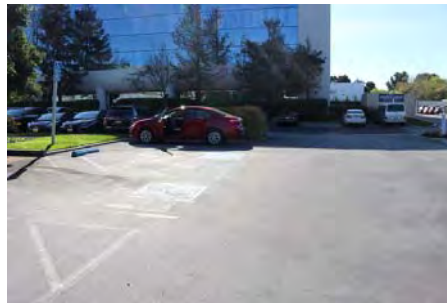
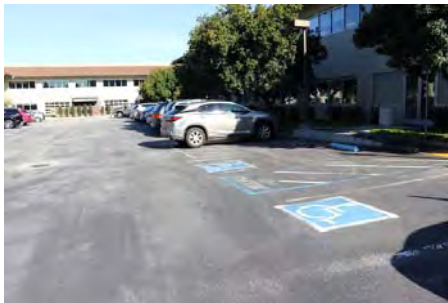
**LOCATION:** N side of SW building.

**MEMO:** Double DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1808

**LOCATION:** W side of SW building.

**MEMO:** Double DAS, N designated as van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

<b>SEQ. #</b>	<b>1809</b>
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**LOCATION:** S side of SW building.  
**MEMO:** Double DAS, W designated as van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	Markings worn and faded.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 18. Red Lot 3**  
**FEATURE: #5 PARKING STALL**

**SEQ. # 1810**

**LOCATION: 3 DAS at S side of E building.**

**MEMO: Double DAS.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	Markings worn and faded.
B23	Access aisle is marked to discourage parking -in California: with "NO PARKING" in white with min. 12" high letters located at tail end of access aisle. (ADAS 502.3.3)	Markings worn and faded.
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	3.3% at access aisle.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 18. Red Lot 3  
**FEATURE:** #5 PARKING STALL

<b>SEQ. #</b>	<b>1811</b>
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**LOCATION:** 3 DAS at S side of E building.

**MEMO:** Single DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	Markings worn and faded.
B23	Access aisle is marked to discourage parking -in California: with "NO PARKING" in white with min. 12" high letters located at tail end of access aisle. (ADAS 502.3.3)	Markings worn and faded.
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	5.5%
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**Parking Lots Detailed Findings Report with Photographs**

**Red Parking Lot 4**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



**19. Red Lot 4****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>1901</b>	#5 PARKING STALL	N side of building 3.	Double DAS, W side designated as van.
<b>1902</b>	#5 PARKING STALL	N side of building 2.	Double DAS.
<b>1903</b>	#5 PARKING STALL	4 DAS at W side of building 1	Northern pair, N designated as van.
<b>1904</b>	#5 PARKING STALL	4 DAS at W side of building 1	Southern pair.
<b>1905</b>	#5 PARKING STALL	4 DAS at W side of building 1	Single DAS, farthest E from entrance.
<b>1906</b>	#5 PARKING STALL	6 DAS at the E side of building 4.	Southern pair.
<b>1907</b>	#5 PARKING STALL	6 DAS at the E side of building 4.	Middle double DAS, S designated as van.
<b>1908</b>	#5 PARKING STALL	6 DAS at the E side of building 4.	Northern double DAS.
<b>1909</b>	#2 PARKING LOT	Lot portion used by Levi's Stadium.	825 stalls at N half of lot.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1901

**LOCATION:** N side of building 3.

**MEMO:** Double DAS, W side designated as van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Parking space is marked to define a width of min.8' wide (9' CBC). (ADAS 502.2)	Obstructed by portable toilet.
B12	Access aisle is marked to define a width of min. 5' wide. (ADAS 502..3.1)	Obstructed by portable toilet.
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	18.5% at tail end of stalls and access aisles at swale.
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Detectable warnings placed in the access aisle which are unnecessary.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 19. Red Lot 4  
FEATURE: #5 PARKING STALL

SEQ. #	1901
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LOCATION: N side of building 3.

MEMO: Double DAS, W side designated as van.

Notes:

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1902

**LOCATION:** N side of building 2.

**MEMO:** Double DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	15.4% at tail end of stalls and access aisles at swale.
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Detectable warnings placed in the access aisle which are unnecessary.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4

**SEQ. #** 1903

**FEATURE:** #5 PARKING STALL

**LOCATION:** 4 DAS at W side of building 1

**MEMO:** Northern pair, N designated as van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1904

**LOCATION:** 4 DAS at W side of building 1

**MEMO:** Southern pair.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1905

**LOCATION:** 4 DAS at W side of building 1

**MEMO:** Single DAS, farthest E from entrance.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	6.7% at access aisle.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1906

**LOCATION:** 6 DAS at the E side of building 4.

**MEMO:** Southern pair.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1907

**LOCATION:** 6 DAS at the E side of building 4.

**MEMO:** Middle double DAS, S desginted as van.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 19. Red Lot 4  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 1908

**LOCATION:** 6 DAS at the E side of building 4.

**MEMO:** Northern double DAS.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 19. Red Lot 4	<b>SEQ. #</b>	<b>1909</b>
<b>FEATURE:</b> #2 PARKING LOT		

**LOCATION:** Lot portion used by Levi's Stadium.

**MEMO:** 825 stalls at N half of lot.

**Notes:** Southern 3 buildings and lots not available during events.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
C10	Required number of acc stalls are provided as follows: 1-25=1, 26-50=2, 51-75=3, 76-100=4, 101-150=5, 151-200=6, 201-300=7, 301-400=8, 401-500=9, 501-1000=2% of total, 1001+=20+1 for each 100 over 1000. (ADAS 208.2)	17 required, 14 provided.

**Parking Lots Detailed Findings Report with Photographs**

**Red Parking Lot 5**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**20. Red Lot 5****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>2001</b>	#5 PARKING STALL	4 DAS N side of N building	E pair of DAS, E designated as a van.
<b>2002</b>	#5 PARKING STALL	4 DAS N side of N building	Western pair.
<b>2003</b>	#5 PARKING STALL	4 DAS at E side of N building. Near N end.	Southern pair.
<b>2004</b>	#5 PARKING STALL	4 DAS at E side of N building. Near N end.	Northern pair.
<b>2005</b>	#5 PARKING STALL	S side of N building.	Double DAS, W designated as van.
<b>2006</b>	#10 CURB RAMP	Route between double DAS at S side of N building and walkway at N side of S building.	Curb ramp at N side of planter.
<b>2007</b>	#5 PARKING STALL	S side of S building.	Single DAS.
<b>2008</b>	#5 PARKING STALL	3 DAS S of entrance at E side of S building.	Single van stall.
<b>2009</b>	#5 PARKING STALL	3 DAS S of entrance at E side of S building.	Double DAS.
<b>2010</b>	#5 PARKING STALL	4 DAS at N side of entrance at E side of S building.	Southern pair.
<b>2011</b>	#5 PARKING STALL	4 DAS at N side of entrance at E side of S building.	Northern pair.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2001

**LOCATION:** 4 DAS N side of N building

**MEMO:** E pair of DAS, E designated as a van.

**Notes:** Appears recently constructed. There is no public right of way sidewalk at the drive aisle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 5.0% at E stall.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2002

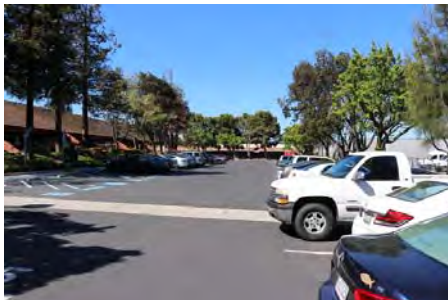
**LOCATION:** 4 DAS N side of N building

**MEMO:** Western pair.

**Notes:** Appears recently constructed. There is no public right of way sidewalk at the drive aisle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2003

**LOCATION:** 4 DAS at E side of N building. Near N end.

**MEMO:** Southern pair.

**Notes:** Appears recently constructed. There is no public right of way sidewalk at the drive aisle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Asphalt patch along entire length of S stall creates slopes up to 8.2%.
B32	Stall & access aisle has no gaps or changes in level and is firm, stable and slip resistant. (ADAS 502.4)	Asphalt patch across entire length of S stall creates depression over 1 1/2" deep.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2004

**LOCATION:** 4 DAS at E side of N building. Near N end.

**MEMO:** Northern pair.

**Notes:** Appears recently constructed. There is no public right of way sidewalk at the drive aisle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2005

**LOCATION:** S side of N building.

**MEMO:** Double DAS, W designated as van.

**Notes:** Appears recently constructed. There is no public right of way sidewalk at the drive aisle.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 20. Red Lot 5	<b>SEQ. #</b>	<b>2006</b>
<b>FEATURE:</b> #10 CURB RAMP		

**LOCATION:** Route between double DAS at S side of N building and walkway at N side of S building.

**MEMO:** Curb ramp at N side of planter.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	Running slope 12.6% to 14.2%.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.7%.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	Left side 46.3%, right side 25.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2007

**LOCATION:** S side of S building.

**MEMO:** Single DAS.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2008

**LOCATION:** 3 DAS S of entrance at E side of S building.

**MEMO:** Single van stall.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2009

**LOCATION:** 3 DAS S of entrance at E side of S building.

**MEMO:** Double DAS.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%). (ADAS 502.4)	Up to 7.8% at N stall.
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.
C42	Accessible route from stall does not pass behind other parked cars. (2013 CBC 11B-502.7.1).	Must pass behind other vehicles en route to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 20. Red Lot 5  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2010

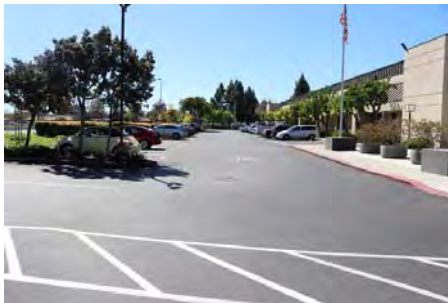
**LOCATION:** 4 DAS at N side of entrance at E side of S building.

**MEMO:** Southern pair.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 20. Red Lot 5  
FEATURE: #5 PARKING STALL

SEQ.  
# 2011

LOCATION: 4 DAS at N side of entrance at E side of S building.

MEMO: Northern pair.

Notes: Appears recently constructed. Conforms to standards used.



**Parking Lots Detailed Findings Report with Photographs**

**Red Parking Lot 7**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



## 21. Red Lot 7

### Facility Access Compliance Survey Report - Contents:

Seq #	Feature	Location	Memo
<b>2100</b>	#5 PARKING STALL	3 DAS at W side of S entrance to 5451 building.	Single van stall.
<b>2101</b>	#5 PARKING STALL	3 DAS at W side of S entrance to 5451 building.	Double DAS.
<b>2102</b>	#5 PARKING STALL	2 DAS at E side of S entrance to 5451 building.	Double DAS, W designated van.

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**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 21. Red Lot 7  
**FEATURE:** #5 PARKING STALL

<b>SEQ. #</b>	<b>2100</b>
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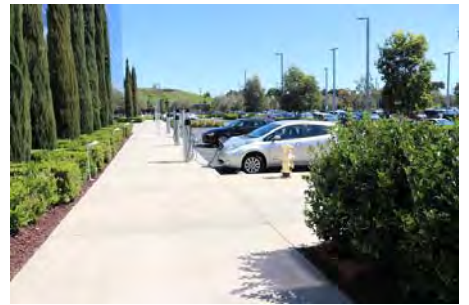
**LOCATION:** 3 DAS at W side of S entrance to 5451 building.

**MEMO:** Single van stall.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 21. Red Lot 7  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2101

**LOCATION:** 3 DAS at W side of S entrance to 5451 building.

**MEMO:** Double DAS.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 21. Red Lot 7  
**FEATURE:** #5 PARKING STALL

**SEQ. #** 2102

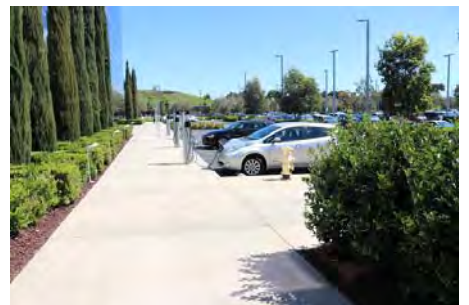
**LOCATION:** 2 DAS at E side of S entrance to 5451 building.

**MEMO:** Double DAS, W designated van.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Stall is located as close as practical to entrance. (ADAS 208.3.1)	Many other standard stalls are closer to routes to the public right of way.



# EXHIBIT H



## Public Right of Way Detailed Findings Report with Photographs

- Great America Parkway from Old Mountain View-Alviso Road to Mission College Boulevard.
- Tasman Drive from Calabasas Creek to Lafayette Street.
- Mission College Boulevard from Great America Parkway to the driveway separating Mission College Lot B and C.
- Patrick Henry Drive from Bunker Hill Lane to Great America Parkway.
- Democracy Way from Patrick Henry Drive to Old Ironside Drive.
- Old Ironsides Drive from Bunker Hill Lane to Patrick Henry Drive
- Marie DeBartolo Way from Tasman Drive to end.
- Stars and Stripes Drive from Tasman Drive toward the Yellow Lots to end.
- Centennial Boulevard from Stars and Stripes Drive to Tasman Drive.
- Bunker Hill Lane from Patrick Henry Drive to Great America Parkway.



**FACILITY ACCESS CONSULTING**

7040 Avenida Encinas #104-114, Carlsbad CA 92011

AA	Access Aisle		Lav	Lavatory
Abv	Above		LL	Lower Level
ACC	Accessible		Manuv	Maneuvering
Adj	Adjacent		MARR	Multiple Accommodation Restroom
Approx	Appromiately		Max	Maximum
AFF	Above Finish Floor		Min	Minimum
Asph	Asphalt		MMARR	Men's Multiple Accommodation Restroom
BCT	Baby Changing Table		N	North
Blw	Below		NE	Northeast
BOH	Back of House		NW	Northwest
Btm	Bottom		Obst.	Obstructed
Btwn	Between		Ped	Pedestrian
CL	Center Line		Perp.	Perpendicular
Clr.	Clear/Clearance		PROW	Public Right Of Way
Cls.	Clearances		PTD	Paper Towel Dispenser
Conc	Concrete		QSF	Quick Serve Food
CPS	Composite Play Structure		ROT	Route Of Travel
CRASCA	Construction-Related Accessibility Standards Compliance Act (CA Civil Code 55.51-55.545)		RR	Restroom
CR	Curb Ramp		RS	Running Slope
CS	Cross Slope		S.B.	See Below
d	Deep		S	South
DAS	Designated Accessible Parking Stall		SARR	Single Accommodation Restroom
Dr	Door		SCD	Seat Cover Dispenser
DW	Detectable Warning		SD	Soap Dispenser
EAO	Employee Area Only		SE	Southeast
E	East		Spec.	Specifications
Elev	Elevator		SW	Sidewalk
EPC	Elevated Play Component		SW	Southwest
ER	Electrical Receptacle		TC	Toilet Compartment
Ext	Exterior		TD	Truncated Domes
Flr	Floor		TPD	Toilet Paper Dispenser
Furn.	Furniture		UL	Upper Level
FV	Flush Valve		Vert.	Vertical
GB	Grab Bar		W	West
GLPC	Ground Level Play Component		w	wide
h	High		WC	Water Closet
HR	Hand Rail		WMARR	Womens Multiple Accommodation Restoom
Int	Interior		WR	Waste Receptacle

**Public Right of Way Detailed Findings Report with Photographs**

**Great America Parkway from Old Mountain View-Alviso Road to Mission College Boulevard.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**1. Great America Pky.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
1	#10 CURB RAMP	Int. of Old Mountain View.	SW corner diagonal type.
2	#10 CURB RAMP	Into Old Mountain View.	NW corner diagonal type.
3	#9 PARALLEL CURB RAMP	Into Old Mountain View.	NE corner.
4	#9 PARALLEL CURB RAMP	Into Old Mountain View.	SE corner.
5	#11 ACC ROUTE OF TRAVEL	E side of street	Between Old Mountain View and Santa Clara Convention Center entrance drive.
6	#9 PARALLEL CURB RAMP	Int. of Santa Clara Convention Center entrance drive at E side of street.	N side
7	#9 PARALLEL CURB RAMP	Int. of Santa Clara Convention Center entrance drive at E side of street.	S side
8	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Santa Clara Convention Center entrance drive and Bunker Hill Lane.
9	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	NE corner.
10	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Bunker Hill Lane.	NE corner E crossing button.
11	#10 CURB RAMP	Int. of Bunker Hill Lane.	SE corner diagonal type.
12	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Bunker Hill Lane and Hyatt Regency entrance drive.
13	#10 CURB RAMP	Int. of Hyatt Regency entrance drive at E side of street.	N side perpendicular type.
14	#10 CURB RAMP	Int. of Hyatt Regency entrance drive at E side of street.	S side perpendicular type.
15	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Hyatt Regency entrance Drive and Tasman Drive.
16	#9 PARALLEL CURB RAMP	Int. of Tasman Drive.	NE corner.
17	#11 ACC ROUTE OF TRAVEL	Int. of Tasman Drive.	E crossing of Tasman Drive.
18	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Tasman Drive.	Mid crossing button at E crossing of Tasman Drive.
19	#10 CURB RAMP	Int. of Tasman Drive.	SE corner perpendicular type.
20	#11 ACC ROUTE OF TRAVEL	Int. of Tasman Drive.	Between SE curb ramp and E crossing.
21	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Tasman Drive and Hilton entrance drive.
22	#10 CURB RAMP	Int. of Hilton entrance drive at E side of street.	N side perpendicular type.
23	#10 CURB RAMP	Int. of Hilton entrance drive at E side of street.	S side perpendicular type.
24	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Hilton entrance drive and Stadium Parking entrance drive.
25	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Stadium Parking entrance drive and Old Glory Ln.
26	#10 CURB RAMP	Int. of Old Glory Lane.	NE corner diagonal type.
27	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Glory Lane.	NE corner at E crossing.
28	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Glory Lane.	NE corner at N crossing.
29	#10 CURB RAMP	Int. of Old Glory Lane.	SE corner perpendicular type.
30	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Glory Lane.	SE corner at E crossing.
31	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Old Glory Lane and Great America Drive entrance.
32	#10 CURB RAMP	Int. of Great America entrance drive at E side of street.	E side of drive.
33	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Great America entrance drive and entrance drive to address 4555.

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**1. Great America Pky.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
34	#11 ACC ROUTE OF TRAVEL	E side of street.	Between drive aisle at address 4555 and Patrick Henry Drive.
35	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	NE corner.
36	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	SE corner.
37	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Patrick Henry Drive and entrance Drive to address 4551.
38	#11.1 HAZARDS	E side of street.	Between Patrick Henry Drive and entrance Drive to address 4551.
39	#9 PARALLEL CURB RAMP	Int. of Drive aisle to address 4551 at E side of street.	S side.
40	#9 PARALLEL CURB RAMP	Int. of drive aisle to address 4551 at E side of street.	S side.
41	#11 ACC ROUTE OF TRAVEL	E side of street.	Between drive aisle to address 4551 and drive aisle to address 4401.
42	#10 CURB RAMP	Int. of drive aisle to address 4401 at E side of street.	N side perpendicular type.
43	#10 CURB RAMP	Int. of drive aisle to address 4401 at E side of street.	S side perpendicular type.
44	#11 ACC ROUTE OF TRAVEL	E side of street.	Between Drive aisle to address 4401 and Mission College Blvd
45	#10 CURB RAMP	Int. of Mission College Blvd.	NE corner perpendicular type.
46	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	NE corner at turn pocket island serving E crossing.
47	#11 ACC ROUTE OF TRAVEL	Int. of Mission College Blvd.	E crossing of Mission College Blvd.
48	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	Mid crossing button at E crossing of Mission College Blvd.
49	#10 CURB RAMP	Int. of Mission College Blvd.	SE corner turn pocket island serving E crossing of Mission College Blvd.
50	#10 CURB RAMP	Int. of Mission College Blvd.	SE corner turn pocket island serving crossing to SE corner of Great America Pky.
51	#10 CURB RAMP	Int. of Mission College Blvd.	SE corner turn pocket serving crossing to turn pocket island
52	#10 CURB RAMP	Int. of Mission College Blvd.	SW corner serving crossing of turn pocket.
53	#10 CURB RAMP	Int. of Mission College Blvd.	SW corner turn pocket island serving crossing to SW corner.
54	#10 CURB RAMP	Int. of Mission College Blvd.	SW corner turn pocket island serving W crossing of Mission College Blvd.
55	#11 ACC ROUTE OF TRAVEL	Int. of Mission College Blvd.	W crossing of Mission College Blvd.
56	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	Mid crossing button at W crossing of Mission College Blvd.
57	#10 CURB RAMP	Int. of Mission College Blvd.	NW corner turn pocket island serving W crossing of Mission College Blvd.
58	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	NW corner turn pocket island serving W crossing of Mission College Blvd.
59	#10 CURB RAMP	Int. of Mission College Blvd.	NW corner turn pocket island serving N crossing of Great America Pky.
60	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	NW corner turn pocket island serving N crossing of Great America Pky.
61	#11 ACC ROUTE OF TRAVEL	Int. of Mission College Blvd.	N crossing of Great America Pky.
62	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	Mid crossing button at N crossing of Great America Pky.
63	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Mission College Blvd.	NE corner turn pocket island serving N crossing of Great America Pky.
64	#10 CURB RAMP	Int. of Mission College Blvd.	NW corner perpendicular type.

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# 1. Great America Pky.

## Facility Access Compliance Survey Report - Contents:

Seq #	Feature	Location	Memo
65	#11 ACC ROUTE OF TRAVEL	W side of street.	Between Mission College Blvd. and retail entrance Drive to th N.
66	#10 CURB RAMP	Int. of retail drive N of Mission College Blvd. at W side of street.	S side of drive.
67	#11 ACC ROUTE OF TRAVEL	W side of street.	Between retail drive N of Mission College Blvd. and Patrick Henry Drive.
68	#10 CURB RAMP	Int. of Patrick Henry Drive.	SW corner diagonal type.
69	#10 CURB RAMP	Int. of Patrick Henry Drive.	NW corner diagonal type.
70	#11 ACC ROUTE OF TRAVEL	W side of street.	Between Patrick Henry Drive and the lateral walkway to Greet Lot #3.
71	#11 ACC ROUTE OF TRAVEL	W side of street.	Between lateral walkway to Green Lot #3 and Old Glory Lane
72	#10 CURB RAMP	Int. of Old Glory Lane.	SW corner perpendicular type serving W crossing.
73	#10 CURB RAMP	Int. of Old Glory Lane.	NW corner perpendicular type serving W crossing.
74	#10 CURB RAMP	Int. of Old Glory Lane.	NW corner perpendicular type serving N crossing.
75	#11 ACC ROUTE OF TRAVEL	Int. of Old Glory Lane.	N crossing of Great America Pky.
76	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Glory Lane.	Mid crossing button at N crossing of Great America Pky.
77	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Old Glory Lane and retail drive to address 4980.
78	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between retail entrance at address 4980 and Tasman Drive.
79	#11 ACC ROUTE OF TRAVEL	Int. of Tasman Drive.	S crossing of Great America Pky.
80	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Tasman Drive.	Mid crossing button at S crossing of Great America Pky.
81	#10 CURB RAMP	Int. of Tasman Drive.	SW corner diagonal type.
82	#11 ACC ROUTE OF TRAVEL	Int. of Tasman Drive.	W crossing of Tasman Drive.
83	#10 CURB RAMP	Int. of Tasman Drive.	NW corner diagonal type
84	#11 ACC ROUTE OF TRAVEL	Int. of Tasman Drive.	N crossing of Great America Pky.
85	#11 ACC ROUTE OF TRAVEL	W side of street.	Between Tasman Drive and Bunker Hill Lane.
86	#10 CURB RAMP	Int. of Bunker Hill Lane.	SW corner combination parallel and diagonal type.
87	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	NW corner serves both W and N crosswalks.
88	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.
89	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between southern retail entrance and Old Mountain View Rd.

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**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**1**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Mountain View.

**MEMO:** SW corner diagonal type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	16.8% at btm. 3", 11.9% at btm. 3" to 8" portion.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**2**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Into Old Mountain View.

**MEMO:** NW corner diagonal type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.7% at btm. 2", 8.8% at top 24" portion.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	3/4" high vertical edge at asphalt transition.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.0%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

3

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Into Old Mountain View.

MEMO: NE corner.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
C11	Min. 48" x 48" turning space is provided at bottom of curb ramp. (ADAS 403.3)	19.0% for 3" L (approx. 5/8" H difference) 43" from btm. of curb ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**4**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Into Old Mountain View.

**MEMO:** SE corner.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	16.0% for 2" (approx. 7/8" H difference).





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**5**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

**LOCATION: E side of street**

**MEMO: Between Old Mountain View and Santa Clara Convention Center entrance drive.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 130' L is 2.5% to 5.0% and 3.2% at sign post.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	10.8% and 12.2% at drive apron sides at S side of bridge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**6**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Santa Clara Convention Center entrance drive at E side of street.

**MEMO:** N side

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 405.4)	sand and debris
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1 1/8" high vertical edge



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**7**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Santa Clara Convention Center entrance drive at E side of street.

**MEMO:** S side

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06 406.2)	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS	3/4" high vertical edge



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 1. Great America Pky.	<b>SEQ.</b>	<b>8</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL	<b>#</b>	

**LOCATION:** E side of street.

**MEMO:** Between Santa Clara Convention Center entrance drive and Bunker Hill Lane.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 2.5% to 4.0%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**9**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** NE corner.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	5/8" vertical edge
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.3%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 1. Great America Pky.	<b>SEQ. #</b>	<b>10</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** NE corner E crossing button.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.8% back side, 4.6% front side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**11**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SE corner diagonal type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.1% across curb face.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	5.8%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

12

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: E side of street.

MEMO: Between Bunker Hill Lane and Hyatt Regency entrance drive.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**13**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Hyatt Regency entrance drive at E side of street.

**MEMO:** N side perpendicular type.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	18.1% at btm. 2", 13.4% at btm. 2" to 6" portion.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**14**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Hyatt Regency entrance drive at E side of street.

**MEMO:** S side perpendicular type.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.8% at btm. 6"





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**15**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between Hyatt Regency entrance Drive and Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	2 3/4" high vertical edge at S end.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	40' L is 2.6% to 3.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.  
**FEATURE:** #9 PARALLEL CURB RAMP

**SEQ. #** 16

**LOCATION:** Int. of Tasman Drive.

**MEMO:** NE corner.

**Notes:** Appears recently constructed and in repave zone

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.0%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

17

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: Int. of Tasman Drive.

MEMO: E crossing of Tasman Drive.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
C40	Where pedestrian access routes cross rails: the route surface is flush with the outer edges of rails and the surface between rails is aligned with the top of the rail. (PROWAG R302.7.1)	1/2" to 3/4" elevation difference between route and rails (2 sets of 2 rails = 8 instances).



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**18**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Tasman Drive.

**MEMO:** Mid crossing button at E crossing of Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34"AFF, and reach depth is no more than 24". (ADAS 308.3.2)	25" reach depth from clear space.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**19**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Tasman Drive.

**MEMO:** SE corner perpendicular type.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	10.7% at btm. 6".
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.6%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**20**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Tasman Drive.

**MEMO:** Between SE curb ramp and E crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	11.1%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**21**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between Tasman Drive and Hilton entrance drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	3 gaps at utility cover, up to 1 1/2" W.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 10' L is 2.8%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

22

FEATURE: #10 CURB RAMP

LOCATION: Int. of Hilton entrance drive at E side of street.

MEMO: N side perpendicular type.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**23**

**FEATURE:** #10 CURB RAMP

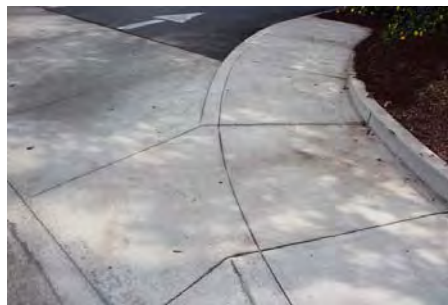
**LOCATION:** Int. of Hilton entrance drive at E side of street.

**MEMO:** S side perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.9% at btm. 6".



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**24**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

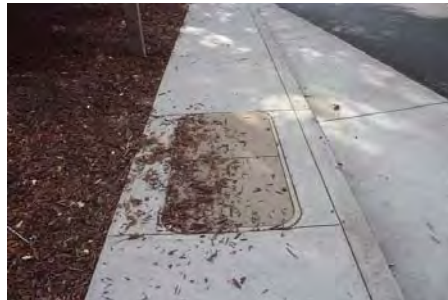
**LOCATION:** E side of street.

**MEMO:** Between Hilton entrance drive and Stadium Parking entrance drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	1/4" to 1/2" level changes are beveled at max 1:2 (vert:horiz) slope. (ADAS 303.3)	Two 1/2" vertical edges at utility cover.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 20' L is 3.2% to 3.3%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**25**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

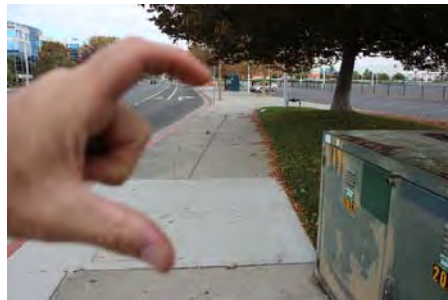
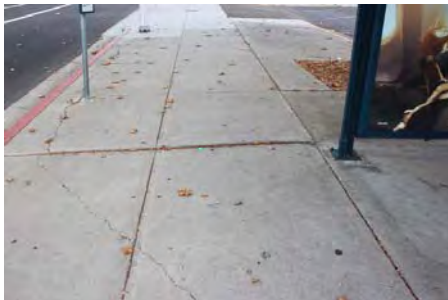
**LOCATION:** E side of street.

**MEMO:** Between Stadium Parking entrance drive and Old Glory Ln.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Three vertical edges 5/8" to 1 1/4" S of bus stop.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 270' L is 2.7% to 4.2%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**26**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Old Glory Lane.**

**MEMO: NE corner diagonal type.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.5% generally, 15.2% across curb face.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	11.7% at right side.
B19	DIAGONAL: If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. (ADAS 406.6)	0" to CW markings (no landing in CW).



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**27**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** NE corner at E crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.8%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 1. Great America Pky.	<b>SEQ. #</b>	<b>28</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** NE corner at N crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.5%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**29**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** SE corner perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	5/8" elevation difference in approx. 2" btm. Portion.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 1. Great America Pky.	<b>SEQ. #</b>	<b>30</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** SE corner at E crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.4%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**31**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between Old Glory Lane and Great America Drive entrance.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 3.9% to 4.5%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

32

FEATURE: #10 CURB RAMP

LOCATION: Int. of Great America entrance drive at E side of street.

MEMO: E side of drive.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**33**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

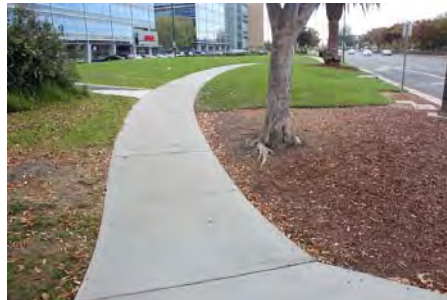
**MEMO:** Between Great America entrance drive and entrance drive to address 4555.

**Notes:**

Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 110' L is 2.5% to 4.3%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	2 hills comprising approx. 55' L running slope up to 6.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**34**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between drive aisle at address 4555 and Patrick Henry Drive.

**Notes:**

Conforms to standards used.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 320' L is 2.5% to 5.1%.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

35

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of Patrick Henry Drive.

MEMO: NE corner.

Notes:

Conforms to standards used.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

36

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of Patrick Henry Drive.

MEMO: SE corner.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 37

**LOCATION:** E side of street.

**MEMO:** Between Patrick Henry Drive and entrance Drive to address 4551.

**Notes:** Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 90' L is 2.6% to 4.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 6.9% for approx. 10' L at hill.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**38**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** E side of street.

**MEMO:** Between Patrick Henry Drive and entrance Drive to address 4551.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Over 4" drop off, approx. 20' L at one side.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

39

FEATURE: #9 PARALLEL CURB RAMP

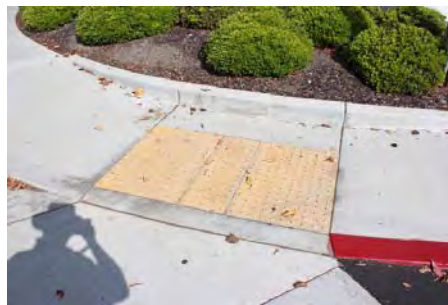
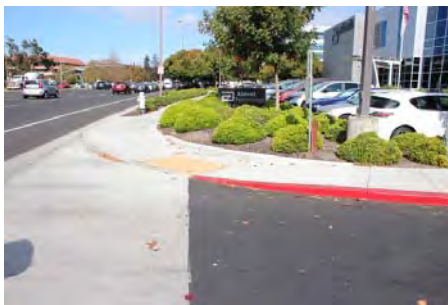
LOCATION: Int. of Drive aisle to address 4551 at E side of street.

MEMO: S side.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope is 1:12 (8.33%) max. (ADAS 405.2)	9.5% at btm. 6".





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

40

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of drive aisle to address 4551 at E side of street.

MEMO: S side.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**41**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between drive aisle to address 4551 and drive aisle to address 4401.

**Notes:**

Sidewalk with artificial hills. Cross slope in conjunction with running slope.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 60' L is 2.6% to 5.1%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 6.1% at hill.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**42**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of drive aisle to address 4401 at E side of street.

**MEMO:** N side perpendicular type.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.0%
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	4.6%
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	15.6% left side, 15.9% right side.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

43

FEATURE: #10 CURB RAMP

LOCATION: Int. of drive aisle to address 4401 at E side of street.

MEMO: S side perpendicular type.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**44**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of street.

