

September 27, 2007

JOINT HEARING COMMENTS AND RESPONSES SEPTEMBER 11, 2007

Commissioner Abbreviations

<p>Planning Commission Mike Notestine (MN) Red Baner (RBanes) Darrell Woo (DW) John Boyd (JB) Joe Yee (JY) Joe Contreras (JC) Jodi Samuels (JS) Chris Givins (CG) Barry Wasserman (BW)</p>	<p>Preservation Commission Andrew Hope (AH) Tim Brandt (TB) Fred Turner (FT) Bruce Booher (BB) Rhett Beavers (RBeavers) Joe Stinson (JStinson) Karen Jacques (KJ)</p>	<p>Design Commission Wendy LaBarge (WL) James Fong (JF) Brian Sehnart (BS) David Nybo (DN) Hideki Miyamoto (HM) (Not Present) Edmond Chandler (EC) (Not Present)</p>
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TOPIC	COMMENTER(S)	COMMENT(S)	RESPONSE
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CIRCULATION AND CONNECTIVITY (CC)

<p>A. Connections to Alkali Flat</p>	<p>RBanes, WL</p>	<p>1. Can there be better connection to the North for Alkali Flat?</p>	<p>1. Crossing railroad at 10th Street area is technically feasible but not viable. UPRR and CPUC would probably oppose an at-grade crossing for pedestrians. Another alternative would be a pedestrian bridge, which would cost approximately \$1.5 million as a rough estimate.</p>
<p>KJ</p>	<p>2. Can there be a history or interpretative walk between Alkali Flat</p>	<p>2. Yes. Page 68 of the Specific Plan provides for an interpretative history walk to connect Alkali Flats to the Railyards. See Attachment 1.</p>	

		and the Railyards?	
B. Couplets			
	KJ	1. Why are 5 th and 7 th Street one-way streets?	1. Thomas Enterprises (“TE”) and City staff worked closely to design a street grid that balanced that could adequately service the increase in traffic, while maintaining pedestrian friendly streets and connecting with the existing downtown grid. To do this some streets were required to be one-way. This provided several benefits – namely it (1) connected with the existing grid, which has these as one-way streets, (2) it reduced the width of the street to provide a more pedestrian experience, and (3) it was more efficient for traffic.
	MN	2. Concern there are too many one-way streets.	2. City balanced issues in B.1 above and utilized as few one-way streets as possible.
	WL	3. Support one-streets because reduced ROW and safety.	3. OK.
C. Sidewalks and Tunnels			
	RBanes, FT	1. Concern regarding quality and experience in tunnel.	1. To ensure that tunnels are designed to the highest quality for both aesthetics and safety, Thomas Enterprises (“TE”) has added a page to the Design Guidelines regarding tunnel design. This is page 3-32 in the attached pages. See Attachment 2 .
	BW	2. Are any sidewalks as wide as the library sidewalk?	2. Yes. The sidewalk in front of the library is 20 feet (to the face of curb). Camille will have 22 foot walks and Stanford will have 23.5 foot walkways.
D. Roadway widths			
	BW	1. Concern over size of	1. The boulevard is two different sizes. East of 7 th Street it is

		boulevard. Appears in parts larger than any other City street.	narrower in width near the residential neighborhoods and is very similar to a typical City street section. West of 7 th Street, it widens. While the west of 7 th Street, the boulevard is equivalent to one of the larger streets of downtown and this reflects the traffic demands of downtown and the efforts to maintain a pedestrian friendly street. The boulevard has parking and Class II Bike Lanes on both sides of the street and it has two-way traffic. This makes for a wider boulevard.
	BW	2. Concern that boulevard will not have a full street canopy with trees meeting over the street.	2. The boulevard is wide enough that street trees are unlikely to grow to a size that they provide a full canopy over the street. This is also true on other wide streets in downtown Sacramento (e.g., the JKL corridor and elsewhere). However, the plan does call for a full complement of trees on this street. Although these trees' canopies will not meet over the center of the street, they will provide shade for pedestrians and greatly enhance the visual appearance of the street and the pedestrian experience on the street.
	MN	3. Concerns with boulevard – particularly with respect to adjacency to potential school site.	3. The Specific Plan indicates a potential school site in a large block area. The potential school, if one is located there, will be an urban school located in one structure. Such structure would take only a small portion of the identified site and would be designed to be set off from the boulevard to maximize public health and safety. In addition, there are many schools in the Sacramento area located adjacent to busy streets including McClatchy, St. Francis and Hiram Johnson.
E. Intersections			
	MN	4. The Design Guidelines do not specify when and where the guidelines for intersections	4. The Design Guidelines for intersections, located on pages 3-16 – 3-18, apply to all intersections in the Specific Plan area. These guidelines affect the design of crosswalks, curbs, pedestrian signals, and other components of intersections in the Specific Plan area. TE and City staff are currently working

