

Meeting Date: 6/14/2016

Report Type: Public Hearing

Report ID: 2016-00598

Title: Third Party Appeal: Yamane Mixed-Use Project (Noticed 06/03/2016)

Location: 2500 & 2508 J Street, District 4

Recommendation: Conduct a public hearing and upon conclusion deny the third party appeal and pass 1) a Resolution adopting the Sustainable Communities Environmental Assessment and the Mitigation Monitoring and Reporting Program; and 2) a Resolution approving a Tentative Map and a Site Plan and Design Review with deviations on a .44 acre site in the General Commercial (C-2-MC) zone and located in the Midtown Commercial overlay zone.

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Department: Community Development Dept

Division: Current Planning

Dept ID:

Attachments:

- 01-Description/Analysis
- 02-Background
- 03-Resolution CEQA Findings
- 04-Exhibit A Mitigation Monitoring and Reporting Program
- 05-Resolution for Entitlements
- 06-Exhibit A Tentative Map
- 07-Exhibit B Project Plans
- 08-Exhibit C Street Plans
- 09-Exhibit D - Materials List
- 10-Appeal Application
- 11-Aerial
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- 13-Community Comments
- 14-Photographs

City Attorney Review

Approved as to Form
Jeffrey Heeren
6/7/2016 10:48:38 AM

Approvals/Acknowledgements

Department Director or Designee: Ryan Devore - 5/25/2016 12:56:56 PM

James Sanchez, City Attorney

Shirley Concolino, City Clerk
John F. Shirey, City Manager

John Colville, Interim City Treasurer

Description/Analysis

Issue Detail: The Yamanee project is a request to demolish two existing buildings and construct a 15-story mixed-use building on approximately 0.44 acres in the General Commercial (C-2-MC) zone and located in the Midtown Commercial overlay zone. The proposed use includes 14,494 square feet of ground-floor and mezzanine commercial uses, 134 residential units, amenities for the residents, and three levels of structured parking. Staff received several comments both in support and in opposition to the project.

The project was heard at the Planning and Design Commission on May 12, 2016 where the Commission approved the project (9 votes of approval, 2 votes against, 1 absent). The project is before the City Council on an appeal by a third party.

Although specific reasoning for the appeal was not provided on the appeal form, the appellant later submitted grounds for the appeal, which are summarized below and provided in Attachment 10:

- The project does not demonstrate a significant community benefit that is sufficient enough to justify additional floor-area ratio (FAR).
- The current General Plan has successfully spurred development in the Central City, including residential units. Therefore, housing is not a significant community benefit.
- Allowing high-rise construction in Midtown actively discourages high-rise development downtown and in the Railyards because it avoids the fees required to build in fee districts areas zoned for high-rise construction.

Staff addresses these concerns under the “Rationale for Recommendation” section below.

Policy Considerations: The site of the proposed Yamanee project is designated as Urban Corridor Low in the 2035 General Plan. This designation calls for street corridors that have multi-story structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses, and the streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

The General Plan includes goals for the City’s growth patterns to be more compact, including infill projects that intensify development near transit and provide a mix of uses, which will lead to increased walking and reduced automobile use.

The Yamanee is consistent with the Urban Corridor Low designation in that it provides a higher intensity, mixed-use project at the intersection of a major corridor and is immediately surrounded by commercial uses and a multi-story residential apartment complex. The ground-floor uses are commercial, that face the streets as well as a pedestrian walk at the

east side of the building. The alley will be activated with commercial uses as well as residential balconies that face the alley. No curb cuts are proposed and the parking is accessed from the alley. This provides a safer pedestrian experience and allows for a larger tree planting area. The Yamanee also offers private and publicly accessible plazas and open space.

The project has a floor-area-ratio (FAR) of 9.22, which exceeds the Urban Corridor Low maximum floor-area-ratio of 3.0. The General Plan has a policy (Land Use Policy 1.1.10) that allows an increase in FAR above that which is permitted if a significant community benefit is provided by the project. The policy allows that there may be a circumstance where the City determines that the benefit the community would derive from the project outweighs strict adherence to the General Plan's maximum FAR. A "significant community benefit" is not defined in the General Plan. Instead, the significant benefit is evaluated during the entitlement review of the project. The evaluation considers the unique offerings of a development, the context of that development, and the cumulative value of the benefit.

In consideration of the special nature of this project and pursuant to the General Plan, Land Use Policy 1.1.10, staff is recommending that Yamanee be approved at the proposed floor-area-ratio (FAR) due to the many significant community benefits that the project provides:

- The mixed-use project achieves density in a manner that sets new expectations for sustainability.
- Yamanee will bring a unique market-rate housing product to Midtown and will help to achieve the City's goal of building 10,000 new residential units by 2025.
- This mixed-use project has strong design and sustainability features that are consistent with numerous City goals and policies and the project site is an appropriate location for the additional height and density, which results in a significant community benefit.

General Plan Policy LU 1.1.10 was specifically intended to allow the City to take advantage of unique opportunities such as the Yamanee proposal. Based upon the aforementioned community benefits, City staff has concluded that Yamanee's increased FAR is warranted and is consistent with the General Plan.

Economic Impacts: None.

Environmental Considerations: The Environmental Services Manager determined that the Project, as proposed, will not have a significant impact to the environment, and pursuant to Public Resources Code (PRC) section 21155.2(b), a Sustainable Communities Environmental Assessment (SCEA) was prepared and circulated for public comment. In compliance with PRC 21155.2(b)(2), the City has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures are included in the Mitigation Monitoring and Reporting Program, and address impacts to

biological resources, cultural resources, hazards, hydrology and water quality, and vibration. The SCEA was available for public review and comment for a 30-day period from April 1 through May 2, 2016.

Environmental Services staff received ten comment letters during the public review period regarding the project. The comments are from the Central Valley Regional Water Quality Control Board, Sacramento Regional County Sanitation District (Regional San), Midtown Neighborhood Association, Preservation Sacramento (3), Sacramento Modern, Lenora Spooner, Thomas Roth, and Chris Smith. The comments and responses are included as an attachment to the SCEA, and are available on the Community Development Department webpage at the link below.

As part of the environmental review, a historic evaluation was completed for the building at 2508 J Street which determined that the structure was originally built circa 1915 and a commercial addition to the front of the structure was constructed in the 1940s. The consultants' historic evaluation determined that structure is not eligible as a historic resource for CEQA purposes, nor does it meet the criteria for the California Register of Historic Resources or the Sacramento Register of Historic and Cultural Resources. The City's Preservation Director reviewed and concurred with that evaluation.

Subsequent to the original historic evaluation, additional information was received. The Preservation Director has reviewed a William Burg historical evaluation of the project site submitted as part of the Preservation Sacramento May 2, 2016 comment letter on the proposed project, has reviewed the AECOM historical consultant's response to those comments, has consulted with the City's Historian relative to the history of the Van's Art Shop (est. 1951 to 1954), Art Ellis (1956-2013) and the artist, Agardus Marinos Van Soest (the Dutch-born artist who established Van's Art Shop). Also reviewed were the AECOM historical consultant's revised DPR forms for the 2508 J Street property.

The Preservation Director concurs with the AECOM historical consultant's conclusion and that there does not appear to be information to support the eligibility of the property for listing in either the California or Sacramento Registers.

Under Sacramento Planning and Development Code section 17.604.100 C.2., the Preservation Director has the responsibility to make preliminary determinations on property potential for listing on the California and Sacramento Registers relative to discretionary development project review under CEQA.

The property is not listed in, or determined by the State Historic Resources Commission to be eligible for listing in, the California Register of Historical Resources, and has not been officially designated or recognized as historically significant by the City by ordinance or resolution, and is not included in a survey that has been or will be included in the State Historic Resources Inventory. The City's Preservation Director preliminary determination is that the property is not eligible for listing on the California Register or the Sacramento Register, and also should not be considered an historical resource for CEQA purposes

under the discretionary category in Pub. Resources Code, § 21084.1 , and Cal. Code Regs., tit. 14 , § 15064.5, subd. (a) (3) and (4).

The Environmental Services Manager has determined that adoption of the SCEA and Mitigation Monitoring and Reporting Program are appropriate actions under the California Environmental Quality Act. The Initial Study/SCEA, Comments, and Responses to Comments for the Yamanee Project (P15-047) are available at the Community Development Department's webpage located at the following link:

<http://portal.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports>

Sustainability: The Yamanee project will further sustainability/climate action goals of the 2035 General Plan by providing LEED Platinum equivalence which will set a precedent for environmentally responsible development through the choice of materials and green design. Additionally, the project proposes to reduce heat-island-effect by landscaping portions of the roof.

Commission/Committee Action: The project was heard at the Planning and Design Commission on May 12, 2016. After taking public testimony and modifying the conditions to prohibit construction on Sundays and limit construction hours from 8:00 a.m.-6:00 p.m., the project was approved (9 votes of approval, 2 votes against, 1 absent).

Rationale for Recommendation: Staff recommends the Council deny the appeal. Staff's responses to the appellant's concerns (in italics) are provided below:

The project does not demonstrate a significant community benefit that is sufficient enough to justify the additional floor-area ratio (FAR).

Staff has identified several community benefits that this project offers, including a high level of design, home ownership opportunities, sustainable construction, abundant private and publically accessible open space, pedestrian connectivity, alley activation, infill with vertical density, and pedestrian connectivity.

The design features that this project offers far exceed the City's minimum standards for design by providing architecture that achieves quality design, including a high degree of transparency on both the J and 25th Streets that promote pedestrian engagement. This transparency is contrasted against highly finish, quality wood veneer panels and a vertical vegetation on the exterior of the building that offers an interesting feature that softens the building planes while offering visual variety.

The abundant open space proposed, both private and publicly accessible, emphasizes the indoor/outdoor living that is embraced in Sacramento, and the project's design includes a pedestrian passage on the east side of the building and alley-facing uses that will emphasize alley activation while improving the public's safety and experience.

Overall, this proposed project would create an active and engaging prominent corner that showcases the possibilities of signature Sacramento architecture.

The current General Plan has successfully spurred development in the Central City, including residential units. Therefore, housing is not a significant community benefit.

Staff agrees that entitlement approvals for housing in the Central City are strong and show progress towards meeting the City's housing unit goals. However, the Yamanee offers an attached ownership housing type with ample open space which is highly sought after in the Central City and will contribute to the housing diversity envisioned in the General Plan.

Allowing high-rise construction in Midtown actively discourages high-rise development downtown and in the Railyards because it avoids the fees required to build in fee districts areas zoned for high-rise construction.

Proposed high rise development has been predominantly located in the City's downtown core since the inception of the Downtown Fee District in 1997. Currently, development in the downtown area is very active, and the downtown fees are a small portion of the overall fee cost for developing high rises and, therefore, do not discourage development of high-rises. Furthermore, interest in developing high rises in Midtown is limited by the restricted area where midtown high-rises would be acceptable, and by the expectation of a high level of design, sustainable construction, and amenities that is provided by the Yamanee project.

Additional information on the community benefits associated with the Yamanee project can be found in the Background Section of this report.

Staff recommends approval of the project, because the project: a) is consistent with the Urban Corridor Low designation and the General Commercial (C-2-MC) zone; b) provides significant community benefits with the proposed design and building uses; c) redevelops and better utilizes a site on a commercial corridor with appropriate intensity of uses; d) encourages additional pedestrian activation with the pedestrian passage connecting J Street and Jazz Alley; e) incorporates a four-sided-building design with windows on all facades; and f) includes both private and publicly-accessible open space and gathering places.

Financial Considerations: Not applicable.

Local Business Enterprise (LBE): Not applicable.

Background

The Yamanee project is a multi-story, mixed-use condominium building that proposes 14,494 square feet of ground-floor and mezzanine commercial uses and 134 for-sale residential units. The project is located on approximately 0.44 acres at the southeast corner of 25th and J Streets in the General Commercial (C-2-MC) zone and located in the Midtown Commercial overlay zone.

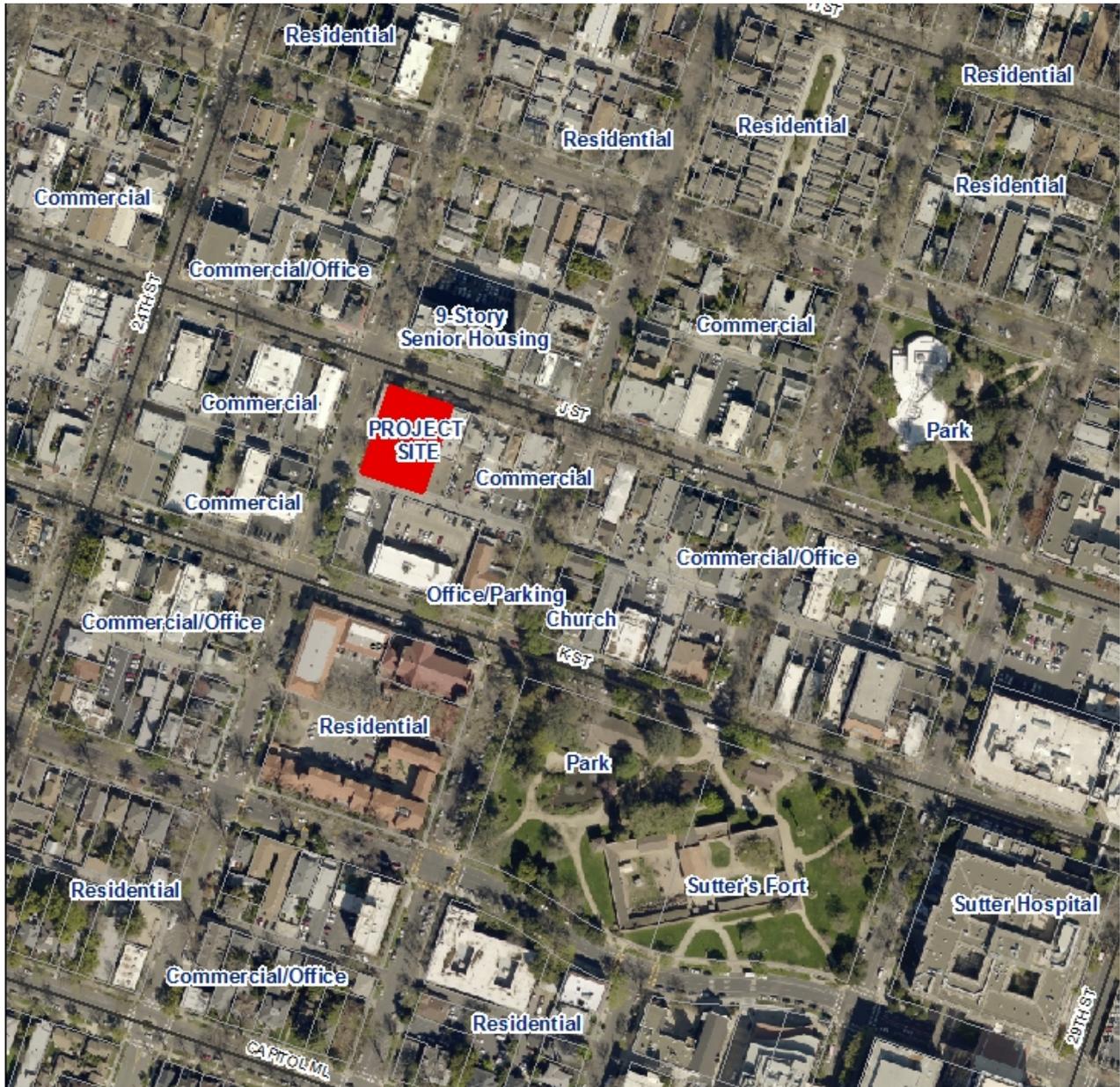
Table 1: Project Information	
General Plan Designation:	Urban Corridor Low (FAR 0.3 - 3.0)
Design Review District:	Central City
Existing zoning of site:	C-2-MC (General Commercial/Midtown Commercial)
Property area:	19,200 square feet (0.44 acres)
Parking District	Urban District
Gross Square Footage:	177,032 square feet (including 14,494 square feet of commercial, 156,090 square feet of residential)
Height:	170 feet, 4 inches to plate line; 178 feet, 7 inches in overall height
Floors:	15 levels (1 floor of commercial with a mezzanine, 10 floors of residential, 1 floor with resident amenities, and 3 levels of parking)
Proposed Floor Area Ratio (FAR):	9.22
Proposed Density	304 du/na
Parking Spaces - Vehicles	124 spaces
Parking Spaces - Bicycle	81 long term spaces, 30 short term spaces

The site consists of two parcels that are currently developed with two commercial buildings and an accessory structure. The project would include the demolition of these structures. Of the two buildings, only one is over 50 years old. The building at 2500 J Street is a two-story building that was built in 1971 and has commercial and office uses. A historic evaluation was completed for the building at 2508 J Street which determined that the structure was originally built circa 1915 and a commercial addition to the front of the structure was constructed in the 1940s.

Project Context

The proposed project is located in a mixed-use area that has a variety of architectural styles, height, and massing. Uses include office, commercial, single-unit dwellings, multi-family buildings, churches, parks, schools, and a hospital. The height of existing buildings range from single-story commercial and residential uses to a 9-story senior residential apartment building that is located directly north (across J Street) of the proposed project. The Marshall School and Boulevard Park neighborhoods are located north of the project and have predominantly one- to three- level homes. The Sutter Hospital is located 4 blocks to the southeast of the project and is approximately 194 feet tall.

Figure 1: Area Context Map



Public/Neighborhood Outreach and Comments

Staff routed the proposal to various neighborhood groups and associations, including the Boulevard Park Neighborhood Association, Marshall School New Era Park Neighborhood Association, Midtown Business Association, Midtown Neighborhood Association, Preservation Sacramento, Environmental Council of Sacramento, Walk Sacramento, and the Sacramento Area Bicycle Advocates.

All groups listed above and property owners within 500 feet were sent a notice of the Planning and Design Commission hearing. Staff has received several comments on the project. These comments are provided in the report attachments and a summary of comments is provided below.

Summary of Comments Supporting the Yamanee Project:

- Promotes Sustainability
 - Design and construction will be comparable to a LEED Platinum building.
 - The design responds to Sacramento's climate.
 - Provides residential uses near jobs.
 - Located near public transportation.
 - Supports Sacramento as the "Farm-to-Fork Capital" by providing a density that preserves farmland.
 - The project would set a precedent for high quality sustainable design.
 - Minimizes shadow casting because the south side of the building is narrow.
- Provides high-quality architecture and materials.
 - Design will set a new precedent for quality design and will provide a benchmark for design aesthetics for future development.
 - The design of the street-level experience lessens the impact of the overall height of the building.
 - More consideration should be given to the quality of the design and less on height.
- Higher density is an asset.
 - Activates the street.
 - More "eyes on the street" decreases crime and nuisance activities.
 - Increases safety for pedestrians.
 - Takes up a smaller footprint.
 - Helps the city reach the goal of building 10,000 housing units in the Central City.
 - Reduces reliance on cars and makes trips by biking, walking and public transit more feasible.
- Increases home-ownership opportunities in Midtown.
 - Ideal for medical staff at nearby Sutter Hospital.
 - Provides a housing type that may be more attractive to aging population.
 - Provides a housing type that would attract more homeowners to the midtown area.
- Provides parking for residents, so parking will not impact existing residential neighborhoods.
- The project will generate more residents to support local businesses.
- Provides infill on an underutilized parcel.
- Higher intensity of development is needed along highways and corridors in Midtown.

- Activates the alley.
 - Improves pedestrian safety
 - Discourages illegal dumping in alley
 - Prevents crime

Summary of Comments Opposing the Yamanee Project

- The massing and height of the building is out of scale and character with the surrounding area.
- The proposed project is not consistent with General Plan policies that require development to be contextually sensitive.
- High density housing is more appropriate in the downtown area.
- Parking in the area will be significantly impacted which will hurt existing businesses.
- Traffic will increase and cause congestion.
- Financing of the project will not come to fruition, resulting in a vacant lot, as with other sites in downtown Sacramento where financing fell through for high rises.
- The project would increase property value in the area, which would result in higher rents that drive out unique and local businesses.
- The project will set a precedent of speculative purchasing of land, which would result in the demolition or neglect of existing low-rise and potentially historic buildings.
- The final building will be different from what is approved due to cost-saving measures.
- Approval of this project would establish an expectation that future deviations would be easily approved.
- The proposed project dismisses the feedback the City received during community outreach for the development of the 2030 General Plan.
- Building would block the sun and shade adjacent structures.

The applicant team is conducting an outreach effort to various neighborhood groups and businesses near the project site.

Policy Considerations

2035 General Plan – Urban Corridor Low

The site of the proposed Yamanee project is designated as Urban Corridor Low in the 2035 General Plan. This designation calls for street corridors that have multi-story structures and more-intense uses at major intersections, lower-intensity uses adjacent to neighborhoods, and access to transit service throughout. At major intersections, nodes of intense mixed-use development are bordered by lower-intensity single-use residential, retail, service, and office uses. Street-level frontage of mixed-use projects is developed with pedestrian-oriented uses, and the streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities.

The General Plan includes goals for the City's growth patterns to be more compact, including infill projects that intensify development near transit, and provide a mix of uses which will lead to increased walking and reduced automobile use.

Key urban form characteristics found in the Urban Corridor Low designation include:

- More intense mixed-use development at intersections with stepped down residential uses in between
- Building heights generally ranging from two to six stories
- Building heights highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection
- Building façades and entrances directly addressing the street
- Buildings with pedestrian oriented uses such as outdoor cafes located at the street level
- Parking located to the side or behind buildings, or accommodated in parking structures
- Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions
- Attractive pedestrian streetscape, with sidewalks designed to accommodate pedestrian traffic, that includes appropriate landscaping, lighting, and pedestrian amenities/facilities
- Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes

The Yamanee is consistent with the Urban Corridor Low designation in that it provides a higher intensity, mixed-use project at the intersection or a major corridor and is immediately surrounded by commercial uses and a multi-story residential apartment complex. The ground-floor will consist of commercial uses that face the streets as well as a pedestrian walk at the east side of the building. The alley will be activated with commercial uses as well as residential balconies that face the alley. No curb cuts are proposed and the parking is accessed from the alley. This provides a safer pedestrian experience and allows for a larger tree planting area. The Yamanee also offers publicly accessible and private plazas and open space.

The project does, however, exceed the Urban Corridor Low vision of a building height generally not exceeding six floors. Staff finds that while the proposed project exceeds the general number of floors anticipated for the Urban Corridor Low General Plan designation, the project is consistent with the overall vision for the designation as a high-intensity, urban corridor. The discussion on exceeding maximum floor-area-ratio is discussed below, and a discussion on a deviation to exceed height is discussed later in this report.

2035 General Plan - Floor Area Ratio

The floor-area-ratio (FAR) is a method of comparing the gross square footage of building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, etc.). The Urban Corridor Low designation has a FAR range of a minimum of 0.3 to a maximum of 3.0. The project proposes a FAR of 9.22.

The General Plan has a policy that allows an increase in FAR above that which is permitted by the land use designation if a significant community benefit is provided by the project. The policy language is provided below:

LU 1.1.10 Exceeding Floor-Area-Ratio. The City may allow new development to exceed the maximum allowed FAR or density if it is determined that the project provides a significant community benefit.

The policy allows that there may be a circumstance where the City determines that the benefit the community would derive from the project outweighs strict adherence to the General Plan's maximum FAR. A "significant community benefit" is not defined in the General Plan. Instead, the significant benefit is evaluated during the entitlement review of the project. The evaluation considers the unique offerings of a development, the context of that development, and the cumulative value of the benefit.

The following list includes the community benefits of the proposed project to be considered:

1. Quality in Design

The Yamanee design creates a distinct and memorable place consistent with General Plan Goals. The project includes publicly accessible and private outdoor areas including large, usable "lanai" terraces in every unit, inviting landscaped public spaces, and a large central atrium with a vertical garden that anchors the center of the building and provides natural light for the residents. The terraces will feature interior/exterior fireplaces to further enhance year-round outdoor living that epitomizes a "Valley Centric" lifestyle and that include views of Midtown. Green screens travel vertically up the exterior of the building to the landscaped roof deck through architecturally integrated plantings that will provide extensive benefits for the environment (air quality, sun/element protection, privacy), aesthetic appeal, and will contribute to a signature style architecture. The exterior building materials complement the surrounding architecture and include environmentally sensitive wood veneers, glass, and greenery.

2. Home Ownership Opportunities

The project provides a unique and desirable ownership housing option that will increase the diversity of residential offerings in Midtown. The Downtown Housing Initiative Plan sets a goal to build 10,000 new residential units in the Central City by 2025. These units are to be a mix of affordable and market rate housing, as well as rental and for sale units. The Yamanee helps achieve the Housing Initiative by developing ownership units in the Central City.

3. *Infill*

The project proposes to redevelop an underutilized site with residential mixed-use that will reduce dependency on personal vehicles and cut carbon emissions. It also advances numerous City infill goals and SACOG Blue Print goals by developing at densities higher than traditionally seen in Sacramento. The Yamanee achieves these densities vertically with a high-rise as opposed to horizontally through midrise developments which would necessitate a much larger footprint. Such vertical development is a more efficient use of land, increases opportunity by requiring fewer contiguous parcels to be amassed, and creates a more dynamic streetscape and unique sense of place.

4. *Sustainability*

The Yamanee project will further sustainability/climate action goals of the City by providing a LEED Platinum equivalence which will set a precedent for environmentally responsible development through the choice of materials and green design. Additionally, the project proposes to reduce heat-island-effect by landscaping portions of the roof.

5. *Decreased Dependency on Cars*

The project site, which is located on a corner along a major commercial corridor, will be transit supportive and promote alternative modes of travel. The project encourages increased ridership on public transit through increased residential density adjacent to major bus line and enhancement of the existing Regional Transit bus stop that is located in front of the proposed building on J Street.

The proposed mixed-use building would support a walking/biking lifestyle with on-site design and services, including a pedestrian passage between the street and alley. The project encourages cycling by providing bicycle parking for residents and commercial users in excess of City standards.

6. *Alley Activation*

The proposed project promotes alley use through the development of retail and residential units that face Jazz Alley and which will improve the public's safety and overall experience.

7. *Increases Pedestrian Connectivity*

The project includes development of a 10.5-foot, covered pedestrian passage at the east property line of the building. This passage improves the neighborhood pedestrian experience by providing mid-block pedestrian permeability from J Street to Jazz Alley and will allow pedestrian circulation around the entire building. The passage will also contribute to site activation, because it will be fronted by commercial and retail uses and a garden.

8. *Open Space/Gathering Spaces*

Figure 2: View into Jazz Alley



The project will build upon many positive attributes of Midtown and Sacramento. For example, the courtyard has a community gathering space will include public art. It is envisioned that the courtyard area will be utilized during the Second Saturday Art Walk. The project proposes open spaces, with a mixture of public and private exterior spaces and incorporates exterior vertical greenery. Another unique feature is an interior vertical garden with an area for community gathering with public access to art.

In consideration of the special nature of this project and pursuant to the General Plan, Land Use Policy 1.1.10, staff is recommending that Yamanee be approved at the proposed floor-area-ratio (FAR) due to the many significant community benefits that the project provides. Yamanee will bring a unique ownership housing product to Midtown and will help to achieve the City's goal of building 10,000 new residential units by 2025. Equally important, the mixed-use project achieves density in a manner that sets new expectations for sustainability. General Plan Policy LU 1.1.10 was specifically intended to allow the City to take advantage of unique opportunities such as the Yamanee proposal. This mixed-use project has strong design and sustainability features that are consistent with numerous City goals and policies and the project site is an appropriate location for the additional height and density, which results in a significant community benefit. Based upon the aforementioned community benefits and further summarized below, City staff has concluded that Yamanee's increased FAR is warranted and is consistent with the General Plan.

Figure 3: Looking southeast from J



2035 General Plan Goals and Policies

In addition to the policy that allows development to exceed the maximum floor-area-ratio if a community benefit is provided, the Yamanee is consistent with the following General Plan goals and policies.

Goal LU 1.1 Growth and Change. Support sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

- *Policy LU 1.1.5 Infill Development.* The City shall promote and provide incentives (e.g., focused infill planning, zoning/rezoning, revised regulations, provision of infrastructure) for infill development, reuse, and growth in existing urbanized areas to enhance community character, optimize City investments in infrastructure and community facilities, support increased transit use, promote pedestrian- and bicycle-friendly neighborhoods, increase housing diversity, ensure integrity of historic districts, and enhance retail viability.

Goal LU 2.4 City of Distinctive and Memorable Places. Promote community design that produces a distinctive, high-quality built environment whose forms and character reflect Sacramento's unique historic, environmental, and architectural context, and create memorable places that enrich community life.

- *Policy LU 2.4.1 Unique Sense of Place.* The City shall promote quality site, architectural and landscape design that incorporates those qualities and characteristics that make Sacramento desirable and memorable including: walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.
- *Policy LU 2.4.2 Responsiveness to Context.* The City shall require building design that respects and responds to the local context, including use of local materials where feasible, responsiveness to Sacramento's climate, and consideration of cultural and historic context of Sacramento's neighborhoods and centers.
- *Policy LU 2.4.4 Iconic Buildings.* The City shall encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to the city's structure and identity.

Goal LU 2.5 City Connected and Accessible. Promote the development of an urban pattern of well-connected, integrated, and accessible neighborhoods corridors, and centers.

- *Policy LU 2.5.1 Connected Neighborhoods, Corridors, and Centers.* The City shall require that new development, both infill and greenfield, maximizes connections and minimizes barriers between neighborhoods corridors, and centers within the city.

Goal LU 2.6 City Sustained and Renewed. Promote sustainable development and land use practices in both new development, reuse, and reinvestment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices (e.g., where to live, work, and recreate) for future generations.

- *Policy LU 2.6.1 Sustainable Development Patterns.* The City shall promote compact development patterns, mixed-use, and higher-development intensities that use land efficiently; reduce pollution and automobile dependence and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use.
- *Policy LU 2.6.2 Transit-Oriented Development.* The City shall actively support and facilitate mixed-use retail, employment, and residential development around existing and future transit stations.

Goal LU 2.7 City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

- *Policy LU 2.7.6 Walkable Blocks.* The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use.
- *Policy LU 2.7.7 Buildings that Engage the Street.* The City shall require buildings to be oriented to and actively engage and complete the public realm through such features as building orientation, build-to and setback lines, façade articulation, ground-floor transparency, and location of parking.

Goal LU 6.1 Corridors. Support the development of major circulation corridors that balance their vehicular function with a vibrant mix of uses that contribute to meeting local and citywide needs for retail, services, and housing and provide pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

- *Policy LU 6.1.1 Mixed-Use Corridors.* The City shall create or improve mixed-use corridors by requiring compact development patterns that are oriented to and frame the street, establish a safe and comfortable environment for walking, and avoid encroachment upon adjacent residential areas.
- *Policy LU 6.1.4 Corridor Uses.* The City shall encourage residential, mixed-use, retail, service commercial, and other pedestrian-oriented development along mixed-use corridors to orient to the front of properties with entries and stoops fronting the street.
- *Policy LU 6.1.7 Shared Parking, Driveways, and Alley Access.* The City shall encourage the creation of shared parking and driveways as alleys along arterial corridors in order minimize driveways and curb cuts.
- *Policy LU 6.1.8 Corridor Transit.* The City shall require design and development along mixed-use corridors that promotes the use of public transit and pedestrian and bicycle travel and maximizes personal safety through development features such as:
 - Safe and convenient access for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities

Goal M 2.1 Integrated Pedestrian System. Design, construct, and maintain a universally accessible, safe, convenient, integrated and well-connected pedestrian system that promotes walking.

- *M 2.1.3 Streetscape Design.* The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.

Goal M 5.1 Integrated Bicycle System. Create and maintain a safe, comprehensive, and integrated bicycle system and set of support facilities throughout the city that encourage bicycling that is accessible to all. Provide bicycle facilities, programs and services and implement other transportation and land use policies as necessary to achieve the City's bicycle mode share goal as documented in the Bicycle Master Plan.

- *M 5.1.8 Connections between New Development and Bikeways.* The City shall ensure that new commercial and residential development projects construct bikeway facilities identified in the Bicycle Master Plan that have a direct nexus with the project.
- *M 5.1.11 Bike Facilities in New Developments.* The City shall require that major new development projects (e.g., employment centers, educational institutions, recreational and retail destinations, and commercial centers) provide bicycle parking (i.e., short-term bicycle parking for visitors and long-term bicycle parking for residents or employees), personal lockers, showers, and other bicycle-support facilities.

Goal ER 3.1. Urban Forest. Manage the city's urban forest as an environmental, economic, and aesthetic resource to improve Sacramento residents' quality of life.

- *ER 3.1.6 Urban Heat Island Effects.* The City shall continue to promote planting shade trees with substantial canopies, and require, where feasible, site design that uses trees to shade rooftops, parking facilities, streets, and other facilities to minimize heat island effects.
- *ER 3.1.7 Shade Tree Planting Program.* The City shall continue to provide shade trees along street frontages within the city.

Goal ER 4.1 Urban Agriculture and Access to Locally Grown Foods. Expand urban agriculture and food production and increase the distribution and sale of locally grown fresh food.

- *ER 4.1.1 Community and Rooftop Gardens .* The City shall provide incentives for developers to include community gardens and rooftop gardens in new development projects.

Key Issues

The following are concerns that were expressed about the Yamanee project. Staff's responses to these concerns are in italics.

- The massing and height of the building is out of scale and character with the surrounding area.

While the proposed project is taller than other buildings in the area, the height is mitigated by street-level design that will provide pedestrians with a small-scale experience that is achieved by an activated ground-floor façade with windows and doors to retail stores and restaurants. The building also has a pedestrian passage that connects to Jazz Alley and accesses a commercial space and a publically accessible garden. The massing and height is further minimized, because the building is narrow facing J Street and on the south side, thereby reducing the building shading effect and the impact on pedestrians. The project offers architectural features that provide visual variety, and the 9-story building immediately across J Street also helps in transitioning the height of the building to the neighborhood located north of the site.

- The proposed project is not consistent with general plan policies that require development to be context sensitive.

The General Plan does have policies that address preserving, protecting, and enhancing established neighborhoods by requiring new development to provide sensitive transitions. However, the proposed project is in a commercial corridor that offers a variety of uses, primarily commercial, and the established neighborhoods that are primarily residential are further to the north and south of the project. Policies for corridors encourage development that enhance the corridors with a variety of uses, including residential, to activate the corridors and contribute to their diversity and economic viability.

- High-density housing is more appropriate in the downtown area.

Midtown offers a variety of intensities in development. There are several traditional neighborhoods in the Midtown area that are relatively low-density, and a high-density development such as the Yamanee would not be appropriate in these neighborhoods. However, Midtown also has several commercial corridors, where higher intensity of development would be appropriate and, in fact, is important in establishing vibrant corridors that contribute to the economic health of the city and increase shopping and living opportunities in the Midtown area.

- Parking in the area will be significantly impacted which will hurt existing businesses.

The project proposes to provide 124 parking spaces for the 134 residential units, which exceeds the 67 spaces required within the Urban Parking District. Given the attractive walkability of this area of Midtown and the availability of public transit, staff finds that the number of parking spaces provided will be adequate to serve the new residents of the project. The Yamanee project does not propose to provide parking for the ground-floor commercial uses; the Planning and Development Code does not require any parking for commercial uses in a mixed use building, therefore the project meets the parking requirement. The parking on the street is metered and of limited duration to encourage turn-over of on-street parking spaces for commercial businesses in the area, many of which have no onsite parking themselves. Abundant short-term bicycle parking will be provided to encourage individuals to ride their bicycles to access the commercial services. Staff finds that the project provides a good balance between providing off-street parking for residents with the City's goal to encourage walking, bicycling, and transit use.

- Traffic will increase and cause congestion.

A traffic study was conducted for the proposed project. The analysis compared the trip generation of the proposed project with the existing uses on site, and evaluated the impacts on six nearby intersections, including alley access points, on-site circulation, and driveway operation along the Jazz Alley. The study concluded that the impacts of the project would not be significant according to City of Sacramento thresholds of significance and that the project would not result in excessive congestion during peak hours of travel.

- Financing of the project will not come to fruition, resulting in a vacant lot, as with other sites in downtown Sacramento where financing fell through for high rises.

Staff has placed a condition on the project that does not allow the demolition of the existing buildings until building permits have been issued for construction of the new building.

- The project will set a precedent of speculative purchasing of land, which would result in the demolition or neglect of existing low-rise and potentially historic buildings.

Preservation of historic and cultural resources is a policy of the City as are policies for land use and densities. An individual development project, such as the Yamanee, needs to be evaluated by decision makers on its own merits, factoring in all the policies and priorities of the City. Some opponents have drawn conclusions on the relationship between a decision on a specific project to other property owners' actions regarding compliance with code-required maintenance of their properties. Staff believes these are separate issues since neglect and maintenance concerns of

buildings are routinely addressed through code enforcement action for noncompliance. Furthermore, any proposals from property owners to demolish their buildings and construct new structures would require review of the eligibility of structures onsite and discussion of the appropriateness of the proposal given context and location. The entitlement approval for new construction focuses more on impacts at a project level. For the Yamanee proposal, a historic evaluation has determined the structures on this site are not eligible as cultural resources. Additionally, staff believes the net gain in residential units will create increased demand for services in the area which has the potential to positively impact existing businesses by increasing the customer base.

- The project would increase property value in the area, which would result in higher rents that drive out unique and local businesses.

In general, the comparable rents in the area drive the rates of commercial leases, not property value. Additional factors that determine the rate of rent for commercial leases, including site location, age of building, the types of amenities a site offers, the level of tenant improvements, and other lease terms that can be negotiated.

- The final building will be different from what is approved due to cost-saving measures. *Staff has conditioned the project to be consistent with the proposed plans, including the design and materials. When project plans are submitted for building permits, staff will review the plans to ensure they reflect what is approved. Staff will also conduct inspections during construction of the project to ensure consistency with the approved plans.*
- Approval of this project would establish an expectation that future deviations would be easily approved.

Site Plan and Design Review requires each project be reviewed individually and on its own merit. Those projects over 60 feet in height or larger than 125,000 square feet would require review and action by the Planning and Design Commission.

- The proposed project dismisses the feedback the City received during community outreach for the development of the 2030 General Plan.

The community feedback is reflected in the goals and policies of the General Plan, including the floor-area-ratio and density allowed for each land use designation. The General Plan also provides a policy that allows development to exceed floor-area-ratio and density if a unique project, such as the Yamanee, is proposed. Such proposals, however, require a thorough review and a hearing to allow for public participation.

- Building would block the sun and shade adjacent structures.

The proposed building runs north/south for 120 feet and east/west for 160 feet. The narrower north/south solar envelope will result in minimal impact to solar access for uses to the north.

- Approving the Yamanee would encourage more high rises in Midtown and fewer in the downtown area where the Downtown Fee District requires additional fees for infrastructure and facilities. This would result in fewer high rises and diminished investment in the downtown area.

Proposals for high rise development have been predominantly located the City's downtown core since the inception of the Downtown Fee District in 1997. Currently, development in the downtown area is very active, and the downtown fees are a small portion of the overall fee cost for developing high rises and, therefore, do not discourage development of high-rises. Furthermore, interest in developing high rises in Midtown is limited by the restricted area where midtown high-rises would be acceptable, and by the expectation of a high level of design, sustainable construction, and amenities that is established by the Yamanee.

- The project should provide affordable housing.

Members of the public have stated that affordable housing should be part of the Yamanee project. In response, the applicant explains that the Yamanee would provide home-ownership units only, and that the developer of the project is not seeking public subsidies. For these reasons, the inclusion of affordable housing units would alter the projects feasibility and be difficult to implement. Additionally, staff identified the home-ownership opportunities offered by the Yamanee as a community benefit in an area that offers primarily rental units.

The City Council recently amended the City's Mixed Income Housing Ordinance. The new ordinance does not require projects with a density of 40 du/na or higher to pay the housing impact fee. With a density of 304 du/na, the Yamanee project is not required to pay the housing impact fee.

ENTITLEMENT REVIEW

Building Height

The Yamanee project is requesting a deviation for increased height as part of the Site Plan and Design Review entitlement. The maximum height for the C-2 zone is 65 feet. Section 17.600.145 of Title 17 (Planning and Development Code) allows roof structures such as parapets and elevator towers to be erected on top of a building and exceed the maximum height in the zone by up to 20% of overall allowed height. The Yamanee project proposes a height that exceeds the allowed height by over 100 feet, which requires Commission level approval of a deviation because it exceeds the required standard by more than 50%.

Staff supports the requested height deviation of the proposed project due to the design, massing, and context of the building. The building provides a pedestrian-scale, ground-floor design that softens the impression of the height of the building. Additionally, the overall building is narrow with architectural features that provide visual variety and interest, including greenery that travels vertically. The context is primarily commercial uses along an urban corridor that provides access to a freeway just a few blocks east of the site. The project is also across the street from a 9-story apartment building, and the Sutter Hospital is just 5 blocks to the southeast of the project. This location is appropriate for additional height because of the commercial nature of the street.

Table 2: Height Standard	
Maximum Height Allowed per C-2 Zone	65 feet to plate line 78 feet for roof structures for overall height
Proposed Height	170 feet, 4 inches to plate line 178 feet, 7 inches, overall height
Deviation for Additional Height	105.4 feet to plate line 100.7 feet overall height

Circulation

Parking for the proposed Yamanee is provided by three parking levels (one below grade, two above grade), all of which would be accessed from Jazz Alley. A traffic study was conducted for the proposed project. The analysis compared the trip generation of the proposed project with the existing uses on site, and evaluated the impacts on six nearby intersections, including alley access points, on-site circulation, and driveway operation along the Jazz Alley. The study concluded that the impacts of the project would not be significant according to City of Sacramento thresholds of significance and that the project would not result in excessive congestion during peak hours of travel.

Off-Street Loading Space

The Planning and Development Code requires off-street loading and unloading space for various uses, including retail and other uses where large amounts of goods are received or shipped. For a commercial building between 10,000 and 40,000 square feet, one loading space is required. The Yamanee project is proposing 14,134 square feet of commercial use, thus requiring one loading space. A loading space is not proposed for this project. Staff supports this deviation, because the proposed project includes a service egress on the alley, so delivery will not likely occur from the streets. Also, there are several smaller commercial tenant spaces proposed for this project (as opposed to one large tenant), which facilitates shipments to the site in smaller trucks.

Parking – Vehicle and Bicycle

The Yamanee project is proposing to provide parking only for the residential units. The Planning and Development Code exempts parking for non-residential uses if at least 50% of the building's proposed square footage is devoted to residential uses (17.608.020.I). Therefore, the project, which is in the Urban Parking District, is required to provide 67 vehicle parking spaces for its residential units (0.5 vehicle parking spaces for every residential unit). The project is proposing 124 spaces, thus satisfying the vehicle parking requirement.

Table 3: Vehicle Parking Spaces		
	Required	Deviation?
Residential	67	
Commercial	0	
TOTAL	67 (124 proposed)	No

The Urban Parking District requirements for bicycle parking is 1 space per 10,000 square feet of retail for long term bicycle parking and 1 space per 2,000 square feet of retail for short term bicycle parking. For residential uses, the long-term bicycle parking requirement is 1 space per 2 units, and the short-term parking requirement is 1 space per 10 units. Based on these standards, the Yamanee project is required to provide 69 long term and 20 short term parking spaces. The Yamanee is proposing 81 long-term and 30 short-term bicycle spaces, which meets the Planning and Development Code requirements. The required and proposed bicycle parking is summarized below.

Table 4: Required Bicycle Parking Spaces			
	Long Term	Short Term	Deviation?
Residential	67	13	
Commercial	2	7	
TOTAL	69 (81 proposed)	20 (30 proposed)	No

Open Space

The Planning and Development Code requires a combination of private and common open space for new multi-unit dwellings at a ratio of 100 square feet of open space per dwelling unit (17.600.135). The Yamanee project offers an outdoor patio for each unit that ranges from 78 square feet to 300 square feet. The project also proposes roof top amenities such as terraces and a sun deck and pool of nearly 8,000 square feet of open space.

As shown in the table below, the project meets its open space requirements.

Table 5: Open Space		
Number of Dwelling Units	Open Space Required	Open Space Provided
134	13,400 square feet	32,277 square feet

Tentative Map

A tentative map for the Yamanee site is being proposed for condominium purposes. This will allow for separate air space for the commercial on the ground-floor and for each residential unit.

On April 6, 2016, the Subdivision Review Committee, with all ayes, voted to recommend approval of the tentative map subject to conditions of approval.

Project Architectural Design

The project engages the surrounding streets with pedestrian scale design and active uses along J and 25th Streets. Curb cuts are minimized and parking to the building is provided from Jazz Alley, thus increasing pedestrian safety and preserving planter space in the right-of-way for trees. A pedestrian walkway on the east side of the building connects J Street with Jazz Alley and provides access to a café and an internal courtyard and vertical garden. A retail/restaurant space is proposed to front Jazz Alley and provide an alley-facing mezzanine balcony that will help to activate the alley.

Materials include an extensive use of glass and natural materials such as wood panel cladding and landscape elements such as trellises and green screens. A three story glass opening at the corners of J and 25th Streets and 25th Street and Jazz Alley will provide opportunities for displays of public art.

Central City Design Guidelines

The four primary purposes of the Central City Design Guidelines includes the following: provide design guidance; promote places where people can safely live and interact with each other; ensure that the building design is compatible with its surroundings in terms of scale, mass, building patterns and details, and incorporate preferred elements of prevailing neighborhood architectural styles.

Key Design Principles

- Placemaking. Create clearly defined spaces that satisfy gathering and privacy needs of people at various scales appropriate to the role of the project in the community.
- Location of Structures. Locate structures to create usable outdoor places and continuity of desirable characteristics of adjoining structures along the street face.
- Entries. Provide clearly defined site and building entries that are in scale with the proposed project, and that relate directly to the street frontage(s).
- Pedestrian Edges. Provide pedestrians with the greatest possible sense of safety, comfort, aesthetic pleasure, and connection to building activities at edges where structures adjoin the public area, and along internal circulation of the project.
- Design Concept. Provide pedestrians with the greatest possible sense of safety, comfort, aesthetic pleasure, and connection to building activities at edges where structures adjoin the public area, and along internal circulation of the project.
- Relationship to Surroundings. Reinforce the importance and continuity of public spaces (streets, plazas, etc.) by harmonizing with other neighboring structures.
- Scale/Height/Massing. Make a building or group of buildings compatible with its surroundings through the 1) Rhythm of spaces between buildings, 2) Building scale, mass, and setbacks, 3) Building orientation and relation to the street, and 4) Continuity of storefront on commercial streets.
- Level of Detail and Articulation. Incorporate the scale and level of detail that is typical of well-designed buildings in the surrounding area.

As proposed, the project is consistent with the design guidelines. The architectural features listed below demonstrate this consistency with the guidelines including placemaking, location of structures, and design concepts:

- Orientation of building is to J and 25th Streets and has an unusually high degree of storefront transparency for pedestrian engagement;
- Materials emphasizes transparency of residential walls and balconies contrasted against a highly finished, furniture quality manufactured wood veneer panels;
- A pedestrian passage on the east side of the building also enhances the pedestrian experience by providing access to the commercial area and a garden while also connecting to Jazz Alley;
- The alley is activated with pedestrians flowing from the passage to the east of the building and by dining on the mezzanine level;
- A vertical garden is located on the exterior skin of the building which provides an interesting feature that softens the building planes while offering visual variety;
- The windows are large with low sills, which further engages the streets and provides more visual access to J and 25th Streets;
- The roof top steps back to a dramatic termination to the wall panels;
- A variety of roof top amenities and landscaping are provided;
- All residential units have a balcony and the corner units have terrace gardens;
- There is an atrium within the building;
- Service locations are concealed; and
- The corners of J and 25th Street and 25th Street and Jazz alley will have large display windows to showcase art.

The Central City Design Guidelines provides the following principle to address scale, height, and massing:

Make a building or group of buildings compatible with its surrounding through the 1) Rhythm of spaces between buildings, 3) Building scale, mass, and setbacks, 3) Building orientation and relation to the street, and 4) Continuity of storefront on commercial streets.

Staff believes the project is consistent with this principle because it's relatively small foot print continues the pattern of adjacent commercial uses, design features mitigate for the height of the building, the pedestrian-level amenities are accessible and comfortable, the building has active frontage on both J Street and 25th Street, and the building's north and south elevations are only 120 feet, which limits impacts on solar access to uses south of the project.

RESOLUTION NO. 2016-XXXX

Adopted by the Sacramento City Council

_____, 2016

ADOPTING THE SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE YAMANEE PROJECT (P15-047) (APN: 007-0103-001-000 and 007-0103-002-0000)

BACKGROUND

- A. On May 12, 2016, the City Planning and Design Commission conducted a public hearing on, and approved the Yamanee Project.
- B. On May 17, 2016, a third party appeal of the decision of the Planning and Design Commission for the Yamanee Project was filed with the City.
- C. On May 9, 2016, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.812.030(B) (posting and mail), and received and considered evidence concerning the Yamanee project.

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

Section 1. The City Council finds as follows:

- A. Pursuant to Public Resources Code (PRC) Section 21155, the Project is a Transit Priority Project (TPP) that:
 - 1) contains at least 50 percent residential use because the project includes a total floor area of 177,032 square feet for new construction and a total of 156,090 square feet (88% of the total square footage) devoted to residential use;
 - (2) provides a minimum net density of at least 20 dwelling units per acre because the project includes up to 134 dwelling units (and non-residential uses) on approximately 0.44 acres, which is a density of approximately 305 units per acre; and
 - (3) is located within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan because the project is directly adjacent to a high-quality transit corridor and Sacramento RT bus route 30 provides 15-minute headways during peak commute hours in the morning and afternoon.

- B: The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sacramento Area Council of Government's (SACOG) Sustainable Communities Strategy (SCS), for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SACOG's determination that the sustainable communities strategy would, if implemented, achieve the greenhouse gas emission reduction targets.
- C: Pursuant to PRC Section 21155.2, the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior General Plan Master Environmental Impact Report (EIR) and SCS/Metropolitan Transportation Plan (MTP) EIR.
- D: An initial study has been prepared that identifies all significant or potentially significant impacts of the transit priority project, other than those that do not need to be reviewed pursuant to PRC Section 21159.28 based on substantial evidence in light of the whole record. The initial study identifies cumulative effects that have been adequately addressed and mitigated in the prior applicable certified EIRs. Cumulative effects have been found to be adequately addressed and mitigated in the prior applicable certified EIRs and are not considered cumulatively considerable for the purposes of this SCEA.
- E: The Sustainable Communities Environmental Assessment (SCEA) includes measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
- F: The draft SCEA was completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures as follows:
- I). On April 1, 2016 a Notice of Availability/Notice of Intent to Adopt the SCEA (NOI) dated March 30, 2016 was circulated for public comments for 30 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.
- II). On April 1, 2016 the NOI was published in the Sacramento Bulletin, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

- Section 2. The City Council has reviewed and considered the information contained in the SCEA, including the initial study, the conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The City Council has determined that the SCEA constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project. The property is not eligible for listing on the California Register or the Sacramento Register, and is not a historical resource pursuant to Pub. Resources Code, § 21084.1, and Cal. Code Regs., tit. 14 , § 15064.5, subd. (a) (3) and (4).
- Section 3. Based on its review of the SCEA and on the basis of the whole record, the City Council finds that the SCEA reflects the City Council's independent judgment and analysis and that there is no substantial evidence that the Project will have a significant effect on the environment.
- Section 4. The City Council adopts the SCEA for the Project.
- Section 5. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the City Council adopts the Mitigation Monitoring and Reporting Program to require all reasonably feasible mitigation measures, including mitigation measures from the Master EIR as appropriate, be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring and Reporting Program.
- Section 6. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and Section 15075 of the State EIR Guidelines adopted pursuant thereto.
- Section 7. Pursuant to Guidelines section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City Council has based its decision are located in and may be obtained from, the Office of the City Clerk at 915 I Street, Sacramento, California. The City Clerk is the custodian of records for all matters before the City Council.

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Exhibit A - Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

Where a CEQA document has identified significant environmental effects, Public Resources Code Section 21081.6 requires adoption of a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval to mitigate or avoid significant effects on the environment.”

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required for the Yamane Mixed-Use Project (the project), as set forth in the Sustainable Communities Environmental Assessment (SCEA).

The City of Sacramento (City) is the Lead Agency that must adopt the MMRP for development and operation of the project. This report will be kept on file with the City of Sacramento Community Development Department, 300 Richards Boulevard 3rd Floor, Sacramento, CA 95811.

The CEQA Statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any of portion of the project, as identified in the EIR.

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures. The MMRP is intended to be used by City staff and others responsible for project implementation.

The MMRP identifies the timing of implementation, the party/ies responsible for monitoring and enforcement, and a column to confirm implementation (see the MMRP table, below). Mitigation measures are numbered in the same way they are numbered in the SCEA for the project.

ROLES AND RESPONSIBILITIES

The project applicant is responsible for fully understanding and effectively implementing the mitigation measures/standards/regulatory requirements contained within the MMRP, as directed by the City. The City is responsible for overall administration/enforcement of the MMRP.

CHANGES TO MMRP

Any substantive change in the MMRP shall be reported in writing. Modifications to the requirements of the MMRP may be made by the City subject to one of the following findings, documented by evidence included in the public record:

The requirement included in the SCEA and the MMRP is no longer required because the significant environmental impact identified in the SCEA has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, and/or other factors.

OR,

The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the SCEA and the MMRP; and,

The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the SCEA and the proposed project; and,

The modified or substitute mitigation measures are feasible, and the City or, where applicable, other public agencies, through measures included in the MMRP or applicable regulations, can ensure implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures, including a determination whether further environmental review is required, shall be maintained in the project file with this MMRP and shall be made available to the public, upon request (CEQA Guidelines Sections 15162-15164).

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
Section 3.1, Air Quality			
<p>Mitigation Measure 3.1-1: SMAQMD Basic Construction Emission Control Practices</p> <p>The project applicant and/or contractor/s shall:</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • Complete paving of accessways and sidewalks to be paved as soon as possible. • The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel powered equipment. The California Air Resources Board enforces the idling limitations. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (required by California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. Have the equipment checked by a certified mechanic and determined to be running in proper condition before it is operated. 	During site preparation and construction	City of Sacramento Community Development Department	
Section 3.2, Biological Resources			
<p>Mitigation Measure 3.2-1: Avoid and Minimize Impacts on Nesting Birds Protected by the Migratory Bird Treaty Act and California Fish and Game Code</p> <p>The following measures shall be implemented to reduce potential impacts on nesting raptors and migratory birds to a less-than-significant level:</p>	Prior to tree removal or ground disturbance and during construction activity, if needed	City of Sacramento Community Development Department	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<ul style="list-style-type: none"> • If tree removal or construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall conduct preconstruction surveys in areas of suitable nesting habitat for common raptors and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before tree removal or ground disturbance is expected to occur. • If no active nests are found, no further mitigation is required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size will vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances. <p>No construction activity shall occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.</p>			
Section 3.3, Cultural Resources			
<p>Mitigation Measure 3.3-1: Stop Work If Any Prehistoric or Historic Subsurface Cultural Resources Are Discovered, Consult a Qualified Archaeologist to Assess the Significance of the Find, and Implement Appropriate Measures, as Required.</p> <ul style="list-style-type: none"> • If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 100 feet of the resources shall be halted and a qualified archaeologist shall be consulted within 24 hours to assess the significance of the find, according to CCR Section 15064.5 of the State CEQA Guidelines. If any find is determined to be significant, representatives from the City and the archaeologist will meet to determine the appropriate avoidance measures or other appropriate mitigation. Cultural resources shall be recorded on DPR Form 523 (Historic Resource Recordation form), and all significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. If it is determined that the proposed development could damage an historical resource or a unique archaeological resource (as defined pursuant to the State CEQA Guidelines), mitigation shall be implemented in accordance with Section 21083.2 of the California Public Resources Code and CCR Section 15126.4 of the State CEQA 	During ground-disturbing activities, if needed	City of Sacramento Community Development Department	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<p>Guidelines, with a preference for preservation in place. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is being carried out.</p> <ul style="list-style-type: none"> • Consistent with State CEQA Guidelines CCR Section 15126.4(b)(3), this may be accomplished by planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, the qualified archaeologist shall develop a treatment plan in consultation with the City's Community Development Department and (if the find is of Native American origin) the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the City's Preservation Director and the North Central Information Center of the California Historical Resources Information System. Any resources discovered shall be returned to the Native American tribe determined to be the most likely descendant. • Additionally, in accordance with Section 5097.993 of the California Public Resources Code, the project applicant or contractor(s) shall inform project personnel that the collection of any Native American artifact is prohibited by law. 			
<p>Mitigation Measure 3.3-2: Stop Work If Human Skeletal Remains Are Uncovered, and Follow the Procedures Set Forth in State CEQA Guidelines Section 15064.5(e)(1)</p> <p>In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery during construction, the City and its construction contractor(s) will take the following steps:</p> <ul style="list-style-type: none"> • No further excavation or disturbance of the project site or any nearby area reasonably suspected to overlie adjacent human remains will occur until: <ul style="list-style-type: none"> ○ the coroner of Sacramento County has been contacted to determine that no investigation of the cause of death is required, and ○ if the coroner determines the remains to be Native American: <ul style="list-style-type: none"> ▪ the coroner shall contact the Native American Heritage Commission within 24 hours; ▪ the Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant from the deceased Native American; and ▪ the most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in Section 5097.98 of 	<p>During ground-disturbing activities, if needed</p>	<p>City of Sacramento Community Development Department</p>	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<p style="text-align: center;">the Public Resources Code; or</p> <ul style="list-style-type: none"> • Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance: <ul style="list-style-type: none"> ○ the Native American Heritage Commission is unable to identify a most likely descendant or the most likely descendant fails to make a recommendation within 24 hours after being notified by the commission; ○ the most likely descendant identified fails to make a recommendation; or the landowner or his or her authorized representative rejects the recommendation of the most likely descendant, and mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 			
Section 3.5-1a, Geology, Soils, and Paleontological Resources			
<p>Mitigation Measure 3.5-1a: Prepare and Implement an Erosion and Sediment Control Plan Before the start of earth-moving activities, the project applicant shall prepare an Erosion and Sediment Control Plan for City approval. The plan shall contain a listing of all site-specific BMPs that would be used to control surface runoff and erosion, retain sediment, and prevent pollution from off-site stormwater runoff during earthmoving activities. Erosion and sediment-control BMPs determined by the City to be necessary and feasible shall be implemented at the project site.</p>	Prior to issuance of grading permit	City of Sacramento Community Development Department	
<p>Mitigation Measure 3.5-1b: Implement Mitigation Measure 3.8-1 (File a Notice of Intent with the Central Valley Regional Water Quality Control Board to Obtain Coverage under Order R5-2013-074 or Waste Discharge Requirement and a Memorandum of Understanding with the City of Sacramento, and Prepare a Construction Dewatering Plan)</p>	See Mitigation Measure 3.8-1	See Mitigation Measure 3.8-1	See Mitigation Measure 3.8-1
<p>Mitigation Measure 3.5-2: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan, as Required To minimize the potential for destruction of or damage to potentially unique, scientifically important paleontological resources during project-related earthmoving activities, the project applicant shall implement the following measures to minimize accidental damage to or destruction of unique paleontological resources:</p> <ul style="list-style-type: none"> • Before the start of any earthmoving activities, the project applicant shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils 	During ground-disturbing activities, if needed	City of Sacramento Community Development Department	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<p>likely to be seen during construction, and proper notification procedures should fossils be encountered.</p> <ul style="list-style-type: none"> If paleontological resources are discovered during earthmoving activities, the construction crew shall notify the project applicant and the City of Sacramento Community Development Department and shall immediately cease work in the vicinity of the find. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered 			
Section 3.7, Hazards and Hazardous Materials			
<p>Mitigation Measure 3.7-1: Identify and Remediate for Discovery of Known and Unknown Hazardous Materials</p> <p>Prior to commencing any construction activities, a Health and Safety Plan shall be prepared and provided to the Community Development Department by a qualified professional to identify specific measures to take to protect worker and public health and safety and specify measures to identify, manage, and remediate wastes. In the event that excavation or construction of the proposed project reveals evidence of soil or groundwater contamination, USTs, or other environmental concerns, site preparation or construction activities shall not recommence within the contaminated areas until remediation is completed. This is the procedure established in the Health and Safety Plan and a “no further action” letter would be obtained from the appropriate regulatory agency. The Health and Safety Plan shall include the following:</p> <ul style="list-style-type: none"> Pre-construction training of workers to identify potentially hazardous materials. Identification of air monitoring procedures and parameters and/or physical observations (soil staining, odors, or buried material) to be used to identify potential contamination. Procedures for temporary cessation of construction activity in the area of potential contamination and evaluation of the level of environmental concern if potential contamination is encountered. The evaluation shall include identification of the type and extent of contamination prepared by a qualified professional. Procedures for limiting access to the contaminated area to properly trained personnel. Procedures for notification and reporting, including internal management and local agencies (fire department, SCEMD, etc.), as needed. A worker health and safety plan for excavation of contaminated soil, including soils management, dust control, air monitoring, and other relevant measures. 	<p>Prior to start of site preparation or construction</p>	<p>City of Sacramento Community Development Department</p>	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<ul style="list-style-type: none"> Procedures for characterizing and managing excavated soils in accordance with CCR Title 14 and Title 22. <p>Procedures for certification of completion of remediation.</p>			
<p>Mitigation Measure 3.7-2: Implement Mitigation Measure 3.8-1 (File a Notice of Intent with the Central Valley Regional Water Quality Control Board to Obtain Coverage under Order R5-2013-074 or Waste Discharge Requirement and a Memorandum of Understanding with the City of Sacramento, and Prepare a Construction Dewatering Plan)</p>	See Mitigation Measure 3.8-1	See Mitigation Measure 3.8-1	See Mitigation Measure 3.8-1
<p>Section 3.8, Hydrology and Water Quality</p>			
<p>Mitigation Measure 3.8-1: File a Notice of Intent with the Central Valley Regional Water Quality Control Board to Obtain Coverage under Order R5-2013-074 or Waste Discharge Requirement and a Memorandum of Understanding with the City of Sacramento, and Prepare a Construction Dewatering Plan</p> <p>Before the start of earth-moving activities, the project applicant shall file: (1) a notice of intent with the Central Valley RWQCB to obtain coverage under Order R5-2013-074, or (2) a waste discharge requirement. The project applicant shall also enter into an MOU with the City for construction dewatering activities. Along with the notice of intent and the MOU, the project applicant shall prepare a site-specific construction dewatering plan, which demonstrates that discharges meet the Sacramento Regional County Sanitation District- (SRCSD) and RWQCB-approved levels and shall contain the following components:</p> <ul style="list-style-type: none"> information about the discharge location; a map showing the location of the site, treatment system, discharge point(s), and receiving water; an evaluation of reclamation options; narrative and schematic descriptions of the existing or proposed treatment system, including blueprints signed by a registered engineer or geologist (if applicable); and results of laboratory analysis for the types and amounts of pollutants listed in Attachment B to Order R5-2013-0074, additional water quality screening required by Attachment C to Order R5-2013-0074 (if applicable), and any applicable pollutants listed under Section 303(d) of the CWA for the receiving water if discharging or proposing to discharge to an impaired water body. identify landfills to be used for disposal of contaminated sediment associated with the dewatering, if necessary, based on results of laboratory analysis. <p>To be authorized by Order R5-2013-074, the project applicant must demonstrate that the discharge or</p>	Prior to issuance of grading permit	Central Valley RWQCB for the dewatering plan and discharge permit; City of Sacramento Department of Utilities	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<p>proposed discharge meets the following criteria:</p> <ul style="list-style-type: none"> ○ Pollutant concentrations in the discharge do not cause, have a reasonable potential to cause, or contribute to an excursion above any applicable federal water quality criterion established by the U.S. EPA pursuant to CWA section 303; ○ Pollutant concentrations in the discharge do not cause, have a reasonable potential to cause, or contribute to an excursion above any water quality objective adopted by the Central Valley Water Board or State Water Resources Control Board (State Water Board), including prohibitions of discharge for the receiving waters; and ○ The discharge does not cause acute or chronic toxicity in the receiving water. <p>Discharges of more than 0.25 million gallons per day average dry-weather flow are prohibited unless the discharge is 4 months or less in duration.</p>			
<p>Mitigation Measure 3.8-2: Prepare and Submit Final Drainage Plans and an Operational Pollutant Source Control Program</p> <p>Before the start of earthmoving activities, the project applicant shall submit a final drainage plan and pollutant source control program to the City demonstrating to the satisfaction of the Community Development Department that the project is in compliance with the City of Sacramento’s Grading, Erosion and Sediment Control Ordinance, the SQIP (SSQP 2009), and the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (City of Sacramento 2007), including the requirement to cause no net increase in runoff as compared to existing conditions. Components of the final drainage plan shall include:</p> <ul style="list-style-type: none"> • calculations for the final design scenario, obtained using appropriate engineering methods, that evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) based on the final design scenario and confirmation of required trunk drainage pipeline sizes based on alignments and finalized detention-facility locations; • City flood control design requirements and measures designed to comply with them, including a demonstration to the satisfaction of the City that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the project site would not occur; • a list of stormwater management BMPs to be implemented at the project site that ensure no net increase in runoff. BMPs may include but are not limited to the use of LID techniques to limit increases in stormwater runoff at the point of origination. Some examples of such techniques are the use of surface swales; replacement of conventional impervious surfaces with pervious surfaces (e.g., porous 	<p>Prior to issuance of grading permit</p>	<p>City of Sacramento Department of Utilities</p>	

Mitigation Measure	Timing	Monitoring and Enforcement	Date Completed
<p>pavement); disconnection of impervious surfaces; and planting of trees to intercept stormwater. These BMPs shall be designed and constructed in accordance with the latest edition of the Stormwater Quality Design Manual for the Sacramento and South Placer Regions (City of Sacramento 2007); and</p> <ul style="list-style-type: none"> a description of the proposed maintenance program for the on-site drainage system. <p>The project applicant shall also prepare and implement a pollutant source control program for the project's operational phase to control water quality pollutants on the project site. This program shall include components consistent with the Stormwater Quality Design Manual for the Sacramento and South Placer Regions, which may consist of, but are not limited to, informational materials provided to tenants regarding the City's hazardous waste collection stations and waste minimization, prevention of spills in parking areas, and effective management of public trash collection areas.</p>			
<p>Mitigation Measure 3.8-3: Implement Mitigation Measure 3.8-2 (Prepare and Submit Final Drainage Plans and an Operational Pollutant Source Control Program)</p>	See Mitigation Measure 3.8-2	See Mitigation Measure 3.8-2	See Mitigation Measure 3.8-2
<p>Section 3.9, Noise and Vibration</p>			
<p>Mitigation Measure 3.9-1: Prepare and Implement Vibration Control Plan</p> <p>Prior to the issuance of any building permit, the project applicant shall develop a Noise and Vibration Control Plan. The plan shall include measures demonstrated to ensure vibration exposure for adjacent buildings would not cause damage to adjacent structures to the east.</p> <ul style="list-style-type: none"> Prior to construction, the applicant shall contact the owner of the building adjacent and to the east to photo document current conditions. This should include photos of existing cracks and other material conditions present on or at the surveyed building – both exterior and interior. The construction contractor(s) shall regularly inspect and photograph the building during foundation work, collect vibration data, and report vibration levels to the City Chief Building Official, or his/her designated representative, on a monthly basis. If, based on monitoring of building conditions or vibration levels, it is determined necessary to avoid damage, the project applicant shall coordinate with the Chief Building Official, or his/her designated representative, to implement corrective actions, which may include, but is not limited to building protection or stabilization. Predrill pile holes to the extent feasible. 	Prior to the issuance of any building permit	City of Sacramento Community Development Department	

RESOLUTION NO. 2016-

Adopted by the Sacramento City Council

ADOPTING THE FINDINGS OF FACT AND APPROVING THE YAMANEE MIXED USE PROJECT AT 2500 & 2508 J STREET (P15-047) (APN: 007-0103-001-0000; 007-0103-002-0000)

BACKGROUND

- A. On May 12, 2016, after conducting a public hearing, the City Planning and Design Commission approved a Tentative Map and Site Plan and Design Review with deviations (P15-047) at 2500 & 2508 J Street.
- B. On May 17, 2016, a third party appealed the decision of the City Planning and Design Commission.
- C. On June 9, 2016, after giving notice as required by the Sacramento City Code section 17.812.030, the City Council conducted a public hearing on the Project, receiving and considering evidence concerning it.