**MEMO:** Between Drive aisle to address 4401 and Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 250' L is 2.5% to 8.0%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**45**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: NE corner perpendicular type.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.6% w/ 32.2% at btm. 1" and 19.9% at btm. 1" to 6".
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.1%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.9% at right side, 12.3% at left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**46**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NE corner at turn pocket island serving E crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.2%
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Approx. 52" H, 21" from clear space.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**47**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** E crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by mid-crossing island to 0" wide.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Sign indicates to push button and wait for walk signal, however, user who cannot step up the curb must wait in traffic lanes.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**48**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** Mid crossing button at E crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Over 24" from clear space in crossing.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**49**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** SE corner turn pocket island serving E crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	8.7% and 14.2% across curb face.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	18.0% right side, 15.8% left side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**50**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: SE corner turn pocket island serving crossing to SE corner of Great America Pky.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	16.4% and 23.2% across curb face.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	3/4" gap at asphalt transition.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	18.0% right side, 15.8% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**51**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** SE corner turn pocket serving crossing to turn pocket island

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.9%
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.2%
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	17.3% left side, 14.7% right side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**52**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: SW corner serving crossing of turn pocket.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.6% and 12.6% across curb face.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/8" high vertical edge.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	34" L.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.0%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.3% left side, 12.6% right side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**53**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: SW corner turn pocket island serving crossing to SW corner.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	15.0% to 17.3%
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	2" W gap at btm. Landing.
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	25.0% left side, 25.9% right side
B21	Islands - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. (ADAS 406.7)	18" L to adjacent curb ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**54**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: SW corner turn pocket island serving W crossing of Mission College Blvd.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.8% to 11.0%
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.9%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	29.8% left side, 16.1% right side.
B21	Islands - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. (ADAS 406.7)	18" to adjacent curb ramp.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

<b>SEQ. #</b>	<b>55</b>
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**LOCATION:** Int. of Mission College Blvd.

**MEMO:** W crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by mid crossing island to 6" W.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Sign indicates to push button and wait for walk signal, however user who cannot step up the curb must wait in traffic lanes.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**56**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** Mid crossing button at W crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Over 24" from clear space in crossing.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**57**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NW corner turn pocket island serving W crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	13.6% to 14.3%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	17.3% left side, 22.4% right side.
B21	Islands - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. (ADAS 406.7)	3" to adjacent curb ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**58**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NW corner turn pocket island serving W crossing of Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	18.9%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**59**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Mission College Blvd.**

**MEMO: NW corner turn pocket island serving N crossing of Great America Pky.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.4%
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	5.8% running slope at top landing.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/8" high vertical edge.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.0%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	15.1% left side, 15.7% right side.
B21	Islands - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. (ADAS 406.7)	33" to one adjacent curb ramp, 31" to a second adjacent curb ramp.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 1. Great America Pky.	<b>SEQ. #</b>	<b>60</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NW corner turn pocket island serving N crossing of Great America Pky.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	21.7%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**61**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** N crossing of Great America Pky.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by mid crossing island to approx. 12" W.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Sign indicates to push button and wait for walk signal, however user who cannot step up the curb must wait in traffic lanes.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

62

FEATURE: #54 REACH RANGE & OPERATING MECHANISMS

LOCATION: Int. of Mission College Blvd.

MEMO: Mid crossing button at N crossing of Great America Pky.

Notes:

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34"AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Over 24" away from clear space in crossing.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**63**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NE corner turn pocket island serving N crossing of Great America Pky.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Approx. 52" AFF with reach of 21" over curb from clear space.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**64**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Mission College Blvd.

**MEMO:** NW corner perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	19.7% to 20.8%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1 3/4" gap at btm. Landing.
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	26.9% left side, 16.0% right side.
B21	Islands - each curb ramp has a min. 48" long x 36" wide level landing at the top of the curb ramp, with the 48" length in the direction of the running slope of the curb ramp it serves. (ADAS 406.7)	3" to one adjacent curb ramp, 33" to a second adjacent curb ramp.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**65**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

**LOCATION: W side of street.**

**MEMO: Between Mission College Blvd. and retail entrance Drive to the N.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 240' L is 2.5% to 4.7%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

66

FEATURE: #10 CURB RAMP

LOCATION: Int. of retail drive N of Mission College Blvd. at W side of street.

MEMO: S side of drive.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**67**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

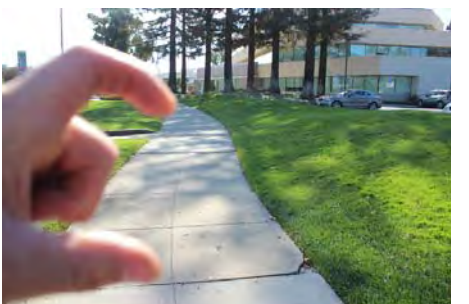
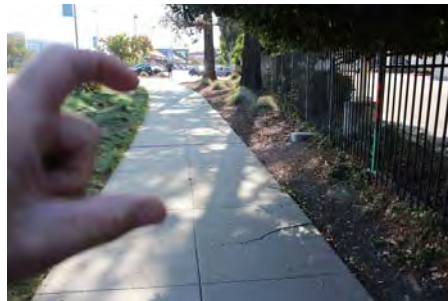
**LOCATION: W side of street.**

**MEMO: Between retail drive N of Mission College Blvd. and Patrick Henry Drive.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Up to 2" W gap approx. 45' L.
B13	Gaps/openings are oriented perpendicular to dominant direction of travel. (ADAS 302.3)	Approx. 45' L gap in direction of travel.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 50' L is 2.7% to 3.0%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Approx. 10' L is up to 10.0%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**68**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** SW corner diagonal type.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	20.0% at btm. 2", 13.1% at btm. 2" to 6" (otherwise 7.4%).
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.3%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**69**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** NW corner diagonal type.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.2% at btm. 6".
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.4%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**70**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

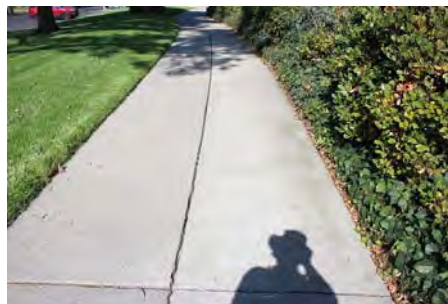
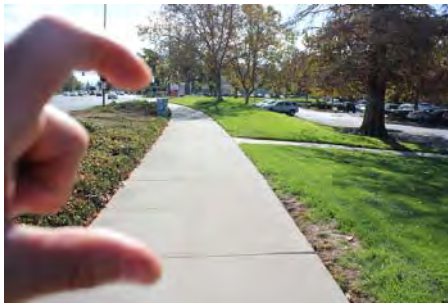
**LOCATION: W side of street.**

**MEMO: Between Patrick Henry Drive and the lateral walkway to Green Lot #3.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Approx. 80' L gap exceeding 1/2" W in direction of travel.
B13	Gaps/openings are oriented perpendicular to dominant direction of travel. (ADAS 302.3)	Approx. 80' L gap exceeding 1/2" W in direction of travel.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" and 1 1/2" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 770' L is 2.5% to 5.7%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**71**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of street.

**MEMO:** Between lateral walkway to Green Lot #3 and Old Glory Lane.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1 1/2" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Appox. 50' L is 2.7% to 6.0%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**72**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** SW corner perpendicular type serving W crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	15.0%
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.5%
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	14.4% right side, 14.5% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**73**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

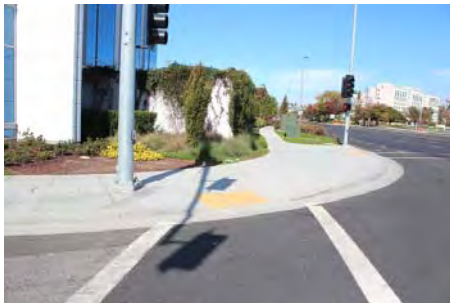
**MEMO:** NW corner perpendicular type serving W crossing.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**74**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** NW corner perpendicular type serving N crossing.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.9%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**75**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** N crossing of Great America Pky.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	User who cannot step up the curb must wait in traffic lanes.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**76**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** Mid crossing button at N crossing of Great America Pky.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34"AFF, and reach depth is no more than 24". (ADAS 308.3.2)	Over 28" from clear space and approx. 49" AFF.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

77

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: W side of the street.

MEMO: Between Old Glory Lane and retail drive to address 4980.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**78**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** Between retail entrance at address 4980 and Tasman Drive.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 280' L is 2.7% to 6.1%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

79

FEATURE: #11 ACC ROUTE OF TRAVEL

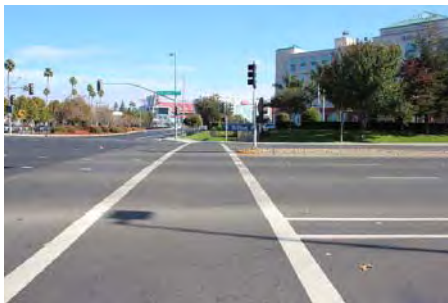
LOCATION: Int. of Tasman Drive.

MEMO: S crossing of Great America Pky.

Notes:

CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Sign indicates to push button and wait for walk signal, however, user who cannot step up the curb must wait in traffic lanes.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**80**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Tasman Drive.

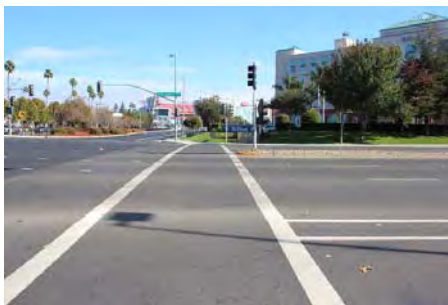
**MEMO:** Mid crossing button at S crossing of Great America Pky.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	27" away from clear space.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**81**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Tasman Drive.

**MEMO:** SW corner diagonal type.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.5%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**82**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Tasman Drive.

**MEMO:** W crossing of Tasman Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C40	Where pedestrian access routes cross rails: the route surface is flush with the outer edges of rails and the surface between rails is aligned with the top of the rail. (PROWAG R302.7.1)	Up to 1" H mounds at all 4 rails.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 1. Great America Pky.

SEQ.  
#

83

FEATURE: #10 CURB RAMP

LOCATION: Int. of Tasman Drive.

MEMO: NW corner diagonal type

Notes:

Conforms to standards used



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**84**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Tasman Drive.

**MEMO:** N crossing of Great America Pky.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	User who cannot step up the curb must wait in traffic lanes.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**85**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

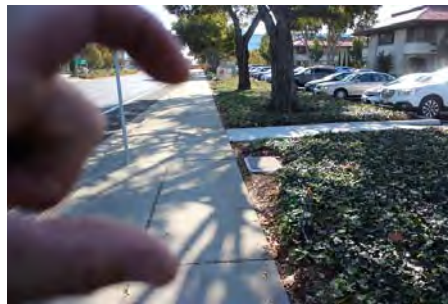
**LOCATION:** W side of street.

**MEMO:** Between Tasman Drive and Bunker Hill Lane.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 80' L is 2.7% to 4.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ.**  
**#**

**86**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SW corner combination parallel and diagonal type.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	16.4% Across curb face.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**87**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** NW corner serves both W and N crosswalks.

**Notes:**

Appears recently constructed and in repave zone. Counter slope at btm. creates 23.6% "V".

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	13.1% gutter meets opposite slope of 10.5% for combined slope of 23.6%.
C11	Min. 48" x 48" turning space is provided at bottom of curb ramp. (ADAS 403.3)	10.5% Across curb face.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 1. Great America Pky.**

**SEQ.  
#**

**88**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

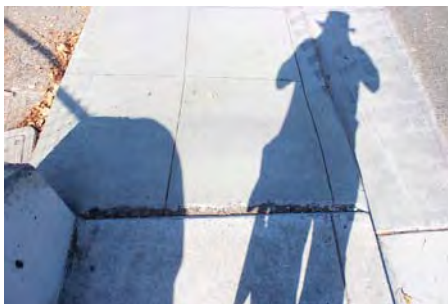
**LOCATION: W side of the street.**

**MEMO: Between Bunker Hill Lane and southern retail entrance drive S of Old Mountain View Rd.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	2" gap at transition to bridge and 1" gap at raised crack.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1 1/2" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 2.6% to 3.6% and 7.5% to 8.3% at 2 driveway aprons at each side of the bridge.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	14.8% and 27.0% at 2 driveway aprons at each side of bridge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 1. Great America Pky.

**SEQ. #**

**89**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** Between southern retail entrance and Old Mountain View Rd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" and 7/8" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 240' L is 2.6% to 7.5%.





**Public Right of Way Detailed Findings Report with Photographs**

**Tasman Drive from Calabasas Creek to Lafayette Street.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**2. Tasman Dr.****Facility Access Compliance Survey Report - Contents:**

Seq #	Feature	Location	Memo
201	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	NE corner serving N crossing of Patrick Henry drive.
202	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	NW corner serving N crossing of Patrick Henry Drive.
203	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	NW corner serving W crossing of Tasman Drive.
204	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Patrick Henry Drive and Calabasas Creek Trail
205	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Calabasas Creek Trail and lateral walkway to Blue Lot #3.
206	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between lateral walkway to Blue Lot #3 and Patrick Henry Drive.
207	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	SW corner serving W crossing of Tasman Drive.
208	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	SW corner serving S crossing of Patrick Henry Drive.
209	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	SE corner serving S crossing of Patrick Henry Drive.
210	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	SE corner serving E crossing of Patrick Henry Drive.
211	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Patrick Henry drive and Old Ironsides Drive.
212	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	SW corner serving W crossing of Old Ironsides Drive.
213	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Ironsides Drive.	SW corner serving W crossing of Old Ironsides Drive.
214	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	SW corner serving S crossing of Tasman Drive.
215	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Ironsides Drive.	SW corner serving S crossing of Tasman Drive.
216	#11 ACC ROUTE OF TRAVEL	Int. of Old Ironsides Drive.	SE corner diagonal type
217	#11 ACC ROUTE OF TRAVEL	Int. of Old Ironsides Drive.	S crossing of Tasman Drive.
218	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Old Ironsides Drive.	SE corner serving S crossing of Tasman Drive.
219	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Old Ironsides Drive and Citrix Drive entrance and access to 2T Premium Green Lot #2.
220	#11 ACC ROUTE OF TRAVEL	S side of the street.	From Citrix Drive entrance and access to 2T Premium Green Lot #2 and Great America Pky.
221	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Great America Pky. and Convention Center.
222	#9 PARALLEL CURB RAMP	Int. of Convention Center.	SW corner serving as diagonal ramp.
223	#9 PARALLEL CURB RAMP	Int. of Convention Center.	SE corner serving as diagonal ramp.
224	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Convention Center.	SE corner serving E crossing of Tasman Drive.
225	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Convention Center and Stadium entrance.
226	#10 CURB RAMP	Int. of M.P. Bartolo Wy.	SW corner serving W crossing of Tasman Drive.
227	#10 CURB RAMP	Int. of M.P. Bartolo Wy.	SW corner serving S crossing of M.P. Bartolo Wy.
228	#11 ACC ROUTE OF TRAVEL	Int. of M.P. Bartolo Wy.	S crossing of Tasman Drive.
229	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between M.P. Bartolo Wy. And stair to Metro rail at E.
230	#10 CURB RAMP	Int. of Centennial Blvd.	NE corner serving N crossing of Centennial Blvd.
231	#10 CURB RAMP	Int. of Centennial Blvd.	NW corner diagonal type.
232	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Centennial Blvd.	NW corner serving N crossing of Centennial Blvd.
233	#54 REACH RANGE & OPERATING MECHANISMS	Int. of Centennial Blvd.	NW corner serving W crossing of Tasman Drive.
234	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Centennial Blvd. and Santa Clara Convention Center entrance Drive.
235	#10 CURB RAMP	Int. of Santa Clara Convention Center entrance drive at N side of street.	E side perpendicular type.

Facility Access Consulting, Inc.

**2. Tasman Dr.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>236</b>	#10 CURB RAMP	Int. of Santa Clara Convention Center entrance drive at N side of street.	W side perpendicular type.
<b>237</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Santa Clara Convention Center entrance drive and Convention Center.
<b>238</b>	#10 CURB RAMP	Int. of Convention Center.	NE corner diagonal type.
<b>239</b>	#10 CURB RAMP	Int. of Convention Center.	NW corner diagonal type
<b>240</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Convention Center and Great America Pky.
<b>241</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Great America Pky. And Old Ironsides Drive.
<b>242</b>	#10 CURB RAMP	Int. of Old Ironsides Drive.	NE corner diagonal type.
<b>243</b>	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	NW corner serving N crossing of Old Ironsides Drive.
<b>244</b>	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	NW corner serving W crossing of Tasman Drive.
<b>245</b>	#11.1 HAZARDS	N side of the street.	Between Old Ironsides Drive and Patrick Henry Drive.
<b>246</b>	#9 PARALLEL CURB RAMP	Int. of Patrick Henry Drive.	NE corner serving E crossing of Tasman Drive.

Facility Access Consulting, Inc.

NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 2. Tasman Dr.

SEQ.  
#

201

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of Patrick Henry Drive.

MEMO: NE corner serving N crossing of Patrick Henry drive.

Notes:

Appears recently constructed and in repave zone.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**202**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** NW corner serving N crossing of Patrick Henry Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B06 406.2)	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.





NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 2. Tasman Dr.

SEQ.  
#

203

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of Patrick Henry Drive.

MEMO: NW corner serving W crossing of Tasman Drive.

Notes:

Appears recently constructed and in repave zone. Conforms to standards used



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**204**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** N side of the street.

**MEMO:** Between Patrick Henry Drive and Calabasas Creek Trail

**Notes:**

Sidewalk dead ends near Calabasas Creek with no curb access. This is an approx. 740' long accessible route dead end from Patrick Henry.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Sidewalk ends near Calabasas Creek trail.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	1 3/4" W at expansion joint
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Up to 4.9% at driveway aprons.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	9.6% and 11.5% at 2 driveway aprons.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**205**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

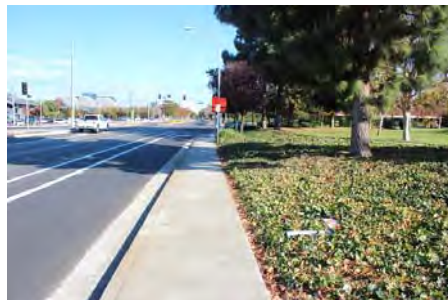
**LOCATION:** S side of the street.

**MEMO:** Between Calabasas Creek Trail and lateral walkway to Blue Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 160' L is 2.5% to 4.9% and up to 11.1% at Driveway apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	14.7% and 14.6% at drive aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**206**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between lateral walkway to Blue Lot #3 and Patrick Henry Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 30' L is 3.2% to 3.7%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**207**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** SW corner serving W crossing of Tasman Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.0% at W side ramp.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	17.7% for 2" L at gutter.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.2% to 3.6%
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.7%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**208**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** SW corner serving S crossing of Patrick Henry Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.0% generally and 25.0% for 1" L.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**209**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** SE corner serving S crossing of Patrick Henry Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B02	The width of curb ramp is 36" min. (ADAS 405.5)	Partially obstructed by landscaping.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	2.5% to 3.2%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**210**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** SE corner serving E crossing of Patrick Henry Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.6% for 2" L.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**211**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

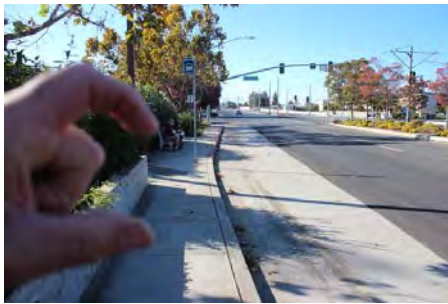
**LOCATION:** S side of the street.

**MEMO:** Between Patrick Henry drive and Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Landscape reduces width to 33" W at light post and 34" W near Ironsides drive.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 220' L is 2.6% to 4.5% and 5 drive aisles causing slopes from 4.5% to 10.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	5 drive aisles causing slopes in 10 sections from 12.2% to 19.8%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**212**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SW corner serving W crossing of Old Ironsides Drive.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope is 1:48 (2.08%) max. (ADAS 405.3)	3.4% at W side ramp.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/8" high vertical edge.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	Up to 3.3%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**213**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SW corner serving W crossing of Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.3% at cross walk button.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**214**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SW corner serving S crossing of Tasman Drive.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 405.4)	1 1/8" high vertical edge at asphalt transition.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	3.1%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**215**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SW corner serving S crossing of Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	3.3% at cross walk button.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**216**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SE corner diagonal type

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B14	1/4" to 1/2" level changes are beveled at max 1:2 (vert:horiz) slope. (ADAS 303.3)	7.0%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**217**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Old Ironsides Drive.

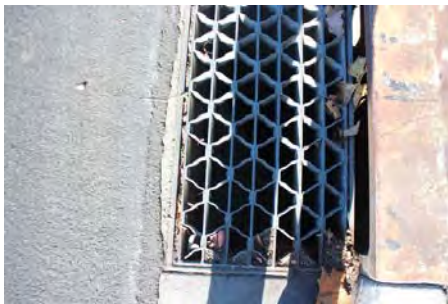
**MEMO:** S crossing of Tasman Drive.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	2" openings at grate near SE corner.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**218**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SE corner serving S crossing of Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	13.1% at cross walk button.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**219**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between Old Ironsides Drive and Citrix Drive entrance and access to 2T Premium Green Lot #2.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 100' L is 2.6% to 5.1%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**220**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

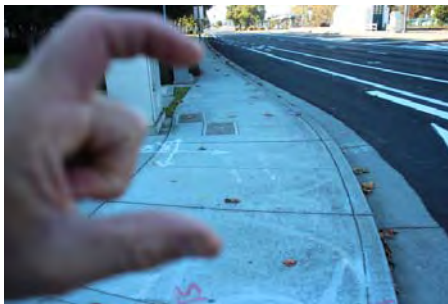
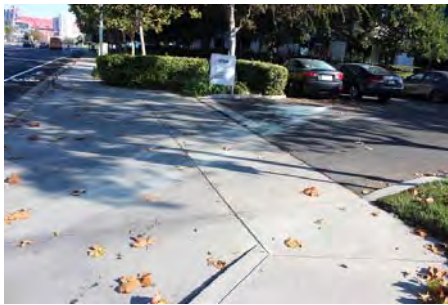
**LOCATION:** S side of the street.

**MEMO:** From Citrix Drive entrance and access to 2T Premium Green Lot #2 and Great America Pky.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 100' L is 2.7% to 4.1%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**221**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between Great America Pky. and Convention Center.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 340' L is 2.5% to 5.0% and 6.9% across Hilton drive aisle.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	15.2% and 21.4% at Hilton drive aisle.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 2. Tasman Dr.

SEQ.  
#

222

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: Int. of Convention Center.

MEMO: SW corner serving as diagonal ramp.

Notes:

Appears recently constructed and in repave zone.. Conforms to standards used





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**223**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Convention Center.

**MEMO:** SE corner serving as diagonal ramp.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B02	The width of curb ramp is 36" min. (ADAS 405.5)	Obstructed by traffic cones.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	2.4% to 3.0% and 4.9% across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.7%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**224**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Convention Center.

**MEMO:** SE corner serving E crossing of Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	4.1% at cross walk button.
B41	Side reach over an obstruction greater than 10"d is max 46" AFF where the obstruction is max 34" AFF, and reach depth is no more than 24". (ADAS 308.3.2)	25" reach over curb to cross walk button.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**225**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between Convention Center and Stadium entrance.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 2.8% to 3.5% and 2.7% across drive aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**226**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of M.P. Bartolo Wy.

**MEMO:** SW corner serving W crossing of Tasman Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B02	The width of curb ramp is 36" min. (ADAS 405.5)	Obstructed by bollard.
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	Up to 8.6%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**227**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of M.P. Bartolo Wy.

**MEMO:** SW corner serving S crossing of M.P. Bartolo Wy.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	Up to 9.2%.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.6%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 2. Tasman Dr.	<b>SEQ. #</b>	<b>228</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of M.P. Bartolo Wy.

**MEMO:** S crossing of Tasman Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	2.8% to 3.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**229**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

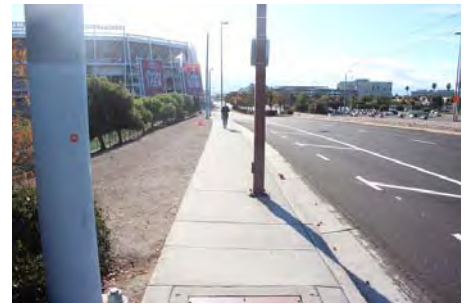
**LOCATION:** S side of the street.

**MEMO:** Between M.P. Bartolo Wy. And stair to Metro rail at E.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B13	Gaps/openings are oriented perpendicular to dominant direction of travel. (ADAS 302.3)	2" W at bridge.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" high vertical edge at bridge.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Long unbroken length of excessive running slope generally 4.5% and up to 6.3% at bridge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**230**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** NE corner serving N crossing of Centennial Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	8.3% cross slope at top landing and 1/2" high vertical edge at asphalt transition at btm. Landing.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	2 edges, one at each side of curb line.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	11.2%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**231**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** NW corner diagonal type.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	7.3% cross slope at top landing.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	11.9%
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	19.8% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 2. Tasman Dr.	<b>SEQ. #</b>	<b>232</b>
<b>FEATURE:</b> #54 REACH RANGE & OPERATING MECHANISMS		

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** NW corner serving N crossing of Centennial Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	7.1% at cross walk button.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**233**

**FEATURE:** #54 REACH RANGE & OPERATING MECHANISMS

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** NW corner serving W crossing of Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	The clear floor space is without changes in level except for slopes up to 1:48 (2.08%). (ADAS 305.2)	5.4% at cross walk button.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**234**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

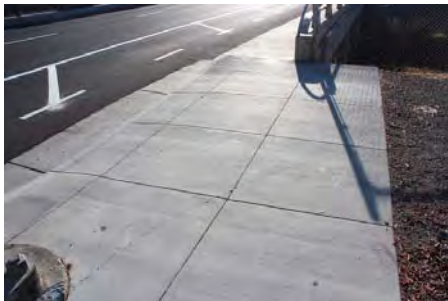
**LOCATION:** N side of the street.

**MEMO:** Between Centennial Blvd. and Santa Clara Convention Center entrance Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" high vertical edge at W side of bridge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	9.8% at drive aisle at W side of bridge.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	7.8% at drive aisle at E side of bridge that appears recently constructed, 11.2% and 26.4% at drive aisle at W side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**235**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Santa Clara Convention Center entrance drive at N side of street.

**MEMO:** E side perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	10.8% to 12.0%
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1 1/2" gap and 3/4" high vertical edge at asphalt transition at btm. Landing.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	19.6% right side, 15.8% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.**  
**#**

**236**

**FEATURE:** #10 CURB RAMP

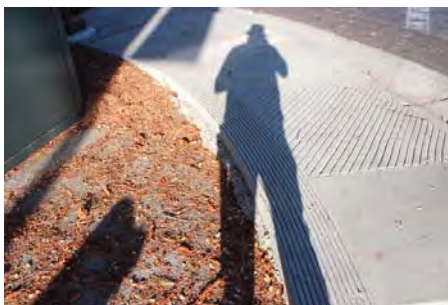
**LOCATION:** Int. of Santa Clara Convention Center entrance drive at N side of street.

**MEMO:** W side perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.1% to 12.4% and 25.6% at bottom 6".
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1 1/2" W gap on bottom landing and gap, and 3/4 high vertical edge on ramp (broken concrete).
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	12.5%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	23.9% right side, 11.4% left side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #** **237**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

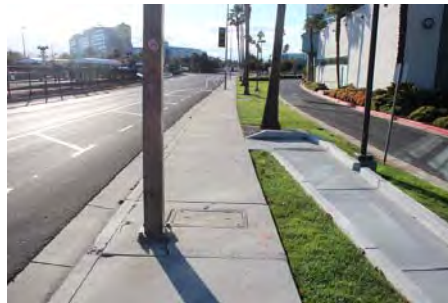
**LOCATION:** N side of the street.

**MEMO:** Between Santa Clara Convention Center entrance drive and Convention Center.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	CSC LOW VOLTAGE utility cover is not secured and shifts under load.
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	3" x 3" gap at street light utility cover.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Over 1/2" high vertical edge at unsecured CST LOW VOLTAGE utility cover.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 50 L is 2.7% to 4.6%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**238**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Convention Center.

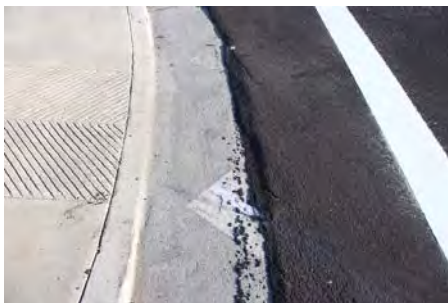
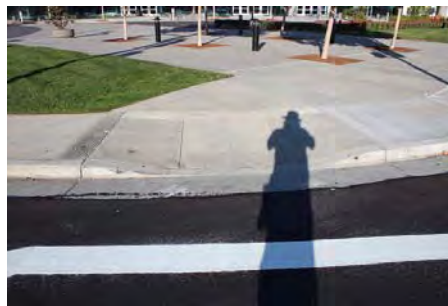
**MEMO:** NE corner diagonal type.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	10.8% at btm. 6", generally 10.6% to 11.5%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	9.1% running slope at top landing and 3/4" high vertical edge at btm. Landing.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.9%
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	18.2% right side, 14.6% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**239**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Convention Center.

**MEMO:** NW corner diagonal type

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	21.2% at btm 6".
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.3%
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	13.1% left side, 15.1% right side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**240**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** N side of the street.

**MEMO:** Between Convention Center and Great America Pky.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 300' L is 2.6% to 5.0%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ.  
#**

**241**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** N side of the street.

**MEMO:** Between Great America Pky. And Old Ironsides Drive.

**Notes:**

Reduces sidewalk to 42" W for approx. 90' L at planters. Conforms to standards used



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**242**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NE corner diagonal type.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	Up to 9.1% and 13.6% at btm. 6".
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.3%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	11.3% right side, 11.1% left side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**243**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NW corner serving N crossing of Old Ironsides Drive.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	2 edges at btm. 3/8" high vertical edge at truncated domes, 3/8" high vertical edge at curb.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**244**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NW corner serving W crossing of Tasman Drive.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B06 406.2)	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS	3/8" high vertical edge.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**245**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** N side of the street.

**MEMO:** Between Old Ironsides Drive and Patrick Henry Drive.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Approx. 6" high drop off at one side for approx. 20' L at new concrete sidewalk.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 2. Tasman Dr.

**SEQ. #**

**246**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Patrick Henry Drive.

**MEMO:** NE corner serving E crossing of Tasman Drive.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	7.6% across curb face.



**Public Right of Way Detailed Findings Report with Photographs**

**Mission College Boulevard from Great America Parkway to the driveway separating Mission College Lot B and C.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



**3. Mission College Blvd.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>301</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Across the driveway at the W side of Green Lot #5.
<b>302</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between lateral walkways leading to, and located at W and E sides of Green Lot #5.
<b>303</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Across the driveway between Green Lots #4 and #5.
<b>304</b>	#10 CURB RAMP	S side of the street.	Perpendicular type serving crossing of Mission College Blvd. at W side of Green Lot #4.
<b>305</b>	#11 ACC ROUTE OF TRAVEL	S side of the street, changing to W side of the street.	Between curb ramp at W side of Green Lot #4 to driveway at S side of Green Lot #4.
<b>306</b>	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between driveway at S side of Green Lot #4 to intersection of (different) Mission College Blvd.
<b>307</b>	#9 PARALLEL CURB RAMP	Int. of (different) Mission College Blvd.	NW corner functioning as diagonal type, serving W and N crossings.
<b>308</b>	#9 PARALLEL CURB RAMP	Int. of (different) Mission College Blvd.	SW corner functioning as diagonal type, serving W and S crossings.
<b>309</b>	#9 PARALLEL CURB RAMP	Int. of (different) Mission College Blvd.	SE corner serving crossing to right turn pocket island.
<b>310</b>	#11 ACC ROUTE OF TRAVEL	S side of (different) Mission College Blvd.	Between Mission College Blvd. and Great America Pky.
<b>311</b>	#11 ACC ROUTE OF TRAVEL	N side of (different) Mission College Blvd.	Between Great America Pky. And Mission College Blvd.
<b>312</b>	#9 PARALLEL CURB RAMP	Int. of (different) Mission College Blvd.	NE corner serving crossing to right turn pocket island.
<b>313</b>	#11 ACC ROUTE OF TRAVEL	E side of the street, changing to N side of the street.	Between (different) Mission College Blvd. and crossing to W side of Green Lot #4.
<b>314</b>	#10 CURB RAMP	N side of the street.	At crossing at W side of Green Lot #4. Perpendicular type.
<b>315</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	Westward from the crossing to W side of Green Lot #4.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 3. Mission College Blvd.	<b>SEQ. #</b>	<b>301</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** S side of the street.

**MEMO:** Across the driveway at the W side of Green Lot #5.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	8.7%
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	16.8% and 10.1%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**302**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

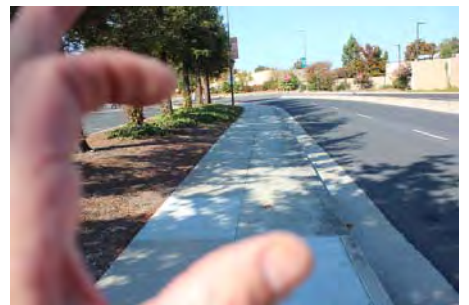
**LOCATION:** S side of the street.

**MEMO:** Between lateral walkways leading to, and located at W and E sides of Green Lot #5.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 180' L is 2.8% to 3.9%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 3. Mission College Blvd.	<b>SEQ. #</b>	<b>303</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** S side of the street.

**MEMO:** Across the driveway between Green Lots #4 and #5.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Exceeds 8.3% at sides of drive apron



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**304**

**FEATURE:** #10 CURB RAMP

**LOCATION:** S side of the street.

**MEMO:** Perpendicular type serving crossing of Mission College Blvd. at W side of Green Lot #4.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	Up to 9.3%.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	Configuration unnecessarily precludes use of top landing from either side, effectively making this a curb ramp without a top landing.
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	11.0% left side, 15.4% right side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**305**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street, changing to W side of the street.

**MEMO:** Between curb ramp at W side of Green Lot #4 to driveway at S side of Green Lot #4.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	2 vertical edges, 1" and 1 1/4" H.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 460' L is to 9.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 3. Mission College Blvd.	<b>SEQ. #</b>	<b>306</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** W side of the street.