		should be used.	to bring more specificity to these guidelines. The complete results of this effort should be available in late October.
HISTORIC RESOURCES (HR)			
A. Historic District Boundary and Transition Zone			
	FT	<ol style="list-style-type: none"> How were the boundaries for the historic district established? Should the Depot be located in the Historic District or moved? Should the tunnel exit area be included in the historic district? Transition Zone is vague. 	<ol style="list-style-type: none"> The boundaries will be established using criteria delineated in the National Register of Historic Places Bulletin. See also responses A.7 and A.8 below No. The National Register staff will need to determine if the Depot relates to the Rail Yards Historic District. The periods of significance are different and the criteria for listing may be different. In addition, the SP Depot is already listed on the National Register, and it may be very difficult to retain this listing if the Depot is relocated. No. The tunnel exit area should not be included in an historic district, given the uniform context of the Central Shops. Page 5-4 of The Design Guidelines, which covers the Transition Zone, has been greatly revised and expanded to two pages to provide additional design guidance and illustrations, and most “shoulds” were changed to “shalls.” See Attachment 3. Under the Transition Zone Design Guidelines,
	KJ		

		<p>new buildings within the Transition Zone must be placed at least 20 feet from any historic building. New buildings in the Transition Zone must respect the height of neighboring historic buildings by either being at the same building height, or having an upper level setback, and by conforming with the maximum height limits shown in Figure 5-2 of the Specific Plan. In addition, the massing of buildings in the Transition Zone must be compatible with the scale and delineation of the massing of this historic buildings in the Central Shops Area. Finally, all new buildings in the Transition Zone should use materials that incorporate elements found in the Central Shops buildings.</p>
	<p>5. Concern over 120 foot building height in Transition Zone.</p>	<p>5. This is a small parcel that will still be subject to the additional requirements set forth in the Transition Zone Design Guidelines, which include massing, materials, context, and relationship requirements. In addition, from a design and market perspective, there should be an anchor on Camille that has special treatment and provides views to the Shops, while also providing an activity anchor for the Area. This anchor will transition and complement the Central Shops.</p>
	<p>6. Need additional work on historic district.</p>	<p>6. Additional discussions are underway regarding the historic district.</p>
	<p>7. Concerns over boundary of historic district.</p>	<p>7. On October 3, the Preservation Commission will have a public hearing regarding the Historic District and will ask to make its recommendations to the City Council..</p>
	<p>8. Want to ensure that City boundary is equal to National Boundary.</p>	<p>8. For these reasons, and others, TE has not filed a National Boundary application until the local historic district is established. Once the local historic district is established, TE will file its application for a historic district.</p>

		<p>9. Want to ensure a cohesive element and approach for new construction in the Central Shops and Transition Zone.</p>	<p>9. The policy documents ensure that all projects in this zone must comply with the goals and policies of the Specific Plan, the Design Guidelines, the SPD development standards and process requirements, and the Historic District Ordinance requirement.</p>
	RBeavers	<p>10. What does it mean to be within the Transition Zone?</p> <p>11. Can we develop a conceptual site plan to include in the Design Guidelines for the Transition Zone?</p>	<p>10. All new construction within the Transition Zone is (1) limited in height, (2) subject to specific design guidelines to ensure transition and relationship to the Central Shops, and (3) subject to the SPD.</p> <p>11. The Specific Plan and Design Guidelines already contain a drawing showing open spaces in the Transition Zone, as well as extensive design guidance regarding the area. Moreover, the EIR contains drawings showing potential open space and massing of buildings in the Transition Zone, which are not part of the regulatory documents but which do provide a sense of possible future development. However, as stated above, TE has supplemented the Transition Zone guidelines.</p>
	MN	<p>12. How is the edge addressed between the Historic District and the Transition Zone?</p>	<p>12. See Answer A.11 above and A.4. In addition, the area will be public, porous, with contextual massing, color, and materials to ensure a consistent experience between the public open spaces.</p>
	AH	<p>13. What is the massing in the Transition Zone?</p> <p>14. Need more discussion regarding historic district boundary. Leaning towards</p>	<p>13. See Answer A.11 above.</p> <p>14. See Answers A.2 – A.7 above.</p>