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

Section 1: Based on the verbal and documentary evidence received at the hearing on the Yamanee project, the City Council approves the Project entitlements based on the findings of fact and subject to the conditions of approval as set forth below.

Section 2: The City Council approves the Project entitlements based on the following findings of fact.

- A. The **Tentative Map** for condominium purposes on a .44 acre site in the General Commercial (C-2-MC) zone is **approved** based on the following findings of fact:
 - 1. None of the conditions described in Government Code section 66474 exist with respect to the proposed subdivision as follows:
 - a. The proposed map is consistent with the General Plan, all applicable community and specific plans, Title 16 of the City Code, and all other applicable provisions of the City Code;
 - b. The design and improvement of the proposed subdivision is consistent with the General Plan, all applicable community and specific plans,

Title 16 of the City Code, and all other applicable provisions of the City Code;

- c. The site is physically suitable for the type of development;
 - d. The site is physically suitable for the proposed density of development;
 - e. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
 - f. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
 - g. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.
2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, all applicable community and specific plans, Title 16 of the City Code, and all other applicable provisions of the City Code (Gov. Code §66473.5).
 3. The discharge of waste from the proposed subdivision into the existing community sewer system will not result in a violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Board, Central Valley Region, in that existing treatment plants have a design capacity adequate to service the proposed subdivision (Gov. Code §66474.6).
 4. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (Gov. Code §66473.1).
 5. The City has considered the effect of the approval of this tentative subdivision map on the housing needs of the region and has balanced these needs against the public service needs of its residents and available fiscal and environmental resources (Gov. Code §66412.3).

B. The **Site Plan and Design Review** with deviations for height and to waive the requirement for an off-street loading space is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan in that the proposed building positively engages the street, promotes a compact, mixed-use development pattern, establishes a save

pedestrian experience, promotes use of public transportation, and is consistent with the General Plan goals and policies.

2. The design, layout, and physical characteristics of the proposed development are consistent with the purpose and intent of the applicable design guidelines and development standards in that the impact of the additional height is minimized by a strong street-level, pedestrian oriented design and is in close proximity to other tall structures such a large hospital, a high-rise senior living facility, and an elevated freeway. The additional height for the proposed building is appropriate given the building is located along a corridor and surrounded by primarily commercial uses. Additionally, the project proposes the following:
 - a. A pedestrian paseo
 - b. Noble building materials
 - c. Active and pedestrian-oriented ground-floor uses
 - d. Terraces and retail that face the alley
3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards in that the project would be adequately served by utilities infrastructure and is located adjacent to two existing public streets. Access to onsite parking would be provided from the public alley, consistent with the Central City Design Guidelines and development standards.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood, in that the building incorporates active storefronts at ground level with clear glazing, articulated facades with ample fenestration and punched openings, active ground-floor and mezzanine uses fronting on J Street, 25th Street and the alley.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is achieved through the construction of a building that will be LEED Platinum equivalent.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance in that the ground floor retail will have transparent storefront, the project

provides alley-activating features such as a mezzanine and terraces that face the alley and there will be public access to a garden public art. Additionally, the delivery of goods will primarily take place in the alley and demolition of the existing buildings will not occur until building permits being issued.

CONDITIONS OF APPROVAL

- A.** The **Tentative Map** for condominium purposes on a .44 acre site in the General Commercial (C-2-MC) zone is **approved** subject to the following conditions:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map or any contradictory provisions in the PUD guidelines approved for this project (P15-047). The design of any improvement not covered by these conditions or the PUD Guidelines shall be to City standard.

The applicant shall satisfy each of the following conditions prior to filing the Final (Parcel) Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City Approved improvement agreement may be considered satisfied at the discretion of the Department of Public Works.

The City strongly encourages the applicant to thoroughly discuss the conditions of approval for the project with their Engineer/Land Surveyor consultants prior to City Planning and Design Commission approval. The improvements required of a Tentative Map can be costly and are completely dependent upon the condition of the existing improvements. Careful evaluation of the potential cost of the improvements required by the City will enable the applicant to ask questions of the City prior to project approval and will result in a smoother plan check process after project approval:

General: All Projects

- A 1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.
- A 2. Comply with requirements included in the Mitigation Monitoring Plan developed by, and kept on file in, the Planning Division Office (P15-047).
- A 3. Meet all conditions of the existing PUD (P15-047) unless the condition is superseded by a Tentative Map condition.
- A 4. Show all continuing and proposed/required easements on the Final (Parcel) Map.

Public Works: Scott Tobey (916) 808-8307

- A 5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Improvements required shall be determined by the city. The City shall determine improvements required for each phase prior to recordation of each phase. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- A 6. Repair/replace or reconstruct as necessary Jazz Alley adjacent to the subject Parcel Map to City Standards to the satisfaction of the Department of Public Works.
- A 7. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Public Works.

SMUD: John Yu (916) 732-6321

- A 8. Developer will be responsible for extending SMUD underground infrastructure to project property lines as indicated in the SMUD commitment drawing provided within 60 days of receipt of the SMUD application. SMUD application is available on-line at; <https://www.smud.org/en/business/customer-service/support-and-services/designconstruction-services.htm>
- A 9. Existing SMUD overhead facilities are located on the opposite side of Jazz alleyway. If any existing SMUD facilities are required to be relocated, this is billable to the developer and requires a SMUD application.

Sacramento Regional Sanitation District: Robb Armstrong (916) 876-6104

- A 10. Developing this property will require the payment of Regional San sewer impact fees. Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

Utilities: Inthira Mendoza (916) 808-1473

- A 11. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if appropriate DOU Development Review and Field staff have reviewed the proposed number of taps and associated location and have no issues or concerns. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- A 12. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to

satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the DOU Water CIP Section for the pressure boundary conditions to be used in the water study. (Note: There is an existing 6" water main in J/K Alley. The applicant may be required to upsize the existing water main and/or provide a water main extension if the existing system does not provide adequate flow and/or pressure to the project.)

- A 13. Common area landscaping shall have a separate street tap for a metered irrigation service.
- A 14. The onsite water, sewer and storm drain systems shall be private systems maintained by the association. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, an ownership association shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The C.C.&R.s shall authorize the association to contract on behalf of all owners within the condominium project for sanitary sewer, water and storm drainage services for the condominium units, common area(s) and all other areas within the condominium project.
- A 15. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."
- A 16. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The impact to the CSS due to one equivalent single family dwelling (ESD) is estimated to be 99.7 ESDs. The Combined Sewer System fee at time of building permit is estimated to be \$246,161.23 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- A 17. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green

roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.

- A 18. The parcel shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- A 19. This project is located in the area of the Combined Sewer System (CSS). Therefore, the construction activities of this project are not covered under the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (General Permit). The applicant, however, must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- A 20. This project is located in the area of the Combined Sewer System (CSS). The applicant is required to implement source control to prevent runoff pollution. The applicant is encouraged to use proper site design to reduce runoff volume. Refer to "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" Chapter 4 for appropriate source control measures and Chapter 5 for appropriate runoff reduction control measures.

Fire: King Tunson (916) 808-1358

- A 21. Provide the required fire hydrants in accordance with CFC 507 and Appendix C, Section C105.
- A 22. Maintenance agreements shall be provided for the fire protection systems. The agreement shall be record with the Public Records Office having jurisdiction and shall provide for the following:
- a. Maintenance and timely repair of all fire protection systems, including but not limited to hydrants, fire alarm systems and fire sprinklers.

Parks: Mary de Beauvieres (916) 808-8722

- A 23. **Payment of In-lieu Park Fee:** Pursuant to Sacramento City Code Chapter 16.64 (Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note)
- A 24. **Maintenance District:** The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), annex the project into an existing parks maintenance district, or otherwise mitigate the project's impact on maintenance of the City's park system to the satisfaction of the City Attorney's Office, PPDS and the Finance Department. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district (contact Public Improvement Financing, Special Districts Project Manager.) In assessment districts,

the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.)

- B.** The **Site Plan and Design Review** for the tentative map and the construction of a mixed-use residential building with deviations to exceed maximum height and to waive the requirement for an off-street loading space **is approved** subject to the following conditions:

Planning

General

- B 1. The applicant shall obtain all necessary building and/or encroachment permits prior to construction.
- B 2. Development of this site shall be in compliance with the attached exhibits, except as conditioned. Any modification to the project shall be subject to review by Planning and Design staff prior to the issuance of building permits. Any significant modifications to the project may require subsequent entitlements.
- B 3. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans shall be subject to additional review and approval.
- B 4. The site shall be maintained daily to be clear of litter generated by the businesses and customers.
- B 5. The property owner of every on-site business shall post information on alternative commute modes at the project site and shall coordinate with the appropriate transit agency and regional ridesharing agency to maintain and provide current information on alternative commute modes to employees working at the project site.

Demolition and Construction

- B 6. It is in the City's interest to prevent blight by maintaining existing development on a site until such time as new construction is undertaken as evidenced by issuance of building permits for new development. Therefore, the applicant shall not commence demolition until a building permit has been issued for the new structure.
- B 7. Prior to demolition work on any building or structure, the permittee shall give written notice to owners or tenants of adjoining properties including the St. Francis Manor directly across the street not less than ten (10) days before such demolition is started and shall send a copy of such notice to the Community Development Director.
- B 8. The project applicant or designee shall designate a disturbance coordinator and conspicuously post this person's number around the project site and in construction notifications. The disturbance coordinator shall receive complaints about construction

disturbances and, in coordination with the City, determine the cause of the complaint and implementation of feasible measures to alleviate the problem.

- B 9. The project will not install any piles that may be required for the building foundation by hammering. In addition, the project will reduce construction noise, including feasible strategies from the list below or those that are determined to be equally effective.
- Construction shall be limited to the hours between 8:00 AM to 6:00 PM Monday through Saturday. There shall be no construction on Sundays and holidays.
 - Construction equipment should be well maintained and used judiciously to be as quiet as practical.
 - Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
 - Utilize “quiet” models of air compressors and other stationary noise sources where technology exists. Select hydraulically or electrically powered equipment and avoid pneumatically powered equipment where feasible.
 - Locate stationary noise-generating equipment as far as possible from sensitive receptors when adjoining construction sites.
 - Construct temporary noise barriers or partial enclosures to acoustically shield equipment where feasible. Construct walled enclosures around especially noisy activities or clusters of noisy equipment. For example, shields can be used around pavement breakers and loaded vinyl curtains can be draped under elevated structures.
 - Prohibit unnecessary idling of internal combustion engines.
 - Construct solid plywood fences around construction sites adjacent to operational business, residences or other noise-sensitive land uses where a barrier would be effective at reducing noise.
 - Erect temporary noise control blanket barriers, if necessary, along building facades facing construction sites. This would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
 - Route construction related traffic along major roadways and away from sensitive receptors where feasible.

Site Plan

- B 10. The buildings shall be sited as indicated on the exhibits.
- B 11. The buildings shall have building setbacks and entries as indicated on the exhibits.
- B 12. Auto access and site layout shall be as indicated on the exhibits.
- B 13. The trash enclosures shall be finished with the same building materials and color schemes as the main building.

- B 14. SMUD transformer shall be located internal to the building, as shown on the Ground-floor Plan.
- B 15. The project shall meet the Sacramento City Code requirements for vehicle parking.
- B 16. The project shall meet the Sacramento City Code requirements for short-term bicycle parking, and shall provide 10 short-term and 14 long-term bicycle facilities above the minimum code requirements. The design and location of the bicycle parking facilities for short-term parking shall be reviewed and approved by Planning Staff.

Building Design

- B 17. The building elevations shall have a consistency of detail and quality as indicated on the plans.
- B 18. The design of the building shall be as indicated on the final plans. Any changes shall require additional Planning and Design Review staff review and approval.
- B 19. Any site or rooftop mechanical equipment proposed shall be screened as necessary to fit in with the design of the new buildings, and not visible from any street views. Equipment such as SMUD boxes, etc. shall be placed where not visible from street views and screened from pedestrian views. The only exception to this requirement is the back flow prevention device. The applicant shall submit final mechanical locations and screening to Planning and Design Review staff for review and approval prior to building permit submittal.
- B 20. All residential units shall have access to open space, such as a balcony, courtyard or a rooftop deck.
- B 21. Provide clear glazing at all ground level fenestration or as approved by design staff.
- B 22. Lighting:
 - a. The type and location of the outdoor lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff prior to building permit submittal.
 - b. Per Section 17.608.040(L), project lighting shall be provided for all off-street vehicle and bicycle parking facilities and shall provide as follows: a minimum of 1.5 foot-candles per square foot of parking area during business hours; and a minimum of 0.25 of maintained illumination per square foot of surface on any interior walkway, alcove, passageway, etc., from one-half hour before dusk to one-half hour after dawn. All light fixtures are to be vandal resistant.
 - c. Per Section 17.612.030(B), exterior lighting shall reflect away from residential areas and public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
 - d. The light fixtures of the parking garage shall not be visible from the pedestrian street level adjacent to the structure. The design of the light fixtures of the parking garages shall be reviewed and approved by Planning and Design Staff.

- B 23. The above ground parking floors shall have shielding treatments integrated into the building to prevent headlights of vehicles using the parking garage being directly visible from adjacent buildings. The final design shall be reviewed and approved by design review staff during building plan check.
- B 24. The applicant shall paint electrical meters/cabinets, telephone connection boxes and other utility appurtenances to match the building to which they are attached.
- B 25. The developer shall prepare the ground floor commercial space for future tenant improvements by finishing the area to a minimum of a cold shell condition with windows in place and secure and water, gas and sewer stubbed inside.
- B 26. The project shall be developed consistent with requirements that are equivalent to LEED Platinum Certification to the satisfaction of the Urban Design Manager.
- B 27. The applicant shall work with Regional Transit and Public Works to complete improvements to enhance the existing bus stop.
- B 28. The building elevations shall have a consistency of detail and quality as indicated on the plans. The following features of the project shall not be removed during plan check or construction as part of any value engineering:
- Noble exterior building materials including environmentally sensitive wood veneers and glass;
 - Exterior vertical greenery and interior vertical garden;
 - Activated and landscaped roof;
 - Private common open space on the roof;
 - Storefront on Jazz Alley and the internal paseo;
 - Art components viewable from J Street and 25th Street; and
 - Parking screened by vegetation supported by a metal mesh “greenscreen”.
- B 29. The public alley shall be activated with retail frontage on the ground-floor, a terrace on the mezzanine, and balconies on each residential level consistent with the approve plan.
- B 30. A minimum of 90% of the west side of the interior paseo shall be activated by a garden and storefront.
- B 31. The interior paseo shall provide adequate lighting and be gated and locked when the commercial uses are closed.
- B 32. The ground-floor garden area shall be accessible to the public while the adjacent retail is open.
- B 33. The corner and J and 25th Street is required to display public art as a benefit to the community consistent with the 2035 General Plan and have architectural features that emphasize that prominent corner.

- B 34. Private open space and common open space shall be provided at a minimum ratio twice the required amount per code as a benefit to the community consistent with the 2035 General Plan.

Public Works

- B 35. Construct standard public improvements as noted in these conditions pursuant to Title 18 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- B 36. The applicant shall repair, or replace/reconstruct (in concrete) any deteriorated portion of the alley adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.
- B 37. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards.
- B 38. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- B 39. The developer must coordinate with the Department of Public Works street maintenance division in order to secure long term maintenance of the proposed decorative paving stones in the Public Right-of-Way. If an agreement cannot be reached then the developer must use standard concrete to City Standards.
- B 40. The proposed loading area on 25th Street must be signed and striped as 5 minute passenger loading and unloading only to the satisfaction of the Department of Public Works.
- B 41. The developer must apply for and obtain a revocable encroachment permit for the doors which swing out into Jazz Alley.
- B 42. The developer must apply for and obtain a revocable encroachment permit for the Trellis which crosses into the 25th Street right-of-way.
- B 43. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Public Works.

Fire Department

- B 44. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be

installed and made serviceable prior to and during the time of construction. (CFC 501.4)

- B 45. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). (CFC 507.4)
- B 46. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 503.1.1)
- B 47. Provide appropriate Knox access for site. (CFC Section 506)
- B 48. Pedestrian gates shall be installed with approved hardware and direction of swing in such a way so as to not diminish the level of safety within the egress system in which they exist. An approved key box (Knox) shall be installed at least 48 inches above grade on the outside of the gates. It shall be provided with a key to open the pedestrian gate.
- B 49. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet. (CFC Fire Code Amendments 903.2 (a))
- B 50. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant and not more than 30 feet from a paved roadway.
- B 51. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. The room shall contain all system control valves, fire alarm control panels and other fire equipment required by the Fire Code Official. Fire Control rooms shall be located within the building at a location approved by the Fire Code Official, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. Fire Control rooms shall not be less than 50 square feet. (CFC Amendments 903.4.1.1)
- B 52. Gate leading into the parking garage shall have AC power and be provided with Key override switch (Knox) and Radio operated controller (Click2Enter). Keys to all pedestrian gates shall be placed within an approved Knox Box in a location approved by the Sacramento Fire Department.
- B 53. Please review the Sacramento Fire Departments high rise ordinance for compliance with additional requirements for design of the structure and systems.

Police Department

- B 54. Exterior lighting shall be white light (e.g. metal halide, LED, fluorescent, or induction) using full cutoff fixtures to limit glare and light trespass.
- B 55. Garage shall be lit to a minimum of 1.5 foot candles at a 4:1 average to minimum ratio.
- B 56. East sidewalk shall be lit to a minimum of 1 foot candle at a 4:1 average to minimum ratio.
- B 57. Fences shall be of decorative tubular steel, or other decorative transparent design

Sacramento Regional Sanitation District

- B 58. Developing this property will require the payment of Regional San sewer impact fees. Regional San sewer impact fees shall be paid prior to the issuance of building permits. For questions pertaining to Regional San sewer impact fees, please contact the Sewer Fee Quote Desk at (916) 876-6100.

SMUD

- B 59. Per 1st floor plans, drawing A1, a SMUD transformer located in an alcove accessible from the Jazz Street alley is planned. Developer needs to follow the Alcove Engineering Specification, T013, available at;
<https://www.smud.org/assets/documents/pdf/T013%20Customer%20Transformer%20Alcove.pdf>
- 1 Initial findings; Actual alcove floor dimensions will depend on the size of the electrical service, the alcove area must be constructed over compacted earth(no parking area can be below the alcove), recommended 20' clear area with a 3 hour fire rated wall around opening of the alcove with no doors, windows, vents, intakes, protrusions, or overhangs, please contact SMUD designer Jack Graham, 732-6643, to review SMUD alcove requirements for this project.
- B 60. Electric room(s) are not shown in these plans. Please consult SMUD designer Jack Graham, 732-6643, regarding acceptable locations and requirements for electric room(s).
- B 61. Developer will be responsible for extending SMUD underground infrastructure to project property lines as indicated in the SMUD commitment drawing provided within 60 days of receipt of the SMUD application. SMUD application is available on-line at;
<https://www.smud.org/en/business/customer-service/support-and-services/designconstruction-services.htm>
- B 62. Existing SMUD overhead facilities are located on the opposite side of Jazz alleyway. If any existing SMUD facilities are required to be relocated, this is billable to the developer and requires a SMUD application.

Solid Waste

- B 63. Project must meet the requirements outlined in Sacramento City Code Chapter 17.616.
- B 64. Solid waste trucks must be able to safely move about the project, with minimum backing, and be able to empty the bins and cans safely. Applicant needs to provide a description of how the material will be collected from the underground trash enclosure mentioned on page 13 of the Planning Entitlement Application, and shown on the "CELLAR PARKING PLAN" A0.
- B 65. Properties must accommodate cans that are roughly the dimensions outlined in the "Truck, Bin, and Can Dimensions" section, next page.
- B 66. Applicant must provide a description of how trash, recycling and yard waste will be organized and collected after project is complete. For example, a short note that explains that the janitorial service will collect from the trash and recycling cans located

in the trash room on each floor, and place each material type in the appropriate bin in the trash enclosure.

- B 67. This project will be required to submit a Construction and Demolition Debris plan, as outlined on the City's web site at <http://portal.cityofsacramento.org/General-Services/RSW/Collection-Services/Recycling/Construction-and-Demolition>.

Utilities

- B 68. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if appropriate DOU Development Review and Field staff have reviewed the proposed number of taps and associated location and have no issues or concerns. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU.
- B 69. Prior to the submittal of improvement plans, prepare a project specific water study for review and approval by the DOU. The water distribution system shall be designed to satisfy the more critical of the two following conditions: (1) at maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch, (2) at average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch. The water study shall determine if the existing and proposed water distribution system is adequate to supply fire flow demands for the project. A water supply test may be required for this project. Contact the DOU Water CIP Section for the pressure boundary conditions to be used in the water study. (Note: There is an existing 6" water main in J/K Alley. The applicant may be required to upsize the existing water main and/or provide a water main extension if the existing system does not provide adequate flow and/or pressure to the project.)
- B 70. Common area landscaping shall have a separate street tap for a metered irrigation service.
- B 71. The onsite water, sewer and storm drain systems shall be private systems maintained by the association. Prior to the initiation of any water, sanitary sewer or storm drainage services to the condominium project, an ownership association shall be formed and C.C. & R.s shall be approved by the City and recorded assuring maintenance of sanitary sewer, water and storm drainage facilities within the condominium project. The C.C.&R.s shall authorize the association to contract on behalf of all owners within the condominium project for sanitary sewer, water and storm drainage services for the condominium units, common area(s) and all other areas within the condominium project.
- B 72. The applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."

- B 73. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance of building permit. The impact to the CSS due to one equivalent single family dwelling (ESD) is estimated to be 99.7 ESDs. The Combined Sewer System fee at time of building permit is estimated to be \$246,161.23 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.
- B 74. The existing City drainage system that fronts this project is severely undersized with a history of localized street flooding. Therefore, the development of this site must comply with the DOU's "Do No Harm" policy per section 11 (Storm Drainage Design Standards) of the City's Design and Procedures Manual. To meet this requirement 5000 cubic feet of detention must be provided per each additional acre of impervious area. This required detention volume can be reduced by incorporating Low Impact Development (LID) measures into the project design, such as porous pavement, green roofs, disconnected down spouts, etc. The DOU will evaluate any selected LID measures and determine an adjusted required detention volume.
- B 75. The parcel shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- B 76. This project is located in the area of the Combined Sewer System (CSS). Therefore, the construction activities of this project are not covered under the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (General Permit). The applicant, however, must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- B 77. This project is located in the area of the Combined Sewer System (CSS). The applicant is required to implement source control to prevent runoff pollution. The applicant is encouraged to use proper site design to reduce runoff volume. Refer to "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" Chapter 4 for appropriate source control measures and Chapter 5 for appropriate runoff reduction control measures.

Urban Forestry

- B 78. Prior to the removal of trees in the public right of way, the applicant shall obtain approval from the Urban Forestry Division of Public Works.
- B 79. Any city street trees to be removed for construction purposes shall be replaced with 24-inch box size trees with an expected mature canopy of at least thirty (30) feet in diameter. Replacement trees shall be planted within the city right-of-way in the immediate vicinity of the project site. A city arborist shall approve the species and location of any replacement trees prior to issuing a city street tree removal permit.

- B 80. The location of all preserved trees with their protection zones drawn to scale must be noted on all construction plans that include any construction related activities that encroach into their driplines or occur in close proximity to their driplines. This includes the installation of utilities and pavement.
- B 81. Prior to the issuance of a demolition permit the applicant shall provide a tree protection plan to the City Arborist for review. The plan shall be prepared by an ISA Certified Arborist and shall include general and specific tree protection measures to ensure the survival of the trees associated with the project.
- B 82. All tree protection requirements and conditions of approval related to trees must be noted on the construction plans and be kept on the construction site at all times.
- B 83. Prior to initiating construction, temporary protective fencing shall be installed at least on foot outside of the dripline of protected trees in order to avoid damage to their canopies and root systems. The area beneath the dripline is the critical portion of the root zone and defines the minimum protected area of each protected tree. The fencing shall remain in place throughout the entire construction period and shall not be removed, relocated or otherwise modified without authorization from the City Arborist.
- B 84. Any approved encroachments into the protection zone of a street tree shall be done under the direct supervision of the Project Arborist and shall utilize methods that have the lowest possible impact to the street trees.
- B 85. No vehicles, construction equipment, or materials shall be parked, stockpiled or located with the dripline of a protected tree.
- B 86. Wherever possible, pipes and conduits shall be located outside of the designated planter space.

ADVISORY NOTES

Advisory Notes for the Tentative Map: The following advisory notes are informational in nature and are not a requirement of this Tentative Map:

General

1. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.
2. Prior to the issuance of any building permits, provide the City with a copy of the certificate of payment of any school fees for the applicable school district(s).
3. Note: Subdivide shall notify future property owners within this subdivision that they will be required to maintain the sidewalks and landscaping between the curbs and sidewalks.

SMUD

4. Per 1st floor plans, drawing A1, a SMUD transformer located in an alcove accessible from the Jazz Street alley is planned. Developer needs to follow the Alcove Engineering

Specification, T013, available at;
<https://www.smud.org/assets/documents/pdf/T013%20Customer%20Transformer%20Alcove.pdf>

- a. Initial findings; Actual alcove floor dimensions will depend on the size of the electrical service, the alcove area must be constructed over compacted earth(no parking area can be below the alcove), recommended 20' clear area with a 3 hour fire rated wall around opening of the alcove with no doors, windows, vents, intakes, protrusions, or overhangs, please contact SMUD designer Jack Graham, 732-6643, to review SMUD alcove requirements for this project.
5. Electric room(s) are not shown in these plans. Please consult SMUD designer Jack Graham, 732-6643, regarding acceptable locations and requirements for electric room(s).
6. SMUD can assist with reducing energy usage in design of this building. Please consult SMUD savings by design at; <https://www.smud.org/en/business/save-energy/rebatesincentives-financing/savings-by-design.htm>
7. If this project includes a PV system, please review the SMUD solar website; <https://www.smud.org/en/business/environment/solar-for-your-business/solarbasics.htm>

Utilities

8. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
9. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
 - a. Construction dewatering discharges
 - b. Treated or untreated contaminated groundwater cleanup discharges
 - c. Uncontaminated groundwater discharges
10. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
11. Currently, two types of groundwater discharges are recognized by the DOU; limited discharges and long-term discharges. These types of discharges are described as follows:
 - a. "limited discharges" are short groundwater discharges of 7-days duration or less. Limited discharges must be approved through the DOU by acceptance letter.

- b. "long-term discharges" are groundwater discharges of greater duration than 7-days. Long-term discharge must be approved through the DOU and the City Manager through a Memorandum of Understanding (MOU) process.

12. The Groundwater MOU has a term of one year and requires the discharger to:

- a. Provide a description of the groundwater discharge,
- b. Obtain a Regional Sanitation District permit,
- c. Obtain approval from the Regional Water Quality Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
- d. Pay fees based on flow amounts when a fee schedule is established by ordinance,
- e. Comply with any new pertinent laws,
- f. Assess and repair sewer lines if the discharge exceeds MCLs,
- g. Suspend discharges during storm events or at City request,
- h. Provide shut-off switches accessible to the City, and
- i. Indemnify the City against all claims related to the MOU.

13. The proposed project is located in a Shaded Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

Regional Sanitation District

14. The City of Sacramento (City) is responsible for providing local sewer service to the proposed project site via their local sanitary sewer collection system. Regional San is responsible for the conveyance of wastewater from the City's collection system to the Sacramento Regional Wastewater Treatment Plant (SRWTP).

Parks

15. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to recordation of the final map. The Quimby fee due for this project is estimated at \$422,100. This is based on 134 multi-family units and an average land value of \$250,000 per acre for the Central City Community Plan Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
- b) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$222,194 based on 134 multi-family residential units at the Central City infill rate of \$1,636 each and 11,000 square feet of retail space at the rate of \$0.19 per square

foot. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit. The fee adjusts for inflation on July 1 of each year.

- c) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

Advisory Notes for Site Plan and Design Review. The following advisory notes are informational in nature and are not a requirement of this Site Plan and Design Review:

Planning

- 16. The project shall include a vertical chase requirement per 17.600.150(A).
- 17. Construction of the residential uses within a mixed-use structure shall comply with the applicable interior noise standards of Chapter 17.600.150(B).
- 18. Trash enclosures shall meet all requirements of the Sacramento City Code, Chapter 17.616 (Recycling and Solid Waste Disposal Regulations), including statement of recycling information requirements, recycling volume requirements, perimeter landscaping, masonry walls, and a solid metal gate.
- 19. A separate City of Sacramento Tree Permit is required to prune, remove, or encroach into the dripline of a city street tree or heritage tree. A copy of the tree permit shall be kept at the site of the work and shall be shown to any representative of the City of Sacramento or any law enforcement officer upon demand.

Building Division

- 20. The egress system shall comply with Chapter 10 of the California Building Code. Exit passageways shall not be used for any purpose other than a means of egress.

Utilities

- 21. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression system.
- 22. All new groundwater discharges to the Combined or Separated Sewers must be regulated and monitored by the DOU (City Council Resolution #92-439). Groundwater discharges to the City's sewer system are defined as follows:
 - 23. Construction dewatering discharges
 - 24. Treated or untreated contaminated groundwater cleanup discharges
 - 25. Uncontaminated groundwater discharges

26. Foundation or basement dewatering discharges to the CSS will not be allowed. The CSS does not have adequate capacity to allow for dewatering discharges for foundations or basements. Foundations and basements shall be designed without the need for dewatering.
27. Currently, two types of groundwater discharges are recognized by the DOU; limited discharges and long-term discharges. These types of discharges are described as follows:
- a. "limited discharges" are short groundwater discharges of 7-days duration or less. Limited discharges must be approved through the DOU by acceptance letter.
 - b. "long-term discharges" are groundwater discharges of greater duration than 7-days. Long-term discharge must be approved through the DOU and the City Manager through a Memorandum of Understanding (MOU) process.
28. The Groundwater MOU has a term of one year and requires the discharger to:
- a. Provide a description of the groundwater discharge,
 - b. Obtain a Regional Sanitation District permit,
 - c. Obtain approval from the Regional Water Quality Board if discharge is part of groundwater cleanup or contains contaminants above MCLs,
 - d. Pay fees based on flow amounts when a fee schedule is established by ordinance,
 - e. Comply with any new pertinent laws,
 - f. Assess and repair sewer lines if the discharge exceeds MCLs,
 - g. Suspend discharges during storm events or at City request,
 - h. Provide shut-off switches accessible to the City, and
 - i. Indemnify the City against all claims related to the MOU.
29. The proposed project is located in a Shaded Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

SMUD

30. SMUD can assist with reducing energy usage in design of this building. Please consult SMUD savings by design at; [https://www.smud.org/en/business/save-energy/rebatesincentives- financing/savings-by-design.htm](https://www.smud.org/en/business/save-energy/rebatesincentives-financing/savings-by-design.htm)
31. If this project includes a PV system, please review the SMUD solar website; <https://www.smud.org/en/business/environment/solar-for-your-business/solarbasics.htm>

Urban Forestry

32. Current designs propose to remove one street tree and two onsite trees that do not meet the definition of heritage trees. However, project implementation could result in the removal of up to eleven (11) trees, nine (9) of which are city street trees. Removal of any of these nine (9) city street trees requires compliance with applicable provisions of Chapter 12.56 of the Sacramento City Code.

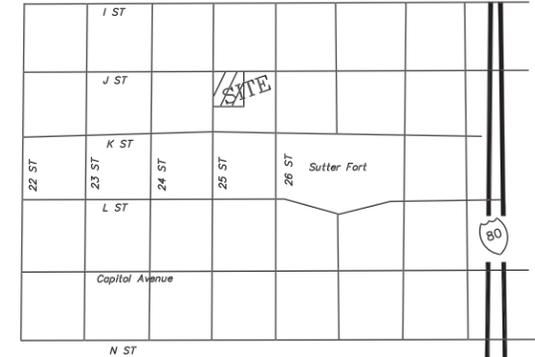
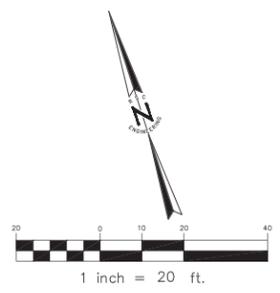
Exhibit A: Tentative Map

Exhibit B: Project Plans

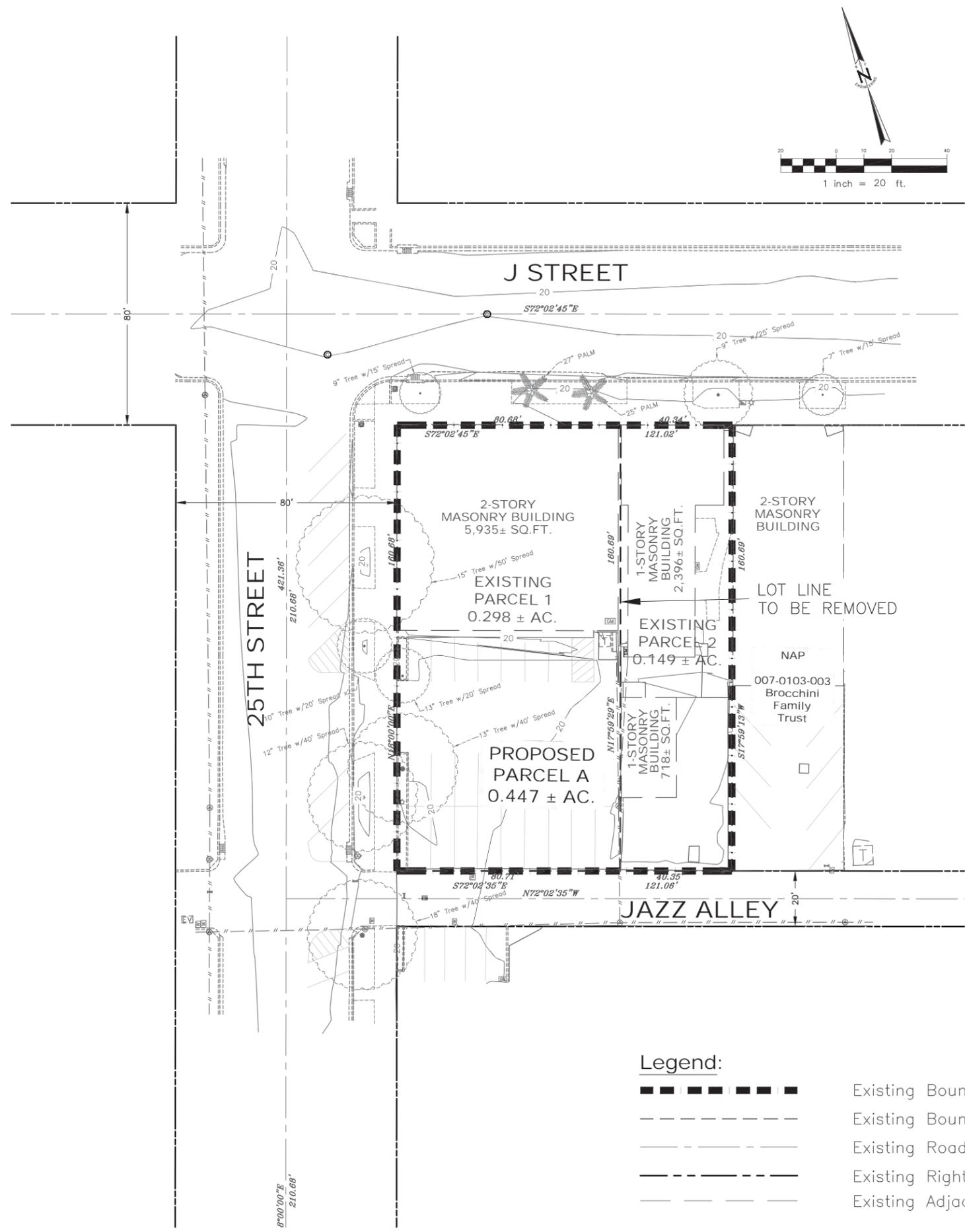
Exhibit C: Street Plans

Exhibit D: Material List

Exhibit A: Tentative Map



VICINITY MAP
NOT TO SCALE



Legend:

	Existing Boundary Line
	Existing Boundary Line to be Removed
	Existing Roadway Centerline
	Existing Right of Way Line
	Existing Adjacent Property Line

OWNER
2500 J Owner, LLC
Atlantic Realty Group, Inc.
Moezinia Bros. Capital, LLC
295 Northern Blvd., #303
Great Neck, NY 11021

APPLICANT
Taylor & Wiley
Attn: Matt Keasling
2870 Gateway Oaks Dr., Ste. 200
Sacramento, CA 95833
(916) 929-5545

ENGINEER
RSC Engineering, Inc.
Attn: Rick Chavez
2250 Douglas Blvd., Suite 150
Roseville, CA 95661
(916) 788-2884

ASSESSOR'S PARCEL NUMBER
007-0103-001 & 002

EXISTING USE, ZONE & GENERAL PLAN:
Commercial
C-2 (General Commercial)
Retail/Commercial

Proposed Use, Zone, Community & General Plan
Mixed Use Retail and Condominiums

Existing Acreage
Parcel 1: 0.298± Acres
Parcel 2: 0.148± Acres
Total: 0.477± Acres

Proposed Acreage
Parcel A: 0.477± Acres

Proposed Total Lots
1 Lot with the ability to prepare condo maps for a maximum of 144 lots.

- Utilities**
- Sewer - City of Sacramento Dept. of Utilities
 - Water - City of Sacramento Dept. of Utilities
 - Electricity - SMUD
 - Gas - PG&E
 - Telephone - AT&T
 - Cable - Comcast
 - Waste Disposal - City of Sacramento Dept. of Utilities
 - Flood Control - City of Sacramento Dept. of Utilities
 - School - Sacramento City Unified
 - Fire - City of Sacramento
 - Park - City of Sacramento

- Notes**
- Refer to final parcel map for accurate lot dimensions and configuration.
 - A maximum of 144 airspace units via multiple condominium maps may be recorded subsequent to this parcel map.
 - Existing Buildings to be demolished.

2500 J OWNER, LLC
ATLANTIC REALTY GROUP, INC.
MOEZINIA BROS. CAPITAL, LLC

REV.	DATE	DESCRIPTION



PROJECT NO: 137-001
DRAWN BY: RSC Eng
CHECKED BY: RSC Eng
DESIGNED BY: RSC Eng

**YAMANEI PARCEL MAP
FOR CONDOMINIUM PURPOSES**

2500 & 2508 J STREET
SACRAMENTO, CA

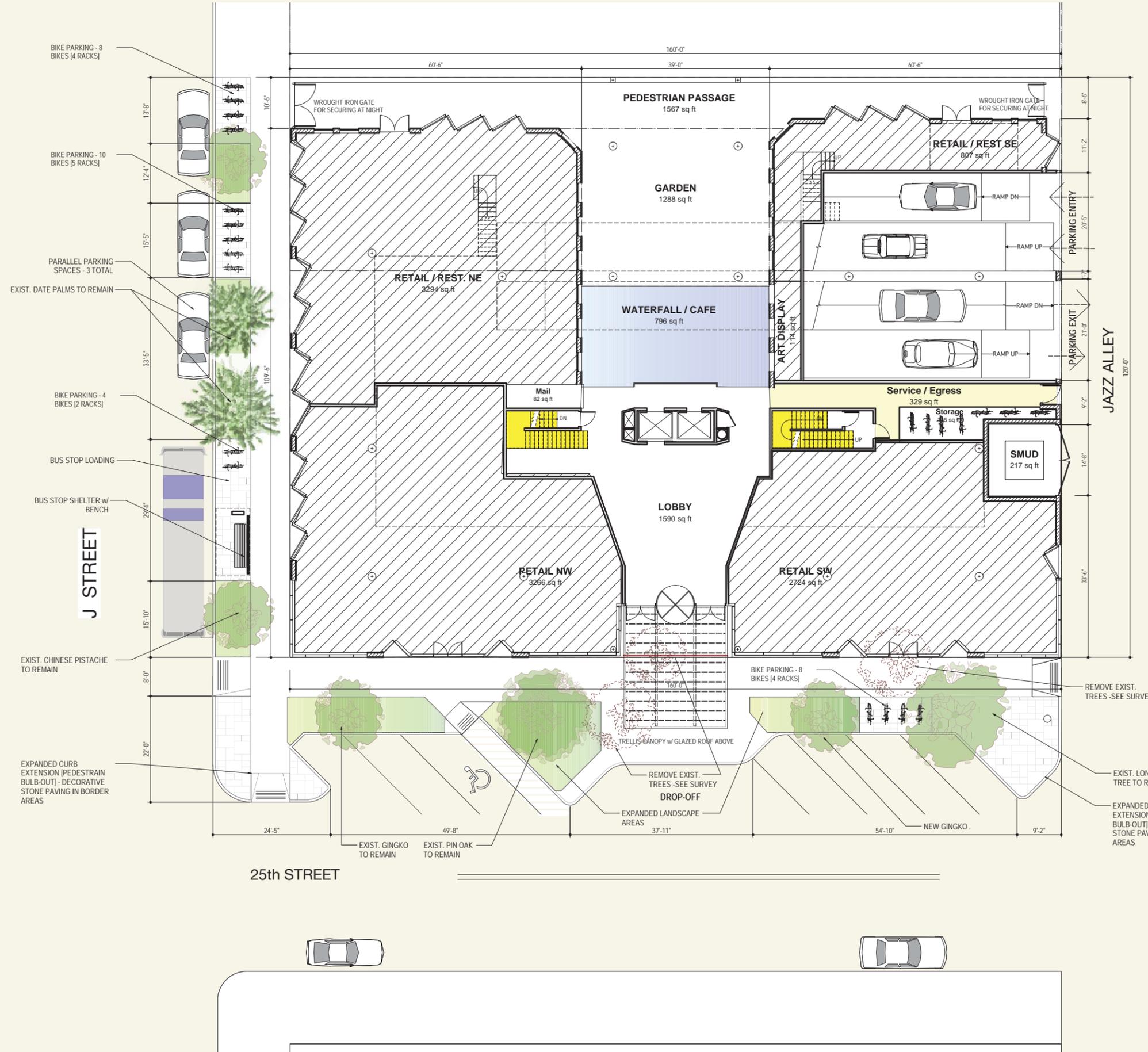
SHEET TITLE
**PARCEL
MAP**

SHEET NO.
**PM
OF 1**

YAMANEE

2500 J STREET
SACRAMENTO, CA

DESIGN ARCHITECT
CMS ARCHITECTURE + DESIGN
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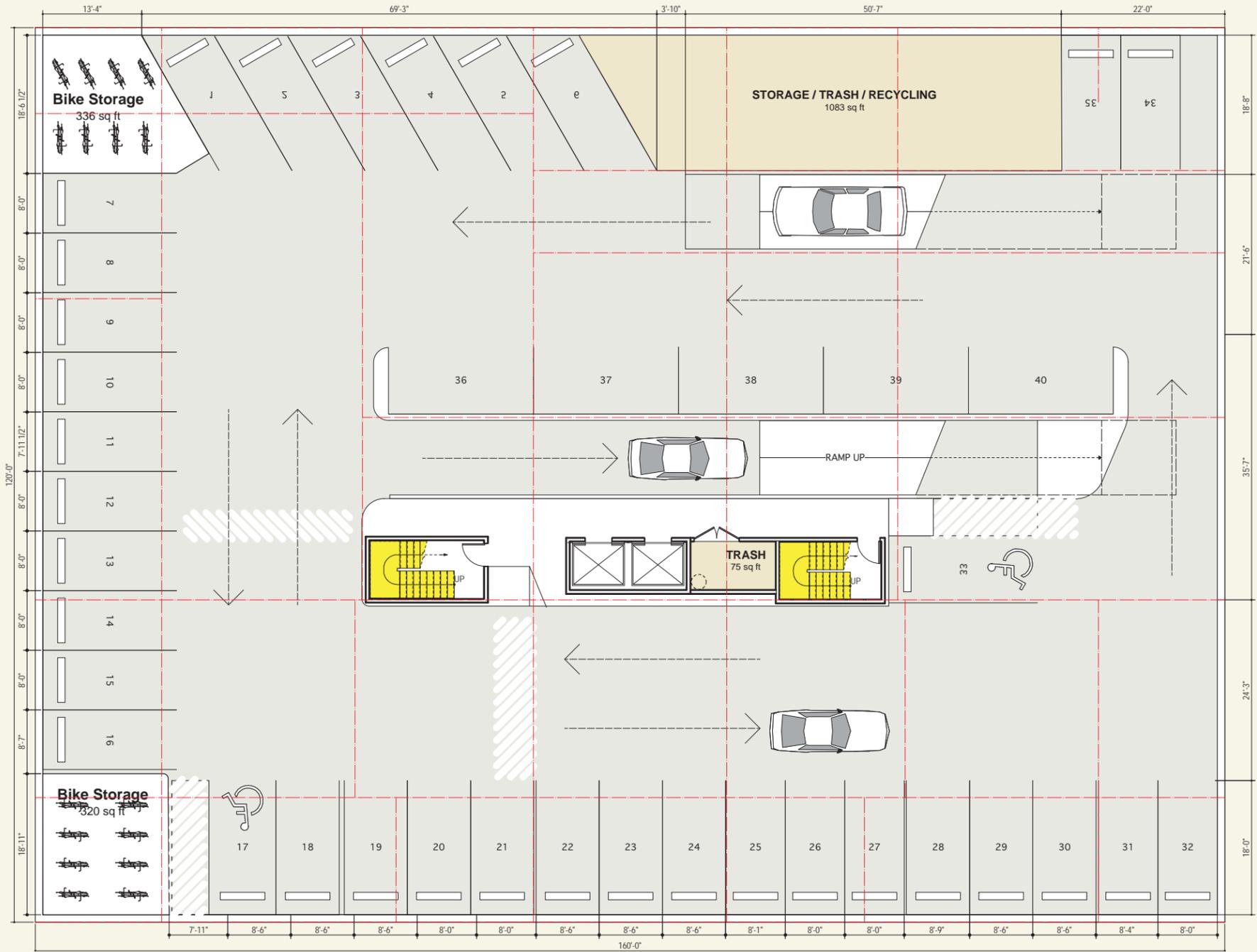


YAMANEE		OPEN SPACE CALCULATIONS	
OPEN SPACE	TYPE	AREA	
PEDESTRIAN PASSAGE	PUBLIC	1,587 SF	
GARDEN	PUBLIC	1,288 SF	
MEZZANINE TERRACES	COMM'L	795 SF	
1st FLOOR TOTAL OPEN SPACE		3,670 SF	
2nd FLOOR BALCONIES	PRIVATE	2,129 SF	
3rd FLOOR BALCONIES	PRIVATE	2,129 SF	
4th FLOOR BALCONIES	PRIVATE	2,129 SF	
5th FLOOR BALCONIES	PRIVATE	2,129 SF	
6th FLOOR BALCONIES	PRIVATE	2,129 SF	
7th FLOOR BALCONIES	PRIVATE	2,129 SF	
8th FLOOR BALCONIES	PRIVATE	2,129 SF	
9th FLOOR BALCONIES	PRIVATE	2,129 SF	
10th FLOOR BALCONIES	PRIVATE	2,304 SF	
PENTHOUSE TERRACES	PRIVATE	4,789 SF	
APARTMENTS OPEN SPACE		24,125 SF	
ROOFTOP OPEN SPACE	SHARED	4,482 SF	
TOTAL OPEN SPACE		32,277 SF	

YAMANEE		PARKING CALCULATIONS	
"URBAN DISTRICT"			
PARKING TOTAL REQUIRED		65 Spaces	
BIKE PARKING REQUIRED		86 Spaces	

YAMANEE		PARKING & PUBLIC SPACE	
PARKING: CELLAR		40 Spaces	
PARKING: level+1		40 Spaces	
PARKING: level+2		44 Spaces	
PARKING TOTAL		124 Spaces	
BIKES: CELLAR		60 Bikes	
BIKES: SIDEWALK [public]		30 Bikes	
BIKES: 1st FLOOR		11 Bikes	
BIKES: MEZZANINE		10 Bikes	
BIKES TOTAL		111 Bikes	

J STREET



YAMANEE	PARKING CALCULATIONS
"URBAN DISTRICT"	
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BIKE PARKING REQUIRED	86 Spaces

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BIKES: MEZZANINE		10 Bikes
BIKES TOTAL		101 Bikes
YAMANEE	RESIDENTIAL & RETAIL	
RETAIL NW	3,266 SF	mezz. 954 SF
RETAIL / REST. NE	3,294 SF	mezz. 971 SF
RETAIL SW	2,724 SF	mezz. 774 SF
RETAIL / REST. SE	807 SF	mezz. 546 SF
WATERFALL CAFE	798 SF	
MEZZ. TOTAL (not included in Total Retail SF)		mezz. 3,245 SF
RETAIL TOTAL		10,889 SF
LOBBY, ETC.		1,697 SF
SERVICE / EGRESS		382 SF
BIKE STORAGE		159 SF
1st FLOOR TOTAL		13,127 SF
2nd FLOOR APARTMENTS	14 Units	15,076 SF
3rd FLOOR APARTMENTS	14 Units	16,003 SF
4th FLOOR APARTMENTS	14 Units	16,003 SF
5th FLOOR APARTMENTS	14 Units	16,003 SF
6th FLOOR APARTMENTS	14 Units	16,003 SF
7th FLOOR APARTMENTS	14 Units	16,003 SF
8th FLOOR APARTMENTS	14 Units	16,003 SF
9th FLOOR APARTMENTS	14 Units	16,003 SF
10th FLOOR APARTMENTS	14 Units	15,823 SF
11th FLOOR APARTMENTS	8 Units	13,170 SF
APARTMENTS TOTAL	134 Units	156,090 SF
PH FLOOR EVENT SPACE / GYM		7,815 SF
TOTAL FLOOR AREA		177,032 SF

CELLAR PARKING PLAN
 Scale: 1/8" = 1'-0"



25th STREET

YAMANEE

2500 J STREET
SACRAMENTO, CA

DESIGN ARCHITECT
CMS ARCHITECTURE + DESIGN

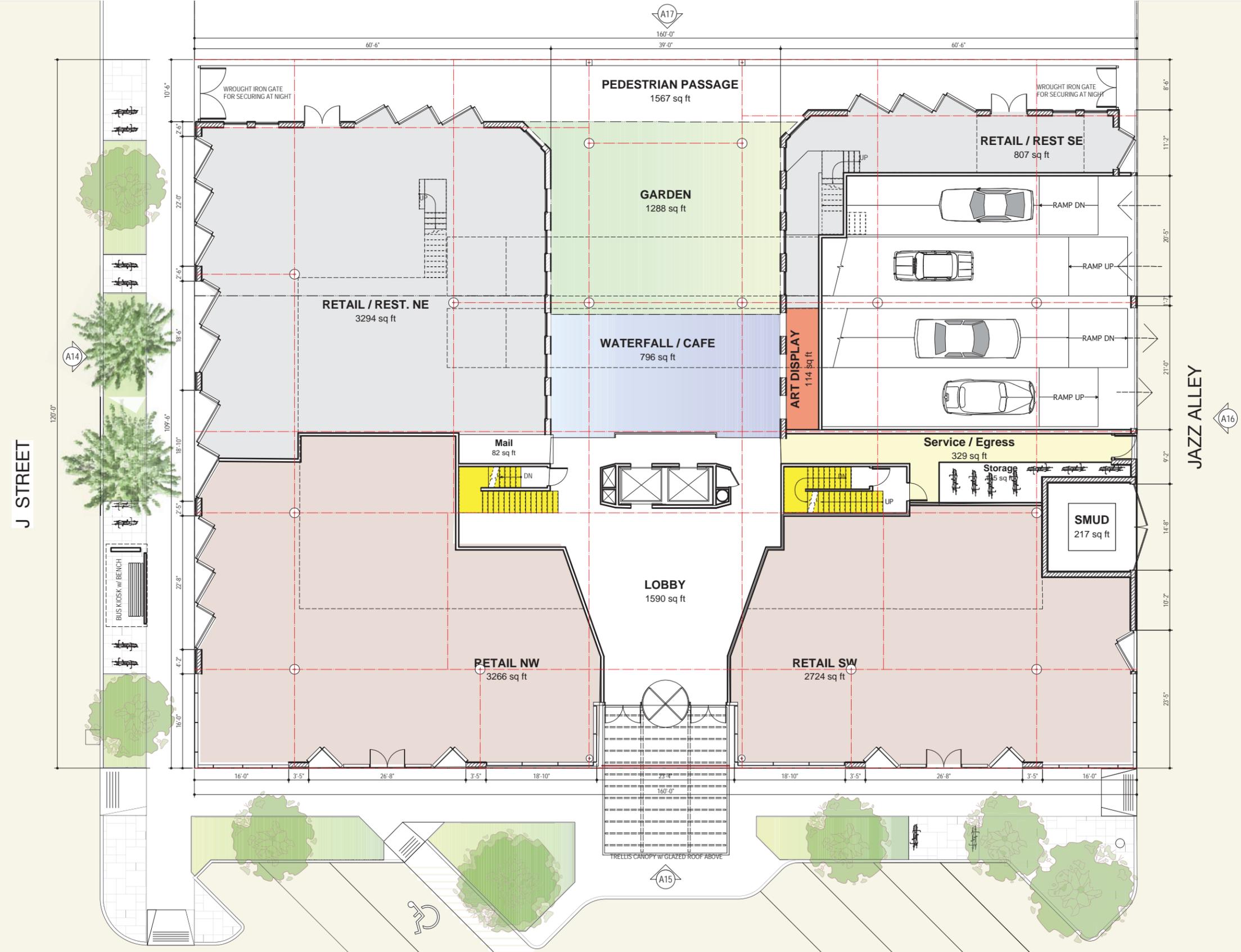
186 5th Avenue - 2nd Floor, New York, NY 10010
212.242.3277 fax 212.481.9456
design@cmsarchitecture.com

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9th FLOOR BALCONIES	PRIVATE	2,129 SF	
10th FLOOR BALCONIES	PRIVATE	2,304 SF	
11th FLOOR TERRACES	PRIVATE	2,946 SF	
APARTMENTS OPEN SPACE		22,282 SF	
PH FLOOR OPEN SPACE	SHARED	4,655 SF	
TOTAL OPEN SPACE		29,812 SF	

YAMANEE		PARKING & PUBLIC SPACE	
PARKING: CELLAR		40 Spaces	
PARKING: level+1		40 Spaces	
PARKING: level+2		44 Spaces	
PARKING TOTAL		124 Spaces	
BIKES: CELLAR		60 Bikes	
BIKES: SIDEWALK		20 Bikes	
BIKES: 1st FLOOR		11 Bikes	
BIKES: MEZZANINE		10 Bikes	
BIKES TOTAL		101 Bikes	

YAMANEE		RESIDENTIAL & RETAIL	
RETAIL NW	3,266 SF	mezz. 954 SF	
RETAIL / REST. NE	3,294 SF	mezz. 971 SF	
RETAIL SW	2,724 SF	mezz. 774 SF	
RETAIL / REST. SE	807 SF	mezz. 546 SF	
WATERFALL CAFE	798 SF		
<i>MEZZ TOTAL [not included in Total Retail SF]</i>		<i>mezz. 3,245 SF</i>	
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APARTMENTS TOTAL		134 Units	156,090 SF
PH FLOOR EVENT SPACE / GYM			7,815 SF
TOTAL FLOOR AREA			177,032 SF



J STREET

JAZZ ALLEY

25th STREET

1st FLOOR PLAN
Scale: 1/8" = 1'-0"

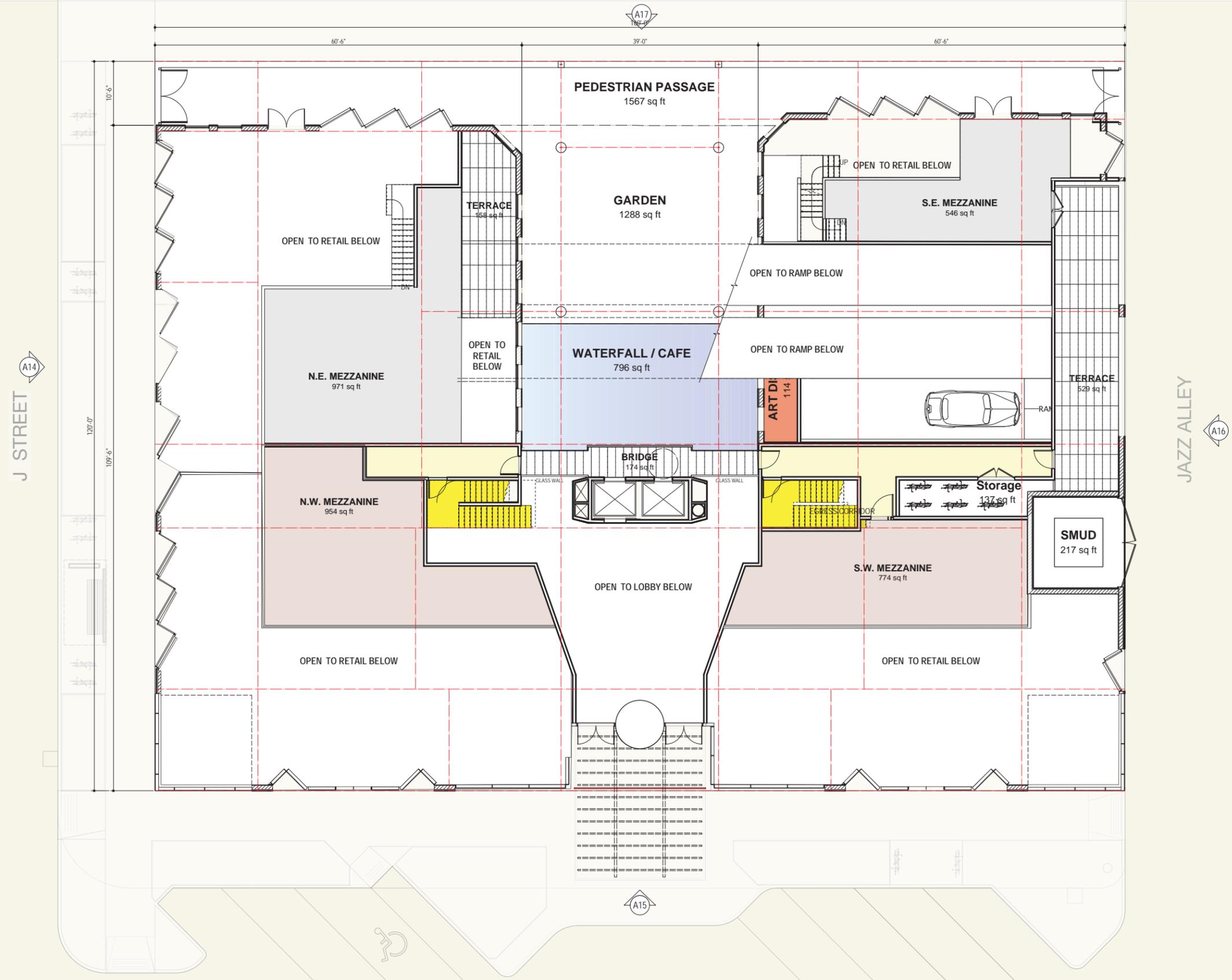
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1st FLOOR PLAN
December 1, 2015 **A1**

YAMANEE

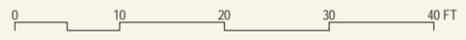
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YAMANEE		PARKING & PUBLIC SPACE	
PARKING: CELLAR			40 Spaces
PARKING: level+1			40 Spaces
PARKING: level+2			44 Spaces
PARKING TOTAL			124 Spaces
BIKES: CELLAR			60 Bikes
BIKES: SIDEWALK			20 Bikes
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BIKES TOTAL			101 Bikes
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APARTMENTS TOTAL	134 Units	156,090 SF	
PH FLOOR EVENT SPACE / GYM		7,815 SF	
TOTAL FLOOR AREA			177,032 SF

MEZZANINE FLOOR PLAN
Scale: 1/8" = 1'-0"



YAMANEE

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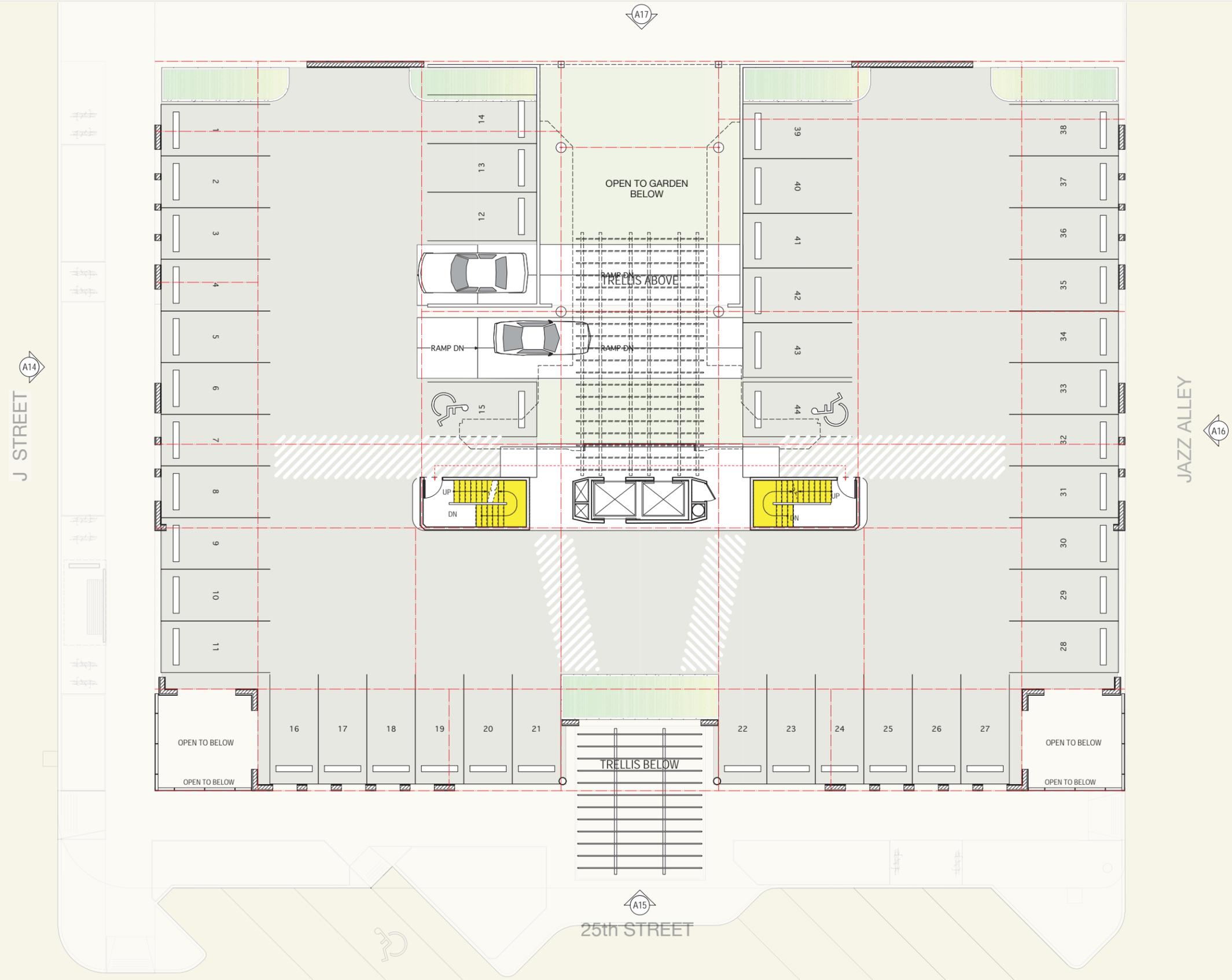
YAMANEE	PARKING & PUBLIC SPACE
PARKING: CELLAR	40 Spaces
PARKING: level+1	40 Spaces
PARKING: level+2	44 Spaces
PARKING TOTAL	124 Spaces
BIKES: CELLAR	60 Bikes
BIKES: SIDEWALK	20 Bikes
BIKES: 1st FLOOR	11 Bikes
BIKES: MEZZANINE	10 Bikes
BIKES TOTAL	101 Bikes

PARKING LEVEL P1
Scale: 1/8" = 1'-0"

YAMANEE

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YAMANEE	PARKING & PUBLIC SPACE
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BIKES: SIDEWALK	20 Bikes
BIKES: 1st FLOOR	11 Bikes
BIKES: MEZZANINE	10 Bikes
BIKES TOTAL	101 Bikes



PARKING LEVEL P-2
Scale: 1/8" = 1'-0"



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YAMANEE		OPEN SPACE CALCULATIONS	
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GARDEN	PUBLIC	1,288 SF	
1st FLOOR TOTAL OPEN SPACE		2,875 SF	
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6th FLOOR BALCONIES	PRIVATE	2,129 SF	
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9th FLOOR BALCONIES	PRIVATE	2,129 SF	
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11th FLOOR TERRACES	PRIVATE	2,946 SF	
APARTMENTS OPEN SPACE		22,282 SF	
PH FLOOR OPEN SPACE	SHARED	4,655 SF	
TOTAL OPEN SPACE		29,812 SF	

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RETAIL / REST. SE	807 SF	mezz. 546 SF	
WATERFALL CAFE	798 SF		
MEZZ. TOTAL [not included in Total Retail SF]		mezz. 3,245 SF	
RETAIL TOTAL		10,889 SF	
LOBBY, ETC.		1,697 SF	
SERVICE / EGRESS		382 SF	
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11th FLOOR APARTMENTS	8 Units	13,170 SF	
APARTMENTS TOTAL	134 Units	156,090 SF	
PH FLOOR EVENT SPACE / GYM		7,815 SF	
TOTAL FLOOR AREA		177,032 SF	

2nd FLOOR PLAN
Scale: 1/8" = 1'-0"