**MEMO:** Between driveway at S side of Green Lot #4 to intersection of (different) Mission College Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 80' L is 2.8% to 3.7%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**307**

**FEATURE:** #9 PARALLEL CURB RAMP

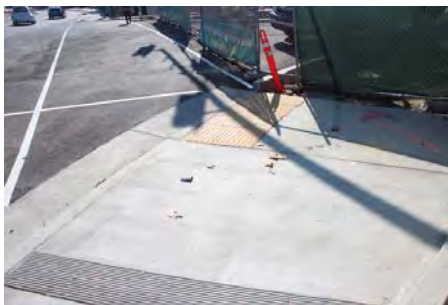
**LOCATION:** Int. of (different) Mission College Blvd.

**MEMO:** NW corner functioning as diagonal type, serving W and N crossings.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.7%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**308**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of (different) Mission College Blvd.

**MEMO:** SW corner functioning as diagonal type, serving W and S crossings.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	Up to 2.7%.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	5.5%
B14	If curb ramp is located at marked crossing, the transition is wholly contained within the markings. (ADAS 406.5)	W crosswalk is approx. 15' away from the curb ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**309**

**FEATURE:** #9 PARALLEL CURB RAMP

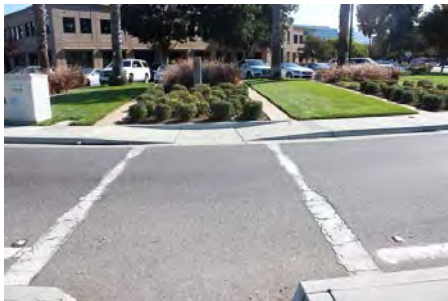
**LOCATION:** Int. of (different) Mission College Blvd.

**MEMO:** SE corner serving crossing to right turn pocket island.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 405.4)	1/2" high vertical edge at one side on ramp surface.
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	8.9% for 3" L across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	11.1%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 3. Mission College Blvd.**

**SEQ.  
#**

**310**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

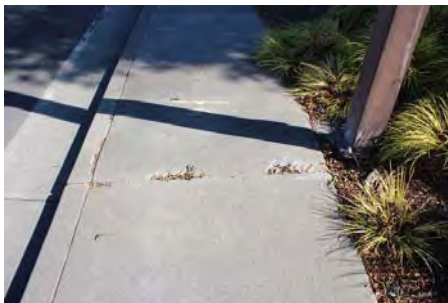
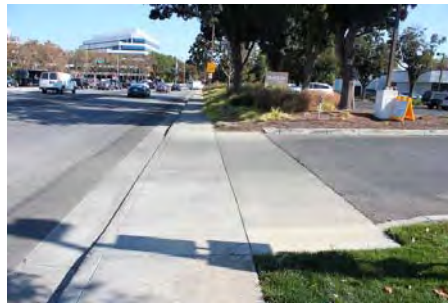
**LOCATION: S side of (different) Mission College Blvd.**

**MEMO: Between Mission College Blvd. and Great America Pky.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	Two vertical edges, 1" and 1 1/4" H.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 110' L is 2.7% to 3.7% and 5.9% at drive aisle.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	11.5% and 8.3% at drive aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 3. Mission College Blvd.**

**SEQ.  
#**

**311**

**FEATURE: #11 ACC ROUTE OF TRAVEL**

**LOCATION: N side of (different) Mission College Blvd.**

**MEMO: Between Great America Pky. And Mission College Blvd.**

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 200' L is 2.6% to 5.2% and 6.6% to 7.9% across three drive aisles.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	9.6% to 13.4% at each side of three drive aisles (6 places).



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ.  
#**

**312**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of (different) Mission College Blvd.

**MEMO:** NE corner serving crossing to right turn pocket island.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	10.4%
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.8% and 10.4% across curb face.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**313**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

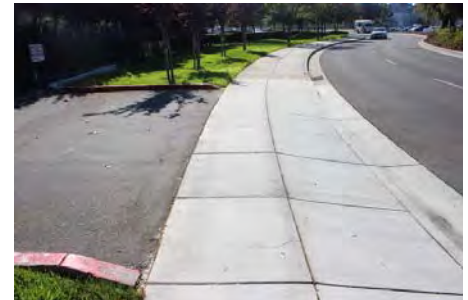
**LOCATION:** E side of the street, changing to N side of the street.

**MEMO:** Between (different) Mission College Blvd. and crossing to W side of Green Lot #4.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 470' L is 2.7% to 6.6% and 7.2% across drive aisle.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	8.3% and 10.4% at drive aisle.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**314**

**FEATURE:** #10 CURB RAMP

**LOCATION:** N side of the street.

**MEMO:** At crossing at W side of Green Lot #4. Perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.0%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.3% left side, 12.0% right side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 3. Mission College Blvd.

**SEQ. #**

**315**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

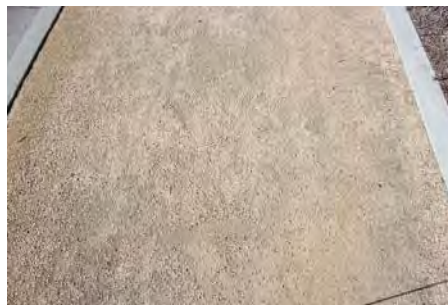
**LOCATION:** N side of the street.

**MEMO:** Westward from the crossing to W side of Green Lot #4.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Sidewalk dead ends into dirt.



**Public Right of Way Detailed Findings Report with Photographs**

**Patrick Henry Drive from Bunker Hill Lane to Great America Parkway.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**4. Patrick Henry Dr.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
401	#11 ACC ROUTE OF TRAVEL	N side of the street.	From the dead end of the sidewalk at address 3378 to Old Ironsides Drive.
402	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	NW corner serving N crossing of Old Ironsides Drive.
403	#11 ACC ROUTE OF TRAVEL	Int. of Old Ironsides Drive.	N crossing of Old Ironsides Drive.
404	#10 CURB RAMP	Int. of Old Ironsides Drive.	NE corner diagonal type.
405	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Old Ironsides Drive and Great America Pky.
406	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Great America Pky. And Old Ironsides Drive.
407	#10 CURB RAMP	Int. of Old Ironsides Drive.	SE corner serving E crossing of Patrick Henry Drive.
408	#11 ACC ROUTE OF TRAVEL	S and W side of the street.	Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.
409	#10 CURB RAMP	Crossing at S Pedestrian entrance to Blue Lot #1.	W side of the street, perpendicular type.
410	#10 CURB RAMP	Crossing at S Pedestrian entrance to Blue Lot #1.	E side of the street, perpendicular type.
411	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between crossings leading to S and N pedestrian entrances to Blue Lot #1.
412	#10 CURB RAMP	Crossing at N pedestrian entrance to Blue Lot #1.	W side of the street.
413	#11 ACC ROUTE OF TRAVEL	Crossing at N pedestrian entrance to Blue Lot #1.	E side of the street.
414	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between crossing to N pedestrian entrance to Blue Lot #1 and Democracy Wy.
415	#10 CURB RAMP	Int. of Democracy Wy.	SW corner serving S crossing of Patrick Henry Drive.
416	#10 CURB RAMP	Int. of Democracy Wy.	SE corner diagonal type.
417	#11 ACC ROUTE OF TRAVEL	Int. of Democracy Wy.	W side of street between SW and NW curb ramps.
418	#10 CURB RAMP	Int. of Democracy Wy.	NW corner
419	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Democracy Wy. And Tasman Drive.
420	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Tasman Drive and Bunker Hill Lane.
421	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	SW corner serving S crossing of Patrick Henry Drive.
422	#11 ACC ROUTE OF TRAVEL	Int. of Bunker Hill Lane.	West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.
423	#11 ACC ROUTE OF TRAVEL	Int. of Bunker Hill Lane.	Between drive aisle and pedestrian walkway, both leading to Red Lot #5.
424	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	SE corner serving S crossing of Patrick Henry Drive.
425	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Bunker Hill Lane and Tasman Drive.
426	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Tasman Drive and Democracy Wy.

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**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ.  
#**

**401**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

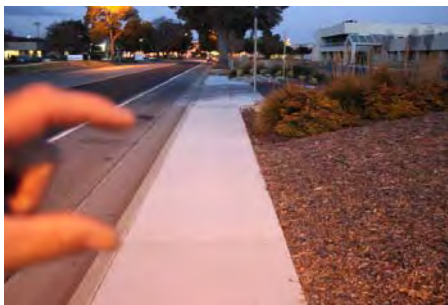
**LOCATION:** N side of the street.

**MEMO:** From the dead end of the sidewalk at address 3378 to Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 20' L is 2.7%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**402**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NW corner serving N crossing of Old Ironsides Drive.

**Notes:**

Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	7.6% for 3" L across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.8%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 4. Patrick Henry Dr.	<b>SEQ. #</b>	<b>403</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** N crossing of Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	6.2% for portion between crosswalk and curb ramp at NE corner.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**404**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

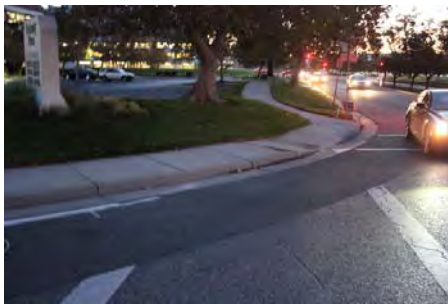
**MEMO:** NE corner diagonal type.

**Notes:**

In repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.5% for 6" across curb face.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.9%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	10.5% right side, 10.9% left side.
B19	DIAGONAL: If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. (ADAS 406.6)	7" clear to lines.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 405

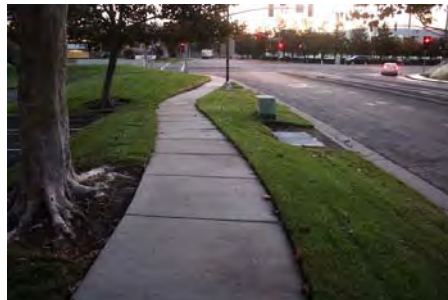
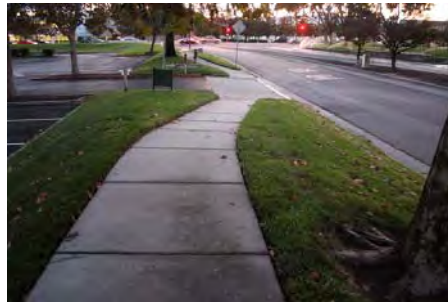
**LOCATION:** N side of the street.

**MEMO:** Between Old Ironsides Drive and Great America Pky.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 110' L is 2.7% to 6.3%, and up to 8.2% at driveway apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Approx. 100' L is 5.4% to 10.4% and up to 16.1% at driveway apron.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**406**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between Great America Pky. And Old Ironsides Drive.

**Notes:** Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 50' L is 2.5% o 3.9% and up to 5.8% at driveway apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	13.7% and 18.4% at driveway apron.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**407**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SE corner serving E crossing of Patrick Henry Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.9% right side, 11.9% left side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**408**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

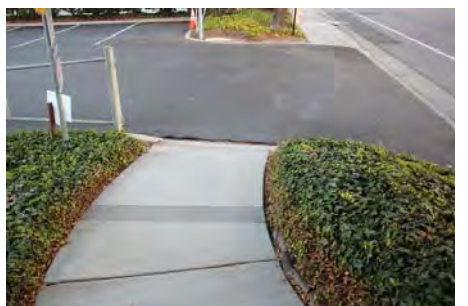
**LOCATION:** S and W side of the street.

**MEMO:** Between Old Ironsides Drive and curb ramp leading to S Pedestrian entrance to Blue Lot #1.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	6" wide gap at address 3000 driveway apron.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" to 1" high vertical edges at 5 places.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 520' L is 2.6% to 10.5%, including 10 drive aprons and 6 hills.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	10.3% to 18.8% at 14 sides of drive aprons, 10.0% to 13.6% at 10 sides of hills.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**409**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Crossing at S Pedestrian entrance to Blue Lot #1.

**MEMO:** W side of the street, perpendicular type.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.3%
B18	If curb ramp is located at marked crossing, the transition is wholly contained within the markings. (ADAS 406.5)	Approx. half of transition is not within markings.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**410**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Crossing at S Pedestrian entrance to Blue Lot #1.

**MEMO:** E side of the street, perpendicular type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	13.4%
B18	If curb ramp is located at marked crossing, the transition is wholly contained within the markings. (ADAS 406.5)	Approx. half of transition is not within markings.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 411

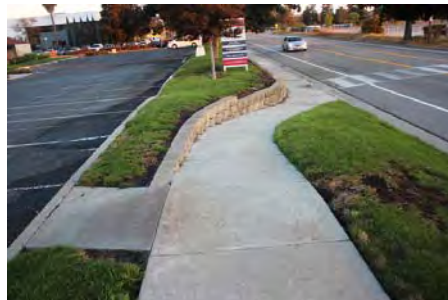
**LOCATION:** W side of the street.

**MEMO:** Between crossings leading to S and N pedestrian entrances to Blue Lot #1.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 3.5% to 5.8% at 1 hill and drive apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Approx. 120' L is 6.3% to 10.4% at sides of 3 hills and 1 drive apron.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**412**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Crossing at N pedestrian entrance to Blue Lot #1.

**MEMO:** W side of the street.

**Notes:**

Excessive slope of side flares must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.9%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	16.8% left side, 14.2% right side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**413**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Crossing at N pedestrian entrance to Blue Lot #1.

**MEMO:** E side of the street.

**Notes:**

No curb access at marked crossing.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	6" high vertical edge at curb and 2" high vertical edge at walkway leading to Blue Lot #1.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 414

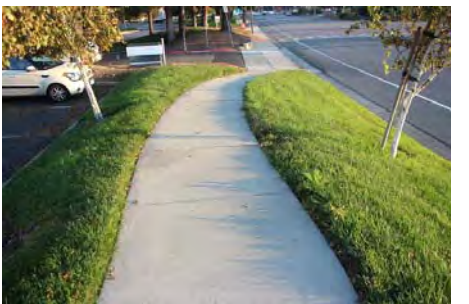
**LOCATION:** W side of the street.

**MEMO:** Between crossing to N pedestrian entrance to Blue Lot #1 and Democracy Wy.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	2 3/4" W gap.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 60' L is 3.5% to 9.7%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	5.9% to 15.0% at 6 sides of hills and 1 driveway apron.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**415**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Democracy Wy.

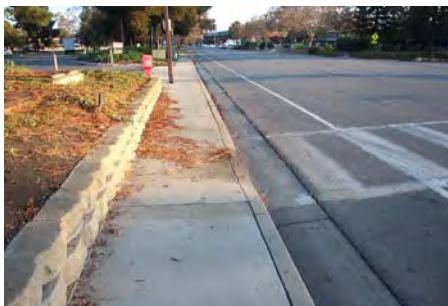
**MEMO:** SW corner serving S crossing of Patrick Henry Drive.

**Notes:**

Excessive slope of side flares must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	Covered with plant debris.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	8.6%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.0% left side, 15.0% right side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**416**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Democracy Wy.

**MEMO:** SE corner diagonal type.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	16.8% across curb face and up to 8.8% general slope.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.1%
B19	DIAGONAL: If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. (ADAS 406.6)	22" clear to markings.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 4. Patrick Henry Dr.	<b>SEQ. #</b>	<b>417</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of Democracy Wy.

**MEMO:** W side of street between SW and NW curb ramps.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	5.7% at driveway apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	13.0% and 14.1% at driveway apron.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**418**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Democracy Wy.

**MEMO:** NW corner

**Notes:**

Excessive slope of side flares must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.4% across curb face.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1 1/2" W gap at asphalt transition at btm. landing and ramp covered by plant debris.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.1%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	15.1% right side, 16.2% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 419

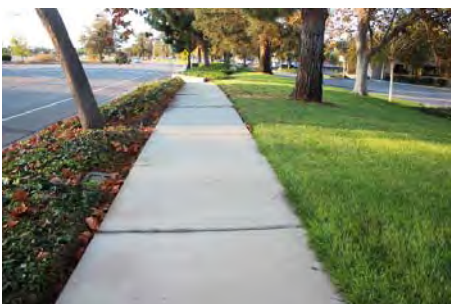
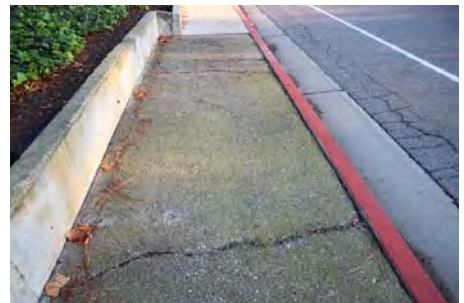
**LOCATION:** W side of the street.

**MEMO:** Between Democracy Wy. And Tasman Drive.

**Notes:** Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	33" clear at bus sign post.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" to 2" high vertical edges at 4 places.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 180' L is 3.6% to 7.0%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	9.0% at hill.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 420

**LOCATION:** W side of the street.

**MEMO:** Between Tasman Drive and Bunker Hill Lane.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 150' L is 2.8% to 4.3%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**421**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SW corner serving S crossing of Patrick Henry Drive.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/8" high vertical edge
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.2%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 422

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** West side of the street - Between curb ramp at SW corner and entrance drive aisle to Red Lot #5.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	32 1/2" W at dirt portion.
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Dirt surface for approx. 20' L.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	2 1/2" high vertical edge at end of concrete.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Portion of concrete is 3.2%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**423**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** Between drive aisle and pedestrian walkway, both leading to Red Lot #5.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by 2 sign posts utility cover and tree.
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Grass surface.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.

**SEQ. #**

**424**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SE corner serving S crossing of Patrick Henry Drive.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	The width of curb ramp is 36" min. (ADAS 405.5)	Obstructed by traffic cone.
B03	Running slope is 1:12 (8.33%) max. (ADAS 405.2)	8.6% and 1" at btm. is 18.2%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 405.4)	Partially covered with debris.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.8%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 425

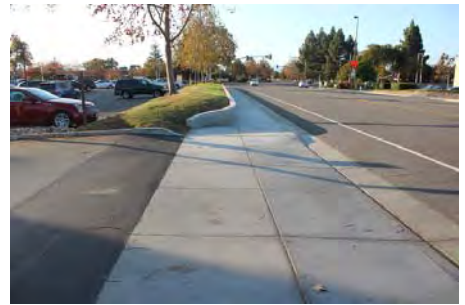
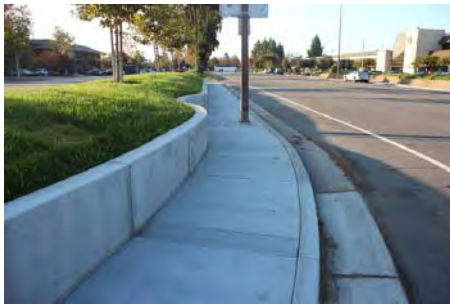
**LOCATION:** E side of the street.

**MEMO:** Between Bunker Hill Lane and Tasman Drive.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 2.6% to 3.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 4. Patrick Henry Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 426

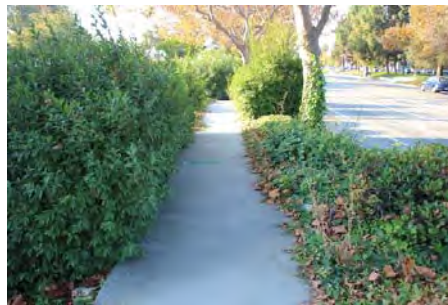
**LOCATION:** E side of the street.

**MEMO:** Between Tasman Drive and Democracy Wy.

**Notes:** Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by plants.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1 1/4" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 2.8% to 8.2%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	5.6% to 10.2% at 5 sides of hills.



**Public Right of Way Detailed Findings Report with Photographs**

**Democracy Way from Patrick Henry Drive to Old Ironside Drive.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011



**5. Democracy Wy.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>501</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	From Patrick Henry Drive E to end of sidewalk.
<b>502</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.
<b>503</b>	#11.1 HAZARDS	S side of the street.	Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.
<b>504</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between W and E drive entrances leading to Blue Lot #1.
<b>505</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between E drive entrance and pedestrian lateral walkway, both leading to Blue Lot #1.
<b>506</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Lateral pedestrian walk to Blue Lot #1.
<b>507</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between lateral pedestrian walk to Blue Lot #1 and Old Ironsides Drive.
<b>508</b>	#9 PARALLEL CURB RAMP	Int. of Old Ironsides Drive.	SW corner serving W crossing of Democracy Wy.
<b>509</b>	#10 CURB RAMP	Int. of Old Ironsides Drive.	NW corner diagonal type.
<b>510</b>	#10 CURB RAMP	Int. of Old Ironsides Drive.	NE corner serving N crossing of Old Ironsides Drive.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**501**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** N side of the street.

**MEMO:** From Patrick Henry Drive E to end of sidewalk.

**Notes:**

Excessive running slope occurs in conjunction with cross slope. No indication that sidewalk ends from vantage point of curb ramp at W end.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Covered with Pine needles and sidewalk dead ends.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" and 1 1/2" high vertical edges.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 3.5% to 6.1%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Approx. 40' L is 5.3% to 12.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**502**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.

**Notes:**

Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 100' L is 2.6% to 4.7%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Apporx. 60' L is 5.8% to 7.2%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ.  
#**

**503**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** S side of the street.

**MEMO:** Between Patrick Henry Drive and W drive entrance leading to Blue Lot #1.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Drop off at one side exceeds 4" H near top of hill.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**504**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between W and E drive entrances leading to Blue Lot #1.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" to 2" high vertical edges at 8 places.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 220' L is 2.6% to 4.5%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Approx. 10' L is up to 8.9%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**505**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

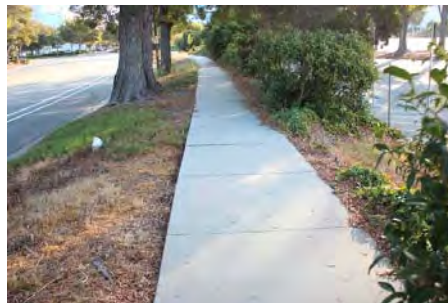
**LOCATION:** S side of the street.

**MEMO:** Between E drive entrance and pedestrian lateral walkway, both leading to Blue Lot #1.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" to 1 1/4" high vertical edges at 4 places.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 200' L is 2.6% to 6.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 7.8% at 2 hills and approx. 20' L is 7.8% to 10.3%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**506**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

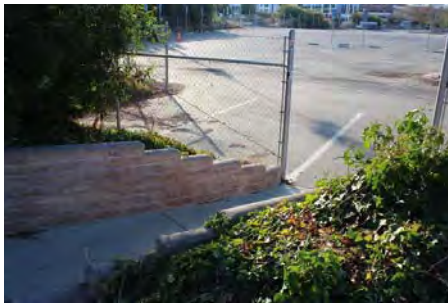
**MEMO:** Lateral pedestrian walk to Blue Lot #1.

**Notes:**

Accessible parking nearby.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Entire length is 5.7% to 11.2%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**507**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between lateral pedestrian walk to Blue Lot #1 and Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Apporx. 10' L is 2.9%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ.  
#**

**508**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** SW corner serving W crossing of Democracy Wy.

**Notes:**

Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	9.2% across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.2%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**509**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NW corner diagonal type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	14.7% across curb face.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.4%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.2% right side, 12.0% left side.
B19	DIAGONAL: If curb ramp is located at marked crossing, 48" min. clear space is provided within the markings. (ADAS 406.6)	35" clear within markings.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 5. Democracy Wy.

**SEQ. #**

**510**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Ironsides Drive.

**MEMO:** NE corner serving N crossing of Old Ironsides Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	16.8% across curb face.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	3.5% cross slope at top landing.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	24" L.
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.9%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.6% left side, 13.7% right side.



**Public Right of Way Detailed Findings Report with Photographs**

**Old Ironsides Drive from Bunker Hill Lane to Patrick Henry Drive**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**6. Old Ironsides Dr.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
601	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Democracy Wy. And Tasman Drive.
602	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Tasman Drive and Bunker Hill Lane.
603	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	SW corner serving S crossing of Old Ironsides Drive.
604	#11 ACC ROUTE OF TRAVEL	Int. of Bunker Hill Lane.	SE corner across from curb ramp at SW corner.
605	#9 PARALLEL CURB RAMP	Int. of Bunker Hill Lane.	SW corner serving W crossing of Bunker Hill Drive.
606	#11 ACC ROUTE OF TRAVEL	Int. of Bunker Hill Lane.	NW corner across from curb ramp at SW corner.
607	#11 ACC ROUTE OF TRAVEL	E side of the street.	From dead end at bus stop to Tasman Drive.
608	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Tasman Drive and Democracy Wy. NE corner.
609	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Democracy Wy. NE corner and N drive aisle to Green Lot #2.
610	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between N and S drive aisles to Green Lot #2.
611	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between S drive aisle to Green Lot #2 and Old Glory Lane.
612	#9 PARALLEL CURB RAMP	Int. of Old Glory Lane.	NE corner acting as diagonal type.
613	#10 CURB RAMP	Int. of Old Glory Lane.	SE corner diagonal type.
614	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Old Glory Lane and N drive aisle to Green Lot #3.
615	#11.1 HAZARDS	E side of the street.	Between Old Glory Lane and N drive aisle to Green Lot #3.
616	#10 CURB RAMP	E side of the street.	N side of N drive aisle to Green Lot #3.
617	#10 CURB RAMP	E side of the street.	S side of N drive aisle to Green Lot #3.
618	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between N and middle drive aisles to Green Lot #3.
619	#11.1 HAZARDS	E side of the street.	Between N and middle drive aisles to Green Lot #3.
620	#10 CURB RAMP	E side of the street.	N side of middle drive aisle to Green Lot #3.
621	#10 CURB RAMP	E side of the street.	S side of middle drive aisle to Green Lot #3.
622	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between middle and S drive aisles to Green Lot #3.
623	#11.1 HAZARDS	E side of the street.	Between middle and S drive aisles to Green Lot #3.
624	#11 ACC ROUTE OF TRAVEL	E side of the street.	Across S drive aisle leading to Green Lot #3.
625	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.
626	#11.1 HAZARDS	E side of the street.	Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.
627	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Patrick Henry Drive and sidewalk dead end to the N.
628	#9 PARALLEL CURB RAMP	Int. of Old Glory Lane.	SW corner serving S crossing of Old Ironsides Drive.
629	#11 ACC ROUTE OF TRAVEL	Int. of Old Glory Lane.	Between SW and NW curb ramps at W side of street.
630	#9 PARALLEL CURB RAMP	Int. of Old Glory Lane.	NW corner serving N crossing of Old Ironsides Drive.
631	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Old Glory Lane and S central drive aisle to Green Lot #3.
632	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between S central and N central drive aisles to Green Lot #3.
633	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between N central drive aisle and S pedestrian walkway, both leading to Green Lot #3.
634	#11 ACC ROUTE OF TRAVEL	W side of the street.	S pedestrian walkway to Green Lot #3.
635	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between N and S pedestrian walkways that lead to Green Lot #3, including N drive aisle leading to Lot.
636	#11 ACC ROUTE OF TRAVEL	W side of the street.	N pedestrian walkway to Green Lot #3.
637	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between N pedestrian walkway leading to Green Lot #3 and Democracy Wy.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**601**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

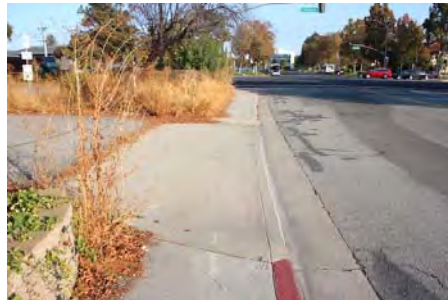
**LOCATION:** W side of the street.

**MEMO:** Between Democracy Wy. And Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	7.6% for approx. 20' L at driveway apron.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	20.8% and 25.6% at sides of driveway apron.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**602**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** Between Tasman Drive and Bunker Hill Lane.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 70' L is 2.8% to 3.9%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**603**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SW corner serving S crossing of Old Ironsides Drive.

**Notes:**

Appears recently constructed. There is no sidewalk or curb access at SE corner.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	6.8%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 6. Old Ironsides Dr.	<b>SEQ. #</b>	<b>604</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SE corner across from curb ramp at SW corner.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	No sidewalk.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	No curb access.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**605**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** SW corner serving W crossing of Bunker Hill Drive.

**Notes:** Appears recently constructed. There is no curb ramp at NW corner.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.4%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 6. Old Ironsides Dr.	<b>SEQ. #</b>	<b>606</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of Bunker Hill Lane.

**MEMO:** NW corner across from curb ramp at SW corner.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	No curb ramp.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**607**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

**MEMO:** From dead end at bus stop to Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 10' L is up to 4.7% near Tasman Drive.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 6. Old Ironsides Dr.	<b>SEQ. #</b>	<b>608</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** E side of the street.

**MEMO:** Between Tasman Drive and Democracy Wy. NE corner.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 2.7% to 4.4%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**609**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

**MEMO:** Between Democracy Wy. NE corner and N drive aisle to Green Lot #2.

**Notes:**

Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	7.5% at one side of hill.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**610**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

**MEMO:** Between N and S drive aisles to Green Lot #2.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	1" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 260' L is 3.1% to 5.6%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	6.0% at one side of hill.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 6. Old Ironsides Dr.

SEQ.  
#

611

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: E side of the street.

MEMO: Between S drive aisle to Green Lot #2 and Old Glory Lane.

Notes:

Conforms to standards used.

-

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.  
**FEATURE:** #9 PARALLEL CURB RAMP

**SEQ. #** 612

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** NE corner acting as diagonal type.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	9.6% across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.7%





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**613**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** SE corner diagonal type.

**Notes:**

Excessive side flare slopes must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	14.3% for 3" L at btm.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.4%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.6% left side, 13.8% right side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**614**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

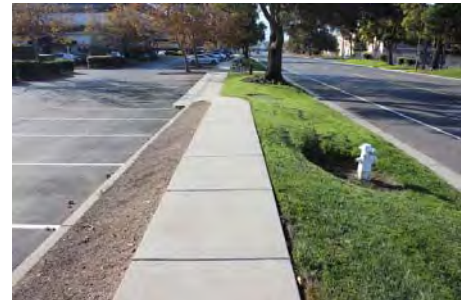
**MEMO:** Between Old Glory Lane and N drive aisle to Green Lot #3.

**Notes:**

Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 50' L is 2.7% to 6.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	9.1% and 17.7% at 2 sides of hills.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.**  
**#**

**615**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** E side of the street.

**MEMO:** Between Old Glory Lane and N drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Approx. 10' L has 9" high drop off at one side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.**  
**#**

**616**

**FEATURE:** #10 CURB RAMP

**LOCATION:** E side of the street.

**MEMO:** N side of N drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	10.3%
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	3.7%
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	1/2" high vertical edge and 2" W gap.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	None provided and up to 3" H drop off.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**617**

**FEATURE:** #10 CURB RAMP

**LOCATION:** E side of the street.

**MEMO:** S side of N drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	10.4%
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	3.6%
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/4 high vertical edge and 1" W gap.
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	None provided and up to 4" drop off.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**618**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

**MEMO:** Between N and middle drive aisles to Green Lot #3.

**Notes:** Sidewalk with artificial hills. Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 160' L is 2.7% to 4.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	8.8% at side of one hill.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**619**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** E side of the street.

**MEMO:** Between N and middle drive aisles to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	6" drop off along portion of one side approx. 20' L.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**620**

**FEATURE:** #10 CURB RAMP

**LOCATION:** E side of the street.

**MEMO:** N side of middle drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	6.4%
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	6.1% running slope at top landing, 8.6% cross slope at btm. landing.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/4" high vertical edge and 1" W gap.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.**  
**#**

**621**

**FEATURE:** #10 CURB RAMP

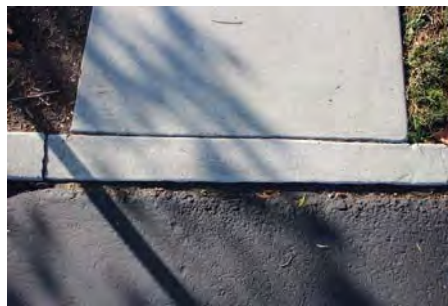
**LOCATION:** E side of the street.

**MEMO:** S side of middle drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.3%
B04	Cross slope of ramp is 1:48 (2.08%). (ADAS 405.3)	4.0%
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	12.2% running slope at top landing, 6.9% cross slope at btm. landing.
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/4" high vertical edge and 2" W gap.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 622

**LOCATION:** E side of the street.

**MEMO:** Between middle and S drive aisles to Green Lot #3.

**Notes:** Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	3/4" W gaps at 2 places.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	2" high vertical edge
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 200' L is 2.9% to 5.4%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	11.1% at side of one hill.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.**  
**#**

**623**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** E side of the street.

**MEMO:** Between middle and S drive aisles to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Approx. 30' L drops off up to 9" high at one side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 624

**LOCATION:** E side of the street.

**MEMO:** Across S drive aisle leading to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	7.2%
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 14.5%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**625**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

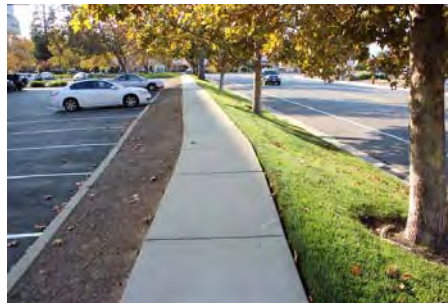
**MEMO:** Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.

**Notes:**

Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 220' L is 2.7% to 6.5%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	7.9% and 7.1% at 2 sides of hills.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.**  
**#**

**626**

**FEATURE:** #11.1 HAZARDS

**LOCATION:** E side of the street.

**MEMO:** Between S drive aisle leading to Green Lot #3 and Patrick Henry Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Abrupt changes in level over 4" high are identified either by a curb or guide rail. (28 CFR 35.130(a), ADAS 405.9, CBC 11B-303.5)	Drop off along one side exceeds 4" H for approx. 40' L.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 6. Old Ironsides Dr.	<b>SEQ. #</b>	<b>627</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** W side of the street.

**MEMO:** Between Patrick Henry Drive and sidewalk dead end to the N.

**Notes:** Route not surveyed for other barriers.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Approximate 700' long dead end with no indication at intersection of Patrick Henry Drive that the route is not accessible.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.  
**FEATURE:** #9 PARALLEL CURB RAMP

**SEQ. #** 628

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** SW corner serving S crossing of Old Ironsides Drive.