		the boundary surrounding the Central Shops. No need to include vacant land.	
DN	15. We should respect the past by coming to it and embracing it – not stepping back.	15. Yes. This is why the new construction adjacent to the Shops embraces the historic structures while also being subject to set back requirements, height limits, and design guidelines.	
B. Chinese History			
RBanes	1. Can we include reference to Chinese Garden? 2. Can we incorporate changes into Plan? 3. What are the plans to highlight the Chinese Railway workers?	1. Yes. TE has added a discussion of a Chinese Garden on page 3-63 of the Design Guidelines and page 64 of the Specific Plan. These pages are attached as Attachment 4 . 2. Yes. The current land use plan reflects six years of public input. 3. The plan to highlight the contribution of Chinese workers to the Railyards consists of four (4) action items: 1) Finding outstanding businesses and tenants for the new streetscapes who are able to reflect the site’s historic connection with people of Chinese descent. 2) Hiring designers who can “tell the story” of the Chinese experience at the Railyards in form. 3) Identifying talented technical consultants to join the development team. 4) Creating public places to honor the contributions of the Chinese community.	
DW			

C. Museums	BS (and WL)	1. We should reference museums.	1. Yes. The Specific Plan has added a discussion of a potential museum to celebrate Chinese culture on page 26. Other museums are also discussed on this page. See Attachment 5 .
	WL	2. Strongly support project. 3. Once in a lifetime opportunity. 4. No brainer for project to include Railroad Museum and YeeFow monument/museum.	2. OK. 3. OK. 4. TE supports the museums. See Museums A.1.
D. Trans-continental Trace			
	JC	1. Is any part of the Transcontinental rail-line left?	1. No. There is no track remaining onsite.
E. Central Shops and Remediation			
	TB	1. What is the timing and plan for stabilization and remediation of the Central Shop buildings?	1. The selected remedy, to be approved by DTSC, will mitigate the impact of contaminants in soil and groundwater under and surrounding the Central Shops. Upon installation and operation of remediation systems, the Central Shops will be certified by DTSC (by 2009), to be followed by building rehabilitation, including abatement work.

RIVERFRONT (R)

<p>A. Open Space</p>	<p>MN</p>	<p>1. Trying to get arms around open space on the river.</p> <p>2. Fabulous development</p> <p>3. Need a maximum lot coverage guideline in the Riverfront District to ensure open space.</p>	<p>1. Open space on the riverfront is a key part of the Plan. It is consistent with the Riverfront Master Plan. One key is to activate the space to ensure it is populated, safe, and world-class riverfront space. Attached as Attachment 6 are examples of the planned open space. TE has also revised page 4-55 of the Design Guidelines, and added page 4-56, to further regulate development along the waterfront to provide stronger development requirements for future development. See Attachment 7.</p> <p>2. OK.</p> <p>3. The Design Guidelines do provide a maximum lot coverage guideline in the Riverfront District. As discussed on page 4-18, the Residential Mixed-Use, High-Rise and Commercial Mixed-Use, High-Rise building types are allowed in the Riverfront District. The Design Guidelines, pages 4-9 and 4-13, provide that the maximum lot coverage for these building types is 100 percent on levels including parking, and 75 percent for levels above parking. In addition, page 4-56 of the Design Guidelines (see Attachment 7) has been revised to require a riverfront promenade in the Riverfront District, and maximizes pedestrian access from the Railyards' centre (e.g., Central Shops) to the Riverfront District. The illustration contained on page 4-56 shows this new configuration.</p>
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B. Height and Mass	KJ, BW	<p>1. Concern regarding high rises on parcel 35 next to the river and how towers relate to the downtown and the riverfront.</p> <p>2. Project will improve riverfront.</p>	<p>1. The potential for high rises is appropriate for several reasons: (1) residential development activates the riverfront similar to many other downtown urban waterfronts of similar size to Sacramento, (2) it shields the open space from intrusive industrial uses (e.g., I-5 and the rail-line), (3) it provides a connection for the City to actively experience the riverfront, and (4) it is consistent with other development along the Sacramento. Specifically directly across the river there is a 19 story structure and further down the river, the height limit in the West Sacramento Triangle Specific Plan is up to 200 feet. Attachment 8 provides graphics of these projects in the context of the Sacramento River, as well as other urban waterfronts.</p> <p>2. OK.</p>
PARKING (P)			
JS		<p>1. Are parking garages in the Specific Plan or Design Guidelines?</p>	<p>1. Yes. Page 41 of the Specific Plan sets out two policies for parking in the Plan area.</p> <ul style="list-style-type: none"> ● Policy CC-1.7 – Encourage development of centralized parking facilities, to promote shared parking and to optimize the use and efficiency of parking facilities, which should be wrapped by other uses. ● Policy CC-1.8 – Encourage structured parking and service facilities that do not detract from the neighborhood character of the area. <p>In addition, TE has added Figure 7-28 and text on pages 88-90</p>