YAMANEE

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J STREET

25th STREET

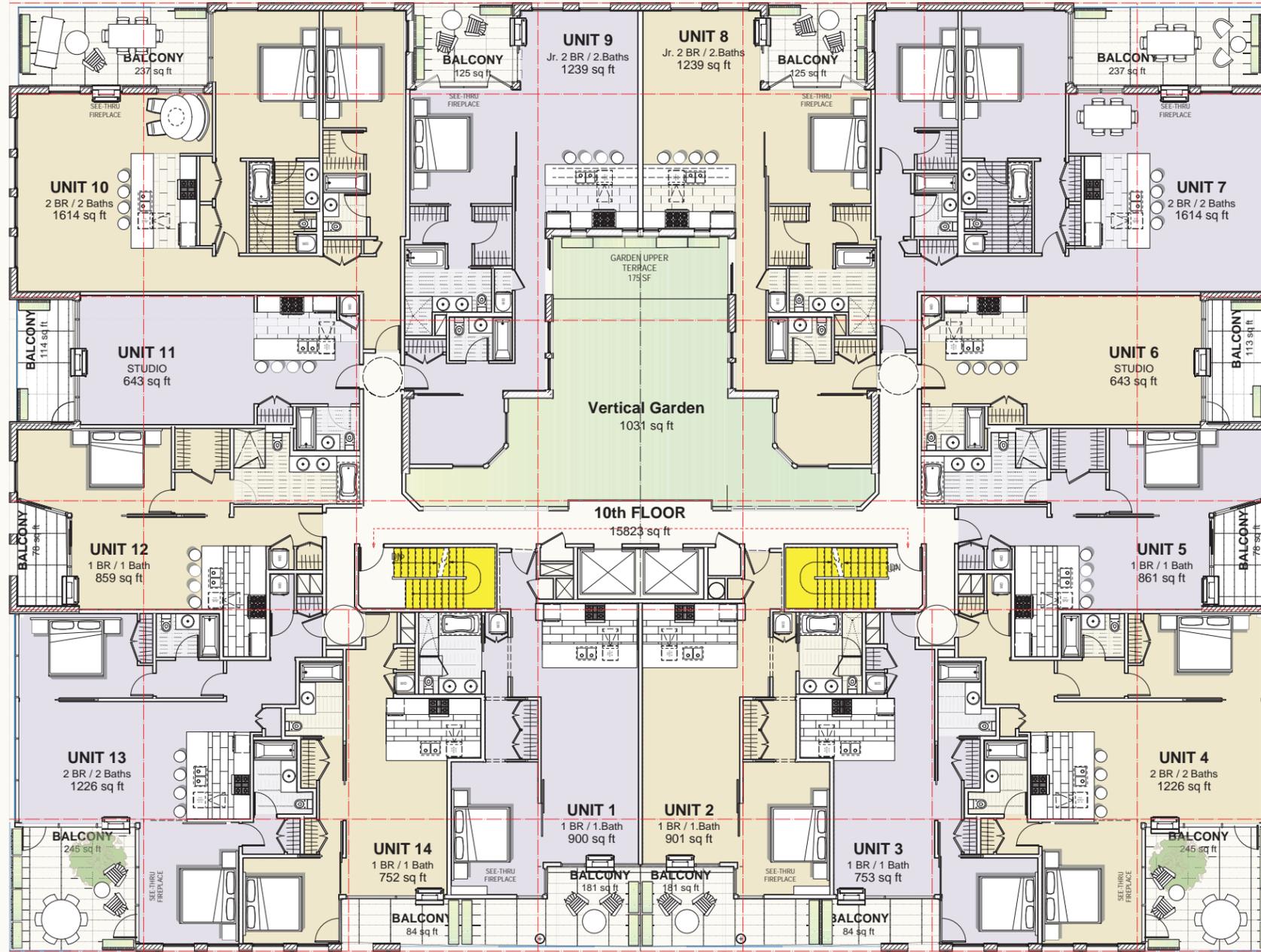
3rd thru 9th TYPICAL FLOOR PLANS
Scale: 1/8" = 1'-0"

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PH FLOOR EVENT SPACE / GYM			7,815 SF
TOTAL FLOOR AREA			177,032 SF





J STREET
A14

JAZZ ALLEY
A16

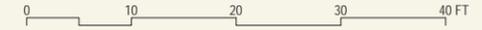
25th STREET
A15

10th FLOOR PLAN
Scale: 1/8" = 1'-0"

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BIKES: SIDEWALK		20 Bikes	
BIKES: 1st FLOOR		11 Bikes	
BIKES: MEZZANINE		10 Bikes	
BIKES TOTAL		101 Bikes	

YAMANEE		RESIDENTIAL & RETAIL	
RETAIL NW	3,266 SF	mezz. 954 SF	
RETAIL / REST. NE	3,294 SF	mezz. 971 SF	
RETAIL SW	2,724 SF	mezz. 774 SF	
RETAIL / REST. SE	807 SF	mezz. 546 SF	
WATERFALL CAFE	798 SF		
MEZZ. TOTAL [not included in Total Retail SF]		mezz. 3,245 SF	
RETAIL TOTAL		10,889 SF	
LOBBY, ETC.		1,697 SF	
SERVICE / EGRESS		382 SF	
BIKE STORAGE		159 SF	
1st FLOOR TOTAL		13,127 SF	
2nd FLOOR APARTMENTS	14 Units	15,076 SF	
3rd FLOOR APARTMENTS	14 Units	16,003 SF	
4th FLOOR APARTMENTS	14 Units	16,003 SF	
5th FLOOR APARTMENTS	14 Units	16,003 SF	
6th FLOOR APARTMENTS	14 Units	16,003 SF	
7th FLOOR APARTMENTS	14 Units	16,003 SF	
8th FLOOR APARTMENTS	14 Units	16,003 SF	
9th FLOOR APARTMENTS	14 Units	16,003 SF	
10th FLOOR APARTMENTS	14 Units	15,823 SF	
11th FLOOR APARTMENTS	8 Units	13,170 SF	
APARTMENTS TOTAL	134 Units	156,090 SF	
PH FLOOR EVENT SPACE / GYM		7,815 SF	
TOTAL FLOOR AREA		177,032 SF	



YAMANEE

2500 J STREET
SACRAMENTO, CA

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design@cmsarchitecture.com



YAMANEE		OPEN SPACE CALCULATIONS	
OPEN SPACE	TYPE	AREA	
PEDESTRIAN PASSAGE	PUBLIC	1,587 SF	
GARDEN	PUBLIC	1,288 SF	
1st FLOOR TOTAL OPEN SPACE		2,875 SF	
2nd FLOOR BALCONIES	PRIVATE	2,129 SF	
3rd FLOOR BALCONIES	PRIVATE	2,129 SF	
4th FLOOR BALCONIES	PRIVATE	2,129 SF	
5th FLOOR BALCONIES	PRIVATE	2,129 SF	
6th FLOOR BALCONIES	PRIVATE	2,129 SF	
7th FLOOR BALCONIES	PRIVATE	2,129 SF	
8th FLOOR BALCONIES	PRIVATE	2,129 SF	
9th FLOOR BALCONIES	PRIVATE	2,129 SF	
10th FLOOR BALCONIES	PRIVATE	2,304 SF	
11th FLOOR TERRACES	PRIVATE	2,946 SF	
APARTMENTS OPEN SPACE		22,282 SF	
PH FLOOR OPEN SPACE	SHARED	4,655 SF	
TOTAL OPEN SPACE		29,812 SF	

YAMANEE		PARKING & PUBLIC SPACE	
PARKING: CELLAR		40 Spaces	
PARKING: level+1		40 Spaces	
PARKING: level+2		44 Spaces	
PARKING TOTAL		124 Spaces	
BIKES: CELLAR		60 Bikes	
BIKES: SIDEWALK		20 Bikes	
BIKES: 1st FLOOR		11 Bikes	
BIKES: MEZZANINE		10 Bikes	
BIKES TOTAL		101 Bikes	

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TOTAL FLOOR AREA			177,032 SF

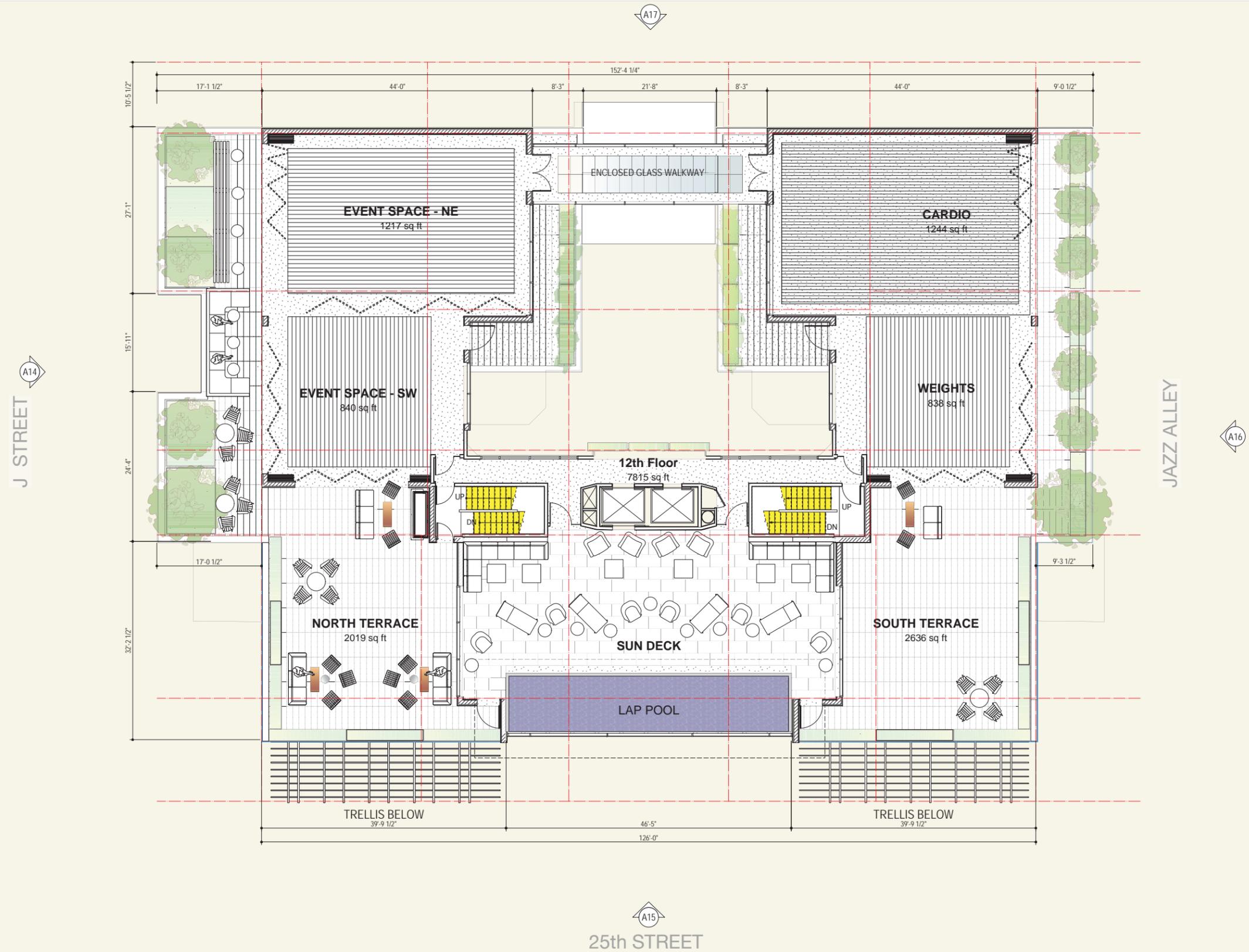
11th FLOOR PENTHOUSE PLAN
Scale: 1/8" = 1'-0"



11th FLOOR PLAN

December 1, 2015

A11



YAMANEE		OPEN SPACE CALCULATIONS	
OPEN SPACE	TYPE	AREA	
PEDESTRIAN PASSAGE	PUBLIC	1,587 SF	
GARDEN	PUBLIC	1,288 SF	
1st FLOOR TOTAL OPEN SPACE		2,875 SF	
2nd FLOOR BALCONIES	PRIVATE	2,129 SF	
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6th FLOOR BALCONIES	PRIVATE	2,129 SF	
7th FLOOR BALCONIES	PRIVATE	2,129 SF	
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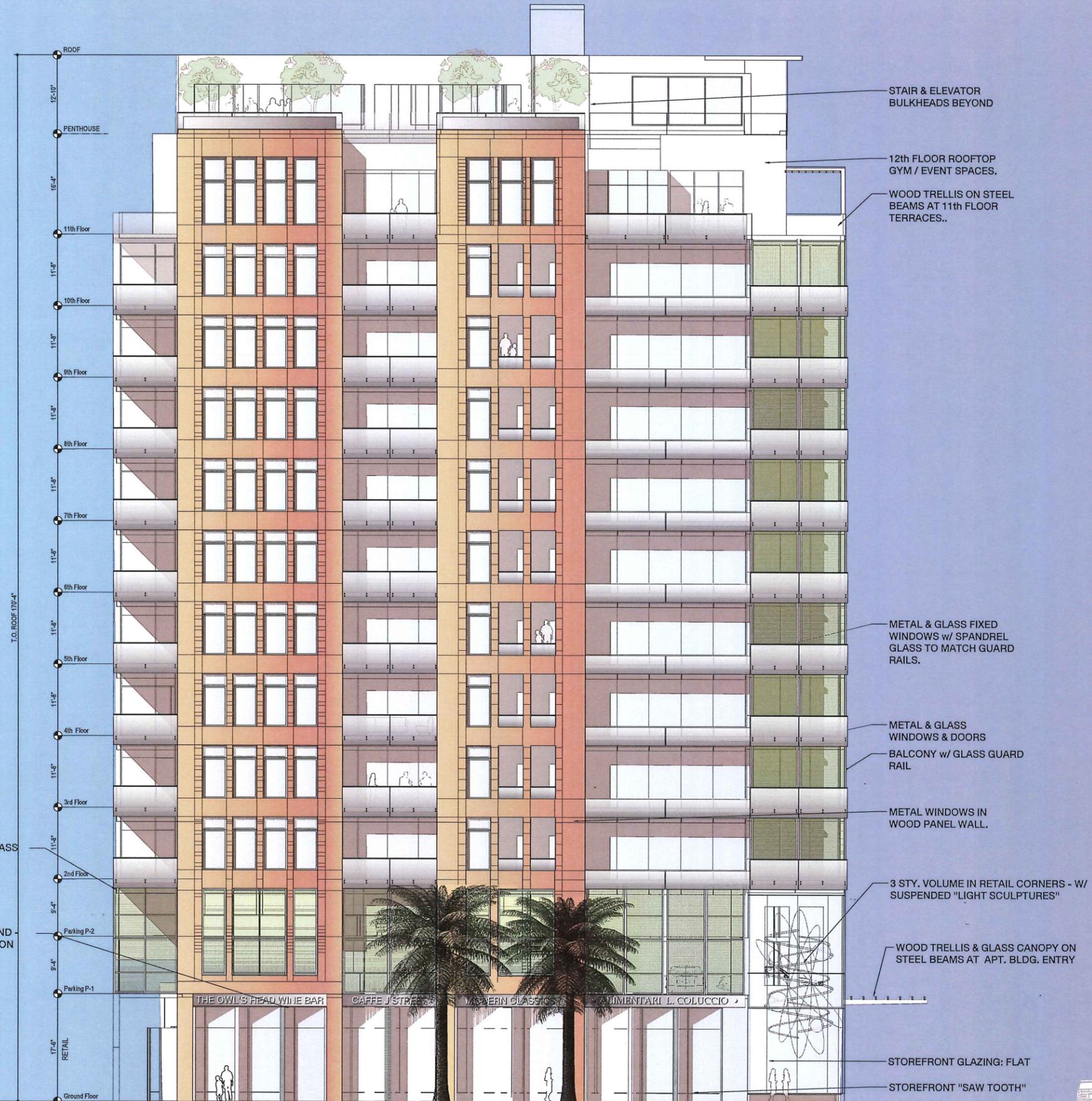
12th FLOOR PLAN ROOF TERRACE
Scale: 1/8" = 1'-0"



YAMANEE

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STAIR & ELEVATOR BULKHEADS BEYOND

12th FLOOR ROOFTOP GYM / EVENT SPACES.

WOOD TRELLIS ON STEEL BEAMS AT 11th FLOOR TERRACES..

METAL & GLASS FIXED WINDOWS w/ SPANDREL GLASS TO MATCH GUARD RAILS.

METAL & GLASS WINDOWS & DOORS

BALCONY w/ GLASS GUARD RAIL

METAL WINDOWS IN WOOD PANEL WALL.

3 STY. VOLUME IN RETAIL CORNERS - w/ SUSPENDED "LIGHT SCULPTURES"

WOOD TRELLIS & GLASS CANOPY ON STEEL BEAMS AT APT. BLDG. ENTRY

STOREFRONT GLAZING: FLAT

STOREFRONT "SAW TOOTH"

BALCONY w/ GLASS GUARD RAIL

SIGN TYPE 1 - 2 FT. HIGH SIGN BAND - BACKLIT LETTERS PIN-MOUNTED ON METAL FASCIA.

J STREET (WEST) ELEVATION
Scale: 1:100

COVERED ALLEY

25th STREET

J STREET ELEVATION

August 27, 2015 Page 12 of 25

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YAMANEE

2500 J STREET
SACRAMENTO, CA

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STAIR & ELEVATOR BULKHEADS BEYOND

12th FLOOR ROOFTOP GYM / EVENT SPACES.

12th FLOOR ROOFTOP POOL - ENCLOSED BEHIND GLASS WALL.

WOOD TRELLIS ON STEEL BEAMS AT 11th FLOOR TERRACES..

METAL PLANTERS BETWEEN POSTS TO FEED TRELLIS.

METAL WINDOWS IN WOOD PANEL WALL.

"CUT-OUT" OPENING IN WOOD WALL [w/ GLASS GUARD RAIL] FOR BALCONY

METAL MESH "GREENSCREEN" ON STEEL FRAME - WALL MOUNTED & FED BY PLANTER AT REAR OF EACH BALCONY.

METAL & GLASS WINDOWS & SLIDING DOORS @ BALCONIES.

METAL MESH "GREENSCREEN" ON STEEL FRAME FED BY PLANTER AT FRONT OF EACH BALCONY.

BALCONY w/ GLASS GUARD RAIL

METAL WINDOWS IN WOOD PANEL WALL.

METAL MESH "GREENSCREEN" ON STEEL FRAME - IN 2 STY. OPENINGS @ PARKING LEVELS.

3 STY. VOLUME IN RETAIL CORNERS - W/ SUSPENDED "LIGHT SCULPTURES"

WOOD TRELLIS & GLASS CANOPY ON STEEL BEAMS AT APT. BLDG. ENTRY

SIGN BAND: 24" TALL - METAL W/ PIN-MOUNTED BACKLIT LETTERS.

STOREFRONT GLAZING: FLAT

STOREFRONT "BOW WINDOW"

T.O. STAIR BULKHEAD 176'-7"
T.O. ROOF 179'-4"

ROOF 12'-10"
PENTHOUSE 16'-4"
11th Floor 11'-3"
10th Floor 11'-3"
9th Floor 11'-3"
8th Floor 11'-3"
7th Floor 11'-3"
6th Floor 11'-3"
5th Floor 11'-3"
4th Floor 11'-3"
3rd Floor 11'-3"
2nd Floor 11'-3"
Ground Floor

J STREET

JAZZ ALLEY

PARKING - CELLAR
PARKING - SUB-CELLAR (6600)

25th STREET ELEVATION

August 27, 2015 **A15**

YAMANEE

2500 J STREET
SACRAMENTO, CA

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DESIGN**

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STAIR & ELEVATOR
BULKHEADS BEYOND

12th FLOOR ROOFTOP
GYM / EVENT SPACES.

WOOD TRELLIS ON STEEL
BEAMS AT 11th FLOOR
TERRACES..

METAL & GLASS FIXED
WINDOWS w/ SPANDREL
GLASS TO MATCH GUARD
RAILS.

METAL & GLASS
WINDOWS & DOORS

BALCONY w/ GLASS
GUARD RAIL

METAL WINDOWS IN
WOOD PANEL WALL.

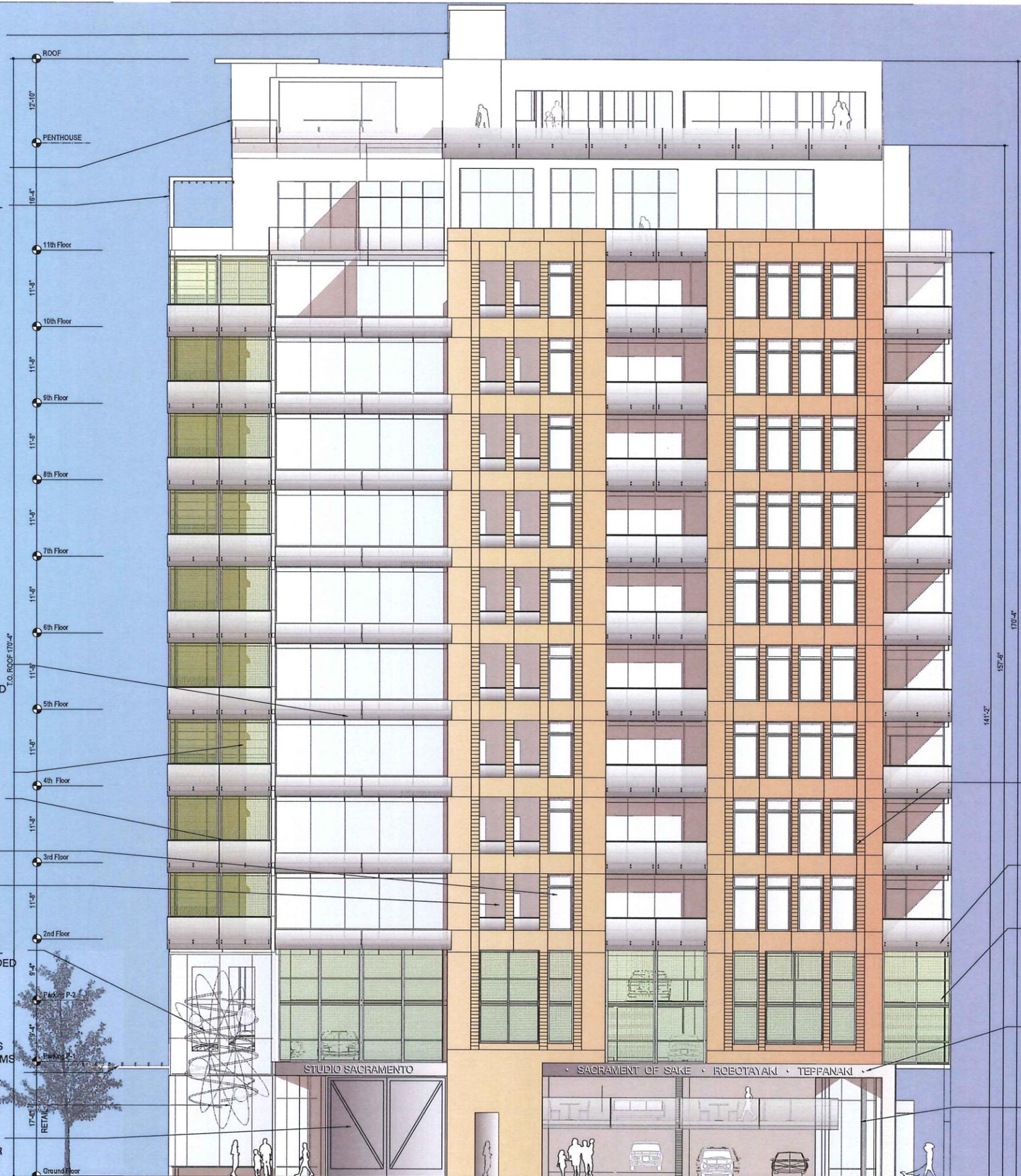
OPENINGS IN WOOD
PANEL WALL TO
BALCONY.

3 STY. VOLUME IN RETAIL
CORNERS - w/ SUSPENDED
"LIGHT SCULPTURES"

WOOD TRELLIS & GLASS
CANOPY ON STEEL BEAMS
AT APT. BLDG. ENTRY

STOREFRONT GLAZING:
FLAT

METAL DOORS @
S.M.U.D. TRANSFORMER
ENCLOSURE AREA.



METAL WINDOWS IN
WOOD PANEL WALL.

BALCONY w/ GLASS
GUARD RAIL

"GREENSCREEN" METAL MESH
ON FRAMING [w/ PLANTERS TO
FEED] AT PARKING LEVELS.

SIGN TYPE 1 - 2 FT. HIGH
SIGN BAND - BACKLIT
LETTERS PIN-MOUNTED
ON METAL FASCIA.

STOREFRONT "SAW
TOOTH"

25th STREET

RETAIL STOREFRONT

PARKING ENTRY & EXIT

COVERED
PASSAGE

PARKING - CELLAR

PARKING - SUB-CELLAR

**JAZZ ALLEY
ELEVATION**

August 27, 2015

A16

YAMANEE

2500 J STREET
SACRAMENTO, CA

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DESIGN**

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**EAST LOT LINE
ELEVATION**

August 27, 2015

A17

YAMANEE
2500 J STREET
SACRAMENTO, CA



VIEW from J STREET & 25th STREET looking SOUTHEAST

YAMANEE

2500 J STREET

SACRAMENTO, CA



VIEW from JAZZ ALLEY & 25th STREET looking EAST

August 21, 2015

V1

Yamane: Color and Materials List

Ground floor Commercial:

- Clear glass storefronts with dark bronze mullions.
- Sign bands of dark bronze metal with back lit pin mounted letters.

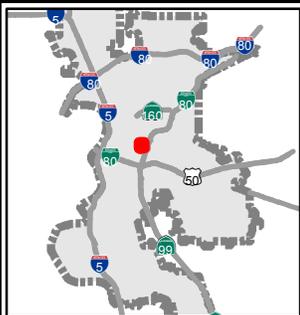
Building Theme:

- "Green screen " woven steel mesh on steel tube frame. All metal painted dark bronze. Native climbing plants TBD fed from metal planters (behind screens) also dark bronze finish.
- Tempered glass guard rails with dark to light gradient (moving up) film.
- Stainless Steel standoff connections to exposed polished concrete exposed slab edge - slab edges are partly visible thru gradient glass.
- Wood panel exterior walls (American Walnut) with deep inset metal tilt/turn windows for vertical facade elements - contrasting with clear glass windows and sliding doors at balconies.
- Wood trellises over entry and at penthouse setbacks to be Western Red Cedar - natural weathered (silvery color) finish.

The Yamanee project has generated an enormous public response, and many points have been raised regarding its potential effect on the neighborhood. The following three points outline the primary concerns of this appeal: insufficient demonstration of significant community benefit, feasibility of new housing construction under the current general plan, and the risk to downtown development by approving high rise construction outside the Downtown/Richards/Railyards fee districts.

1. **The project does not demonstrate a significant community benefit sufficient to justify the dramatic deviation from the General Plan.** There is no specific threshold for what constitutes a “significant community benefit”, or the limits of allowable deviation. The decision is left to the Planning Commission, but it is reasonable to assume that the benefit should be proportional to the deviation. A small deviation can be justified with a small benefit. An enormous deviation requires an enormous benefit. The staff report mentions several features of the building described as community benefits, but nearly all are features that any project has to provide; high quality design, ground floor retail, transit connectivity, and so on. The only identifiable benefit, above and beyond that required of any other project, is housing—specifically, the greater number of units made possible by a 187 foot tall building, vs. the amount possible in a 78 foot building. The question becomes, is this deviation required in order to build housing on this lot? We can derive the answer by looking at recent new housing construction in the central city.
2. **The current General Plan has successfully spurred dramatic central city growth.** Under the current General Plan, with the height limits of the current zoning code, we have seen dramatic new growth in Sacramento’s central city since 2010: 1,427 units per the latest General Plan update, representing nearly 70% of new home construction in the entire city of Sacramento. There are currently nearly 2000 new housing units under construction or in the planning process in the central city, not including larger-scale plans like the Railyards, full buildout of Township 9 and Sacramento Commons, and central city adjacent projects like the Mill at Broadway. According to the current General Plan housing element, the maximum potential population of the central city by 2035 is 109,000 people, an increase of nearly 75,000 over the present population. Obviously, the General Plan has ample room for growth, and does not prevent housing from being built. Therefore, housing is not a significant community benefit, as it is clearly possible to provide housing on sites like this without a deviation. A project that fits within the scope of the General Plan, or with a smaller deviation (10-20% above FAR/height/density limits) would allow a project of 60-80 units, meaning that the real difference between a project allowed under the current zoning and the proposed project is approximately 70 units. This additional benefit is approximately 0.3% of the total central city housing stock, or less than 5% of the new housing produced in the central city since 2010. Thus, this project does not provide a significant benefit to the public.
3. **Allowing high rise construction in Midtown actively discourages high-rise development downtown and in the Railyards because it avoids the fees required to build in fee district areas zoned for high-rise construction.** The areas of the central city west of 17th Street and north of S Street are located within the Downtown, Railyards and Richards Fee Districts. These districts were created to address the cost of transportation and public amenity infrastructure associated with high-rises. To justify these fees, a nexus study was created that linked the high-rise zoning of these areas with the need to pay for more extensive transportation infrastructure. These fee districts were not created east of 17th Street or south of S Street because high rise buildings were never envisioned here. Note that these fee districts are not the same as building fees or infrastructure fees (water, sewer, electrical infrastructure, park fees etc.). These are development impact fees above and beyond those costs. A project of Yamanee’s size downtown would cost approximately \$150,000 more due to these fees; in the Railyards, almost \$1.5 million more. Allowing this deviation in a mid-rise zone creates a perverse incentive to build high-rise buildings in midtown instead of downtown. The precedent set by Yamanee at 25th and J Street, outside a fee district, sends a signal to the development community that they can build in areas where these fees are not charged, by applying for a similar deviation. To avoid accusations of special treatment, these requests are likely to be approved. The result is an unfair advantage for Midtown property owners, that threatens the legal justification for the “rational nexus” basis of the Fee Districts. Downtown property owners could sue the city to remove the fee districts, forcing the city to shoulder these costs without fee revenue.

The intent of this appeal is to work toward a compromise solution that will allow construction of a building that is closer to the scale envisioned by the current zoning, or relocation of the project to a lot zoned for high rise construction. Midtown residents are highly supportive of new housing construction, and there is abundant room for it, in Midtown and in other traditional neighborhoods. We urge the Planning Commission to require the developer to devise a project closer to the scope of the General Plan, instead of setting a dangerous precedent that is unfair to downtown property owners.



Yamane
P15-047
2500 & 2508 J Street



T.Haengi 11/12/2015

“Yamaneer”: A Mixed-Use Residential Project at 2500 J

PROJECT NARRATIVE AND OBJECTIVES

PROJECT NARRATIVE

I. Project Overview

The Applicant, 2500 J Owner, LLC, is proposing an exciting multi-story, mixed-use condominium building entitled “Yamaneer” at the southeast corner of the intersection of 25th and J Streets which will provide significant community benefit. The proposed Yamaneer Project features ±11,000 square feet of ground-floor retail space and 134 for-sale residential units (the “Project”). To achieve its vision, the Applicant is seeking approval of a Tentative Map/Condo Map, Site Plan and Design Review, Deviation from Maximum Height, and a Deviation from Commercial Off-street Loading and Unloading Space.

The Project will be situated on two parcels, 2500 and 2508 J Street, (“Project Site;” APNs 007-0103-001 & 002) totaling ±0.44 acres in the Midtown neighborhood of the City of Sacramento. The neighborhoods of Boulevard Park and Marshall School/New Era Park are adjacent to the Site, with boundaries just north of J Street. The Project has direct access onto J Street, 25th Street and Jazz Alley. All surrounding parcels are commercial except for the nine-story senior residential building, St. Francis Manor, located directly across J Street from the Project Site, which buffers the Project from single-family residential neighborhoods.

The Site is ideal for new residential units as it is adjacent to numerous local eateries and other commercial services. Development of mixed-use residential at this site will also accommodate alternative modes of transportation as it is located on an existing bus line and is roughly 0.2 miles or a 3-minute walk west of Marshall Park, 0.3 miles or a 6-minute walk northwest of the new Sutter Medical Center, and 0.5 miles or a 10-minute walk from either the Alhambra Boulevard Safeway or the new Midtown Whole Foods. It is also a half a block from K Street, a primary east/west bicycle circulation corridor, and proximate to either 20th or 28th Streets for convenient and safe north/south bicycle circulation pursuant to the Bicycle Master Plan.

Consistent with and supportive of the City 2035 General Plan, the SACOG Blueprint, as well as the recently adopted Downtown Housing Initiative Plan, the Project will provide a needed additional housing choice in Midtown. More specifically, the Project provides an accessible, for-sale residential product proximate to the newly opened Sutter regional medical campus. It is the Applicant’s intent to develop an elegant, full-service, mixed-use condominium building providing for 134 units on ten residential floors. The residential units will range in size from a ±650 sq.ft. studio to a

spacious ±2100 sq.ft. two-bedroom suite. Each unit will have generous private outdoor living areas as well as access to a landscaped rooftop amenities deck which will feature communal gathering spaces, gym facilities and an infinity swimming pool.

Furthermore, the proposed Project will redevelop the Project Site in a manner that retains and expands retail opportunities along the J Street commercial corridor. Then nearly 11,000 square feet of retail space will be available on the ground floor of the building. These retail spaces not only engage J Street and 25th Street, but also activate Jazz Alley and include a courtyard café space with publicly accessible pedestrian-only access. Through its creative design of retail spaces, the Yamanee Project maximizes commercial opportunities and offers engaging and unique local business opportunities and services.

II. Project Features

The commercial component of the Project is designed to engage the surrounding streets, invite the community into its retail spaces, increase commercial opportunities and support local businesses. The three retail/restaurant spaces fronting onto 25th and J streets are proposed at ±3,000 sq.ft. each with street-level and mezzanine space. Located at the corners, these commercial spaces will feature dramatic, three-story glass entryways and saw-toothed windows engaging the sidewalk and outdoor patios. The Project also includes a pedestrian walkway connecting J Street to Jazz Alley along the Site's eastern boundary. Accessible only from this covered walkway is a proposed 798 sq.ft. café that will include shaded outdoor seating located within the building's internal, 1,288 sq.ft. publicly accessible courtyard and vertical garden. The pedestrian walkway terminates at Jazz Alley where a fifth retail/restaurant use will front onto the alley, including an alley-facing mezzanine level balcony, thereby helping to achieve the City's goal for alley activation and increased utilization of these often overlooked assets. To minimize curb cuts, improve the safety of Site access for pedestrians and vehicles, and more actively engage the street with pedestrian-oriented uses, vehicular access to the 122 on-site parking stalls for building residents will be from Jazz Alley.

On the ten residential floors, the extensive use of glass and large outdoor living spaces will provide Project residents with sweeping views of the City, Midtown and the surrounding tree canopy, and connect residents to their environment. Building upon this desire to foster a connection between Project residents and the City, the one-of-a-kind rooftop amenities deck will allow tenants to maximize enjoyment of Sacramento's outdoor lifestyle. An open air courtyard with a vertical garden component provides additional light and air circulation within the building while offering a visually intriguing outdoor space for the commercial uses and residents. In addition, the use of natural materials like the wood panel cladding, landscape elements including the vertical garden, trellises, and "green screens" incorporated into the building design, and large outdoor spaces help to seamlessly integrate the indoor and outdoor environments.

Sustainability features are utilized throughout the Project and will result in the building achieving LEED Platinum equivalence. Building orientation and design will maximize natural ventilation. When natural strategies are not sufficient, the building will be equipped with a state-of-the-art HVAC system with intelligent controls and monitoring for maximum energy efficiency. The building envelope will utilize increased insulation and high-performance insulated glazing systems. Drought tolerant landscaping and a high-efficiency irrigation system will reduce water demand for irrigation. The prominent design feature of the “green screens” or living walls and other building-integrated landscape elements will absorb carbon emissions and help cool the building. Within the residential units, the use of Energy Star appliances, water efficient plumbing fixtures, and recycled and/or low carbon footprint finish materials will work also toward our LEED Platinum goal. Finally, building management practices, including onsite recycling programs and green maintenance and cleaning practices, will continue throughout the life of the building.

Public water, sewer and storm drainage utility infrastructure exists within the roadways adjoining the Project Site and currently provides service to the existing commercial/retail uses. The conversion of the site from commercial to residential mixed-use will continue to utilize this existing infrastructure. Any new or expanded utility infrastructure will be sized and configured to adequately serve the new residential units while maximizing existing capacity.

III. Entitlements Sought

The Project Site has a General Plan land use designation of “Urban Corridor Low” and is zoned “C-2-MC,” General Commercial/Midtown Commercial. A vertical residential mixed-use development is permitted by right within the Urban Corridor Low designation as well as in the C-2 zone. The Applicant is seeking the following entitlements in order to develop the Yamane Project:

1. Tentative Map/Condo Map to create 134 residential condominiums and a ten remainder lots comprised of common and commercial spaces;
2. Site Plan and Design Review, Commission-level (Code Section 17.808.130) to review the physical characteristics and design features of the proposed development;
3. Deviation from Maximum Height (Code Section 17.808.120) to allow for a total building height of 170’4”; and a
4. Deviation from a requirement to provide off-street loading and unloading space for retail (Code Section 17.608.050).

IV. Consistency with Design Guidelines

The Yamanee Project is predominantly consistent with the Central City Urban Design Guidelines (see Guidelines Checklist, attached.). The Project exemplifies an intense vertical mixed-use node located at a signalized intersection along the J Street corridor, the Central City's foremost east/west commercial corridor. The Project's pedestrian scale and active uses facing onto both 25th Street and J Street will make this Project Site a gathering place and add to the energy already present along the corridor and in Midtown. The primarily residential Project is within easy walking distance of services and the inclusion of excess bicycle parking and an improved bus shelter will promote the use of alternative modes of transportation thereby reducing regional VMT.

Though generally consistent with Design Guidelines for the Central City and Corridors, the Project is proposed at an intensity that exceeds the recommendations included in the Design Guidelines. Specifically, the project deviates from Central City Design Guideline 3.C.3.4. by exceeding the height of a neighboring structure within twenty feet. However, the project has responded to the context of the neighboring building in a different way, by including a pedestrian pathway between the Project and the existing structure to its east. The 10'6"-wide by 17'6"-high pedestrian passageway draws the public into the space and the height disparity becomes a positive design feature rather than a perceived inconsistency. Also, to allow for the overall increase in building height, the Project seeks the height deviation listed among the entitlements.

The Project also proposes approximately ninety percent lot coverage, which exceeds the recommendation of seventy percent from the Urban Form Guidelines and the building exceeds the recommended maximum floor area ration (FAR). Both FAR and lot coverage address the same design concern, namely: a project's mass. The Yamanee Project, however, alleviates this concern with ample use of glass at the street level along with appropriate building articulation, a mix of materials, and the incorporation of green screening. Additionally, the building's bulk is consciously and artfully broken down by terraced setbacks and very generous balconies marking the corners and centers of the block. These design features result in a project that feels light and inviting. The Project's proposed height and FAR are also warranted at this location given its unique context and as a response to the increased construction costs associated with the quality of this condominium development and in recognition of the overarching community benefit of a new mixed-use residential development in the Central City proximate to a major employment center.

PROJECT OBJECTIVES

The project objectives are as follows:

1. Utilize an infill location within the urban core for the construction of a residential mixed-use development, thereby helping to build 10,000 new residential units in the Central City by 2025 consistent with the Downtown Housing Initiative Plan;
2. Build residential units proximate to transit in a manner consistent with SACOG's Blueprint and Sustainable Communities Strategy to improve the jobs/housing balance downtown, reduce vehicle miles travelled within the City of Sacramento and help to achieve the goals of AB 32 and SB 375;
3. Provide a unique, for-sale residential condominium opportunity in Midtown proximate to a burgeoning jobs center including the Alhambra Corridor and the Sutter Medical Center;
4. Embrace and respect Sacramento's climate with a building that achieves a sustainability rating equivalent to LEED Platinum and that is designed to encourage and foster indoor/outdoor living.
5. Facilitate the reuse and conversion of the Site, adding residential units with densities sufficient to justify the increased construction costs associated with the type of condominium development proposed and provide a residential population sufficient to ensure the economic vitality of the J Street commercial corridor and surrounding Midtown businesses;
6. Preserve and protect the character and livability of the surrounding community by utilizing an appropriate site along a major mixed-use corridor, not located within a historic district and with existing visual screening from the proximate residential neighborhoods; and
7. Create a pedestrian-friendly building that includes pedestrian-scale design, alley activation, ample automotive and bicycle parking, tree canopy preservation, and the expansion of local commercial opportunities on all four sides.

Teresa Haenggi

From: Stephen J. Bauer <steve@bradbury.com>
Sent: Thursday, May 12, 2016 10:52 AM
To: Teresa Haenggi
Cc: Ryan Heater
Subject: Alhambra Mural
Attachments: SWEET DREAM FINAL(smaller).pdf

Hello Teresa,

I understand that there has been some public discussion regarding my Alhambra mural at 2500 J Street. As the artist who created the mural, I wanted to set the record straight. I have been collaborating with the developer, Ryan Heater, to recreate the mural in the future public courtyard. The current mural has deteriorated considerably due to sun exposure and rain. It is in a parking lot with cars parked in front of it, blocking the view. The vibrant coloring, yellows, and vivid contrast has been lost. I am excited to recreate the mural as it was originally intended in a more appropriate, covered, unobstructed, lighted and public space based on the original file, which I still have. I have enclosed an image of the original mural from when I created it, which will be used to recreate in its new home. I am happy to speak with anybody who has any questions regarding this relocation.

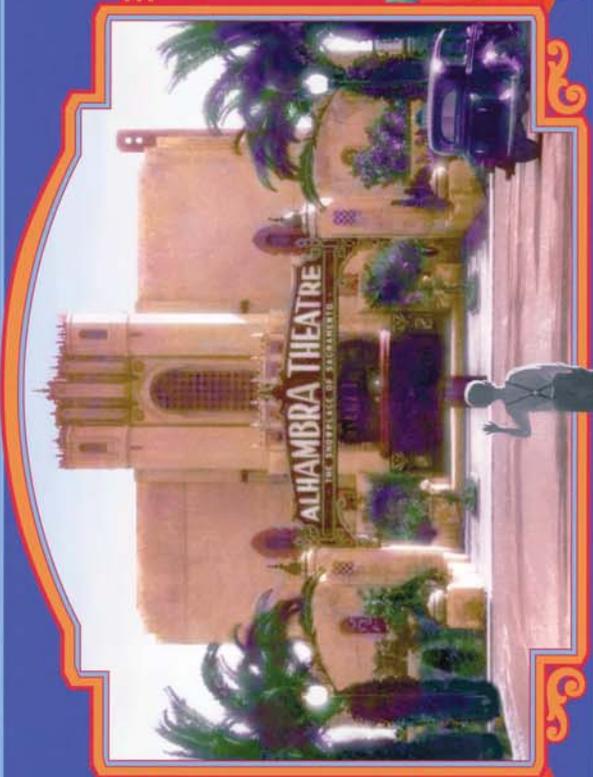
Best regards,

Stephen

Stephen J. Bauer
Artist
(916) 203-6599
steve@bradbury.com

DREAM

SACRAMENTO



SWEET

MIDTOWN





THE SANDY SMOLEY GROUP
Health Care & Local and State Government Consultant

Teresa Haenggi
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Re: Yamanee (P15-047)

Dear Ms. Haenggi,

I am writing to express my strong support for the Yamanee project at 25th and J Streets. I moved to Midtown from the Fair Oaks area four years ago and I am so pleased I made this move. I have always been active and involved with my community and, now that I am retired, I have found Midtown to be the perfect location to live. I have quickly become integrated into the community fabric where one walks to shops and restaurants and I have developed strong ties to my neighbors both businesses and residents. I also greatly enjoy the many activities and gatherings that occur in Midtown such as second Saturday.

The Yamanee project will be a great opportunity for people who are retired to enjoy the social interaction that Midtown provides. Yamanee is a great option for seniors whether moving from the suburbs into the City core or moving within the core to this more accessible building with many amenities. The project provides for residential ownership which is also very limited in Midtown. The location is adjacent to numerous great restaurants and shops and an existing senior residence as well as in close proximity to Marshall Park and the Hart Senior Center. Furthermore, it is an easy bus ride and/or walk to numerous medical facilities including the Sutter complex on 28th Street and the Mercy complex on J Street.

The design of Yamanee fits well with what I view as the style of Midtown and Sacramento. The significant amenities associated with the project such as a protected community gathering place and large open balconies with indoor/outdoor fireplaces where you can fit a table and have meals all reflect the Midtown lifestyle well. The height makes the building interesting and fits within the street massing. It is located at a logical corner along the J Street retail corridor where an existing 9 story building is already located across the street. However, the building is tall rather than wide, which makes it much more elegant and appealing. I support this project as I believe it creates a place that is reflective of Midtown and it will be a great addition to the community.

Sincerely,


Sandy Smoley

1216 18TH STREET • SACRAMENTO, CA 95811 • USA

Office: (916) 706-1969

Fax: (916) 706-0181

Mobile: (916) 947-4448

sandy.smoley@sbcglobal.net

Teresa Haenggi

From: William Burg <b.burg@comcast.net>
Sent: Thursday, May 12, 2016 9:19 AM
Subject: Yamanee Public Comment--William Burg

Good morning! I have had the opportunity to meet with some members of the Planning Commission over the phone or in person, but not with all of you; I appreciate the time that many of you took to sit down and discuss the project. For those whom I was not able to meet with, and to reinforce the discussions of the past few days, the points below outline what I consider the most critical issues in what has become an avalanche of public comments regarding Yamanee.

The Yamanee project has generated an enormous public response, and many points have been raised regarding its potential effect on the neighborhood. The following three points outline the primary concerns of Preservation Sacramento: demonstration of significant community benefit, feasibility of new housing construction under the current general plan, and the risk to downtown development by approving high rise construction outside the Downtown/Richards/Railyards fee districts.

- 1. The project does not demonstrate a significant community benefit sufficient to justify the dramatic deviation from the General Plan.** There is no specific threshold for what constitutes a “significant community benefit”, or the limits of allowable deviation. The decision is left to the Planning Commission, but it is reasonable to assume that the benefit should be proportional to the deviation. A small deviation can be justified with a small benefit. An enormous deviation requires an enormous benefit. The staff report mentions several features of the building described as community benefits, but nearly all are features that any project has to provide; high quality design, ground floor retail, transit connectivity, and so on. The only identifiable benefit, above and beyond that required of any other project, is housing—specifically, the greater number of units made possible by a 187 foot tall building, vs. the amount possible in a 78 foot building. The question becomes, is this deviation required in order to build housing on this lot? We can derive the answer by looking at recent new housing construction in the central city.
- 2. The current General Plan has successfully spurred dramatic central city growth.** Under the current General Plan, with the height limits of the current zoning code, we have seen dramatic new growth in Sacramento’s central city since 2010: 1,427 units per the latest General Plan update, representing nearly 70% of new home construction in the entire city of Sacramento. There are currently nearly 2000 new housing units under construction or in the planning process in the central city, not including larger-scale plans like the Railyards, full buildout of Township 9 and Sacramento Commons, and central city adjacent projects like the Mill at Broadway. According to the current General Plan housing element, the maximum potential population of the central city by 2035 is 109,000 people, an increase of nearly 75,000 over the present population. Obviously, the General Plan has ample room for growth, and does not prevent housing from being built. Therefore, housing is not a significant community benefit, as it is clearly possible to provide housing on sites like this without a deviation. A project that fits within the scope of the General Plan, or with a smaller deviation (10-20% above FAR/height/density limits) would allow a project of 60-80 units, meaning that the real difference between a project allowed under the current zoning and the proposed project is approximately 70 units. This additional benefit is approximately 0.3% of the total central city housing stock, or less than 5% of the new housing produced in the central city since 2010. Thus, this project does not provide a significant benefit to the public.
- 3. Allowing high rise construction in Midtown actively discourages high-rise development downtown and in the Railyards because it avoids the fees required to build in fee district areas zoned for high-rise construction.** The areas of the central city west of 17th Street and north of S Street are located within the Downtown, Railyards and Richards Fee Districts. These districts were created to address the cost of transportation and public amenity infrastructure associated with high-rises. To justify these fees, a nexus study was created that linked the high-rise zoning of these areas with the need to pay for more extensive transportation infrastructure. These fee districts were not created east of 17th Street or south of S Street because high rise buildings were never envisioned here. Note that these fee districts are not the same as building fees or infrastructure fees (water, sewer, electrical infrastructure, park fees etc.). These are development impact fees above and beyond those costs. A project of Yamanee’s size downtown would cost approximately \$150,000 more due to these fees; in the Railyards, almost \$1.5 million more. Allowing this deviation in a mid-rise zone creates a perverse incentive to build high-rise buildings in midtown instead of downtown. The precedent set by Yamanee at 25th and J Street, outside a fee district, sends a signal to the development community that they can build in areas where these fees are not charged, by applying for a similar deviation. To avoid accusations of special treatment, these requests are likely to be approved. The result is an unfair advantage for Midtown property owners, that threatens the legal justification for the “rational nexus” basis of the Fee Districts. Downtown property owners could sue the city to remove the fee districts, forcing the city to shoulder these costs without fee revenue.

Preservation Sacramento remains willing to work with the developer on a compromise solution that will allow construction of a building that is closer to the scale envisioned by the General Plan land use category on the site, or that provides a more substantial community

benefit, as outlined in the letter sent by ECOS regarding this project. Our organization is highly supportive of new housing construction, and there is abundant room for it, in Midtown and in other traditional neighborhoods. We urge the Planning Commission to require the developer to devise a project closer to the scope of the General Plan, instead of setting a dangerous precedent that is unfair to downtown property owners.

William Burg

May 12, 2016

Metro Square Residents

Located between H & I, 26th & 27th Streets, 95816

Contact: Debra Payne, 33 Metro Lane, 916-801-3301

Debra.payne@sbcglobal.net

Planning & Design Commission

City of Sacramento

RE: YAMANEE PROJECT

Many Metro Square residents have met and discussed this pending project. Metro Square was planned and built in 1998 on a single city block. Our concerns are:

- The Yamanee Project is oversized for midtown and exceeds the General Plan limits. What is the reason for a General Plan with community input if variances are approved?
- Parking is undersized for the plan; the plan relies upon other modes of transportation being utilized but there's no guarantee that traffic and parking impact will be mitigated.
- Too much noise and activity will be generated on J Street, which is one block from Metro Square, 45 homeowners will be impacted.
- This proposed project is not suited to midtown Sacramento and will lead to even more high-rise development being proposed and approved.
- This project is better suited for the rail yards in downtown. We are not against Smart Growth but are for appropriate planning for growth that is reasonable and properly scaled.

Teresa Haenggi

From: calvinmarr@sbcglobal.net
Sent: Wednesday, May 11, 2016 5:34 PM
To: Teresa Haenggi; jyeepdc@gmail.com; wangconnellypdc@gmail.com; matt@mrpe.com; phil.pluckebaum@gmail.com; alofaso@sbcglobal.net; todd.s.kaufman@gmail.com; darryl.lucien@sbcglobal.net; lynnlenzi2@gmail.com; dcovill@cbnorcal.com; cburke.realestate@gmail.com; bodipo50@gmail.com
Subject: Please Vote YES! on Yamanee

Dear City Staff and Planning Commissioners,

I have worked in Sacramento for almost 20 years. My family has been in the Central Valley for generations. My wife and I recently moved to Woodland but we can't wait to move back to city life and are tired of living in the suburbs where we need to drive everywhere.

As we will be of retirement age very soon, there have been no options that have worked for us to move to Sacramento. Finally with Yamanee we could have an option as we want a place with no steps and is walking distance to grocery stores and other amenities.

The height of this elegant building is not out of place. Since when is vertical construction in the city center on the "Main Street" of Sacramento a bad thing? Sacramento is not a historical museum. I love our old architecture but people need to live somewhere and vertical infill construction saves neighborhoods as the land is used wisely. People against change always "say" that they are "for development" - but just not in this instance. *"We love this type of project...just not here."* This is called NIMBYism. No would ever admit or even think that they were a "NIMBY" but if it walks like a duck.....

Please approve this project, so it can be ready in time for my wife and I to enjoy living in Midtown. Thank you for your consideration.

Sincerely,
Calvin Marr

To: Planning and Design Commissioners

May 5, 2016

Re: P15-047, Yamanee

Dear Commissioner;

I am writing to encourage you to deny the zoning deviations requested by Yamanee Project at 2500 J St. I have lived in Midtown for over 35-years, own a home here and am committed to keeping the Midtown neighborhood vibrant and livable.

However, I am very concerned about the potentially negative impact of this oversized project on the surrounding traditional residential neighborhood, on traffic flow and parking and on the nearby historic resources at Sutter's Fort and St. Francis Church and School. The proposed oversized, Las Vegas-style development goes against numerous City of Sacramento design guidelines and zoning regulations, does not conform to Smart Growth Principles (SGP) and may jeopardize the Mayor's "Downtown" Housing Initiative.

Sacramento has developed Urban Design principles and zoning regulations that support the City's richness and vitality through protection of unique character and qualities of its distinct neighborhoods. These principles and regulations direct new construction to respond the surrounding areas' physical, cultural and historic context in order to enhance and reinforce the identity of the existing neighborhoods (UDP- Section 3, Chapter 2-18). The project is located in a *General Commercial (C-2-MC)* zone and in an area designated in the 2035 General Plan as *Urban Corridor Low*. It sits between the Marshall School (Boulevard Park) and the Fremont School Neighborhood Design Sub-districts, with the Central City's largest concentration of R1-B zoning (residential single or duplex housing). These medium density, tree-lined, historic, mixed-use "low urban" neighborhoods are the backbone of Sacramento's unique, family-friendly urban character and support incredible restaurants, small businesses, farmers markets and locally owned boutiques.

The current zoning overlays were greatly strengthened in the 1970's and '80's as the public became aware that Sacramento was losing its historic character and sense of place through older overly permissible zoning that allowed destructive teardowns of entire blocks and replacement by low quality, overly dense apartments and parking lots. The General Plan 2035 reaffirms and continues the more protective 1970/80's zoning overlays.

The proposal for a glitzy 15-story condominium development is alien to the pattern of the adjacent established neighborhoods and will be a detriment to the character

and livability of the surrounding community, and counters the SGP of “promoting community and strong sense of place.” It will stick out as an intrusion and will not contribute to the neighborhood identity. In contrast, there are numerous examples of how new development has contributed to and reinforced positive neighborhood qualities and characteristics that give an established neighborhood its own unique identity. They include the nearby Metro Square, Marshall Place and the proposed Taylor development at 23rd and K St. More recently, mid-rise developments along 16th St have provided a lively and vibrant addition to established neighborhoods at the edge of the Urban Core.

Please consider the following:

1. Deny the deviation of over 250% for height (178 feet). The C-2-MC zoning only allows building heights of 3 to 6 stories and the Design Guidelines for the Central City and Corridors (3.C.3.4) does not allow an exceedance of neighboring structures by more than 20 ft.

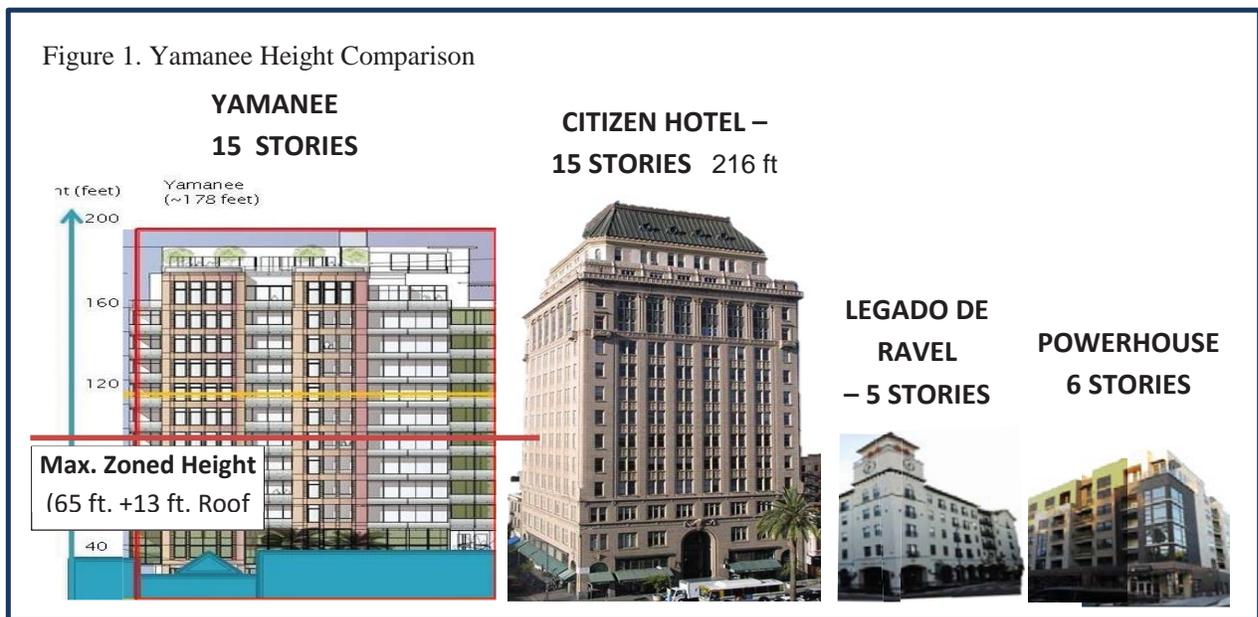
The proposed 15-story building will restrict solar access and limit sky exposure, increase shadows and conversely glare, and affect views and privacy of the adjacent historic neighborhoods and the nearby St. Francis Elementary school. The height does not respect the scale and existing building type of this “low” urban neighborhood and will dominate the viewshed of Sutter’s Fort, St. Francis School and neighbors for many blocks around.

Even under allowable maximum zoning heights, the building would be much taller than most of the surrounding structures with the exception of the 9-story senior housing across the street. This senior housing was constructed prior to current zoning and is a non-conforming but permitted use. Its deep street setbacks does somewhat ameliorates its impact. (The proposed project has no such setbacks). However, its presence should not be used to justify this proposed non-conforming project.

The proposed height deviation is also higher than the City’s Mid-rise Life-safety limit height which is up to 85ft. This is the maximum height that firefighters can reach with their ladder. The closest fire station is on L and 31 St. in East Sacramento, with significant freeway barriers to quickly access J St. Safety has to be considered when weighing the requested deviation.

To get a sense of the scale of this proposal, I visited the **Citizen Hotel** (926 J St.) which is almost equal in height (minus its peaked roof) at 15 stories. I encourage the Planning and Design Commissioners to make the same visit which provides a sense of how overwhelmingly massive the project would be in the lower profile residential neighborhood, and unlike the **Citizen Hotel**, it would have no sidewalk setbacks. (See Figure 1. - Yamaneer Height Comparison).

I also looked at the new development along the former Highway 160 corridor on 16th St. that includes the **Legado de Ravel** and **Powerhouse** buildings. These mixed- use, high density developments provide a transition between the lower residential neighborhoods to the east and the taller structures of the Central City Business District (CBD) and Urban Core. The proposed Yamaneer development lacks transition to the surrounding buildings, with neither setbacks on the higher stories or surrounding open space.



2. Deny deviation for Floor Area Ratio (FAR) of 9.22 which is over 300% of the 2035 General Plan maximum of 3.0 and adhere to the 70% lot coverage maximum.

The General Plan only allows an increase in the FAR if a “significant community benefit” is provided by the project. The proponent fails to support a finding of significant benefits and disingenuously offers only minimal benefits such as

increased bike parking. Most of the other listed community benefits “offered up” in trade of this significant increase in FAR (LEEDS construction, public art, bus stop improvements) would also apply to a much shorter and less dense development that would conform to the existing height zoning. This would bring down the FAR to more acceptable levels and reduce parking requirements.

There are no unique or significant benefits to the 15 story height or massive floor ratio. No case can be made for the supposed benefit and SGP of “providing a diversity of residential types of unique home ownership.” L Street Lofts, Tapestry Square, Washington Park, Q19 and many other projects include similar housing opportunities. The project will not include affordable housing. At an expected price of over \$600,000 for a 2-bedroom unit, the only diversity will be pricy and pricier.

The surrounding community does include diversity in income and age groups including many families with children. It is doubtful that families will want to live in small pricy condominiums with no green space set smack against J St. The surrounding community will not “benefit” from the project and will instead bear the brunt of increased traffic and lack of parking for the increased number of new business and housing units. It will likely see fewer services that benefit families or the engaged support of the SGP for quality schools - but will see a probable increase in hair salons and bars for the new inhabitants. The granting of the deviation for FAR is not supported.

3. Deny the deviation for eliminating the required off-street loading zone. The proposed 5 retail or restaurant businesses will require a loading zone for moving vans, beer/alcohol trucks, restaurant food and merchandise delivery, grocery services, UPS and catering vans.

Conclusion:

There are many other issues associated with this project- poor traffic patterns, lack of opened public space, distances from light rail. However, the main problem is that this project is asking for too many deviations without providing concomitant benefits that would justify overturning carefully crafted zoning regulations. The larger issue behind this proposal is the setting of bad precedence for additional future non-conforming, radical proposals that ultimately threaten the neighborhood fabric. Good planning guidelines would direct new construction to areas recognized as supporting Smart Growth Principals and other programs adopted by City Council and already zoned appropriately.

The Mayor's Downtown Housing Strategy has focused on housing through specific plans including the Railyards, Transit Corridors along Light Rail, the River District (including Township 9), R St and the Central Business District. Most of these planning areas include subareas with allowable zoning for height and mass as proposed for this project only under a deviation. Allowing unplanned development in areas that were never zoned to have it, will delay the building of high rise housing in areas where it is allowable. The demand for market-supported urban housing is not infinite and these already entitled areas should be developed first.

Approving such flagrant zoning deviations at locations where the underlying land costs are much less than in areas like the CBD where high rises zoned for, will open up a land rush to the detriment of surrounding urban low neighborhoods. This project is a Trojan horse masquerading behind an ill- applied sustainability argument. Approving this project will unravel years of earnest effort by the City and its citizens to put together plans, such as the 2035 General Plan, that support specifically located and truly sustainable and diverse communities.

I encourage the Commissioners to direct the Project proponent to build a project like 23rd and K consistent with existing surroundings and/or based on the 16th St. designs with 4 to 5 story mixed use buildings. This would be within the allowable zoning for the proposed site.

Again, I urge the members of the Planning and Design Commission not to approve, or conditionally approve the variances and deviations, special Permits, or Development Plan for the Yamanee Project as now proposed

Sincerely

Deborah Condon
2009 G St, Sacramento, Ca
debcondon@aol.com

Teresa Haenggi

From: Karen Jacques <threegables1819@gmail.com> on behalf of Karen Jacques <threegables@macnexus.org>
Sent: Sunday, May 08, 2016 10:01 PM
To: Bodipo-Memba Jose; Burke Cornelius; Covill Douglas; Kaufman Todd; Lenzi Lynn; LoFaso Alan; Lucien Darryl; Pluckebaum Phil; Rodgers Matthew; Wang-Connelly Jia; Yee Joe
Cc: Teresa Haenggi
Subject: PB15-047 on the May 12th Planning and Design Commission Agenda

City of Sacramento

Planning and Design Commissioner

300 Richards Blvd. 3rd Floor

Sacramento, CA 95811

Dear Chair LoFaso and Commission Members

Re P15-047 Yamanee: Please deny this application for the reasons stated below

I am submitting my comments as a long time Central City resident and activist. I began my activism in the 1980's when Central City residents were fighting to stop the R Street Corridor from becoming a row of office buildings and get it rezoned for residential mixed use. I actively lobbied for the Central City Housing Strategy which was the first major effort to bring new housing to the Central City and have long supported increased housing density. In 1991 I founded the Midtown Neighborhood Association (formerly Winn Park/Capitol Avenue) and served on its board for twenty-five years. I also founded and led the Fainted Ladies Tour – a bus tour of pre-World War II buildings in the Central City (excluding the CBD) that were in danger of demolition by neglect caused by slumlords and land speculation. The tour began in 1994 and continued through 2003. I am also a climate activist working with 350 Sacramento and a founding member of STAR (Sacramento Transit Advocates and Riders) so I am well aware of the need for planning decisions that support green house gas reduction and the use of public transit.

I wish I could support Yamanee. It is a beautifully designed fifteen story building that I would love to see in the CBD, Rail Yards or River District. But I cannot support it at 25th and J where the applicant wants to build it. 25th and J is part of a long established, successful mixed use commercial corridor (the JKL Corridor) in Midtown, a very different place from the CBD, Rail Yards or River District. The 2035 General Plan designates the JKL corridor east of 16th Street as 'Urban Corridor Low' with a height limit of 65 feet to the plate and 78 feet to the roof peak and a FAR of 3. Yamanee exceeds the height limit by 100 feet and has a FAR of 9. It is a major violation of the General Plan and Zoning Code and, if approved, would send a message that the General Plan is merely a series of suggestions and the Zoning Code can be ignored

Sacramento's General Plan is key to guiding development in Sacramento:

The General Plan is not, as one official recently called it, just a 'snapshot in time'. It is a policy document mandated by the State of California, the purpose of which is to guide the development of a city or county over a significant period of time. The Zoning Code is based on the General Plan. If done properly, General Plans provide investors, developers and the general public with clear information as to what kinds of projects can go where and help direct specific kinds of development into the areas that most need them. If consistently adhered to, the General Plan and Zoning Code reduce harmful land speculation and time consuming land use battles.

Sacramento's 2030 (updated to 2035 in March of 2015) General Plan was developed through a long and detailed public process with multiple meetings, hearings and negotiations. It uses 'overlay zones' to clearly spell out heights, densities and uses throughout the City. With regard to the Central City, Sacramento's General Plan seeks to greatly increase residential density while still preserving the unique characteristics, sense of place and historic resources that make its existing neighborhoods and commercial corridors both interesting and loved. It does this by placing limits on the height and density allowed in the neighborhoods and corridors while requiring taller, higher density residential buildings in the CBD, Rail Yards and River District where such height and density is appropriate and needed.

I was part of a group of Central City residents who worked with then Long Range Planning Director Tom Pace to help determine the 'overlay zones' for the Central City. Our group clearly recognized the need to increase residential density throughout the 'grid' and we also recognized the need to protect what was already there. We did not want to see land speculation and 'demolition by neglect' as has occurred in the past and been documented by the Fainted Ladies Tour. As part of our effort to recommend appropriate 'overlay zones', we mapped the existing uses and densities on every block of the grid outside the CBD and used this information to help select zones that would allow for significant increases in density while still providing needed protections. We wanted to do everything possible to direct mid and high rise development (above six or eight stories) to the CBD, Rail Yards and Richards and saw limits on height and FAR outside these areas as the best means to do that.

Sacramento's General Plan and Zoning Code are working:

So far, the Central City 'overlay zones' have done a good job of increasing residential density outside the CBD while still protecting historic resources and sense of place. There are three large, new residential projects either built or under construction in the 15th/16th Street Corridor: Legado de Ravel at 16th and O; 16 Powerhouse at 16th and P; and Eviva at 16th and N. D & S Development is proposing a large residential/ mixed use building at 15th and Q and there are two smaller residential projects proposed for 16th and F adjacent to the Mansion Flats neighborhood. The R Street Corridor has seen the completion of the WAL, the Crystal Ice site is under construction, 32 net zero energy, 'for sale' single family homes have been completed at 26th and R and CADA is proposing a large, mixed income residential project on the north side of the 1700 block of S. The 19th/21st Street Corridor is set for new growth with Soltiris Kolokotronis proposing two large residential/mixed use projects and 32 single family homes on and near Q Street (total 500 units). The housing component of the Whole Foods project (80 units) has already been approved for 20th and L. The Crystal Creamery project, currently under construction at 11th and C Streets, will provide 117 'for sale' single family homes in the Alkali Flats neighborhood. There is also a growing number of small infill projects scattered throughout Central City neighborhoods, several of them in alleys.

The CBD is beginning to take shape with 134 housing units as part of the D & S project in the 700 block of K. What we need now is mid and high rise residential development in the CBD, Rail Yards and River District where the General Plan calls for it and where it is currently costlier and riskier to develop. The height and density limits in the Central City neighborhoods and corridors that surround the CBD need to stay in place to assure that this happens.

Allowing Yamaneer or any building like it to be built Midtown sets a precedent and, in so doing, encourages land speculation:

If Yamaneer were ten or fifteen feet higher than allowed, it wouldn't be a problem, but it is 100 feet higher. If the City says 'yes' to Yamaneer and 'no' to the next developer who wants to build another Yamaneer, that developer can take the City to court (at City taxpayer expense) and demand equal treatment.