**Notes:** Leads to S drive aisle to Blue Lot #1.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B06	Transition to walk, gutter or street is flush and free of abrupt changes. (ADAS 406.2)	3/8" high vertical edge.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	10.3%



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 6. Old Ironsides Dr.

SEQ.  
#

629

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: Int. of Old Glory Lane.

MEMO: Between SW and NW curb ramps at W side of street.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**630**

**FEATURE:** #9 PARALLEL CURB RAMP

**LOCATION:** Int. of Old Glory Lane.

**MEMO:** NW corner serving N crossing of Old Ironsides Drive.

**Notes:**

Appears recently constructed. Combined curb and gutter slope is 24.5%.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
C12	Turning space at bottom of curb ramp slopes 1:48 (2.08%) max. in any direction (ADAS 403.3)	10.7% across curb face.
B13	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	13.8%



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**631**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** Between Old Glory Lane and S central drive aisle to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	5' L is 5.3%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 6. Old Ironsides Dr.

SEQ.  
#

632

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: W side of the street.

MEMO: Between S central and N central drive aisles to Green Lot #3.

Notes:

Conforms to standards used.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**633**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

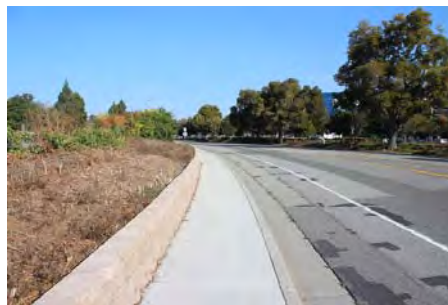
**LOCATION:** W side of the street.

**MEMO:** Between N central drive aisle and S pedestrian walkway, both leading to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 2.7% to 3.5%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.  
#**

**634**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** S pedestrian walkway to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Up to 3.7%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 7.4%.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 6. Old Ironsides Dr.

SEQ.  
#

635

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: W side of the street.

MEMO: Between N and S pedestrian walkways that lead to Green Lot #3, including N drive aisle leading to Lot.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ.  
#**

**636**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** N pedestrian walkway to Green Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 5.8%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 6. Old Ironsides Dr.

**SEQ. #**

**637**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** W side of the street.

**MEMO:** Between N pedestrian walkway leading to Green Lot #3 and Democracy Wy.

**Notes:**

Sidewalk with artificial hills.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	5.9% at one side of hill.





**Public Right of Way Detailed Findings Report with Photographs**

**Marie DeBartolo Way from Tasman Drive to end.**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

## **7. Marie P. Bartolo Wy.**

### **Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>701</b>	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Tasman Drive and curb ramp at parking lot.
<b>702</b>	#9 PARALLEL CURB RAMP	E side of the street.	At parking lot.
<b>703</b>	#10 CURB RAMP	At stadium gate at S end.	SE corner.

Facility Access Consulting, Inc.

NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 7. Marie P. Bartolo Wy.

SEQ.  
#

701

FEATURE: #11 ACC ROUTE OF TRAVEL

LOCATION: E side of the street.

MEMO: Between Tasman Drive and curb ramp at parking lot.

Notes:

Conforms to standards used.



NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT

FACILITY/SITE: 7. Marie P. Bartolo Wy.

SEQ.  
#

702

FEATURE: #9 PARALLEL CURB RAMP

LOCATION: E side of the street.

MEMO: At parking lot.

Notes:

Conforms to standards used.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 7. Marie P. Bartolo Wy.

**SEQ.**  
**#**

**703**

**FEATURE:** #10 CURB RAMP

**LOCATION:** At stadium gate at S end.

**MEMO:** SE corner.

**Notes:** Appears recently constructed and in repave zone.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

CODE	CONDITION DESCRIPTION	ACTUAL
B16	Maximum slope of flared sides is 1:10 (10.0%). (ADAS 406.2)	10.8% right side.





**Public Right of Way Detailed Findings Report with Photographs**

**Stars and Stripes Drive from Tasman Drive toward the Yellow Lots to end**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**8. Stars and Stripes Dr.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>801</b>	#6 VAN PARKING STALL	E side of street near metro station under Tasman Drive overpass.	Double parking stall, right side designated as Van stall.
<b>802</b>	#11 ACC ROUTE OF TRAVEL	E and N sides of the street.	Between Tasman Drive overpass and intersection of Centennial Blvd.
<b>803</b>	#10 CURB RAMP	Int. of Centennial Blvd.	NE curb ramp serving E crossing of Stars and Stripes Drive.
<b>804</b>	#11 ACC ROUTE OF TRAVEL	Int. of Centennial Blvd.	N side of street between NE and NW curb ramps.
<b>805</b>	#10 CURB RAMP	Int. of Centennial Blvd.	NW curb ramp serving W crossing of Stars and Stripes Drive.
<b>806</b>	#10 CURB RAMP	Int. of Centennial Blvd.	SW corner diagonal type.
<b>807</b>	#10 CURB RAMP	Int. of Centennial Blvd.	SE corner diagonal type.
<b>808</b>	#11 ACC ROUTE OF TRAVEL	N side of the street.	Between Centennial Blvd. and the parking structure entrance at W end.
<b>809</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between the parking structure entrance at the W end to W drive entrance to Yellow Lot #2.
<b>810</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between W and E entrance drives to Yellow Lot #2.
<b>811</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between E drive entrance to Yellow Lot #2 and Centennial Blvd.
<b>812</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between Centennial Blvd. and W drive entrance to Yellow Lot #3.
<b>813</b>	#11 ACC ROUTE OF TRAVEL	S side of the street.	Between W and E drive entrances to Yellow Lot #3.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**801**

**FEATURE:** #6 VAN PARKING STALL

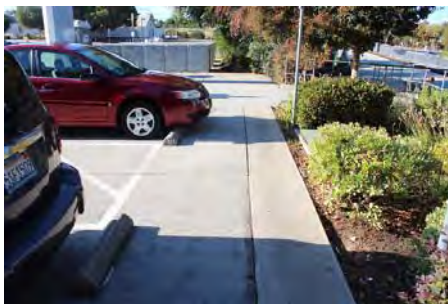
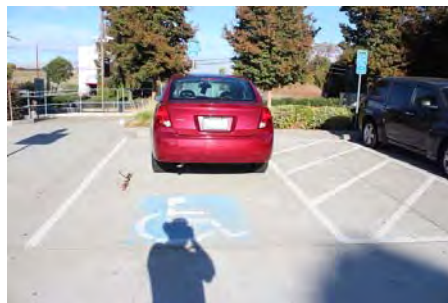
**LOCATION:** E side of street near metro station under Tasman Drive overpass.

**MEMO:** Double parking stall, right side designated as Van stall.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B31	Slopes do not exceed 1:48 (2.08%)	Up to 3.0% at portions of both spaces and access aisle.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**802**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

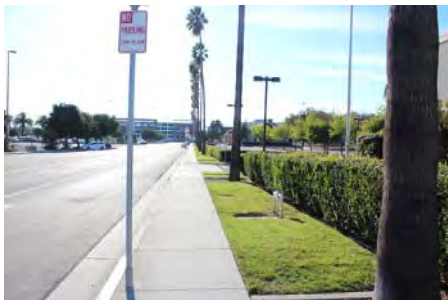
**LOCATION:** E and N sides of the street.

**MEMO:** Between Tasman Drive overpass and intersection of Centennial Blvd.

**Notes:** Excessive cross/running slope occurs in conjunction.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 120' L is 2.7% to 5.6%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	11.1% to 16.7% at 10 sides of driveway aprons.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE: 8. Stars and Stripes Dr.**

**SEQ.  
#**

**803**

**FEATURE: #10 CURB RAMP**

**LOCATION: Int. of Centennial Blvd.**

**MEMO: NE curb ramp serving E crossing of Stars and Stripes Drive.**

**Notes:**

Excessive side flare and running slopes must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	12.2% to 13.3%.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	7.8%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	16.7% right side, 15.3% left side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

<b>FACILITY/SITE:</b> 8. Stars and Stripes Dr.	<b>SEQ. #</b>	<b>804</b>
<b>FEATURE:</b> #11 ACC ROUTE OF TRAVEL		

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** N side of street between NE and NW curb ramps.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

<b>COD</b>	<b>CONDITION DESCRIPTION</b>	<b>ACTUAL</b>
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 70' L is 3.5% to 4.1%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**805**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** NW curb ramp serving W crossing of Stars and Stripes Drive.

**Notes:**

Excessive side flare and running slopes must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	11.5% to 13.0%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	Debris on btm. Landing.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	11.7% right side, 14.4% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**806**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** SW corner diagonal type.

**Notes:**

Excessive side flare and running slopes must be used by pedestrians using sidewalk.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	9.1% to 12.6%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1/2" high vertical edges on ramp and btm. Landing.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	18.6% right side, 14.1% left side.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**807**

**FEATURE:** #10 CURB RAMP

**LOCATION:** Int. of Centennial Blvd.

**MEMO:** SE corner diagonal type.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B03	Running slope of ramp is 1:12 (8.33%) max. (ADAS 405.2)	8.5% to 11.3%.
B05	Surface of ramp and landings complies with requirements for an accessible path of travel (stable, firm, slip-resistant, without gaps over 1/2" wide or edges over 1/4" high). (ADAS 302.1, 403.2, 403.3, 403.4)	1 1/2" high vertical edge at asphalt transition at btm. landing.
B11	Top landing is as wide as the ramp and 36" min. in length. (ADAS 406.4)	None
B14	Counter slopes of adjoining gutters and road surfaces immediately adjacent to and within 24 inches of the curb ramp are not steeper than 1:20 (5.0%). (ADAS 406.2)	9.1%
A17	Where no top landing is provided at an existing ramp, side flare slopes are 8.33% max. (ADAS 406.4)	13.9% left side, 12.5% right side.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**808**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

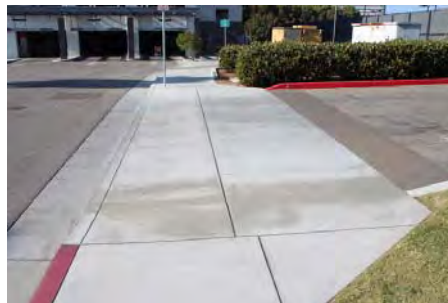
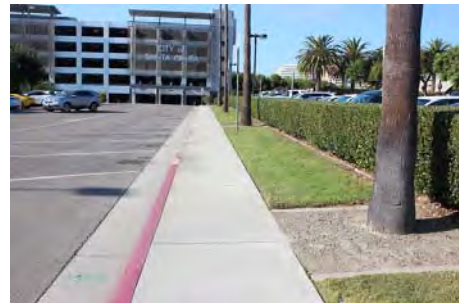
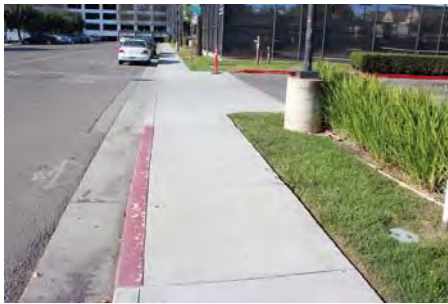
**LOCATION:** N side of the street.

**MEMO:** Between Centennial Blvd. and the parking structure entrance at W end.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 14 parking spaces.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 300' L is 2.6% to 7.8%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	11.9% to 16.6% at 4 sides of driveway apron.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**809**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between the parking structure entrance at the W end to W drive entrance to Yellow Lot #2.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B11	Surface is firm, stable and slip-resistant. (ADAS 302.1)	Partially covered with gravel at drive entrance.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**810**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between W and E entrance drives to Yellow Lot #2.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 23 parking spaces.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	10' L is 3.0%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**811**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between E drive entrance to Yellow Lot #2 and Centennial Blvd.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 13 parking spaces and 33" clear at fire hydrant.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 20' L is 2.6% to 3.1%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 812

**LOCATION:** S side of the street.

**MEMO:** Between Centennial Blvd. and W drive entrance to Yellow Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 4 parking stalls and partially obstructed by plants.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 8. Stars and Stripes Dr.

**SEQ. #**

**813**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street.

**MEMO:** Between W and E drive entrances to Yellow Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	30" car overhang potentially reduces 60" wide sidewalk to 30" clear width at 27 parking spaces.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" high vertical edge at tree.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	3.1% at tree.





**Public Right of Way Detailed Findings Report with Photographs**

**Centennial Boulevard from Stars and Stripes Drive to Tasman Drive**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

**9. Centennial Blvd.****Facility Access Compliance Survey Report - Contents:**

<b>Seq #</b>	<b>Feature</b>	<b>Location</b>	<b>Memo</b>
<b>901</b>	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between Stars and Stripes Drive and the dirt path to Yellow Lot #3.
<b>902</b>	#11 ACC ROUTE OF TRAVEL	E side of the street.	Between dirt path to Yellow Lot #3 and Tasman Drive.
<b>903</b>	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between Stars and Stripes Drive and the pedestrian entrance to Yellow Lot #2.
<b>904</b>	#11 ACC ROUTE OF TRAVEL	W side of the street.	Between pedestrian entrance to Yellow Lot #2 and Tasman Drive.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 9. Centennial Blvd.

**SEQ. #**

**901**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** E side of the street.

**MEMO:** Between Stars and Stripes Drive and the dirt path to Yellow Lot #3.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B02	36" min. clear width of exterior walkway. (ADAS 403.5.1)	Obstructed by plants at N end.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	5/8" and 3/4" high vertical edges.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 9. Centennial Blvd.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 902

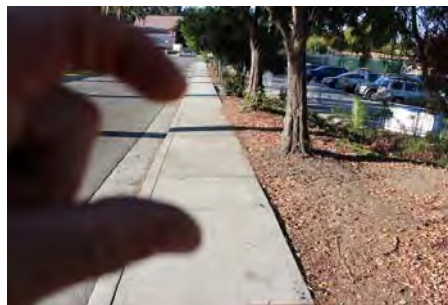
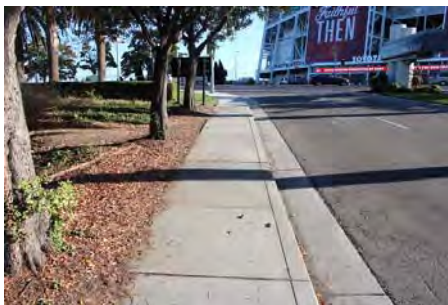
**LOCATION:** E side of the street.

**MEMO:** Between dirt path to Yellow Lot #3 and Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 40' L is 3.0% to 4.4%.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 9. Centennial Blvd.

**SEQ. #**

**903**

**FEATURE:** #11 ACC ROUTE OF TRAVEL

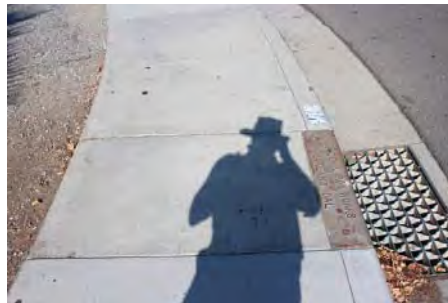
**LOCATION:** W side of the street.

**MEMO:** Between Stars and Stripes Drive and the pedestrian entrance to Yellow Lot #2.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	5' L is 3.8%.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 9. Centennial Blvd.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 904

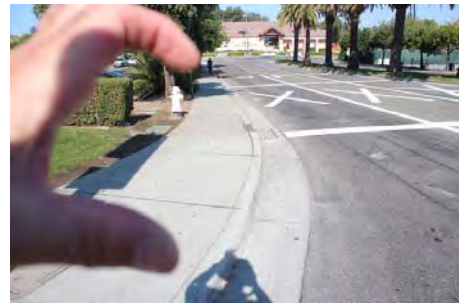
**LOCATION:** W side of the street.

**MEMO:** Between pedestrian entrance to Yellow Lot #2 and Tasman Drive.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	5/8" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 110' L is 2.6% to 4.0%.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	Up to 5.8%, generally matching street slope.



**Public Right of Way Detailed Findings Report with Photographs**

**Bunker Hill Lane from Patrick Henry Drive to Great America Parkway**

April 4, 2018



**FACILITY ACCESS CONSULTING**  
7040 Avenida Encinas #104-114, Carlsbad CA 92011

## 12. Bunker hill Ln.

### Facility Access Compliance Survey Report - Contents:

Seq #	Feature	Location	Memo
<b>1201</b>	#11 ACC ROUTE OF TRAVEL	S side of the street	Between Patrick Henry Dr and Old Ironsides Dr.
<b>1202</b>	#11 ACC ROUTE OF TRAVEL	Int. of Old Ironsides Dr.	West crossing.
<b>1203</b>	#11 ACC ROUTE OF TRAVEL	Int. of Old Ironsides Dr.	S and E crossings.
<b>1204</b>	#11 ACC ROUTE OF TRAVEL	North side of the street	Between Old Ironsides Dr. and Great America Pky.

Facility Access Consulting, Inc.

**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 12. Bunker hill Ln.

**SEQ. #** 1201

**FEATURE:** #11 ACC ROUTE OF TRAVEL

**LOCATION:** S side of the street

**MEMO:** Between Patrick Henry Dr and Old Ironsides Dr.

**Notes:** Appears recently constructed.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	At drive aisle near Patrick Henry Dr. up to 6.2% for approx. 8'.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 12. Bunker hill Ln.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

<b>SEQ. #</b>	<b>1202</b>
-------------------	-------------

**LOCATION:** Int. of Old Ironsides Dr.

**MEMO:** West crossing.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	No curb ramp at N side of street.





**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 12. Bunker hill Ln.  
**FEATURE:** #11 ACC ROUTE OF TRAVEL

**SEQ. #** 1203

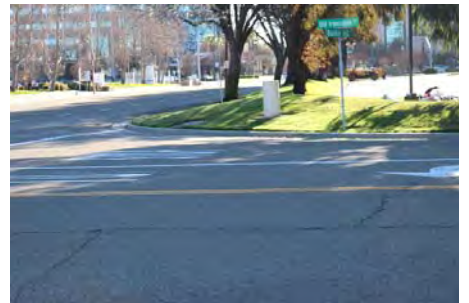
**LOCATION:** Int. of Old Ironsides Dr.

**MEMO:** S and E crossings.

**Notes:**

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	No curb ramp access at SE corner or N side of the street.



**NEVAREZ V 49ERS - ACCESSIBILITY ASSESSMENT**

**FACILITY/SITE:** 12. Bunker hill Ln.

**SEQ. #** 1204

**FEATURE:** #11 ACC ROUTE OF TRAVEL

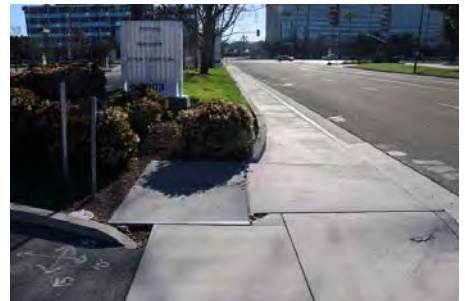
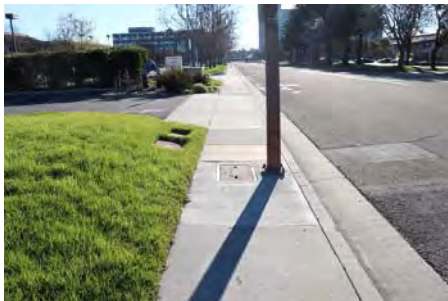
**LOCATION:** North side of the street

**MEMO:** Between Old Ironsides Dr. and Great America Pky.

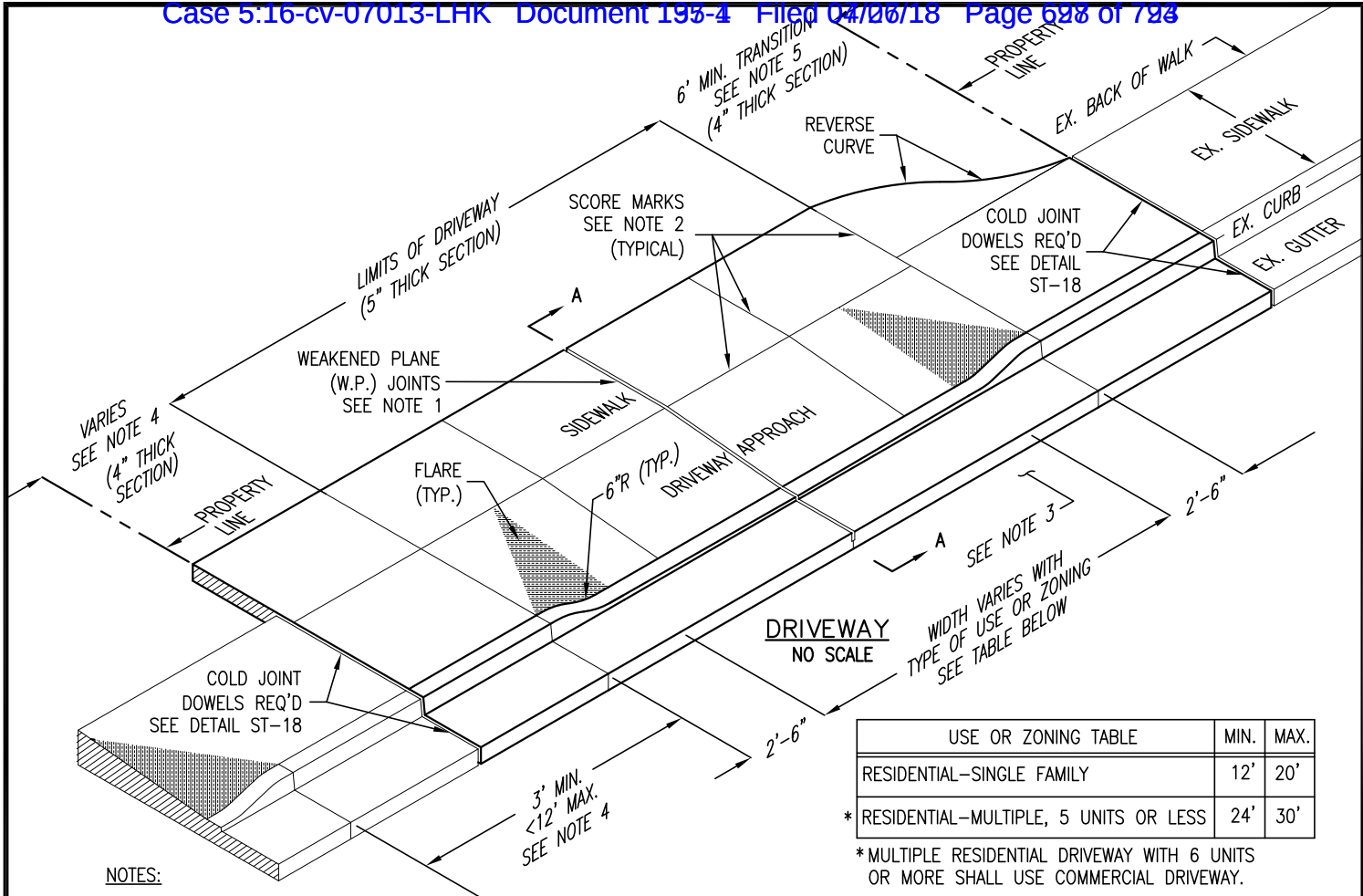
**Notes:** All except W end appears recently constructed and sidewalk does not continue to the W.

**CONDITIONS THAT DO NOT CONFORM TO NEW CONSTRUCTION STANDARDS**

COD	CONDITION DESCRIPTION	ACTUAL
B12	Gaps/openings in ground or floor surfaces do not allow the passage of a sphere more than 1/2" in diameter. (ADAS 302.3)	Pothole, 4" wide x 9" L x 1 1/2" deep.
B15	No level changes greater than 1/2" (except by accessible ramp or other means). (ADAS 303.4)	3/4" high vertical edge.
B16	Cross slope (perpendicular to direction of travel) is 1:48 (2.08%) max. (ADAS 403.3)	Approx. 30' L is 2.5% to 3.6% and 7.0% at drive aisle.
B17	Running slope (parallel to direction of travel) is 1:20 (5.0%) max. (ADAS 403.3)	11.3% and 11.3% at drive aisle.



# EXHIBIT I

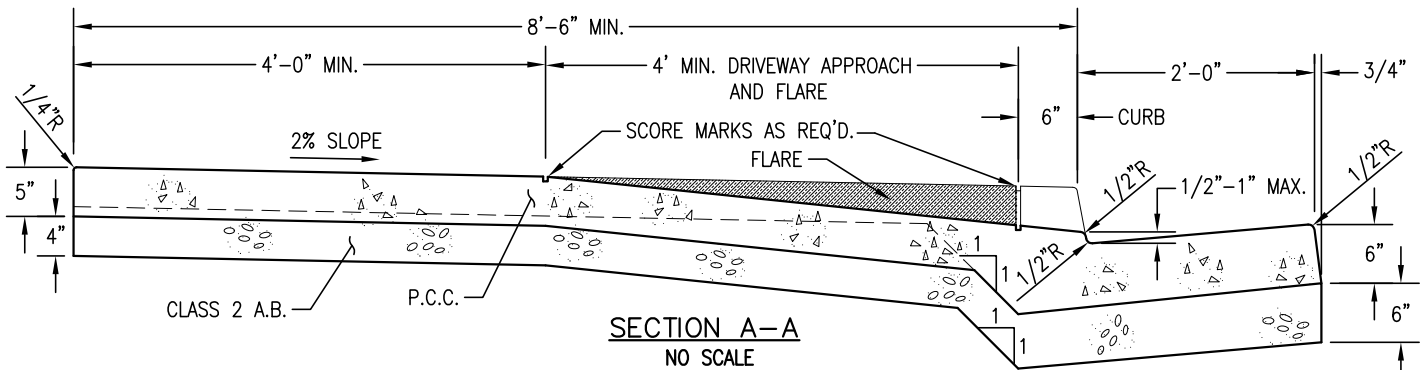


**NOTES:**

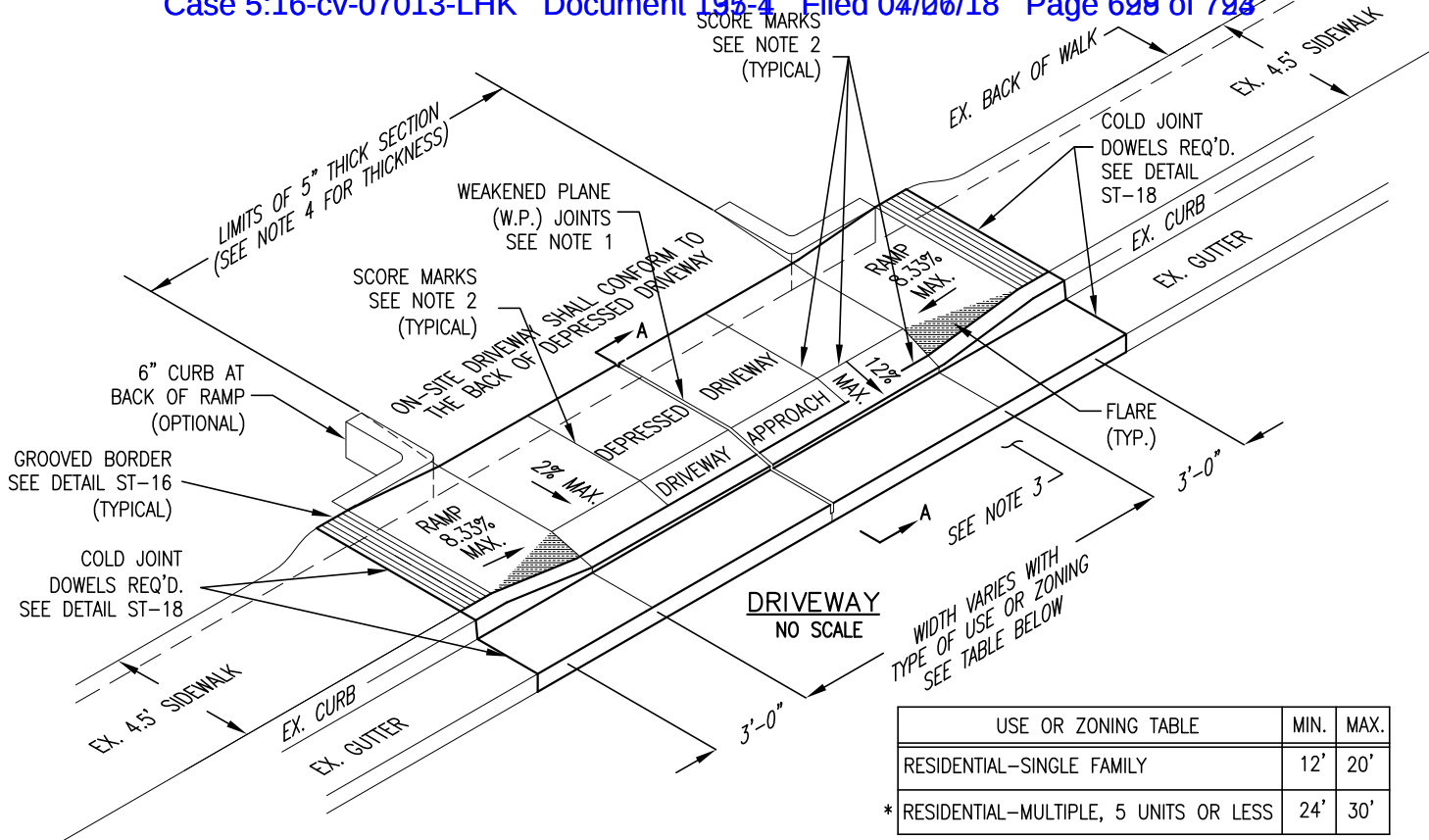
1. W.P. JOINTS REQUIRED ON CENTERLINE FOR DRIVEWAYS 12' TO 20' WIDE. DRIVEWAYS 24' TO 30' WIDE SHALL HAVE 2 W.P. JOINTS EVENLY SPACED (AT 1/3 AND 2/3 POINTS).
2. PLACE SCORE MARKS AT 1/4 POINTS ON DRIVEWAYS 12' TO 20' WIDE AND AT 1/6 POINTS ON DRIVEWAYS 24' TO 30' WIDE. SCORE MARK REQUIRED AT DRIVEWAY SLOPE BREAK PARALLEL TO EXISTING FACE OF CURB.
3. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
4. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS LESS THAN 6 FEET AT THE BACK OF DRIVEWAY AND THERE IS AN ADJACENT DRIVEWAY LESS THAN 12 FEET DISTANCE AWAY, THE SIDEWALK SHALL NOT TRANSITION. NEW SIDEWALK SHALL TERMINATE AT PROPERTY LINE OR ADJACENT DRIVEWAY TO MAINTAIN ADA PATHWAY.
5. WHERE THE DISTANCE BETWEEN NEW DRIVEWAY LIMIT AND PROPERTY LINE IS EQUAL TO OR GREATER THAN 6 FEET AT THE BACK OF DRIVEWAY AND THERE IS NO ADJACENT DRIVEWAY WITHIN 12 FEET DISTANCE OF NEW DRIVEWAY, THE SIDEWALK SHALL TRANSITION FROM BACK OF DRIVEWAY TO EXISTING SIDEWALK.
6. IF THE EXISTING ON-SITE IMPROVEMENTS DO NOT MATCH THE GRADE OF THE REAR OF THE NEW DRIVEWAY, SUFFICIENT EXISTING IMPROVEMENTS SHALL BE RECONSTRUCTED TO PRODUCE A SMOOTH, USABLE SURFACE WITH A CHANGE IN GRADE NOT EXCEEDING 10%.

USE OR ZONING TABLE	MIN.	MAX.
RESIDENTIAL-SINGLE FAMILY	12'	20'
* RESIDENTIAL-MULTIPLE, 5 UNITS OR LESS	24'	30'

\* MULTIPLE RESIDENTIAL DRIVEWAY WITH 6 UNITS OR MORE SHALL USE COMMERCIAL DRIVEWAY.



	DRAWN BY: <b>K. TRAN</b>	RESIDENTIAL DRIVEWAY WITH ATTACHED SIDEWALK	ST-4
	CHECKED BY: <b>F. AMIN</b>		
	APPROVED BY: <b>G. GOMEZ</b>		
	DATE: <b>MAY 2015</b>		
CITY OF SANTA CLARA		PAGE: <b>4</b>	

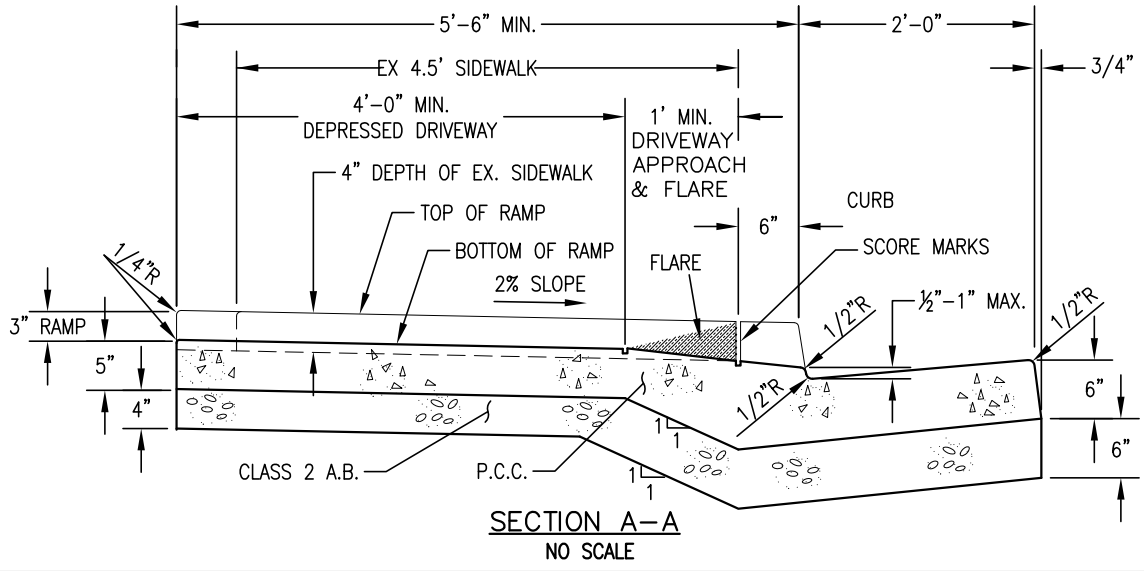



USE OR ZONING TABLE	MIN.	MAX.
RESIDENTIAL-SINGLE FAMILY	12'	20'
* RESIDENTIAL-MULTIPLE, 5 UNITS OR LESS	24'	30'

\* MULTIPLE RESIDENTIAL DRIVEWAY WITH 6 UNITS OR MORE SHALL USE COMMERCIAL DRIVEWAY.