			of the Specific Plan, specifically delineating the parking structure locations and capacities. These pages are attached as Attachment 9 . Pages 4-48 through 4-52 of the Design Guidelines set forth specific requirements for parking, and are also attached at Attachment 9 . Those pages have been modified to give specific guidance regarding stand-alone parking structures.
	BW	2. Concern over parking garages in general and specifically under freeway-address design and access. 3. What was thinking behind parking structures?	2. See A.3 below. 3. The decision to incorporate garage structures was a carefully thought out balance between street parking, encouraging pedestrian and other transportation modes, and still providing sufficient parking. Parking structures will be primarily accessed off the less busy streets and alleys rather than major streets such as Railyards, Camille or 5 th Street. In addition, the concept was to locate potential garage locations near cultural/entertainment areas to encourage to “park once” and walk. The potential garages are also located outside pedestrian zones as much as possible.
	MN	4. Did EIR analyze lot specific parking?	4. Yes. The Specific Plan EIR made certain assumptions regarding the locations and size of the parking garages for purposes of the traffic study.

DESIGN GUIDELINES (DG)

A. Specificity	MN, KJ, DN	1. Concern that Design Guidelines are	1. The Design Guidelines are intentionally designed to allow flexibility in an urban environment. In addition, they work in
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		vague and contain too many “shoulds.”	<p>conjunction with the Specific Plan, Special Planning District, and DA, which also provide process and development requirements beyond those typically found in a Design District. However, in response to this comment, TE is working with City staff to identify specific clauses in the Design Guidelines that should be changed from the advisory “should” to the required “shall.” The complete results of this effort should be available in late October. One example available now is the revised Transition Zone Guidelines. See Attachment 3.</p> <p>2. See Answer A.1. above.</p>
	MIN	2. Concern that Design Guidelines are not specific enough to guide development over the next 20 years, with multiple developers involved.	
B. Private open space			
	JB	<p>1. Good project.</p> <p>2. Interested in open space.</p> <p>3. Will families have private open space?</p>	<p>1. OK.</p> <p>2. Open space is a key component of the Plan, which provides approximately 42 acres of open space in the plan area.</p> <p>3. Yes. Approximately 80 sq/ft of common usable open space and 50 sq/ft of private open space, which will be established in the SPD. Page 4-21 of the Design Guidelines has been amended, and pages 4-22 and 4-23 have been added, to provide additional design guidance regarding private open space. These pages are all contained in Attachment 10.</p>
	JS		

URBAN CANOPY (UC)

WL	<ol style="list-style-type: none"> 1. Trees are important and want to ensure urban canopy. 2. Improve life in dense areas. 	<ol style="list-style-type: none"> 1. Pages 3-44 through 3-47 in the Design Guidelines provide tree guidelines, including canopy requirements. 2. The Plan is intended to create a dynamic and vibrant urban village to provide a great quality of life for residents and visitors to Sacramento.
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SUSTAINABILITY (S)