Land values are based in part on the buildings that occupy a given piece of land, but they are also based on what can be built there (height, density and use). Approval of Yamaneer creates a situation where the land under existing buildings in Central City neighborhoods and commercial corridors is potentially much more valuable than the buildings themselves. This encourages land speculation, including buying up blocks with small lots (typically 40 x 160 or 40 x 80) and assembling them into larger parcels. New owners will buy property at today's prices and zoning limits with the idea that they can build something bigger and more lucrative when the time is right. Current owners will make the same assumption and fail to maintain their properties. (Why maintain something that you plan to tear down?) We saw a lot of this in the Central City in the 80's, 90's and early 2000's when it was unclear whether plans for more housing would take hold or whether the Central City would, instead, get mainly new office buildings. The results were obvious with vacant buildings, slum lords and demolition by neglect. The Fainted Ladies Tour (1994 to 2003) documented these impacts. It was common to see entire blocks or parts of blocks that looked like the South side of the 1500 block of S looks today. (1500 S is a situation where the owner bought most of a block, got the needed entitlements for a project that conforms to the current 'overlay zone', could not get financing and then allowed the block to rot and become a magnet for crime. While 1500 S is not the result of land speculation of the kind approval of Yamaneer could create, I bring it up here because it is a clear example of what blocks can and do look like as a result of land speculation.)

The way to get desired results (high rise and mid rise residential in the CBD and Rail Yards) is to adhere to the General Plan and Zoning Code, not set a damaging precedent:

As stated above, a major purpose of the General Plan and Zoning Code is to direct specific kinds of new development to places where the City wants and needs it. Central City land outside the CBD is generally much cheaper than land inside the CBD because it is zoned for less density. It is also cheaper because, unlike the CBD, Rail Yards and River Districts, developers do not have to pay impact fees. (The CBD requires a transportation impact fee of \$989.45 per housing unit. The Rail Yards and Richards require both transportation and public facility impact fees bringing their total per unit fees to \$10,619.43 and \$4,811.63 respectively.) Central City areas outside the CBD are already well established and successful so not only are they cheaper and not burdened with impact fees, but they are seen as less risky. If given the opportunity that a Yamaneer precedent would create, investors and developers will choose to build tall, high density residential buildings in the corridors and neighborhoods surrounding the CBD where it is cheaper and safer. This could delay needed residential development in the CBD, Rail Yards and River District for years or decades. The CBD could remain blighted while the distinctive character, architecture and sense of place that make the parts of the Central City that surround it so desirable and loved could be irreparably damaged or destroyed.

Sacramento's Recent History shows the importance of taking the long view and adhering to carefully thought out land use plans:

Developers wanted to develop the R Street Corridor as mid and high rise office. Residents envisioned it as a mixed use residential area and fought to get the R Street Corridor Plan that we have today. Everybody now agrees that R Street is becoming a success story. But the R Street Corridor Plan didn't take hold immediately, just as development in the CBD and Rail Yards isn't moving as fast and bringing as much density as we would like it to. R Street skeptics said the City should face reality, scrap the plan and allow large office buildings on R Street. Developer Angelo Tskopolis came close to getting approval for one such office building at 16th and R (the Crystal Ice site). If the City had caved into that pressure instead of sticking with the R Street Corridor Plan we would likely have offices all along R Street instead of the vibrant mixed use area that is now emerging.

The same thing applies to the Central City Housing Strategy. Like the R Street Corridor Plan, it was developed after a long public process and then challenged by a developer who wanted to rezone the eastern corner of the Newton Booth neighborhood from residential to office/commercial. After much debate, the City again held firm. Unfortunately, the would be developer, who had assembled most of the parcels on the block, retaliated by demolishing all the houses he had purchased and allowed to rot (classic land speculation behavior) and we are still waiting for a new residential project at that site.

The Planning and Design Commission needs to look at these examples and learn from them. If we truly want the CBD, Rail Yards and River District to be the vibrant, residentially dense areas that we say we want and that the General Plan and Zoning Code are poised to create, then we need to stay the course and not start making dangerous exceptions..

The General Plan and Zoning Code were developed over many months with extensive public input. Approving a project that ignores them breeds cynicism about the public process:

As stated earlier, the 2030 General Plan was the result of months of public meetings, negotiations and hearings. Many people from all over the City were involved and spent untold hours looking at how to direct growth to where it is needed and promote infill while still preserving the things we love about Sacramento. The 2035 General Plan Update did not identify any need to change the Central City 'overlay zones'. Approving a project like Yamane that is a blatant violation of the General Plan and Zoning Code that so much public effort went into developing sends a clear message that the public process is broken and that it is pointless for members of the public to get involved because their work will be ignored and powerful developers will get what they want regardless of plans. Such a message is not healthy for Sacramento or any city.

Because Yamane is completely out of scale with the surrounding neighborhood, it violates not only the General Plan and Zoning Code, but adopted design guidelines:

Yamane is an attractive, well designed building. That said, is is completely out of scale with everything around it and context matters or should matter. The Central City Neighborhood Design Guidelines and General Plan Land Use Element 2.7.3 talk about the need for transition and scaling down in moving from commercial corridors to residential neighborhoods and there is no way to scale down a fifteen story, 178 foot building and make it compatible with an adjacent neighborhood of one to three story buildings. Yamane is jarringly out of scale, will be visible for blocks and will permanently change the character of a significant portion of Midtown. It will create shadows and block block the light that nearby buildings need.

The applicant tries to justify Yamane's height by pointing to the nine story apartment building, directly across the street from the Yamane site, but that building is just slightly more than half Yamane's height and was built at a time when there were no Design Guidelines and nobody cared about Midtown. It is a pre-existing, non-conforming use, not a justification. The applicant has also pointed to the height of the new Sutter Hospital building. But that hospital is immediately adjacent to the freeway, not in the middle of Midtown as Yamane would be.

There is nothing unique about the Yamane site that either keeps it from setting a precedent or requires that it deviate from the General Plan and Zoning Code in order to be buildable:

Other developers have been and continue to be very successful building projects that conform to the General Plan and Zoning Code or, as in the case of the Whole Foods project, require only minor deviations from it. The applicant could easily build a conforming residential mixed use project. For whatever reason, he simply does not want to.

Climate Action Plan goals for housing in the Central City can be met and are being met by adhering to the General Plan and Zoning Code. The Climate Action Plan is not a justification for Yamane:

It is true that Yamane would be a high density residential building immediately adjacent to a bus stop and that such buildings can help support transit and reduce sprawl. However, there are a number of other things about Yamane that call its contribution to Climate Action Plan goals into question. It will have 124 parking spaces for 134 units so the applicant clearly isn't anticipating that its residents will give up their cars. It is also geared to a high income demographic (units starting at \$650,000 to over \$ 1 million) that does not generally use transit. In the larger scheme of things, it provides a relatively small number of housing units at the cost of creating a precedent that diverts needed development from the CBD, Rail Yards and River District and creates an incentive for land speculation that will likely lead to the demolition of existing buildings in Midtown and other areas of the Central City that surround the CBD. Such demolition is anything but climate friendly. As has been pointed out over and over by proponents of adaptive re-use, 'an old building is the greenest building' because rehabbing rather than demolishing preserves both building materials (often including old growth lumber) and the embodied energy that went into construction. An additional consideration is that new buildings (especially steel frame buildings like Yamane) are very expensive to construct so their commercial and residential rents are generally higher than those of old buildings. This can actually increase driving by forcing small independent businesses and residents of more modest means (including many who work in the Central City) to relocate to cheaper buildings in the suburbs, that don't have convenient access to transit. Also relevant is that Yamane and other buildings like it are built lot line to the lot line and don't allow space and (depending on location) light necessary for canopy trees (or any trees at all) even though expansion of tree canopy is one of the most effective things cities can do to reduce both heat island effect and green house gases.

The developer has not demonstrated that Yamane provides 'significant community benefit' (LU1.1.10) that would qualify it for exemption from the General Plan and Zoning Code:

'Significant community benefit' is a vague term for which no clear definition has been provided. However, it would seem that a building would have to offer something more than just additional density to justify such a major violation of General Plan and Zoning Code. As discussed above, Yamane is luxury housing with condominium units projected to cost somewhere between \$650,000 more than \$1 million. Sacramento has an affordable housing crisis, but Yamane has no affordable housing component and, because it is an infill project, doesn't even have to pay into the City's affordable housing fund. Yamane would be located next to a bus stop, but so are many other Central City lots both in the CBD and in areas of the grid that surround the CBD and people who can afford \$650,000 and up homes don't usually take transit. It would be energy efficient (as is currently required by the Building Code), but is not net zero energy or able to return energy to the power grid. It would be 'for sale' owner occupied housing, but owner occupied housing can be built (and has been built) that conforms to the General Plan and Zoning Code.

While Yamane doesn't appear to have any 'significant community benefits' that set it apart from other projects and justify its violations of the General Plan and Zoning Code, its approval does have the potential to cause significant negative impacts including setting a legal precedent that undermines the General Plan and has the potential to trigger land speculation and diverting new high and mid-rise residential development away from the CBD, Rail Yards and River District. These negative impacts more than outweigh any benefits Yamane might provide.

Environmental Assessment:

While I did not specifically address the Sustainable Communities Environmental Assessment Document for Yamane, I have read Preservation Sacramento's letter addressing it and concur with their analysis.

In conclusion:

Yamane would be a wonderful project if it were located in the CBD, Rail Yards or River District. If located in Midtown, or any part the Central City outside the CBD, the damage it could cause far exceeds any benefits it might offer. Please respect the General Plan and Zoning Code and the extensive public input that went into developing them. Please deny the Yamane project and direct the applicant to develop a project that is in conformance with the 2035 General Plan and Zoning Code.

Sincerely,

Karen Jacques

Teresa Haenggi

From: Melissa Mourkas <mmourkas@mac.com>
Sent: Sunday, May 08, 2016 2:24 PM
To: Teresa Haenggi
Subject: Fwd: P15-047: (Yamane) 2500 J Street, Sacramento

Got your e-mail wrong on the first try.

Begin forwarded message:

From: Melissa Mourkas <mmourkas@mac.com>
Subject: P15-047: (Yamane) 2500 J Street, Sacramento
Date: May 8, 2016 at 2:19:43 PM PDT
To: Bodipo50@gmail.com, cburke.realestate@gmail.com, dcovill@cbnorcal.com, lynnlenzi2@gmail.com, darryl.lucien@sbcglobal.net, todd.s.kaufman@gmail.com, ALofaso@sbcglobal.net, phil.pluckebaum@gmail.com, matt@mrpe.com, wangconnellypdc@gmail.com, jyeeepdc@gmail.com
Cc: thaggerti@cityofsacramento.org, Evan Compton <ecompton@cityofsacramento.org>

To: Members of the Planning and Design Commission and City Staff

My name is Melissa Mourkas and I live in Tahoe Park. I spend a lot of time downtown and in Midtown for work, shopping and dining, and have many friends who live in Midtown. I am strongly opposed to this project at fifteen stories. I could support something shorter and more consistent with the existing neighborhood.

When I think about my own neighborhood I visualize what 178 feet looks like on Stockton Boulevard or Broadway at the edge of low rise residential areas. I am stunned the city would even consider such a proposal - especially in Midtown with its quirky historic charm that facilitates a wonderful creative culture - in it's unique 1-3 story buildings. All of this is at risk because the ability to place expensive buildings (steel buildings are much more expensive than wood buildings) in midtown makes the land under those unique buildings more valuable than the existing buildings (on speculation). This drives up rent and forces people out. With all the stories of this happening nationwide, i cannot believe our city would knowingly make decisions that facilitate displacing the people and businesses that make midtown THE place to be. I am even more stunned to find out a couple neighborhood associations are supportive. I expect it is a few people hoping to cash in.

The main tower at the UC Davis Medical Center is about 165 feet with a large landscape and street circulation buffer to protect Elmhurst and Oak Park from the visual impact of such a massive structure. When I think of that scale of building plunked in between the two traditional neighborhoods closest to the project in midtown - 178 feet is unfathomable without transitions and buffers, which this does not have. The Zoning Code provides for those transitions. I can't understand why the city would allow the breach of the zoning code. I have heard some say that zoning allows for flexibility for individual projects - that is true but this is beyond adaptation and flexibility - this is just ignores zoning entirely and is disrespectful of the current neighborhood.

I have heard the argument that this building is environmentally superior. How is steel and concrete construction superior to sustainable materials like wood. Even if it is a LEED building, the energy used in construction outweighs most of the benefit. My fear is the developer is using this as an excuse to justify the project. Remember too, almost all of midtown and downtown is within 1/2 mile of transit so using the transit argument to justify this is also misleading.

This is so out of scale with the neighborhood and if approved will allow in practice over-intense infill that will alter the economics of Midtown and undoubtedly spread to other areas like Oak Park and East Sac. Once you approve this, there is no stopping more developers from seeking the same exception all over the city, including my neighborhood. Some say this development isn't appropriate everywhere but it is OK on J Street. Some say the building to the north makes this one OK but that building is also out of scale. Just because we did it once doesn't make it right or should be repeated. Those in favor of this also fail to mention that once the precedent is set, there is no way to stop developers from putting these kinds of buildings everywhere in Midtown and elsewhere because the zoning code has already been breached so badly others can legitimately claim the city plays favorites. There is no legal way to stop others from seeking the same exceptions.

I have seen the massive changes to the central city over the last few years and welcome new development and change. People who oppose this are not afraid of change but they do realize that not all infill is worthy of or appropriate for our neighborhoods. Most of it is really good but not all. Please do not be swayed by a pretty picture. Please approve infill that is respectful of our history and the economic diversity of the people already here. Please do not approve this at 178 feet. Please for the sake of the entire city.

Thank you for taking my comments under consideration. Please do not set a bad precedent.

Melissa Mourkas
mmourkas@mac.com
4932 12th Avenue
Sacramento, CA 95820

Teresa Haenggi

From: Julia Smith <juliainsac@yahoo.com>
Sent: Sunday, May 08, 2016 11:12 AM
To: Teresa Haenggi
Subject: Project P15-047

I would like to express my concerns about the proposed multi-use building for 2500 J St.

1. Size. 15 stories is much larger than any other building in the neighborhood. It is in an area where most homes are 1 or 2 stories, a few are 3. The building across the street is 9. This is just too massive for our neighborhood. This would also create other problems. It would cast shadows and prevent sunlight for many of the nearby homes. It would also create a wind-tunnel effect down J St. which would be very uncomfortable for pedestrians.
2. Parking. I understand that there will be less than 1 available parking space for each residential unit. This is inadequate. Most families have 2 cars - 1 for each adult. This is reality. And this doesn't address the parking needs of the business and retail tenants. Where will all these extra cars park? They will take up spaces that are used by current residents, and make it more difficult for patrons of the existing local businesses. Any new construction needs to supply realistic parking demands.
3. Zoning changes. Changes to the current zoning restrictions should be decided on by the commission based on what is best for our city and in accordance with a general plan, not on the needs of one developer. Current C-2 zoning allows for up to 65 ft. in height. This project is over twice that at 170ft.

This project would be appropriate for downtown, not Midtown. Do not destroy what is unique and special about Midtown. Other developers have been successful with projects that conform to current regulations, why can't this one?

Thank you,
Julia Smith
615 27th St
916-947-2486

May 9, 2016

City of Sacramento
Planning and Design Commissioner
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Re P15-047 Yamanee Development

Dear Chair LoFaso and Commission Members,

I am a twenty-six year resident of Boulevard Park and during that time have been actively involved, both as part of the Boulevard Park Neighborhood Association and as a private citizen, in the many urban plans, projects, and civic improvement initiatives that have made Midtown the vibrant and desirable place to live that it is.

I am writing to request that you deny the application for the above-referenced project for reasons that fall into three primary groups:

1) Contrary to the assertion in the Staff Report, the project does not conform with the General Plan, Community Plan, Zoning Requirements and Central City Design Guidelines, but rather requires egregious exceptions. The exceptions made for this project mean the city would not be able to deny other projects with exceptions without jeopardy of legal action, and more projects would further jeopardize the very successful –when measured in popularity—low-rise character of midtown.

The Staff Report cites the Land Use Policy 2.4.2 Responsiveness to Context with “building design that respects and responds to the context,” when this project is obviously completely out of keeping with all the development around it.

The Staff Report (p. 17) states that, although the project exceeds the height limit, it is “appropriate for additional height because of the commercial nature of the street,” which is not only a non-sequitur but ignores the fact that, in Midtown, most of the commercial buildings are only two, three, or four stories high, with the exceptions of R Street and new developments along the 16th Street Corridor, which adhere to the height limit in the General Plan, as well as all other zoning requirements.

The Staff Report disingenuously describes it as in keeping with the scale of the nine-story building across the way, when it is nearly twice that size, with the elevated freeway, which is 4 blocks away, and not a model for residential development, and with the Sutter Hospital development, which is more than four blocks away and not visible from that location – in fact, it should be noted that most of the Sutter Hospital buildings are no higher than eight stories, six stories shorter than; the only building that exceeds that limit and could match Yamanee is directly adjacent the freeway, facing away from the neighborhoods, whereas Yamanee would be embedded in the low-rise residential and commercial development. (It should also be noted that anyone who visits Sutter’s Fort and environs can attest to the fact that even at those heights Sutter Hospital overshadows the adjacent properties).

Fifteen stories is very tall, indeed, and is only found in the downtown buildings, such as the Elks Tower.. It is a sophistry to say that it is only a little taller than the nine-story senior apartment building at 25th & J.. One has only to stand on L Street opposite the L Street Lofts, or walk the 16th Street corridor and mentally imagine an extra five to seven stories above those buildings to understand how completely this building would overshadow the street and completely change the character of those Midtown

corridors.

The Staff Report claims the project provides “significant community benefits,” when in fact it is a high-end, expensive condominium development that does not meet the city’s need for affordable housing, and it would overpower the existing streetscape and neighborhood. It is being sited in an area that is already vibrant and exciting and, despite some of the claims of the developer and supporters, is not in danger of decline. The project does not meet a community need and is not a significant community benefit.

The Staff Report states that the project fills the need *in Midtown* for housing for an aging population, more housing for Sutter medical staff and the need for more housing *in Midtown*, but fails to point out that the units are only affordable by high-income buyers, so will do little to accommodate any of those groups that do need housing in Midtown.

The project is presented as either/or, this or nothing. Nowhere in this report or elsewhere has it been demonstrated that the *only* way to provide housing *in midtown* for that aging population is a fifteen-story building. In fact, a number of excellent housing projects which conform to current zoning requirements and the Central City Design Guidelines have been recently built, in active development or are under construction on R Street, the 16th Street Corridor, and select locations in the central city, such as Tapestry Square, and, earlier, the L Street Lofts. The new Ice House plans on the R Street Corridor, which IS an actual commercial/industrial corridor, is only four stories high. These projects have proven to be financially viable, though it should be noted that the earlier ones were slow to fill vacancies, even allowing for the recession.

Further, nowhere is it demonstrated that such high-density housing *must be in Midtown* to meet Sacramento’s desire for a higher-density central city. As noted below, the downtown, Richards Boulevard, the Docks, and the Railyards are all areas Sacramento has identified as most in need of housing and “eyes on the street” to make those areas both lively and safe to live in.

2) By encouraging development of this massive scale outside the areas where, per the General Plan, high density projects are desired (the CBD, Richards Boulevard and the Railyard), the city is sabotaging its own plans to develop those areas.

There is a finite market for high-end urban housing, as witnessed by the difficulty filling the loft projects in midtown and downtown even prior to the recession. Although the arena may spur interest in living downtown, the fact is that not all empty-nesters in the suburbs want to live in the central city, and not all the people who work in the central city have high-paying jobs that would enable them to purchase these condominiums.

However, Yamane, if it is actually built to the standards this design suggests, could be of “significant community benefit” to downtown, Richards Boulevard, the Railyards, or even lower Broadway, that are in need of *and designated for* good high-density residential development to liven that neglected landscape and make that area overall more liveable. It would be a particularly good match for K Street or the other side of downtown, which has the existing attractions such as the Crocker Art Museum and the hoped-for burgeoning of restaurants and other amenities that may accompany the arena, and which is also served by transit and good bike facilities. It is, in fact, such a good match that one wonders whether the city – or the Kings’ partnership – might provide incentives for the developer to build there, rather than this proposal, in which the city is providing the incentives of waiving virtually all existing zoning and design requirements that enable him to build on the relatively cheap land of Midtown.

3) Urban planning by exception is very poor planning because of its ad-hoc nature and because, in this

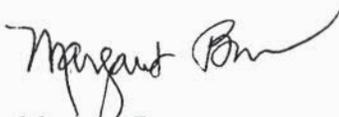
case, it opens the door to land speculation. Equally importantly, it violates the implicit promise a city makes to its citizens and to developers via the General and Community Plans, and the zoning and design guidelines developed by the city. The number of exceptions required by this project because of its height, lot coverage, and actual context are extraordinary. Approving this luxury project *in this location* sends a very cynical message to the residents, businesses, and developers who spent hours and hours working with the Planning Department to develop the General Plan, Community Plan, and Central City Guidelines; these citizen-partners with the city spent hours educating themselves on existing land use, potential developments, short- and long-term visions that fit with Sacramento's "unique historic, environmental, and architectural contexts" (Land Use Policy 2.4.1) and hammered-out their differences to come up with the Plans and Guidelines to balance the needs of all the constituencies; they are, actually, codified mutual expectations of how Sacramento will develop. The Plans are revisited every several years, so that they can represent the changing conditions of the city.

The Plans provide a level of predictability for residents and businesses that have invested in the city by long-term occupancy and for developers, so that they know in advance the conditions they should design for. The process and the Plans allow for flexibility, but there is a point where the exceptions no longer represent flexibility but actual violation of both the rules and the intent. When a developer purchases a property at a relatively low cost, knowing what the vision for that area is but instead proposes a development that would up-end that vision and the hours of thoughtful consideration that went into them, the city should not reward the developer. The city needs to honor its commitments and its plans.

In the end, the primary problem with this project is location, location, location. Its scale is completely out of character with Midtown and would inevitably change the human-scale of J Street in this area. The other equally important problems are that it will be at odds with the city's desire to develop elsewhere in the central city and, last but not least, that the exceptions needed for it are its violation of the city's promise to its citizens of its blueprint for development as codified in the General and Community Plans, zoning requirements and Central City Guidelines. It would not of any demonstrable benefit to Midtown, whose *proven* appeal is its relatively low-rise, human scale of development. It may, in fact, do harm to that appeal. It does not offer affordable housing or even a mix of market rate housing, but rather proposes expensive condominiums that will only add to the expense of living in the Central City and is in opposition to the Midtown mixed-income, mixed-use ambience. It also enables an opportunistic use of less expensive land that could change the character of Midtown but add nothing to needed development elsewhere in the central city.

I strongly urge you to deny this application, but to encourage the developer to seek a partnership that would enable him to develop the condominium property in the CBD, or one of the other areas of the central city that could use such development.

Sincerely,



Margaret Buss
711 22nd Street
bussmlou@gmail.com

cc: Steve Hansen, City Council

Squarespace

9:17 AM (16
minutes ago)

Name: Heidi Tschudin

Email Address: htschudin@sbcglobal.net

What do you think about the proposed Yamane Project?: I have lived in midtown since 1979. I am a nationally certified land use planner with over 35 years in my field. I live near this project. I support urban infill when compatible with existing development. Please reduce this project to mid-rise height of 8 or 9 stories. it should be no taller than the senior facility in the same locations. It needs to be designed to pedestrian scale, stepped back from the sidewalk and tree canopy. Thank you for listening.

Location: District 4: Steve Hansen

Preservation Sacramento News:: No, thank you.

(Sent via [Preservation Sacramento](#))

Name: Pati Brown Todd

Email Address: patijane@gmail.com

What do you think about the proposed Yamane Project?: The height of this project is inconsistent with the cityscape of Midtown Sacramento. Please respect this popular and historic area of Sacramento by allowing a project scaled appropriately. One of our state's most historic buildings, Sutter's Fort SHP, is literally a block away, already dwarfed by the Sutter Medical Complex.
Thank you for your consideration.
Pati Brown Todd

Location: I live outside the City of Sacramento, but I care about the impact of this project on Midtown.

Preservation Sacramento News:: Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))

Name: Mark Gauger

Email Address: gauger_mark@msn.com

What do you think about the proposed Yamane Project?: The project should not be higher than 150 ft. 178 is just too big for the area.

Location: District 4: Steve Hansen

Preservation Sacramento News:: No, th

Name: Sarah Kerber

Email Address: snkerber@gmail.com

What do you think about the proposed Yamanee Project?: April 27, 2016

To: City of Sacramento Planning & Design Commission

Re: P15-047, Yamanee – Oppose Unless Amended

I am writing to express my serious concerns regarding the Yamanee development project in midtown Sacramento. I feel that that its serious deviation from the zoning of the site and the city's general plan, in the areas of maximum height, floor area ratio, density and off-street loading space, make the project impossible for me to support. I believe the project does not meet the requirement for deviation from the General Plan because it lacks a direct and significant community benefit provided by the project.

I am concerned that by developing outside of the correct zoning area, the developer may not be required provide adequate facilities for the project, or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels. I am concerned that the City has not taken into account the capital costs associated with the existing infrastructure that has inadequate capacity to serve proposed new development, such as water, wastewater, storm water drainage, solid waste facilities, and roads. I am worried that the developer will not be held to the high standards our General Plan has to maintain established service levels and to mitigate development impacts to these systems.

I am also concerned about the precedent established by a project of this sort, as it encourages other developers to similarly ask for exemptions to the General Plan, promoting high-rise construction in neighborhoods zoned for urban corridors of more moderate size. If Yamanee is approved, it creates precedent by the City's decision-making bodies to allow subsequent deviation from the General Plan within traditional neighborhoods and low urban corridors. A subsequent developer that is denied a similar exception to the General Plan could feasibly put the city at legal risk of lawsuit because of perceived favoritism for this development over their own. I do not wish to expose the city to unnecessary lawsuits that can easily be avoided by moving this project to an area zoned for it, or by scaling back the project to be in line with zoning requirements.

The purpose of the General Plan is to provide guidelines for development, assigning general locations and intensities to different parts of the city. While there is room for flexibility in these guidelines, this proposal, a 15 story building in an area zoned for 3-6 stories, 300 units per acre when zoning allows up to 110, and a floor area ratio of 9 where 3 is the maximum, is impossible to justify as an appropriate place for a development of this magnitude.

I am a strong supporter of expanding housing opportunities, especially affordable housing opportunities which would be great to see included in new development such as this, in Sacramento's central city, but not at the cost of precedent-setting decisions that can undermine the city's General Plan. The rapid growth of new housing in the central city since 2010, including mid-rise and ownership housing, is evidence that we do not need to compromise our standards to facilitate growth. I strongly urge the Planning and Design Commission to insist that the developer return with a plan that more closely fits within the recommended height, density and FAR limits of the project site.

Sarah Kerber
Resident of City Council District 4, Steve Hansen
Marshall School Neighborhood Association Member
Preservation Sacramento Member

Location: District 4: Steve Hansen **Preservation Sacramento News::** Yes, please let me know of preservation related news, alerts, and events via email.

(Sent via [Preservation Sacramento](#))

Courtney Baker <courtneycuts79@yahoo.com>

7:20 AM (2
hours ago)

Hello members of the Planning and Design Commission and City staff:

re: Yamanee at 2500 J Street

My name is Courtney Baker and I am small business owner operating in Downtown Sacramento. The City needs to concentrate on building residential developments in the downtown area to boost business and support small business that are still trying to exist downtown, and are not affiliated with the "kings area and entertainment scene". Downtown needs to revitalize now not midtown. I have operating a spa and salon services business downtown for fourteen years. For the last decade and a half business owners have heard the mantra of downtown housing from elected officials and business partnerships but it has yet to materialize in any substantial amount. A few projects here and there but nothing substantial. Midtown is doing very well with market rate projects and lots of infill yet downtown continues to struggle with little to any new housing. Some projects are coming online (the 700 Block of K) but downtown needs much more if small business are to survive downtown. We have been promised that the arena will change downtown dramatically but I am not convinced. I have seen redevelopment projects come and go and still downtown is struggling. What we have seen to date is increasing rent and more parking restrictions which is hurting my and my neighboring businesses. The arena may help some businesses but far from all including my own and others like mine. I know I am not the only business owner who feels this way about the arena and the need for downtown housing. Others I have spoken with feel similarly. I urge you to reconsider approving this project in midtown and focus the energy for high-rise residential development downtown where is really needed.

I will try to attend the hearing on this, but my schedule may not allow. I hope you will consider my input even if I am unable to attend in person.

Thank you

Courtney Baker

courtneycuts79@yahoo.com

Name: Dane Henas

Apr 29 (5 days ago)

Email Address: dane@danehenasdesign.com

What do you think about the proposed Yamane Project?: Nice building, but totally in the wrong place! It is out of scale with the neighborhood and violates the general plan for Midtown. It will open the door for more developments of that scale which will radically alter the aesthetics and charm of J Street. This should be on K Street near the Convention Center--not in Midtown! Midtown is akin to the East Village or Garden District in New Orleans. I also have serious doubts about the financing of the building and the developer. The whole deal seems kind of shaky...

Location: District 5: Jay Schenirer

Preservation Sacramento News:: Yes, please let me know of preservation related news, alerts, and events via email.

Name: Kelley Woodward

Apr 28 (6 days ago)

Email Address: 2006sew@comcast.net

What do you think about the proposed Yamane Project?: Midtown Sacramento is a vital part of my everyday life. I am opposed to the Yamane Project P15-047 (2500 J Street).

The project significantly deviates from the City's 2030 General Plan and Zoning Code.

The project sets dangerous precedents in ignoring the City's General Plan for residential neighborhoods throughout the City of Sacramento and the structural height requirements along neighborhood corridors like P, Q, R, & S Streets and on 19th, 21st, 24th, 26th, and 28th Streets.

The project does not preserve and protect its residents and the City's heritage. It is not a quality urban design for this neighborhood.

The project does not alleviate current larger concerns citywide about health, safety, public transportation, traffic, parking, and lagging City services.

The project threatens historic districts with inappropriate land uses and changes the dynamic economy of unique Midtown cultures (art, music, performance, food, and beverage).

The project increases the likelihood of speculating developers to demolish structures and rebuild at higher costs, making For-Sale units unaffordable for current Midtown residents.

The project creates more financial and legal risks for the City.

The project is not providing an adequate environmental document with a land use analysis.

Location: District 4: Steve Hansen

6:51 PM (13 hours ago)

Name: Whitney Leeman

Email Address: whitney.r.leeman@gmail.com

What do you think about the proposed Yamanee Project?: I think the developer of the Yamanee Project has spent too much time in China. This type of extremely tall, high density infill is totally out of place in Midtown. I would be surprised if this building could even be filled with tenants in the downtown area. A new arena and high housing costs in the Bay Area will not automatically generate a huge housing demand in Midtown or downtown. The local Sacramento economy is essentially unchanged- it's not as though tech companies are opening in Sacramento or that local government/medical/legal/farming industries are experiencing exponential growth. In addition to the speculative nature of such a project, this project should not be considered a typical infill or transit oriented design that would be exempt from CEQA. The project's construction impacts, visual impacts, traffic, noise, and local air quality impacts will all be significant.

I support Preservation Sacramento's assertion that the Planning and Design Commission should reject this project and the requested deviation from the established height limit.

Location: District 4: Steve Hansen

Name: Carl Jones

Email Address: cmones62@gmail.com

What do you think about the proposed Yamanee Project?: This project is too tall for midtown

Location: District 4: Steve Hansen

debcondon@aol.com

May 6 (3
days ago)

to wangconnellypdc, matt, jyeepdc, Bodipo50, ed, dcovill, burchillcitypc, cburke.realest., darryl.lucien, kimjoanmc, phil.pluckebaum, todd.s.kaufman, ALofaso, thaenggi, ecompton, b.burg, me, dave, bussmlou, nadavidson, SHansen, mayor, kdgreenone, liz, mad50plus

To Planning and Design Commissioners:

I have attached my comments as a PDF and will deliver written copies to the Planning Department.

In this letter, I urge the members of the Planning and Design Commission not to approve, or conditionally approve the variances and deviations, special Permits, or Development Plan for the Yamanee Project as now proposed and encourage the Commissioners to direct the Project proponent to build a project like 23rd and K consistent with existing surroundings and/or based on the 16th St. designs with 4 to 5 story mixed use buildings.

Please include the letter in the project's Report to the Planning and Design Commission - Comments from Community

Sincerely

Deborah Condon

2009 G St.

Teresa Haenggi

From: debcondon@aol.com
Sent: Tuesday, May 10, 2016 4:36 PM
To: wangconnellypdc@gmail.com; matt@mrpe.com; jyeepdc@gmail.com; Bodipo50@gmail.com; ed@loftgardens.com; dcovill@cbnorcal.com; burchillcitypc@gmail.com; cburke.realestate@gmail.com; darryl.lucien@sbcglobal.net; kimjoanmc@att.net; phil.pluckebaum@gmail.com; todd.s.kaufman@gmail.com; ALofaso@sbcglobal.net; Teresa Haenggi; Evan Compton; b.burg@comcast.net; preservation.sacramento@gmail.com; dave@davephilipp.com; bussmlou@gmail.com; nadavidson@att.net; Steve Hansen; Mayor of the City of Sacramento, Kevin Johnson; kdgreenone@yahoo.com; liz@lizedmonds.com; mad50plus@msn.com; whitney.r.leeman@gmail.com; threegables1819@gmail.com; moniquevejar@gmail.com
Subject: Fwd: Yamanee Project (PL15-047) DESIGN CONSIDERATIONS
Attachments: YAMANI DESIGN CHANGES.pdf

Dear Commissioners,

I sent a letter last week expressing my opposition to the Yamanee projects height and various requests for deviations. I am attaching several graphics that address the design side of the project for your consideration. I used the Powerhouse 16 Development features as means to reconsider the Yamanee project by using the Powerhouse 16's dynamic stacked parking, solar roof panels and open space configuration that allows for gardens and other recreation. These suggestions also open up the dark garden well and increase alley activation with a resulting design more in keeping with the existing neighborhood feel.

These changes result in only 4 fewer floors and retain 6 floors of condos but decrease construction cost (wood framing vs. steel beams) and is within the allowable zoning height of 78 ft (65 ft. + 20%)

Please review the graphics. I look forward to the discussion of this project at your upcoming meeting.

Sincerely
Deborah Condon
2009 G St.

-----Original Message-----

From: debcondon <debcondon@aol.com>
To:
Sent: Fri, May 6, 2016 2:32 pm
Subject: Yamanee Project (PL15-047) 25th and J St.

To Planning and Design Commissioners:

I apologize for the lateness of this submil have attached my comments as a PDF and will deliver written copies to the Planning Department.

In this letter, I urge the members of the Planning and Design Commission not to approve, or conditionally approve the variances and deviations, special Permits, or Development Plan for the Yamanee Project as now proposed and encourage the Commissioners to direct the Project proponent to build a project like 23rd and K consistent with existing surroundings and/or based on the 16th St. designs with 4 to 5 story mixed use buildings.

Please include the letter in the project's Report to the Planning and Design Commission - Comments from Community

Sincerely
Deborah Condon

2009 G St.

DESIGN CONSIDERATIONS - WHY 15 FLOORS - WHY NOT 5-6 FLOORS?

STEEL BEAM CONSTRUCTION NEEDED, ZONING DEVIATION NEEDED



- LESS COSTLY WOODFRAMING,
- NO DEVIATION NEEDED
- CONSISTENT WITH MOST NEW AND SUCCESSFUL DEVELOPMENT ON 16TH ST, ICE HOUSE AND 1807 L ST.
- BETTER FIT FOR NEIGHBORHOOD

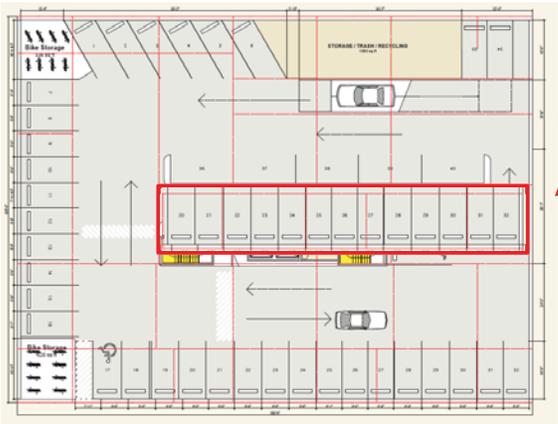


WASTEFULL YAMANEE PARKING CONFIGURATION

USING POWERHOUSE 16 – PARKING STRUCTURE

YAMANEE	PARKING & PUBLIC SPACE
PARKING: CELLAR	40 Spaces
PARKING: level+1	40 Spaces
PARKING: level+2	44 Spaces
PARKING TOTAL	124 Spaces

- WOULD DOUBLE CELLAR PARKING, 40 TO 80 SPOTS
- ELIMINATE PARKING LEVEL 1 AND 2 -**REDUCE HEIGHT BY ALMOST 20 FT. (18.8 FT)**
- REPLACE RAMP TO LEVELS WITH 26 NEW STACKED PARKING SPOTS
- TOTAL PARKING IN CELLAR USING DOUBLE STACK – **80 (40 X 2) AND 26 = 106 SPOTS**
- POSSIBLY MORE PARKING SPOTS IF RECONFIGURED



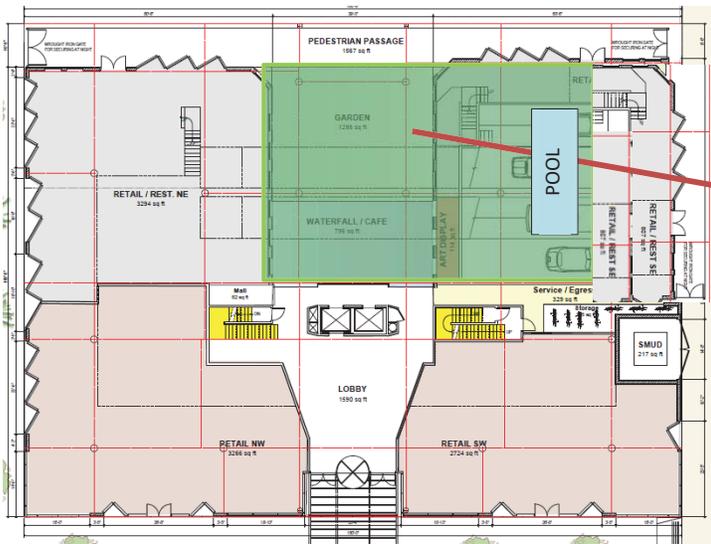
ELIMINATES PARKING LEVEL 1 AND 2 AND LOWERS BUILDING HEIGHT BY ALMOST 20 FEET



RETAIN 70 % LOT COVERAGE ALLOWED, DENY 90% LOT COVERAGE DEVIATION

CREATE COURTYARD FOR OPEN SPACE BY :

- MOVING RETAIL FROM EAST SIDE OF BUILDING TO ALLEY TO INCREASE ALLEY ACTIVATION
- INCORPORATE SPACE FORMERLY DEVOTED TO PARKING RAMP
- ADD SWIMMING POOL, OUTDOOR GARDENS, EVENTS SPACE FOR OWNERS AND PUBLIC ON FIRST OR SECOND LEVEL
- ELIMINATE ROOF PLAN AND RELOCATE TO COURTYARD OPEN SPACE – LOWERS BUILDING BY ANOTHER 12.1 FT
- ADD SOLAR PANELS TO ROOF LIKE ON POWERHOUSE 16- GREATER SUSTAINABILITY

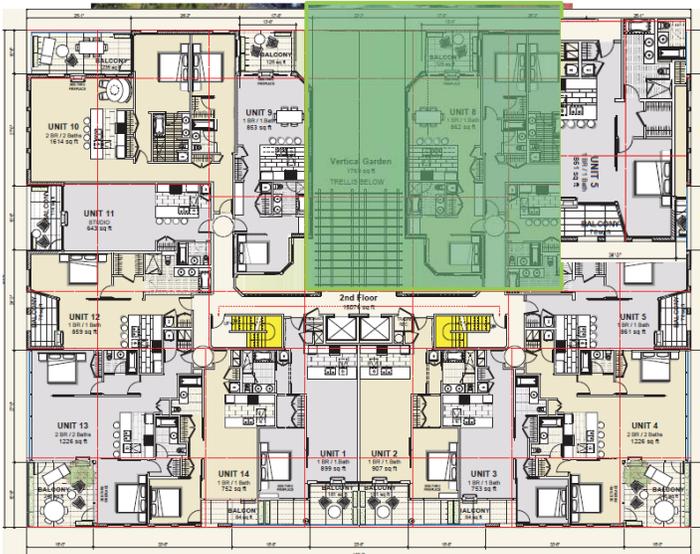


POWERHOUSE 16 COURTYARD

POOL IN COURTYARD
1800 L STREET



CONTINUE OPEN SPACE UPWARD BY EXPANDING THE EXISTING VERTICAL GARDEN AIR WELL –



RETAIN EXISTING HEIGHT ZONING FOR 65 FT + 20% = 78 FT

- ELIMINATED 30.9 FEET THROUGH REMOVAL OF PARKING FLOORS 1 AND 2 AND ROOF AREA. = 170.4 MINUS 830.9 = 149.5 FT
- REDUCING FIRST FLOOR HEIGHT FROM 17.6 FT (REMOVE MEZZANINES) , REDUCING PENTHOUSE HIGHTH FROM 16.4 FT OR CONDO HEIGHTS FROM 11.8 FT MAY ALLOW 6 FLOORS CONDOS AND STILL MEET ALLOWABLE ZONING
- **ONLY FOUR FLOORS LOWER**, LESS EXPENSIVE TO BUILD, HEALTHIER AND MORE USABLE OPEN SPACE FOR GARDENS AND POOL, BETTER ALLEY ACTIVATION, BETTER CONSISTNECY WITH NEIGHBORHOOD



Teresa Haenggi

From: Teresa Haenggi
Sent: Tuesday, May 10, 2016 5:15 PM
To: Teresa Haenggi
Subject: FW: Planning and Design Commission Agenda - May 12, 2016 - Permit for Yamanee Project P15-047 -

On Monday, May 9, 2016 1:50 PM, Delphine <delphinespeaksup@gmail.com> wrote:

City of Sacramento
Planning and Design Commissioner
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Dear Chair LoFaso and Commission Members

Please do not approve the Yamanee Project P15-047.

I live and have been a property owner within the boundaries of the Midtown Neighborhood Association (MNA) (J to R/29th to 15th) for 45 years, and I oppose the decision of MNA's new board to support Yamanee.

The Yamanee project should be denied for the following reasons:

1. Sacramento's General Plan is key to guiding development in Sacramento. Yamanee project would violate those guidelines.

The 2035 General Plan designates the JKL corridor east of 16th Street as 'Urban Corridor Low' with a height limit of 65 feet to the plate and 78 feet to the roof peak and a FAR of 3. Yamanee exceeds the height limit by 100 feet and has a FAR of 9. It is a major violation of the General Plan and Zoning Code and, if approved, Yamanee would send a message that the General Plan is merely a series of suggestions and the Zoning Code can be ignored

2. Sacramento's General Plan and Zoning Code are working to produce the development the city desires and needs.

So far, the Central City 'overlay zones' have done a good job of increasing residential density outside the CBD while still protecting historic resources and sense of place.

3. Allowing Yamanee or any building like it to be built Midtown sets a bad precedent and, in so doing, encourages land speculation.

Land values are based in part on what can be built there (height, density and use). Approval of Yamanee creates a situation where the land under existing buildings in Central City neighborhoods and commercial corridors becomes potentially much more valuable than the buildings themselves. Owners will fail to maintain their properties thinking Why maintain something that you plan to tear down?

4. The way to get desired results (high rise and mid rise residential development in the CBD and Rail Yards is to adhere to the General Plan and Zoning Code.

As stated above, a major purpose of the General Plan and Zoning Code is to direct specific kinds of new development to places where the City wants and needs it.

5. The General Plan and Zoning Code were developed over many months with extensive public input. Approving a project that ignores them breeds cynicism about the public process:

6. Because Yamanee is completely out of scale with the surrounding neighborhood, it violates not only the General Plan and Zoning Code, but the Central Neighborhood Design Guidelines which

stresses the need for transition and scaling down in moving from commercial corridors to residential neighborhoods.

7. The applicant attempts to justify Yamanee's height by pointing to the nine story apartment building, directly across the street from the Yamanee site, but that building is just slightly more than half Yamanee's height and was built at a time when there were no Design Guidelines. It is a pre-existing, non-conforming use, not a justification. The applicant has also pointed to the height of the new Sutter Hospital building. But that hospital is immediately adjacent to the freeway, not in the middle of Midtown as Yamanee would be.

8. There is nothing unique about the Yamanee site at 25th and J that requires that it deviate from the General Plan and Zoning Code in order to be buildable.

Other developers have been and continue to be very successful building projects that conform to the General Plan and Zoning Code or, as in the case of the Whole Foods project, require only minor deviations from it.

9. Climate Action Plan goals for housing in the Central City can be met and are being met by adhering to the General Plan and Zoning Code. The Climate Action Plan is not a justification for Yamanee.

10. While the developer has not demonstrated that Yamanee provides 'significant community benefit' (LU1.1.10) that would qualify it for exemption from the General Plan and Zoning Code, the approval of the Yamanee project would set a legal precedent that undermines the General Plan and has the potential to trigger land speculation and diverting new high and mid-rise residential development away from the CBD, Rail Yards and River District to the corridors.

I am submitting my comments as a long time Central City resident. In the early 1970's I was one of the founders of the Sacramento Old City Association and served as its newspaper editor for many years.

I am also a climate and transit activist working with Environmental Council of Sacramento, 350 Sacramento, and a founding member of STAR (Sacramento Transit Advocates and Riders), so I am well aware of the need for planning decisions that support the use of public transit and green house gas reduction

Please deny the Yamanee project and respect the General Plan and Zoning Code and the extensive public input that went into developing them.

Respectfully,

Delphine Cathcart
1418 19th Street
Sacramento, CA 95811



P.O. Box 1526 • Sacramento, CA • 95812-1526 • (916) 444-0022
office@ecosacramento.net • www.ecosacramento.net

May 9, 2016

City of Sacramento Planning and Design Commission
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

Subject: P15-047 Yamanee (Noticed on 04-29-16)

Dear Commissioners:

The Environmental Council of Sacramento (ECOS) has long advocated for less growth at urban Sacramento's fringe in favor of a greater focus on infill and redevelopment. We support land use plans that are in line with realistic growth expectations, are environmentally sensitive, and while cognizant of neighborhood values, not beholden to them. We also believe that once adopted, local governments need to follow those plans.

The ECOS Land Use Committee has reviewed the Yamanee Project at 25th and J Street, which certainly offers a bold infill project: a 14 story building with a residential density of around 300 units/acre. It is located on a well used bus route and is close to downtown Sacramento jobs.

But the project proposes a 178 foot tall structure in an area zoned for a maximum height of 80 feet (approximately 6 stories)—almost 100 feet greater than the zoning requirement. The only other structure in Midtown of comparable height is Sutter Hospital.

The zoning code does allow for a “deviation” from the zoning code height restriction if the approving body finds that the project is balanced by significant benefits. So far as we aware this is the first height deviation request since adoption of the land use and zoning plans. It is not only a significant deviation in scale, but a precedent setting deviation.

We urge that your Planning Commission carefully consider the justification for the deviation. In an earlier era this would be called a variance—an exception which state law requires findings that there is not a grant of special privilege and that there are unique and special circumstances associated with the property that justify the granting of the variance. Sacramento City's deviation language was created to avoid those mandated findings, but your Commission would be well advised to reflect on them as you make your decision.

So far the only justification for the project we have heard is that it will be LEED certified and that the architectural design will enhance the J Street corridor. But these are things your Commission should be expecting of all development—they are certainly not of and by themselves a justification for granting a right to more than double the size and density allowed by the zoning. The building would be exempt from the requirement to provide affordable housing, but this upscale project has yet to offer to contribute to affordable housing opportunity in the neighborhood.

And the argument that a building of this height only works at this location, or is not precedent setting, is disingenuous. It is not a basis for granting the exception. The rationale for granting the deviation is the important thing—it will be cited for any project that seeks a deviation whatever its height.

The decision you make will send an important message to landowners and developers in Midtown. It could well impact land values and speculative purchases in a way that changes the character of the neighborhood. If so you will have started a process that undermines implementation of a plan developed with community participation and compromise that would disserve the City and its residents.

ECOS welcomes infill and higher density, but not at the expense of effectively implementing adopted plans. We urge you to set the bar high in weighing the proffered community benefits in exchange for the “special privilege” of a precedent setting height deviation.

To this end, ECOS could support a significant project deviation if the project’s community benefit could justify it. A possible community benefit is the provision of workforce housing units. Yamanee proposes approximately 134 units, and the Sacramento Housing Alliance conservatively estimates that an ownership housing infill project such as Yamanee generates a workforce housing demand of about 15%, or 20 units for Yamanee. ECOS could support a significant project deviation if Yamanee provided mixed income housing sufficient to meet community demand, including approximately 20 units of workforce housing (or 15% of units for any final project). Other desirable community benefits should include facilities to accommodate the expected Sacramento bike sharing program and enhanced transit shelter facilities.

While ECOS commends the City’s efforts to provide housing in the Sacramento grid, to date the significant portion of it has been unaffordable even to moderate income persons. Yamanee’s deviations set a precedent for how and whether development honors existing plans and community agreements. Offsetting the deviations with community benefits that meet actual community need would help ensure the precedent places community need first.

Sincerely,

A handwritten signature in cursive script that reads "Brandon Rose".

Brandon Rose, President of the Environmental Council of Sacramento (ECOS)

CC: Jim Wiley, jwiley@taylor-wiley.com
Seann Rooney, seann@rooneytategroup.com

Teresa Haenggi

From: Teresa Haenggi
Sent: Tuesday, May 10, 2016 5:08 PM
To: Teresa Haenggi
Subject: FW: Planning and Design Commission Agenda - May 12, 2016 - Permit for Yamanee Project P15-047 -

On Monday, May 9, 2016 4:12 PM, james cathcart <jamesc1942@gmail.com> wrote:

City of Sacramento
Planning and Design Commissioner
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

I am a downtown resident and property owner in midtown for 45 years (19th and NST, 19th and O ST, 23 & H ST, and 24th and H ST). I respectfully request that you vote against the development at 25th and J ST known as Yamanee Project P15-047.

You have received numerous letters of opposition of which I agree, so I will not restate them. I would however point out that I was involved in the downzoning of residential areas of midtown from commercial to residential in the 70's. I owned property at 19th and N Street and several other historical properties in the neighborhood that were zoned commercial. I was one of the community leaders who assisted and supported the downzoning, even though it could financially injury me (my five properties on 19th Street at the time were rezoned to R-2). I put Sacramento first and my financial interest second.

I hope that you too will put Sacramento's interest first by opposing the massive development before you. Midtown is thriving because of its cultural and economic diversity. Let's not turn it over to the property speculators and developers.

Thank you for your consideration to my views.

Jim Cathcart

Teresa Haenggi

From: Teresa Haenggi
Sent: Wednesday, May 11, 2016 11:58 AM
To: Teresa Haenggi
Subject: FW: Yamanee

On Wednesday, May 11, 2016 11:47 AM, David Herbert <davidmather446@gmail.com> wrote:

May 11, 2016

Dear Commissioner

The proposed Yamanee Project at 25th & "J" Streets threatens our amazingly successful Sacramento Midtown, an area now flourishing thanks to years of hard fought battles to establish planning guidelines and policies that have allowed this diamond in the rough to become the place so many people in the Sacramento area are now attracted to.

Please do not approve the Yamanee project which will, not only radically change the wonderful neighborhood surrounding it, but will set a precedent for more of these out of place projects going forward.

I have owned and lived in my "F" Street home for 39 years. In 1976, my house was on the market for months. No one was interested. Now we know that Midtown is a magical place, a beautiful and fun place to live or visit. Let's not spoil what is working so well.

Dave & Emily Herbert
2004 "F" Street, Sacramento

Teresa Haenggi

From: Joel Silva <jsilva@gocapitalusa.com>
Sent: Wednesday, May 11, 2016 6:54 AM
To: Teresa Haenggi; jyeepdc@gmail.com; wangconnellypdc@gmail.com; matt@mrpe.com; phil.pluckebaum@gmail.com; ALofaso@sbcglobal.net; todd.s.kaufman@gmail.com; darryl.lucien@sbcglobal.net; lynnlenzi2@gmail.com; dcovill@cbnorcal.com; cburke.realestate@gmail.com; Bodipo50@gmail.com
Subject: New Building at 25th and J Street

I have been a Midtown resident for about two years, and I love it here. I support this project, and I don't understand why people are opposed to it. I love our mixture of old and new buildings, and I'm excited to see all the growth and development that has happened just since I've been here. The building's design is attractive, and J Street is the perfect place for it. I don't think the height is a problem at all, especially with the tall, concrete building across the street. If we want more people in Midtown, we have to build taller buildings, and 15 stories isn't that much, especially if the building also has shops and parking. It's also great that this will be a "green" building. I hope you approve this project. It will be a great addition to the neighborhood.

Joel Silva
Midtown Resident
209-471-9582



Joel Silva

Account Manager
1430 Blue Oaks Blvd, STE 260
Roseville CA 95747
Phone: 916-540-7247
Fax: 916-403-7406
Jsilva@gocapitalusa.com
www.gocapitalusa.com



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Teresa Haenggi

From: Southside Park Neighborhood Association <southsidepark@gmail.com>
Sent: Tuesday, May 10, 2016 10:55 PM
To: Bodipo-Memba Jose; Burke Cornelius; Covill Douglas; Kaufman Todd; Lenzi Lynn; LoFaso Alan; Lucien Darryl; Pluckebaum Phil; Rodgers Matthew; Wang-Connelly Jia; Yee Joe
Cc: Teresa Haenggi; Southside Park Neighborhood Association
Subject: SPNA Opposes Yamanee Project - on May 12 agenda Planning/Design

May 10, 2016

City of Sacramento

Planning and Design Commissioners

c/o 300 Richards Blvd., 3rd Floor

Sacramento, CA 95811

Re: P15-047 Yamanee Project Opposed by SPNA

Dear Chair LoFaso and Commission Members,

The Southside Park Neighborhood Association (SPNA) wishes to express its opposition to the Yamanee project as proposed for 25th and J Streets.

While it appears to be an attractive design, its height and density are not in conformance with the City of Sacramento's General Plan limitations for that location. The 2035 General Plan designates the J/K/L corridor east of 16th Street as 'Urban Corridor Low,' with a height limit of 65 feet to the plate and 78 feet to the roof peak and a FAR of 3. **Yamanee exceeds the height limit by 100 feet and has a FAR of 9.** It is a major violation of both the General Plan and the Zoning Code and, if approved, would send a message that the General Plan is merely a series of suggestions rather than a firm plan mandated by the state.

Fifteen-story buildings belong in the Railyards, River District, or Central Business District (CBD), per zoning and the General Plan.

Sacramento developed its 2030 General Plan (updated to 2035 in March 2015) through a long public process with multiple meetings, hearings, and negotiations involving numerous citizens of Sacramento and countless hours of volunteer time. It uses 'overlay zones' to clearly spell out limits on heights, densities, and uses throughout the City. For the Central City, the Plan accommodates increases in residential density while preserving the unique characteristics, sense of place, and historic resources that make existing neighborhoods and commercial corridors interesting and treasured. It requires taller, higher density residential buildings to be located in the CBD, Rail Yards and River District, where such height and density are appropriate and needed.

As you know, General Plans are required by the State of California, and their purpose is to guide and help control the development of a city or county over an extensive period of time. The Zoning Code is based on the General Plan. When done properly, General Plans provide the community – developers, investors, the general public, etc – with definitive information as to appropriate locations for certain types of projects. This strategy helps reduce harmful land speculation and potentially expensive fights over land use.

Approving a project like Yamanee in its proposed location is a blatant violation of the General Plan that so much public effort went into. How could citizens NOT feel that the public process is broken?

If Yamanee were ten or fifteen feet higher than allowed, we would not object. But it is 100 feet higher. We feel strongly that if the City approves Yamanee and tries to deny the next out-of-place project, that project developer could take the City to court (at taxpayer expense) and demand equal treatment.

By way of example, the city showed restraint regarding the R Street corridor, and it is proving to be a successful strategy. Developers had wanted to develop the R Street Corridor as mid- and high-rise office buildings. By contrast, local citizens envisioned a mixed-use area that included residences, and they fought to get the R Street Corridor Plan that is in place today. The 10th Street to 15th Street section of R Street is now lively, invigorated, and highly regarded. It took time to get there.

We are puzzled by how the entire community would benefit from a project like Yamanee to justify its non-conforming location. Our understanding is that it would not contain housing affordable to middle-class or lower-class income people – which are the categories of housing most desperately needed in the Central City. To cater exclusively to a higher-income population is not in the community's best interest.

We beseech you to look at this project through the eyes of long-time residents of the Central City, through the eyes of local citizens of modest income, and through the eyes of the many citizens who worked with the city on developing the General Plan. Please deny Yamanee its 25th and J Street location and encourage the developer to observe the current General Plan and zoning requirements that the community worked so hard on. Yamanee is out of scale and not appropriate for its proposed location.

Sincerely,

Southside Park Neighborhood Association
PO Box 1421
Sacramento, CA 95812
southsidepark@gmail.com

Teresa Haenggi

From: lotlpmail@gmail.com
Sent: Wednesday, May 11, 2016 10:36 AM
To: Bodipo-Memba Jose; Burke Cornelius; Covill Douglas; Kaufman Todd; Lenzi Lynn; LoFaso Alan; Lucien Darryl; Pluckebaum Phil; Rodgers Matthew; Wang-Connelly Jia; Yee Joe
Cc: Teresa Haenggi
Subject: PB15-047 on the May 12th Planning and Design Commission Agenda

City of Sacramento
Planning and Design Commission
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Dear Chair LoFaso and Commission Members:

Please deny the current application P15-047 Yamanee for the reasons stated below. We also wholeheartedly concur with the reasons for denial of the project so capably stated by long-time esteemed Midtown resident, Karen Jacques, in her email objection to you, dated May 8, 2016.

We are submitting our comments as a Midtown property and business owner since 1994, and more recently as residents since 2015. I second Ms. Jacques' insightful comments that if the Planning Commission were to abandon the hard fought and, to date, very successful current General Plan and Zoning Codes in order to approve this up-zoned project, it would have city-wide negative impact and reverberations on the ongoing efforts to make Sacramento a city with multiple types of desirable neighborhoods in which to live and work.

In 1994, we moved our business into a circa 1900 single family residence that had seen better days: Its interior long divided into small business office rentals. The neighborhood on the west side of Midtown and on the backside of Capitol Park then was still mostly single two-story residential structures, but the residential properties were barely fighting off conversion into all-business office rooms to lease and multi-story apartment blocks. The neighborhood grocery store on our street at that time was there mostly for the purpose of selling alcohol, with little provision of food or family needs to the locals. We can hardly remember any times that we shopped there – just across the street – for any grocery items needed by our family. The activity on Capitol Avenue as viewed from our upper floor office windows was largely of desperate men and woman going about making their living from prostitution activities, and of the concomitant policing activities that accompanies such. We watched it all! When we bought our property as my offices in 1994, we would have never envisioned that there would come a time that we could consider converting our commercial property back into a residential home for our or any other family to live in. Family living was for someplace else; far away from the rough and tumble of Midtown.

But, when we retired over a quarter century later, my wife and I felt that the changes to Midtown brought about by the 2035 General Plan and Zoning Codes long-range planning efforts of Midtown residents like Ms. Jacques, working with visionary civil and political leadership with a view to long range planning, made Midtown a place where we were comfortable reverting our building back to its original status as a residence for us to live in. We now live where we would have never considered living before – in the midst of a vibrant mixed use residential and commercial area. While the Yamanee project proposal is on the East side of Midtown, the idea that such a 15 story building could be developed under the 2035 General Plan and Zoning Codes inside any perimeter of Midtown was unfathomable. The prospect that the long range plans and codes could be up-zoned to such heights would have certainly caused us to reconsider the decision to re-convert and remodel (at a great expense,) and live in a two-story house on the western perimeter of Midtown, for all the reasons that Ms. Jacques states.

I quote Ms. Jacques: "Yamane would be a wonderful project if it were located in the CBD, Rail Yards or River District. If located in Midtown, or any part the Central City outside the CBD, the damage it could cause far exceeds any benefits it might offer. Please respect the General Plan and Zoning Code and the extensive public input that went into developing them. Please deny the Yamanee project and direct the applicant to develop a project that is in conformance with the 2035 General Plan and Zoning Code."

In summary, as members of the Midtown Neighborhood Association, we disagree with the Association's stance in support of the project and urge you to deny the project as inconsistent with the 2035 General Plan and current Zoning Codes which have and are transforming Midtown into a desirable mixed use area without resort to up-zoned and out-of-proportion 15-story high-rise buildings.

Thank you for your kind consideration.

Sincerely,

Thomas L. Plumb
Maria Reyes

Teresa Haenggi

From: Teresa Haenggi
Sent: Wednesday, May 11, 2016 12:24 PM
To: Teresa Haenggi
Subject: RE: YAMANEE PROJECT P15-047

City of Sacramento
Planning & Design Commission
300 Richards Blvd. 3rd Floor
Sacramento, 95811

RE: PROJECT P15--047 Yamanee Project

Dear Hair LoFaso & Commission Members:

I am writing to urge this Commission to deny this project!

I am a Midtown homeowner and see this as very poor City Planning when this project is not in accord with the City's General Plan for the JKL corridor, exceeds the height limit, as well as the zoning codes. It will have an imposing impact on the area, not a complementary blending-in. Cities begin at the sidewalk!

The other problem, I see, is the demolition of a functioning, viable quarter block. Of course, the Midtown Neighborhood Association is going to favor this project as they see it bringing more business to their neighborhood businesses.

The construction costs of a 16 story building are much higher, as you all know, then 6 stories or less, wood verses steel, therefore the rents will be higher. This would then be a questionable successful project. A good example of a successful apartment building is the 6 story Powerhouse Apartments on 16th & P Streets, with its innovative parking garage, and views of Fremont Park.

Yours in Preservation,

Kathleen Green
2010 Vizcaya Walk
Sacramento 95818

Teresa Haenggi

From: Matthew Piner <professorpiner@gmail.com>
Sent: Wednesday, May 11, 2016 2:53 PM
To: wangconnellypdc@gmail.com; matt@mrpe.com; jyeepdc@gmail.com; Bodipo50@gmail.com; ed@loftgardens.com; dcovill@cbnorcal.com; burchillcitypc@gmail.com; cburke.realestate@gmail.com; darryl.lucien@sbcglobal.net; kimjoanmc@att.net; phil.pluckebaum@gmail.com; todd.s.kaufman@gmail.com; ALofaso@sbcglobal.net; Teresa Haenggi; Evan Compton; Steve Hansen; Mayor of the City of Sacramento, Kevin Johnson
Cc: Bruce Monighan
Subject: Fwd: Yamanee Building - P15-047 - and "The Solar Envelope: How to Heat and Cool Cities without Fossil Fuels"
Attachments: The Solar Envelope- How to Heat and Cool Cities without Fossil Fuels.pdf; ATT00001.txt

Dear Commissioners and Esteemed public servants -

If you could please reply to acknowledge receipt?

Some of you may know me - I serve on the Preservation Commission and I've lived in midtown for about 27 years. I also have been teaching as an Adjunct Professor in Architecture at Cosumnes River College since 2010 - an "Intro to Green Building" course where we address "Heating Cooling, Lighting - Sustainable design methods for Architects".

I am forwarding an Email I sent over a month ago to Teresa, the planner in charge of this project, and I believe you may have it in your folder.

I may not be able to attend the meeting tomorrow night (ironically, it conflicts with our Neighborhood Assoc. Board meeting), but I wanted you to have this information - especially the attachment, which I believe did not make the folder.

This will be a doozy of a meeting, an interesting and bold project that has raised many voices both in support and opposition!

I suppose if I had to choose a position, it would be to oppose - mainly due to the extreme deviation from the General Plan and that I believe that adverse affects will be more likely from this project than community benefit. The financial aspects of land speculation is also a very real issue.

It's what I call a "4th Dimensional" issue, as besides the size of the project we have to consider the effects over time.

The attached pdf entitled "The Solar Envelope: How to Heat and Cool Cities without Fossil Fuels" is meant to raise the stakes of this debate about a single project into that of a greater one about how we plan and shape our city going forward. Every project presents a window of opportunity to affect the next 100 years for better or worse. This one presents an opportunity to discuss even bigger goals and issues.

I believe this (Solar Envelope) analytic and methodical approach is the high road to a better outcome and will do the most to truly address the issue of how we can plan and actually affect a better future - in regards to the very real and growing effects of Climate Change that affects us all. We owe this thoughtfulness to our Children.

We can't do this one building at a time - we have to have a bigger, better and more intelligent strategy.

Begin forwarded message:

> From: Matthew Piner <professorpiner@gmail.com>
> Subject: Yamanee Building - P15-047
> Date: April 6, 2016 at 3:55:01 PM PDT
> To: Teresa Haenggi <THaenggi@cityofsacramento.org>
> Cc: Matthew Piner <SactoMNA@gmail.com>

> Dear Teresa and to Whom it concerns:

> I am Matthew Piner, I live on the 2500 block of Capitol Avenue in midtown.

> Our Neighborhood Association (Midtown or MNA) has written a letter of support for the project that also reflects the spectrum of opinions and concerns from our community.

> I recused myself from discussions (I'm on the MNA Board as past Chair) since Ryan Heater, the Owner/Developer, is a potential client for me on a different project.

> This was really difficult, honestly, since I am an architect, long time resident in midtown (since 1989) and I really love my City. It was hard to hold my tongue (!) but I felt it was appropriate given the "appearance" at least of a conflict of interest from an ethical standpoint. Ryan was kind enough to hear out and respond to me privately about many of my concerns, so I did have that...

> While I do not outright oppose this project, I have serious concerns about what we have as a planning process for our City. The General Plan allows review on a case by case basis, and by Entitlement we allow some (in this case extreme) deviations to the General Plan if enough Community Benefit can be supposed or derived.

> I do want to mention that the issue of housing that regular working people can afford is sorely lacking in Midtown and across our City - not addressed by this project and a discussion for another time.

> I won't comment on either the benefits or liabilities of this project, long or short term (I'm sure there are enough voices already for that) - and we'll hope for the best if it actually gets funded - but I do question the fundamental notion that a huge building can block out the sun, especially in winter months. Access to sunlight, and even to blue sky, means everything to humans and other living things - from plant growth to issues of depression (S.A.D.), to warmth (passive solar heat gain), generation of electricity and hot water, outdoor living (combined with issues of shading), etc. It is the seasonal rhythm of our planet that needs to be embraced and considered as we plan, design and build our City.

> The attached article on Solar Envelope Design and principles - is something I feel our Planners and Planning Commission need to be aware of if they are not already.

> It does have a lot of great illustrations and pictures!

> This approach is a methodology of planning and design that uses seasonal and daily solar geometry to derive form - such that one property does not excessively shade another. It can also be the basis for establishing "Solar Rights" which is a whole area of legal access to sun that I don't know enough about to comment, but it is an area of legality that has emerged as more and more buildings are designed with solar based features for energy and daylighting.

> I believe for us to be a great City as a whole, we have to use the best intelligence in planning and not simply leave it up to whatever applications come across the counter.