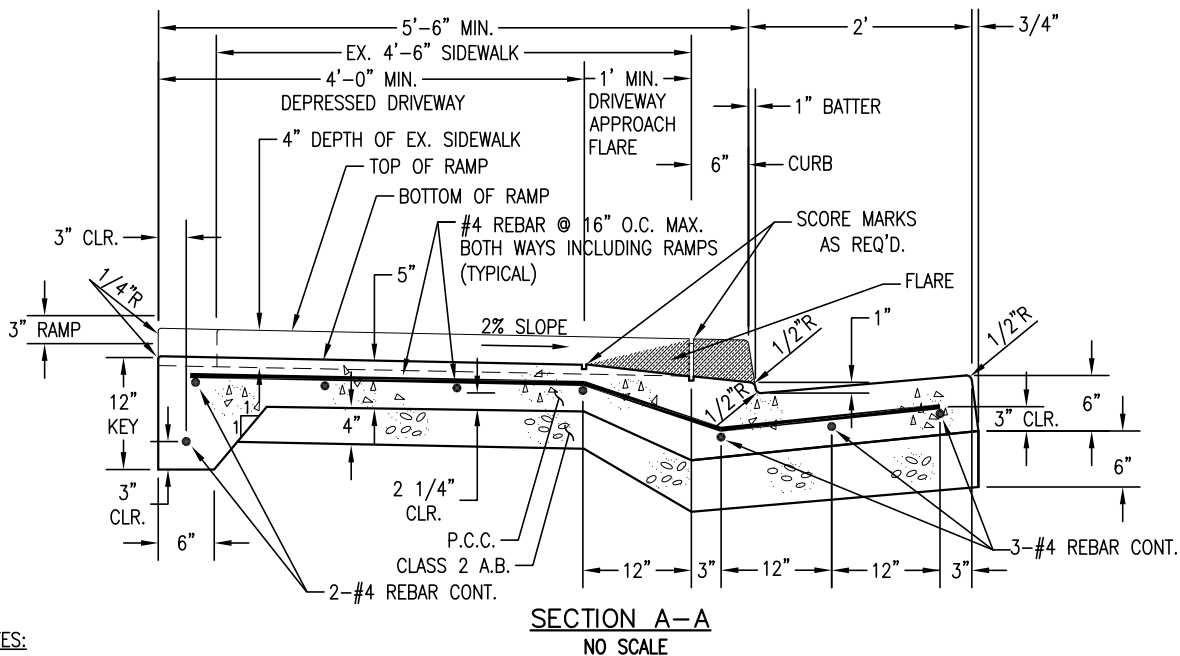
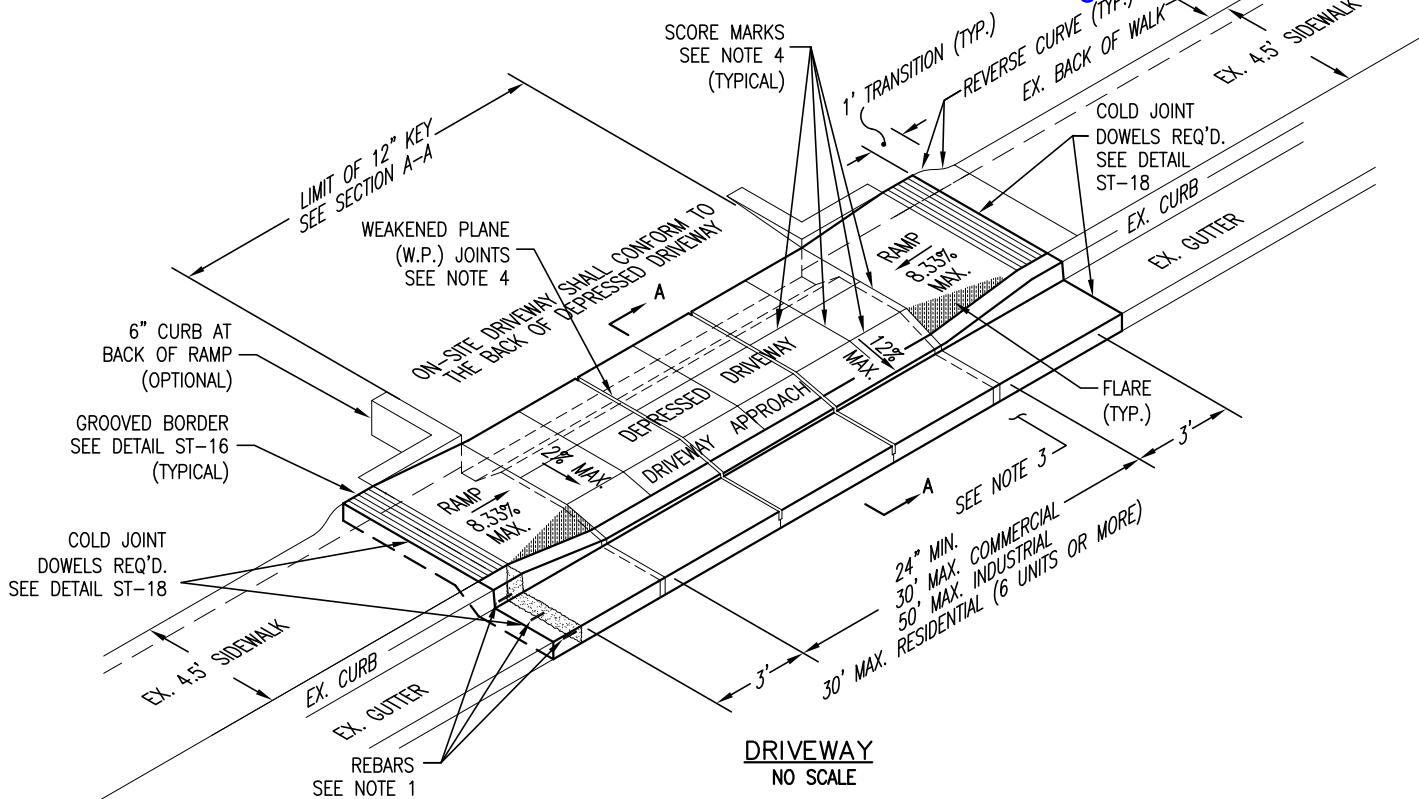
**NOTES:**

1. W.P. JOINTS REQUIRED ON CENTERLINE FOR DRIVEWAYS 12' TO 20' WIDE. DRIVEWAYS 24' TO 30' WIDE SHALL HAVE 2 W.P. JOINTS EVENLY SPACED (AT 1/3 AND 2/3 POINTS).
2. PLACE SCORE MARKS AT 1/4 POINTS ON DRIVEWAYS 12' TO 20' WIDE AND AT 1/6 POINTS ON DRIVEWAYS 24' TO 30' WIDE.
3. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
4. DEPRESSED DRIVEWAY, DRIVEWAY APPROACH, GROOVED BORDERS, AND RAMPS SHALL HAVE A THICKNESS OF 5" P.C.C. OVER 4" A.B. GROOVED BORDERS, RAMPS, DEPRESSED DRIVEWAY, DRIVEWAY APPROACH, CURB AND GUTTER SHALL BE MONOLITHIC.
5. IF THE EXISTING ON-SITE IMPROVEMENTS DO NOT MATCH THE GRADE OF THE REAR OF THE NEW DRIVEWAY, SUFFICIENT EXISTING IMPROVEMENTS SHALL BE RECONSTRUCTED TO PRODUCE A SMOOTH, USABLE SURFACE WITH A CHANGE IN GRADE NOT EXCEEDING 10%.



	DRAWN BY: K. TRAN	<h2>DEPRESSED DRIVEWAY FOR EX. 5' ATTACHED SIDEWALK</h2>	<h1>ST-6</h1>
	CHECKED BY: F. AMIN		
	APPROVED BY: G. GOMEZ	CITY OF SANTA CLARA	PAGE: 6
	DATE: MAY 2015		





**NOTES:**

1. END REBAR 3" FROM COLD JOINT FOR GUTTER AND 12" FROM COLD JOINT FOR RAMPS.
2. DEPRESSED DRIVEWAY, DRIVEWAY APPROACH, GROOVED BORDERS, AND RAMPS SHALL HAVE A THICKNESS OF 5" P.C.C. OVER 4" A.B. GROOVED BORDERS, RAMPS, DEPRESSED DRIVEWAY, DRIVEWAY APPROACH, CURB AND GUTTER SHALL BE MONOLITHIC.
3. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX), FOR REQUIREMENTS.
4. JOINT/SCORE MARK: SEE TABLE ON ST-8.
5. USE OF DETAIL ST-7 IS ALLOWED ONLY WITH WRITTEN APPROVAL OF CITY ENGINEER.
6. IF THE EXISTING ON-SITE IMPROVEMENTS DO NOT MATCH THE GRADE OF THE REAR OF THE NEW DRIVEWAY, SUFFICIENT EXISTING IMPROVEMENTS SHALL BE RECONSTRUCTED TO PRODUCE A SMOOTH, USABLE SURFACE WITH A CHANGE IN GRADE NOT EXCEEDING 10%.



DRAWN BY: K. TRAN  
 CHECKED BY: F. AMIN  
 APPROVED BY: G. GOMEZ  
 DATE: MAY 2015

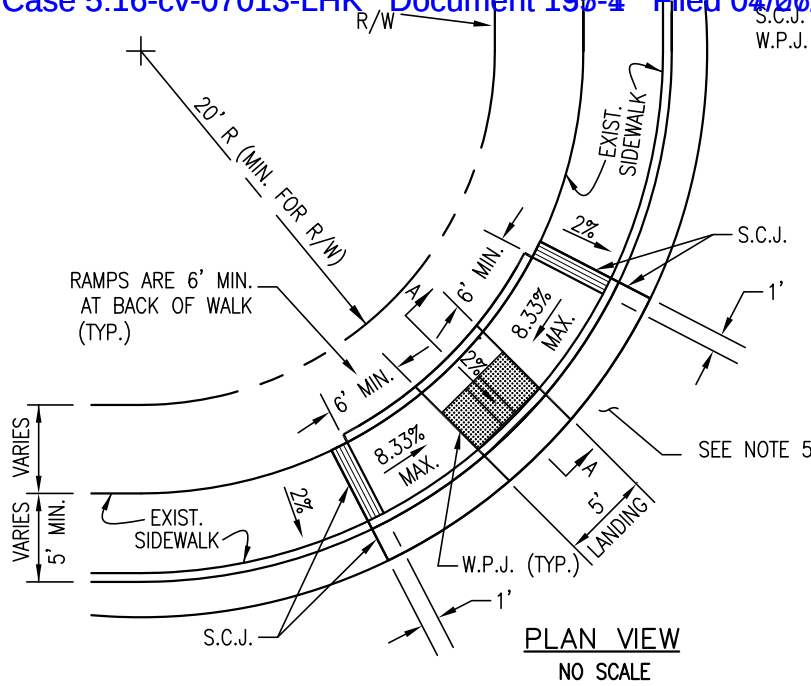
**DEPRESSED COMMERCIAL DRIVEWAY FOR EX. 5' ATTACHED SIDEWALK**  
 CITY OF SANTA CLARA

**ST-7**  
 PAGE: 7

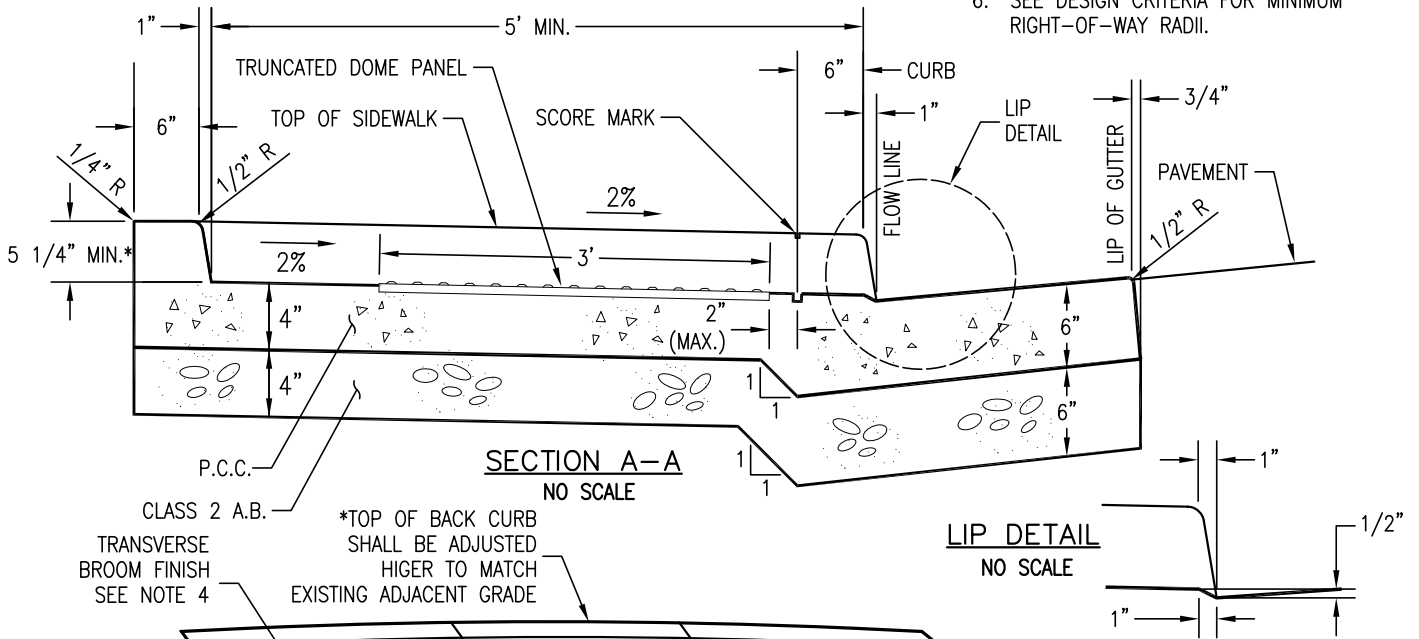
S.C.J. = SIDEWALK CONTACT JOINT  
 W.P.J. = WEAKENED PLANE JOINT

NOTES:

1. CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES (GROOVING AND TRUNCATED DOMES). SEE DETAIL ST-16 FOR GROOVING DETAILS AND TRUNCATED DOME DETAILS.
2. AT THE DISCRETION OF CITY ENGINEER, TWO CURB RAMPS SHALL BE REQUIRED WHERE THERE ARE TWO CROSS WALKS AT A CORNER.
3. CURB RAMPS FOR SEPARATED SIDEWALKS SHALL BE DESIGNED ON AN INDIVIDUAL BASIS.
4. THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
5. 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
6. SEE DESIGN CRITERIA FOR MINIMUM RIGHT-OF-WAY RADII.

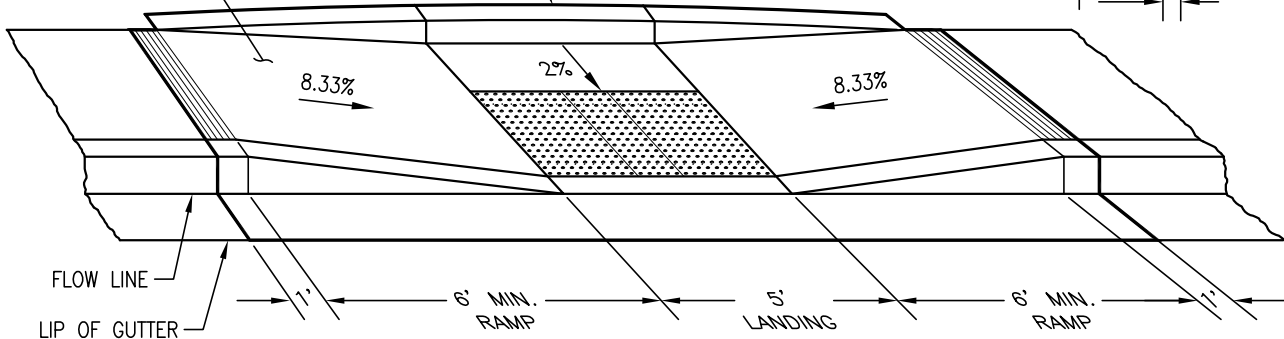


PLAN VIEW  
NO SCALE



SECTION A-A  
NO SCALE

LIP DETAIL  
NO SCALE



ELEVATION VIEW  
NO SCALE



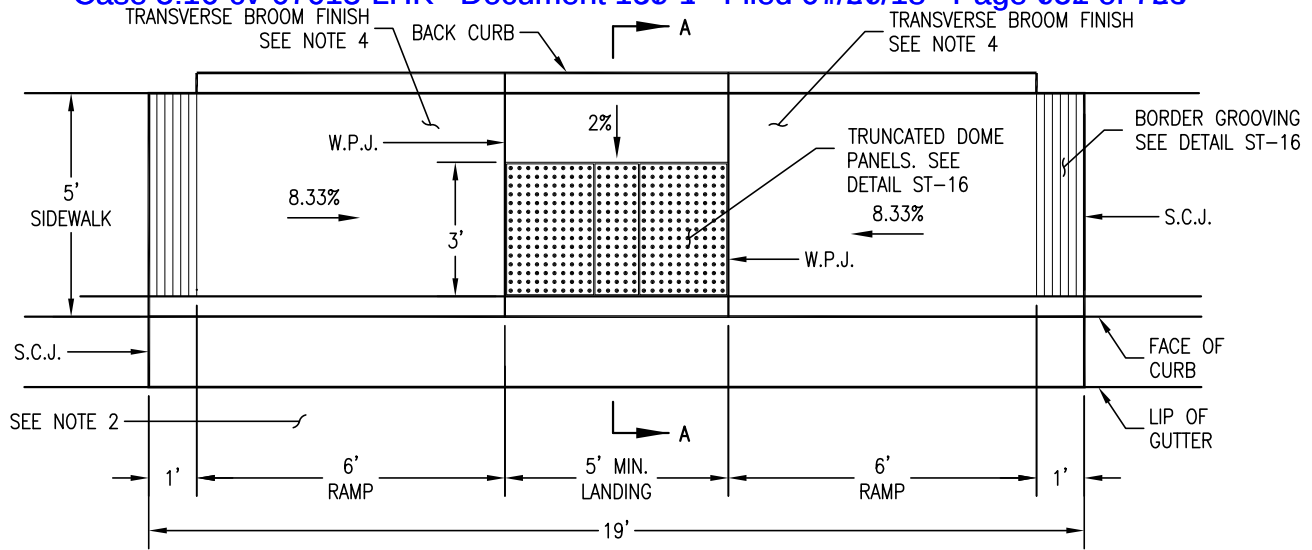
DRAWN BY: K. TRAN  
 CHECKED BY: F. AMIN  
 APPROVED BY: G. GOMEZ  
 DATE: OCTOBER 2013

**CURVED CURB RAMP**  
 CITY OF SANTA CLARA

**ST-14**

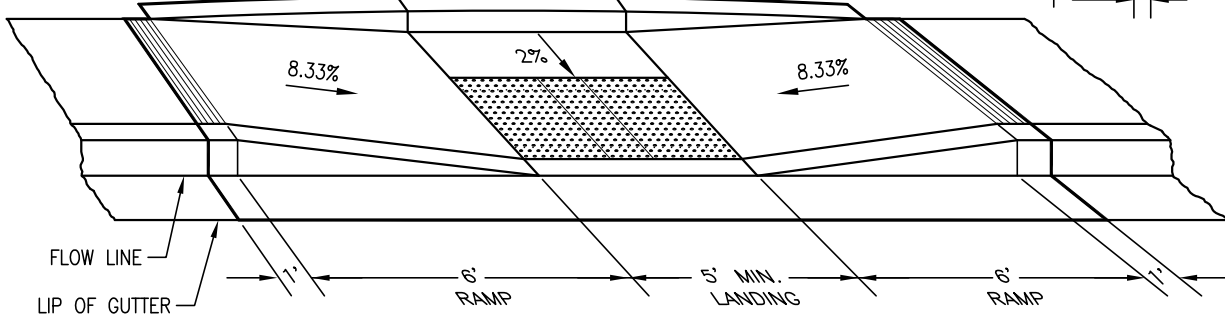
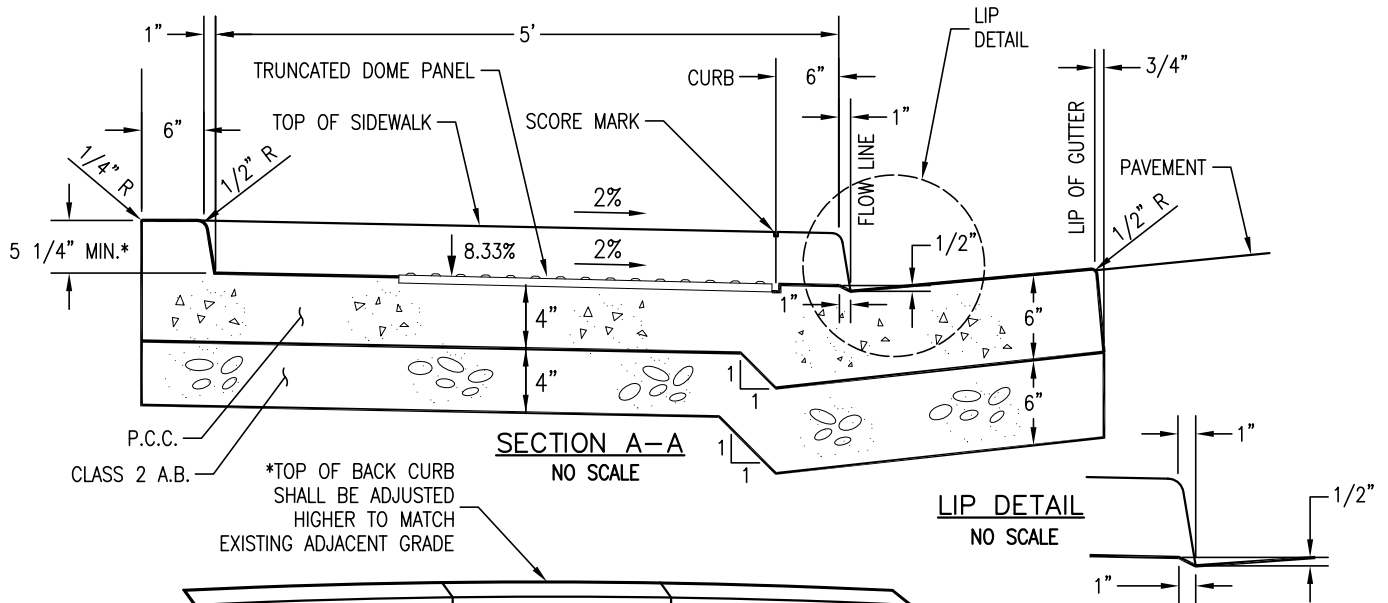
PAGE: 14

SC04590



**PLAN VIEW**  
NO SCALE

S.C.J. = SIDEWALK CONTACT JOINT  
W.P.J. = WEAKENED PLANE JOINT



**ELEVATION VIEW**  
NO SCALE

**NOTES:**

- CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES (GROOVING AND TRUNCATED DOMES). SEE DETAIL ST-16 FOR GROOVING DETAILS AND TRUNCATED DOME DETAILS.
- 18" WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED. SEE NOTE 5 OF GENERAL NOTES (APPENDIX) FOR REQUIREMENTS.
- CURB RAMPS FOR SEPARATED SIDEWALKS SHALL BE DESIGNED ON AN INDIVIDUAL BASIS.
- THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.



DRAWN BY: K. TRAN

CHECKED BY: F. AMIN

APPROVED BY: G. GOMEZ

DATE: OCTOBER 2013

**STRAIGHT CURB RAMP**

CITY OF SANTA CLARA

**ST-15**

PAGE: 15

SC04591

# EXHIBIT J

**FOR PUBLICATION  
UNITED STATES COURT OF APPEALS  
FOR THE NINTH CIRCUIT**

ROGER A. LONG; RONALD RAY  
SMITH; and DISABLED RIGHTS  
ACTION COMMITTEE, a Utah  
nonprofit corporation,  
Plaintiffs-Appellants-  
Cross-Appellees.

Nos. 99-16468  
99-16497

v.

COAST RESORTS, INC., a Nevada  
corporation; COAST HOTELS AND

D.C. No.  
CV-97-01570-RLH

CASINOS, INC., a Nevada  
corporation; COAST WEST, INC., a  
Nevada corporation,  
Defendants-Appellees-  
Cross-Appellants.

OPINION

Appeal from the United States District Court  
for the District of Nevada  
Roger L. Hunt, Magistrate Judge, Presiding

Argued and Submitted  
November 16, 2000--San Francisco, California

Filed October 3, 2001

Before: Alex Kozinski, Michael Daly Hawkins, and  
Marsha S. Berzon, Circuit Judges.

Opinion by Judge Hawkins

14157



14158

14159

14160

## **COUNSEL**

Richard F. Armknecht (argued), III, Salt Lake City, Utah, for the plaintiffs-appellants/cross-appellees.

Barry Lieberman (argued), Las Vegas, Nevada, for the defendants-appellees/cross-appellants.

Thomas E. Chandler (argued), Timothy J. Moran and Jessica Dunsay Silver, Civil Rights Division, Department of Justice, Washington, D.C., for amicus curiae United States of America.

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## **OPINION**

HAWKINS, Circuit Judge:

This appeal arises out of a suit brought by two disabled individuals and a non-profit disabled rights advocacy organization against the Orleans Hotel and Casino in Las Vegas, Nevada ("the Orleans"), which is owned and operated by the appellees. The suit, which was disposed of by the magistrate judge through summary judgment, alleged several areas of

non-compliance with the Americans with Disabilities Act ("ADA"). Appellants challenge the adverse summary judgment of several of the allegations of non-compliance, argue that their Nevada state law damages claim should have survived summary judgment, and ask for a recalculation of attorney's fees. The Orleans cross-appeals the one instance of non-compliance found by the magistrate judge and argues that appellants' appeal is not timely.

## FACTS AND PROCEDURAL HISTORY

This suit was brought under the ADA's enforcement provision, 42 U.S.C. § 12188(a), which incorporates the remedies and procedures set forth in the Civil Rights Act of 1964.<sup>1</sup> After a visit to the Orleans in the fall of 1997, the plaintiffs brought suit citing several ADA Accessibility Guidelines ("Guidelines")<sup>2</sup> and alleging five areas of non-compliance: (1) 819 of the 839 hotel rooms had bathroom doorways with a clear opening smaller than the thirty-two inches required by the Guidelines; (2) two of the four slot change kiosks<sup>3</sup> in the

---

<sup>1</sup> The Civil Rights Act of 1964 contains a citizen suit provision at 42 U.S.C. § 2000a-3(a):

Whenever any person has engaged or there are reasonable grounds to believe that any person is about to engage in any act or practice prohibited by section 2000a-2 of this title, a civil action for preventative relief, including an application for permanent or temporary injunction, restraining order, or other order, may be instituted by the person aggrieved . . . .

<sup>2</sup> The Guidelines are created by the United States Department of Justice ("DOJ"). At 42 U.S.C. § 12186(b), Congress directs DOJ to "[issue] regulations . . . that include standards applicable to facilities" covered by the ADA. The implementing regulations were issued on July 26, 1991, and include architectural standards for newly constructed public accommodations and commercial facilities entitled the Standards for Accessible Design, found at 28 C.F.R. Part 36. The Guidelines are specific design standards listed in Appendix A of the Standards for Accessible Design. *Id.*

<sup>3</sup> The slot change kiosks make change for patrons in the slot machine area of the Orleans.



casino did not have accessible service counters; (3) the employee work areas at the four change kiosks were elevated and inaccessible to wheelchairs; (4) two of the three casino bars did not have accessible bar counters or table seating; and (5) three of the nine pool cabanas were not located on a wheelchair accessible route.<sup>4</sup> The complaint sought declaratory judgment, injunctive relief, and litigation expenses under the ADA and damages under Nevada Revised Statutes § 651.070 ("Nevada ADA"). The parties stipulated to all facts relevant to summary judgment and this appeal.

The Orleans moved for summary judgment and the plaintiffs cross-moved for partial summary judgment. Following a hearing, the magistrate judge entered judgment granting in part and denying in part both motions. On issues relevant to this appeal, the magistrate judge found that: (1) plaintiffs had not shown injury sufficient to continue with their damages claim under the Nevada ADA; (2) while the bathroom door width was a "technical violation" of the Guidelines, there had been "substantial compliance with the spirit of the law" and therefore no injunctive relief was merited; (3) wheelchair users were not denied "full and fair enjoyment" of the facilities merely because three of the nine pool cabanas were inaccessible; (4) the two inaccessible bars in the "pit" area were in violation of the ADA; and (5) the slot change kiosks were not in violation because supervisors were not required to enter the kiosks. We have jurisdiction under 28 U.S.C. § 1291.

## ANALYSIS

### I. Timeliness of the Appeal

The magistrate judge entered an "order and judgment" on December 31, 1998. An amendment in the form of a separate judgment correcting a few typographical errors was entered

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<sup>4</sup> The complaint contained other alleged violations. These alleged violations were dropped from the case after they were remedied by the Orleans.

January 12, 1999. The Orleans contends that the relevant date of judgment is the former; appellants contend it is the latter. The issue is critical because appellants filed a Motion for Clarification on January 26, which would be timely only under the later date of judgment. Fed. R. App. P. 4(a)(4)(iii - iv) (party has ten days after judgment, excluding legal holidays and weekends, to file a Rule 59 motion and toll the appeals clock).

Federal Rule of Civil Procedure 58 requires that "[e]very judgment shall be set forth on a separate document." Our case law requires a mechanical application of Rule 58 so as to avoid the inequity of a party being denied the opportunity to appeal because of a failure to realize which of several documents or docket entries constituted "entry" of judgment. See Beaudry Motor Co. v. Abko Props., Inc., 780 F.2d 751 (9th Cir. 1986). Thus, we held in Paddack v. Morris, 783 F.2d 844, 846 (9th Cir. 1986), that Rule 58's separate judgment requirement was not satisfied by a district court's seven-page order detailing facts and legal analysis, but instead only by its subsequent filing of a five-line judgment. Here, the "order and judgment" entered on December 31, 1998 was not a final judgment because it did not constitute separate entry of judgment, but rather contained facts and legal analysis. The district court entered its final judgment on January 12, 1999, when it issued a judgment on a separate document. Thus, this appeal was timely filed.

## **II. Bathroom Door Width**

Guideline 9.4 requires that: "Doors and doorways designed to allow passage into and within all sleeping units or other covered units shall comply with [Guideline ] 4.13.5." Guideline 4.13.5 requires that such doorways have a minimum opening of thirty-two inches. It is undisputed that the doorway between the sink area (which is open to the bedroom area) and the room containing the toilet and bathtub/shower is only twenty-eight inches wide in the 819 "standard" rooms

at the Orleans. The Orleans puts forward two arguments justifying non-compliance.

#### **A. Applicability of Guideline 9.4**

First, the Orleans contends that Guideline 9.4 does not apply to bathroom doors because the bathroom is not part of the "sleeping unit." To support this contention, the Orleans points out that Guideline 9.2, which addresses requirements for accessible units, distinguishes sleeping rooms from bathrooms. The Orleans argues that the explicit inclusion of bathrooms in 9.2 leads to a presumption that the lack of an explicit reference to bathrooms in 9.4 means that Congress intended to exclude bathrooms from 9.4 altogether. The Orleans's construction of Guideline 9.4 fails to comport with the language of the Guideline itself or the legislative history.

The Orleans's construction of Guideline 9.4 is illogical and would render some of the Guideline's language inoperative. The term "sleeping unit," when used in connection with a hotel, implies the entirety of the individual hotel guest unit -- the bedroom, bathroom, and other private spaces occupied exclusively by a guest. The fact that Guideline 9.4 refers to doors "within" sleeping "units" rather than "within" sleeping "rooms" signals that all facilities connected to the sleeping room are covered. In other words, a sleeping "unit" is larger than a sleeping "room," not, as the Orleans suggests, smaller.

Even if "sleeping unit" does refer to just the sleeping area, Guideline 9.4 would still cover the bathroom door: the door from the bedroom to the bathroom is, indisputably, a door "into" the sleeping area from the bathroom, just as the door from the hall is a door "into" the sleeping area. So even if "sleeping unit" does refer just to the sleeping area, Guideline 9.4 would still cover the bathroom door. Although here there is a second door within the bathroom, it defies logic to think that the intent was to allow hotels to render the bedroom inaccessible from part of a guest's bathroom; the more sensible

conclusion is that both the bathroom doors are doors "into" the bedroom from the toilet area, since one has to go through both to get to the bedroom.

Finally, the regulators who wrote Guideline 9.4 had specific guidance on the accessibility of hotel bathrooms from Congress' deliberations on the statute. The congressional reports accompanying passage of the ADA made it clear that "all doors and doorways designed to allow passage into and within all hotel rooms and bathrooms [are required] to be sufficiently wide to allow passage by individuals who use wheelchairs . . . ." H.R. Rep. No. 485, Pt. 2, 101st Cong., 2d Sess. 118 (1990); S. Rep. No. 116, 101st Cong., 1st Sess. 70 (1989) (emphasis added).

Thus, the magistrate judge correctly ruled that Guideline 9.2 applies to the interior bathrooms at the Orleans and was violated.

#### **B. No Substantial Compliance or Undue Burden Exception**

Though the magistrate judge found that Guideline 9.2 applies to the bathroom doors, he nonetheless declined to order injunctive relief because "[w]hile this may be a technical violation of the language of the Guidelines, the Court finds there has been substantial compliance with the spirit of the law. Considering the enormous expense required to modify the structure, and the near absence of hardship and that constituting a minimal inconvenience to wheelchair users, this Court is loathe [sic] to grant injunctive relief to Plaintiffs on this issue."