BS	<ol style="list-style-type: none"> 1. Where are the references to sustainability and can we improve it? 	<ol style="list-style-type: none"> 1. Sustainability needs to be called out more clearly as a fundamental principle in both the Specific Plan and the Design Guidelines. To this end, we have made the following changes: <ol style="list-style-type: none"> 1) Principle 9, formerly appearing on page 40 of the Specific Plan, has been moved to become Principle 1 on page 32. This principle has also been expanded. 2) Goal 4 and its policies, formerly appearing on page 45 of the Specific Plan, has been moved to become Goal 1 on page 41. The policies regarding this goal have been greatly augmented. 3) The section on page 4-47 of the Design Guidelines formerly entitled “Sustainability,” which actually only addresses building technology, has been retitled as “Green Buildings.” 4) An entire new section on sustainability, Section 2.D, has been added to page 2-13 of the Design Guidelines. These revised pages comprise Attachment 11.
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KJ	2. Praises Project and sustainability.	2. OK.
PROCESS (P)		
JB, JS	1. How are future individual projects reviewed? 2. Public should have an opportunity for input in the process. 3. Support staff level review for individual projects given input on governing policy documents.	1. This will be addressed at October 2 Joint Hearing. 2. The public has been actively involved in the planning of this project and will continue to have the opportunity to be so. 3. OK.
WL		
DN	4. Can we have a matrix comparing other similar City processes (e.g., San Diego, San Francisco, etc.)?	4. Yes. Attachment 12 sets out examples of similar processes in San Francisco and San Diego.
TB, KJ	5. Why Director waiver instead of Commission waiver in Design Guidelines?	5. This change is related to the Railyards SPD and the process set forth therein. It will be addressed at the October 2 Joint Hearing.
INTERMODAL		
RBanes	1. When are the tracks moving?	1. Relocating the tracks facilitates connectivity with existing downtown. It will likely be completed in 2010/2011.

		2. Is the City in charge of track relocation?	2. Track relocation is a City project, but UP controls certain aspects related to the actual tracks.
MN		3. Why are there so few details on the SITF in the Specific Plan?	3. The SITF is a City project that has not yet been designed. As such, the Specific Plan recognizes the City intends to construct the Intermodal but at this time no additional detail is available and the City does not want the Specific Plan to preclude any design options.
JC		4. Is the Depot moving?	4. Because the final design for the Intermodal has not been processed, it is uncertain whether or not the Depot will be relocated at this time. Community input indicates a preference for relocation, but that is subject to historic and financial feasibility.

MISCELLANEOUS

FT		1. Can you connect with the Water Treatment Plant? (How does the Railyards Interface with the Water Treatment Plant?)	1. The Railyards will integrate with the Water Treatment Plant as appropriate and feasible given design constraints. Vista Park will also offer views of the Water Treatment Plant. As noted on page 66 of the Specific Plan, Vista Park will be a very active park and will host a variety of planned and unplanned recreational activities. Vista Park is immediately adjacent to the entrance to the Water Treatment Plant and will provide park users with views to the treatment facility and, further north, the Richards Area.
MN		2. What is the City Council's response to Marshak's letter?	2. City Council voted 9-0 approving T-9 and its staff level approval process.
		3. Like the grid.	3. The grid was a byproduct of public input from the community and the work of TE and City engineers.
		4. Did City staff have an opportunity to review the Design	4. Over the past five years staff has been intimately engaged in planning the site. In addition, City staff has worked collaborative with TE to both structure and draft the relevant

		entitlements, including the Specific Plan, the Design Guidelines, and the SPD.
JB	Guidelines and Specific Plan prior to their distribution? 5. Clarify this is an excellent project	5. OK.
WL	6. Restate that TE has done a tremendous job working with community and in developing this project.	6. OK.
DN	7. Didn't see Arco Arena.	7. The Specific Plan and EIR have a Sports & Entertainment Overlay for one location in the Plan. It will require additional environmental review and a special permit.
AH	8. What is the vision for completion of the project?	8. Approximately 4 years for Phase 1 and 20 years for entire project.
TB	9. Can we receive matrix of entitlements and schedule?	9. Attachment 13 is a matrix of the entitlements and schedule.
COMMUNITY COMMENTS		
Lloyd Hardgrove (Downtown Partnership and Old Sacramento Business Older)	1. Great project, needs to move forward. 2. Wants connectivity with downtown and Old Sacramento.	1. OK. 2. One of the primary goals of the Railyards Specific Plan is to connect the Railyards with downtown and Old Sacramento. To this end, the Specific Plan calls for the extension of key downtown streets through the Railyards. North from the downtown, 5 th , 7 th , and 10 th Streets will be extended to North B Street as major connectors between downtown and the