> These principles are based on the notion of "How to Heat and Cool Cities without Fossil Fuels" that have been around for thousands of years, adopted all over the world by various civilizations in truly great cities. This is a high road to design and planning that is hard to argue with. With today's computer capabilities to do massing studies and sun angle analysis, we have no excuse not to bring this aspect of planning and design into the conversation - whether by mandate or incentive. It at least deserves to be in the conversation.

- > Can you please share this with your Planning staff? May I send it to the Planning and Design Commission members or can you forward this?
- >
- > I already shared it with the Developer to share with his design team, although I don't expect they will adopt any of these concepts for the design!
- >
- > Thanks,
- > Matt Piner
- >
- > Matthew Piner
- > pinerworks@sbcglobal.net
- >
- > Office: 916-444-7115
- > Cell: 916-802-7863
- >
- >
- > Look deep into nature, and then you will understand everything better.
- > Albert Einstein

Resilience

Published on *Resilience* (<http://www.resilience.org>)

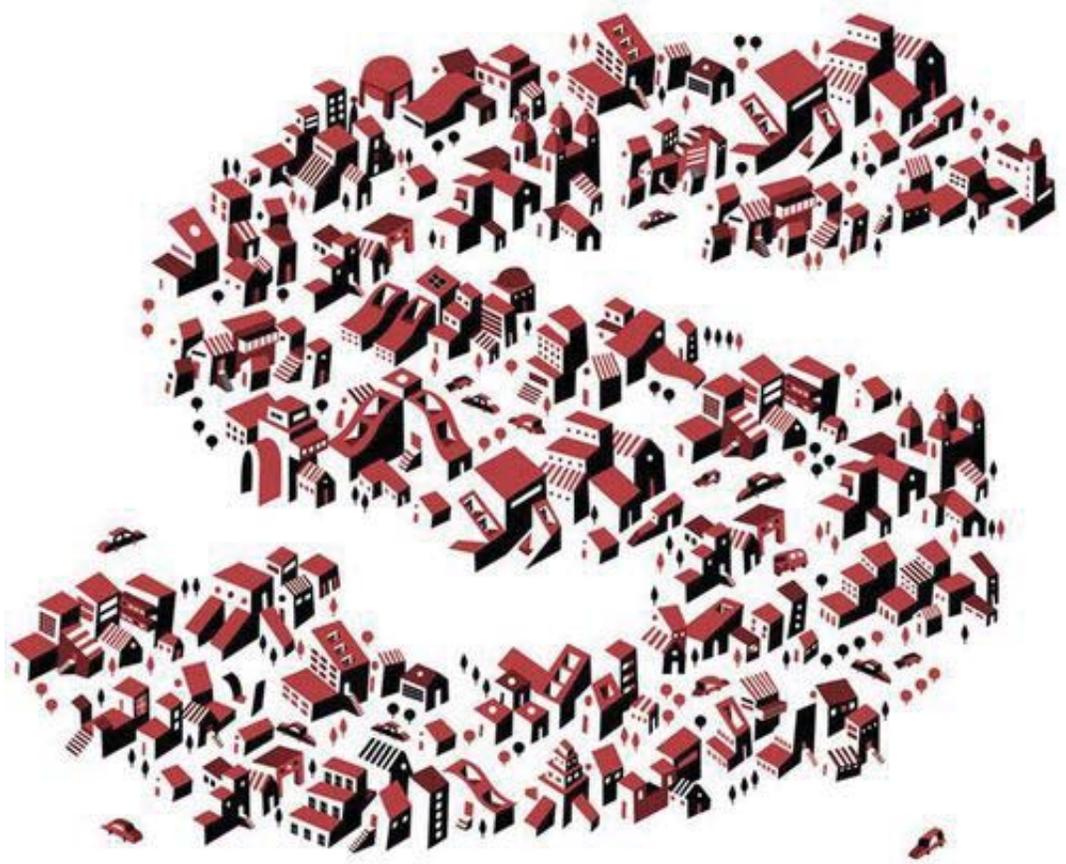
The solar envelope: how to heat and cool cities without fossil fuels

Published by Low-tech Magazine on 2012-03-26

Original article: <http://www.lowtechmagazine.com/2012/03/solar-oriented-cities-1-the-solar-envelope.html> by **Kris De Decker**

Architects all over the world have demonstrated the usefulness of buildings which are heated and cooled by design rather than by fossil fuel energy. What has received much less attention, however, is the possibility of applying this approach to entire urban neighbourhoods and cities.

Designing a single, often free-standing, passive solar house is quite different from planning a densely populated city where each building is heated and cooled using only natural energy sources. And yet, if we want passive solar design to be more than just a curiosity, this is exactly what we need. Modern research, which combines ancient knowledge with fast computing techniques, shows that passive solar cities are a realistic option, allowing for surprisingly high population densities.



Passive solar design requires the knowledge to design and orientate buildings so that they can be heated by the sun. Coupled with other low-tech solutions such as [thermal underwear](#) and [oven stoves](#), passive solar design could all but eliminate the use of fossil fuels and biomass for heating buildings throughout large parts of the world. Indirectly, a passive solar house can also cancel the energy requirements for cooling and ventilation (passive cooling), and for lighting during the day. Of course, passive solar buildings can be outfitted with solar water heaters and PV solar panels, further reducing the use of unsustainable energy resources.

Passive solar design does not involve any new technology. In fact, it has been around for thousands of years, and even predates the use of glass windows. For most of human history, buildings were adapted to the local climate through a consideration of their location, orientation and shape, as well as the appropriate building materials. This resulted in many vernacular building styles in different parts of the world. In contrast, most modern buildings look the same wherever they stand. They are made from the same materials, they follow forms that are driven by fashion rather than by climate, and are most often randomly located and oriented, indifferent to the path of the sun and the prevailing wind conditions.



Modern buildings rely on a massive supply of cheap fossil fuels for heating, cooling, and lighting. Take the supply of cheap fossil fuels away, and they become completely uninhabitable for most of the year: they are too cold, too hot or too dark. This radical change in architectural design was caused by both the arrival of cheap and abundant energy sources and the resultant urbanisation. The Industrial Revolution relocated millions of people from the countryside to the cities. When most of us lived and worked on farms or in hamlets, it was fairly easy to orientate

one's house towards the sun. In an urban environment, however, building orientation is generally determined by street layout, and one building can easily overshadow another. High-rise buildings further complicate solar access.

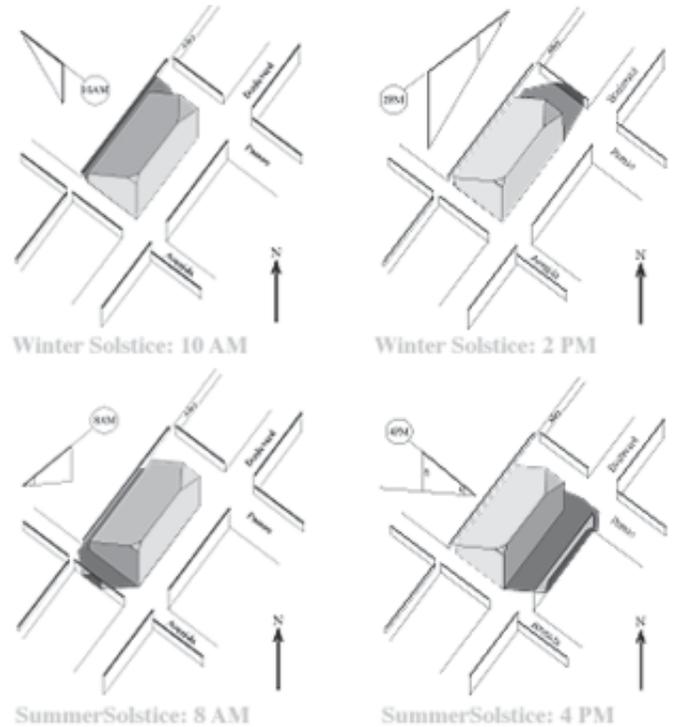
From solar oriented buildings to solar oriented cities

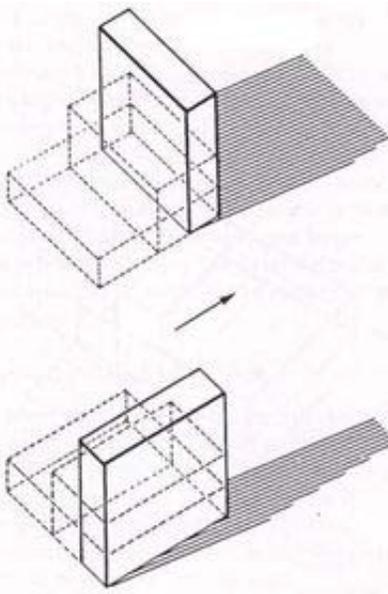
This does not mean that passive solar design could not be applied to entire cities. It just takes more sophisticated planning. Solar access to an individual building is determined by only four factors: latitude (the distance north or south from the equator), slope, building shape and orientation.

Solar access to a city (or any other built-up environment) is determined by *seven* factors: the four just mentioned, plus the height of the buildings, the width of the streets, and the orientation of the streets. Providing ventilation in an urban environment is determined by the same factors, with the exception that latitude is replaced by prevailing wind conditions.

While most research in passive solar design during the 1970s was directed at individual buildings, one man began forty years of research into solar oriented cities: Ralph Knowles, professor emeritus at the USC's School of Architecture and author of three fascinating books on the topic ([1974](#), [1981](#), [2006](#)).

Knowles developed and refined a method that strikes an optimal balance between population density and solar access: the "Solar Envelope". It is a set of imaginary boundaries, enclosing a building site, that regulate development in relation to the sun's motion -- which is predictable throughout the seasons for any place on Earth.





Buildings within this imaginary container do not overshadow neighbouring buildings during critical energy-receiving periods of the day and the season, and assure solar access for both passive and active solar systems. On the one hand, the solar envelope allows architects to design with sunlight without fear that their ideas will be cancelled out by future buildings. On the other hand, the solar envelope recognizes the need for development and high population densities, by defining the largest container of space that would not cast shadows off-site at specified times of the day.

Knowles and his students have reached densities that are far above the average in European and American cities, with the exception of high-rise centers such as Manhattan.

Modification of traditional zoning practices

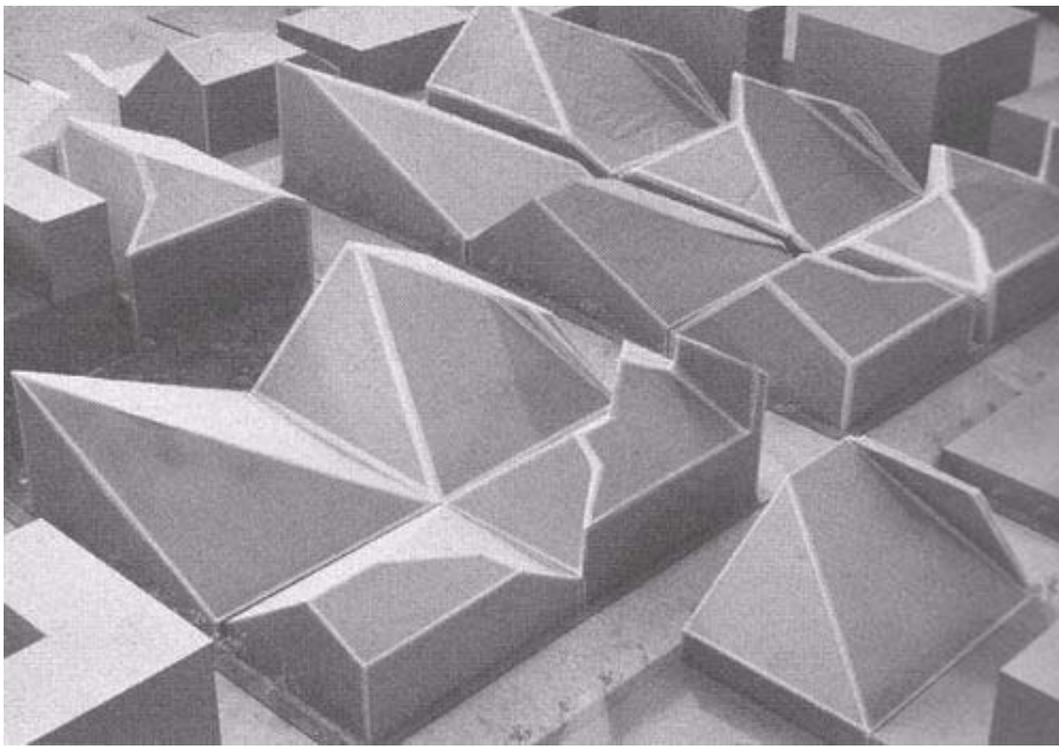
The solar envelope is actually a relatively simple modification of existing zoning practices, which also set imaginary boundaries that enclose a building site -- determining the maximum height, width and depth of future buildings. The most

rigid approach in conventional zoning prescribes maximum building heights, set in feet or metres, number of floors, or both. A second, more flexible approach, sets limits based on a ratio between developable land and floor area within the building on that site. For example, a floor-to-area ratio (FAR) of 6 means that architects can develop 6 times the developable square footage of land within the setbacks. They could cover the entire site with 6 stories, or cover only half of the site with 12 stories, for example.

Although both zoning methods offer a certain degree of solar access in a city, they are far from optimal. The main problem is that they do not design building orientation with its solar impact in mind, which can be as critical as building height. For example, a skyscraper with its broad flat sides facing east and west will cast a relatively small midday winter shadow, while one oriented with its broad flat sides facing north and south will shade a much larger area during the sunniest periods of the day (illustration above). Taking orientation into account would greatly improve solar access for surrounding buildings, without sacrificing housing density.

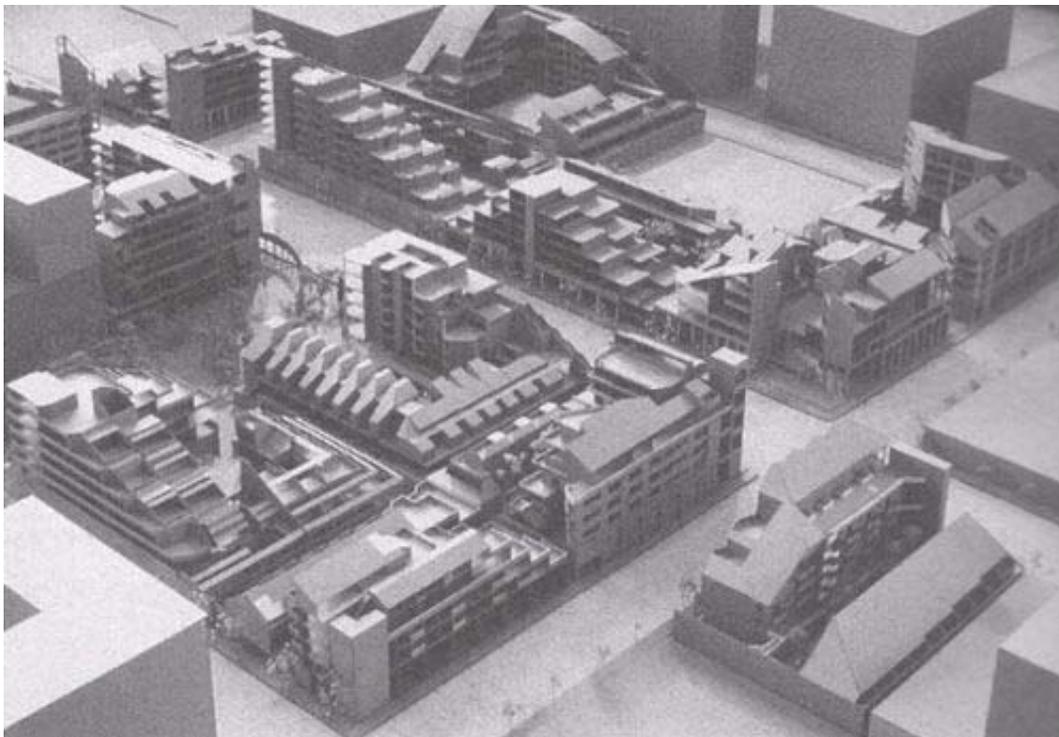
The geometry of the solar envelope

Compared to conventional zoning practices, the solar envelope produces a different geometry -- the limits of the envelope derive their vertical dimensions from the sun's daily and seasonal movements. Thus, while conventional zoning envelopes are shaped like a box, the solar envelope has both vertical and sloping spaces.



Solar envelopes on the Spanish street grid system in Los Angeles. Ralph Knowles.

As a result, the buildings and city blocks that fill these imaginary solar envelopes are more likely to have unique shapes. One side of a building would not look like the other, nor would each side of the street. In the northern hemisphere, development would tend to be lower on the south side of a street than on the north where a major southern exposure would be preserved. Streets take on a directional character where solar orientation is clearly recognised.



Buildings within the solar envelopes shown above. Ralph Knowles.

Adjacent buildings can meet each other gently, rather than abruptly, across property sidelines. Tall buildings would group together at the site's southwestern end, and those of moderate height at the northeastern end, with the shortest buildings taking up the site's midsection. Buildings on corner lots will be taller because their shadows can extend

across the street in two directions instead of one.

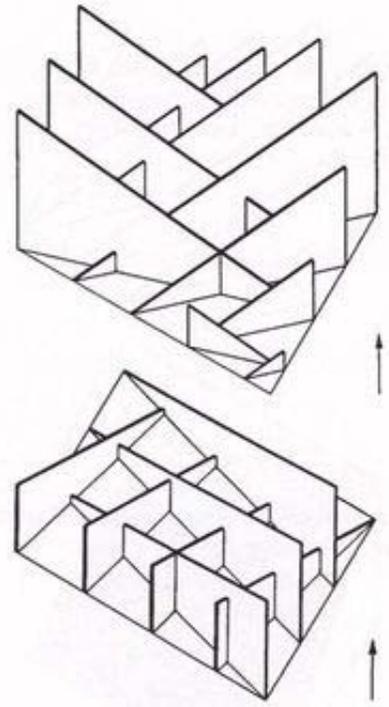


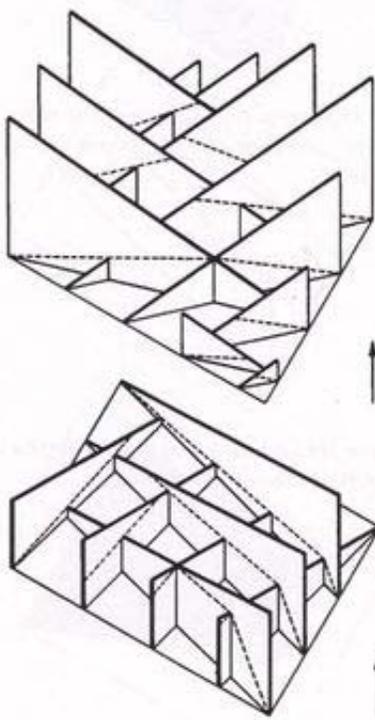
Building designs under the solar envelope are characterised by roof terraces, courtyards and clerestories. Ralph Knowles.

Within the solar envelope, certain architectural characteristics have great consistency. For instance, roof terraces appear where the sloping sides of the envelope intersect the rectilinear geometry of buildings. Courtyards are another crucial element, as they introduce sunlight and heat to deep interiors. Clerestories allow for the penetration of winter sun down stairways to enliven otherwise darker, lower floors. Sunscreens and porches are everywhere, keeping the sun out in summer.

Defining solar access

The solar envelope is not only defined by the path of the sun, but also by fixed parameters set by the designer. Choosing these will determine the balance between solar access and development potential.





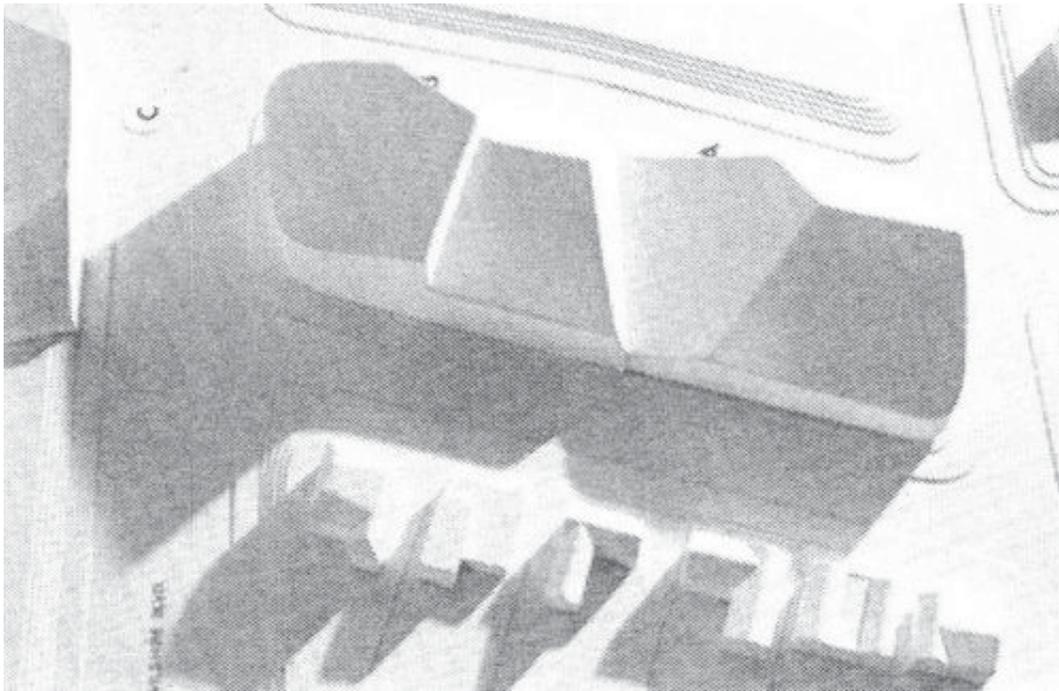
The most important choice is the definition of the hours during which we want to avoid casting shadows on adjacent land -- the 'cut-off times'. The longer the period of daily solar access, the smaller the developable volume under the envelope. Obviously, setting the cut-off times as equal to the period between sunrise and sunset would not work, because in that case few or any buildings could be constructed. For passive solar design, a minimum of 4 to 6 hours per day in winter is considered practical, depending on the climate.

The duration of solar access could also be set by a minimum percentage of available energy instead of determining a minimum hours of sunshine. In that case, cut-off times would change over the course of the year. Another parameter to be set is the 'shadow fence'. It determines the minimum height to which solar access has to be assured; for instance zero, 3 or 6 metres above street level. For example, one can choose to allow shadowing of garages and shops in order to improve the density under the solar envelope.

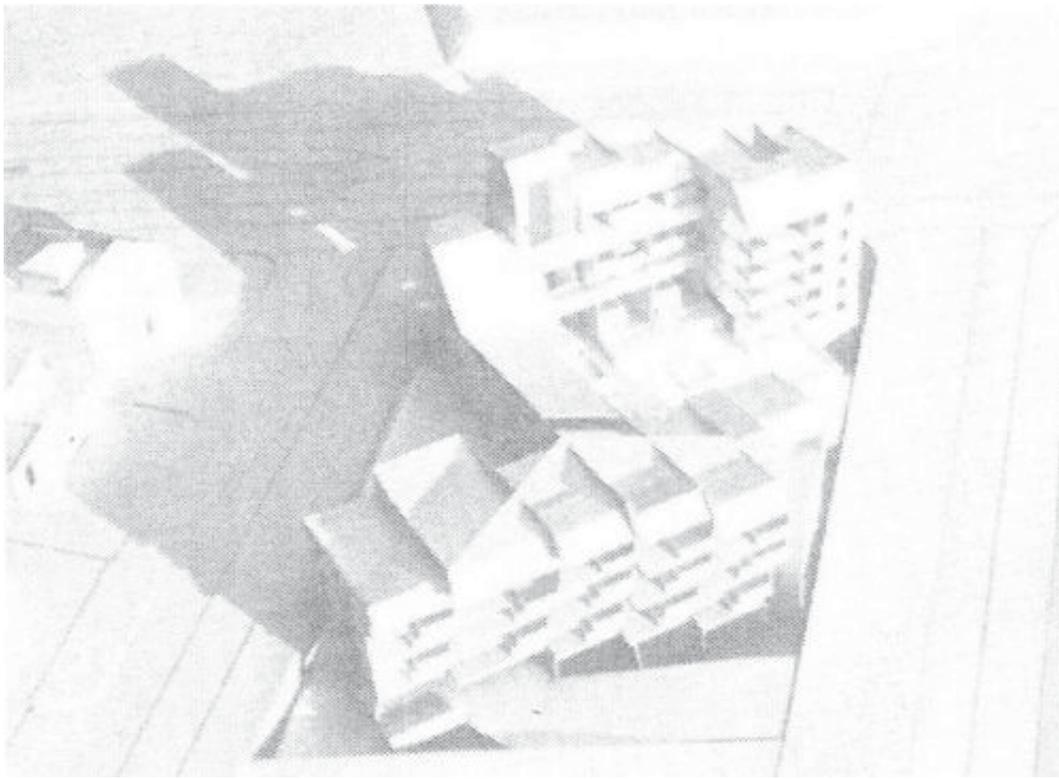
What about existing buildings?

Solar envelopes can be designed for individual buildings or as a single envelope for a group of houses, a neighbourhood, a district or even an entire city. This is a rather straightforward process when a site is being designed from scratch, but often current buildings will complicate the generation of a solar envelope. When

the solar envelope is applied in line with existing buildings, new construction would always be shaped and proportioned with reference to the old. Each new phase of development changes the surroundings and thus the context within which the next envelope is generated.



A solar envelope casting its maximum shadow in winter. The smaller, previously built houses retain their solar access. Ralph Knowles.

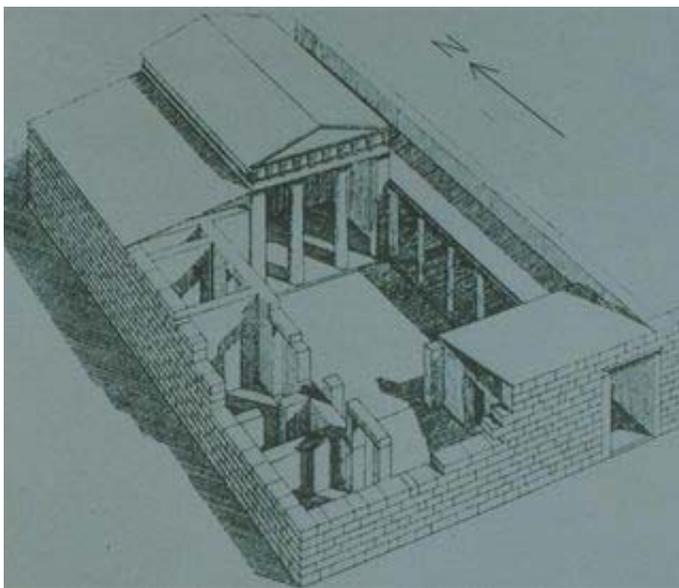


One of the building designs within the solar envelope shown above. Ralph Knowles.

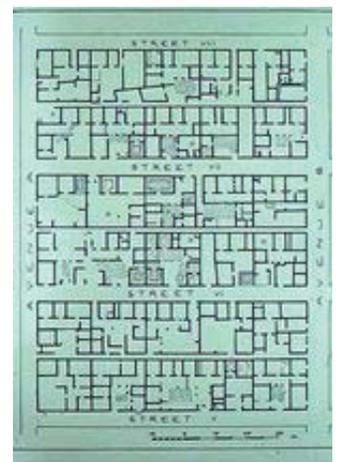
It is important to note that the solar envelope only protects neighbouring properties. It is the architect who must ensure solar access to the buildings within the envelope, tackling problems of overshadowing within the envelope itself. For larger sites, the volume of a solar envelope is therefore larger than the volume of the buildings that actually fill it, at least when solar access is assured to all dwellings on site.

Solar oriented cities in Antiquity

Knowles' research draws on ancient knowledge, most notably the solar planned cities in Ancient Greece and the solar communities of the Ancient Pueblo People in what is today the Southwestern United States. The Ancient Greeks built entire cities which were optimal for solar exposure.



In the fifth century BC, for example, a neighbourhood for about 2500 people was built in the city of Olynthus. The streets were built perpendicular to each other, running long in the east-west direction (the horizontal streets shown in the plan), so that all houses (five on each side of the street) could be built with southern exposure.



A gridirion street plan oriented at the cardinal points was not new at the time, and neither is it proof of a design aimed at maximum solar exposure. But the Greeks did more. In "[A Golden Thread: 2500 Years of Solar Architecture and Technology](#)", Ken Butti and John Perlin note that all

houses were consistently built around a south-facing courtyard:

"The houses that faced south on the street and south to the sun were entered through the court, straight from the

street. The houses that faced north to the street and south to the sun were entered through a passageway that led from the street through the main body of the house and into the court, from which access was gained to all other spaces."

In keeping with the democratic ethos of the period, the height of buildings was strictly limited so that each courtyard received an equal amount of sunshine:

"In winter, rays from the sun traveling low across the southern sky streamed across the south-facing courts, through the portico, and into the house - heating the main rooms. The north walls were made of adobe bricks one and a half feet thick, which kept out the cold north winds of winter."

Another obvious example of Ancient Greek solar planning was Priene (illustration above), rebuilt in 350 BC and located in present-day Turkey. The city had about 4000 inhabitants living in 400 houses. Its buildings and street plan were similar to those in Olynthus, but because the city was built on the slope of a steep mountain, many of the fifteen secondary streets (running north-south) were actually stairways. The seven main avenues were terraced on an east-west axis.



Native Americans

The Ancient Pueblo People or "Anasazi" built a number of sophisticated solar oriented communities during the 11th and 12th centuries AD in what is now the Southwestern United States: Long House at Mesa Verde, Pueblo Bonito in Northern Mexico and the "sky city" of Acoma.



Illustration of Acoma Pueblo, by Gary S. Shigemura (from "Energy and Form", Ralph Knowles).

These communities followed a different building style than that of the Greeks. The Ancient Pueblo People constructed terraced buildings of up to three floors high. These were buildings that would fit perfectly in a solar envelope with slanting lines. Acoma pueblo (illustration above) is one example of these orderly, solar planned communities. It consists of three rows of houses built along streets running east and west, so that each building faces south. The streets that separate the houses have a width that allows winter shadows to cover the whole of the adjoining street, stopping just before the following row of buildings.

Heliodon

Knowles' research combines the best elements of these historical designs and incorporates modern technology that greatly facilitates the generation of a solar envelope. The [heliodon](#), invented in the 1930s, is a contraption that creates a geometrical relationship between an architectural scale model and (a representation of) the sun. More recently, software versions of the heliodon have made the technology much more affordable, while allowing for the fast generation of even very complex solar envelopes.



On larger sites in particular, and when already existing buildings complicate the generation of a solar envelope, the available computer software saves time and can result in more building volume.

The Ancient Greeks resorted to passive solar design mainly because of acute firewood shortages, but there was an additional reason: they believed that solar heat was good for human health. When solar access in cities regained attention in the western world during the urbanisation of the nineteenth and early twentieth centuries, health was the one and only motivation.

The Industrial Revolution brought plenty of cheap energy, but also plenty of disease. Millions of people ended up in overcrowded buildings in narrow streets. These neighbourhoods were soon ravaged by lethal epidemics such as tuberculosis, cholera, smallpox and typhoid fever. Most medical experts were convinced that these illnesses were caused by a lack of fresh air and sunshine.

In his 1893 book "[Healthy Hospitals](#)", Douglas Galton wrote:

"Second only to air, is light and sunshine essential for growth and for health; and it is of Nature's most powerful assistants in enabling the body to throw off those conditions which we call disease. Not only daylight, but sunlight; indeed, fresh air must be sun-warmed, sun-penetrated air. The sunshine of a December day has been recently shown to kill the spores of the anthrax bacillus."

In 1854, Richard Snow famously observed that an outbreak of cholera could be traced back to the drinking of contaminated water at a public well, proving that the most devastating disease was not caused by foul air or a lack of sunshine but by germs in drinking water. However, it would take half a century more before his theory was generally accepted. Furthermore, some ailments were indeed cured or alleviated by sunshine and fresh air. For example, rickets, a bone deforming disease endemic among children in nineteenth-century cities, was caused by a lack of sunshine.

At the turn of the century, doctors in Europe and in the US began promoting sunbathing to help prevent the disease. Interestingly, while Knowles initiated his research into the solar envelope purely for means of energy conversion, he gradually changed his priorities, aiming to improve the quality of life instead, of which he considers energy conversion to be just a part (see his [latest book](#) in particular).

Solar access in nineteenth-century cities

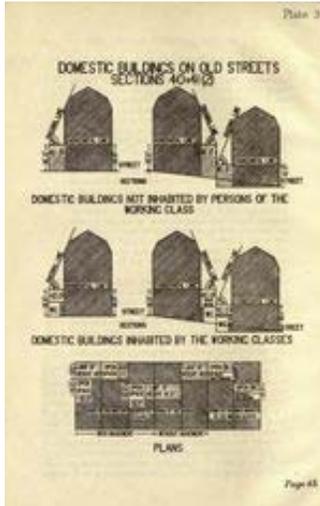
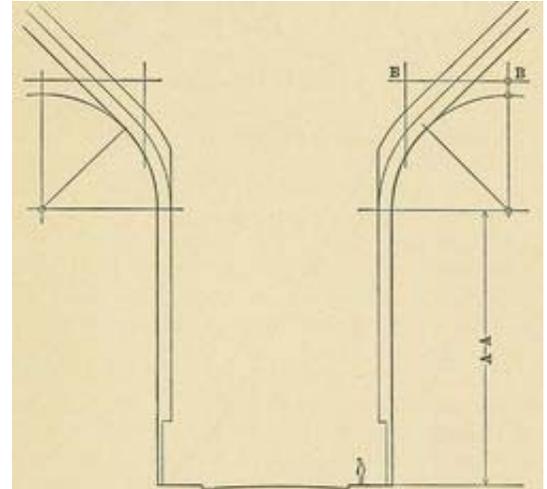


In order to ensure solar access and fresh air, many cities in Europe and in the United States enacted a variety of building codes between the 1850s and the 1930s. Although Knowles does not talk about this period, it is interesting to compare these earlier zoning practices to the solar envelope. Most of the building codes were related to building height and street width. Boston architect William Atkinson, who was one of the advocates of passive solar design at the time, saw the limitations of these codes and pointed out that building shape was equally important -- controlling it could actually improve development potential and solar access alike.

In his 1912 book "[*The Orientation of Buildings, or Planning for Sunlight*](#)", he writes:

"The method of limiting the height of buildings by a horizontal plane, either at a fixed height, or at a height proportional to the width of the street, is simple in application but is not scientific, since it assumes that what is the proper height for the front wall or facade is also the proper height for the rear portions of the building."

"Whereas, as a matter of fact, the rear portions may well be allowed to rise to a greater height, in proportion to their distance back from the street line. The height of the building should be limited by a slanting line drawn from the opposite side of the street at a certain angle."

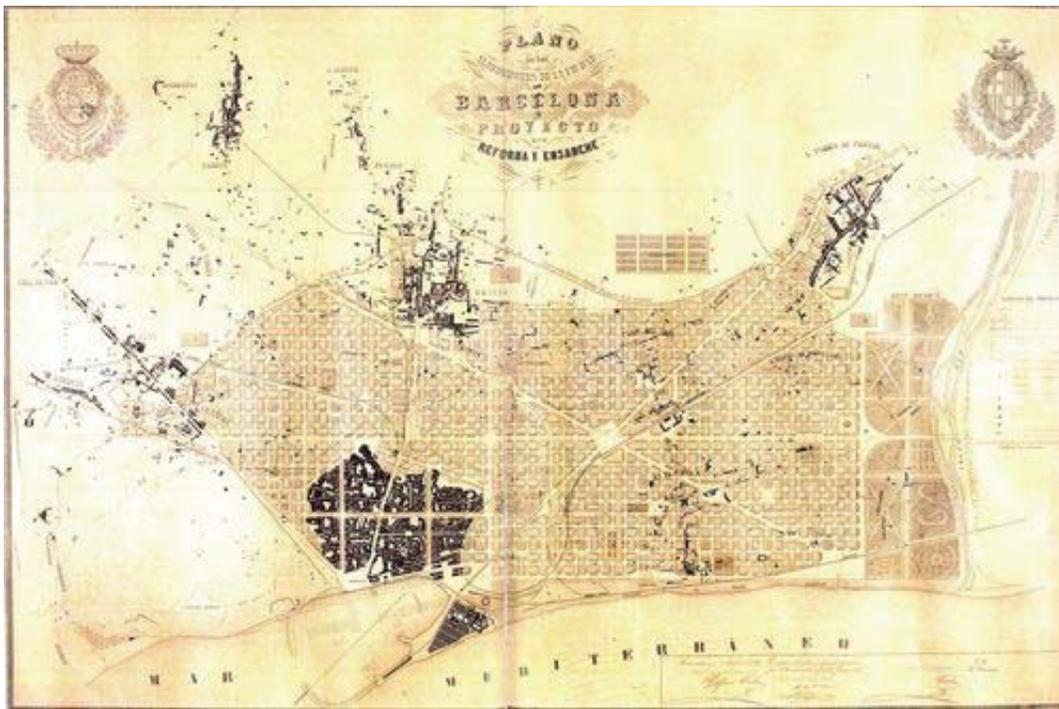


Atkinson was inspired by the 1902 building laws of Paris (an adaptation of the original building codes made by Haussmann), which not only contained rules about street width and building height, but also introduced a code regulating building shape. The illustration above (taken from Atkinson's book) shows that the facade of a Paris building (the vertical A-A line) could not be higher than 20 metres, while the attics above (of which the height was also determined by street width but could not surpass 10 metres) were curved.

This made it more likely for sunlight to penetrate the lower parts of the building on the other side of the street, while maximizing housing density. England's capital had somewhat similar building codes since the [1894 London Building Act](#), though prescribing slanting roofs instead of curved ones (illustration on the left). The tiered skyscrapers that appeared in the US following the [1916 Standard Zoning Enabling Act](#) also regulated building shape, although the sheer height of the buildings was unfavourable for solar access.

The Barcelona Eixample

The most interesting example of nineteenth-century solar city planning is the Barcelona "Eixample" (Catalan for "enlargement" or "expansion"), designed by Ildefons Cerdà i Sunyer. The Barcelona Eixample (home to the [Sagrada Família](#) and other famous Gaudí monuments) can be considered the largest solar-planned neighbourhood in existence. Moreover, its history exemplifies the tension between solar access and developmental needs.



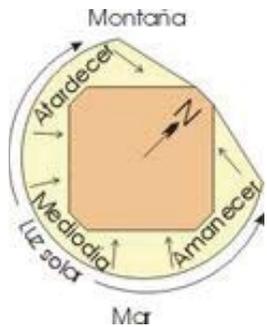
Unlike Baron George-Eugène Haussmann in Paris, Cerdà did not have to demolish Barcelona to adapt the city to the massive immigration flow of the period. Medieval Barcelona (the large dark blob on the map below) was surrounded by a large open plain with only a few small villages at the outskirts (also in black). In the 1850s, Cerdà designed a large 'checkerboard' street plan surrounding the old city centre and annexing the periferial towns. The neighbourhood, which today has an area of 7.46 km², consists of streets 20 metres wide (65.5 ft), intersected by a few boulevards 50 metres wide (164 ft), and very large city blocks measuring 113 x 113 metres (370 x 370 ft).



Cerdà intended to maximize solar access (and ventilation) to every apartment in four ways. Firstly, he limited building height to 16 metres (52.5 ft) for streets 20 metres wide. Furthermore, he mandated that city blocks could only be built up on two instead of four sides, either parallel to each other or in the form of an L (illustration on the

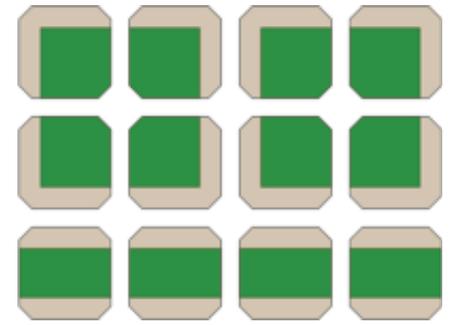
right, below). This enabled the creation of large interior spaces and introduced sunlight and fresh air at both sides of each building.

Thirdly, all city blocks have truncated corners, further improving solar access. Lastly, he decided not to lay the street grid on the cardinal points, but diagonal to it. As we will see shortly, this gave all apartments access to sunlight during the day, while offering all streets shadow throughout the day.

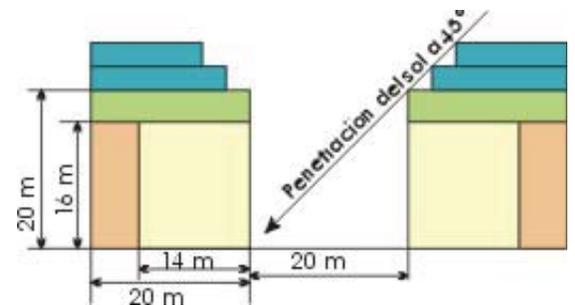


Only the truncated corners and the orientation of the streets survived one hundred and fifty years of history. Cerdà's plan received much criticism at the time. The main reproach was that the design wasted too much valuable building space and thus money.

Within years, all four sides of every octagonal city block were built up. Even most of the smaller interior spaces that resulted from this were filled, albeit with low buildings so that solar access at the rear facades remained more or less intact. Gradually, the laws regarding building height were relaxed, from the original 16 metres (52 ft) to almost 30 metres (98 ft).



However, as can be seen in the diagram on the right, solar access was retained on all floors of the buildings on the other side of the street by placing the top floors somewhat further back -- in fact, producing a terraced building similar in shape to those of the Native Americans. In this way, developers looking for financial profit actually improved housing density without negatively impacting solar access.

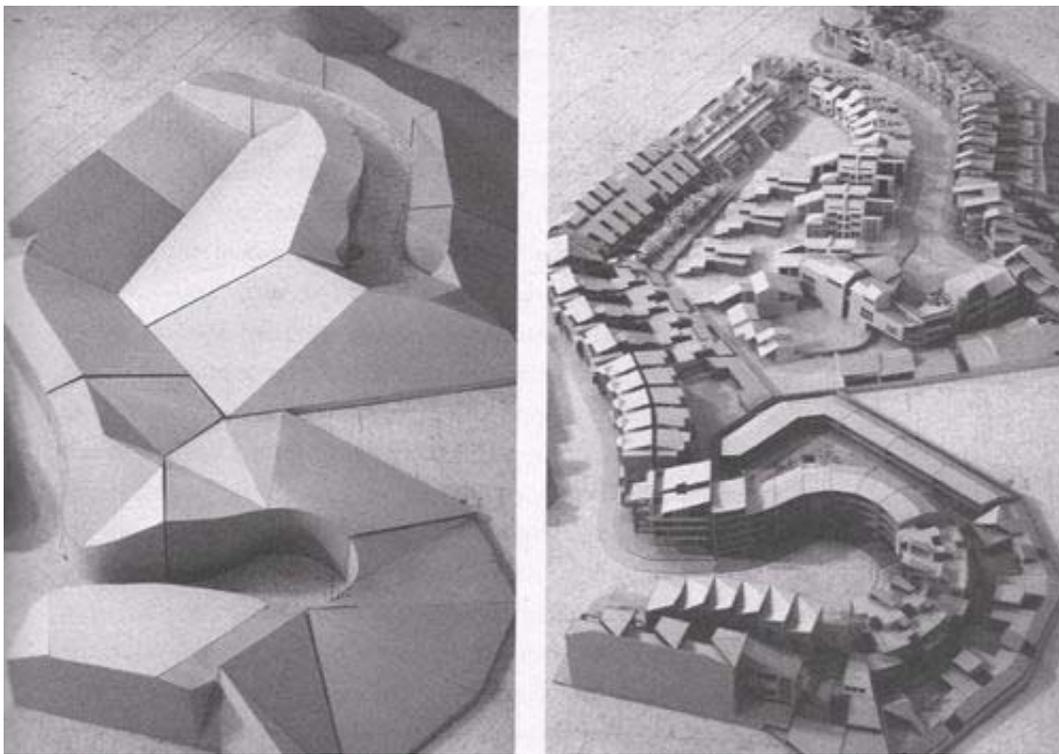


The terraced upper buildings and the truncated corners in Barcelona, as well as the curved roofs in Paris and the slanted roofs in London, can all be considered embryonic steps towards Knowles' solar envelope. However, he improved the concept substantially in two ways. Firstly, he applies the idea of the sloping line to the whole building, not just the roof or the upper floors. Secondly, his slanting lines coincide precisely with the rays of the sun, which was not necessarily the case in these earlier examples. To add to this, the earlier building codes produced monotonous architectural forms and street views, while the buildings under the solar envelope can be diverse, depending on their specific location and surroundings.

The solar envelope and street orientation

The size and shape of a solar envelope is influenced by the orientation of the streets. In the US, city layout is usually based on orderly subdivisions that have geometricised the land. Typically, throughout the midwest and the west, streets run in line with the cardinal points so that rectangular blocks extend in the east-west and north-south direction of the Jeffersonian grid (or US Land Ordinance, enforced in 1785).

In the southern US, as well as in large parts of Latin America, a similar grid appears, with the difference that it is oriented diagonally at the cardinal points, with streets extending northeast-southwest and northwest-southeast. These grids were laid out according to the Law of the Indies, a manual for the construction and administration of colonial communities compiled by the King of Spain in 1573.



Solar envelopes and housing project on curving streets. Viewed from the south. Ralph Knowles.

In Europe there are relatively few gridiron city lay-outs to be found. The existence of older city fabrics, resulting from centuries of unregulated growth during the middle ages and the Renaissance, constrained experiments with urban planning. Many European cities were 'modernised' at the turn of the twentieth century, by laying out wide streets and boulevards that cut through the older parts of the city - Paris being the most (in)famous example - but basically randomness still rules. The solar envelope can be applied to all possible street layouts, even if they're chaotic, with differing results.

William Atkinson: avoid east-west, north-south



In *"The Orientation of Buildings, or Planning for Sunlight"*, William Atkinson devotes a chapter to the importance of street orientation for solar planning. He argues that the Jeffersonian grid should be avoided in order to provide optimal solar access for cities. Instead, he follows Cerdà and backs the Spanish grid:

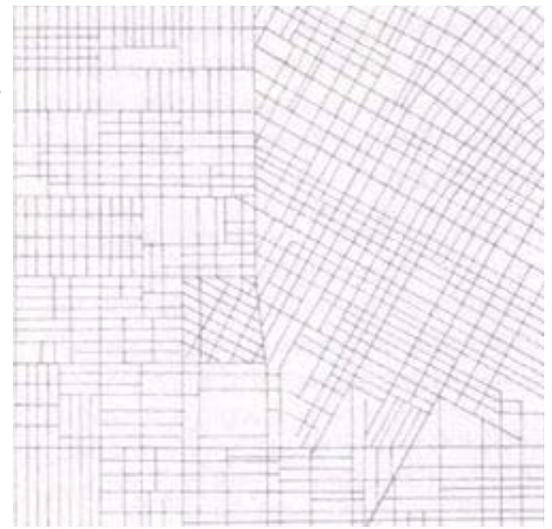
"When streets are laid out at right angles to each other according to the checkerboard plan, the best distribution of sunlight is obtained when one series of streets runs northeast-southwest and the other northwest-southeast. It is unfortunate that in so many cases where the 'checkerboard' plan has been adopted, the streets have been laid out north-south and east-west, which is the worst arrangement possible."

Atkinson agrees that "if we were to base our judgment wholly on the amount of sunlight received by windows, we should conclude that the best position for [a] building is with its long axis placed east and west". However, he saw an important disadvantage with this orientation: it involves an area of "complete shadow" on the north side of the building, during one half of the year (autumn to spring), while in the case of a building with its diagonal upon the meridian all sides receive sunlight throughout the year. The same goes for the streets:

"In an east-west street the surface of the street receives no sunlight at all during six months of the year, and the buildings on the south side of the street are in perpetual shadow. In contrast, when the streets are oriented diagonal upon the cardinal points, the buildings shade the surface of the ground much less".

Ralph Knowles: it depends

Knowles did most of his research in Los Angeles, which makes it easy to compare both grid patterns -- LA consists of both an older Spanish grid and a newer Jeffersonian grid (illustration on the right). Knowles acknowledges that the Jeffersonian grid is not an ideal solution:

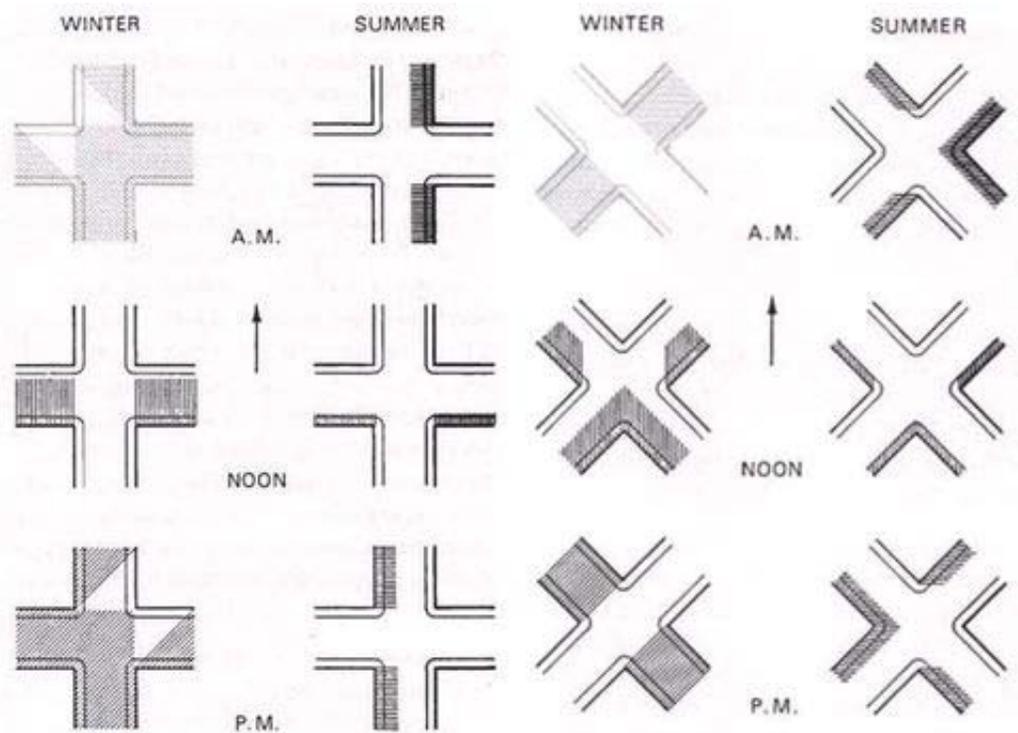


"Streets that run east-west in a built-up area will tend to be shadowed during all of a winter day. The streets thus remain dark and cold. By contrast, streets that run north-south are lighted and warmed during the midday. In summer, streets that run north-south will be shadowed in the morning and the afternoon, but will receive the full force of the midday sun."

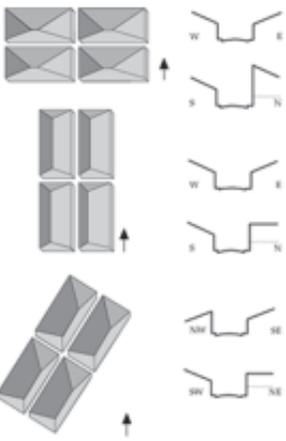
"From the viewpoint of solar orientation, the Jeffersonian grid leaves something to be desired. Its east west streets are too dark and cold in winter, its north south streets too bright and hot in summer. In Los Angeles, the older Spanish grid seems to have advantages regarding street qualities of light and heat. During the winter, every street receives direct light and heat from the sun somewhere between 9 am and 3 pm, the six hours of greatest radiation. Every street has the advantage of some shadow during most of the summer day."

On the other hand, the classic grid plan oriented at the cardinal points also has benefits. Knowles demonstrates that the solar envelope over a city block oriented on the cardinal points will contain more developable volume than one over a diagonal block:

"Generally, the most height, and hence volume, are attainable at either of the two block orientations within the Jeffersonian grid, and the least volume is attainable at about the angular orientation of the Spanish grid. The street's gain in sunlight thus appears to be the developer's lose. Other design values can dictate grid orientation but, for volume alone, the Jeffersonian grid has the advantages."



Within the Jeffersonian grid, sites oriented in the east-west direction allow a greater volume of development under the solar envelope than sites running north-south. Knowles calculated that, given the same site shape and proportions of 1:3, a building site oriented long on an east-west axis will generate 40 percent more volume and 400 percent more south face over the north-south orientation.

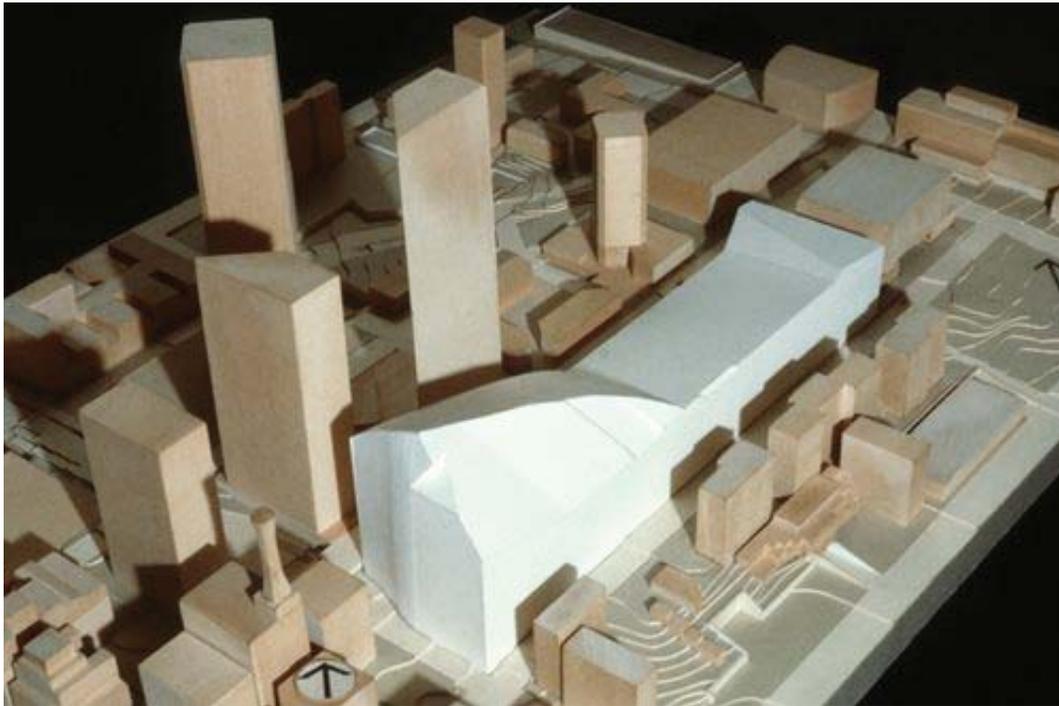


In short, the grid layout best suited for both maximum solar access and maximum building density is one with rectangular blocks running long in the east-west direction - as was the case in the Ancient Greek solar communities and in Acoma Pueblo.

Combining the best of both grids

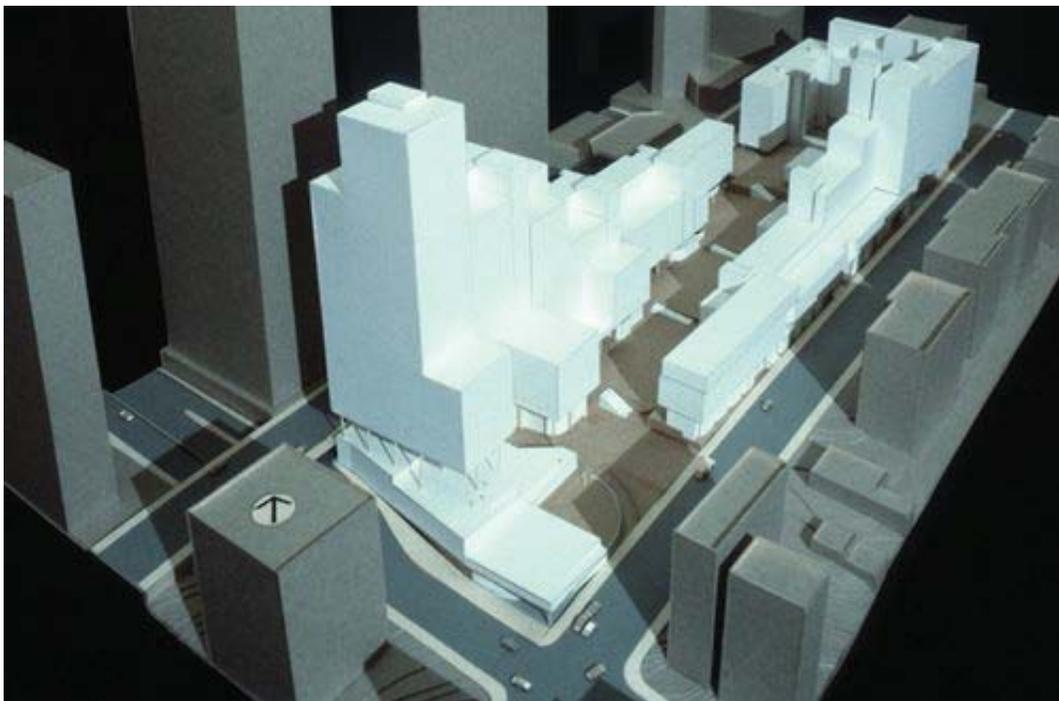
One problem remains, though. Within our cities, the orientation of houses is toward the street rather than toward the sun. If a street runs east-west, only the buildings on the north side of the street will have south exposure at their street front (providing that the buildings on the south side of the street do not shadow them). The buildings on the south side of the street have south exposure only at their rear facades. If a street runs north-south (and a grid system having desirable east-west streets will by definition have north-south streets, too), none of the buildings will have the ideal south exposure.

To solve this problem, Knowles reverts to the solution provided by the Ancient Greeks, using courtyards and alleys that are curved out from the middle of the site. Moreover, he shows that the concept can be further improved upon. This can be seen in the Bunker Hill Project, in which a solar envelope was calculated for a large vacant lot on the Spanish grid in downtown Los Angeles. One of the building designs made to fit this solar envelope, consists of an internal and separate street composed of a sequence of large and small squares, cascading diagonally across the site from its higher edge to its lower edge.



The Bunker Hill project: the solar envelope

During the midday hours, the sun sees down the entire length of the interior street because it runs more nearly in a north-south direction, diagonally across the street. At 3 pm in winter, the public space is still in sunlight, as is the entire length of the interior street on its southeastern side. "Such sensitive tuning of the building's location and form", writes Knowles, "combine the best aspects of both the Spanish grid and the Jeffersonian grid."



The Bunker Hill project: a building design that fits the solar envelope above. Note the shadows, at 3 pm in winter.

When aiming to combine the advantages of solar access and wind conditions, similar compromises can be found. Knowles:

"Sometimes complex sets of environmental forces act congruently so that, for example, desirable sun and wind may come from the same direction. In this fortunate circumstance, the building may be oriented to catch both sun and wind on its broad south face and the building may thus be open on that side. On the other hand, directional forces more usually act incongruently, making choices necessary. The sun and wind may come from different directions. Where choices exist, values must be set. For example, the sun may be recognized through a primary locational adaptation in which the whole building becomes oriented to the south. Adaptation to a west wind would then be handled with a secondary form mode in which the building's surface structure scoops in the wind for natural ventilation."

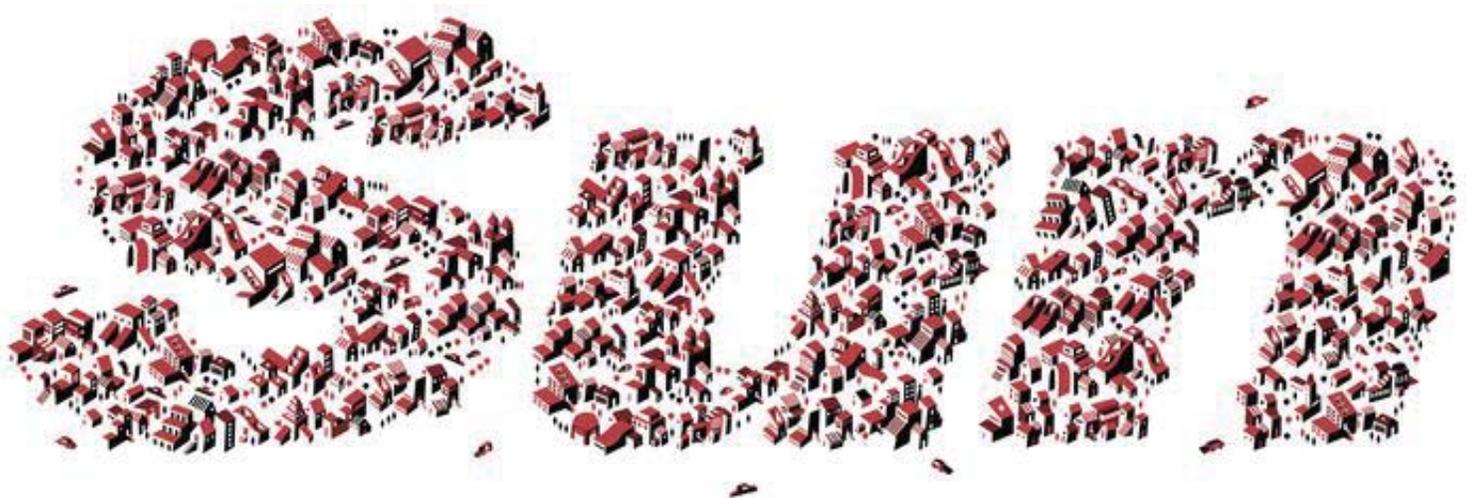


Illustration by [Diego Marmolejo](#). Click to enlarge.

Over the years, Knowles and his students have performed multiple studies of the solar envelope's development potential in Los Angeles. These were done on sites with different land values, topographies, street orientations and neighbourhood characteristics in order to test the effectiveness of the envelope over a range of conditions.

Density is hard to define, and can be measured in different ways. One approach is to calculate the amount of dwelling units per unit of area (acre, hectare, square km or square mile), while another calculation determines the amount of people per unit of area. A third approach is to compute the average floor-to-area ratio (FAR) of the site. All these approaches of density have their shortcomings and are preferably calculated alongside each other in order to make sound comparisons. The size of apartments, the occupancy, the ratio between office space and residential building, and the amount of parking space are among the main factors that can distort density results if only one figure is shown.

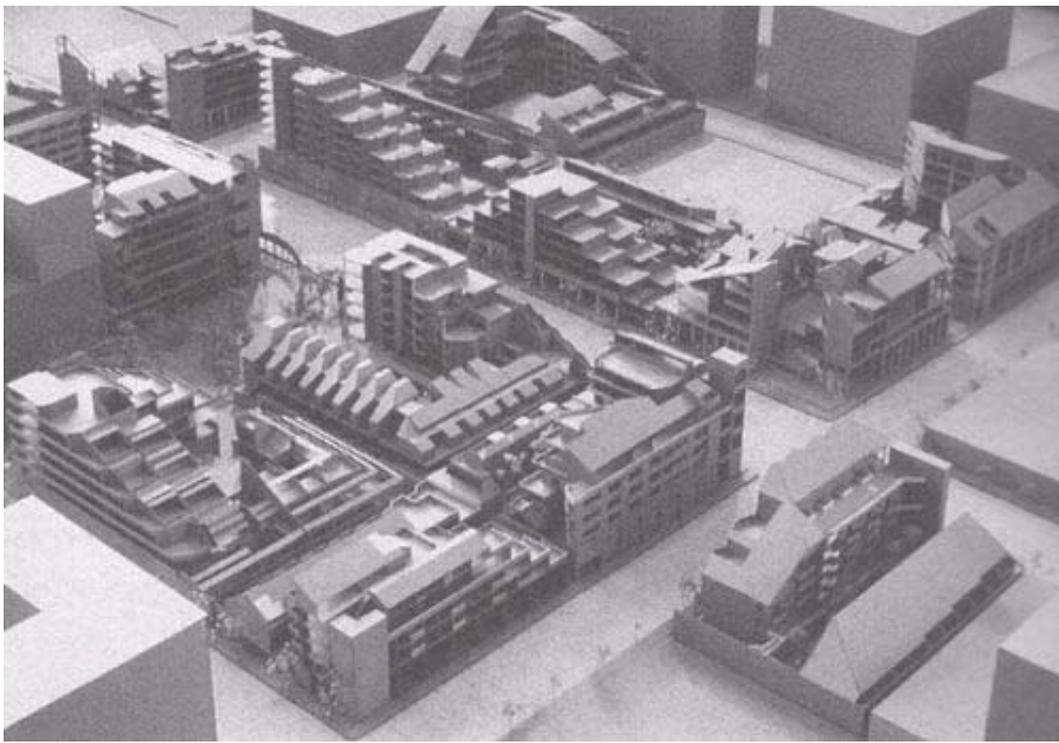


Buildings under the solar envelope on the Spanish grid in LA, reaching densities up to 72 du/ac. Ralph Knowles.

Knowles and his students have reached densities of up to 100 dwelling units per acre (100 du/ac or 247 du/ha) for residential development. If we count on an average of two people per apartment (Knowles does not give occupancy rates), this comes down to 200 people per acre. These figures were obtained on the Spanish grid, with apartments averaging 93 sq m (1000 sq ft), a minimum of 4 hours of sunshine in winter, and a 6.1 meter (20 ft) shadow fence. For mixed use development, Knowles obtains a FAR of up to 7.5.

Three to seven floors

Of course larger apartments, more demanding cut-off times and lower (or non-existing) shadow fences would reduce the development potential. On the other hand, the density would improve if the project were to be located on a Jeffersonian grid, which boosts development potential. For a site in Los Angeles measuring 150 x 205 ft with a guaranteed solar access of 6 hours, a solar envelope oriented diagonal at the cardinal points will have 1.5 times less developable volume than a solar envelope oriented east-west, and 1.3 times less than a site oriented north-south.



Buildings within the solar envelopes shown above. Housing density is 100 du/ac. Ralph Knowles.

Overall, the maximum densities reached by Knowles and his students are about twenty times higher than those of the average American city (6 to 7 dwelling units per acre). This means that a city like Los Angeles (5 to 7 du/ac) could be shrunk by a factor of 15 to 20, while still assuring four hours of solar access per day to every household.

Based on the relationship between density and surface-to-volume ratio (an energy-related measure of building form), Knowles concludes that three to seven stories generally represent the best size range for urban housing in LA. These buildings - about the size of those in nineteenth-century Paris and the Barcelona Eixample - offer the greatest potential for architects to conserve energy while attaining reasonable densities.

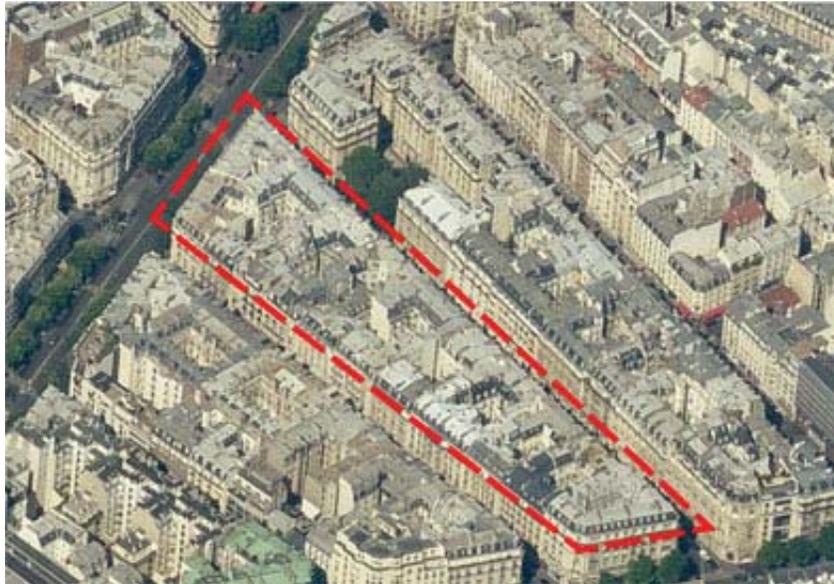
In fact, the density figures obtained by Knowles correspond rather closely with those obtained by city blocks in Paris and the Barcelona Eixample - still the most densely populated, large cities in Europe (despite of the near absence of skyscrapers).