The magistrate judge's ruling was in error. In enacting the ADA, Congress adopted two distinct systems for regulating building accessibility: one to apply to existing facilities (those designed and constructed for occupancy before January 26, 1993) and another to apply to later-constructed facilities. 42

U.S.C. §§ 12183(a)(1) and 12182(b)(2)(A)(iv). The grandfathered facilities must remove barriers to accessibility only to the extent that such removal is "readily achievable." 42 U.S.C. § 12182(b)(2)(A)(iv). "Readily achievable" is defined as "easily accomplishable and able to be carried out without much difficulty or expense." 42 U.S.C. § 12181(9).

In contrast to grandfathered facilities, the ADA requires that newly constructed facilities be "readily accessible and usable by individuals with disabilities." 42 U.S.C. § 12183(a)(1). We need not decide whether the ADA forecloses the possibility that a court might exercise its equitable discretion in fashioning relief for violations of § 12183(a), see e.g., Tenn. Valley Auth. v. Hill, 437 U.S. 153, 174 (1978), because there is no room for discretion here even if it exists. This violation resulted in the very discrimination the statute seeks to prevent: it denied individuals with disabilities access to public accommodations. Moreover, the only statutory defense for noncompliance -- structural impracticability -- does not apply to the Orleans because the terrain on which it is constructed has no unique characteristics which would make accessibility unusually difficult to achieve. See 42 U.S.C. § 12183(a)(1). Thus, we reverse the magistrate's determination that, because the Orleans demonstrated obedience to the spirit of the ADA, plaintiffs were not entitled to injunctive relief. The issue is remanded to the magistrate judge for entry of an injunction ordering that the bathroom doors be brought into compliance with Guideline 9.2.

### **III. The Pool Cabanas**

The swimming pool area at the Orleans has nine pool cabanas, five large and four small. Of these, three large and three small ones are located on an accessible route. The accessible cabanas are just as close to the pool as the non-accessible cabanas.

Not surprisingly, the Guidelines do not contain specific accessibility requirements ("scoping requirements") for pool



cabanas. Where there are no scoping requirements for a particular type of facility, "then a reasonable number, but at least one, must be accessible." ADA Title III Technical Assistance Manual III - 5.300. Placing six of the nine pool cabanas on an accessible route is reasonable and complies with the ADA. The magistrate judge's decision on this issue is affirmed.

#### **IV. Employee Work Areas in the Slot Change Kiosks**

The ADA's citizen suit provision allows civil actions for injunctive relief to be brought "by the person aggrieved. . . ." 42 U.S.C. § 2000a-3(a). Neither of the individual plaintiffs, Long and Smith, works at the Orleans and plaintiffs have not alleged how they are in any way aggrieved by a violation occurring in an area accessible only to employees. Also, while the Supreme Court has long recognized that an association may have standing as the representative of its members, see e.g., Warth v. Seldin, 422 U.S. 490, 511 (1975), the Disabled Rights Action Committee has not alleged that any of its members are employees of the Orleans or would have occasion to enter the working areas of the slot change kiosks. See Hunt v. Wash. State Apple Adver. Comm'n, 432 U.S. 333, 343 (1977) (for representative standing to lie, at least one member must have standing on their own). Accordingly, these plaintiffs do not have standing to challenge any non-compliance in the employee area of the slot change kiosks.

#### **V. Slot Change Kiosk Counters**

Guideline 7.2(2) provides:

At ticketing counters, teller stations in a bank, registration counters in hotels and motels, box office ticket counters, and other counters that may not have a cash register but at which goods or services are sold or distributed either:

(i) a portion of the main counter which is a minimum of 36 in[ches] [ ] in length shall be provided with a maximum height of 36 in[ches] [ ]; or

(ii) an auxiliary counter with a maximum height of 36 in[ches] [ ] in length shall be provided with a maximum height of 36 in[ches] [ ]; or

(iii) equivalent facilitation . . . .

The parties agree that two of the four slot change kiosks do not comply with Guideline 7.2(2). The magistrate judge found that the Orleans was nonetheless not in violation because Guideline 7.2(2) solely requires accessibility at the "main counter."

The magistrate judge's ruling was in error. The term "main counter" in Guideline 7.2(2)(i) serves only to distinguish the main counter at a particular station from the "auxiliary counter" at that same station discussed in Guideline 7.2(2)(ii). The provision applies to each of the stations, not just a "main" station. A merchant cannot circumvent the Guideline by declaring one counter to be the "main counter." Such an interpretation is contrary to a plain reading of the Guideline. We reverse the magistrate on this issue and remand for issuance of an injunction.

## **VI. The Bar Counters**

Guideline 5.2 reads, in pertinent part:

Where food or drink is served at counters exceeding 34 in[ches] [ ] in height for consumption by customers seated on stools or standing at the counter, a portion of the main counter which is 60 in[ches][ ] in length minimum shall be provided in compliance with [Guideline] 4.32 or service shall be available at accessible tables within the same area.

The Orleans has three bars around its "pit" area. Two of these bars, the Alligator Bar and the Crawfish Bar, do not have counters that comply with Guideline 5.2. The other bar, the Mardi Gras Bar, has such a counter.

The magistrate judge held that the Orleans violated Guideline 5.2 because each of the bars might have a different ambiance, so exclusion from any one bar curtailed "full and equal enjoyment of these facilities." This ruling was in error. Guideline 5.2, while based on the general concept of full and equal enjoyment, contains two alternatives for compliance. First, the counter can be accessible. The parties agree that the Alligator and Crawfish Bars lack accessible counters. Second, service can be available at "accessible tables within the same area." The parties agree that the Mardi Gras Bar contains such seating. But the magistrate judge failed to determine whether the seating provided at the Mardi Gras Bar is "within the same area" as the Alligator and Crawfish Bars. The magistrate judge's ruling is vacated and the issue is remanded for decision as to whether the seating provided at the Mardi Gras Bar is "within the same area" as the Alligator and Crawfish Bars.

## **VII. Nevada ADA Claim**

In addition to their request for injunctive relief under the ADA, plaintiffs also sought damages under Nevada Revised Statutes 651.090.5 A plain reading of that statute

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5 Nev. Rev. Stat. 651.090 reads, in pertinent part:

1. Any person who:

(a) Withholds, denies, deprives or attempts to withhold, deny or deprive any other person of any right or privilege secured by NRS 651.070 . . . .

[I]s liable to the person whose rights pursuant to NRS 651.070 . . . are affected for actual damages, to be recovered by a civil action in a court in and for the county in which the infringement of the civil rights occurred or in which the defendant resides.

demonstrates, and plaintiffs do not dispute, that a recovery must be based on "actual damages" or, to put it another way, monetarily compensable injury. When the Orleans moved for summary judgment, it did so as to all of plaintiffs' claims. After the Orleans so moved, it was plaintiffs' responsibility to explain to the magistrate judge why a triable issue of fact existed on damages. Plaintiffs admit that they defaulted on this duty. Thus, summary judgment was properly granted for the Orleans on the plaintiffs' Nevada ADA claims.

### **VIII. Attorney's Fees**

We need not decide plaintiffs' appeal of their fee award because we must vacate the award to allow the district court to recalculate it in light of our holdings in this case.

### **CONCLUSION**

This appeal was timely filed. The magistrate judge's ruling that the non-compliance of the bathroom doors in the "standard" rooms does not require injunctive relief is REVERSED and the issue is REMANDED for issuance of such injunctive relief. The magistrate judge's ruling that the pool cabanas comply with the ADA is AFFIRMED. The magistrate judge's ruling that the elevated employee work areas inside the slot change kiosks do not violate the ADA is REVERSED and the issue is REMANDED for issuance of proper injunctive relief. The magistrate judge's ruling that the slot change kiosk counters are not in violation of the ADA is REVERSED and the issue is REMANDED for issuance of proper injunctive relief. The magistrate judge's ruling that the seating at the

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Nev. Rev. Stat. 651.070 reads, in pertinent part:

All persons are entitled to the full and equal enjoyment of the . . . facilities . . . and accommodations of any place of public accommodation, without discrimination or segregation on the ground of . . . disability.

bars in the "pit" area violates the ADA is VACATED and the issue is remanded for a factual determination pursuant to this opinion. The magistrate judge's ruling that plaintiffs did not allege injury sufficient to survive summary judgment on a claim under the Nevada ADA is AFFIRMED. Finally, the award of attorney's fees is VACATED and fees will be recalculated after proper disposition of the remanded issues. Costs on appeal to plaintiffs-appellants. The Motion to Strike Portions of Reply Brief for Coast Resorts, Inc., or, in the Alternative, for Leave to File Surreply Brief, by plaintiffs-appellants, is DENIED AS MOOT.

AFFIRMED IN PART, REVERSED IN PART, AND REMANDED.

14172



# EXHIBIT K

NEVAREZ V 49ERS - LEVI'S STADIUM PHOTOS



JM\_0031



JM\_0036



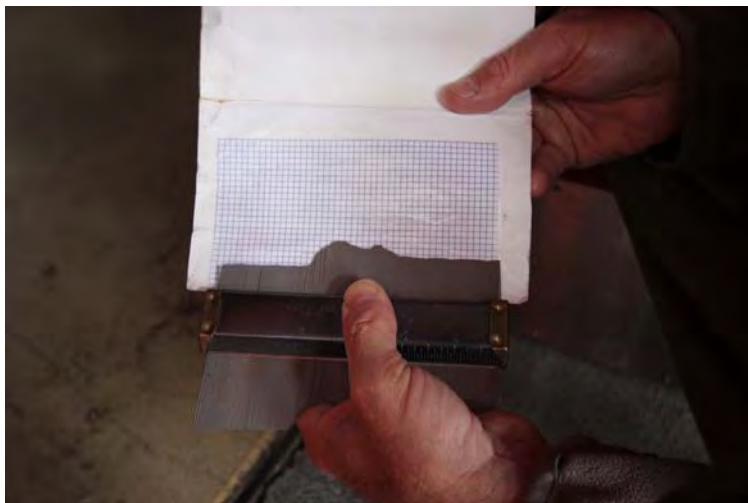
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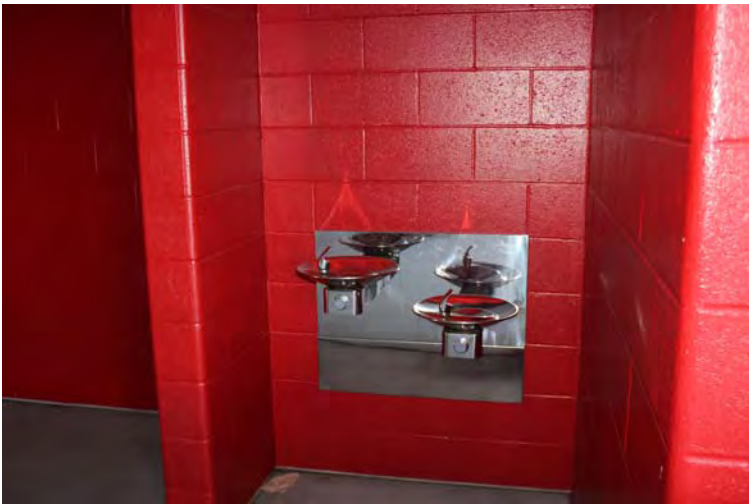
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JM\_0453



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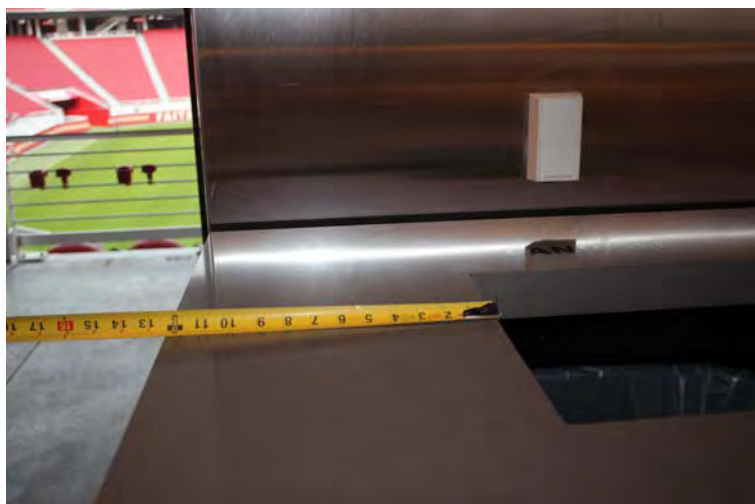
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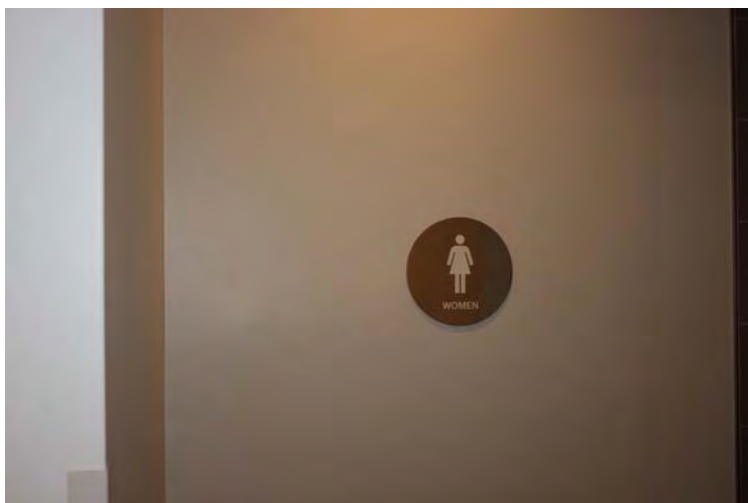
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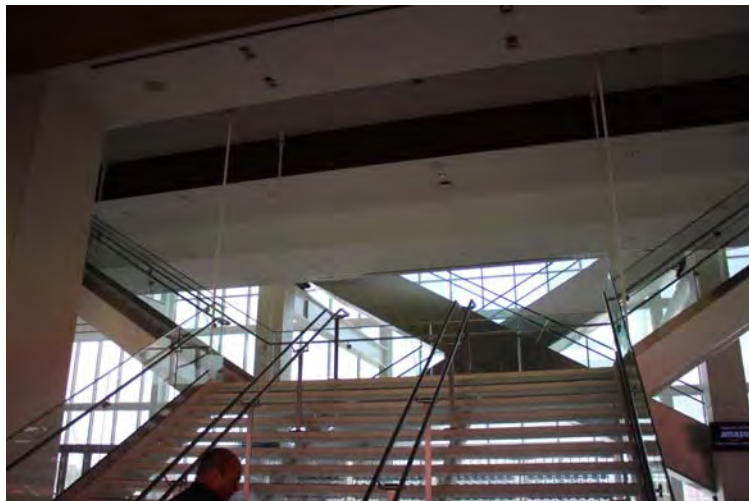


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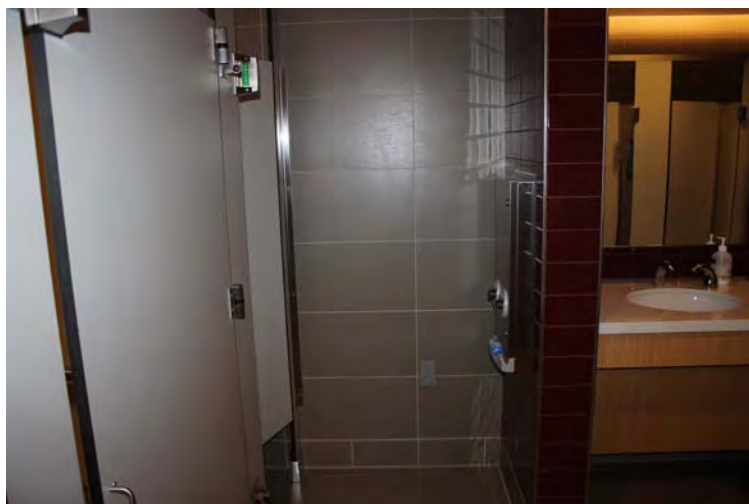
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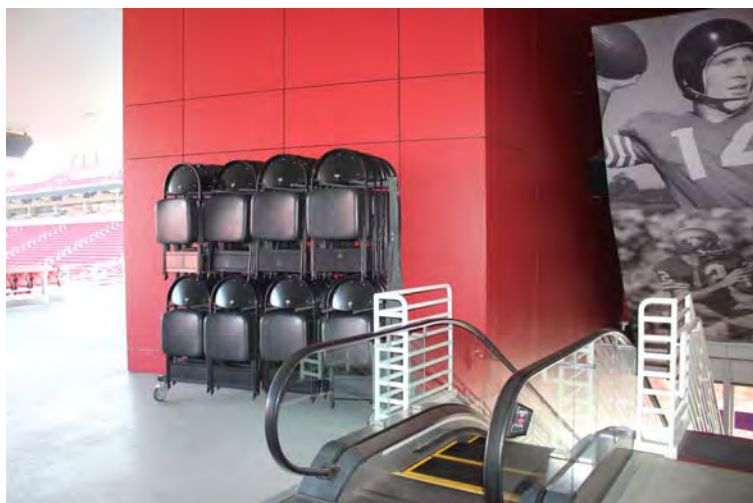
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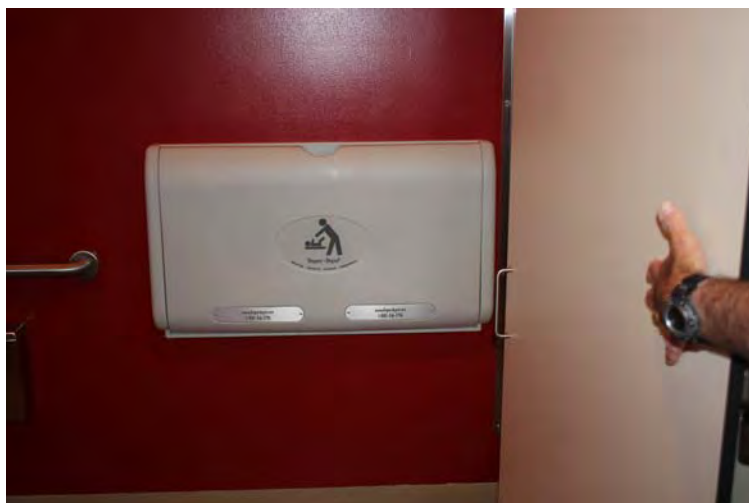
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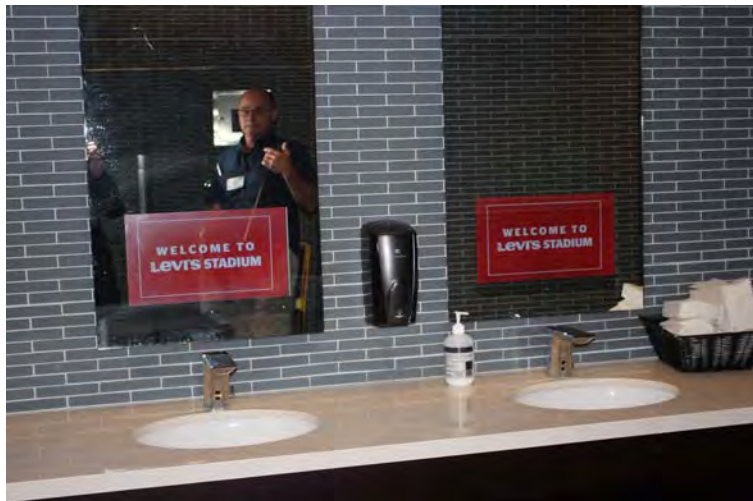


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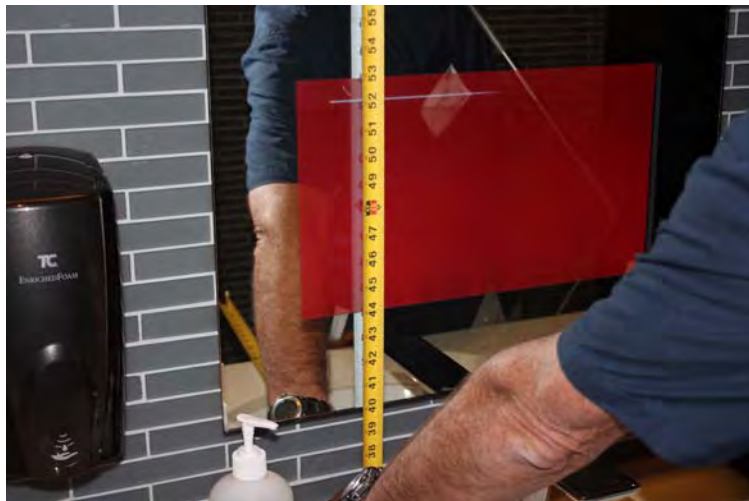


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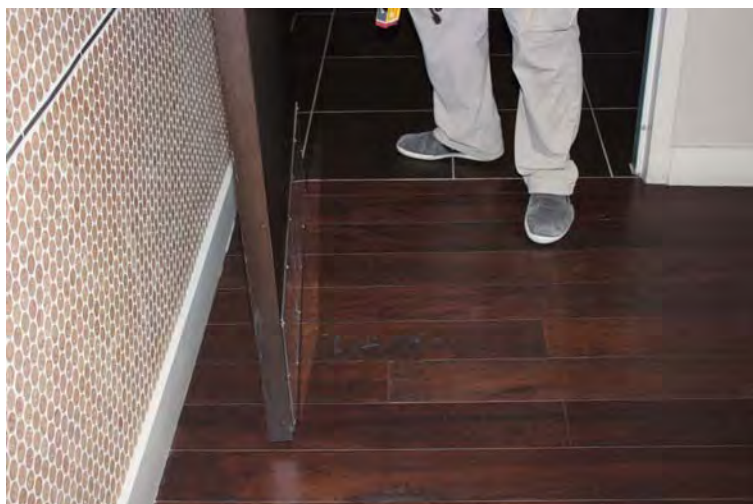
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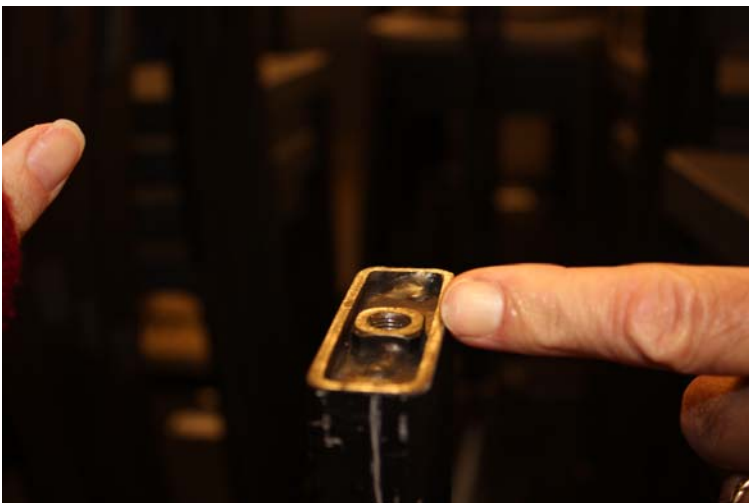
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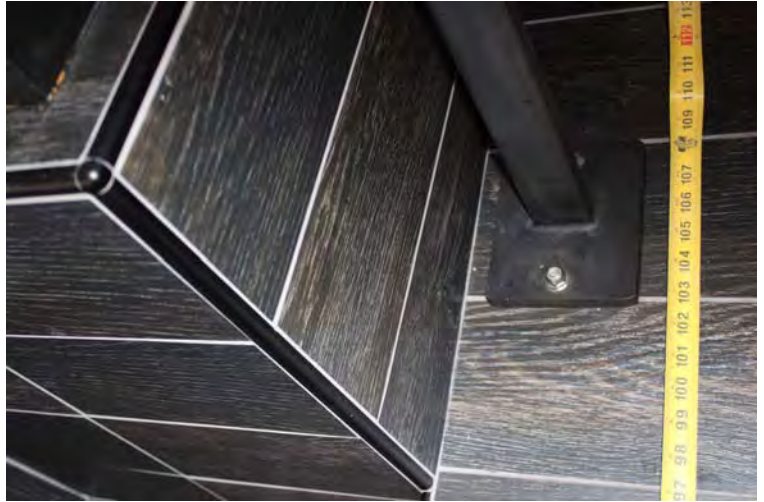
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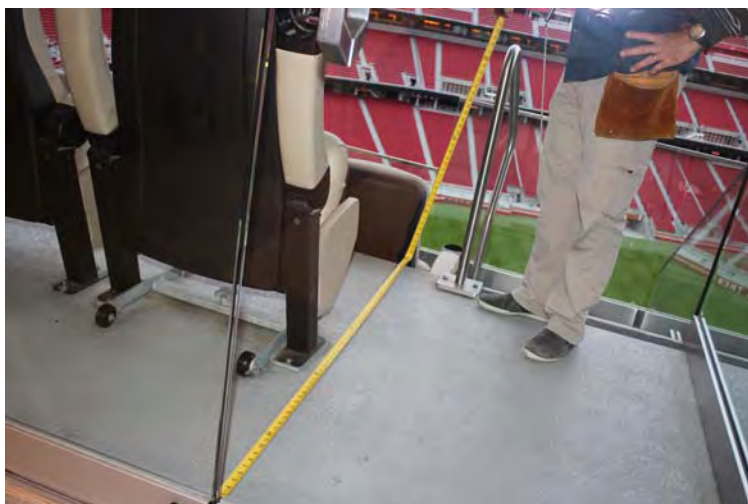
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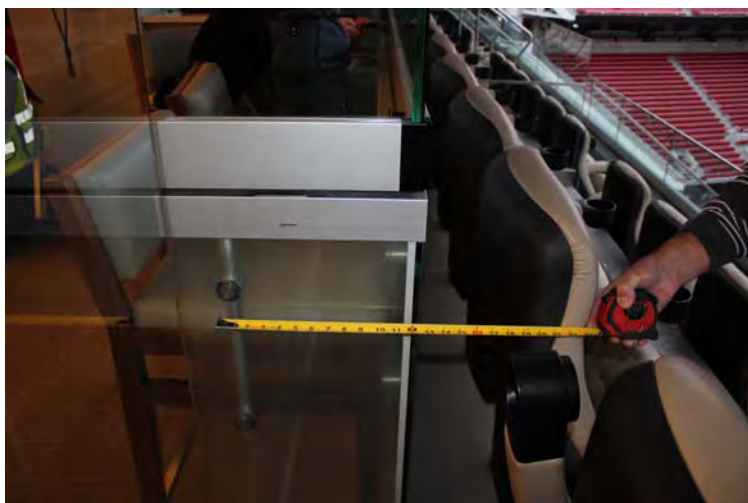
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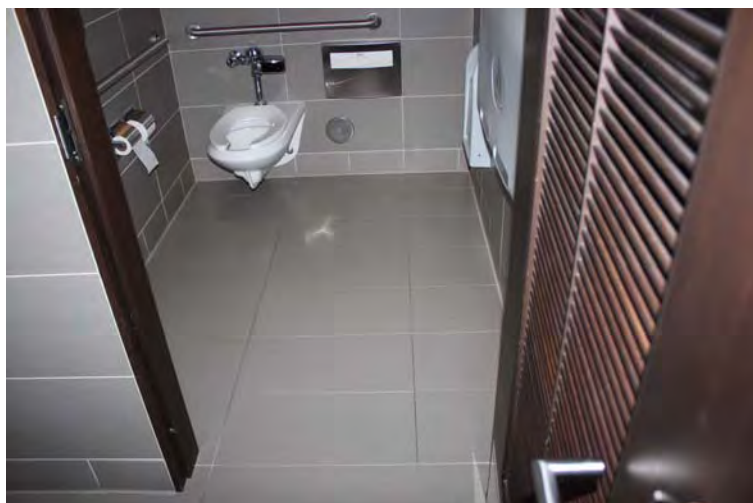
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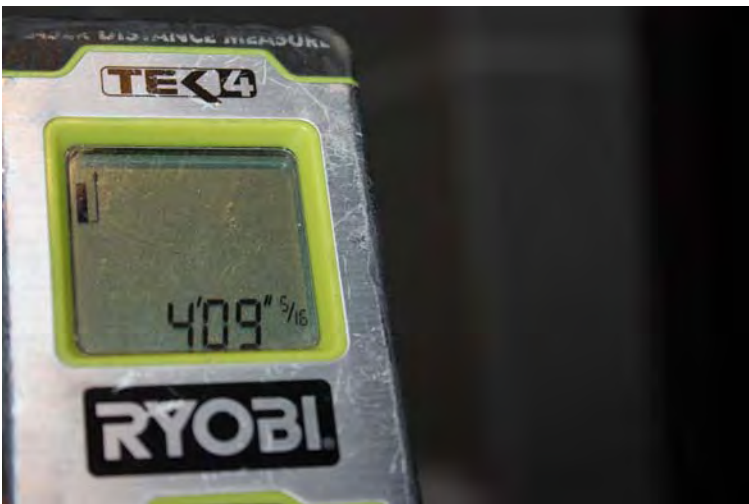
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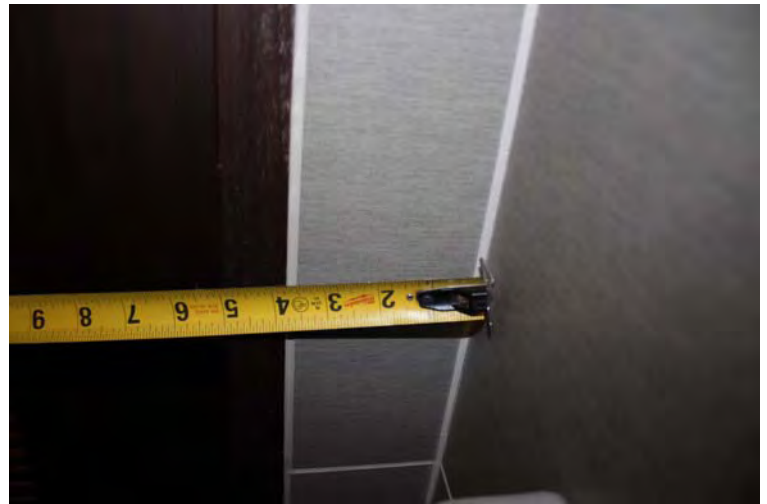
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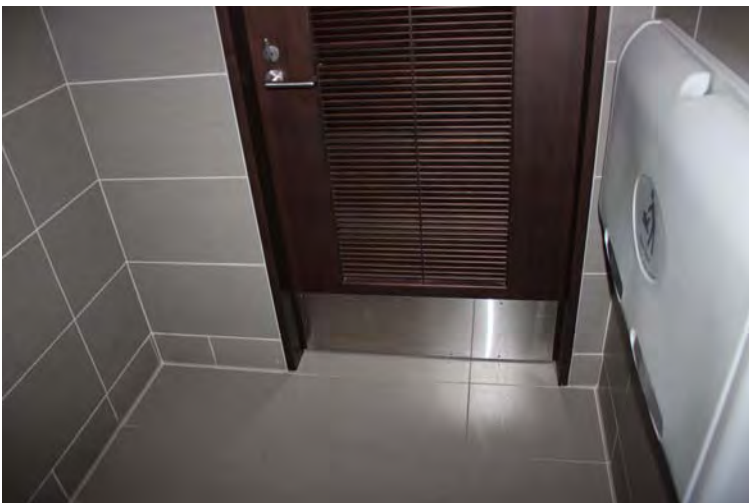
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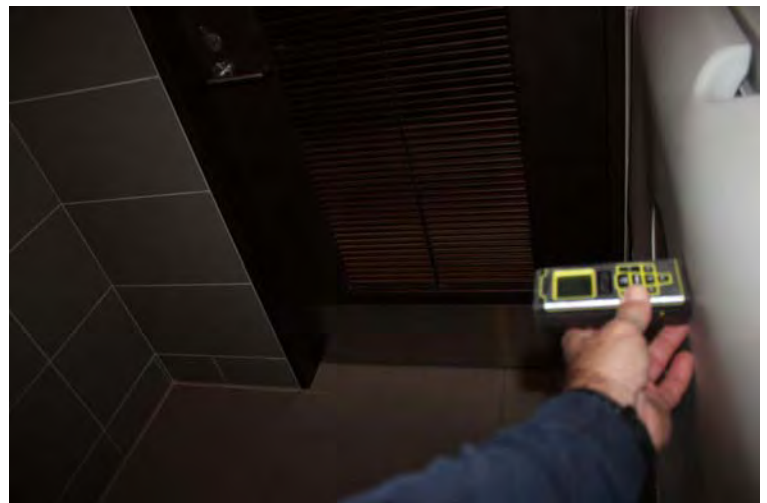
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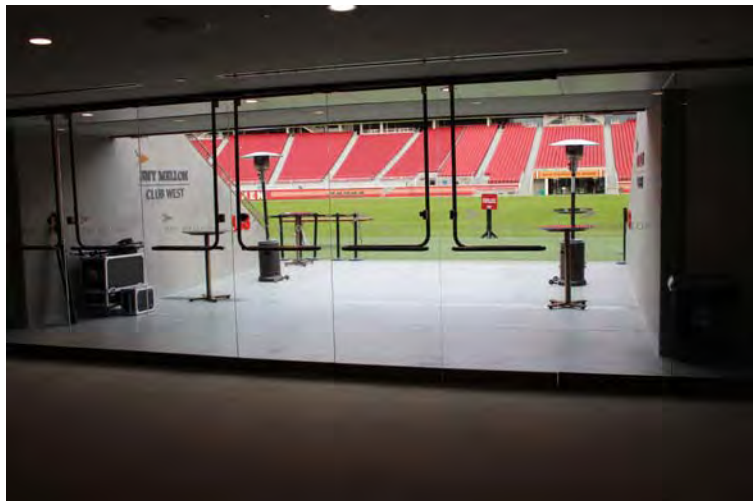
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NEVAREZ V 49ERS - LEVI'S STADIUM PHOTOS