	<p>Railyards, and providing access to Camille Lane. The Railyards Specific Plan also calls for strong pedestrian and bicycle linkages between the downtown and the Railyards. Specific Plan Goals C-4 and C-5 call for the extension of pedestrian and bicycle connections from the downtown to the Railyards. To implement these goals the Specific Plan contains pedestrian and bicycle circulation plans showing connections to downtown. Further, the Railyards Specific Plan calls for strong linkages to the Sacramento River, beneath the I-5 freeway viaducts. This linkage will create direct pedestrian connections between Old Sacramento and the Railyards, including the historic Central Shops.</p>		
	<ol style="list-style-type: none"> 3. The Railyards Specific Plan proposes several direct connections between Old Sacramento and the Railyards commercial districts. See Response (2) above. 4. OK. 5. OK. 	<ol style="list-style-type: none"> 3. Wants commercial districts close to each other. 4. Property needs to be economically viable for development. 5. Must happen quickly. 	
	<ol style="list-style-type: none"> 1. OK. 2. OK. 3. The Railyards Specific Plan addresses the potential for a streetcar route in the Railyards on page 97. The proposed 	<ol style="list-style-type: none"> 1. Likes trains. 2. Believes proposed height limitations in Transition Zone will preserve historic context. 3. No mention of streetcar system. 	<p>William Berg</p>

		<p>4. Wants Rail Museum.</p>	<p>streetcar route is shown on Figure 2-3. As discussed on page 86, the streetcar may be included in the Railyards at a future date if a power source can be located under the roadway.</p> <p>4. See Historic Resources, Answer C.1 above.</p>
Steve Yee		<p>1. Cannot exclude Chinese from discussion.</p> <p>2. Must respect past for future.</p> <p>3. Must not lose sight of Chinese contributions.</p> <p>4. Wants museum.</p>	<p>1. TE agrees. See Historic Resources, Answer B.3 above.</p> <p>2. TE agrees. See Historic Resources, Answer B.3 above.</p> <p>3. TE agrees. See Historic Resources, Answer B.3 above. The Railyards Specific Plan also discusses the contributions of Chinese workers to the Transcontinental Railroad on page 11.</p> <p>4. See Historic Resources, Answer C.1 above.</p>
Paula Tomasi		<p>1. General support.</p> <p>2. Wants sustainable development (south slant roofs in lieu of solar panels).</p> <p>3. Wants community gardens.</p>	<p>1. OK.</p> <p>2. The Railyards Design Guidelines, page 4-44, provides that roofing surfaces for buildings shall have high solar reflectivity and high emissivity of the life of the material. The Railyards Design Guidelines specify that roofing materials should achieve a solar reflectance index (as per LBNL Cool Roofing Materials database) of at least 78 for low-sloped roofs and 29 for high sloped roofs.</p> <p>3. The Railyards Design Guidelines proposes community gardens as a key feature in the Specific Plan Area. Page 4-22 of the Railyards Design Guidelines provide that private realm open spaces shall contain, among other things, “terraces and gardens that support pedestrian activity and community interaction[.]”</p>

		<p>4. Does not want to discourage homeless.</p> <p>5. Wants affordable housing.</p>	<p>4. The Railyards will contain uses that are meant for all members of the community to enjoy.</p> <p>5. The Railyards Specific Plan recognizes the need for affordable housing, Goal HO-2 in the Railyards Specific Plan, page 44, provides: “Provide housing affordable to a range of income groups.” To implement this goal, the Railyards Specific Plan contains specific policies to (1) ensure long-term affordability of low and moderate income housing; and (2) ensure that affordable units are built in a manner that maintains the high quality design of the community. Thus, the Railyards Specific Plan area will have a strong affordable housing component, making the Specific Plan Area a livable place for all members of the community.</p>
	Tom Stallard	<ol style="list-style-type: none"> 1. Great for region. 2. Very excited. 3. Valley Vision supports. 4. Time is of the essence. 5. Theatre supports TE. 6. “Get us something we can build.” 	<ol style="list-style-type: none"> 1. OK. 2. OK. 3. OK. 4. OK. 5. OK. 6. OK.
	Johnny Marshak	<ol style="list-style-type: none"> 1. Historic District too small. 	<ol style="list-style-type: none"> 1. See Historic Resources section above.