Example city block, Barcelona, with a housing density of 93 du/ac. Source: [The Density Atlas](#).

One analysis of a [typical Eixample city block](#) (how it turned out, not according to the original plans of Cerdà) found

a FAR of 4.70, a dwelling unit density of 93 du/ac (230 du/ha) and a population density of 145 people per acre.



Paris city block with a housing density of 120 du/ac. Source: [The Density Atlas](#).

A close-up of [a typical Parisian city block](#) - with courtyards - resulted in a FAR of 5, a dwelling unit density of 120 du/ac (297 du/ha) and a population density of 602 people per acre (see the illustration above).



1940s city block in New York City with a housing density of 195 du/ac. Source: [The Density Atlas](#).

The densities under the solar envelope also compare favourably with [some residential city blocks in New York City](#) - the most densely populated city in North America - although [not with others](#) (picture above) and especially not with [early twentieth century city blocks](#) in NYC (picture below), which reached 331 dwelling units per acre. Few of those apartments received any sunshine, though.



Manhattan city block circa 1900, housing density of 331 du/ac. Source: [The Density Atlas](#).

It should be noted that while Knowles achieves densities comparable to those of Paris and Barcelona city blocks, solar access is improved over these earlier examples, especially compared to Paris where street orientation (and thus building orientation) was not controlled.

Improving development potential

Even higher densities and taller buildings could be reached under the solar envelope if larger land parcels were to be assembled, in particular when city-blocks are oriented long in the east-west direction. This results from the geometric relationship between linear, plane and volume measures; a doubling of plan dimensions will square the land area and cube the envelope potential. An envelope over a 100-ft frontage site has more than twice the volume of two envelopes over adjacent 50 ft lots, because of the additional wedge of volume added when two adjacent envelopes are assembled.

However, it should be remembered that the buildings within a solar envelope will have less volume because of internal overshadowing issues, to be solved by the architect.



Residential housing with a housing density of up to 128 du/ac (316 du/ha). Overshadowing is purposely allowed on a north-facing slope that has been left open

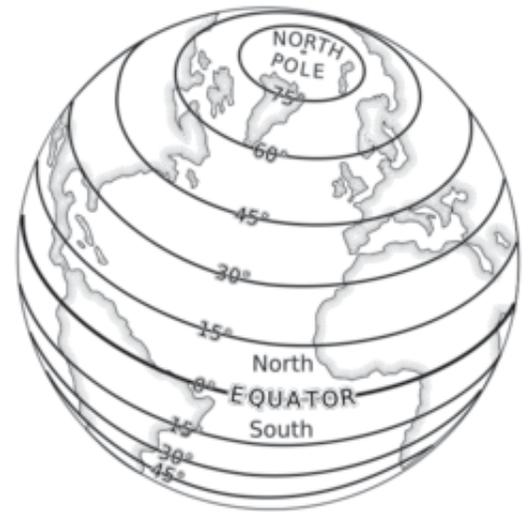
A few special conditions, such as a park or wide boulevard where longer shadows could be cast without harming a neighbouring property, also allow for taller buildings and higher densities. A building project located on a hillside close to downtown LA achieves a density of up to 128 du/ac (316 du/ha), because it is allowed to overshadow a park. In general, though, higher densities will have an adverse effect on solar access. If we want to heat and cool our cities using solar energy, density will generally be limited to about 100 dwellings per acre.

Last but not least; the above results apply to Los Angeles. They are valuable for any other city at the same latitude of 34 degrees north or south of the Equator, like Buenos Aires, Osaka, Sydney or Montevideo. At other latitudes, however, things will change, as latitude affects the height and therefore the volume of a solar envelope. If the cut-off times are held constant, the envelope height decreases as the latitude increases, and vice versa, primarily because of the critical effect of winter sun on the solar envelope's north slope. Consequently, the volume of a solar envelope increases with proximity to the equator; the volume decreases towards the north and south poles. For example, in Paris (48 degrees latitude), Barcelona (41 degrees) and New York (40 degrees) solar envelopes would be smaller than in Los Angeles (34 degrees).

Closer to the equator the position of the sun will not vary much throughout the year, which makes the traditional approach to passive solar design worthless. Instead, the prime concern in the building design would be the ability to keep out the sunlight and heat to reduce the energy consumption of artificial cooling. This might involve orienting the building to the north.

For higher latitudes, Knowles suggests a greater design emphasis on the east and west exposures (including sunscreens for sun control in summer) to improve solar access. Apart from latitude, slopes also have profound effects. A south slope in a more northern country can allow for densities that are otherwise only possible in southern countries, while a north slope does the opposite.

According to Knowles, investigations of the solar envelope have been done in places as far north as Bratislava at 48 degrees and as far south as Honolulu at 21 degrees, leading him to the conclusion, perhaps a bit overoptimistically, that "the benefits of solar zoning can be achieved around the world".



Compromise

Density is a pet subject of environmentalists, who argue that densely populated cities are the solution to lower the energy requirements for transportation. On the other hand, the solar envelope shows that above a certain threshold, density can also raise energy requirements, in particular those of heating, cooling and daylighting buildings.

This means that it would probably be wise to aim for a compromise. If we would take the highest densities reached under the solar envelope as an upper limit, we could create cities where the critical functions of buildings can be met without fossil fuels, while still retaining (more than) high enough densities to make public transportation, bicycling and walking attractive.

Kris De Decker (edited by Deva Lee)

Sources & more information:

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MARSHALL SCHOOL/NEW ERA PARK NEIGHBORHOOD ASSOCIATION

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916-919-6656
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February 17, 2016

VIA EMAIL

Teresa Haenggi, Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Yamanee (File P15-047) – Comment letter

Dear Ms. Haenggi:

As a region, we must acknowledge that continuing to pave over open space is not a sustainable development practice. We must look inward and upward when contemplating new development in Sacramento. In the past several years, reforms have occurred to encourage and facilitate in-fill development in the City of Sacramento, especially the Central City. Increasing density in our community is just one of the strategies that must be employed to reduce the number of cars on our roads and address greenhouse gas issues. We need housing in close proximity to employment centers. We also need a most robust public transportation system than what Regional Transit offers the community. Solving the problems of our degrading environment must be approached from many different angles and many different solutions must be offer.

After careful consideration and debate, the Board of the Marshall School/New Era Park Neighborhood Association offers its support for the approval of the Yamanee project. We would also ask the City Staff to address some concerns we share with members of the community regarding this project. We sympathize with some of neighbors who have expressed concerns that the approval of Yamanee will set off a speculation frenzy that will lead to the ruination of Midtown. Midtown residents have worked for decades to create the livable community that appeals to the developers of Yamanee. We do not want holes in ground or blighted blocks similar to what the tower speculators have done in the Central Business District of Sacramento. First, we would ask that no demolition permits be issued for the Project until financing is secure for the project. We do not need any more holes in the ground similar to what exists in the Central Business District.

Second, we understand this is a deviation from the planning guidelines for this portion of the Central City. The 9-story senior housing project across from Yamanee provides the proper scale for a building such as Yamanee. This project would not be appropriate in most parts of Midtown. We ask that the City Staff clearly articulate that approval of this project is a deviation from the current guidelines not a signal that begins the tower stampede in Midtown. Adding 10,000 housing units to the Central City is an admirable goal. As residents of the Central City, we have been the pioneers in increasing livability in Midtown. We want more opportunities for homeownership in our community. Yamanee provide that option. We also understand part of the building height includes the inclusion of parking for

residents of Yamanee. We greatly appreciate the developer's thoughtful approach to including parking. The simple reality of living in California is that people own cars and will want a place to park them. There quite simply is not enough street parking to accommodate a project such as Yamanee without the inclusion of parking for Yamanee's residents.

A project, such as Yamanee, provides a tremendous benefit for the community. The design reflects a desire to be an environmental sound building and should be held as an example for future developers who want to build in the Central City. Yamanee is also on a Regional Transit bus line and within walking distance of Sutter Hospital and the adjacent medical offices in Midtown. We ask that all of the "environmental aspirations" articulated in the project description be included in the entitlements and binding upon the developers of Yamanee.

Specifically, the following:

"Sustainability features are utilized throughout the Project and will result in the building achieving LEED Platinum equivalence. Building orientation and layout will maximize natural ventilation. When natural strategies are not sufficient, the building will be equipped with a state-of-the-art HVAC system with intelligent controls and monitoring for maximum energy efficiency. The building envelope will utilize increased insulation and high-performance insulated glazing systems. Drought tolerant landscaping and a high-efficiency irrigation system will reduce water demand for irrigation. The prominent design feature of the "green screens" or living walls and other building-integrated landscape elements will absorb carbon emissions and help cool the building. Within the residential units, the use of Energy Star appliances, water efficient plumbing fixtures, and recycled and/or low carbon footprint finish materials will work also toward our LEED Platinum goal. Finally, building management practices, including onsite recycling programs and green maintenance and cleaning practices, will continue throughout the life of the building."

Yamanee has the potential to begin the conversation about the type of buildings and developers we need in this community. We need "green buildings" and people willing to build them. We also need to acknowledge this project will not fit on every block in Midtown. We turn the tide on environmental harm one decision at a time. It is time to stop talking about how to fix our environment and do it.

Very truly yours,

Julie Murphy

Julie Murphy
Co-Chair

Jam
42008

Very truly yours

George Raya

George Raya
Co-Chair

Boulevard Park Neighborhood Association (BPNA)

April 26th, 2016

To Whom it May Concern,

RE: Proposed Yamanee Development, J & 25th Streets, Midtown Sacramento

After much discussion and careful consideration, the BPNA has concluded that the proposed Yamanee development is not a project we can support and indeed believe it sets a dangerous precedent for Midtown for a following reasons:

- Massing and Scale -the Yamanee project is out of scale to this area of Midtown.
 - While the building across the street is nine stories tall, it is set back from J Street with a planting strip and does not take- up the entire lot.
 - The Yamanee project proposes fifteen stories with no relief of setbacks or plantings at J or 25th Streets, and extends from property line to property line. A project this size seems more suited for the downtown Sacramento area west of 15th Street.
- Shading
 - Because of the proposed height and size, the building will cast a hulking shadow for virtually nine to ten months of the year east, west and north of the proposed site. This will be a dark valley for much of the three blocks of J Street, and the nine story Manor House residents across J St. will get sun during only the hot summer months.
- Parking
 - Impact on parking in the area. The project has approximately one parking space per unit, which does not seem adequate, nor is there any parking proposed for the resident's visitors.
- Precedent
 - The approval of a project of this size and scale in this low- rise area would set a precedent of high rise construction (as per Fremont Park area).
 - This area is mainly two to three story buildings and homes. Keep the mid and high rises in Downtown- there is still plenty of room and need for development there!

BPNA recommends that the developer and architect, in future proposal submittals, include elevations that show the existing adjacent buildings. Additionally, they should include a shadowing study of the development as well as a scale model of the area showing an accurate representation of the development within the context of the surrounding neighborhood.

We applaud the developers for their emphasis on the green building aspects of their proposal and the possibility of LEED Certification. The Association agrees that infill and redevelopment projects are necessary and, in some instances, good for the neighborhood, however this project is lacking in several respects. We agree that this corner is an ideal area for redevelopment, but not with this proposed, overly massive project.

In summary the proposed Yamanee project would offset the charm of midtown J Street because of the scale, shading, lack of parking and the dangerous precedent it would set.

Thank you,



Dave Philipp, Co-Chair, Boulevard Park Neighborhood Association
PO Box 163179, Sacramento CA 95816

Midtown Neighborhood Association

Creating a strong community and a clean, safe and thriving neighborhood through partnerships

P.O. Box 162555
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March 16, 2016

VIA EMAIL

Teresa Haenggi, Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Yamanee P15-047

Dear Ms. Haenggi,

The environmental and health benefits of well-planned, high-density, mixed-use communities cannot be over-emphasized. Our global population is growing exponentially, and California is the world's 8th largest economy, with agriculture being one of our state's greatest commodities. As the Farm-to-Fork Capital, we need to preserve the farmland that feeds our growing population and the open space that makes our state beautiful. With that in mind, and after much consideration, discussion and input from the community, the Midtown Neighborhood Association's interim board is confident this letter represents the voice of the majority of Midtown residents who feel the project brings great community benefits. However, for fair representation, we would be remiss to not mention the concerns of the minor voice.

The Yamanee Project has triggered strong feelings in some people, both in favor of the project and those against it. Knowing this, links to Yamanee project information have been on the front page of our association's website and on our website's "Developments" page since February 1, 2016, where we've allowed the public to leave comments. The project was also posted on our Facebook page before the December 10, 2015 Planning Commission meeting. In February 2016, the applicant gave a project presentation to the interim board. The development team later gave another presentation at our interim board's monthly meeting on March 10, 2016, to which the community was invited. Links to the meeting agenda were posted on the front page of our website, on our Facebook page (where about 600 people have indicated that they "like" our page) and to the Midtown neighborhood on Nextdoor. In addition, we emailed the meeting agenda to about 250 people.

Our interim secretary counted 47 people at our March 10 meeting, where the developer gave his presentation. Following the presentation, the community asked questions of the development team and then shared their thoughts and feelings about the project with our interim board. Of the people in attendance, 15 expressed support or excitement for the project and five expressed opposition or concerns. After considering all of the above, the Midtown Neighborhood's interim board is confident this letter represents all views gathered from our Midtown neighbors.

Our great city has gone through tremendous changes, some good and some that we could have done better. Our strongest driving force is Mother Nature, and our existence depends on caring for our natural world. As such, we need to focus on creating sustainable communities — places where people can live, work and play in the same area and move about by active transportation. We appreciate the City's General Plan Vision that

“Sacramento will be a model of sustainable development in its planning, its use of urban heat island reduction measures, and its conservation of energy, water, and other natural resources.”

Among Yamanees’s most significant community benefit is the effect it will have on the environment. Yamanees aligns with the goals of the Global Warming Solutions Act of 2006 (AB 32), the Sustainable Communities and Climate Protection Act of 2008 (SB 375) and the Sacramento Area Council of Governments “2016 Metropolitan Transportation Plan/Sustainable Communities Strategy,” which collectively target reducing greenhouse gases and the number of vehicles on the road and the negative effects of those cars. Furthermore, the project is consistent with the City’s General Plan, in which the Plan Overview states, “The General Plan is designed to be adaptable to unique projects. It provides flexibility in decision-making for certain types of projects.” (Emphasis added.)

The General Plan Overview further notes, “Between now and 2035, the City of Sacramento is expected to grow by approximately 165,000 residents and 865,000 jobs” and promotes Smart Growth that “accommodates population growth in a better way than simply continuing to expand the city outward. It involves reinvesting in existing cities and suburbs to create vibrant town centers, providing housing close to jobs, promoting transit use and walking, and minimizing urban sprawl, loss of open space, and traffic congestion.” With a planned 130+ units, the Yamanees project will make multimodal transportation easily available to many people. A bus is conveniently located immediately in front of the building, and the project will have bike parking for its residents. The project site is near goods and services that are within walking distance, and it’s a short Uber or Lyft ride to Amtrak. These options can reduce vehicle dependency. In addition, for people who have yet to embrace the car-free life, the more than 100 parking spaces within the structure will allow density of people without negatively affecting street parking for residents who already live near the project site.

The Vision of the General Plan is that “Sacramento will be the most livable city in America.” Among its goals to achieve its vision, the General Plan states that, “Every neighborhood will be a desirable place to live because of its walkable streets, extensive tree canopy, range of housing choices, mixed use neighborhood centers, great schools, parks and recreation facilities, and easy access to Downtown and jobs.” (Emphasis added).

Part of what makes Midtown desirable is its diversity. But, we lack diversity in our housing options in Midtown. We need market-rate, workforce, affordable and transitional housing, and we need renters and homeowners alike. Yet, according to 2010 Census data, the four census tracts in which our association falls (J to R streets and 15th to 29th streets), owner-occupied residences are only about 5 percent to 10 percent. To make matters worse, Sacramento, and especially Midtown, has little options for homeownership. The inventory simply is not here. Yamanees will offer more than 130 for-sale units and retail/restaurant space in about a half-block — the same footprint currently occupied by only a handful of businesses. While this kind of density is new to Midtown, SACOG’s 2016 *Metropolitan Transportation Plan/Sustainable Communities Strategy* states, “...over 5,000 people identified high levels of support for mixed-use development patterns that contained significant amounts of more compact housing patterns.”

Not only will the project bring strong environmental benefits, but these households will also bring economic activity to our area. Bringing 130 new residences will also improve safety with increased foot traffic on the sidewalks. And, the activated alley will bring further benefit. Many of our alleys are challenged areas because of illegal dumping, open dumpsters, and the illegal activities that often take place. Activated alleys are cleaner, busier, and better lit.

While we support this project and though the City’s General Plan Overview states, “The General Plan is designed to be adaptable to unique projects. It provides flexibility in decision-making for certain types of

projects,” we do not feel that this project would work just anywhere in Midtown. It is important to note that there are few places this project would work without looking out of place. The senior center across from the project location creates a gradual effect and balance to Yamanee’s height. This would not be the case even a block or two away if Yamanee stood solely amidst one and two story buildings.

Concerns have also been voiced about the Yamanee project setting a “precedent.” We hope, indeed, that it sets a precedent — one by which this project’s high-quality, innovative design, and environmental and community benefits are cited as the minimum standard by which similar deviations may be approved. We appreciate that the proposed building will have a Leadership in Energy and Environmental Design Platinum certification — the highest rating available. To make sure that the completed project holds this esteemed certification, we ask that the environmental and sustainability features identified in the project proposal be included in the entitlements and binding upon the developers.

A walk through Midtown is an architectural tour reflecting buildings from more than 100 years ago, from the ornate Victorians to the concrete bunker style of the mid-to-late 20th Century. While some people are concerned that Yamanee will damage the fabric of the Central City’s many historic buildings and districts, we believe that like our diverse residents, our diverse buildings can coexist. Yet, this can only be achieved if new development is done with respect for the current buildings that make Midtown the hip and historic place many of us call home and makes it a desirable place for people to work and play. Yamanee, with its innovate design will be a new addition to our neighborhood’s diverse collection of architecture.

Land speculation and demolition by neglect have been long-time concerns in the Central City. While no one can predict the future, we insist that when our neighborhood identifies blighted and neglected buildings that we are able count on the City to be a strong and responsive partner in enforcing ordinances to prevent blighted areas and to enforce the proper care of buildings.

Many of us remember the terrible hole left in the in the ground Downtown when a large-scale project never came to life. Because of that, we also ask that a condition be made that no demolition work be done until all financing and building permits have been issued.

For some people, change is exciting, while others find it unsettling. Our interim board realizes that the Central City is experiencing an amazing Renaissance, and we look forward to being a part of it through continued partnerships and conversations with developers and City staff. Together, we can create a sustainable community that honors and respects the buildings that witnessed our City’s rich history while we continue our City’s exciting story by building new structures that can coexist with their ancestors and be here for our children’s children to protect. We know there will challenges at times, but we believe that together we can create a truly sustainable city that balances people, the planet, and prosperity — one neighborhood at a time.

Thank you for your time and the opportunity to comment.

Sincerely,



Angela Tillotson, Interim Chair

05/02/2016

City of Sacramento Planning and Design Commission
c/o Teresa Haeggi, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Re: 2500 J Street – Yamanee Project

Dear Sacramento Planning Commission,

As Executive Director of the Midtown Business Association (MBA), I am writing to express MBA's support for the development of the Yamanee Project at 2500 J Street.

This proposed project addresses our priorities for Midtown including; responsible infill projects that complement the surrounding architecture, provide market rate housing, offer cutting edge design, retain retail and offer additional urban amenities.

We have been encouraged by the developer's commitment to neighborhood outreach, including the following groups, organizations and local businesses; Midtown Business Association, Marshall New Era Neighborhood Association, Midtown Neighborhood Association, RT, Sutter Hospital, Sacramento Area Bicycle Advocates, Air Quality Management District, American Institute of Architects, Thai Basil, Kru, Birkenstock and The Coconut, just to name a few.

Many suggestions to improve upon the initial design concept have been adopted by the developer, most notably regarding safety and security. The courtyard "pedestrian alley" will be secured afterhours. In addition, 24-hour security monitoring of the building will be provided. We are pleased that storefronts along the alley, as well as a second floor terrace overlooking the alley, will activate the space to deter loitering or other potential troublesome activities. Also, plans to rebuild a more desirable covered bus stop encourage the use of public transit contributing to reduce traffic congestion on the grid.

Please contact me if you have any additional questions regarding our support of this development project.

Sincerely,



Emily Baime Michaels
Executive Director
Midtown Business Association
Emily@mbasac.com

919 20th Street
Sacramento, Ca. 956811
916-442-1500

Cc: Councilmember Steve Hansen
Seann Rooney

MIDTOWN
WWW.EXPLOREMIDTOWN.ORG

*the center for
culture, creativity & vibrancy
in Sacramento's urban core*



December 8, 2015

Teresa Haenggi, Associate Planner
City of Sacramento, Community Development Department
300 Richards Boulevard, Third Floor
Sacramento, CA 95811-0218
thaenggi@cityofsacramento.org

Subject: Yamanee (P15-047)

Dear Ms. Haenggi,

I'm writing on behalf of Sacramento Area Bicycle Advocates to offer comments about the Yamanee project.

SABA's mission is to help make our region a cleaner, healthier, more prosperous place by advocating for projects and policies that enable more people to use bicycles as safe and convenient transportation. Projects like Yamanee serve this goal by increasing neighborhood density, thus helping to reduce reliance on cars and make trips by biking, walking and public transit more feasible for more people. Enabling more non-car travel improves safety for all road users, while also serving the City of Sacramento's Climate Action Plan goal of increasing bicycle ridership.

We see two ways that the project in its current form supports the goal of safeguarding and improving travel by bike. First, the project will provide for an adequate amount of secure, accessible bike parking for residents, employees, customers and visitors. Convenient, secure bike parking is essential for enabling people to consider travel by bike. High-density residential projects present particular challenges for making long-term bike parking truly convenient and secure for residents, so we look forward to continuing to work with the applicant on possible design refinements.

Second, the location of the main building entrance on 25th Street and the parking garage entrance off Jazz Alley appear to present manageable, unremarkable impacts on those traveling by bike to, from and past the project site. Additional attention to the streetscape design at the 25th Street building entrance will be helpful for minimizing potential conflicts between northbound bike traffic and cars accessing the passenger loading zone.

With these thoughts in mind, we look forward to seeing this project move forward. Thank you for this opportunity to share our comments. Please feel welcome to contact me anytime at jim@sacbike.org or 916-444-6600 with questions or more information.

Sincerely,

Jim Brown
Executive Director

CC: Matt Keasling, mkeasling@taylor-wiley.com
Seann Rooney, seann@rooneytategroup.com

Teresa Haenggi

From: Preservation Sacramento <preservation.sacramento@gmail.com>
Sent: Tuesday, April 26, 2016 10:12 AM
To: Bill Burg
Subject: Public comment re Yamanee, P15-047 from Preservation Sacramento
Attachments: Pres Sac Letter to P & D Comm 2500 J Street, Apr 2016.pdf; PS Public Comment Apr 26 2016.pdf

Dear members of the Planning Commission, City Councilmembers and city staff,

Please find attached a letter of opposition to Yamanee, P15-047, from the Board of Directors of Preservation Sacramento. Also attached is a document containing emails received by Preservation Sacramento in response to Yamanee as of this date.

William Burg
Projects Subcommittee, Preservation Sacramento



April 25, 2016

To: Sacramento Planning and Design Commission

Evan Compton, Principal Planner; Teresa Haeneggi, Associate Planner - City of Sacramento

RE: P15-047: (Yamane) 2500 J Street, Sacramento

Preservation Sacramento opposes this project at 15 stories and 178 feet due to a significant deviation from the General Plan and Zoning Code related to height and Floor Area Ratio (FAR). Preservation Sacramento represents hundreds of Sacramentans. We have supported expanded housing opportunities in the Central City since 1972, but not by creating precedent-setting decisions that risk neighborhoods and encourage land assembly and demolition by neglect.

The General Plan Update, presented to the Commission on April 7, 2016 states that from 2010 to 2015, the entire City added 1,966 housing units and 1,337 (68%) were in the Central City (pg. 40- 41). In addition, there are almost 2,000 new units in progress in the Central City including owner-based, not included in the April 7th update. This demonstrates that the General Plan vision of inward development is working, and the General Plan remains an effective framework for future growth, with update mechanisms embedded into the process. The data clearly show that there is no need to go beyond the General Plan and deviate significantly to get more housing. Based on many recent projects we have supported, builders with good track records continue to demonstrate that quality and innovative infill is possible without compromising the General Plan or historic neighborhoods. We urge the Commission to reject this project at 15 stories and direct the Applicant to create a project substantially consistent with the General Plan at 6 stories / 65 feet.

This Project :

- Significantly deviates from the General Plan and Zoning Code height limit of 65 feet.
- Is in the wrong location undermining incentives for housing west of 16th Street and in the Railyards.
- Sets the precedent that the General Plan and Zoning Code can be ignored citywide to suit developer convenience.
- Threatens Historic Districts as the over intensification of land use and significant cost of high-rises changes the economic dynamic of the area, driving a different brand of speculation that will assemble 1-3 story buildings for demolition in and around our historic districts.
- Land assembly will destabilize the area driving rent increases and evictions for residential and commercial tenants.
- Treats Downtown and Midtown as the same neighborhood, when they are not.
- Creates financial and legal risks to the City due to perceived favoritism and lack of a Midtown Fee District to support public facilities and transportation infrastructure.
- Does not create a significant community benefit and fails to acknowledge significant housing growth in the Central City and numerous quality infill housing projects in progress.
- Contains an inadequate environmental document that provides no alternatives consistent with the General Plan, and fails to acknowledge the current structure as a potential historic resource.
- Introduces substantial risk as the Applicant has no track record and no building experience.



The Applicant stated to the Commission in December 2015 that they “want to set a precedent”. The precedent of high-rises where they’re not allowed by zoning, or appropriate, encourages others to seek similar entitlements, promoting speculation, land assembly and subsequent neglect. Adjacent areas are Historic Districts (Attachment 1) and are uniquely threatened by speculation. Forty years of experience in Sacramento has shown that speculators assemble land and buildings, let them decay and then claim demolition as their only option. No minimum maintenance standards exist to protect neighborhoods. Land assembly and demolition by neglect can be seen now on the 1500 Block of S Street (Attachment 2). This will likely accelerate if this project is approved, as 1-3 story buildings become food for speculators.

All planning decisions must be consistent with the General Plan per City of Sacramento Zoning Code Section 17.808.180. This project significantly violates the Urban Corridor Low Land Use Designation and Land Use Element 2.7.3, *Transitions in Scale*. It is beyond a reasonable deviation from the General Plan (Attachment 3). Fifteen stories in an area zoned for 3-6 stories; 300 units per acre where Zoning allows 110, and a FAR of 9 where the maximum is 3; between two *Traditional Neighborhood(s) Medium* at 1-3 stories, is impossible to justify. The Applicant uses the 9 story building to the north as justification. This ignores the fact that the 9-story building is also considered non-conforming, built in the era when it was assumed the Central City would be entirely demolished by Redevelopment. This 15-story project will have the same effect, sparking a new era of Redevelopment destabilizing thriving neighborhoods.

Staff and the Applicant state this project is allowed to deviate from the General Plan due to a “Significant Community Benefit” of added housing. Significant Community Benefit is defined in the General Plan as benefits that are consistent with the General Plan. Inconsistency with LU Policy Element 2.7.3 *Transitions in Scale* (Attachment 4) and *Land Use Designation* (Attachment 5) for maximum height and Floor Area Ratio, and minimal increase in total housing units, does not meet the definition of a Significant Community Benefit. Per 2010 Census data and City housing data from the 2015 General Plan Update, the Central City has about 22,000 housing units (Attachment 6). One-hundred and thirty units is an increase of 0.5%. The risks of this project are not worth the minimal increase especially considering there are almost 2,000 housing units currently in progress in the Central City by builders with good track records, creating innovative and environmentally sound design, and following the General Plan. The net increase in units from a 15 story versus a 6 or 7 story building is minimal at about 60 units (130-70). This size and cost is not worth the risks of so little benefit, as it will encourage a new brand of speculator, placing 1-3 story buildings and their tenants at risk from land assembly and demolition by neglect. The economic changes outweigh the minimal increase in units, as this area is densely populated and transit oriented, with owner-based housing.

This precedent of high-rises in low rise neighborhoods encourages over-development in areas outside Midtown as well, that are zoned for more moderately scaled infill, as it makes the General Plan and Zoning Code suggestions rather than enforceable. Several Commissioners stated they would “be careful to not allow this type of building just anywhere” and even the Applicant stated it is not appropriate everywhere - but there are no legal ways the City can enforce this caution once this project opens the door. A



subsequent developer denied a similar exception can put the City at legal risk due to perceived favoritism for this development over theirs, in any area including residential neighborhoods.

The General Plan is the framework for all planning decisions. It was designed to accommodate significant citywide growth and new growth in Tier One Opportunity Sites shown in red on Attachment 5, while not destabilizing existing areas. It was created by a robust and deliberative public process with diverse community input, and is working well driving development inward. Deviating from it is unnecessary. Per the City's data, the Central City has borne over two-thirds of the entire City housing growth since 2010. Areas west of 16th street are still struggling to attract residential investment despite ongoing efforts to attract Downtown housing. This size and cost of this project will amplify the Downtown struggle, diverting energy away from Downtown and the Railyards, and likely destabilizing successful areas east of 16th Street.

This project is consistent with the General Plan policies and goals for Downtown west of 16th Street and the Railyards and River District (Richards Blvd). These areas need more housing, are already zoned and financed for this intensity, and need the incentive of being THE place for high-rises, to create thriving neighborhoods. At a neighborhood meeting on March 10, 2015, and another neighborhood meeting on April 13th, some Midtown residents said they would not live Downtown because it is not as nice as Midtown. How will Downtown 'be nice' and attract high-rise residential development when it is allowed elsewhere? At the March meeting, the Applicant was present and stated, when asked directly if he had built anything before, said "No, I haven't built anything, or done anything like this before". The Applicant has no track record to point to and no building experience, adding more risk to this project.

The environmental document and justification is inadequate, failing to acknowledge and provide an analysis of alternatives that fit within the context of the General Plan, and failing to correctly identify the age of the structure and its potential as a historic resource, which would require an EIR. This places the City at risk by not providing the Planning and Design Commission with sufficient information to make an informed decision on project alternatives that fit within current zoning rules, or information about the potential of historic resources on the site. A separate letter addresses these issues. The Applicant stated to the Commission in December 2015 they would seek LEED Platinum certification. At the March community meeting, when asked, the Applicant was not certain of their commitment to LEED certification, saying they were "still considering it but have not yet determined if we will." The Applicant is also using the General Plan Climate Action Plan (CAP) Policies to justify this project. Upon review of those policies, it is clear the General Plan CAP is effectively driving quality infill inward, and implementing the CAP Goals without compromising Land Use Designations. A project consistent with the General Plan at 6-7 stories would create the same overall environmental and community benefit. In addition, all of the Central City is within ½ mile of transit. The CAP is being used inappropriately to justify the size and scale of this project.

This project also creates legal risks for the City. In addition to the precedent that assures others will seek similar exceptions, and litigate if denied; while not seeking a Variance to the General Plan according to the Zoning Code, it is seeking a significant deviation that will be interpreted in practice as a Variance or Amendment to the General Plan if challenged, as it is so far outside a reasonable exception from the General Plan. The Zoning Code states that a variance can only be granted, if not allowing it will "result in



practical difficulty or unnecessary hardship to the owner due to unusual physical characteristics of the subject parcel” (Sacramento Zoning Code Section 17.108.230). No unusual characteristics exist at this site.

Another risk to the City is related to Fee Districts. The Downtown/ Railyards/ Richards Fee Districts were created in the 1990’s in anticipation of new development in the Railyards/ Richards area and more intense development Downtown. Fee districts collect Development Impact Fees to fund public facilities and transportation infrastructure (Attachment 7). Midtown does not participate in a fee district to cover infrastructure costs related to the additional impacts created by this scale of development, over and above standard building and permitting fees. The Downtown Fee District ends at 17th Street.

In March the Applicant stated “your infrastructure in Midtown is great – we do need a SMUD vault, but that’s it”. If Midtown is opened to significantly more intense land use in commercial and residential areas, as this project will do, current public facilities including utilities, water, sewer, police and fire services will be impacted, as well as transportation infrastructure. This also means that costs to build in the Downtown and Railyards Fee Districts are higher than Midtown, placing Downtown and Railyards developers at a disadvantage. Currently, Downtown parcels pay \$ 989.45 per residential unit, and Railyards parcels pay \$10,619.43 per residential unit to their respective fee district (Attachment 7). Based on the proposed commercial and residential square footage of this project, the financial loss to the city by placing this project in Midtown, ranges from \$162,600 (Downtown) to \$1,637,000 (Railyards) plus interest if Bonds are issued to cover the fees (Attachment 8). The City could face legal challenges from developers in the fee districts who build high-rises, if Midtown high-rises are allowed and do not have the same infrastructure financing burden. Development momentum will slow significantly Downtown and in the Railyards, as developers seek lower cost parcels (with buildings on them) in Midtown with lower perceived risk of building in established neighborhoods with fewer development fees. Plus the City loses critical infrastructure financing.

The pace of new housing in the Central City since 2010, and recent quality infill proposals from several reliable development teams is evidence we do not need to compromise the General Plan and thriving neighborhoods, or increase financial and legal risks to the City to facilitate growth. Current projects in the pipeline, and areas already slated for new growth have the capacity to accommodate expected growth over the next several decades. Please honor the General Plan the community collaborative created, and direct the Applicant to create a project that is substantially consistent with it. Thank you.

Garret Root, President
Preservation Sacramento



Page 5 of 5

List of Attachments:

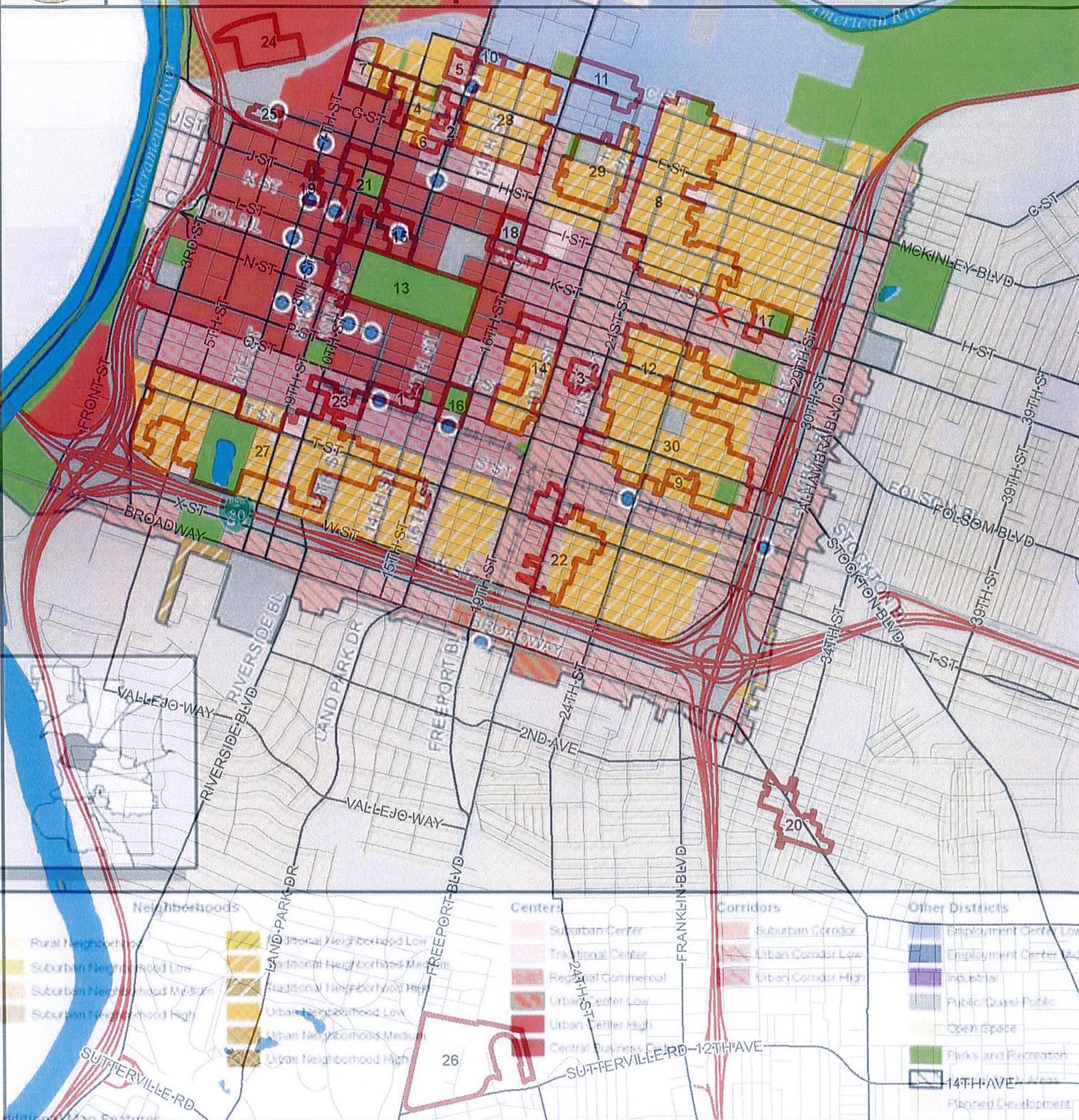
- 1 - Midtown Zoning Designations With Historic District Overlay
- 2 - 1500 Block of S Street, 1000 Block of J Street – On the ground impacts of speculators
- 3 - Project and Neighborhood Context –to scale
- 4 - 2035 General Plan Land Use and Urban Design Goal LU 2.7 – Transitions in Scale
- 5 - 2035 General Plan Land Use and Urban Form Designations for the Central City Community Plan Area
- 6 - US Census data and tract map/ housing by Census Tract 2010/ new central city units / units in progress
- 7 - Railyards and Downtown Fee District Fees as of July 1, 2015 and District Maps
- 8 - Richards/ Railyards/ Downtown Impact Fees for proposed project



City of Sacramento Historic Districts

September 2010

Attachment 1



Legend

▭ Historic Districts
▭ Policy Area
▭ Policy Plan Area Boundary
▭ Boundaries

▭ Rural Neighborhood
▭ Suburban Neighborhood Low
▭ Suburban Neighborhood Medium
▭ Suburban Neighborhood High
▭ Suburban Neighborhood Low
▭ Traditional Neighborhood Medium
▭ Urban Neighborhood Low
▭ Urban Neighborhood Medium
▭ Urban Neighborhood High

▭ Centers
▭ Suburban Center
▭ Traditional Center
▭ Regional Commercial
▭ Urban Center Low
▭ Urban Center High
▭ Central Business District

▭ Corridors
▭ Suburban Corridor
▭ Urban Corridor Low
▭ Urban Corridor High

▭ Other Districts
▭ Employment Center Low
▭ Employment Center High
▭ Industrials
▭ Public/Quasi-Public
▭ Open Space
▭ Parks and Recreation
▭ 14TH-AVE
▭ Planned Development

● Proposed Light Rail Station
● Existing Light Rail Station

▭ 1200-1300 Q Street
▭ 12th Street Commercial
▭ 20th and N Street
▭ Alkali Flat Central
▭ Alkali Flat North
▭ Alkali Flat South
▭ Alkali Flat West
▭ Boulevard Park
▭ Bungalow Row
▭ C Street Commercial

▭ 11 C Street Industrial
▭ 12 Capital Mansions
▭ 13 Capitol
▭ 14 Capitol Avenue
▭ 15 Cathedral Square
▭ 16 Fremont Park
▭ 17 Marshall Park
▭ 18 Memorial Auditorium
▭ 19 Merchant Street
▭ 20 Oak Park

▭ 21 Cesar Chavez Plaza Park/CBD
▭ 22 Poverty Ridge
▭ 23 R Street
▭ 24 Central Shops
▭ 25 Depot
▭ 26 Sacramento City College
▭ 27 South Side
▭ 28 Washington
▭ 29 Washington School
▭ 30 Winn Park

ID	Name	ID	Name	ID	Name
1	1200-1300 Q Street	11	C Street Industrial	21	Cesar Chavez Plaza Park/CBD
2	12th Street Commercial	12	Capital Mansions	22	Poverty Ridge
3	20th and N Street	13	Capitol	23	R Street
4	Alkali Flat Central	14	Capitol Avenue	24	Central Shops
5	Alkali Flat North	15	Cathedral Square	25	Depot
6	Alkali Flat South	16	Fremont Park	26	Sacramento City College
7	Alkali Flat West	17	Marshall Park	27	South Side
8	Boulevard Park	18	Memorial Auditorium	28	Washington
9	Bungalow Row	19	Merchant Street	29	Washington School
10	C Street Commercial	20	Oak Park	30	Winn Park

Five-story mixed-used building proposed for midtown -

Jul 29, 2014, 4:31pm PDT



An application received by the city describes it only as “1500 S Street Mixed Use,” with 76 residential units above 13,000 square feet of commercial - Rendering courtesy Red Knoll Development

Another mixed-use residential building is being proposed for midtown Sacramento, this one at the intersection of 15th and S streets.

An application received by the city describes it only as “1500 S Street Mixed Use,” with 76 residential

units above 13,000 square feet of commercial space. Steve Whitesides of Roseville is the applicant.

“The project is a four-story wood framed apartment community over one story commercial concrete podium,” states a project description included in the application, dated July 29.

On the second floor, the first one with residences, amenities would include a clubhouse and fitness center, near an outdoor courtyard with kitchen, lounge and swimming pool. Apartments would be as small as 630 square feet, but most would be one-bedroom units of 720 square feet, with some two-bedroom units at the corners and courtyard and six three-bedroom units. A site plan shows the building as wrapping around much of a block, with the retail facing S and the outdoor courtyard backing onto an alley parallel to S and T streets.

First-floor retail would be primarily retail and restaurants as a way to enliven the neighborhood, according to the application. Total building size would be 108,000 square feet, on six parcels totaling about three-quarters of an acre.

Building the project, which has an exact address of 1500-1522 S St., will involve demolishing six buildings and a canopy already on the site, being used for residential and office purposes and built about a century ago.

If built, the project would be near both a one-story retail project on the southwest corner of R and 15th streets just wrapping up, and the Monte Carlo, a shuttered bar that owners have said they intend to remodel and reopen in the near future.

As well, the project would add to what’s becoming a dense residential neighborhood; along 15th and 16th streets in that area, three residential mixed-use projects are either under construction or recently opened, and there are plans for more.

Ben van der Meer - Staff Writer

1500-1522 S Street – Before - well maintained with residents

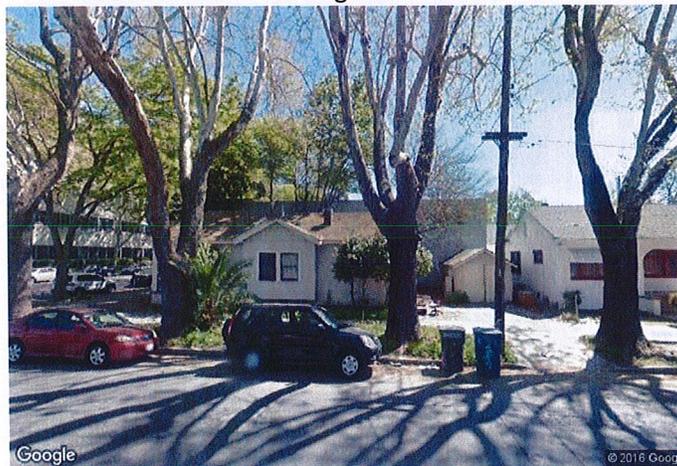
Via Loopnet Commerical Real Estate Site -1522 S Street

DOWNTOWN COMMERCIAL PROPERTY - VINTAGE HOUSE AND LARGE COVERED OUTDOOR ART STUDIO PLUS PARKING AREA ON 40'X160' PARCEL WITH ALLEY ACCESS. C-2 ZONING - GENERAL COMMERCIAL. VALUE IN THE LAND AT APPROX \$109.21 per sq.ft. House is approx 876 sqft. **HOTTEST AREA OF DEVELOPMENT IN SACRAMENTO. DOWNTOWN R STREET CORRIDOR AREA. ACROSS THE STREET FROM THE ENTRANCE TO THE TWO BLOCK BENVENUTI PLAZA DEVELOPMENT. 100,000 DAYTIME EMPLOYEES WORK DOWNTOWN. PROPERTY IS LOCATED ON 1522 S STREET WHICH IS BETWEEN 15th and 16th STREETS WHICH RUN TO ALL MAJOR STATE BUILDINGS AND CAPITOL.**

1522 S Street - Looking Southwes from S Street



1500 S Street – looking East from 15th Street



From Redfin listing: 1500 S St is a house in Sacramento, CA 95811. This 926 square foot house sits on a 3,200 square foot lot and features 2 bedrooms and 1 bathroom. This property was built in 1926. Based on Redfin's Sacramento data, we estimate the home's value is \$359,301. Comparable nearby homes include 1701 U St, 2016 20th St, and 1309 W St. Nearby schools include William Land Elementary School, Met Sacramento Charter High School and Success Academy. The closest grocery stores are Kwong's Market, New Wah Mei Grocery and J & J Co. Nearby coffee shops include Harry's Cafe, Cafe Bernardo - R15 and Nido. Nearby restaurants include Ernesto's Mexican Food, SUBWAY and Dos Coyotes Border Cafe. 1500 S St is near Fremont Park, Roosevelt Park and Capitol Park. There are excellent bike lanes and the terrain is flat as a pancake. 1500 S St is a Biker's Paradise, daily errands can be accomplished on a bike. This address can also be written as 1500 S Street, Sacramento, California 95811.

Midtown mixed-use project is on the market

Jan 22, 2016, 7:09am PST



SUBMITTED PHOTO -The project on the southeast corner of 15th and S streets, known as Mid Fifteen or 1500 S depending on the source, is up for sale.

A proposed mixed-use project in midtown Sacramento, complete with entitlements, is up for sale. The project on the southeast corner of 15th and S streets is referred to as “Mid Fifteen” on one listing on CityFeet.com. But the project, at 1500-

1522 S St., had the name “1500 S” on the application [submitted to the city](#) in summer 2014.

According to the listing, the 80,000-square-foot, five-story project would have 76 market-rate apartments above 12,000 square feet of retail space. Building costs are estimated at \$25 million to \$27 million, but the listing gives no price for the project.

A message requesting more information with the broker for the listing was not returned Thursday.

LoopNet also has the project listed as available for sale, and both listings said the project is scheduled for 2016 construction. Both also state the project would have a net operating income of about \$2.15 million annually.

The site where the project would be is currently occupied by a handful of older single-family homes and an office building that appears to be empty.

Though one of those homes has periodically had fencing around it, there are no other pending signs of construction. However, the city’s projections for future residential growth in midtown have consistently included 1500 S as a project coming in the near future. The project received its entitlements several months ago. It’s not clear how long the project has been for sale, though LoopNet’s listing states it was last updated a little over a week ago.

Ben van der Meer
Staff Writer
Sacramento Business Journal

AFTER – 1500 – 1522 S Street – March 2016

Properties are boarded up, decaying, and damaged in a recent fire. Project proposed for the site stalled and assembled parcels are now for sale, turned from older well maintained homes into vacant magnets for graffiti and vandalism.



Height (feet)

200

160

120

80

40

Distance

40

120

200

280

Yamane
(~178 feet)



Senior facility across
J Street (~100 feet)

Maximum zoned height
(65 ft + 13 ft roof structures)

Current building heights (2-3 stories)

GOAL LU 2.7

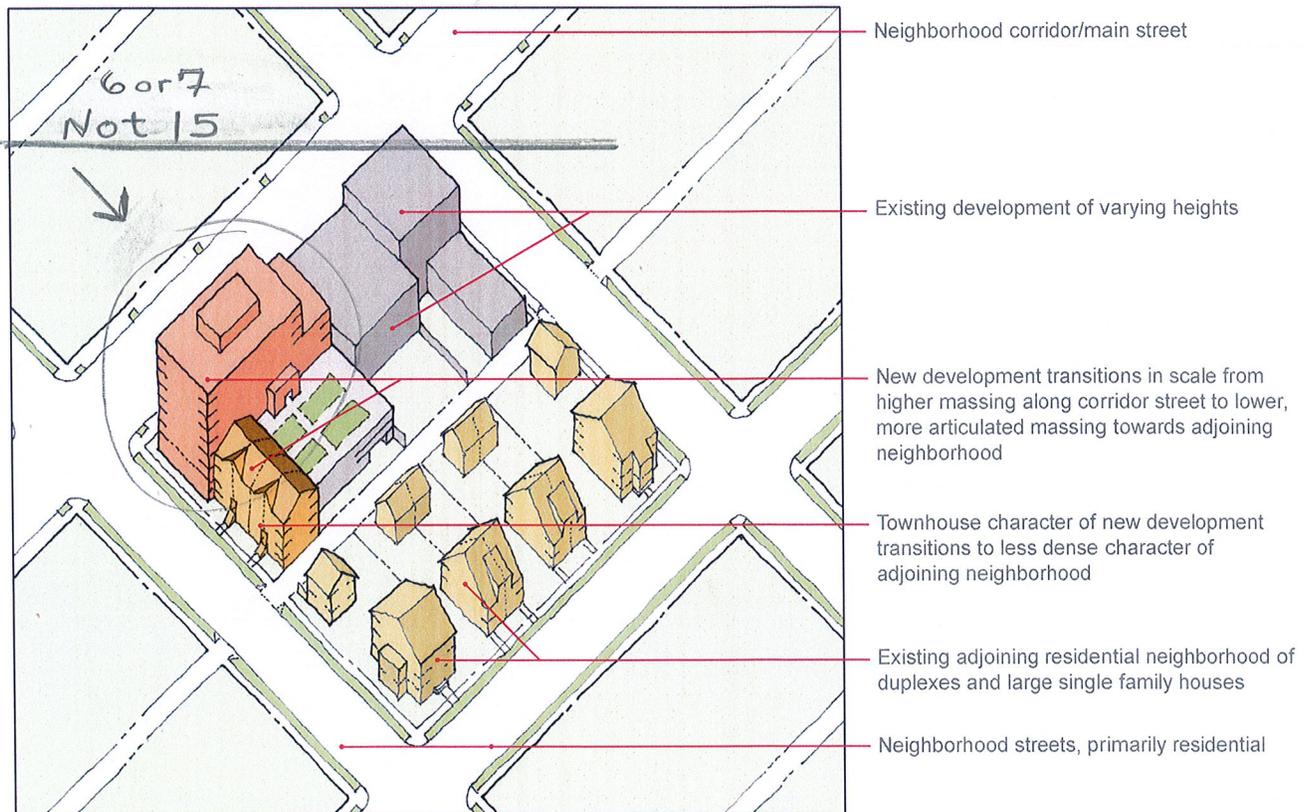
City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

Policies

LU 2.7.1 Development Regulations. The City shall promote design excellence by ensuring City development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design. (RDR)

LU 2.7.2 Design Review. The City shall require design review that focuses on achieving appropriate form and function for new and reuse and reinvestment projects to promote creativity, innovation, and design quality. (RDR/IGC)

LU 2.7.3 Transitions in Scale. The City shall require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical



The illustration above shows how the scale and massing of new development will transition in building height and bulk.

and visual character of adjoining neighborhoods that have lower development intensities and building heights. (RDR)

LU 2.7.4

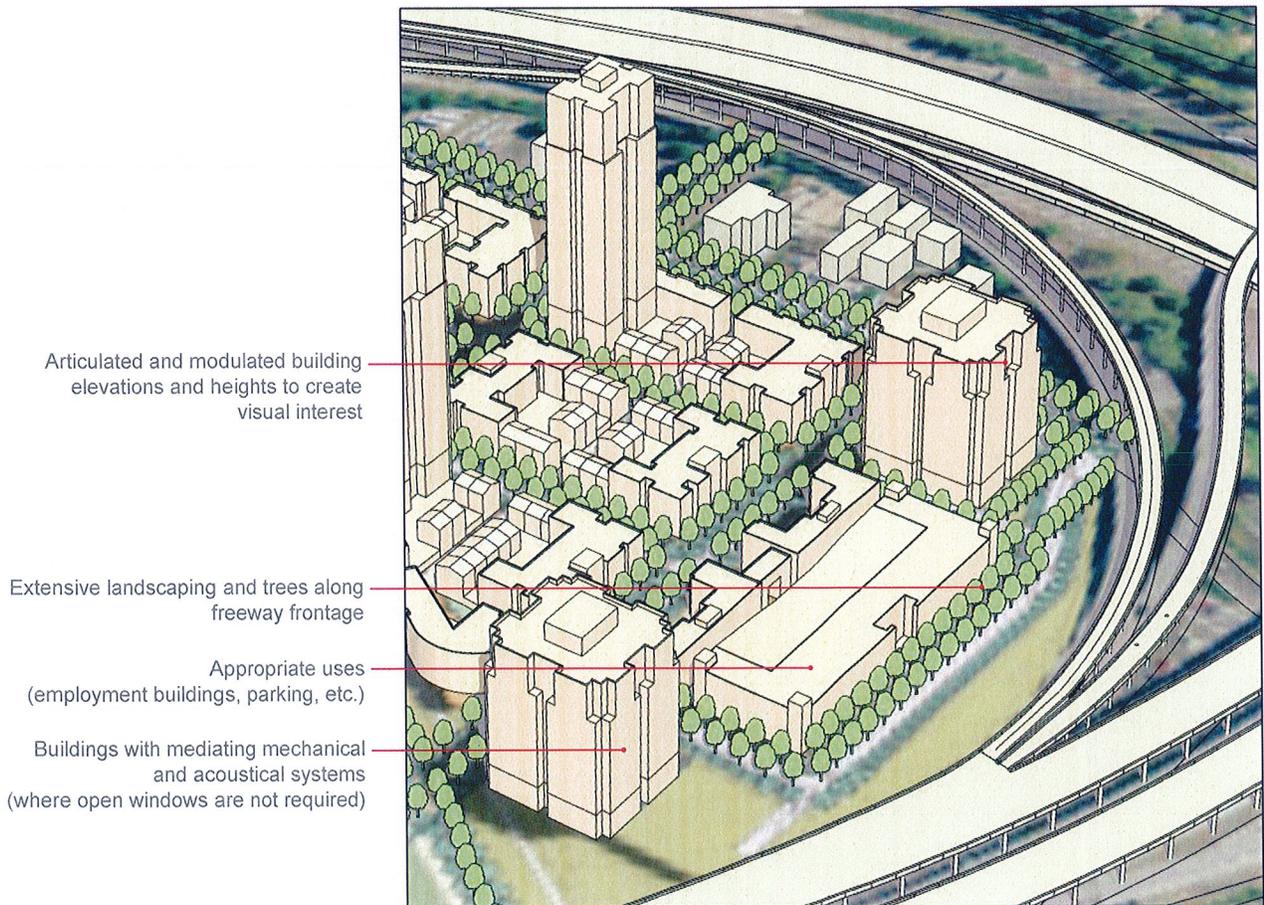
Public Safety and Community Design. The City shall promote design of neighborhoods, centers, streets, and public spaces that enhances public safety and discourages crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ownership. (RDR)

See ER 6, Air Quality, for a policy that protects air quality for “sensitive uses.”

LU 2.7.5

Development along Freeways. The City shall promote high-quality development character of buildings along freeway corridors and protect the public from the adverse effects of vehicle-generated air emissions, noise, and vibration, using such techniques as:

- Requiring extensive landscaping and trees along the freeway fronting elevation



The illustration above shows how development along freeways can be designed with high-quality character.

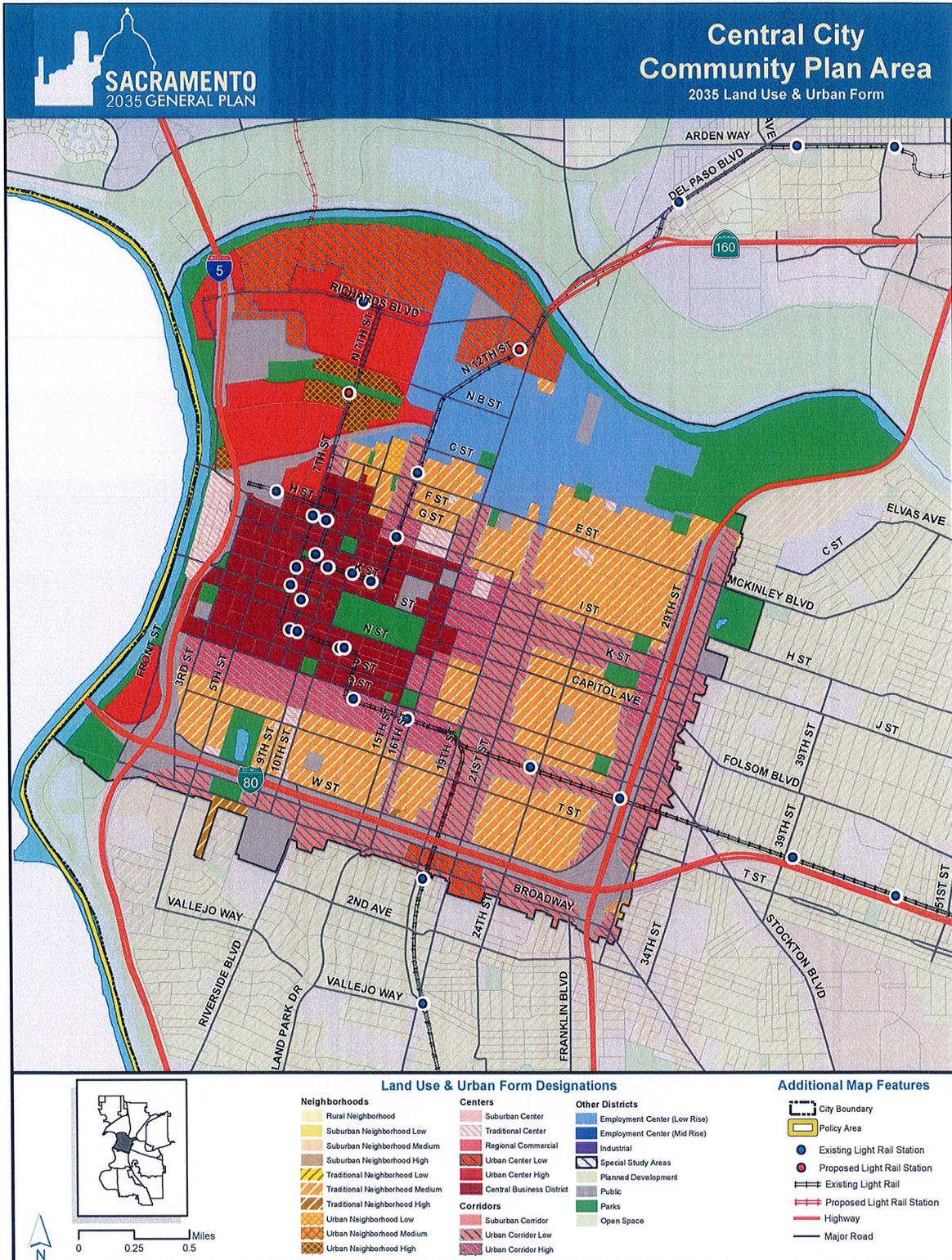


Figure CC-2
2035 General Plan Land Use & Urban Form Designations
for the Central City Community Plan Area

Attachment 6

2010 Census - accessed from SF1 file/ CA Dept. Of Finance on March 23, 2016

State code	County Code	Census Tract	Description of Area	Population	2010 Total Housing Units
06	067	000400	Census Tract 4	3667	2351
06	067	000500	Census Tract 5	3159	2023
06	067	000600	Census Tract 6	1122	733
06	067	000700	Census Tract 7	2806	709
06	067	000800	Census Tract 8	1425	1227
06	067	001101	Census Tract 11.01	2047	2096
06	067	001200	Census Tract 12	3323	2714
06	067	001300	Census Tract 13	3005	2230
06	067	001400	Census Tract 14	2466	1882
06	067	001900	Census Tract 19	2771	1811
06	067	002000	Census Tract 20	2376	1468
06	067	002100	Census Tract 21	2377	1175
06	067	005301	Census Tract 53.01	1823	333
				32367	20752

20,752 Central City Housing Units per 2010 Census
 + 1,337 New Central City Housing Units 2010-2015, General Plan Update April 7, 2016, pg 40
 = 22,089 Central City Housing Units 2015

+ 1833 New Central City housing project in progress *estimated -see list below
 = 23,922 Central City Housing Units projected in next 1 -2 years

130 Project proposed

130/ 23,922 0.54% increase for project significantly inconsistent with General Plan at 15 stories
 70/23,922 0.29% Increase for project significantnly consistent with General Plan
 0.25% Difference

Central City Housing Units in Progress	# of Units	Status	Comments
5th & O (Sac Commons)	436	Approved	Proposal for Phase 1 -parcel 2A & 2B
15th & N (Eviva!)	118	under construction	
19th & Q (Sac Bee area)	500	Approved	Some owner based SFH
15th & Q	80	Proposed	
18th & S	125	Proposed (CADA)	
17th & R (Ice Blocks)	120	under construction	
700 Block of K Street	134	under construction	
12th & N Westminster	97	Proposed (CADA)	
20th & L (Whole Foods)	80	Approved	housing component
11th & C -Creamery	117	under construction	Ownership - SFH
1024 R Street	26	Proposed	
1833			

*Housing units in progress based on known projects. It is not an exhaustive list and does not include numerous small infill projects in progress approved at the staff level. Some are built to Condominium standards.