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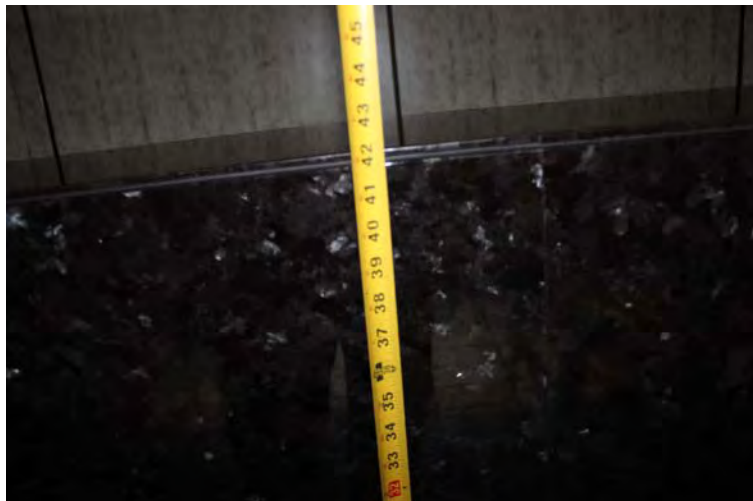
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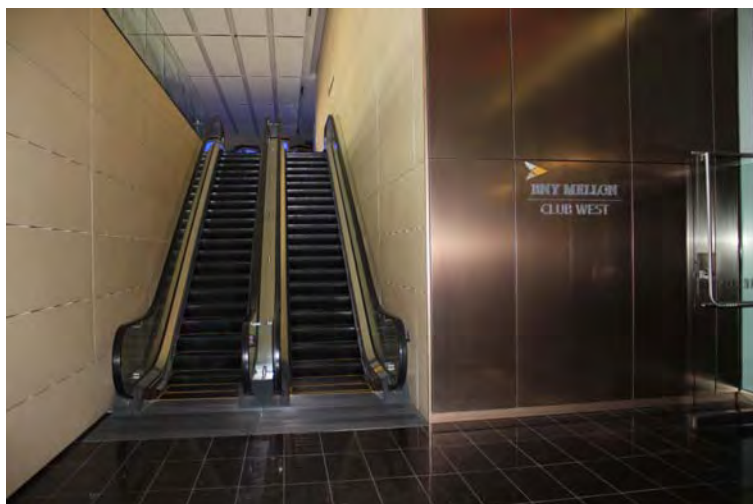
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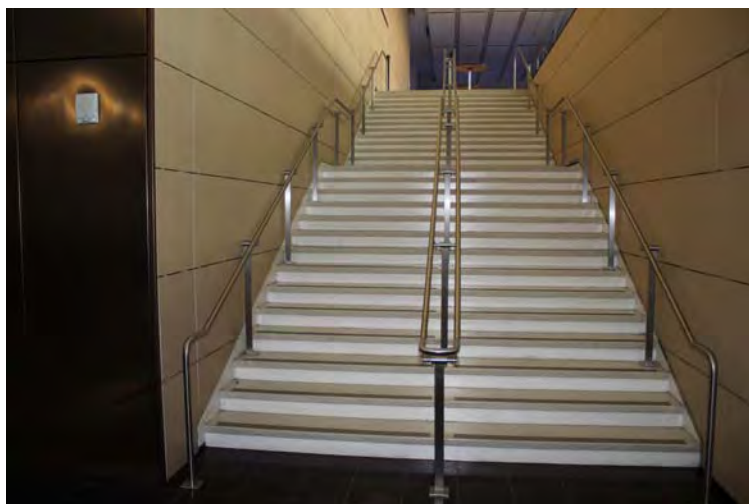
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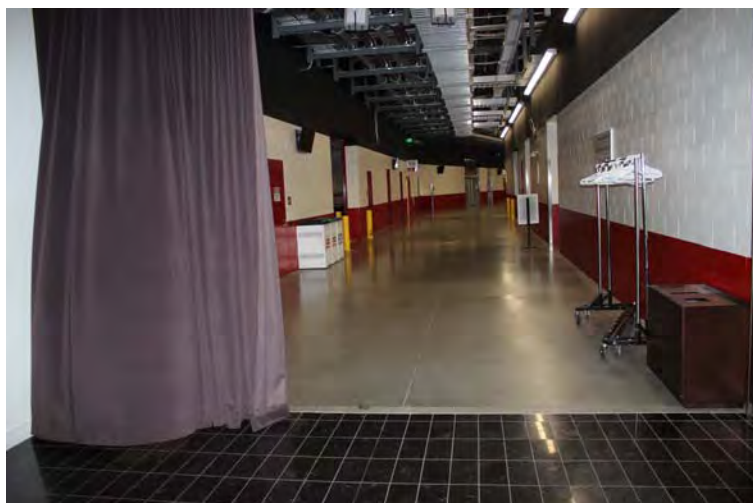
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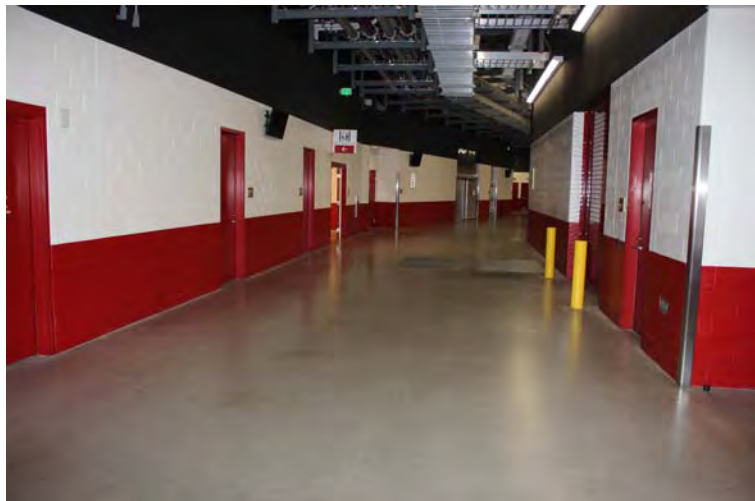


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NEVAREZ V 49ERS - LEVI'S STADIUM PHOTOS



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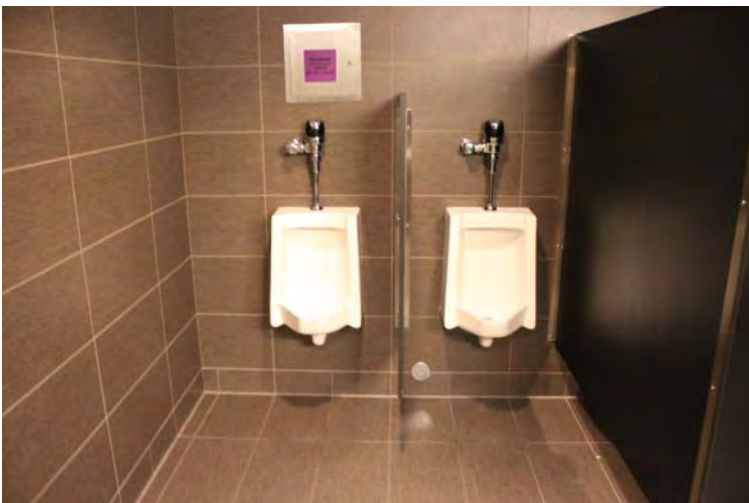
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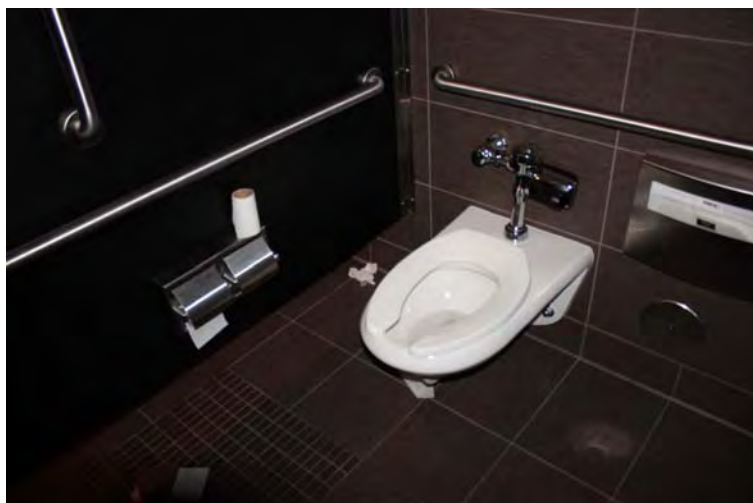
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NEVAREZ V 49ERS - LEVI'S STADIUM PHOTOS



JM\_5864



JM\_5865

# EXHIBIT L

RESTROOM IDENTIFIER		ENTRANCE DOOR(S)				RR SIGN		ACCESSIBLE TOILET COMPARTMENT(S)							ACCESSIBLE TOILET(S)				AMBULATORY ACCESSIBLE TOILET				OTHER ELEMENTS				PHOTOS						
ROOM (AS SHOWN IN CONSTRUCTION DOCUMENTS)	RESTROOM TYPE	LOCATION (IF MULTIPLE ENTRANCE DOORS)	DOOR OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	DOES NOT OPEN AT LEAST 90 DEGREES	EXCESSIVE WIDE GAP AT THRESHOLD	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	NO ISA AT ENTRANCE	NO ISA AT OVERHEAD SIGN	LOCATION (IF MULTIPLE ACC COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	EXCESSIVE FLOOR SLOPE	RR BABY TABLE LOCATED INSIDE	DEPLOYED BABY TABLE PREVENTS ENTRY	WIDTH OBSTRUCTED BY MOUNTED ITEMS	WASTE REC. OBSTRUCTS CLEARANCE	SEAT TOO LOW	INCORRECT LOCATION RELATIVE TO SIDE WALL	TP DISPENSER INCORRECTLY LOCATED	LOCATION (IF MULTIPLE AMB COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs)	LAV MIRROR OBSTRUCTED BY VIDEO DISPLAY		URINAL FLUSH VALVE BUTTON TOO HIGH	INSUFFICIENT KNEE CLEARANCE AT BABY TABLE	ADDITIONAL ASPECTS			
03.03.03	MEN'S		8		1"					X	X												X	X	13		X		NO ACCESSIBLE COAT HOOK AT ACCESSIBLE TOILET COMPARTMENT	JM_266- JM_287			
03.10.02	WOMEN'S		8			33.75"	not 60" min.			X	X									18.75"			X	X						JM_289- JM_300			
03.12.01	ALL GENDER		9		1"																									JM_303- JM_311			
03.12.02	MEN'S	NW	7							X	X										X		X	X	13		X			JM_313- JM_328			
(continued, see abv.)		NE	8																														
03.12.03	WOMEN'S	NE	8							X	X	7.0											X	X							JM_330- JM_328		
(continued, see abv.)		SE																															
03.22.01	WOMEN'S	S	10							X	X										X		X	X							JM_341- JM_350		
(continued, see abv.)		N	7																														
03.26.02	MEN'S	SE	8					E	X	X	9.0										X	E	X	X	10		X				JM_353- JM_385		
(continued, see abv.)		NE	8					W	X	X	10.0												X	X									
(continued, see abv.)		SW	8																														
(continued, see abv.)		NW	7																														
03.29.01	WOMEN'S	SW	7					NE	X	X											X	NE	X	X								JM_388- JM_406	
(continued, see abv.)		SE	7					NW	X	X											X	NW	X	X									
03.43.02	WOMEN'S						X		X	X	7.0			X		X					X		X	X								JM_418- JM_427	
03.44.02	MEN'S						X		X	X				X							X		X	X			X					JM_428- JM_438	
03.47.04	ALL GENDER		14									40"						40"														LAVATORY & TOILET CLEARANCES OBSTRUCTED BY PULL-OUT STEPS	JM_2017- JM_2031
03.53.04	ALL GENDER											43.5"						43.5"									X					JM_475- JM_482	
03.56.05	MEN'S						X		X	X	22.0										X		X	X			X					JM_484- JM_493	
03.57.02	WOMEN'S						X		X	X											X		X	X	7							JM_495- JM_506	
03.70.03	WOMEN'S	W	8					NW	X	X	6.0											NW	X	X								JM_21- JM_107	
(continued, see abv.)		NE	8					NE	X	X			3.0%								X	NE	X	X									
(continued, see abv.)		SE	7					S	X	X	7.0										X	S	X	X	8								



RESTROOM IDENTIFIER		ENTRANCE DOOR(S)				RR SIGN		ACCESSIBLE TOILET COMPARTMENT(S)							ACCESSIBLE TOILET(S)				AMBULATORY ACCESSIBLE TOILET				OTHER ELEMENTS			PHOTOS					
ROOM (AS SHOWN IN CONSTRUCTION DOCUMENTS)	RESTROOM TYPE	LOCATION (IF MULTIPLE ENTRANCE DOORS)	DOOR OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	DOES NOT OPEN AT LEAST 90 DEGREES	EXCESSIVE WIDE GAP AT THRESHOLD	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	NO ISA AT ENTRANCE	NO ISA AT OVERHEAD SIGN	LOCATION (IF MULTIPLE ACC COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	EXCESSIVE FLOOR SLOPE	RR BABY TABLE LOCATED INSIDE	DEPLOYED BABY TABLE PREVENTS ENTRY	WIDTH OBSTRUCTED BY MOUNTED ITEMS	WASTE REC. OBSTRUCTS CLEARANCE	SEAT TOO LOW	INCORRECT LOCATION RELATIVE TO SIDE WALL	TP DISPENSER INCORRECTLY LOCATED	LOCATION (IF MULTIPLE AMB COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs)		LAV MIRROR OBSTRUCTED BY VIDEO DISPLAY	URINAL FLUSH VALVE BUTTON TOO HIGH	INSUFFICIENT KNEE CLEARANCE AT BABY TABLE	ADDITIONAL ASPECTS	
03.74.02	MEN'S	NW	8		1.5"					X	X	13.0											X	X	15		X		ACCESSIBLE URINAL TOO HIGH	JM_110- JM_159	
(continued, see abv.)		SW	8		0.75"																										
(continued, see abv.)		NE	8		1"																										
(continued, see abv.)		SE	7		1"																										
03.74.03	ALL GENDER		9										6.3%					16"	19.5"										REAR GRAB BAR AT ACCESSIBLE TOILET INCORRECTLY POSITIONED	JM_2002- JM_2013	
03.77.02	WOMEN'S	NW	8							X	X											X	X	6						JM_160- JM_181	
(continued, see abv.)		SW	7																												
03.84.01	MEN'S	W								X	X	25.0									X		X	X	14		X			JM_185- JM_208	
(continued, see abv.)		S	6																												
03.84.02	WOMEN'S	W	8								X	X	6.0									NE	X	X						JM_211- JM_230	
(continued, see abv.)		E	8							E	X	X	9.0								X	E	X	X	7						
03.89.03	ALL GENDER		9							X				7.1%																	JM_3046- JM_3047
03.89.05	WOMEN'S	N	8							X	X	7.0							18.5"			X	X							JM_233- JM_241	
03.96.03	MEN'S		6							X	X										X		X	X		X				JM_243- JM_253	
04.02.01	WOMEN'S	N	8						X	NW	X				X	X					X	NW	X	X						JM_3114- JM_3128	
(continued, see abv.)		S	7						X	NE					X	X					X	NE									
04.06.01	ALL GENDER											48.5"						48.5"			X						X			JM_3132- JM_3142	
04.08.01	MEN'S		8						X		X				X	X					X		X	X		X				JM_3144- JM_3158	
04.43.01	WOMEN'S		7						X						X						X		X	X						JM_2256- JM_2262	
04.43.02	MEN'S		10						X		X				X	X			18.5"	X		X	X			X				JM_2236- JM_2254	
04.44.01	WOMEN'S		10						X		X				X	X			16"		X		X	X					VENDING ALCOVE NOT WIDE ENOUGH	JM_2214- JM_2234	
04.44.02	MEN'S		8						X		X				X	X						X	X			X				JM_2197- JM_2212	
04.47.02	ALL GENDER		11									48"	6.8%					X									X		ENTRANCE DOOR CLOSES TOO QUICKLY	JM_2176- JM_2187	
04.53.02	ALL GENDER		12									45.5"						48"	18.5"							X				JM_2137- JM_2148	

RESTROOM IDENTIFIER		ENTRANCE DOOR(S)				RR SIGN		ACCESSIBLE TOILET COMPARTMENT(S)							ACCESSIBLE TOILET(S)				AMBULATORY ACCESSIBLE TOILET				OTHER ELEMENTS				PHOTOS			
ROOM (AS SHOWN IN CONSTRUCTION DOCUMENTS)	RESTROOM TYPE	LOCATION (IF MULTIPLE ENTRANCE DOORS)	DOOR OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	DOES NOT OPEN AT LEAST 90 DEGREES	EXCESSIVE WIDE GAP AT THRESHOLD	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	NO ISA AT ENTRANCE	NO ISA AT OVERHEAD SIGN	LOCATION (IF MULTIPLE ACC COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	EXCESSIVE FLOOR SLOPE	RR BABY TABLE LOCATED INSIDE	DEPLOYED BABY TABLE PREVENTS ENTRY	WIDTH OBSTRUCTED BY MOUNTED ITEMS	WASTE REC. OBSTRUCTS CLEARANCE	SEAT TOO LOW	INCORRECT LOCATION RELATIVE TO SIDE WALL	TP DISPENSER INCORRECTLY LOCATED	LOCATION (IF MULTIPLE AMB COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs)	LAV MIRROR OBSTRUCTED BY VIDEO DISPLAY		URINAL FLUSH VALVE BUTTON TOO HIGH	INSUFFICIENT KNEE CLEARANCE AT BABY TABLE	ADDITIONAL ASPECTS
04.56.02	MEN'S		9				X		X					X	X			45.5"	16.25"		X		X	X			X		INSUFFICIENT LENGTH OF ACCESSIBLE TOILET COMPARTMENT	JM_2075- JM_2097
04.57.01	WOMEN'S		12				X							X	X						X		X	X					VENDING ALCOVE NOT WIDE ENOUGH	JM_2054- JM_2073
04.57.02	MEN'S		11				X		X					X	X						X		X	X			X			JM_2279- JM_2287
04.57.03	WOMEN'S		11				X							X							X		X	X						JM_2289- JM_2295
04.92.01	WOMEN'S		8				X		X		X			X							X		X	X						JM_3081- JM_3092
04.98.01	MEN'S	NW	11				X		X	X	17.0	41.5"		X	X			41.5"	16.25"		X		X	X			X			JM_3093- JM_3108
(continued, see abv.)		NE	9				X																							
05.06.02	ALL GENDER		9																		X					X				JM_2422- JM_2433
05.08.04	MEN'S		9	X			X							X							X					X	X			JM_2435- JM_2448
05.08.05	WOMEN'S		11	X										X												X				JM_2449- JM_2554
05.22.02	MEN'S		11	X			38" not 48" min.							X	X						X						X			JM_2461- JM_2474
05.24.02	WOMEN'S		9				38" not 48" min.							X	X						X									JM_2479- JM_2489
05.29.03	WOMEN'S		13											X							X									JM_2492- JM_2499
05.30.03	MEN'S		10	X										X							X					X				JM_2501- JM_2511
05.42.04	WOMEN'S		10				X		X					X	X						X									JM_3183- JM_3193
05.43.03	MEN'S		10				X		X					X	X					X	X						X			JM_3195- JM_3210
05.47.05	ALL GENDER		10									46.5"						46.5"										X		JM_3212- JM_3220
05.53.05	ALL GENDER		12									46"						46"	18.5"									X		JM_3222- JM_3231
05.56.05	MEN'S		7				X		X				4.3%	X	X						X					X				JM_3235- JM_3247
05.57.03	WOMEN'S		7				X		X					X	X						X					X				JM_3249- JM_3257
05.70.03	WOMEN'S		10				X							X	X						X									JM_2335- JM_2343
05.70.04	MEN'S		7				X							X	X						X					X				JM_2324- JM_2333
05.76.05	WOMEN'S		11		X		X						2.5%	X	X						X									JM_2354- JM_2363
05.76.06	MEN'S		9											X	X						X					X				JM_2365- JM_2377

RESTROOM IDENTIFIER		ENTRANCE DOOR(S)				RR SIGN		ACCESSIBLE TOILET COMPARTMENT(S)							ACCESSIBLE TOILET(S)				AMBULATORY ACCESSIBLE TOILET				OTHER ELEMENTS				PHOTOS					
ROOM (AS SHOWN IN CONSTRUCTION DOCUMENTS)	RESTROOM TYPE	LOCATION (IF MULTIPLE ENTRANCE DOORS)	DOOR OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	DOES NOT OPEN AT LEAST 90 DEGREES	EXCESSIVE WIDE GAP AT THRESHOLD	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	NO ISA AT ENTRANCE	NO ISA AT OVERHEAD SIGN	LOCATION (IF MULTIPLE ACC COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	EXCESSIVE FLOOR SLOPE	RR BABY TABLE LOCATED INSIDE	DEPLOYED BABY TABLE PREVENTS ENTRY	WIDTH OBSTRUCTED BY MOUNTED ITEMS	WASTE REC. OBSTRUCTS CLEARANCE	SEAT TOO LOW	INCORRECT LOCATION RELATIVE TO SIDE WALL	TP DISPENSER INCORRECTLY LOCATED	LOCATION (IF MULTIPLE AMB COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs)	LAV MIRROR OBSTRUCTED BY VIDEO DISPLAY		URINAL FLUSH VALVE BUTTON TOO HIGH	INSUFFICIENT KNEE CLEARANCE AT BABY TABLE	ADDITIONAL ASPECTS		
05.92.03	MEN'S		10	X										X							X					X	X			JM_2397- JM_2408		
05.92.04	WOMEN'S		8	X			X							X						16.5"						X				JM_2382- JM_2395		
05.93.02	ALL GENDER		8																						X		X		JM_2412- JM_2419			
06.43.03	MEN'S		10				X		X				3.7%	X	X												X			JM_3307- JM_3319		
06.43.05	WOMEN'S		11				X		X				3.2%	X	X															JM_3321- JM_3330		
06.47.05	ALL GENDER		12										47"	4.1%	X	X				47"										JM_3299- JM_3305		
06.47.05	ALL GENDER		12										49"	4.1%						49"								X		JM_3299- JM_3305		
06.53.05	ALL GENDER		6										45"	4.9%						45"								X		JM_3288- JM_3294		
06.56.04	MEN'S		7				X						3.7%	X	X											X				JM_3273- JM_3284		
06.57.03	WOMEN'S		7				X		X				6.7%	X	X															JM_3260- JM_3271		
07.04.01	WOMEN'S	NE	11				X		X	X												X	X							JM_2587- JM_2595		
(continued, see abv.)		SE	8				X																									
07.08.01	MEN'S	NE	9				X		X	X										18.5"		X	X	25		X				JM_2569- JM_2503		
(continued, see abv.)		SE	10				X																									
07.12.02	ALL GENDER		11										7.1%																		JM_2564- JM_2568	
07.16.01	WOMEN'S	N	7				X		X	X											X		X								JM_2552- JM_2562	
(continued, see abv.)		E	7				X																									
07.20.01	MEN'S	N	7				X		X	X												X	X	16		X		<b>NO SEMI AMBULATORY STALL PROVIDED</b>		JM_2543- JM_2550		
(continued, see abv.)		E	7				X																				X					
07.28.01	WOMEN'S	SE	10				X		X	X				X								X	X								JM_2518- JM_2528	
(continued, see abv.)		SW	7				X																									
07.29.01	MEN'S		6				X		X	X											X		X	X		X					JM_2531- JM_2540	
07.42.05	WOMEN'S		8				X		X				4.5%																		JM_3334- JM_3344	
07.43.03	MEN'S		8				X		X				3.8%	X	X						X					X					JM_3346- JM_3360	

RESTROOM IDENTIFIER		ENTRANCE DOOR(S)				RR SIGN		ACCESSIBLE TOILET COMPARTMENT(S)						ACCESSIBLE TOILET(S)				AMBULATORY ACCESSIBLE TOILET				OTHER ELEMENTS				PHOTOS							
ROOM (AS SHOWN IN CONSTRUCTION DOCUMENTS)	RESTROOM TYPE	LOCATION (IF MULTIPLE ENTRANCE DOORS)	DOOR OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	DOES NOT OPEN AT LEAST 90 DEGREES	EXCESSIVE WIDE GAP AT THRESHOLD	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	NO ISA AT ENTRANCE	NO ISA AT OVERHEAD SIGN	LOCATION (IF MULTIPLE ACC COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs.)	WASTE RECEPTACLE OBSTRUCTS CLEARANCE	EXCESSIVE FLOOR SLOPE	RR BABY TABLE LOCATED INSIDE	DEPLOYED BABY TABLE PREVENTS ENTRY	WIDTH OBSTRUCTED BY MOUNTED ITEMS	WASTE REC. OBSTRUCTS CLEARANCE	SEAT TOO LOW	INCORRECT LOCATION RELATIVE TO SIDE WALL	TP DISPENSER INCORRECTLY LOCATED	LOCATION (IF MULTIPLE AMB COMPARTMENTS)	DOOR DOES NOT CLOSE AUTOMATICALLY	DOOR REQUIRES TWO HANDS TO OPERATE	DOOR LATCH OPERATION REQUIRES EXCESSIVE FORCE (lbs)		LAV MIRROR OBSTRUCTED BY VIDEO DISPLAY	URINAL FLUSH VALVE BUTTON TOO HIGH	INSUFFICIENT KNEE CLEARANCE AT BABY TABLE	ADDITIONAL ASPECTS			
07.47.05	ALL GENDER		12									41"	4.4%					41"													JM_3365- JM_3371		
07.53.05	ALL GENDER		12									42.5"	7.7%					42.5"													JM_3374- JM_3384		
07.56.04	MEN'S		13				X		X				7.1%	X	X						X										JM_3388- JM_3402		
07.57.03	WOMEN'S		11				X		X				5.2%	X	X						X										JM_3404- JM_3413		
07.72.03	MEN'S		6				X		X	X	25.0		6.6%	X									X	X			X				JM_3003- JM_3014		
07.73.01	WOMEN'S		8				X		X	X											X		X	X							JM_3016- JM_3020		
07.83.01	MEN'S	S	7				X		X	X													X	X			X				JM_3024- JM_3030		
(continued, see abv.)		E	8				X																										
07.85.01	WOMEN'S	W	9				X		X	X											X		X	X	12							JM_3033- JM_3044	
(continued, see abv.)		E					X																										
07.89.03	ALL GENDER		9				X						7.1%																			JM_3051- JM_3057	
07.92.01	MEN'S	NE	7				X		X	X													X	X			X				JM_3059- JM_3071		
(continued, see abv.)		SE	7				X																										
07.95.01	WOMEN'S	NE	9				X		X	X													X	X								JM_3074- JM_3078	
(continued, see abv.)		SE	8				X																										
NRG TERRACE	MEN'S		10				X							X		X					X							X				JM_5852- JM_5865	
NRG TERRACE	WOMEN'S		10				X							X																		JM_5833- JM_5839	
MELLON CLUB W	ALL GENDER		11										5.3%	X							X					X		X				JM_5760- JM_5773	
MELLON CLUB W	WOMEN'S		11											X		X					X					X						JM_5786- JM_5802	
MELLON CLUB W	MEN'S		10				X							X		X					X					X	X					JM_5773- JM_5785	

# EXHIBIT M



FOR PUBLICATION

UNITED STATES COURT OF APPEALS  
FOR THE NINTH CIRCUIT

ROBIN FORTYUNE,  
*Plaintiff-Appellee,*

v.

CITY OF LOMITA,  
*Defendant-Appellant.*

No. 12-56280

D.C. No.  
2:11-cv-06644-DDP-JCG

OPINION

Appeal from the United States District Court  
for the Central District of California  
Dean D. Pregerson, District Judge, Presiding

Argued and Submitted  
February 13, 2014—Pasadena, California

Filed September 5, 2014

Before: Richard A. Paez and Jacqueline H. Nguyen, Circuit  
Judges, and J. Frederick Motz, Senior District Judge.\*

Opinion by Judge Paez

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\* The Honorable J. Frederick Motz, Senior District Judge for the U.S. District Court for the District of Maryland, sitting by designation.

**SUMMARY\*\***

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**Americans with Disabilities Act**

Affirming the district court's denial of a motion to dismiss, the panel held that Title II of the Americans with Disabilities Act requires local governments to provide accessible on-street parking in the absence of regulatory design specifications for on-street parking facilities.

The panel stated that the text of the ADA, the relevant implementing regulations, and the Department of Justice's interpretation of its own regulations all led it to conclude that public entities must ensure that all normal governmental functions are reasonably accessible to disabled persons, irrespective of whether the DOJ has adopted technical specifications for the particular types of facilities involved. The panel held that the plaintiff had stated claims under the ADA and the California Disabled Persons Act based on the defendant city's alleged failure to provide accessible on-street diagonal stall parking.

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\*\* This summary constitutes no part of the opinion of the court. It has been prepared by court staff for the convenience of the reader.

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**COUNSEL**

Robert Brockman, Jr. (argued), Matthew Racine, and Lee H. Roistacher, Daley & Heft LLP, Solana Beach, California, for Defendant-Appellant.

Maria Michelle Uzeta (argued), Russell C. Handy, and Mark D. Potter, Potter Handy LLP, San Diego, California, for Plaintiff-Appellee.

Thomas E. Perez, Assistant Attorney General, Christopher Chen-Hsin Wang (argued), and Mark Lenard Gross, United States Department of Justice, Civil Division, Washington, D.C., for Amicus Curiae the United States.

Alison Daly Alpert, Best, Best & Kreiger, San Diego, California, for Amicus Curiae League of California Cities.

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**OPINION**

PAEZ, Circuit Judge:

In this case, we must decide whether Title II of the Americans with Disabilities Act (“ADA”) requires local governments to provide accessible on-street parking in the absence of regulatory design specifications for on-street parking facilities. We hold that it does.

**I. BACKGROUND**

Robin Fortune is a paraplegic who uses a wheelchair for mobility. He filed suit against the City of Lomita (“City”) in state court, alleging that he experiences “great difficulty,

discomfort and, even[] fear for his safety” when frequenting facilities in the City because none of the City’s public on-street parking is accessible to people with disabilities. He brought claims under the ADA, 42 U.S.C. §§ 12101 *et seq.*, and the California Disabled Persons Act (“CDPA”), Cal. Civ. Code §§ 54 *et seq.*

The City removed the case to federal court, and moved to dismiss Fortyune’s complaint under Federal Rule of Civil Procedure 12(b)(6). The City argued that, absent the adoption of ADA implementing regulations specifically targeted toward on-street parking, it is not required to provide accessible on-street parking. The district court denied the motion to dismiss, concluding that “the broad language of the ADA requires public entities to ensure that all services, including on-street parking, are reasonably accessible to and usable by individuals with disabilities.”<sup>1</sup> The City filed a motion to certify the district court’s order for interlocutory appeal pursuant to 28 U.S.C. § 1292(b), which the district court granted. The City then timely petitioned for leave to appeal, and a motions panel of this court granted the petition.

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<sup>1</sup> Fortyune’s complaint alleged that the City did not provide parallel or diagonal stall on-street parking. However, before the district court issued a ruling on the City’s motion to dismiss, Fortyune voluntarily dismissed his claims with respect to parallel on-street parking. Consequently, the district court’s order and this appeal concern only whether Fortyune has stated claims based on the City’s failure to provide accessible diagonal stall on-street parking.

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## II. JURISDICTION AND STANDARD OF REVIEW

We have jurisdiction pursuant to 28 U.S.C. § 1292(b).<sup>2</sup> We review de novo a district court order denying a motion to dismiss pursuant to Federal Rule of Civil Procedure 12(b)(6). *Dunn v. Castro*, 621 F.3d 1196, 1198 (9th Cir. 2010); *Camacho v. Bridgeport Fin., Inc.*, 430 F.3d 1078, 1079 (9th Cir. 2005). The district court’s interpretation of the ADA and the CDPA are questions of law subject to de novo review. *Skaff v. Meridien N. Am. Beverly Hills, LLC*, 506 F.3d 832, 837 (9th Cir. 2007); *Molski v. Foley Estates Vineyard & Winery, LLC*, 531 F.3d 1043, 1046 (9th Cir. 2008).

## III. ANALYSIS

“Congress enacted the ADA in 1990 to remedy widespread discrimination against disabled individuals.” *PGA Tour, Inc. v. Martin*, 532 U.S. 661, 674 (2001). The statute provides a “comprehensive,” “broad mandate” to eliminate discrimination against disabled persons, addressing both “outright intentional exclusion” as well as the “failure to make modifications to existing facilities and practices.” *Id.* at 675 (internal quotation marks and citations omitted); *see also Cohen v. City of Culver City*, 754 F.3d 690, 694 (9th Cir.

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<sup>2</sup> “A non-final order may be certified for interlocutory appeal where it ‘involves a controlling question of law as to which there is substantial ground for difference of opinion’ and where ‘an immediate appeal from the order may materially advance the ultimate termination of the litigation.’” *See Reese v. BP Exploration (Alaska) Inc.*, 643 F.3d 681, 687–88 (9th Cir. 2011) (quoting 28 U.S.C. § 1292(b)). “A substantial ground for difference of opinion exists where reasonable jurists might disagree on an issue’s resolution . . . .” *Id.* at 688. We are satisfied that the district court and the motions panel of this court correctly determined that certification was appropriate in this case.



2014); 42 U.S.C. § 12101(b)(1). “We construe the language of the ADA broadly to advance its remedial purpose.” *Cohen*, 754 F.3d at 695.

Title II of the ADA, the provision at issue in this case, applies to state and local governments. *Id.* at 694; 42 U.S.C. § 12131. It provides that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” 42 U.S.C. § 12132. The ADA was modeled on the Rehabilitation Act, which prohibited any “program or activity” that received federal funds from discriminating against disabled individuals. 29 U.S.C. § 794(a); *Pierce v. Cnty. of Orange*, 526 F.3d 1190, 1216 n.27 (9th Cir. 2008); *Bay Area Addiction Research & Treatment, Inc. v. City of Antioch (“BAART”)*, 179 F.3d 725, 731–32 (9th Cir. 1999). The Rehabilitation Act defines “program or activity” as “all of the operations of . . . a department, agency, special purpose district, or other instrumentality of a State or of a local government.” 29 U.S.C. § 794(b). We have recognized that the term “services, programs, or activities” as used in the ADA is similarly broad, ““bringing within its scope anything a public entity does.”” *Barden v. City of Sacramento*, 292 F.3d 1073, 1076 (9th Cir. 2002) (brackets omitted) (quoting *Lee v. City of L.A.*, 250 F.3d 668, 691 (9th Cir. 2001)). Whether a particular public function is covered by the ADA turns simply on whether it is ““a normal function of a government entity.”” *Id.* (quoting *BAART*, 179 F.3d at 731).