		<p>2. Roundhouse excluded from historic district.</p> <p>3. Should include transcontinental rail-line.</p> <p>4. Process shuts out the public and the commissions.</p> <p>5. State Parks want to keep industrial uses in Boiler Shop, Erecting Shop, and Transfer Table, which are not allowed by the proposed RCMU zoning designation.</p> <p>6. The Design Guidelines can be violated because they are comprised of “shall” statements, not “should” statements.</p>	<p>2. See Historic Resources section above.</p> <p>3. See Historic Resources section above.</p> <p>4. See Process, Answers 1 and 2.</p> <p>5. TE supports the California Railroad Technology Museum as it will contribute to the cultural fabric of the City and the Railyards Specific Plan area. The vision for the Railyards Specific Plan area is an urban commercial/residential mixed-use community. This vision is based on comments received from the public and City officials during the public review/scoping process. Zoning any area of the Railyards Specific Plan area for industrial uses is not compatible with this vision.</p> <p>6. See Design Guidelines, Answer A.1, Historic Resources, A.9.</p>
	<p>Patty Kleinknecht (Rivers District)</p>	<p>1. The Railyards will energize the City center.</p>	<p>1. OK.</p>

		<p>2. Development will bring tax dollars.</p> <p>3. Encourage ongoing talks neighborhood groups.</p>	<p>2. OK.</p> <p>3. OK.</p>
	<p>Bob Roar</p>	<p>1. History of Central Shops not mentioned in Railyards Design Guidelines.</p> <p>2. Central Shops should be restored on the outside, and restored on the inside to how they were used in the past.</p> <p>3. Protect shops from encroachment of new construction, historic district should be expanded.</p> <p>4. Pattern Shop should be included in the</p>	<p>1. The history of the Central Shops is discussed at length in Chapters 2 and 9 of the Railyards Specific Plan, as well as Chapter 6.3 of the Railyards Specific Plan EIR.</p> <p>2. The Central Shops is the heart of the Railyards Specific Plan Area. As part of this vision, the Central Shops will be restored. Pursuant to the Historic Preservation Chapter, 17.134, of the City Code, a historic district, including contributing resources and identifying significant features and characteristics, will be designated by the City for the Central Shops area. The designation will provide for review of development projects pursuant to Chapter 17.134, which specifies use of the Secretary of the Interior’s Standards for the Treatment of Historic Properties. Therefore, all work to restore the Central Shops, including adaptive reuse, will be undertaken in strict compliance with the Secretary of Interior’s standards, with final approval by City.</p> <p>3. The Central Shops will be protected as part of a Historic District under the City Code, as well as by the Preservation elements of the Specific Plan, and the Design Guidelines.</p> <p>4. There is no existing structure where the Pattern Shop previously stood.</p>

		Historic District.	
Dr. Yee	<ol style="list-style-type: none"> 1. All existing Central Shops structures, including the Boiler Shops, will be preserved and restored in accordance with the Secretary of the Interior's Standards. 2. OK. 3. See Historic Resources, Answer C.1. See also Historic Resources, Answer B.3. 	<ol style="list-style-type: none"> 1. Preserve Boiler Shops. 2. Supports project. 3. Honor Chinese contribution with a museum. 	
Ed Sanchez (SMUD)	<ol style="list-style-type: none"> 1. OK. 2. OK. 3. OK. 	<ol style="list-style-type: none"> 1. Support project. 2. Great relationship with TE. 3. Working with TE on efficient delivery of energy through wind, solar, and other means. 	
Michael Faust (Metro Chamber)	<ol style="list-style-type: none"> 1. OK. 2. OK. 3. OK. 	<ol style="list-style-type: none"> 1. Most important project in the Region. 2. Specific Plan was a collaborative effort with TE and City. 3. Specific Plan enhances historic preservation beyond anything approved in the past for the 	

		site.	
	Fred Arnold (RT)	<p>4. Great support of the project.</p> <p>1. Great transit-oriented development project.</p> <p>2. RT has been active and had seat at the table with TE and the City.</p> <p>3. Great opportunities for different modes of transportation at the Railyards.</p>	<p>4. OK.</p> <p>1. OK.</p> <p>2. OK.</p> <p>3. OK.</p>
	Linda Whitney (Old City Association)	<p>1. Wants Historic District to extend north to encompass site of transcontinental railroad.</p> <p>2. Sensitive to needs of developer.</p> <p>3. Time to work on this collaboratively.</p>	<p>1. See answers provided in Historic Resources section above.</p> <p>2. OK.</p> <p>3. OK.</p>