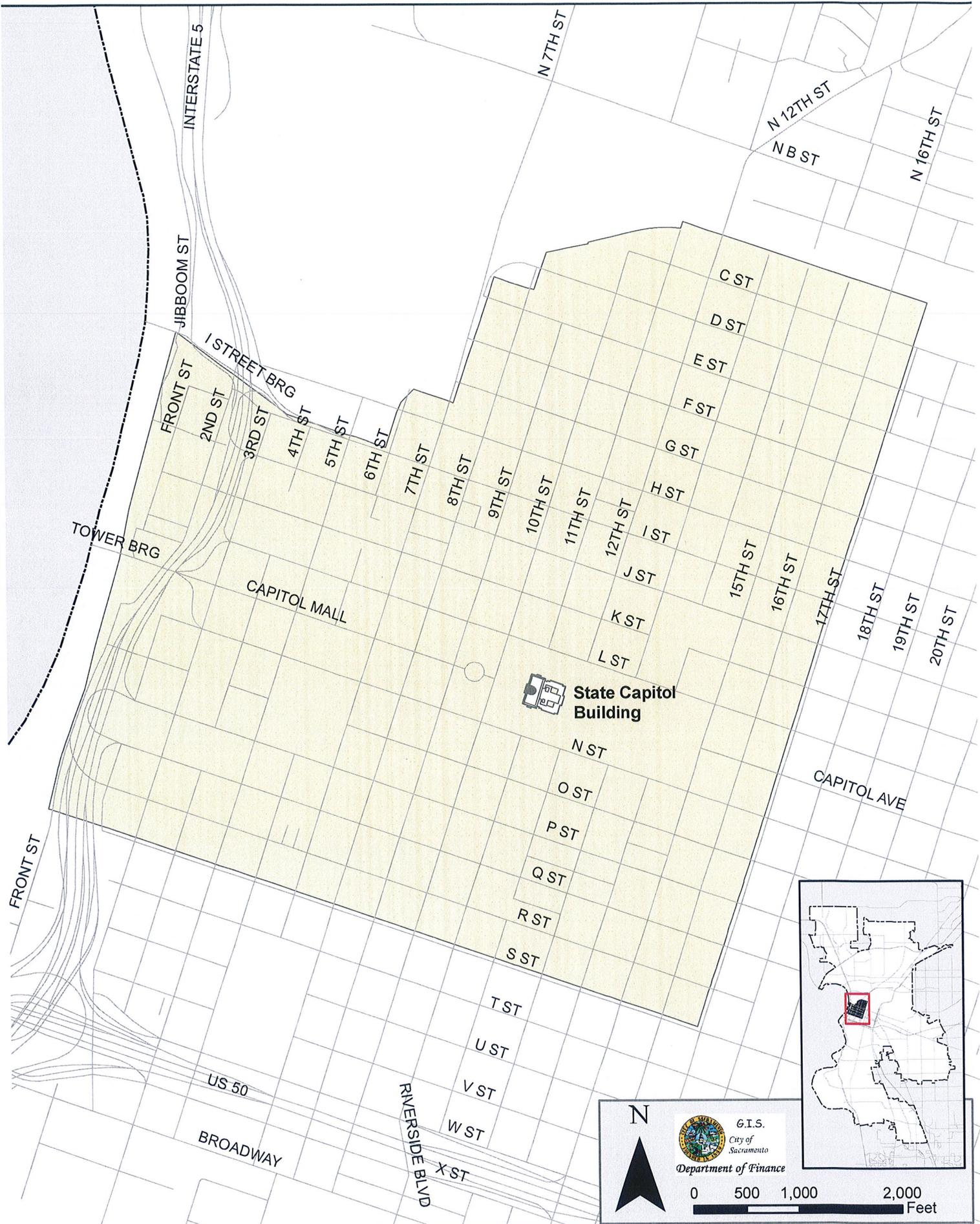


Attachment 7

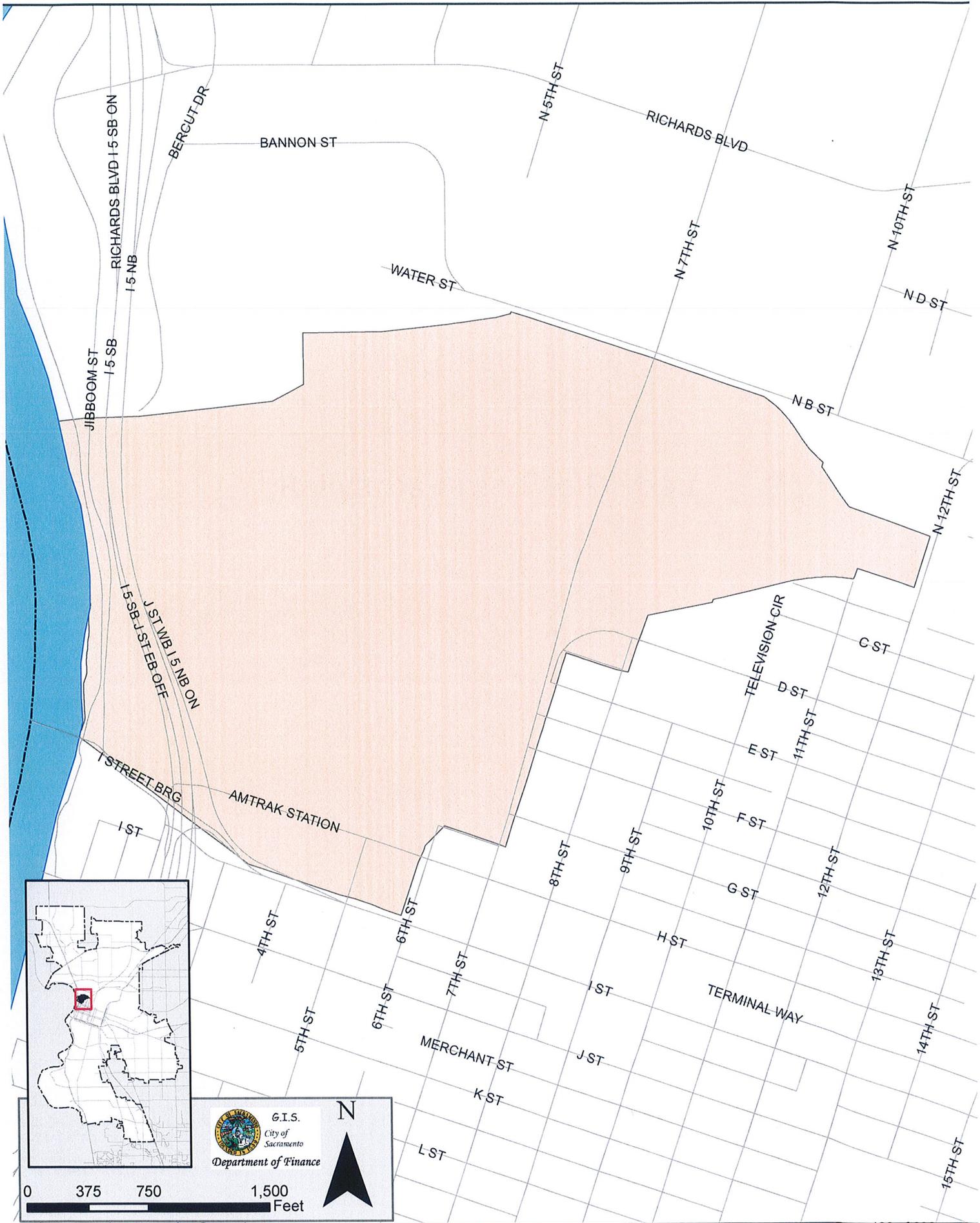
**Richards/Railyards/Downtown Impact Fees
Per SCC 18.36.130**

Fees As of 7/1/15

Land Use	Basis	Downtown District			River District (Richards Blvd.)			Railyards District		
		Transportation Fee	Public Facilities Fee	Transportation Fee	Public Facilities Fee	Transportation Fee	Public Facilities Fee	Transportation Fee	Public Facilities Fee	
RES Residential	per unit	989.45	-	3,929.13	882.50	4,640.66	5,978.77			
OFF Office	per sq. ft.	1.89	-	7.48	0.87	8.82	2.49			
RET Retail	per sq. ft.	2.07	-	8.23	0.87	9.83	4.94			
PUB Public	per sq. ft.	-	-	-	-	1.03	9.56			
HOTL Hotel	per room	490.79	-	1,950.53	529.73	2,305.20	3,074.92			
IND Industrial	per sq. ft.	0.67	-	2.70	0.31	-	-			



Railyards Area Fee District



G.I.S.
City of
Sacramento
Department of Finance

N



0 375 750 1,500 Feet

Attachment 8

Richards/ Railyards / Downtown Impact Fees

	Downtown	Railyards	River/ Richards
	Transportation Fee		
Residential per unit	\$989.45	\$4,640.66	\$3,929.13
Office pr sq. foot	\$1.89	\$8.82	\$7.48
Retail per sq foot	\$2.07	\$9.83	\$8.23

	Downtown	Railyards	River/ Richards
	Public Facilities Fee		
Residential per unit	\$0.00	\$5,978.77	\$882.50
Office pr sq. foot	\$0.00	\$2.49	\$0.87
Retail per sq foot	\$0.00	\$4.94	\$0.87

Project Specific Information

14,494 sq feet of Commercial (retail/ office/ restaurant)	14,494
134 dwelling Units	134

Fees if located in:	Downtown	Railyards	River/ Richards
	Transportation Fee		
Residential per unit	\$132,586.30	\$621,848.44	\$526,503.42
Retail per sq foot	\$30,002.58	\$142,476.02	\$119,285.62

	Downtown	Railyards	River/ Richards
	Public Facilities Fee		
Residential per unit	\$0.00	\$801,155.18	\$118,255.00
Retail per sq foot	\$0.00	\$71,600.36	\$12,609.78

	Downtown	Railyards	River/ Richards
	Transportation and Public Facilities Fee		
Residential 134 units	\$132,586.30	\$1,423,003.62	\$644,758.42
Retail 11,000 sq feet	\$30,002.58	\$214,076.38	\$131,895.40
	\$162,588.88	\$1,637,080.00	\$776,653.82

Public Comment Received from Preservation Sacramento Web Form, February-April 2016, in response to Yamane Project

Squarespace

10:38 AM (4 hours ago)

to me

Name: Maryellen Burns-Dabaghian

Email Address: Maryellen_butns@mac.com

What do you think about the proposed Yamane Project?: Vehemently against it. Totally out of character for the neighborhood. i've seen dozens of studies about livable cities that show that historic neighborhoods maintain their identity with buildings no higher then 6 stories or much above the normal tree canopy. Even the Sutter Buildings at the outer edge are less then this proposed building. Architecturally it is out of character as well. Preservation Sacramebto had put it much more eloquently then I but I believe this project is ill considered, will change the character of the neighborhood and is best suited downtown or on the other side of 16 th street. It is also the thin edge of the sword. Say yes to this project and we'll soon have every other developer in town advocating removing non-contributing houses or apartments be torn down for other high rises.

Location: District 4: Steve Hansen

Preservation Sacramento News:: Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))



Squarespace

12:21 PM (3 hours ago)

to me

Name: Kathy Les

Email Address: kathy.les321@gmail.com

What do you think about the proposed Yamane Project?: I feel stongly that the height of this project is excessive for the neighborhood. It sets a dangerous precedent other projects will want to follow. Let's keep Midtown pedestrian friendly and people scale. That's what makes it such a great place.

Location: District 5: Jay Schenirer

Preservation Sacramento News::

(Sent via [Preservation Sacramento](#))



Squarespace

10:47 AM (4
hours ago)

to me

Name: Randee Tavarez

Email Address: rand49@hotmail.com

What do you think about the proposed Yamane Project?: I too feel this building is way too tall for the area and would ruin the feel and look if this part of neighborhood. it should be cut down to ten stories at the most, if it is approved. There is no need for such a dominating building in the Midtown area. This would be much more suitable downtown. PLEASE DON"T approve this project as it is.

Location: District 3: Jeff Harris



Squarespace

12:35 PM (2
hours ago)

to me

Name: William Cooper

Email Address: shoshone3@yahoo.com

What do you think about the proposed Yamane Project?: I am pleased to see the development and redevelopment of Sacramento. I have lived in the area for 18 years, but only in the city for 2. Please continue to encourage projects, but in the areas in which they are appropriate. This is a misplaced structure that does not add to the existing neighborhood. Misplaced structures can be seen throughout the city, and now is not the time to continue past mistakes.

Location: District 5: Jay Schenirer

Preservation Sacramento News:: Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))

Squarespace

Apr 23 (2 days ago)

to me

Name: Mary French

Email Address: Mmmfrench@yahoo.com

What do you think about the proposed Yamanee Project?: As a resident of 38th St. in East Sacramento, I am writing to oppose Yamaner Project high rise in midtown. This project is not appropriate for the proposed location due to its excessive height. It does not make sense to place a high rise in this neighborhood. It is important to preserve the character of the neighborhood by continuing to adhere to height limits. The City should adhere to the planning principles and reject this location. The developers may then find another more suitable location or reduce the height. It is also inappropriate to allow a building of this size without an off street loading area. Thank you for your consideration.

Location: District 3: Jeff Harris

Preservation Sacramento News:: Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))



Squarespace

Apr 23 (2 days ago)

to me

Name: Irene Dold

Email Address: ied1001@yahoo.com

What do you think about the proposed Yamanee Project?: This is an inappropriate building for this location.

Location: District 6: Eric Guerra



Squarespace

Apr 23 (2 days ago)

to me

Name: Clark Mildenhall

Email Address: Clark-temp1@comcast.net

What do you think about the proposed Yamane Project?: Great building, horrible location! Not appropriate for neighborhood, dangerous precedent, no parking.

Location: District 4: Steve Hansen



Squarespace

Apr 23 (2 days ago)

to me

Name: Susan Wilke

Email Address: sj_wilke@yahoo.com

What do you think about the proposed Yamane Project?: I DON'T LIKE IT AT ALL! Where they want to build is a popular, user friendly small shop and boutique area. This proposed building is totally alien and out of character with the area around it and would TOTALLY change the experience and create all sorts of problems. What has EVOLVED ORGANICALLY and successfully you want to disrupt/change by planting this outsized building. Why? I think it is driven by your greed and feeling that you know (yes, you!) better how to cut and paste the city together.

Spending money for an arena unwanted by city dwellers, wanting to tear out the cemetery roses and other such weird actions leads me to wonder where you are coming from. We need you to deal with real problems: Sacramento needs commitment to making us less oil dependent which mean mass transit and bicycle, plus work re recycling, education, gangs, bad air quality, sex trafficking, low income housing, etc. You can't directly work on some of these issues. But we need you to direct yourself to other seemingly LESS glamorous projects than another Roman style edifice. Look what our focus on profit and gain has got us? Our planet is being systematically coming apart. Don't put your effort (which we ultimately will pay for) into this behemoth. We pay the price and you profit. That is representing us? Making us a better city?



Squarespace

Apr 23 (2 days ago)

to me

Name: John Krempel

Email Address: Jkrempelinsac@aol.com

What do you think about the proposed Yamanee Project?: I totally support this project, it's exactly what Midtown & J St needs!



Squarespace

Apr 23 (2 days ago)

to me

Name: Jolene Eveland

Email Address: a_jeland@att.net

What do you think about the proposed Yamanee Project?: We feel that this project is taller than any buildings surrounding it which will deminishes the historic quality of downtown/midtown Sacramento. It should be limited to the heigth as permitted by the city in keeping espically with the Sr residence across the street.

Location: District 3: Jeff Harris

Preservation Sacramento News:: Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))

Name: Meagan O'Neill

Email Address: meagan.m.oneill@gmail.com

What do you think about the proposed Yamanee Project?: I am excited about a new development, BUT not the current plan; it is not the right size for that corner. The current plan is outside the neighborhood context and WAY too high. The developer's request for an exception to the code is too extravagant and not appropriate for the Midtown neighborhood. I would like to see the corner developed, but not with the current plan.

Location: District 4: Steve Hansen

Preservation Sacramento News:: Yes, please let me know of preservation related news, alerts, and events via email.

(Sent via [Preservation Sacramento](#))

Name: Robert McCartney

Email Address: r51mcar@sbcglobal.net

What do you think about the proposed Yamane Project?: The Midtown Sacramento neighborhood is a charming, active gathering place very much like neighborhoods found in Portland, Oregon and Seattle. Any structure that takes away the airspace (from views of the trees and sky) will prevent a free flow of air and rain the we find so refreshing in Midtown. Lighting from such a building would create an unattractive side effect-light pollution. Another possible detrimental change would be the cost of rental space on the ground level of Yamane driving up the rents of existing businesses all along Midtown J. No to the Yamane Project.

Location: District 4: Steve Hansen

Preservation Sacramento News::

(Sent via [Preservation Sacramento](#))

Name: Bijan Mehryar

Email Address: bijanmehryar@gmail.com

What do you think about the proposed Yamane Project?: I think this is a great project and just the type of infill we need to repopulate the grid. I wholeheartedly support it.

Location: District 4: Steve Hansen

Preservation Sacramento News::

(Sent via [Preservation Sacramento](#))

Name: Gayle Betzing

Email Address: gbetzing@comcast.net

What do you think about the proposed Yamane Project?: I love the project. I think with the R street corridor and the Arena projects, this area above 20th street will become a blight. Already the residential area of F street and 22nd are overwhelmed by street people as evidenced by phone calls to the police of disturbances. I believe this is because of the arena projects homeless are being routed elsewhere. Recently I moved from F street after 25 years but still have property on H and 22nd street. This project will add beauty and a place where people will want to come. I think property values South of J and 22nd will rise or be maintained because of this project. Because I applaud this project, will my vote be forwarded to Steve Hansen?

Location: District 4: Steve Hansen

Preservation Sacramento News:: Yes, please let me know of preservation related news, alerts, and events via email., Thanks, but I already receive preservation related information via email from Preservation Sacramento.

(Sent via [Preservation Sacramento](#))

Barbara Steinberg <areyouthatwoman@gmail.com>

Feb
12

to me

February 12, 2016

I was looking over the latest issue of Guardian and the Yamanee project on J Street which many of us agree is completely out of place and will begin to destroy what is left of our "main street" feeling in Midtown.

I know this may seem a bit strange to bring this up, but Ryan Heater who is the project owner also purchased my house at 2701 P Street back in 2013. Well, along with his parents they were buying and selling real estate like crazy that year. They did work on the house without permits -- the upstairs bath has a toilet which was not there before. The rental info mentions a tiled bath downstairs -- no photos -- but this didn't exist either when I owned the house. No permits were pulled since 2010 when I owned the house.

http://www.zillow.com/homedetails/2701-P-St-Sacramento-CA-95816/25784966_zpid

You can look the permit history up on <https://sacramento.civicsight.com>

My point is simply this beyond opposing his project is that they cannot be trusted. There we other problems that came up during the sale of my house, but that's another story.

I so appreciate all that SOCA/PS is doing/has done. Have you all scheduled any sort of meet/greet with Mayoral candidates to get their stand on preservation? Also, the council members who are up for re-election. Steve Hanson has been my worst nightmare. When he ran 4 years ago, I pointedly asked him about several issues including preservation -- there were no answers, ever. Eric Guerra who is my new council member (I moved out of Midtown) also needs to be held accountable. Newly elected, he against the Capitol Towers listing.

Like everyone else, I am extremely busy being self-employed and volunteering in a number of other arenas. I don't know how much time I can give to PS but would like to hear more about what's happening considering we're on the brink of a new mayor and potentially reinstating the same council members who should be put on notice. My new slogan for them, "Next election -- anyone but you!"

Look forward to hearing from you.

Barbara

Barbara L. Steinberg
www.AreYouThatWoman.com
P.O. Box 160824
Sacramento, CA 95816
[916/335-1522](tel:9163351522)
[Bay Area Travel Writers](#), Member
[California Watchable Wildlife](#), Outreach Coordinator
[Outdoor Writers Association of California](#), Board Member

Name: Barbara Steinberg Freelance Travel Writer

Email Address: info@areyouthatwoman.com

What do you think about the proposed Yamanee Project?: This project will destroy what is left of the "village" feel of Midtown -- the Main Street affect which we have all but lost in the City. Once this door is open to over-sized projects, more will follow. The small shopping district - walk-able, historic, familiar -- will decline into anywhere USA. Classic storefronts like Art Ellis cannot be re-invented. Sacramento leaders talk "preservation" but, in the end, bow to developers again and again. These tall structures create a tunnel -- leaving everything in a shadow. Even the trees will suffer eventually. Not to mention that parking in this area of Midtown is already completely impacted.

I oppose this project and, for that matter, any massing in Midtown. We fought the 18th & L project which was much higher than what was allowed at the time for that section Midtown. But City Council approved. You only have to see it from afar to see that is out of place. The Yamanee Project would be all that and more.

Barbara Steinberg

Location: District 6: Eric Guerra

Preservation Sacramento News::

(Sent via [Preservation Sacramento](#))



to me

Name: Meeta Lele

Email Address: othermeeta@gmail.com

What do you think about the proposed Yamanee Project?: This development has some great ideas and I appreciate the enthusiasm of the development team but this building, as proposed, will (a) severely disturb the neighborhood's character, (b) negatively impact the residents, and (c) would set a bad precedent for the entitlement process.

It would disturb the core dynamic of this 'urban low' neighborhood. These medium density, historic, mixed-use neighborhoods are the backbone of Sacramento's unique 'hip but friendly' urban character.

Impact on Neighborhood's Character

As important as new development is to this neighborhood, the proposed 15 story/ 170 ft height would do more harm than good. A shorter (5 story) building would be much more conducive to sustainable mixed use infill high density development.

Impact on Residents

Residents in the neighborhood of such a tall building face the sustained effects of the scale mismatch on a daily basis. I currently live on the edge of the central city and can attest to the fact that the scale of the buildings makes a huge negative impact on how pleasant it is to walk on a street. And this building at the proposed height is going to do just that.

Bad Precedent

A deviation of 200% sets a bad precedent. What is the point of having this very excellent general plan to guide our growth if its goals are completely upended in the name of "deviation"? What is to stop the next building from getting a 200% variance, and then the next?

Deviation

The general plan allows a deviation only if balanced by significant community benefit. The negative impacts of the requested deviation substantially outweigh the projected benefits, thus the proposed deviation violates the general plan.

Location: District 4: Steve Hansen

Preservation Sacramento News:: No, thank you.

(Sent via [Preservation Sacramento](#))

8:37 PM (12 hours ago)

Name: Lisa Garcia

Email Address: Lisamg727@gmail.com

What do you think about the proposed Yamane Project?: It does not belong in midtown. There is no place for this monstrosity!

Location: Not sure, but I live in the City of Sacramento.

Preservation Sacramento News:: Yes, please let me know of preservation related news, alerts, and events via email.

(Sent via [Preservation Sacramento](#))



April 12, 2016

City of Sacramento Planning and Design Commission
c/o Teresa Haenggi, Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

Dear Commissioners:

On behalf of the board of the American Institute of Architects, Central Valley Chapter, I am forwarding this letter of support for the mixed-use Yamanee project at 2500 J Street.

The American Institute of Architects

AIA Central Valley
1400 S St, Ste 100
Sacramento, CA 95811

T (916) 444 3658
F (916) 444 3005

www.aia-cv.org

The proposed development at the corner of 25th and J streets will help strengthen the housing market in downtown Sacramento by providing additional ownership units, and the revenue and activity associated with it. Future residents will likely have disposable income to spend in our small, independent businesses in midtown. In addition to the other benefits of residential density and mixed-use development, these new units provide an opportunity for diversity, including allowing an aging population to live in the center of a downtown neighborhood.

As the professional organization representing architecture in or region, we feel it is important to acknowledge quality construction and attention to detail. We believe that the developer has created a project that will serve as a benchmark for future development throughout our city. While attempting to meet rigorous LEED Platinum standards, the Yamanee project incorporates design elements that take advantage of Sacramento's climate. We believe this approach is in keeping with the design principles that the City of Sacramento's buildings should be constructed around. Furthermore, we support the developer's commitment to numerous sustainable design and community strategies. Among them: accommodating local retailers, providing on-site parking, promoting a strong focus on bicycle and pedestrian improvements and sourcing local building materials.

If you have any questions or would like to discuss this in greater detail, please feel free to contact me at 916-368-7990.

Sincerely,

Christopher Lovin, AIA
Chapter President



February 26, 2016

Terresa Haenggi
Community Development Department, City of Sacramento
300 Richards Blvd, 3rd Floor
Sacramento, CA 95814

RE: 2500 J Street, Yamanee (P-15-47)

Dear Ms. Haenggi,

The Sacramento Metropolitan Air Quality Management District (The District) thanks the City of Sacramento for the opportunity to comment on the proposed project. The District is required by law to “represent the citizens of the Sacramento district in influencing the decisions of other public and private agencies whose actions may have an adverse impact on air quality within the Sacramento district.”^[1] We offer our comments in that spirit.

Less than Significant Impact

The project’s anticipated construction and operational emissions are expected to be less than the adopted SMAQMD thresholds.^[2]

Consistent with Blueprint

Residents within this neighborhood generate less vehicle miles per capita than the regional average.^[3] The proposed project increases the share of the regional population within low VMT neighborhoods. The project also meets the Regional Transit Guidelines for Transit-Oriented Development, demonstrating densities supportive of nearby high-quality transit.

Improved connectivity within the Central City

The project’s pedestrian pathway and alley activation features will Facilitate the walking and cycling environment.

General Comments

All projects are subject to District rules in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling (916) 874-4800. The District

^[1] California Health and Safety Code §40961

^[2] DEIR, Appendix C

^[3] SACOG 2035 MTP/SCS, Figure 5B.3

thanks the City of Sacramento for the opportunity to comment on this project. If you have additional questions or require further assistance, please contact me at jhurley@airquality.org or (916) 874-2694.

Sincerely,



Joseph Hurley
Sacramento Metropolitan Air Quality Management District
777 12th Street, 3rd Floor
Sacramento, CA 95814

February 22, 2016

Teresa Haenggi
Community Development Department
300 Richards Blvd. 3rd Floor
Sacramento, CA 95811

Re: Yamanee (P15-047)

Dear Ms. Haenggi:

On behalf of Sutter Health Valley Area, I'm pleased to support the Yamanee project, which we believe will bring considerable benefits to the east end of Midtown Sacramento.

We've had the opportunity to meet with the developer and his representatives and are impressed with the project and its carefully considered design features. The Yamanee's ground floor retail, along with new residential owners, will continue to increase economic vitality in the area surrounding the Sutter Medical Center Sacramento. The project is also sustainably designed and its location, situated within a short walking distance of Sutter's campus, is ideal for providing a needed housing option for our medical staff.

As one the Sacramento Region's oldest headquartered companies, with a long history of championing important community projects, we are proud to support the development of the new Yamanee project in Midtown Sacramento. The Yamanee project, will not only encourage economic development in our community, but will make Midtown Sacramento and the area surrounding Sutter Medical Center Sacramento a thriving place to live, work and play.

Sincerely,



Keri Thomas
Regional Director, Community and Government Relations
Sutter Health Valley Area

Michael Murphy
2731 G Street
Sacramento, CA 95816
916-447-8178
Michaelmmurphy4@gmail.com

April 21, 2016

VIA EMAIL

Teresa Haenggi, Associate Planner
City of Sacramento
Community Development Department
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811

RE: Yamanee (File P15-047) – Comment letter

Dear Ms. Haenggi:

I am resident of the Marshall School neighborhood and a member of the Marshall School/New Era Park Neighborhood Association. I offer the following comments regarding Yamanee.

I believe that when you look at a project like Yamanee, most people look at it with either hope or fear. Some neighbors believe that if you allow one new high rise building in Midtown then developers will start building them everywhere in Midtown. This fear is unfounded. We have a Planning Commission and City Council to make sure every project is evaluated on a case by case basis. We also have enough activists in Midtown to protest a bad project. Please don't base your decision regarding Yamanee on fear and hyperbole.

Ryan Heater took the time to come to my home in the hope of sharing his vision and explaining why his project was appropriate for this site. Ryan's presentation was giving at the Marshall School/New Era Park N.A. Annual General Meeting/Holiday Party. There were about 80 people in attendance including Assembly member Kevin McCarty and nobody seemed to have any concerns with this project. It was a very positive presentation that was well received.

While this is a project that would not be appropriate in most parts of Midtown, it is appropriate at this particular site. J Street is a business corridor with three-lanes of traffic. There is senior housing project right across the street which is a nine story high rise that provides the appropriate scale and context for this project. Some of the businesses on J Street are struggling to compete with Amazon and other online retailers. We need new ideas and innovation to reinvent our business corridors.

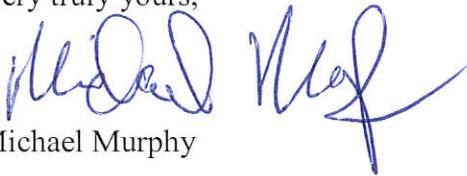
April 21, 2016

Page 2

Mr. Heater's project has all the environmental building practices that the East Sacramento housing development called McKinley Village doesn't have. There are restaurants, shopping, and grocery stores within walking distance from Yamanee. The project is also on an eastbound bus line and two blocks from the westbound bus line, heading downtown. Yamanee is actually close to employment centers such as Sutter General and Mercy Hospital. McKinley Village possesses none of these qualities yet it was approved by the Planning Commission and City Council. Yamanee will be a LEED certified building. At McKinley Village, a buyer pays extra for the LEED building elements. The design of this project will also conserve water. There will be off-street parking for residents. The access to off-street parking is not an amenity. It is a necessity. After approving a project like McKinley Village, I don't see how you would not vote to approve Ryan Heater's project. Yamanee strives to be a leader in the next phase of environmental building practices.

Yamanee is a thoughtfully designed project. It's in a high density project with minimal impacts to the surrounding neighborhood surrounding Yamanee. I ask that you approve Yamanee on the condition that financing is in place before demolition begins. Ryan Heater's vision is one that I would expect to see in a city like San Francisco. Sacramento needs to become a city that says "why not" instead of "we can't" to innovative projects such as Yamanee. Yamanee inspires hope.

Very truly yours,



Michael Murphy

mm

To Ms. Theresa Haenggi, City of Sacramento
Letter of Support for Yamane on J Street

Dear Ms. Haenggi,

My name is Imelda Patero. My husband and I have lived in Boulevard Park for many years, as had my mother-in-law who lived here before us. As a multi-generational Boulevard Park family, we thought it was important to let you know how much we support high quality new development. It is obviously important to have more homeowners in this neighborhood. Most of the neighbors here agree that green development with quality construction is important. J Street is the ideal location for density, above the restaurants and stores. Let's continue to look forward and support this project. If we want Sacramento to be great, we need to strongly support quality projects and advocate for density.



Imelda Patero
509 22nd Street

Dear Teresa,
Sub: Yamanee Support

My name is Al Alvarez, and I have been an activist in Midtown Sacramento for over 55 years. I live in Midtown near Yamanee, and I own properties in Midtown on 28th and F Streets. My house was constructed in the 1800s as a farmhouse. I've been very active in many important local issues and have been at the forefront of the preservation movement here for years. I was a founding member of "the fainted ladies task force." I have been horrified over the years to see beautiful homes destroyed east of the Capitol, and I treasure our historic legacy. However, I unequivocally support the Yamanee project. Yamanee, which is a stunning high-density project, is exactly what we need to help save our historic properties. Using a smaller site footprint for higher density on a major thoroughfare is much less disruptive to the blocks and neighborhoods we cherish. To be clear, this site has no historically significant buildings and is not within an historic district. Taking out more buildings and using more land to create the same number of apartments is counter-intuitive to preservation.

Additionally, over the years, I've seen us lose our farmland and nature to continued housing developments and suburbs. I remember when the Del Paso Country Club was the 'Country,' and Roseville, Elk Grove, and Folsom were distinct separate towns with farmland in between, not connected suburbs. We cannot continue this trend and we must change how we live or we will be left with our own version of Los Angeles urbanization, with their continuous urban sprawl from Bakersfield to the border, and the traffic to match. Our city's access to nature and our love of our "farm-to-fork" culture will be in jeopardy if we don't change how we think about urban planning and development. This developer obviously gets it. We need additional ownership options in the city center, and we need them now, not in 20 years. Midtown is appropriate as I have no interest in living amongst the huge office blocks downtown that empty in the evenings - whole areas there are built with state buildings with whole blocks without retail or housing. Also, I want to walk to the grocery store - this is why I live in Midtown.

Yamanee is uniquely 'Valley-centric' and iconic in its embrace of terraces and natural greenery - mirroring our tree canopy and natural surrounds - our own style for our own future. While the preservation torch is being passed onto the next generation, Yamanee will undoubtedly become one of our city's future treasured landmarks, continuing a rich and precious architectural and historical legacy.



Al Alvarez
520 28th Street

City of Sacramento
c/o Ms. Haenggi

To Whom It May Concern:

I wanted to write my complete support for the Yamanee Condominium Project, which will be located near my apartment on Q Street in Midtown, just down the street. Safety is one of the most important issues and more people and more businesses are critical for a vibrant community. I understand there will be expanded retail at the project along the alley and 25th Street, which will help bring more security to the neighborhood as those with bad intentions don't like well-lit places with people. The building is so elegant and exciting and is the type of development we need to be embracing. Sacramento could be a leader in responsible development and it has been wonderful to see the community get behind this project. We need to have more types of housing options in Midtown to attract businesses that create more jobs. We want to embrace vibrancy and thoughtful change forward instead of just accepting the status quo.



Courtney Ward
(916) 616-3046

To whom it may concern:

I am a resident at 22nd and L Streets and I approve of the Yamanee project! It would be a great way to bring more people to the area and I believe the building would fit perfectly in midtown. It's time to think progressively and go green.

Thank you,

Kelsey Gallagher
2118 L Street
Sacramento, CA 95816

Dear Ms. Haenggi,

I live in midtown on 24th Street not far from the proposed Yamanee development project. I am extremely excited to see this type of building in midtown. With the new arena, the new restaurants that are opening, and all the exciting things happening, I'm thrilled to be a resident. Specifically, I am intrigued by the green design of the project. Like many, I am concerned about safety in this neighborhood and I see more retail and more residents as a great benefit - we want more people walking to places rather than less - from an environmental and safety perspective. The more eyes around, the safer the neighborhood will be. This neighborhood is a wonderful mix of people and businesses. Let's continue this trend.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sadye Reish', with a long horizontal flourish extending to the right.

Sadye Reish
1630 24th Street

From: Ashlee Berry <mrsashleeberry@gmail.com>

Date: March 7, 2016 at 5:47:20 PM PST

To: thaenggi@cityofsacramento.org

Subject: Yamanee Support Letter

Dear Theresa,

I live at 2317 Q street in Midtown. My husband and I completely support Yamanee. We think it's going to be a great attribute to the midtown scene. We are in desperate need of more housing and more career opportunities. I see only great things coming out of the project.

Sincerely,

Midtown residents

Ashlee and Stephen Berry

Sent from my iPhone

Ann Bailey
2406 H Street
Sacramento, CA 95816

April 21, 2016

Re: Yamanee
OPPOSE

City of Sacramento
Planning and Design Commission
300 Richards Blvd. 3d floor
Sacramento, CA 95811

To the Commission:

I am writing to express my opposition to the proposed Yamanee development at 25th and J as it is presently designed. It is simply too tall and bulky for the neighborhood.

The current proposal, at a height of 175 feet, would be a significant deviation from the General Plan and the Zoning code height limit of 65 feet for that parcel. It is designated "Urban Corridor Low", and does not contemplate that sort of height or density in this area. Even in areas closer to downtown, on 16th Street for example, infill housing remains in 4-6 story range. (The project at 15th and Q, which you just reviewed, at a height of 8 stories is designated "Urban Corridor High", and is at the corner of two major streets. Moreover, it is literally steps from light rail, which the Yamanee project is not.) I find it somewhat ironic that the developer said at the Planning Commission meeting in December that this project is needed to create "a sense of space" at this location, since midtown has a very successful sense of space already, due in no small part to its human scale and walkable feel.

The developer also states that this project would provide housing for workers at the nearby hospitals to the east. I recall that when the Sutter hospital project was in the permitting process, the residents of midtown raised concerns that the height of the new buildings would be used as an excuse to raise the height limits in midtown. We were assured that that was not the case, and that the Sutter approvals were based on the fact that it was directly adjacent to the freeway; again, not the case here.

I am supportive of infill of a size and scale to fit in to the neighborhood, and this is not that, so I OPPOSE the Yamanee project in its current form. Unfortunately, I will be out of town on April 28, so I will not be present if the project is reviewed on that date. However, I am sure there will be others to represent my point of view, and to request that the project be significantly altered to respect its neighborhood and mine.

Sincerely,



Ann Bailey

Cc: Councilman Steve Hansen

April 19, 2016

To: Sacramento Planning & Design Commission
300 Richards Blvd, 3rd Floor
Sacramento, CA 95811

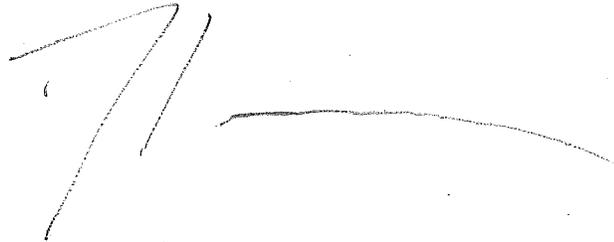
Dear Chair LoFaso & Commissioners,

Dear Sacramento Planning Commission:

I am writing you to formally document my opposition to the Yamanee project. P15-047 is not a project I welcome in its proposed location. Plopping it down at 25th & J Street putting a monster in the garden of midtown. It will loom over the surrounding neighborhood, and is in direct conflict with The General Plan and Zoning Code, which is 65 feet. The proposal sets a dangerous precedent of monster buildings encroaching on other low-rise neighborhoods in Midtown. At 15 stories and 178 feet, P15-047 is nearly three times the code and obviously would throw a long, dark shadow over neighbors, their homes, and their yards. Further, approval of P15-047 would encourage the removal of single story to three story structures in favor of high-rises, which would be a threat to the historic and quaint neighborhoods of Midtown.

Please don't submit Midtown Sacramento to this monstrosity and enforce our existing General Plan and Zoning Code. It is for the betterment of all of Sacramento.

Sincerely,



Mike Whiteside & David McPeck
4631 S Land Park Dr.
Sacramento, CA 95822

April 25, 2016

To: City of Sacramento, Planning Commission:

RE: Project Name: Yamanee Project
Project Location: Corner of 25th and J Streets
Assessor's Parcel Number: 007-0103-001; 007-0103-002

I have been a living, breathing, working, volunteering part of this community for decades. I have been there helping my neighbors and city leaders make the City of Sacramento strong; creating community and quality of life. Fighting the good fight when necessary – sometimes winning, but often being defeated because there are forces at work I cannot even begin to comprehend.

I was a member of the Midtown Neighborhood Association (MNA) Board for 16 years and a member longer than that. Appreciating the “new guard”, I can’t begin to describe how disappointed and discouraged I am to hear that MNA wrote a letter in support of this project. To my knowledge, they did not query the thousands of Midtown residents (nor did this Commission) to know where they stand on this matter – particularly when well-reasoned opposition comments were tendered to MNA by members. When we wanted to have neighbors and the city pay for street lights in our neighborhood, we (MNA) canvassed everyone within our borders and needed a 50 percent plus one to have this approved. This 150-story condo project has far greater ramifications for everyone in Midtown than streetlights – and, yet, the neighbors haven’t been fully vetted. Only 20 people spoke at a recent MNA meeting regarding this project – 20 out of thousands can hardly stand up to saying the neighbors support this complete change in the General Plan.

This project is completely out of place for this part of Midtown – a creative district where structures of this mass do not belong. The loss of the “historic” Art Ellis building in particular – what are you thinking? Midtown can evolve, but the authentic feel and look of the place will be gone – gobbled up by projects such as this. A smaller project would be less painful, but the loss of this long-time shopping area cannot be re-created by new retail. Some things just should stay as they are. But here in Sacramento – though

we talk preservation and history – at the end of the day “tear down paradise and put up a (15-story) parking lot!”

The General Plan is the governing document for the city that is supposed to govern all planning decisions. The zoning code says all decisions must be consistent with the General Plan. This project significantly deviates from the General Plan and Zoning Code height limit of 65 feet. If this is approved, there is no legal or enforceable way to stop subsequent developers from asking for the same exceptions or even more exceptions. It sets a precedent and it will be only the first of many more to come – the door will be open. There are other places in the Central City where this project makes sense, but not in the heart of Midtown. The developers are circling and will profit heavily, but the quality of life will never be the same. Change is good and inevitable, but not all change is good and this is simply too much!

The Planning Commission should encourage developers to work within and respect the neighborhood that is already here!

Sincerely –



Barbara L. Steinberg
4916 Ortega Street
Sacramento, CA 95820

1817 – 26th Street
Sacramento, CA 95816

Teresa Haenggi

From: Deanna J Marquart <deanna.marquart@gmail.com>
Sent: Monday, May 02, 2016 2:17 PM
To: Steve Hansen; Teresa Haenggi
Cc: contact@Steinberg4Sac.com
Subject: These people do not speak for me
Attachments: Yamanee Public Comment_Preservation Sacramento.pdf; ATT00001.htm; Yamanee SCEA Public Comment_Preservation Sacramento.pdf; ATT00002.htm; Comparative Analysis and Historic Assessment of 2508 J Street.pdf; ATT00003.htm

For what it's worth -- and no doubt that is less than two cents -- I disagree that the Yamanee Project threatens the character and historic darling-ness of Midtown. But it is also fair to point out that I consider "historic preservation" mostly nonsense (except for public buildings), and I rail against the restrictions placed on *me* because my house is now located in a historic district ... I would *not* have bought this house if the historic district had been in place at the time. With specific reference to Yamanee, I love the idea of a greater height so nearby from which to view Sacramento, and I would envy the people who got to live there.

Deanna J Marquart
2216 L Street
Sacramento 95816

Begin forwarded message:

From: William Burg <b.burg@comcast.net>
Subject: Re: S
Date: May 2, 2016 at 1:55:31 PM PDT
To: Barbara Steinberg <areyouthatwoman@gmail.com>
Cc: "Jacques, Karen" <threegables@macnexus.org>, "Palko, Samara" <samarapalko@gmail.com>, "Valine, Vickie" <vhvaline@cw.com>, Holmes B <zazzu@sbcglobal.net>, Piner Margaret <moonbeam74@sbcglobal.net>, vitosgromo <vsgromo11@comcast.net>, "Kay, Kneprath" <kaygenek@saclink.csus.edu>, Lori Ward <grisward@sbcglobal.net>, Monica Vejar <moniquevejar@gmail.com>, Harriman Paul <harriman@gmail.com>, Finch Nancy <nancy.e.finch@gmail.com>, Jarvis Stacy <smjarvis07@yahoo.com>, Gerlach Vivian <vlgerlach@comcast.net>, Deanna Marquart <deanna.marquart@gmail.com>, Matthew Piner <mpiner@pinerworks.com>, "Marshack, Jon" <jon.marshack@att.net>, Gretchen Steinberg <gretchensteinberg@comcast.net>

Just as an FYI, these are the documents that PS has sent to the city regarding the project, including response to the SCEA (the mini-EIR they are using because it's next to a bus stop) and a historic assessment. We also sent the first batch of public comment re the project received by PS and will send the remainder closer to the May 12 hearing date.

In short, a few things to keep in mind:

#1. There is a "fee district" for everything built west of 17th Street and north of R Street downtown, including the Railyards and Richards Boulevard, intended to surcharge developers for the sort of

Teresa Haenggi

From: Sarah Kerber <snkerber@gmail.com>
Sent: Wednesday, April 27, 2016 3:11 PM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALOfaso@sbcglobal.net; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; jyeepdc@gmail.com; Steve Hansen
Cc: Teresa Haenggi; Evan Compton
Subject: P15-047 Yamanee: 2500 J Street, Sacramento
Attachments: Yamanee Project.jpg

April 27, 2016

To: City of Sacramento Planning & Design Commission

Re: P15-047, Yamanee – Oppose Unless Amended

I am writing to express my serious concerns regarding the Yamanee development project in midtown Sacramento. I feel that that its serious deviation from the zoning of the site and the city's general plan, in the areas of maximum height, floor area ratio, density and off-street loading space, make the project impossible for me to support. I believe the project does not meet the requirement for deviation from the General Plan because it lacks a direct and significant community benefit provided by the project.

I am concerned that by developing outside of the correct zoning area, the developer may not be required provide adequate facilities for the project, or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels. I am concerned that the City has not taken into account the capital costs associated with the existing infrastructure that may have inadequate capacity to serve the proposed high density new development, such as water, wastewater, storm water drainage, solid waste facilities, and roads. I am worried that the developer will not be held to the high standards our General Plan has to maintain established service levels and to mitigate development impacts to these systems.

I am also concerned about the precedent established by a project of this sort, as it encourages other developers to similarly ask for exemptions to the General Plan, promoting high-rise construction in neighborhoods zoned for urban corridors of more moderate size. If Yamanee is approved, it creates precedent by the City's decision-making bodies to allow subsequent deviation from the General Plan within traditional neighborhoods and low urban corridors. A subsequent developer that is denied a similar exception to the General Plan could feasibly

put the city at legal risk of lawsuit because of perceived favoritism for this development over their own. I do not wish to expose the city to unnecessary lawsuits that can easily be avoided by moving this project to an area zoned for it, or by scaling back the project to be in line with zoning requirements.

The purpose of the General Plan is to provide guidelines for development, assigning general locations and intensities to different parts of the city. While there is room for flexibility in these guidelines, this proposal, a 15 story building in an area zoned for 3-6 stories, 300 units per acre when zoning allows up to 110, and a floor area ratio of 9 where 3 is the maximum, is impossible to justify as an appropriate place for a development of this magnitude.

I am a strong supporter of expanding housing opportunities in Sacramento's central city, especially affordable housing opportunities which would be great to see included in new development such as this, but not at the cost of precedent-setting decisions that can undermine the city's General Plan. The rapid growth of new housing in the central city since 2010, including mid-rise and ownership housing, is evidence that we do not need to compromise our standards to facilitate growth. I strongly urge the Planning and Design Commission to insist that the developer return with a plan that more closely fits within the recommended height, density and FAR limits of the project site.

Sarah Kerber

Resident of City Council District 4, Steve Hansen

Marshall School Neighborhood Association Member

Preservation Sacramento Member

Yamane
(~178 feet)

Senior facility across
J Street (~100 feet)

Maximum zoned height
(65 ft + 13 ft roof structures)

Current building heights (2-3 stories)

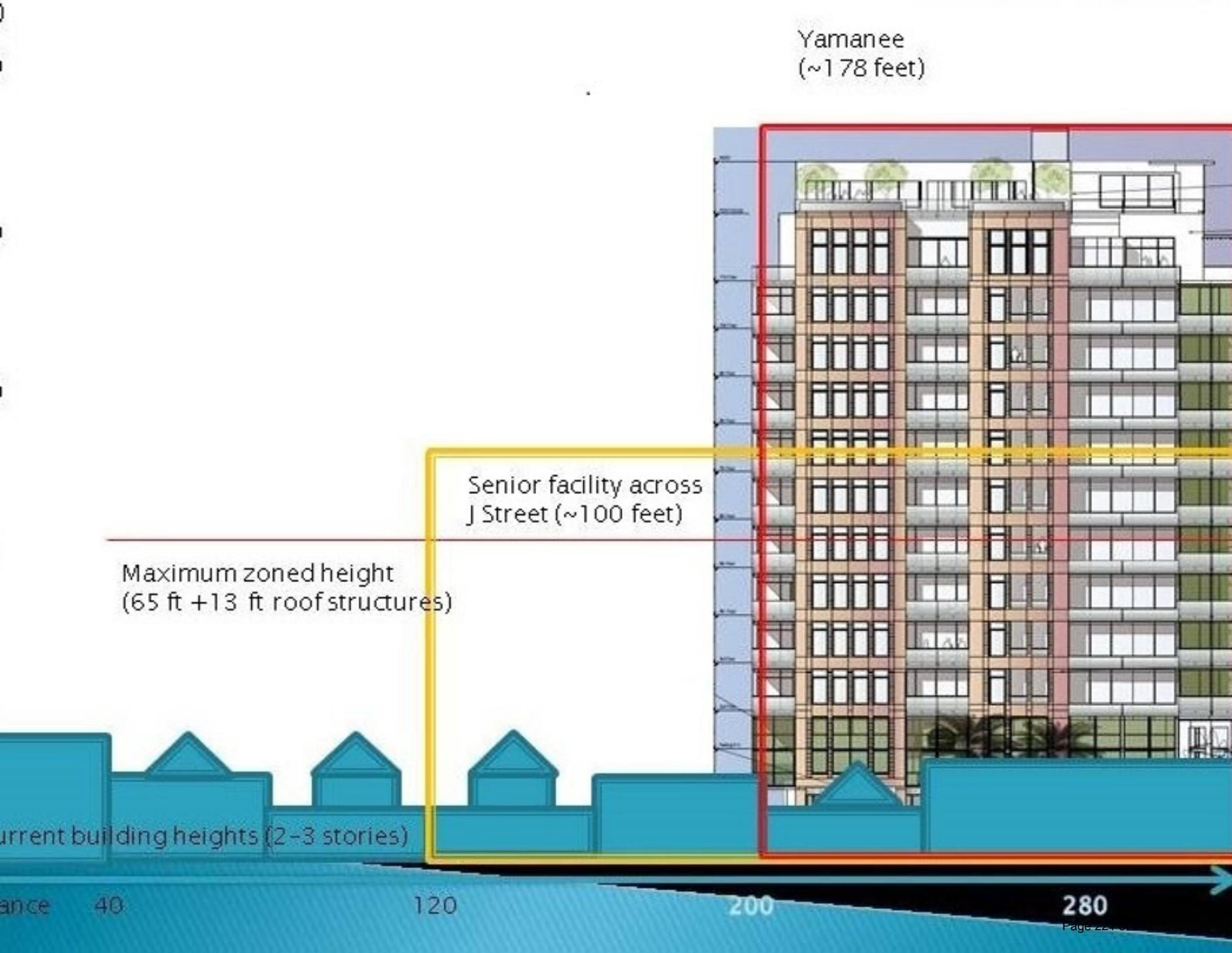
Distance 40

120

200

280

Page 22 of 31



Teresa Haenggi

From: Alan LoFaso <alofaso@sbcglobal.net>
Sent: Monday, March 28, 2016 12:28 PM
To: pauloneil1@comcast.net; Sally Flory-O'Neil
Cc: Teresa Haenggi; Evan Compton; Stacia Cosgrove
Subject: Re: Fwd: Yamanee - P15-047

Mr. & Ms. O'Neil -

Thank you both for each of your individual notes expressing your views regarding the pending Yamanee project. I know all of the commissioners will consider your views with all others when the matter comes up later this spring.

Thanks, again.

Alan LoFaso
PDC Chair

On Monday, March 28, 2016 10:45 AM, "pauloneil1@comcast.net" <pauloneil1@comcast.net> wrote:

Please let me introduce myself. My name is Paul O'Neil and I live near 25th & H Streets. I have resided in Midtown since 1981. I have been thrilled with the way Midtown has evolved into a treasured and special place embraced by many.

I am writing to you today regarding my concerns with the proposed 13-story, 178-foot Yamanee condo tower proposed at the southeast corner of 25th & J Streets.

- The 178-foot height of Yamanee exceeds the 65-foot height limit currently in place in Midtown, in fact it is nearly 3 times that limit. This is a very serious deviation from current Zoning and General Plan land use designation. According to the Sacramento Bee, Councilman Hansen has remarked that the guidelines were created in a moment of time which he implies is not applicable to the current one. I would strongly disagree. A large amount of public input went into the creation of the guidelines over a 2-year period to avoid the creation of inappropriate structures such as this one in Midtown. Disregarding the guidelines effectively would say that public participation in creating policy doesn't really matter.
- The General Plan land use designation directs high-rises such as this one to the places they are most appropriate (the Central Business District, the Railyards and Docks.) As you know, this is to protect existing neighborhoods, such as those in Midtown and ensures that there is a transition in scale. Yamanee, which rather ironically means "mountain" in the Maidu language really points out a lack of transition in scale created by placing this structure in the midst of the low-rise buildings of Midtown, something the current Zoning and General Plan land use designation addresses.
- Admittedly, Yamanee would sit directly sit across J Street from a tall structure that exceeds the height limit by a number of feet although that structure is not half the height of the Yamanee as proposed and was built many years ago when guidelines were not yet established and there was on the whole not the appreciation for Midtown that exists today. Also, Yamanee would be nearly the height of the new Sutter Medical Complex which is on the edge of Midtown and can be seen by a pedestrian from many blocks away as could Yamanee, the mountain that should not be constructed in Midtown.
- Allowing this building to go forward establishes a dangerous precedent as other developers could reasonably expect to receive similar exceptions to Zoning and General Plan rules throughout the city. Existing neighborhoods will have little or no protections left from speculation and the buying up of adjacent parcels in order to create large

lots followed by subsequent demolition of existing structures on that land by developers. Sacramento's old city area is a very special place, truly a gem. Land speculation and all that entails could not help but tarnish it.

- A large number of housing units are currently being built or are in the planning phase in the city, (The Creamery, the area off 5th Street & Broadway, the area north of Richards Boulevard east of 7th Street, CADA's between 17th & 18th Street on S Street to name but a few). The high density housing created by Yamanee is not needed in Midtown given all of the other projects in progress.

For these reasons I am asking that a project at this location significantly comply with the General Plan Land Use designation of six stories.

Sincerely,

Paul O'Neil

Teresa Haenggi

From: Matthew Piner <professorpiner@gmail.com>
Sent: Wednesday, April 06, 2016 3:55 PM
To: Teresa Haenggi
Cc: Matthew Piner
Subject: Yamanee Building - P15-047
Attachments: The Solar Envelope- How to Heat and Cool Cities without Fossil Fuels.pdf

Dear Teresa and to Whom it concerns:

I am Matthew Piner, I live on the 2500 block of Capitol Avenue in midtown.

Our Neighborhood Association (Midtown or MNA) has written a letter of support for the project that also reflects the spectrum of opinions and concerns from our community.

I recused myself from discussions (I'm on the MNA Board as past Chair) since Ryan Heater, the Owner/Developer, is a potential client for me on a different project.

This was really difficult, honestly, since I am an architect, long time resident in midtown (since 1989) and I really love my City. It was hard to hold my tongue (!) but I felt it was appropriate given the "appearance" at least of a conflict of interest from an ethical standpoint. Ryan was kind enough to hear out and respond to me privately about many of my concerns, so I did have that...

While I do not outright oppose this project, I have serious concerns about what we have as a planning process for our City. The General Plan allows review on a case by case basis, and by Entitlement we allow some (in this case extreme) deviations to the General Plan if enough Community Benefit can be supposed or derived.

I do want to mention that the issue of housing that regular working people can afford is sorely lacking in Midtown and across our City - not addressed by this project and a discussion for another time.

I won't comment on either the benefits or liabilities of this project, long or short term (I'm sure there are enough voices already for that) - and we'll hope for the best if it actually gets funded - but I do question the fundamental notion that a huge building can block out the sun, especially in winter months. Access to sunlight, and even to blue sky, means everything to humans and other living things - from plant growth to issues of depression (S.A.D.), to warmth (passive solar heat gain), generation of electricity and hot water, outdoor living (combined with issues of shading), etc. It is the seasonal rhythm of our planet that needs to be embraced and considered as we plan, design and build our City.

The attached article on Solar Envelope Design and principles - is something I feel our Planners and Planning Commission need to be aware of if they are not already.

It does have a lot of great illustrations and pictures!

This approach is a methodology of planning and design that uses seasonal and daily solar geometry to derive form - such that one property does not excessively shade another. It can also be the basis for establishing "Solar Rights" which is a whole area of legal access to sun that I don't know enough about to comment, but it is an area of legality that has emerged as more and more buildings are designed with solar based features for energy and daylighting.

I believe for us to be a great City as a whole, we have to use the best intelligence in planning and not simply leave it up to whatever applications come across the counter.

These principles are based on the notion of "How to Heat and Cool Cities without Fossil Fuels" that have been around for thousands of years, adopted all over the world by various civilizations in truly great cities. This is a high road to design and planning that is hard to argue with. With today's computer capabilities to do massing

studies and sun angle analysis, we have no excuse not to bring this aspect of planning and design into the conversation - whether by mandate or incentive. It at least deserves to be in the conversation.

Can you please share this with your Planning staff? May I send it to the Planning and Design Commission members or can you forward this?

I already shared it with the Developer to share with his design team, although I don't expect they will adopt any of these concepts for the design!

Thanks,
Matt Piner

Matthew Piner
pinerworks@sbcglobal.net

Office: 916-444-7115
Cell: 916-802-7863

Look deep into nature, and then you will understand everything better.
Albert Einstein

Teresa Haenggi

From: holly kim <kimhol@yahoo.com>
Sent: Friday, April 29, 2016 3:20 PM
To: Teresa Haenggi
Subject: Letter of Support for Residential Building Project at 25th and J

Dear Planning Commission, Esteemed City Council, and Fellow Citizens,

I would like to express my support of the residential project presented for approval. I am a graduate of the Wharton School, have worked in New York City, and have been a resident of Davis for over 15 years. In addition I have two college age children.

The main reason for my support is that my time in NYC helped me to realize one of the most incredible limited resources we have is land. We must use the land to its fullest potential to the benefit of our children and all future generations. Sacramento will not always be as it is now, We need to take the right steps to make developments such as this possible. This project is practical for its current location. Is this a tall building? Yes it is, But there is already another tall building quite near it and the Hospital just a few blocks away. This building will look just right in this location. Do we want to build these all over the place? No, but in certain locations such as this one it is perfectly suited. Near the freeway, near another already tall building and just a few blocks down from the hospital. We need to show our intelligence in supporting projects such as this which help us to use scarce land thoughtfully. This project will be a community within a community and built with the utmost consideration for our environment and for comfortable living. I can see myself moving here and enjoying the walkable neighborhood, supporting local Sacramento businesses, and attending monthly neighborly block parties. We need this for our lives, our futures and to show our surrounding cities that we can carefully consider the best use of our resources to the benefit of the location and neighborhood and our children. Let's support this project because it its the right design, on the right street, at a perfect time as Sacramento is on the brink of growth. We are developing an Arena, UC Davis is planning to build a Sacramento Location. These projects do not bring less people. They bring more. Let's plan smartly and approve this project.

Thank you for your foresight in allowing these type of forward looking ideas in Sacramento.

Sincerely,

Holly M Kim

Teresa Haenggi

From: Lenora Iames <lenoradonsi@yahoo.com>
Sent: Thursday, April 28, 2016 1:54 PM
To: Scott Johnson
Cc: Teresa Haenggi
Subject: Re: 2500 J Street "Yamaneer" project

Dear Mr. Johnson and to whom it may concern;

My name is Lenora Spooner and I am a 92 year old resident of St. Francis Manor(2515 J Street), a 128 unit senior apartment complex directly across the street from the proposed Yamaneer complex at 2500 J street and I am writing with a strong objection to the proposed project.

Obviously, ANY large project directly across from a 128 unit senior citizen housing complex would be a great hardship for the residents but a years long project to erect a 15 story building would be a nightmare on many levels.

Obviously the noise, dust, mess and parking hassles for residents and guests during the several years of construction(The Bay Miry building at P and 16th took almost three years and is about half the size) would be the main problem and objection.

There is also the HUGE issue of the emergency/EMT/Ambulance personnel who are here often and normally park in front of our complex. Those spaces used by emergency personnel will likely be taken up by parking for the construction workers and others at the construction site posing a serious danger of health and life for St. Francis residents. Parking is already a giant nightmare around here and this project will only exacerbate that both during and after construction.

A 15 story building would also be just awful for the South facing residents who depend on the sun to help warm our apartments in winter and the view which warms our hearts all year long.

There are plenty of other excellent locations for this type of project in downtown and Midtown but a several year long construction project in a residential neighborhood with hundreds of seniors directly across the street would be inconvenient at best and traumatic and dangerous at worst. Many of us at St. Francis Manor are terrified of what this is going to do to our health and quality of life.

Sincerely,
Lenora Spooner
2515 J street #309
Sacramento, Ca. 95816

Teresa Haenggi

From: M.Parfitt <mparfitt@earthlink.net>
Sent: Sunday, April 24, 2016 9:46 PM
To: Teresa Haenggi; Evan Compton
Subject: Fwd: P15-047: (Yamane) 2500 J Street, Sacramento

Begin forwarded message:

From: "M. Parfitt" <mparfitt@earthlink.net>
Date: April 24, 2016 9:45:07 PM PDT
To: Bodipo50@gmail.com, burchillcitypc@gmail.com, cburke.realestate@gmail.com,
ed@loftgardens.com, dcovill@cbnorcal.com, lynnlenzi2@gmail.com,
darryl.lucien@sbcglobal.net, todd.s.kaufman@gmail.com, ALofaso@sbcglobal.net,
kimjoanmc@att.net, phil.pluckebaum@gmail.com, matt@mrpe.com,
wangconnellypdc@gmail.com, jyeeepdc@gmail.com
Subject: P15-047: (Yamane) 2500 J Street, Sacramento

Dear Planning Commissioners,

I have been a resident of Sacramento County for more than thirty years, and I frequently visit Midtown to shop, eat at restaurants, visit friends, and just enjoy the ambiance. I started "hanging out" at Gelati Robi when it was the only place on J Street that stayed open late and had outdoor seating. I've watched Midtown grow in a way that has increased its businesses and prosperity without sacrificing its charm. Midtown's rich cultural vibe is a pleasant change from nearby downtown, with its intense development. I am extremely concerned about the potential changes that would happen to Midtown if the Yamane project is approved.

The Yamane building would be a fine addition to downtown or the Railyards project. It would fit there. Yamane would NOT fit in Midtown. The General Plan and Zoning Code limit building heights to 65 feet, and Yamane deviates substantially from that. It is simply too tall for Midtown. Granting an exception to the developer would be a slap in the face to Midtown's residents, businesses and visitors, who believed the General Plan was in place to protect this neighborhood from such encroachment.

Sacramento cannot afford to lose such an irreplaceable neighborhood. There is simply no justification for locating a 15-story building in the midst of Victorian houses, modest bungalows, and small commercial buildings. This developer has no track record and no building experience, which makes the entire project even riskier and more inappropriate for such a stable, historic area.

While the vast majority of buildings in Midtown are modest in size and scale, I have always felt the 9-story building at 25th and J Streets is an out-of-place eyesore. It looks like a relic of bad 1960s redevelopment policies dropped into the middle of a lovely neighborhood. Erecting a 15-story building directly across the street from that building will only intensify the oppressive feeling it casts on the street. If the Yamanee project is approved and built, fifty years from now it will also be seen as a relic of bad policies and bad choices. Do the Planning Commissioners really want to be known as the people who brought this mistake to Midtown? Please do the right thing and deny the exception for this project. Encourage the developer to either seek an appropriate location downtown or build something more in scale with the Midtown neighborhood.

Thank you,

Mattie Parfitt

Teresa Haenggi

From: Scott Johnson
Sent: Thursday, April 21, 2016 3:44 PM
To: Chris Smith
Cc: Teresa Haenggi
Subject: RE: Yamanee Project

Chris,

Thank you for your comments. We will include this as a comment on the SCEA and I'm providing it to the Project Planner, Teresa Haenggi (cc'd here). Your comments will be provided to the decision makers.

Thank you,

Scott Johnson
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811
(916) 808-5842

From: Chris Smith [<mailto:smithinsac@gmail.com>]
Sent: Thursday, April 21, 2016 3:40 PM
To: Scott Johnson
Subject: Yamanee Project

Mr. Johnson,

It appears that Land Use is not subject to the SCEA analysis (item 3.0.4) so if you can, please forward this email to the person whou should receive Land Use comments.

I think the Yamanee Project is too tall for that location. It will loom over the sidewalk and the other properties in the area. Midtown has many single story homes and having such a large structure nearby changes the feel for the neighborhood. Buildings of this height should be in the Downtown area and not Midtown.

It is also my understanding that the proposal requires a change to the existing land use. I feel that modifying the rules for this one project is not the best way to plan for growth. The city should look (as it has in the past) to the area as a whole and not piecemeal. If developers can change the height and density of individual projects what is the purpose of a General Plan?

Also, I'm not sure what "significant community benefit" this project has that a smaller project would not have:

Mixed-use projects, such as the proposed project, are regulated by the floor area ratio (FAR) standard rather than the density (units per acre) standard. Although the proposed project would exceed the maximum FAR of 3.00 identified in the General Plan as a general limit, General Plan Policy LU 1.1.10 permits new development to exceed the maximum allowed FAR if the project provides a significant community benefit.

Thank You,

Chris Smith
615 27th Street
Sacramento, CA 95816

smithinsac@gmail.com

THOMAS A. Roth
PO Box 214011, Sacramento,
California 95821
Tel 916.484.0323 / Tel 916-444-5000
Email: thomasallan@sbcglobal.net

Sacramento, April 18, 2016

Scott Johnson, Associate Planner
City of Sacramento, Community Development department
300 Richards Boulevard
Sacramento, CA 95811
srjohnson@cityofsacramento.org

Dear Mr. Johnson,

Re; Yamanee project.

I would like to reach out to you and the City of Sacramento to let you know that not only am I in support of the Yamanee project but I full heartedly am thankful to the people that are proposing to bring this magnificent project to Midtown Sacramento.

I have been involved with Midtown business for over 36 years and I have not often seen the quality and thoughtfulness that has shown up on so many levels with this project. Not only do I embrace it but I am quite cognizant as to how badly it is needed as Sacramento has not been able to keep up with the constant, huge demand for housing.

I heard that some folks are concerned with the height of the project, and possibly breaking some old rules that were determined by a "General Plan". I also heard that some folks loved it when we were all riding camels, living in tents, trusting and hoping that nothing will ever have to change.

I did not see nor hear from those folks when other high rises that broke the "General Plan" rules popped up. Two examples of those high rises are the Sierra Vista Project at 2300 K Street and the St Francis Manor at 2525 J Street which sits right across the Street from the proposed Yamanee project. Not only are they inferior projects in so many ways and in so many levels, that to admit that they are in the heart of midtown Sacramento makes one want to hide one's face in the sand.

Change and growth and blossom are always inevitable. Bringing the change in a deeply thoughtful way is what makes a great City a wonderful place to live in, with businesses that harmonize and pulsate with the elements to create the symphony of happy folks living productive lives and thriving in such surroundings.

I would highly encourage the City of Sacramento to allow this project to move forward and when it is all said and done to be proud of having an astounding super high quality, platinum certified masterpiece of a structure in the heart of Midtown Sacramento.

I thank you in advance for doing the right thing.

Truly yours

Thomas
Cc thaenggi@cityofsacramento.ort

Teresa Haenggi

From: pandorah_70@comcast.net
Sent: Tuesday, April 19, 2016 2:19 PM
To: cburke realestate; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl lucien; todd s kaufman; ALofaso@sbcglobal.net; phil pluckebaum; matt@mrpe.com; wangconnellypdc@gmail.com; jyeeepdc@gmail.com
Cc: Teresa Haenggi; Evan Compton
Subject: 2500 J Street, Sacramento (Yamane Project)

To the Planning and Design Commission and City staff;

RE: 2500 J Street, Sacramento (Yamane Project)

Hello. My name is Brandy Larrabee. I live in the City near Sac State and spend a lot of time in Midtown patronizing the unique business, restaurants, and visiting friends. I am very concerned about this project and the precedent it sets. Buildings of this size belong downtown. Downtown already has high-rises and the scale of this project fits there. High-rises in Midtown don't make any sense to me because they don't fit at all with what is there. Downtown and Midtown are very different. I expect high-rises downtown, I don't expect or want them in Midtown as they're so out of scale with the area.

Downtown is off-putting and at times, scary, because few people live there and getting around is kind of difficult. It doesn't have the charm and energy of Midtown because after 6 pm many areas are devoid of people. Downtown seriously needs more people living there, not just going to events and restaurants. This kind of development is perfect for, and needed downtown. If more people lived downtown, I would probably spend more time and money there in spite of increased parking rates.

I'm afraid that the precedent will lead to more expensive high-rises all over midtown whose high-rents will drive out many of the unique shops and restaurants I like. Many of the most special places I patronize are in older buildings. Some of these places are historic landmarks too. These spaces are very special and so unique to this area. I worry that they will be the first victims of the inevitable (if this is approved) building boom in Midtown. Most of my favorite places are in older spaces - the new buildings house mostly corporate or chain shops/ restaurants. Getting rid of older buildings in favor of new expensive ones will change the composition of who lives and does business in Midtown. I'm worried it will not be a good change for the area and threatens one of the most unique and thriving areas of the city.

Please consider not approving this project - wouldn't a shorter building still work? The new buildings along 16th are pretty good and not over whelming. Why can't something like the building at 16th and P go here? Seems it would fit much better.

I am not a good public speaker. I probably won't attend the hearing. I hope you will still value my input as a city resident and Midtown patron.

Thank you

Brandy Larrabee - City Resident

Teresa Haenggi

From: Andrea Richardson <andrearichardsonact@gmail.com>
Sent: Friday, April 22, 2016 10:19 AM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALOfaso@sbcglobal.net; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; jyeepdc@gmail.com
Cc: Teresa Haenggi; Evan Compton
Subject: P15-047: (Yamane) 2500 J Street, Sacramento

Hello Members of the Sacramento Planning and Design Commission and City Staff;

Good morning. My Name is Andrea Richardson and I am a resident of the Oak Park neighborhood here in Sacramento. I am a performing artist, a patron of the arts, and a frequent Midtown visitor with many friends who live there. I am very concerned about and opposed to this project. When I lived in San Francisco several years ago, these arguments came up, too. However, they settled this very issue and now you will **not** find high rises in Haight-Ashbury, Cow Hollow, China Town, North Beach, or any other traditional low-rise to Mid-rise SF neighborhood. I am **stunned** the city of Sacramento - MY city - is even **considering** this.

Once one person does a high-rise where it is totally out of scale and compliance with Zoning, others will inevitably follow. The area will then over develop and the land under the buildings will be more valuable on speculation than the buildings on them. This will lead to price increases and ensuing evictions of residential and commercial tenants. Existing buildings will fall into decay because there will then be zero incentive to maintain them. It's happening all over the country, why on earth would we help that happen here? Why aren't we doing everything we can from a policy standpoint to prevent this?

The Midtown we know - with its vibrant arts culture and it's really cool historic buildings that provide decently priced rent for art spaces and artists and other creative people - will be forever changed once this precedent is set. Midtown totally reminds me of the Castro and Cow Hollow in S.F. and Melrose in Los Angeles, where the culture sprang organically from the artists and students who came there/here because rent was reasonable and there were really cool buildings to move into. That culture is precious and fragile and can be ruined fast with a few bad decisions.

We really need to focus on getting more high rise housing downtown in the central core around the new Arena and the new hospital. Even the city's attempts to keep expensive buildings downtown has not stopped the crisis in San Francisco, but imagine how much *worse* it would be if there was *no* protection from the city for lower rise neighborhoods? We must do everything we can to protect the culture of Midtown and make Downtown just as great.

PLEASE do not allow this building to be built - it will be truly **devastating** for the culture of Midtown, its people, and for Sacramento as a whole.

Thank you.

Sincerely,

Andrea Richardson
andrearichardsonact@gmail.com

Teresa Haenggi

From: James Fitzpatrick <djimi95814@gmail.com>
Sent: Tuesday, April 19, 2016 1:22 PM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALOfaso@sbcglobal.net; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; jyeepdc@gmail.com
Cc: Teresa Haenggi; Evan Compton
Subject: The Problems with P15-047: (Yamane) 2500 J Street, Sacramento

Dear Sacramento Planning Commission:

I am writing you to formally document my opposition to the Yamane project. As a Sacramento native and happy resident of Midtown since 1980 (essentially my entire adult life), I can honestly say these are the most exciting times I have ever experienced here. Long gone are the days I wanted to flee to San Francisco; everything I want is right here. Great restaurants and farmer's markets, amazing theater, wonderful concert venues, the new Clara Arts Center, supreme walk-ability, perfect weather. And lots of new or in development places to live. We are one block from Powerhouse 16 (6-story mid-rise), a project we supported from the beginning, as we do the proposed Bay Miry project at 15th & Q, the 700 K Street project, the neighboring (to us) Ice Blocks project, and the projects in the 21st & Q Streets area. Not to mention all the activities downtown and in the Railyards.