Recognizing the broad reach of the ADA, we have held that Title II requires public entities to maintain accessible public sidewalks, notwithstanding the fact that no

implementing regulations specifically addressed sidewalks. *Id.* at 1076–78. In *Barden*, we explained that local governments must maintain accessible sidewalks because “maintaining public sidewalks is a normal function of a city and ‘without a doubt something that the City does.’” *Id.* at 1176 (brackets omitted) (quoting *Hason v. Med. Bd.*, 279 F.3d 1167, 1173 (9th Cir. 2002)). The same reasoning leads us to conclude that local governments must maintain accessible on-street public parking.

The City argues that *Barden* is distinguishable because, in that case, existing regulations concerning curb ramps clearly contemplated sidewalk accessibility. Here, however, the City contends that no existing regulation implicates on-street parking. The City’s argument fails for several reasons. First, although the *Barden* court noted that its conclusion was “consistent with” an existing curb ramp regulation, its holding was based on the text of the ADA. *See id.* at 1076–77 (interpreting the phrase “services, programs, or activities” and considering similar text in the Rehabilitation Act). Second, we have previously recognized that, as a general matter, the lack of specific regulations cannot eliminate a statutory obligation. *See Reich v. Mont. Sulphur & Chem. Co.*, 32 F.3d 440, 444–45 (9th Cir. 1994) (explaining that although the Occupational Safety and Health Act contemplated that the Secretary of Labor would promulgate specific safety standards, such regulations could only “amplify and augment” the statute’s general duty clause and their absence did not “displace” the statutory mandate to provide a safe workplace).

Third, existing regulations *do* require accessible on-street parking. Two regulations in particular apply to public on-street parking. The first is 28 C.F.R. § 35.150, which applies

to all existing facilities.<sup>3</sup> Pursuant to this regulation, public entities must “operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities.” 28 C.F.R. § 35.150(a). Because the provision of public on-street parking is a “service, program, or activity,” 28 C.F.R. § 35.150(a) applies to it. Under the regulation, however, public entities have some flexibility in handling existing inaccessible facilities. For instance, they are not required to make structural changes to all existing on-street parking facilities if they can make public on-street parking accessible by other means, such as by providing accessible on-street parking at other nearby sites. 28 C.F.R. § 35.150(b)(1); *cf. Cohen*, 754 F.3d at 697 (noting that in order to comply with 28 C.F.R. § 35.150, a public entity may require disabled individuals to “take a marginally longer route” (internal quotation marks omitted)). But, at bottom, the regulation mandates program accessibility for all normal governmental functions, including the provision of on-street public parking.

The second regulation, 28 C.F.R. § 35.151, governs only facilities that were constructed or modified after the ADA’s

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<sup>3</sup> The regulations define the term “facility” as “all or any portion of buildings, structures, sites, complexes, equipment, rolling stock or other conveyances, roads, walks, passageways, parking lots, or other real or personal property.” 28 C.F.R. § 35.104. The United States Department of Justice (“DOJ”), in its amicus brief, argues that on-street parking areas are facilities because they constitute parking lots or portions of the road. We need not address these arguments because, if nothing else, on-street parking areas qualify as “other real . . . property.” *See* Black’s Law Dictionary 1412 (10th ed. 2014) (defining “real property” as “[l]and and anything growing on, attached to, or erected on it, excluding anything that may be severed without injury to the land”).

effective date. Unlike 28 C.F.R. § 35.150, it requires that “each facility” constructed or altered after June 26, 1992 be “readily accessible to and usable by individuals with disabilities.” 28 C.F.R. § 35.151(a)(1), (b)(1). By its terms, then, this regulation extends to newly constructed or altered on-street parking facilities. The City seeks to avoid this conclusion by pointing out that the technical specifications governing newly constructed or altered facilities are silent with respect to on-street parking. In addition to the general mandate of accessibility set forth in subsections (a)(1) and (b)(1), 28 C.F.R. § 35.151 also requires that newly constructed or altered facilities meet the technical standards set forth in the Uniform Federal Accessibility Standards (“UFAS”), the 1991 Standards for Accessible Design (“1991 Standards”), or the 2010 Standards for Accessible Design (“2010 Standards”). *See id.* § 35.151(c).<sup>4</sup> The UFAS, the 1991 Standards, and the 2010 Standards contain detailed specifications for a range of different facilities, but none of them address on-street parking.<sup>5</sup> However, nothing in 28 C.F.R. § 35.151 suggests that when technical specifications do not exist for a particular type of facility, public entities have no accessibility obligations. In fact, such an interpretation of the regulation cannot be reconciled with subsections (a)(1) and (b)(1), which mandate that “each”

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<sup>4</sup> The UFAS is available at <http://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/ufas>. The 1991 Standards are available at 28 C.F.R. § 36, App. D. The 2010 Standards are available at <http://www.access-board.gov/attachments/article/983/ADStandards.pdf>. Which standard applies depends on the date of construction or alteration.

<sup>5</sup> They do contain specifications for parking lots and parking structures. *See* UFAS §§ 4.1.1, 4.6; 1991 Standards §§ 4.1.2, 4.6; 2010 Standards §§ 208, 502.

newly constructed or altered facility be readily accessible. Therefore, we read 28 C.F.R. § 35.151 to require that all public on-street parking facilities constructed or altered after the ADA's effective date be accessible.

Our interpretation of 28 C.F.R. § 35.151 is also consistent with the DOJ's interpretation. The DOJ issues a Technical Assistance Manual ("TA Manual") to assist individuals and entities to understand their rights and obligations under the ADA.<sup>6</sup> In a 1994 supplement to the TA Manual, the DOJ offered the following guidance on complying with 28 C.F.R. § 35.151 when neither the UFAS nor the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities ("ADAAG")<sup>7</sup> contained specifications for a type of facility:

In such cases the technical requirements of the chosen standard should be applied to the extent possible. If no standard exists for particular features, those features need not comply with a particular design standard. However, the facility must still be designed

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<sup>6</sup> The TA Manual for Title II of the ADA is available at <http://www.ada.gov/taman2.html>.

<sup>7</sup> The ADAAG contains the Architectural and Transportation Barriers Compliance Board's ("Access Board") proposed accessibility. By statute, the Access Board sets the floor for the DOJ's ADA regulations. 42 U.S.C. § 12134(c). The ADAAG itself, however, is not one of the technical specification standards listed in 28 C.F.R. § 35.151(c). The 1994 supplement to the TA Manual likely refers to the ADAAG because, even though as a general matter the ADAAG does not define the governing accessibility standards, the 1991 Standards adopted the ADAAG in full. *See* 28 C.F.R. § 36, App. D.



and operated to meet other title II requirements, including program accessibility.

1994 Supplement to TA Manual, II-6.2100 (citation omitted).<sup>8</sup> Moreover, the DOJ's amicus brief also sets forth this interpretation of 28 C.F.R. § 35.151.

An agency's interpretation of its own regulations is entitled to deference. *Auer v. Robbins*, 519 U.S. 452, 461 (1997). The DOJ's interpretation of its ADA implementing regulations is entitled to "controlling weight unless it is plainly erroneous or inconsistent with the regulation." *Miller v. Cal. Speedway Corp.*, 536 F.3d 1020, 1028 (9th Cir. 2008) (quoting *Bowles v. Seminole Rock & Sand Co.*, 325 U.S. 410, 414 (1945)). The TA Manual is such "an interpretation[,] . . . and, as such, is entitled to significant weight as to the meaning of the regulation[s]." *Id.* (quoting *Disabled Rights Action Comm. v. Las Vegas Events, Inc.*, 375 F.3d 861, 875–76 (9th Cir. 2004)). Additionally, an agency's interpretation of its own regulations as advanced in an amicus brief is also entitled to deference. *Chase Bank, USA, N.A. v. McCoy*, 131 S. Ct. 871, 880–82 (2011); *Auer*, 519 U.S. at 461. Accordingly, even if we had doubts about the applicability of 28 C.F.R. § 35.151 to facilities for which no technical specifications exist, we would be bound to defer to the DOJ's interpretation of the regulation because it is not "plainly erroneous or inconsistent with the regulation." *Miller*, 536 F.3d at 1028 (internal quotation marks omitted).

The City contends that another DOJ publication, an informal guidance publication entitled "ADA Guide for Small

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<sup>8</sup> The 1994 supplement to the TA Manual is available at <http://www.ada.gov/taman2up.html>.

Towns,” supports its position.<sup>9</sup> That publication states only that “[t]he ADA Standards have technical requirements for parking lots and garages but no technical requirements for the design of on-street parking.” ADA Guide for Small Towns, Part II.A. This statement does not support the City’s argument that public on-street parking need not be accessible; it provides only that no technical specifications exist for public on-street parking facilities.

The City also points to certain text in “Using ADAAG,” a 2003 Access Board technical bulletin, that supposedly stands for the proposition that public entities have no obligations under the ADA absent specific technical guidelines.<sup>10</sup> But like the “ADA Guide for Small Towns,” “Using ADAAG” does not actually advance such a position. The text the City relies on merely states that “[t]he DOJ and [the Department of Transportation] rules describe all of the ADA obligations of covered entities arising from titles II and III of the [ADA].” Access Board, “Using ADAAG,” 1 (2003).<sup>11</sup> This statement says nothing about how the DOJ regulations apply to facilities for which no specifications exist. Furthermore, later in the bulletin, the Access Board explains that when there are “no provisions in ADAAG for a facility type, element, or feature,” such facilities are

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<sup>9</sup> The ADA Guide for Small Towns is available at <http://www.ada.gov/smtown.htm#anchor12335>.

<sup>10</sup> At the time the parties submitted their briefs, “Using ADAAG” was available on the Access Board’s website. Since then, this document has been removed from the website.

<sup>11</sup> The Department of Transportation is responsible for administering certain provisions of the ADA not at issue in this case. *See, e.g.*, 42 U.S.C. §§ 12149, 12164.

nevertheless subject to other ADA requirements, including the duty to provide equal opportunity. In many cases it will be feasible to provide access by incorporating basic elements specified in ADAAG, such as ramps and other parameters of an accessible route. . . . [I]n new construction and alterations, a reasonable number, but at least one of each type of element should be designed to be accessible.

*Id.* at 8. Accordingly, the Access Board, like the DOJ, understood the ADA to impose general accessibility requirements on public entities even in the absence of technical specifications for a particular facility. Moreover, even if the bulletin did support the City's position, the Access Board's understanding of the ADAAG is not entitled to any deference. *See Miller*, 536 F.3d at 1031 ("Whatever the Access Board thought of its own guidelines, the Department of Justice adopted the text of the guidelines themselves, not the Access Board's interpretation of that text.").

Nor are we persuaded that the City should be exempted from the general mandate of the ADA and its implementing regulations simply because the Access Board has proposed guidelines that do contain technical specifications for on-street parking.<sup>12</sup> We have previously interpreted existing regulations to require certain accommodations even when the Access Board was in the midst of addressing the specific issue before us. *See Or. Paralyzed Veterans of Am. v. Regal*

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<sup>12</sup> *See* Access Board, Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (July 26, 2011), <http://www.access-board.gov/attachments/article/743/nprm.pdf>.

*Cinemas, Inc.*, 339 F.3d 1126, 1132–33 (9th Cir. 2003) (deferring to the DOJ’s interpretation of how a regulation applied in an unanticipated situation without reference to ongoing Access Board rulemaking); *id.* at 1133–34 (Kleinfeld, J., dissenting) (emphasizing that the Access Board had promulgated directly on-point proposed guidelines). We see no reason to conclude otherwise here.

Finally, the City’s due process argument is unavailing. The City contends that because it was not on notice that accessible on-street parking was required until, at the earliest, the DOJ’s amicus brief in this litigation, allowing Fortune’s claims to proceed would violate its right to due process. Entities regulated by administrative agencies have a due process right to fair notice of regulators’ requirements. *United States v. AMC Entm’t, Inc.*, 549 F.3d 760, 768–70 (9th Cir. 2008). Here, however, the DOJ made it known in 1994, in a publicly available supplement to the TA Manual, that public entities have a general obligation to ensure that governmental services are reasonably accessible even when no technical specifications exist for a particular type of facility. 1994 Supplement to TA Manual, II-6.2100. In *AMC*, we recognized that a significantly less public announcement—the filing of an amicus brief in separate litigation—could provide adequate prospective notice of prohibited conduct. *See id.* at 770. Consequently, it is simply untrue that the City lacked notice that the ADA’s general mandate applied even absent technical specifications.<sup>13</sup>

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<sup>13</sup> Any further consideration of the City’s due process argument would be premature because due process constrains the remedies that may be imposed. *See AMC*, 549 F.3d at 768–70. If Fortune prevails, when crafting a remedy, the district court will have to consider carefully what

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#### IV. CONCLUSION

The text of the ADA, the relevant implementing regulations, and the DOJ's interpretation of its own regulations all lead us to conclude that public entities must ensure that all normal governmental functions are reasonably accessible to disabled persons, irrespective of whether the DOJ has adopted technical specifications for the particular types of facilities involved. Accordingly, we hold that Fortune has stated claims under the ADA and the CDPA<sup>14</sup> based on the City's alleged failure to provide accessible on-street diagonal stall parking.

**AFFIRMED.**

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level of accessibility the City should have known was legally required for diagonal stall on-street parking. *See id.*

<sup>14</sup> A violation of the ADA constitutes a violation of the CDPA. *Cohen*, 754 F.3d at 701; *Hubbard v. SoBreck, LLC*, 554 F.3d 742, 745 (9th Cir. 2008); Cal. Civ. Code § 54(c).



# EXHIBIT N

**UNITED STATES DISTRICT COURT  
DISTRICT OF MINNESOTA  
FOURTH DIVISION**

Civil Action No. 4-96-995

Judge Tunheim

UNITED STATES OF AMERICA,

Plaintiff,

v.

ELLERBE BECKET, INC.,

Defendant.

**CONSENT ORDER**

**A. Background**

1. On October 10, 1995, The United States filed a complaint to enforce title III of the Americans with Disabilities Act (the "ADA"), 42 U.S.C. §§ 12181 through 12189, against Ellerbe Becket, Inc. ("Ellerbe"), an architectural firm headquartered in Minneapolis, Minnesota.

2. The complaint filed by the United States alleges that Ellerbe has engaged in a pattern or practice of discrimination in violation of title III of the Americans with Disabilities Act of 1990 ("ADA"), 42 U.S.C. §§ 12101 through 12189, by participating in the design and construction of several new sports stadiums and arenas which are not readily accessible to and usable by individuals with disabilities. See 28 C.F.R. § 36.406, and 28 C.F.R. Part 36, Appendix A ("the Standards for Accessible Design"). The complaint alleges that in several stadiums and arenas designed and constructed by Ellerbe for first occupancy after January 26, 1993, Ellerbe has failed to provide wheelchair seating locations that offer people with physical disabilities lines of sight that are comparable to those for members of the general public, in that most or all of the wheelchair locations do not provide a line of sight to the floor, ice, or playing field over other spectators, when those other spectators stand up. See Standards § 4.33.3.

3. Ellerbe denies that it has violated title III of the ADA. This agreement is a compromise of disputed claims and does not represent, and should not be construed to be, an admission of liability on the part of Ellerbe.

4. During the pendency of this action, Ellerbe filed a Motion to Dismiss on the grounds that architects are not liable for violations of title III of the ADA and therefore may not be subjected to enforcement actions brought by the United States.

The Court denied this motion, holding that architects may have liability under title III. *United States v. Ellerbe Becket, Inc.*, 976 F.Supp. 1262 (D. Minn. 1997). Ellerbe continues to maintain that title III of the ADA does not provide a cause of action against architects; however, for purposes of this agreement only, Ellerbe does not contest the Court's jurisdiction.

## B. Agreement of the Parties

Accordingly, by consent of the parties, it is hereby ORDERED and DECREED that:

1. This Court has jurisdiction of this action under 42 U.S.C. § 12188(b)(1)(B) and 42 U.S.C. §§ 1331 and 1345. The Court may grant declaratory and other relief pursuant to 28 U.S.C. §§ 2201 and 2202.
2. Venue is proper in this district.
3. Ellerbe has participated in the design of assembly areas, sports stadiums and arenas that have been or will be occupied after January 26, 1993.
4. Ellerbe enters into this Consent Order for the purpose of avoiding litigation, and shall not dispute the validity of this Consent Order, or the authority of the Department of Justice to institute this action.
5. The terms of this order shall apply to assembly area projects in the United States, with fixed seating that seats four or more people, for which Ellerbe provides design services after the date of this order, if the facility being designed is one at which spectators can be expected to stand for some or all of any event to be held in that facility. This includes, but is not limited to, sports stadiums and arenas. Ellerbe shall design these facilities such that all or substantially all of the wheelchair seating locations in the facility provide persons with physical disabilities lines of sight that are comparable to those for members of the general public. For purposes of this order, Ellerbe shall calculate sight lines for wheelchair seating locations as described in the Department of Justice publication entitled "Accessible Stadiums." (Exhibit A to this order). In making these calculations, Ellerbe shall employ the average anthropometric dimensions set forth in Exhibit B to this order, on designs commenced after the date of this order.
6. Ellerbe shall provide to counsel for the United States annual reports on the status of its compliance with this order. These reports shall be provided no later than February 1 in each of 1999, 2000, and 2001. For each project in the United States involving an assembly area (including sports stadiums or arenas) with fixed seating that seats four or more people, where people can be expected to stand during an event, for which Ellerbe provides design services after the date of this order, or since the date of its last annual report, whichever is more recent, the reports shall describe with particularity the project name and location, the client contact names, mailing addresses, and telephone numbers, the number of wheelchair seating locations, and the placement of wheelchair seating locations which provide lines of sight over standing spectators.
7. With respect to projects designed by Ellerbe as of the date of this Agreement, the United States shall not commence any enforcement action which otherwise might be brought against Ellerbe for alleged violations of the ADA requirement that, as to assembly areas with fixed seating that seat four or more people, where spectators can be expected to stand during an event, including sports stadiums and arenas, all or substantially all wheelchair seating locations must provide people with physical disabilities lines of sight that are comparable to those for members of the general public.
8. The parties shall negotiate in good faith to resolve any dispute relating to the interpretation or implementation of this order before bringing the matter to the Court's attention.
9. If the United States believes that Ellerbe has violated this order or any requirement contained herein, it may move this Court for an appropriate order for the enforcement of this order, including civil contempt sanctions. The Court shall retain jurisdiction of this action to enforce the provisions of this order through December 31, 2001, unless the Court determines it is necessary to extend any of its requirements, in which case those requirements shall be extended.
10. This agreement relates solely to the facts and events alleged in the United States' complaint. This agreement does not remedy, and shall not be construed to remedy, any other violations of the ADA, or any violations of other federal law. Nothing in this order shall preclude the United States from filing a separate action under the ADA for any alleged violations of the ADA not precluded herein. In such actions, the United States may seek all remedies provided in 42 U.S.C. § 12188. Nothing in this order shall relieve Ellerbe of the obligation to comply with all other provisions of the Standards for Accessible Design when engaged in the design or construction of any facility, whether or not covered by the terms of this order.

11. In the event that there are changes in the legal requirements governing the design of wheelchair seating locations in assembly areas (including sports stadiums and arenas), whether by modification of the Department of Justice's regulation implementing title III of the ADA (currently codified at 28 C.F.R. Part 36, including Appendix A, the Standards for Accessible Design), by act of Congress, or by decision of the United States Supreme Court, Ellerbe shall thereafter conform its conduct to whatever new or different design requirements are adopted, enacted, or held to be binding.

12. This Consent Order shall be binding on Ellerbe as well as any subsidiary or successor in interest.

13. This instrument reflects the entire agreement between the parties.

SO ORDERED this 24th day of March, 1998.

/s/ John R. Tunheim  
United States District Judge

Agreed and Consented to:

For Plaintiff United States of America:

BILL LANN LEE  
Acting Assistant Attorney General for Civil Rights

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(612)288-9225

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### **EXHIBIT B**

The average anthropometric dimensions employed shall be: (1) average eye height for a person sitting in a wheelchair is 47.45"; (2) horizontal distance from the eye of an average person sitting in a wheelchair to the edge of the tier on which the wheelchair rests is 30"; (3) average head height of a standing spectator is 67.65"; (4) average eye height of a standing spectator is 63.45"; and (5) average shoulder height of a standing spectator is 55.65".

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[Return to Enforcement](#)

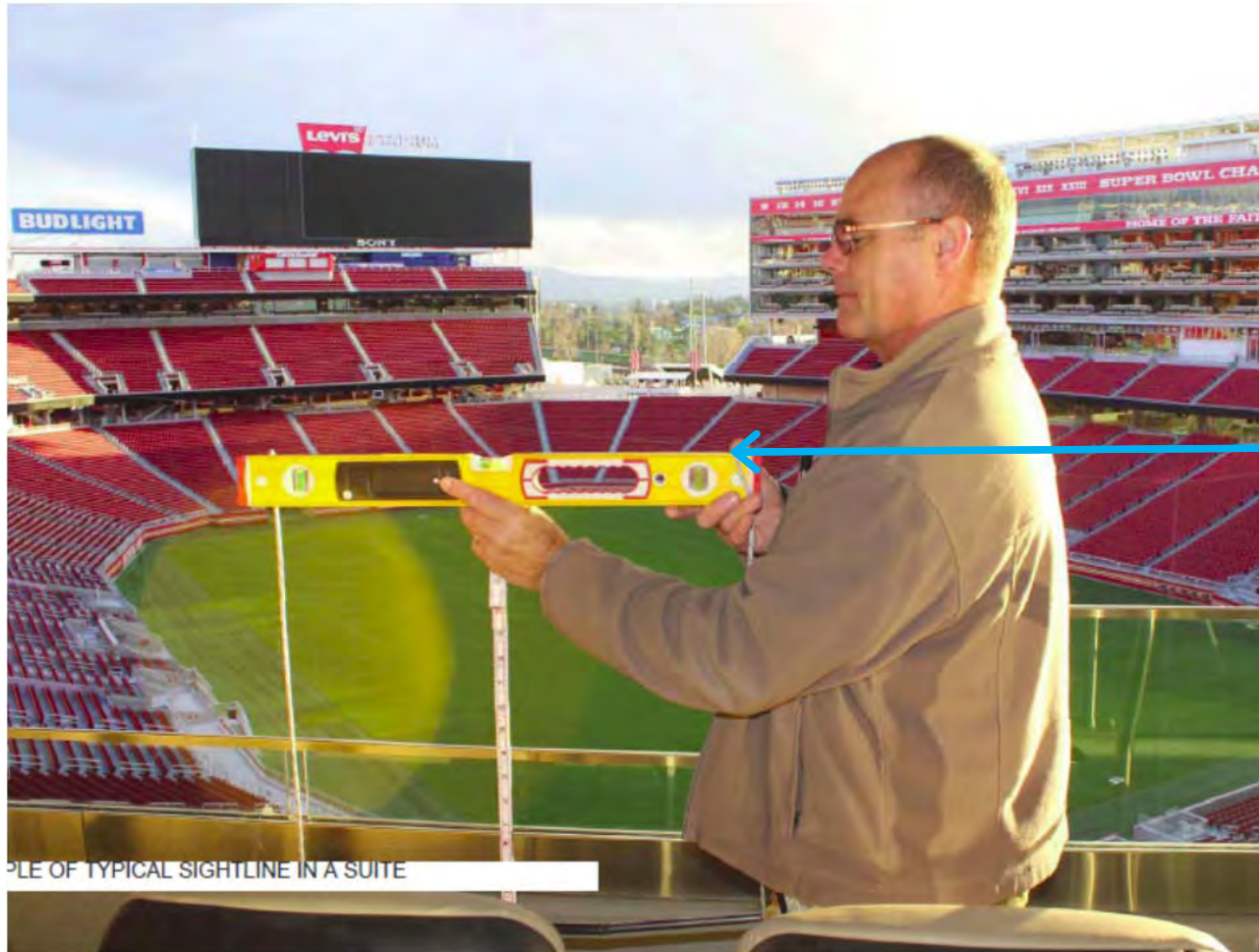


# EXHIBIT O



Shoulder height of standing spectator in front = 55.65" AFF

TYPICAL LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT  
Vantage point: eye height of a standing spectator = 63.45" AFF



Shoulder height of standing spectator in front = 55.65" AFF

**TYPICAL LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT**

Vantage point: wheelchair occupant eye height = 43" AFF

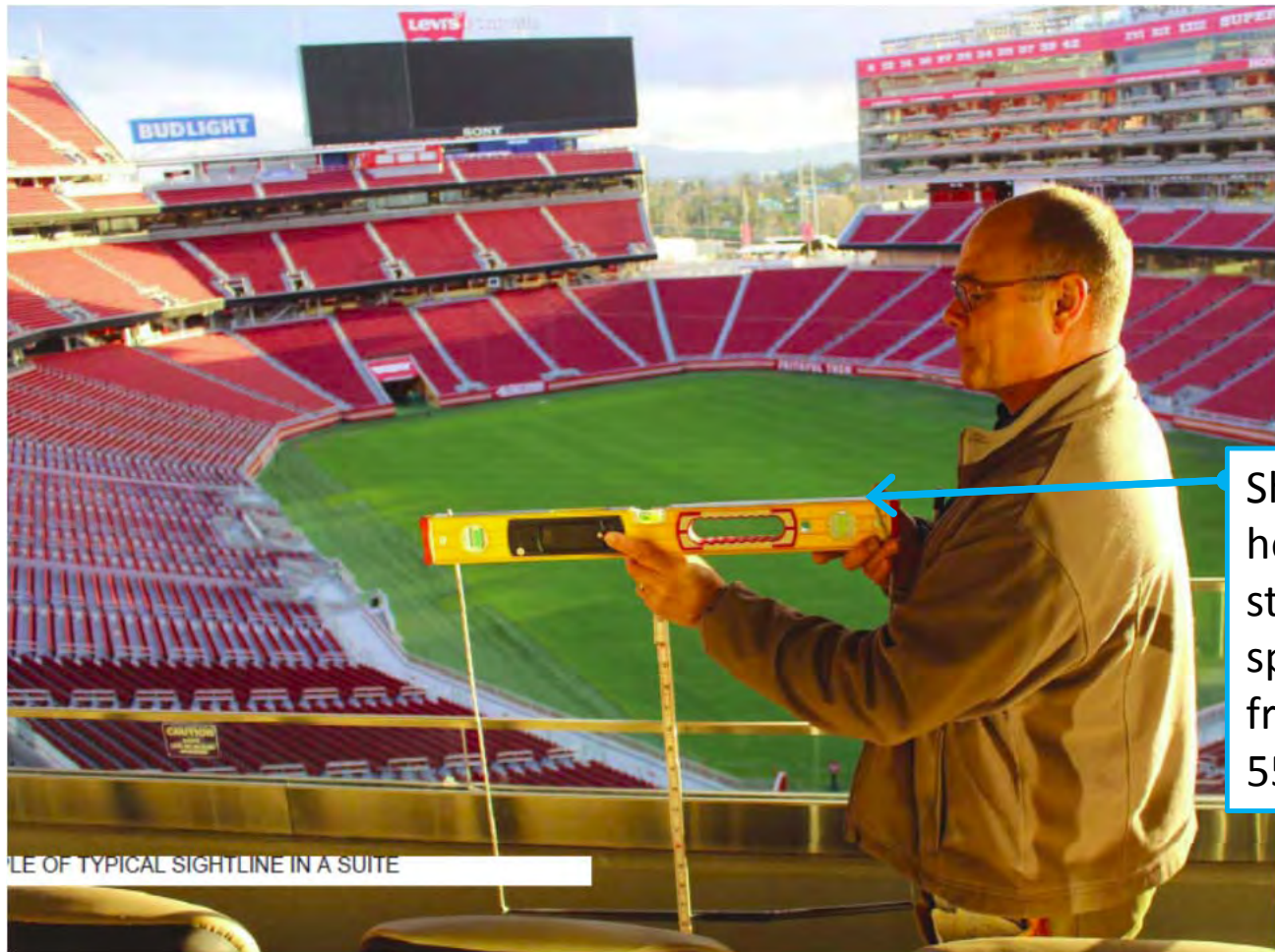
The low figure in the range common among guidance materials





Shoulder height of standing spectator in front = 55.65" AFF

TYPICAL LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT  
Vantage point: wheelchair occupant eye height = 47.45" AFF, the height prescribed in USA v Ellerbe Becket Consent Order – represents the mean



Shoulder height of standing spectator in front = 55.65" AFF

### TYPICAL LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT

Vantage point: wheelchair occupant eye height = 52" AFF

The high figure in the range common among guidance materials



# EXHIBIT P



FAVORABLE VIEW LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT  
Vantage point: eye height of a standing spectator = 63.45" AFF



Shoulder height of standing spectator in front = 55.65" AFF

### FAVORABLE VIEW LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT

Vantage point: wheelchair occupant eye height = 43" AFF

The low figure in the range common among guidance materials

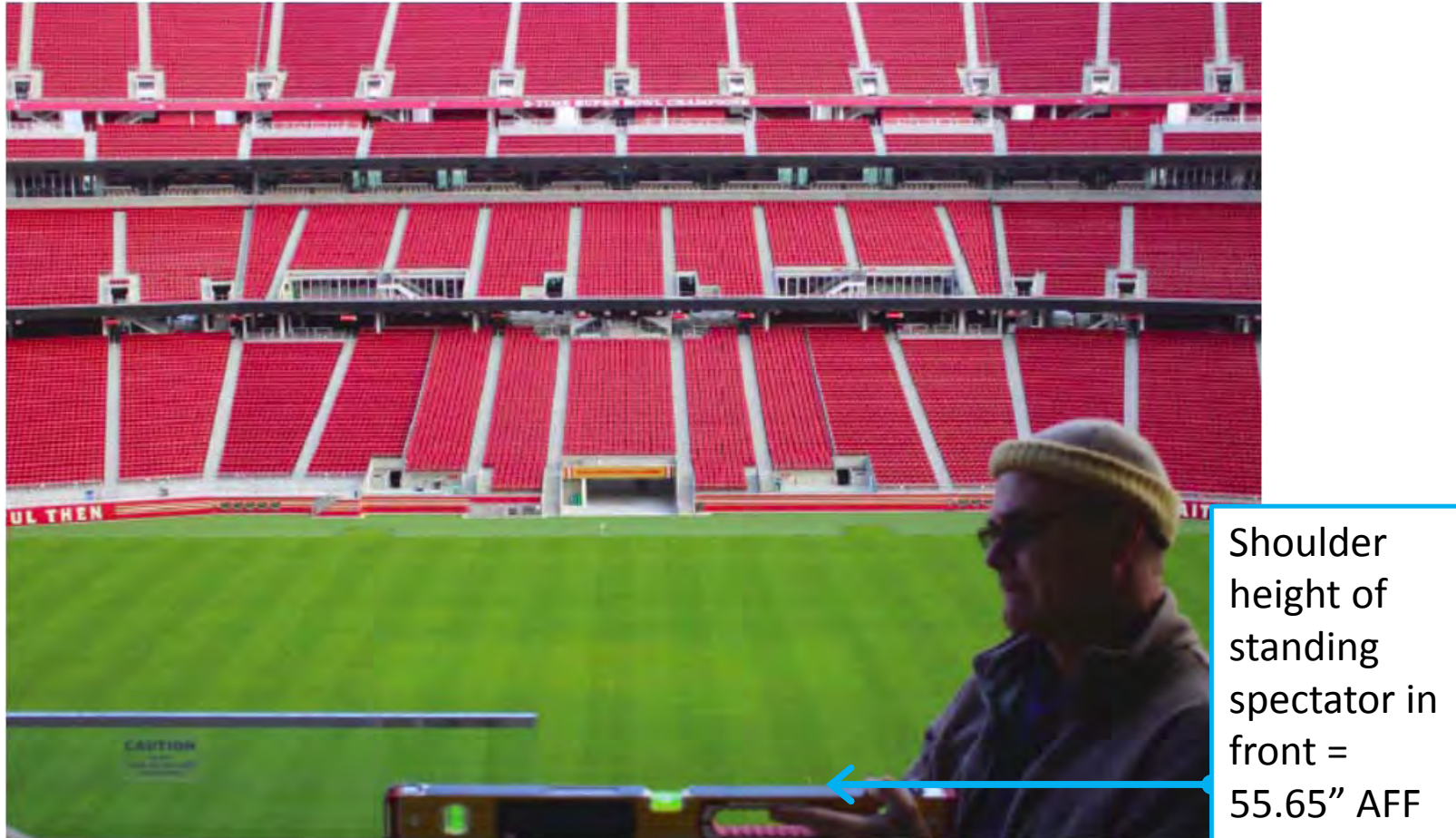




Shoulder height of standing spectator in front = 55.65" AFF

FAVORABLE VIEW LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT

Vantage point: wheelchair occupant eye height = 47.45" AFF, the height prescribed in USA v Ellerbe Becket Consent Order – represents the mean



**FAVORABLE VIEW LUXURY SUITE SIGHTLINE FROM WHEELCHAIR ACCESSIBLE SEAT**

Vantage point: wheelchair occupant eye height = 52" AFF

The high figure in the range common among guidance materials



# EXHIBIT Q



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS IN PLACE  
Vantage point: eye height of a standing spectator = 63.45" AFF



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS IN PLACE

Vantage point: wheelchair occupant eye height = 43" AFF

The low figure in the range common among guidance materials



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS IN PLACE

Vantage point: wheelchair occupant eye height = 47.45" AFF, the height prescribed in USA v Ellerbe Becket Consent Order – represents the mean





LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS IN PLACE

Vantage point: wheelchair occupant eye height = 52" AFF

The high figure in the range common among guidance materials



# EXHIBIT R



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS RETRACTED  
Vantage point: eye height of a standing spectator = 63.45” AFF



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS RETRACTED

Vantage point: wheelchair occupant eye height = 43" AFF

The low figure in the range common among guidance materials



LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS RETRACTED

Vantage point: wheelchair occupant eye height = 47.45" AFF, the height prescribed in USA v Ellerbe Becket Consent Order – represents the mean





LUXURY SUITE - VIEW FROM WINDOW DINING COUNTER – WINDOWS RETRACTED

Vantage point: wheelchair occupant eye height = 52" AFF

The high figure in the range common among guidance materials