P15-047 is not a project I welcome at all. *At least not in its proposed location.* Certainly, it is an attractively designed building, and I could consider buying a condo in a high-rise similar to the proposal once we are tired of tending to our gardens. *But only if it is downtown or in the Railyards.* Plopping it down at 25th & J Street is tantamount to dropping a high-rise into the middle of San Francisco's Noe Valley. Imagine the outcry there would be there! P15-047 is a monster in the garden of midtown. It simply looms in extreme measure to the surrounding neighborhood, and is in direct conflict with The General Plan and Zoning Code which is 65 feet in the area. Why have planning and zoning codes if we are just going to ignore them? The proposal sets a dangerous precedent of monster buildings encroaching on other low-rise neighborhoods in Midtown. At 15 stories and 178 feet, P15-047 is nearly three times the code and obviously would throw a long, dark shadow over neighbors, their homes, and their yards. It's important to note that at about half the size of P15-047, the 9-story building across the street is also out of scale and doesn't conform to the General Plan, and it shows, sticking out like a sore thumb. But it is also a relic of redevelopment from decades ago and isn't reflective of the subsequent trends in urban planning which are now reflected in the General Plan and Zoning Code. Of all the infill we've seen in recent years, there has been only minimal deviation (like a few feet for rooflines) from the General Plan.

I am also concerned that the proposal would change the economics of Midtown revitalization since steel frame construction is more expensive than lower cost and sustainable wood framing, so surrounding rents would likely rise (which are already prohibitively high for many people).

Perhaps most frightening is the very real likelihood that approval of P15-047 would encourage more such structures in Midtown, where they are not needed, and rob Sacramento of the higher density condos and apartments (aka high-rise structures) that are needed and appropriate in Downtown and the developing Railyards. Further, approval of P15-047 would encourage the removal of single story to three story structures in favor of high-rises, which would be a threat to the historic and quaint neighborhoods of Midtown.

Please don't submit Midtown Sacramento to this monstrosity. Encourage development of Yamanee downtown or in the Railyards, and please, please, please, enforce our existing General Plan and Zoning Code. It is for the betterment of all of Sacramento.

Sincerely,

James A. Fitzpatrick, Jr.

1706 P Street
Sacramento, CA 95811
916-995-2838

Teresa Haenggi

From: Erin Mullin <erinm482@gmail.com>
Sent: Monday, April 18, 2016 8:23 AM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALOfaso@sbcglobal.net; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; jyeepdc@gmail.com
Cc: Teresa Haenggi; Evan Compton
Subject: P15-047: (Yamane) 2500 J Street, Sacramento

To: Members of the Planning and Design Commission and City Staff

My name is Erin Mullin. I lived in Midtown for many years. After Midtown I moved to Oak Park. Today I am in the southern part of the City. I am a board member of my neighborhood association and a graduate of the City's Planning Academy. I have never spoken on a project before but feel so strongly about this I had to say something.

I work downtown and spend a lot of time and money on the grid. I am very upset about this proposal and can't believe the city is seriously considering it. I could see something at 25th & J similar to the new infill along 16th that seems to transition OK with the smaller buildings to the east. However, 15 stories anywhere outside of the central business district or the Railyards is an outrageous proposal given that almost everything east of 19th Street is less than six stories.

I urge you to walk the neighborhood. Spend some time at 25th & J among the historic buildings and with the people that make it so special. Then, spend some time at the corner of 9th & J or 12th & K. Then imagine a tower about the size of the Ban Roll On building and it's massiveness and the mayhem of downtown right at the corner of 25th & J, and how the flow and character of the area will forever change. The economic devastation and impacts are not hard to imagine, we're seeing it all over the country and Sacramento is no different. If this is approved, everything we know and love goes out the window because allowing expensive high-rises in an area, drives up land prices and makes the land more valuable than the buildings on them. It won't be long before others come and try to do more high-rises and it just snowballs from there, driving up rents and forcing renters and businesses out, replacing them with a very different residential and business tenant. Kind of like how Haight Street in S.F. and Telegraph Avenue in Berkeley went from small shops and reasonable prices apartments in the 90's to pretty much only corporate or very expensive independent shops and apartments no one can afford. And an entire city almost no one can afford to live in. With the continuing influx for bay area folks, no doubt that will happen here too.

I am downtown almost every day for work. Despite the arena and some new investment, it is still hurting and needs a lot more attention to make it the place we all want it to be. A few apartments here and there is not going to solve the downtown dilemma. I see a lot of new housing on 16th and points eastward but not a whole lot west of there where I understand taller buildings are allowed. We need a lot more housing downtown to make it a successful place to be and safe at night. I'm not sure why someone would try to build where it isn't allowed or appropriate (unless they just think the rules don't apply to them) when they could easily do this project downtown? It doesn't make sense why the city would allow this in Midtown. Plus I fear that if this is allowed outside of downtown then downtown will never see the major influx of housing and capital investment it needs to be successful. Why would someone build towers downtown where the land is costlier when you can build them in midtown much cheaper and where the investor risks are lower from building in an already successful area. Even though the risks to the neighborhoods and their people are huge due to developer speculation.

I either read in the Bee or heard someone say this is OK because Sutter General is already 10 stories. The tallest structure in the complex is about 190 feet with the large buffer of the freeway on the East and lower buildings in the Sutter complex that step down to the adjacent 1 - 3 story buildings to the south and west helping transition and buffer the massive building with the adjacent historic district. When I think about jamming something that tall in between two residential neighborhoods with no buffer, I can't imagine what living next to this will be like if i was in a one or two story house. I can't understand why the city would ignore its own zoning rules that try to protect neighborhoods. Some argue that zoning allows for some room to allow unique projects. This is not adapting the zoning, this throws it out entirely and really puts the knife in the back of the neighborhood. Once you open the door to this kind of development in an area, you have no way to stop more and more from coming, destroying everything about the neighborhood that attracted the developers there in the first place. This irony is epic.

I also read the developer is trying to justify this as a green project. How is a steel building is considered green? Wood is a far more sustainable. The developer says its transit oriented too. All of the grid is within 1/2 mile of transit. So if they put it downtown it would transit oriented too. The environmental arguments are weak at best.

I love the changes going on in my city. Opposing this is not about a fear of change, it's about managing change in a way that doesn't destroy what we have worked so hard to achieve and protect the values we hold dear as a city and honor those neighborhoods we love so much. The picture is pretty for sure but it's just a mirage. This would be a great project downtown. This isn't about the building itself, it is all about location. The real impacts on the ground are what worry me and outweigh any benefit of a few more housing units east of 21st Street. New ownership based housing is coming in on 20th & Q as well at 11th & C. More will come. We do not need to sacrifice our rules and values for a project that isn't right for Midtown. Lets do better and demand a project that balances the need for housing with the need to respect these neighborhoods. Do not sacrifice Midtown to the developers at the expense of the thriving neighborhoods we love.

Thank you.

Erin Mullin, P.E.

Teresa Haenggi

From: Erika Kjelstrom <erika.kjelstrom@gmail.com>
Sent: Friday, April 15, 2016 5:55 PM
To: Bodipo50@gmail.com; cburke.realestate@gmail.com; dcovill@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; ALofaso@sbcglobal.net; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; jyeepdc@gmail.com; Teresa Haenggi; Evan Compton
Subject: 2500 J Street (Yamane Project)

To the City of Sacramento Planning and Design Commission:

Hello, my name is Erika and I live in Midtown. I think my Neighborhood Association may have supported this project, but you need to know they do not speak for me and many of my neighbors. Everyone I have talked to about the Yamane project, hates it. The association is made up of a few property owners who stand to benefit from this. They do not represent or speak for the majority of midtown residents.

I am very concerned about this project. It is so out of scale with everything around it. I can't even believe this is being considered. It's like plunking the ban roll-on building or the DOJ building downtown right in the heart of midtown. How can that even be considered a good thing? 16th to 19th is a midrise transition zone that buffers midtown from the high-intensity of downtown. East of 21st is low rises with a few exceptions for mid-rises on the busy corridors like J Street. I have heard some of the arguments in favor of going way beyond a mid-rise, like the fact that it's a green building and it's ownership - that's great but you can get really nice green buildings and ownership housing without going to 15 stories. Why not six stories? Can't you do a green condo or rental that will be a condo in ten years, after the liability period for builders expires - at six stories and still make a fortune?

The 9 story building across the street is used as justification but it's out of scale too and should never have been built -and is the perfect example of what not to do in a low rise neighborhood. The 9 story building was supposed to signal the era of redevelopment when the entire central city was going to be razed. Is that something we really want to celebrate? Or worse repeat? This 15- story building will do that as it is so beyond the current zoning and makes the rules useless. I'm worried my neighborhood will be a very different place, and not for the better in a few years as a new wave of redevelopment threatens the people and places that makes Midtown so special.

Please do not approve this. Approve something in scale with the surrounding neighborhood - not including that 9 story disaster - that is not something to be proud of.

Sincerely,
Erika Kjelstrom - Midtown Resident
(916) 425-4617
Sent from my iPhone

Teresa Haenggi

From: Courtney Baker <courtneycuts79@yahoo.com>
Sent: Tuesday, April 12, 2016 5:35 PM
To: alofaso@sbcglobal.net; bodipo50@gmail.com; dcoville@cbnorcal.com; lynnlenzi2@gmail.com; darryl.lucien@sbcglobal.net; todd.s.kaufman@gmail.com; phil.pluckebaum@gmail.com; matt@mrpe.com; wangconnellypdc@gmail.com; cburke.realestate@gmail.com; jyeepdc@gmail.com; Teresa Haenggi; Evan Compton
Subject: 2500 J Street P15-047

Hello Planning and Design Commission and City staff:

re: Yamanee at [2500 J Street](#)

My name is Courtney Baker and I am small business owner operating in Downtown Sacramento. The City needs to concentrate on building residential developments in the downtown area to boost business and support small business that are still trying to exist downtown, and are not affiliated with the "kings area and entertainment scene". Downtown needs to revitalize now not midtown. I have operated a spa and salon services business downtown for fourteen years. For the last decade and a half, business owners have heard the mantra of downtown housing from elected officials and business partnerships but it has yet to materialize in any substantial amount. A few projects here and there but nothing substantial. Midtown is doing very well with market rate projects and lots of infill, yet downtown continues to struggle with little to no new housing. Some projects are coming online (the 700 Block of K) but downtown needs much more if small businesses are to survive downtown. We have been promised that the arena will change downtown dramatically but I am not convinced. I have seen redevelopment projects come and go and still downtown is struggling. What we have seen to date is increasing rent and more parking restrictions which is hurting my and my neighboring businesses. The arena may help some businesses but far from all, including my own and others like mine. I know I am not the only business owner who feels this way about the arena and the need for downtown housing. Others I have spoken with feel similarly. I urge you to reconsider approving this project in midtown and focus the energy for high-rise residential development downtown where is really needed.

I will try to attend the hearing on this, but my schedule may not allow. I hope you will consider my input even if I am unable to attend in person.

Thank you

Courtney Baker
courtneycuts79@yahoo.com

Sent from my iPad

04/08/2016

RE: Condo Bldg
Project at JS & J Streets

From: Michael D. Storman

To: Teresa Haenggi (P.)

(916) 346-2895

Dear Teresa,

This project is both inconsiderate and abusive to seniors at St. Francis Manor as well as the entire neighborhood. The only reason for the project is for the city to make more money because of the new Arena!

You should do a ^{complete} survey or random sample survey to really see how us seniors feel about the project. After all, I may move because of it, if it happens.

I am really concerned about noise pollution that building the 13 stories would cause as well as the traffic problems and congestion in my area that it would cause.

When KCRB interviewed people about this project on TV a week ago, they failed to interview us seniors. Now, you city planners are also ignoring us, and disregarding as well as disrespecting our feelings about this project.

Also, St. Francis of Assisi Parish Center is just a few yards in back of it! This would be very disruptive to their lives as well!

Therefore, please abandon this project!
I beg you to do so for many reasons!

Best Regards,

x Michael D. Storman

M. D.

Teresa Haenggi

From: Teresa Haenggi
Sent: Tuesday, April 05, 2016 5:37 PM
To: Teresa Haenggi
Subject: FW: Vote No on proposed midtown high rise

On Tuesday, April 5, 2016 11:17 AM, Kate Lenox <klenox@earthlink.net> wrote:

Dear Planning Commission Members:

I am writing to share my opposition to the proposed Midtown 16 story high rise--the so-called "Yamanee". There is no good reason to grant an exemption from the General Plan that would allow the developer to violate the height limitations for Midtown.

The justification that it would "increase property values" may well be true, but that would have unintended consequences. Rising property values means higher rents for small businesses in the area, and more demolitions of existing low rise buildings. It would only serve to drive out unique businesses and restaurants that have made Midtown an urban success story, and result in changing the character of Midtown. It would kill the goose that laid the golden egg.

This scenario is happening in my neighborhood of East Sacramento which has no protections. Small homes are being purchased by speculators, and torn or remodeled to build McMansions. There is a loss of rentals and entry level homes. This process is changing the character of my neighborhood, and not for the better. We are losing our uniqueness and looking more like a tract home neighborhood. Don't let this happen to Midtown too.

Please vote no on the proposed high rise.

Thank you,

Kate Lenox

East Sacramento

Teresa Haenggi

From: sfoneil@comcast.net
Sent: Sunday, March 27, 2016 7:29 PM
To: Flory-O'Neil, Sally
Subject: Proposed Yamanee Condominium Structure - P15-047

Please let me introduce myself. My name is Sally Flory-O'Neil and I live near 25th & H Streets. I have resided in Midtown since 1965, minus the 4-year period of 1968-72. Midtown captured my heart early on when a great deal of its charm was for many a bit hard to discern. Needless to say, I have been thrilled with the way Midtown has evolved into a treasured and special place embraced by many.

I am writing to you today regarding my concerns with the proposed 13-story, 178-foot Yamanee condo tower proposed at the southeast corner of 25th & J Streets.

- The 178-foot height of Yamanee exceeds the 65-foot height limit currently in place in Midtown, in fact it is nearly 3 times that limit. This is a very serious deviation from current Zoning and General Plan land use designation. According to the Sacramento Bee, Councilman Hansen has remarked that the guidelines were created in a moment of time which he implies is not applicable to the current one. I would strongly disagree. A large amount of public input went into the creation of the guidelines over a 2-year period to avoid the creation of inappropriate structures such as this one in Midtown. Disregarding the guidelines effectively would say that public participation in creating policy doesn't really matter.
- The General Plan land use designation directs high-rises such as this one to the places they are most appropriate (the Central Business District, the Railyards and Docks.) As you know, this is to protect existing neighborhoods, such as those in Midtown and ensures that there is a transition in scale. Yamanee, which rather ironically means "mountain" in the Maidu language really points out a lack of transition in scale created by placing this structure in the midst of the low-rise buildings of Midtown, something the current Zoning and General Plan land use designation addresses.
- Admittedly, Yamanee would sit directly sit across J Street from a tall structure that exceeds the height limit by a number of feet although that structure is not half the height of the Yamanee as proposed and was built many years ago when guidelines were not yet established and there was on the whole not the appreciation for Midtown that exists today. Also, Yamanee would be nearly the height of the new Sutter Medical Complex which is on the edge of Midtown and can be seen by a pedestrian from many blocks away as could Yamanee, the mountain that should not be constructed in Midtown.
- Allowing this building to go forward establishes a dangerous precedent as other developers could reasonably expect to receive similar exceptions to Zoning and General Plan rules throughout the city. Existing neighborhoods will have little or no protections left from speculation and the buying up of adjacent parcels in order to create large lots followed by subsequent demolition of existing structures on that land by developers. Sacramento's old city area is a very special place, truly a gem. Land speculation and all that entails could not help but tarnish it.
- A large number of housing units are currently being built or are in the planning phase in the city, (The Creamery, the area off 5th Street & Broadway, the area north of Richards Boulevard east of 7th Street, CADA's between 17th & 18th Street on S Street to name but a few). The high density housing created by Yamanee is not needed in Midtown given all of the other projects in progress.

For these reasons I am asking that a project at this location significantly comply with the General Plan Land Use designation of six stories.

Sincerely,
Sally Flory-O'Neil

Teresa Haenggi

From: Meeta Lele <othermeeta@gmail.com>
Sent: Tuesday, March 22, 2016 3:54 PM
To: Teresa Haenggi; Evan Compton
Subject: Yamanee (P15-047) - oppose deviation

This development has some great ideas and I appreciate the enthusiasm of the development team but this building, as proposed, will (a) severely disturb the neighborhood's character, (b) negatively impact the residents, and (c) would set a bad precedent for the entitlement process.

Impact on Neighborhood's Character

The proposed 15 story/ 170 ft height would disturb the core dynamic of this 'urban low' neighborhood. These medium density, historic, mixed-use neighborhoods are the backbone of Sacramento's unique 'hip but friendly' urban character. A shorter (5 story) building would be much more conducive to the sustainable, mixed use, high density urban fabric of this neighborhood.

Streetscape drawings were missing during the initial presentation at the planning commission. The absence of these drawings to demonstrate how the project fits in its context has led to the publicity around this project to be focussed on seductive renderings of the tower that exclude the way it sits in its surroundings.

Impact on Residents

Residents in the neighborhood of such a tall building face the sustained effects of the scale mismatch on a daily basis. I currently live on the edge of the central city and can attest to the fact that the scale of the buildings makes a huge negative impact on how pleasant it is to walk on a street. And this building at the proposed height is going to do just that.

Bad Precedent

A deviation of 200% sets a bad precedent. What is the point of having this very excellent general plan to guide our growth if its goals are completely upended in the name of "deviation"? What is to stop the next building from getting a 200% deviation, and then the next?

Deviation

The general plan allows a deviation only if balanced by significant community benefit. The negative impacts of the requested deviation substantially outweigh the projected benefits, thus the proposed deviation violates the general plan.

So the question that begs an answer is, why can this development not be 7 or 8 stories? That would still be a substantial deviation and more proportionate incentive to for the positive features of this project.

*Meeta Lele
midtown resident*

Teresa Haenggi

From: Ashlee Berry <mrsashleeberry@gmail.com>
Sent: Monday, March 07, 2016 5:47 PM
To: Teresa Haenggi
Subject: Yamanee Support Letter

Dear Theresa,

I live at 2317 Q street in Midtown. My husband and I completely support Yamanee. We think it's going to be a great attribute to the midtown scene. We are in desperate need of more housing and more career opportunities. I see only great things coming out of the project.

Sincerely,
Midtown residents
Ashlee and Stephen Berry

Sent from my iPhone

February 28, 2016

City of Sacramento

RE: Yamanee Project

I'm writing this letter to support the Yamanee Project. I have owned and lived at 515 22nd Street, Sacramento, CA for the past 16 years. Prior to that time, I lived for two years at the condos at 200 P St., and rented a home on 26th Street, across from Metro Square for one year when the development was being built.

Without quality projects like the Yamanee, this quadrant of the midtown area will fall further from the growing, upscale redevelopment movement that's occurring throughout the downtown and other midtown areas. I feel that we have already lost ground due to lack of progressive redevelopment in the area. This has resulted in increased numbers of homeless and crime, as both are pushed from the downtown arena area, the Ice Block corridor, and the McKinley Village areas.

To preserve the charm of this midtown quadrant, requires that projects like the Yamanee Project are approved. This project will provide housing that is attractive and competitive to others in Sacramento, plus it has parking planned! The project also provides a balance to J Street from one end to the end of J Street in terms of building height.

The Yamanee Project should be viewed favorably as it will be a positive addition to the existing community. Sacramento has made a big step to becoming a major city with the addition of a world class Arena and if it wants to continue to mature, grown-up housing needs to be a part of its development plans.

Thank you,

Joyce E. Keane

Joyce E Keane

515 22nd Street

Sacramento, CA

95816

916-492-2684

Keane.joyce@yahoo.com

To: City of Sacramento – Planning Commission

From: Sigmund Lindley

Thai Basil Restaurant

2431 J St. Sacramento, CA 95816

January 20, 2016

RE: Yamanee Project Proposal – Midtown Sacramento

As a business partner in Thai Basil Restaurant and property owner of 2431 J Street for 14 years, located directly across the street from the proposed Yamanee mixed use project, I am writing to express my enthusiastic support for this development. The Yamanee building will add significantly to the housing needs of Midtown, support the economic viability of surrounding businesses, and improve the livability of the neighborhood.

California generally and Sacramento specifically has a serious housing shortage. The Yamanee project would bring a significant number of new housing units to Midtown, and allow those who would like to move into the neighborhood a modern, convenient place to call home. Residents would be able to walk to restaurants, medical facilities, shopping centers and schools – generally avoiding the use of their vehicles on a regular basis. Sacramento has continued to expand the boundaries of the City and surrounding communities, forcing homeowners to get into cars to do anything outside their home. The freeways through the Cities of Elk Grove and Natomas and clustering of shopping centers falls painfully short of what would be considered walkable communities. Midtown is the complete opposite and the primary reason why the community is so desirable and rents are at a premium. Building more housing units helps to alleviate some of the pricing pressure off the limited housing supply. Voting in favor of Yamanee would be an endorsement of the City's goal of creating livable green communities in the City's core, while improving the housing capacity in one of the City's most desirable neighborhoods.

Although the project would exceed the City's existing building height limits, the Planning Commission should recommend approval of the variance for the project to move forward, given the numerous residual benefits of a project of this scope and quality. Across the street is a 9 story senior housing apartment with tree lined streets on both J St. and 25th. When walking on the street one does not notice the height of the senior apartments nor does the height of this building detract aesthetically from the neighborhood. The senior housing apartments fit the neighborhood.

The Yamanee building at the corner of 25th and J St. would also fit the neighborhood. The height of the building would not detract from the aesthetics of J St. or the surrounding neighborhood. In fact, the design goal of "Platinum" status and the open green architecture of the building would be unique for the entire City, and set a benchmark of design aesthetics to which other City and Regional projects would be measured – not unlike the Sundial Bridge in Redding.

A few in the preservation community argue a building of this height belongs Downtown hiding among the other buildings of similar height. However, the current opportunity is not in Downtown, it's in Midtown. The owners of the lot and investors backing the project see opportunity at the corner of 25th and J St and are willing to write their own checks as a vote of confidence in the viability of this project. This is a significant gift to the community at large and the long term wide spread benefits should not be

underestimated. The height of the building supports their investment and goal of “Platinum” building status. Reducing the height would compromise their project. If the hurdles are too high, the resistance too great, the modifications too numerous, and the opposition too boisterous, the investment dollars will flow elsewhere – most likely out of Sacramento, and this opportunity will be lost. The investors here are not asking for City dollars – how refreshing. It’s the Planning Commission’s role to weight the benefits of any project against the costs. Approving the height variance triggers numerous residual benefits that far outweigh any preservation concerns over the height of this project. The shadow cast toward adjacent properties or concerns over some unknown tsunami of future projects, where investors and developers argue for a similar height variance based on the precedence set by approving Yamane, pale in comparison to the wide-spread and measurable economic benefits to the surrounding community, the enhanced livability of Midtown, and the originality of Yamane’s open air architecture. Sacramento should be so lucky to be the beneficiary of other “Platinum” project proposals not requiring City’s money.

A “yes” vote is a vote for job creation, furthering strengthening the economic recovery and supporting opportunities in well-paying construction trades. A “No” vote, or vote with restrictions, is a job killer and strips Midtown of a landmark project. A “Yes” vote supports the surrounding businesses who must pay higher wages, write off hours for family leave, and whose customers are less motivated to visit Midtown with every increasing parking rates and extended metered hours on the horizon. The costs of running a business continue to increase, and many of these costs are dictated by City leadership. Approving Yamane is an opportunity for the Commission to add to the balance sheet of Midtown. A “Yes” vote would be a vote for the small business owners of who are a driving force for employment in the local market. There is only so much capacity in Midtown to support businesses - limited primarily by a finite number of parking spaces. Increasing the housing density, however, is one sure way to increase the capacity within this community, and as a result, contribute directly to business success and sustainability. Like a rock tossed into a pond – the waves of economic benefit rippling outwards from Yamane at 25th and J St. will be felt immediately and for years to come.

I encourage the Planning Commission to vote “Yes” in support of Yamane. A “Yes” vote supports Sacramento’s goal of creating green, livable, walkable communities. A “Yes” vote supports Midtown business viability. And a “Yes” vote sends a message to investors that the Sacramento Planning Commission is open for business, willing, and ready to support creative mix-used projects – not just any project, but “Platinum” projects. Make it easy for the investors in Yamane to write their own checks to build this project. Be on the side of the Planning Commission that casts a vote in favor of Yamane, and allows this landmark project to take root in Midtown and extend its branches of economic benefit to the City and Sacramento Region.

Sig Lindley
Midtown Property Owner
Partner Thai Basil Restaurant

Teresa Haenggi

From: richard wilks <rich.wilks@bhghome.com>
Sent: Wednesday, January 13, 2016 4:52 PM
To: Teresa Haenggi
Subject: Yamanee project support

Teresa,

I want to voice my support for the proposed mixed-use condo project at 25th and J. There are so many things I like about Yamanee I don't really know where to start. The design is elegant and appropriate for such an important and historic street. From the beginning J Street has showcased the finest that Sacramento has to offer. Some may consider it our Park Avenue and Yamanee will only add to that image. It will also help create a balance and diversion of the eye from the less than graceful property of relatively equal size across the street. The fact that it is mixed use will encourage an active street front which is lacking in many of the existing Midtown residential properties.

The skyline should not be reserved as institutional space only claimed by government offices and hospitals. This project will make me proud that my city is growing up and can support high end urban living. As a Realtor and owner of Better Homes and Gardens Real Estate at 18th & K I can attest to the unmet appetite that will be filled by Ryan Heater's project. The Central City offers very few options for the affluent buyer that longs to live in and be part of our community. Not everyone wants to live in lofts or 3 story townhomes. A true luxury condo project with amenities will attract a group of residents that I would like to be my neighbors, supporting mine and other local businesses.

In regards to the 180 ft height all I have to say is that we need to grow up a little bit. It seems disingenuous to my for the City of Sacramento to have goals of higher density and adding 10,000 housing units and then have concerns over pushing envelopes of height restriction, especially on J Street. There will always be naysayers and that's ok, but I don't want them to dictate how our city gets to grow.

So, as both a business owner in Midtown since 2003, a property owner since 2000 and a resident since 2012 I would like to express my full support for Ryan Heater and Yamanee.

Thanks,

Richard Wilks

Better Homes and Gardens Real Estate

Midtown Sacramento
1819 K Street, suite 100
Sacramento, Ca 95811
DRE License #01257104
916 826-8449

Teresa Haenggi

From: Clark Kayler <clarkkayler@gmail.com>
Sent: Monday, January 04, 2016 8:24 PM
To: Teresa Haenggi
Subject: Support for Yamanee

Teresa Haenggi
Planner, City of Sacramento

To Whom It May Concern:

I have lived in midtown for years and raised my son here. I am a firm believer in midtown and have served on the New Era and the Newton Booth neighborhood boards and I own multiple properties in midtown. One of my passions is woodworking and I have salvaged wood from felled trees in midtown for years. Many of my trees and furniture can be seen at local coffee houses, restaraunts, and businesses. This project is by far the best development to come along in years, within a huge radius. What an incredible opportunity to set a new precedent for quality and design and sustainable livability. I have rallied for and against many proposed projects over the last decades here in midtown. I feel passionate about midtown and this project. This building is an affirmation of the huge potential for high quality development in Sacramento. We need density along the freeways and major roads through the grid. I salute the developer for proposing a visionary, sensitive, thoughtful, and quintessentially 'midtown' building. May other developers take note for what we will be expecting for the future. Let's set the precedent and raise the bar.

Thank you,

Clark Kayler
423 27th Street

Teresa Haenggi

From: Kevin O'Connor <chefkevinocconnor@gmail.com>
Sent: Friday, January 01, 2016 6:07 PM
To: Teresa Haenggi
Subject: Yamanee Support

Hi Teresa,

My name is Kevin O'Connor. I live at C and 28th Streets in Midtown and also work in Midtown as a Chef/restaurant owner. As a resident who also works in the neighborhood, I am a huge supporter of the new Yamanee project. All of the neighbors and business owners who I've spoken to are very excited to see this project developed. The design is unique and beautiful and this feels like a big step in the right direction for the city I've grown and worked in my whole professional career. It's time for Sacramento to grow up - literally.

Chef Kevin O'Connor

Teresa Haenggi

From: Levi Pierce <levipierce50@gmail.com>
Sent: Saturday, January 02, 2016 1:04 PM
To: Teresa Haenggi
Subject: Yamanee Support

Hi Teresa,

I just moved to midtown from Natomas. This neighborhood is the best in Sacramento. It is wonderful that this city and neighborhood is moving in such a positive direction. The Yamanee building looks to be an amazing landmark if the Bee photo is accurate. I go to school at Kaplan College and work locally and I approve of any possible establishment made in the future because I believe it will provide opportunities for those in the neighborhood with jobs, and bring the community comfort in its long term success towards thriving as a whole, bringing confidence in our economic growth and prosperity as we work together. Although I couldn't afford the rent, I'd be proud to work in this building.

Levi Pierce

Teresa Haenggi

From: Tony Off The Grid <tonymadison@msn.com>
Sent: Saturday, January 02, 2016 8:17 PM
To: Teresa Haenggi
Subject: Yamanee Support

Dear Ms. Haenggi,

I am a huge supporter of the Yamanee project. Currently, I live in Land Park and I spend a lot of time in Midtown. Now that my daughter is in college, I would love to move to a condominium. I grew up in Land Park and have lived in Sacramento my entire life. My parents are both from Sacramento (Land Park and Oak Park), and our family has seen both good and bad changes. This is an wonderful addition and I hope it sets a new precedent.

Historically, we have missed the boat, architecturally. Please approve this project.

Tony Vassilopoulos
1148 Castro Road
Sacramento, CA

Teresa Haenggi

From: Samuel Hu <shujin30904@yahoo.com>
Sent: Sunday, January 03, 2016 1:40 PM
To: Teresa Haenggi
Subject: Yamanee Project

To: Ms. Teresa Haenggi, City of Sacramento

Dear Ms. Haenggi,

I support the new Yamanee project on J Street. I am a surgeon with an office at 3000 Q Street, working primarily at Mercy General Hospital. The prospect of a desirable condominium project that is walking/biking distance to both my office and work is very exciting. My wife and I have a young daughter and this would be a perfect living option - we would not live downtown and we aren't interested in the townhouse or "loft" options we've seen. We need easy maintenance, as we are busy, and we want single-level housing. Finally, there is an option in midtown.

Sincerely,

Samuel J. Hu, MD



PRESERVATION SACRAMENTO

(916) 202-4815 - PO Box 162140, Sacramento CA 95816 - info@preservationsacramento.org - PreservationSacramento.org

December 10, 2015

To: City of Sacramento Planning & Design Commission

Re: P15-047, Yamanee

The Board of Directors of Preservation Sacramento wishes to express our serious concerns regarding the Yamanee project, based on its serious deviation from the zoning of the site and the city's general plan, in the areas of maximum height, floor area ratio, density and off-street loading space. The potential negative effects of the project counteract any potential community benefits, meaning the project does not meet the requirement that deviations from the General Plan can only be made if a significant community benefit is provided by the project.

We are also concerned about the precedent established by a project of this sort, as it encourages other developers to similarly ask for exemptions to the General Plan, promoting high-rise construction in neighborhoods zoned for urban corridors of more moderate size. Except for the non-conforming building to the north, there is no transition between the fifteen-story building and neighborhoods of 1-3 story buildings around it, in violation of General Plan element LU 2.7.3, Transitions in Scale. If Yamanee is approved, it creates precedent by the City's decision-making bodies to allow subsequent deviation from the General Plan within traditional neighborhoods and low urban corridors. A subsequent developer that is denied a similar exception to the General Plan could feasibly put the city at legal risk of lawsuit because of perceived favoritism for this development over their own.

The purpose of the General Plan is to provide guidelines for development, assigning general locations and intensities to different parts of the city. While there is room for flexibility in these guidelines, there must be a point where the line is drawn between what is acceptable and what is not. This proposal, a 15 story building in an area zoned for 3-6 stories, 300 units per acre when zoning allows up to 110, and a floor area ratio of 9 where 3 is the maximum, located in between two areas zoned Traditional Neighborhood Medium, is impossible to justify as an appropriate place for a development of this magnitude when projects like this are sorely lacking in nearby areas already zoned for this intensity of use. Using the city's Land Use and Urban Design guidelines, developments of this scale are encouraged in Urban High Density or Central Business District land use categories, located approximately ten blocks to the west of Yamanee's proposed location in the central business district, Docks, Railyards and River District, currently areas with much lower population density than Midtown. Using the adjacent nine-story building as precedent for higher construction ignores the fact that this building is considered a non-conforming use according to the most recent general plan, a relic of an era when it was assumed that the central city would be entirely demolished by redevelopment and replaced with similar institutional buildings.

Preservation Sacramento has supported expanding housing opportunities in Sacramento's central city since 1972, but not at the cost of risk to existing neighborhoods and precedent-setting decisions that can encourage demolition by neglect and weakening of the city's General Plan. The rapid growth of new housing in the central city since 2010, including mid-rise and ownership housing, is evidence that we do not need to compromise our standards to facilitate growth. We urge the Planning and Design Commission to insist that the developer return with a plan that more closely fits within the recommended height, density and FAR limits of the project site.

William Burg, President, Preservation Sacramento Board of Directors

Height (feet)

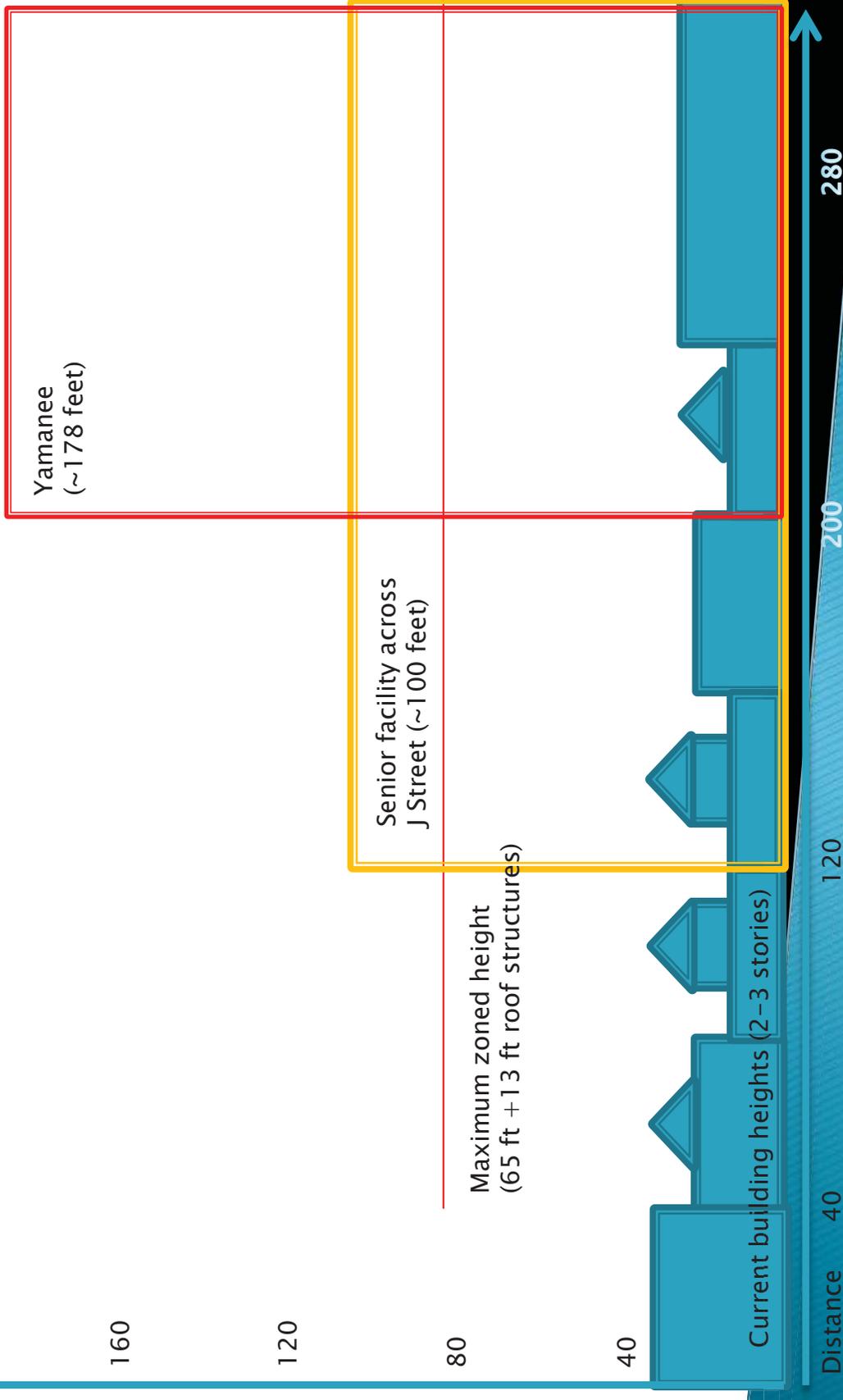
200

160

120

80

40



Distance

40

120

200

280

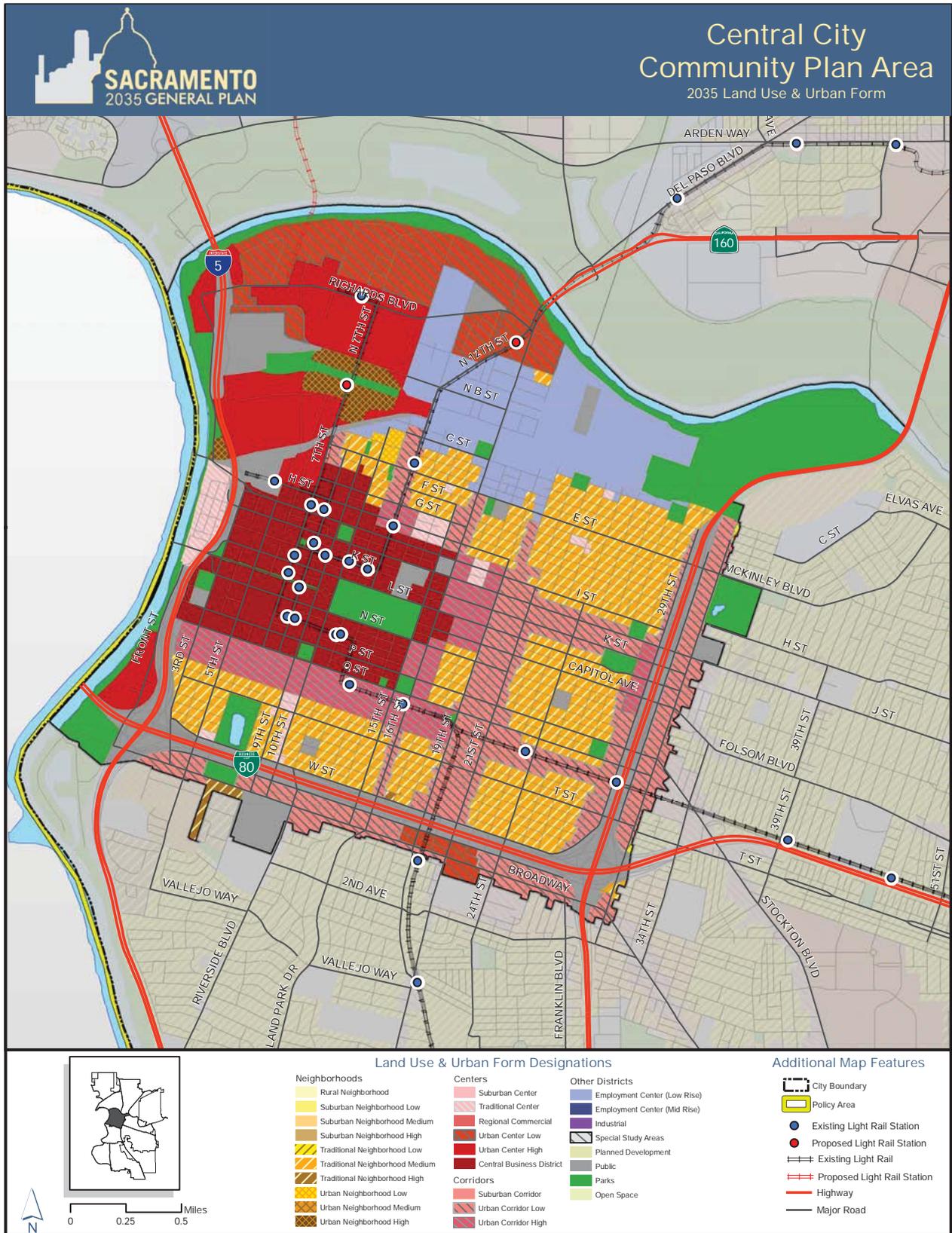


Figure CC-2

2035 General Plan Land Use & Urban Form Designations for the Central City Community Plan Area

Teresa Haenggi

From: Emily <emilyairoso@gmail.com>
Sent: Thursday, December 10, 2015 7:20 AM
To: Teresa Haenggi
Subject: Support for Yamanee

Teresa,

I wanted to express my support for the purposed project in Midtown (Yamanee). As a hairdresser and entrepreneur in the neighborhood I believe part of our success relies on more projects like this. It's important to bring more homeowners, increased diversity of incomes, and show that there commitment to the community setting ourselves apart from Roseville, Folsom, etc.

From what I've read in the business journal, Sacbee and others, I'm happy to hear the developer is focused on supporting local business people like me and others. I hope that once complete I'd even be interested in leasing retail space there for my business.

Sincerely,

Emily Airoso
Deeda Salon

Sent from my iPhone

Teresa Haenggi

From: ME Budworth <maryb@inreach.com>
Sent: Wednesday, December 09, 2015 10:41 PM
To: Teresa Haenggi
Subject: proposed building at 25th & J

To Whom it May Concern:

As a resident at Saint Francis Manor, I look forward to having a nice new condo/comercial building at 25th & J streets in Midtown Sacramento. I will enjoy seeing the beautiful building across the street from my apartment, and will sppreciateall the dininig and shopping opportunities that will be available to the public.

To Whom it May Concern:

As a resident of Saint Francis Manor, I look forward to having a nice, new condo/commercial building at 25th & J streets in Midtown Sacramento as proposed by Ryan Heater and others. I will enjoy seeing the beautiful building across the street from my apartment, and will appreciate all the dining and shopping opportunities that will be available to the public.

Mary Budworth



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Teresa Haenggi

From: Sandra Robles <sandytime19@gmail.com>
Sent: Wednesday, December 09, 2015 8:01 PM
To: Teresa Haenggi
Subject: New Midtown Yamane Project

As a long-term resident of midtown, I currently live on F Street approximately four blocks from the proposed Yamane project. It looks to be a beautiful addition to midtown and completely appropriate for the neighborhood. We need to consider quality, not just height. The proposed building is so much more attractive and exciting than many buildings in the neighborhood and the height shouldn't be a concern as J street is a commercial thoroughfare. The city should be encouraging architecturally thoughtful projects.

Sandra Robles
916-474-1129
Sent from my iPhone

Teresa Haenggi

From: Karen Jacques <threegables1819@gmail.com> on behalf of Karen Jacques <threegables@macnexus.org>
Sent: Wednesday, December 09, 2015 10:20 PM
To: Bodipo-Memba Jose; Burchill Kiyomi; Burke Cornelius; Chandler Edmonds; Covill Douglas; Kaufman Todd; LoFaso Alan; Lucien Darryl; Mack Kim; Pluckebaum Phil; Rodgers Matthew; Teat Darrell; Yee Joe
Cc: Teresa Haenggi
Subject: Comments on R15-047

Written Testimony for the December 10th Planning and Design Commission Re: P15-047

Dear Chair LoFaso and Members of the Commission,

It appears that I am not going to be able to attend tomorrow night's Commission meeting so I am submitting the following comments.

The above referenced project is a 15 story residential mixed use building that would be located on the south east corner of 25th and J Streets in Midtown. It is an attractive project that would bring much needed housing to the Central City. If it were located in a portion of the Central City that allowed for this kind of height, I would be among its strong supporters. But it isn't. 25th and J is in an area that the 2035 General Plan Update designates as 'Urban Corridor Low' with a height limit of 65 feet to the plate and 78 feet to the peak of the building. Per staff, this project exceeds maximum height allowed by 105.4 feet. That is a huge difference and it has serious implications as detailed below.

First and foremost, if this project is approved, it sets a precedent and sends a strong message that the City doesn't intend to abide by the guidelines and overlay zones established in the 2035 General Plan Update. This, in turn, is likely to set off a wave of land speculation that could result in blight and 'demolition by neglect'. Investors will buy buildings and vacant land in Midtown on the assumption that they too will be able to get a variance and build pretty much whatever they want. (And if they don't get the variance that someone else got, they can use the precedent to sue.) Many current owners will allow their buildings to deteriorate based on the assumption that they will be able to tear them down and build something bigger and more lucrative. This will put all Central City neighborhoods and immediately adjacent mixed use/commercial corridors at risk, including the historic buildings in these neighborhoods and corridors. The Central City has experienced this in the past, most recently in the 1980' and 90's. This was the era of the battle over the R Street Corridor and there was a great deal of uncertainty about which way development would go: mixed use housing or a wall of office buildings. Investors bought up land and many landlords allowed their properties to deteriorate on the assumption that they would be demolished and something bigger and more profitable built. Planning seemed to be done by variance rather than by clear guidelines. The Central City Alliance of Neighborhoods and SOCA (now Preservation Sacramento) put on the annual 'Fainted Ladies' tour from 1994 through 2003 to document the blight, 'demolition by neglect' and the loss of historic resources. I coordinated the tour and saw first hand the damage that land speculation does. I don't want to see it again.

Of equal importance, approval of this project ignores the long public process that was part of the development of the 2030 General Plan and 2035 update. I attended many meetings and was very involved in the development of the 2030 plan as were many other members of the public. One of the things that kept coming up over and over again was the desire by members of the public to have overlay zones that would provide some degree of certainty about what could be built where in terms of density, height, set backs and uses. What we didn't want to see was developers getting variances or conditional use permits for projects that significantly exceed what is allowed in an overlay zone. This project exceeds the height limit of the Commercial Corridor Low zone by over 100 feet. If it is approved as proposed, it will send a clear message that the City intends to ignore its own planning process and that it is pointless for members of the public to become involved in that process because their comments don't matter and the promises they thought were made aren't honored.

With the exception of the St. Francis Senior Housing building across the street, this project is completely out of scale with the surrounding neighborhood and with the parts of the city design guidelines that speak to scale and mass. The City's Design Principles call for 'harmonizing with surrounding structures' - something that is impossible with this kind of height difference. The Central City Neighborhood Design Guidelines as quoted in the staff report call for compatibility in scale, height and mass. Even St. Francis, built before there were any design guidelines, is not as tall as the project (9 stories as opposed to 15).

The City badly needs mid and high-rise residential development in the CBD and Railyards. Those areas provide a tremendous opportunity to significantly increase density in our urban core. To allow projects in Midtown that significantly exceed height and density limits runs the serious risk of encouraging developers who might otherwise build in those areas to build in Midtown instead. The best way to assure that taller, more dense projects go where the 2035 General Plan shows them going is to send a clear message that existing height limits and overlay zones will remain in place.

There is plenty of opportunity to get more density in Midtown without exceeding agreed on height limits and ignoring specific overlay zones. We have already seen that happen on 16th Street and in the R Street Corridor and more plans for housing are in process.

The developer wants to build to the lot line on both J and 25th Streets, with no setbacks for trees. This will result in the permanent elimination of space for any large, canopy trees in the parkway strips adjacent to the site. Such trees are a character defining feature of Midtown. Because they absorb carbon dioxide, such trees are also a major way for the City to address green houses gases. The Central City has already lost far too many of its large trees to development and we can't afford to keep losing more, especially to facilitate construction of a building that so grossly exceeds the height limits of the corridor where it is to be built.

In conclusion, I support and have always supported increased housing density in the Central City. But I want increased density that is done right and respects that uniqueness and character of what already exists. For me that means adhering to the overlay zones and height limits of the 2035 General Plan, not ignoring them and not turning Midtown into an extension of the CBD.

Thank-you for the opportunity to submit comments.

Sincerely,

Karen Jacques

Long time Central City Activist and founder of the Midtown Neighborhood Association

Teresa Haenggi

From: Nan P <nanp@ymail.com>
Sent: Wednesday, December 09, 2015 6:00 PM
To: Teresa Haenggi
Subject: Yamanee

Dear Teresa,

My husband and I own Coconut Thai Restaurant (current tenant of thr site) and live a block away from the site. We wanted to take the time to send a letter of support for the approval of the project. The owner, Ryan Heater, has been a very good landlord. We are interested in being a part if this exciting development. Please make this happen. As local business owners who live and work in the neighborhood, we can't wait to see this project move forward.

Regards,
Voranan Pangpanga
Owner of The Coconut

Teresa Haenggi

From: Tana Purdey <purdeytana@yahoo.com>
Sent: Wednesday, December 09, 2015 4:31 PM
To: Teresa Haenggi
Subject: Yamanee

To: Teresa Haenggi

I live at 2219 H Street, three blocks from the project. I wanted to express my support for the project. I am an emergency room trauma nurse and think the project would be perfect for me as I would love to walk to Sutter. Although I am currently a renter, I would prefer to purchase a condominium as I am often traveling for work, volunteering my services in third world countries. Over the past year alone I've worked in Peru, Guatamala, South Sudan, Haiti, Burma, and Laos. As an owner, I would prefer to own a condo unit I could leave securely to travel. Please approve this project.

~ Tana Purdey

Teresa Haenggi

From: Michael Butler <butlersf@gmail.com>
Sent: Wednesday, December 09, 2015 11:40 AM
To: Teresa Haenggi
Subject: Support for the Yamanee project

To Whom It May Concern:

As a resident of Boulevard Park and New Era Park (I've owned property in and lived in Midtown for years), I pride myself on having an eye for some of the best architectural components of downtown and midtown Sacramento. I currently spend about half my time in San Francisco and half in Sacramento due to career constraints. After having closely reviewed the proposed design for Yamanee, I can say without a doubt that the benefit to our community, both architecturally and culturally will be vast and far reaching.

Given the expressed intention of our city, at the highest level, to foster and encourage density in the downtown and midtown area, this is the perfect project to be embraced and promoted to achieve this end. In my opinion, this project has raised the bar on the next generation of development in the downtown / midtown area. This is the sort of project we must endorse if we are going to move this city to the next level.

Change is inevitable, let us be judged by posterity on how we worked together to support the right change to make this city the best it can be. Those who are against height in midtown may think we just need to expand out and they probably live in the suburbs because they obviously wish to see more of them. I remember when all the nut cases came out of the woodwork in San Francisco concerned that the TransAmerica "Pyramid Building" was going to block all the sunlight, cast shadows everywhere, ruin the historic nature of the neighborhood forever, and unleash a barrage of triangle buildings on the City. After it was built, the sun still came up the next day. I wonder how those same people would feel if that same building was on the chopping block for demolition today?

Sincerely,
M James Butler
(415) 308-7640

Teresa Haenggi

From: matthew mallen <mallenmatt@gmail.com>
Sent: Tuesday, December 08, 2015 10:00 PM
To: Teresa Haenggi
Subject: Yamanee Support

Dear Teresa,

I live in Boulevard Park and actually grew up in this neighborhood my entire life. I am 100% in support of this project. Most of the neighbors I have spoken to are also supportive but I know it is probably the same old crew of two or three radical anti-change people who make all the noise against anything different. All of us in the neighborhood know exactly who these people will be - some things don't change and most of those people don't even live here. The height of the project is not an issue on J Street and when I looked at the site from I Street, you won't even see the building due to the trees and cement building across J. Please listen to the reasonable majority and not the handful extremely vocal extremists who are predictable in their opposition to everything.

Matt Mallen
916 737-6199

December 7, 2015

City of Sacramento

Attention: Teresa Haenggi

As a current tenant at 2500 J St., we are concerned that the proposed building will not be built. The current building continues to have various age related issues and will certainly require the building to be rebuilt. The proposed 13 story building could very well be the jewel of Sacramento, right here in Midtown. We feel honored that the new owners of this property would like to feature us as their anchor tenant as well as a mix of other quality local retailers and restaurateurs, rather than bring in out- of-state chains of business. With both of our mothers living across the street from the sight, we were delighted to hear their enthusiasm for what they saw as an asset to their immediate neighborhood. The garden and walk-ways as well as the casual dining opportunities make them feel as though they have more to share with visitors from out of the area. We have already felt hugely supported by the Sacramento area and expect that the new, beautiful construction will delight our current and future customers.

Thank you, Frank and Toni Budworth,

Owners of Birkenstock Midtown

Teresa Haenggi

From: Thomas Roth <thomasallan@sbcglobal.net>
Sent: Thursday, November 19, 2015 4:20 PM
To: Teresa Haenggi
Subject: Yamanee project

To: Teresa Haenggi.

Hello

My name is Thomas A Roth and I want to express to you my full support for the Yamanee project.

I own various properties in this neighborhood & If there is any way I can be of any help with advancing the project please let me know.

Sincerely

Thomas A Roth
916-484-0323

Teresa Haenggi

From: Garrett McIntyre <gmcintyre71@yahoo.com>
Sent: Wednesday, November 11, 2015 10:01 AM
To: Teresa Haenggi
Subject: Yamanee

My name is Garrett McIntyre. I retired from the NFL last year. My family and I settled in the the city of Folsom. I am so excited to see a building like Yamanee coming to midtown. We love the mid town area and probably would have made it home if something like Yamanee was around when we were looking. I think this project will bring growth to mid town. Excited to see what the future holds. Thank you for your time.

Garrett McIntyre

Sent from my iPhone

Teresa Haenggi

From: Justin Vierra <justin.vierra@bhghome.com>
Sent: Saturday, November 07, 2015 1:55 PM
To: Teresa Haenggi
Subject: Yamanee support

Teresa,

I wanted to issue my personal and professional support for the purposed project, "Yamanee" at 2500 J Street.

As a professional real estate sales person in Midtown, I can attest to the need of more "for sale" inventory to satisfy demand. Especially product that supports accessibility for aging populations. Many of my clients approaching retirement age or older have very few options in general, let alone something that maintains traditions floor plans, quality of build, and quality neighborhood locations.

On a personal level, I hopefully to see bold projects that support the community through home ownership and therefore pride of ownership, while increasing our city center's profile as a livable urban community.

Best,

Justin Vierra
SAR Masters Club Member

Better Homes and Gardens
Real Estate | Mason McDuffie
Midtown Sacramento
License# 01880488
(916) 847-2205
(916) 491-1525 fax

Sent from my iPhone

Teresa Haenggi

From: buu ngo <billy_kru916@icloud.com>
Sent: Sunday, November 01, 2015 5:04 PM
To: Teresa Haenggi
Subject: Support for Yamanee

Dear Teresa,

I work and own my business on the same block as the proposed Yamanee Building. My restaurant, Kru, has seen the entire midtown neighborhood change over the past 10 years, with more activity, more patrons, and more vibrancy, and hopefully, this trend continues. I wanted to write to you to strongly support and endorse the new construction. This project will immensely help local businesses in the neighborhood. Sacramento's population is increasing and we need to work to promote density to continue our trend towards a vibrant city center. The design is beautiful and the building is unique. It's time we embrace smart density, especially on J Street, the city's major "Main Street." I would be excited to be a tenant in this building should the occasion come.

Billy Ngo

Chef/Owner

Kru Restaurant & Fish Face Poke Bar

Teresa Haenggi

From: David Smith <dbs1381@hotmail.com>
Sent: Wednesday, November 04, 2015 11:56 PM
To: Teresa Haenggi
Subject: Support for Yamanee in Midtown

Hi Teresa- I am writing to express my support for the Yamanee residential development in Midtown, Sacramento. I am a midtown resident, living at 26th & I streets (one block from the proposed project), and local restaurant owner. I met Ryan Heater in the community a few years ago, and through him, as well as through various local publications, I have become familiar with Yamanee. I am confident that a residential project, such as Yamanee will greatly enhance the livability and visibility of the neighborhood. The increased density and amenity base will improve the immediate area, yet a development with the level of taste, vision and attention to detail such as Yamanee will make east central Midtown a destination for the City. I have been a resident of Midtown since 2004, and have seen the construction of 1801 L Street (where I lived for four years), the L Lofts, the Cathedral Lofts, the Warren Building, the Powerhouse, the WAL development and numerous others. Each development has helped to enrich the retail and amenity base of the City, as well as to help reinforce Sacramento as the "farm-to-fork" capital of the Country. Yamanee will embrace the best of what these projects have already done, will be designed to be uniquely "Sacramento" and will take it to the next level, hosting cutting edge local restaurants and retailers, with the structure itself being a piece of architecture in which Midtown residents and the City will be proud to call its own.

On behalf of not just myself, but of my many neighbors who live nearby, we are hopeful that this project gets approval quickly and realizes its vision.

Thank you for your time.

David B. Smith

Teresa Haenggi

From: Jamie Dougherty <jamied@henrywinegroup.com>
Sent: Thursday, November 05, 2015 11:08 AM
To: Teresa Haenggi
Subject: Yamanee Yes!

Dear Teresa,

I have lived in Midtown Sacramento for over 10 years and I currently live in Metro Square, less than two blocks from the proposed Yamanee. I wanted to write that as a resident of the neighborhood, I am completely in favor of this development. The design is stunning and cutting edge and would be a wonderful addition for any city. The building embraces Sacramento's art and architecture and would help define and usher in a new era of design for the city. The use of plants and outdoor space will create a complementary balance with the neighborhood and enhance our reputation as the City of Trees – and hopefully, the City of Innovative Green Living.

Support for Yamanee is support for Sacramento's future.

Jamie Dougherty
Corporate Sales Representative Sacramento
The Henry Wine Group
C: 916-690-4524
Jamied@henrywinegroup.com

Teresa Haenggi

From: Rochelle Schermer <shellyberg44@gmail.com>
Sent: Wednesday, October 14, 2015 12:46 PM
To: Teresa Haenggi
Cc: Ryan Heater
Subject: Support for 14 story condo on 26th and J Street

Dear T. Haenggi,

As a resident of East Sacto whose home town is Chicago, I have always regretted that Sacramento has few quality high rise condos downtown.

We had dinner with Ryan Heather the other night at Kru and his project seems to be just what Sacramento needs.

If we are ever going to have a vibrate down town, we will need to build up. I believe along with the millenials and the empty nesters a lot of people would love to live downtown and move into high rise elevator buildings with amenities and in walking distance of shops and restaurants. I also believe the midtown location is a good one so the residents will not be too highly impacted by arena noise and traffic. Although, I would love a condo on the river with a sunset view. I do not see living near the arena as viable.

Rochelle Schermer
1300 46th Street
Sacramento, 95819

Teresa Haenggi

From: requiem1394@gmail.com on behalf of Jordan Sorensen <soren.jm@gmail.com>
Sent: Friday, October 02, 2015 11:11 AM
To: Teresa Haenggi
Subject: FOR the project at 25th & J

Hi Teresa,

I'm writing to tell you that I am also completely for the proposed building project at 25th and J. I've lived in Midtown for about 5 years now and actually just bought a house at 22nd and L. I love this neighborhood and it is the first place in many, many years that I truly consider my home. From everything I've seen about this project, it will help expand and further energize the area. There is never any use in trying to hold on to how something "used to feel." Midtown is exciting right now because it is an area on the rise. Change is inevitable and right now, all indications are that the changes are good.

I've heard arguments that the building doesn't "fit" with it's surroundings, but that is just a poor argument from people who think their single idea for Midtown is the right now. Nothing in Midtown "fits". That's the point of a city on the rise: things change and grow and blend. That's the beauty of Sacramento right now. I can throw a speakeasy-themed party in my Victorian house built in 1899, go out side and walk by other houses from the same time, and then turn a corner to a modern, expansive collections of shops, restaurants, and bars. Then I turn another corner and find some quaint little coffee shop and talk to the nice woman who's owned her salon since the 70s. Variety is a wonderful thing.

The project at 25th and J will only add to this with an amazingly modern and environmentally friendly space for people to gather and socialize. We aren't tearing down some cherished Mom and Pop store that's been around for decades, we're tearing down a bland strip-mall and giving the current tenants and awesome new space.

I am excited to see where Sacramento is going in the future. A stale city is not a great city. I believe this project and others like it will only help our city's already thriving community.

Thank you for taking the time to read this,
Jordan Sorensen

Teresa Haenggi

From: Monica Vejar <moniquevejar@gmail.com>
Sent: Tuesday, September 22, 2015 6:46 PM
To: Teresa Haenggi
Subject: Comments on proposed Yamanee project

Project Name: Yamanee
Project Number: P15-047
Project Location: 2500 J ST

Dear Teresa Haenggi,

Please know I am opposed to the proposed project. Over 7 stories is too high for midtown. I am a long time homeowner in Blvd. Park. The attraction in midtown are charming homes and smaller boutique style buildings east of 16th street. Please let the developer know that people appreciate the day and night sky & this project is better suited in downtown. Developing this project over 7 stories high will change the dynamics of the midtown scene, and not for the better. I do not want this project exceeding current height restrictions. The developer can still create a wonderful work/life project within 7 stories. But in reality, I am very sad to see the current buildings with its merchants being forced out. Charm is hard to create in massive block style structures.

In addition, trees need to be added and not removed anywhere on the block when any new project takes place. It's essential to reduce the urban heat island effect. Developers do not seem to understand what that is. Please explain this to them. With the drought and continued rising temperatures, it does not make sense to build without adding greenery to walk comfortably under. And if the developer is concerned that trees take water, let the developer know that more people take water.

Interesting how we are in a drought and told to reduce our usage but the City continues to move forward on these big projects that put more of a strain on our limited resource.

Sincerely,
Monica Vejar
moniquevejar@gmail.com
916-917-0301

Teresa Haenggi

From: Jessica Sorensen <jessica@bigtablemedia.com>
Sent: Sunday, September 27, 2015 4:23 PM
To: Teresa Haenggi
Subject: FOR the project at 25th & J

Hello Teresa - I saw the thread on NextDoor.com about the proposed building on 25th & J St that listed your email as the person to contact regarding this project. I've never taken the time to send an email like this before, but I know you probably receive more emails from people against the project than those that are for it, so I wanted to take the time to let you know that I think this a GREAT opportunity for Midtown!

I've been a resident on 22nd St & L St for over four years now, and my husband and I love the neighborhood so much that we are buying a house on the same block. (We close next month!) I was very excited when I saw the article about this project, as I was when I saw the proposal for the Whole Foods building on 21st & L. I know many of my friends and neighbors are excited about the project as well.

The number one reason we love Midtown is for it's walkability and density of amazing restaurants and shops. This project looks like something that will bring in more of both to the neighborhood. J Street seems like a very appropriate location for this kind of building (commercial, busy, and already a large building directly across the street). And I LOVE the idea of the courtyard space with outdoor dining. It seemed like a lot of the negative comments on the site skipped over that part...

I'm tired of comments from outsiders about how Sacramento is "boring" or "suburban sprawl." This building does a bit to solve both problems. Building housing UP instead of OUT, with modern environmentally friendly amenities, and a new look. The building there now is outdated, and hardly a Victorian treasure to be preserved. Please know that there are many of us who live in the neighborhood, support this project, and can't wait to see it happen!

--

Jessica Bucey | BIG TABLE media | Associate Producer
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jessica@bigtablemedia.com | www.bigtablemedia.com
LOS ANGELES | SACRAMENTO | MINNEAPOLIS

Teresa Haenggi

From: Gayle <gbetzing@comcast.net>
Sent: Sunday, September 27, 2015 9:24 PM
To: Teresa Haenggi
Subject: Yamanee Project Yes!

Dear City Planners,

We lived in the same house, which is on the national historic register, on Boulevard Park for 23 years. We are still active in the community since we still own a two-story 100-year old home in Boulevard Park. My husband has been on the neighborhood board and served as treasurer. Due to our ages (73 and 85) we could no longer handle the many steps and the large lot and upkeep of the house and purchased a single-story home in Folsom.

Finally, there is a project that would allow us to move back to the Midtown we love so much. Midtown is where our hearts are. We would be so excited to be able to walk to restaurants and coffee and not worry about driving or maintenance. This is a project the city really needs. The height of the project is completely reasonable on J Street. If we really want to have more housing in midtown and downtown (a great idea!), you can only build up. We want to be owners, not renters, and the other apartment/condominium projects downtown do not fill our needs. Due to our ages, our lifestyles are changing and this project is ideal for us. The apartment outdoor spaces would be our new front porch we loved so much - connected to the street and neighborhood. We like the idea so much, we plan on contacting the developer to see if he needs another investor.

Thank you,

Jim and Gayle Betzing

Teresa Haenggi

From: Richard Yap <mrrickyap@gmail.com>
Sent: Monday, September 28, 2015 10:15 PM
To: Teresa Haenggi
Subject: Yamanee

I work on J Street on the same block as this project and I think it's a great idea. I also live in midtown and this is exactly what Sacramento needs. I'm looking forward to a state-of-the-art building that will put Sacramento on the map. From the pictures, it's beautiful and unique and very Sacramento. I've lived in San Francisco and San Diego, and they have nothing on this building.

Ricky Yap

Teresa Haenggi

From: Eric Dennis <catcheric3@yahoo.com>
Sent: Tuesday, September 29, 2015 7:56 AM
To: Teresa Haenggi
Subject: Yamanee project

I've lived in Midtown for over 5 years and I think the Yamanee project looks amazing and is exactly what midtown needs! This looks to be an elegant iconic project that is completely compatible with the neighborhood. I can't imagine anyone who would think this building won't enhance the neighborhood and J Street. Some people never want change and won't ever be happy with anything new. Everyone I've spoken to about the project has been excited about it and supportive. The negative bloggers are the same people who complain about everything and it was very clear some of them never even read the article. My sense is that the neighborhood is getting behind this!

Eric Dennis

Sent from my iPhone

Teresa Haenggi

From: rob patrick <kershr@yahoo.com>
Sent: Tuesday, September 29, 2015 11:11 AM
To: Teresa Haenggi
Subject: Yamanee

Attn: Theresa

Dear Theresa,

I am writing to encourage to favorable review the proposed Yamanee building in the Midtown district of Sacramento.

This mixed-use structure has to potential to contribute favorably to the continued development of this area. The addition of housing for "empty nestors" and seniors, as well as younger professionals as well as commercial and dining establishments, is much needed in furthering the appeal of downtown and midtown.

I encourage to look at the green nature of the proposed building to encourage other building to comply with energy efficient standards, and to host a good mix of commercial establishments.

I also would encourage you to have an archetectural committee contribute to the builder recommendations for integration into the existing neighborhood and the city overall.

Sincerely yours,
Robert Malley

Teresa Haenggi

From: Elvin Reyes <elvin@onedaygraphics.com>
Sent: Wednesday, September 30, 2015 1:39 PM
To: Teresa Haenggi
Subject: 25th and J St.

Hi Teresa,

I am a tenant of Ryan Heater at 2504 and 2508 J St. While no one believed in our concept, Ryan allowed us to try our concept at his newly acquired real estate. I own the Vape and Barbershop at 2504 and the Sneaker Shop at 2508 J St. Ryan believed in our concept believing our retail concepts speak "Midtown". Our business has continued to boom and we are very excited in Ryan's new project and can't wait for it to be done. We've already spoken with Ryan about interim space and possibly moving into the Building when built. We would like to know how we can continue to show our support for this project. Along with the arena being built, we cannot wait what else the city is going to bring!

--

Elvin Reyes
916.514.2647 mobile
www.onedaygraphics.com
facebook.com/onedaygraphics

Design turnaround time begins once your order has been placed. If your job is submitted by 5:00 P.M. PST (8:00 P.M. EST), turnaround time begins that business day. Anything after 5:00 P.M. PST (8:00 P.M. EST), will be processed the following business day.

Please note that we are closed Fridays, Saturdays and Holidays. As a result, these days are not considered when calculating our one day turnaround time for new designs and revisions.

Attachment 7: Site Photographs



2500 J Street, North Facade



2500 J Street, Looking Southeast



2500 J Street, South (Rear) Facade



2508 J Street, North Facade



2508 J Street, South (Rear) Facade



2508 J Street, Accessory Structure, West Facade



2508 J Street, Accessory Structure, East Facade



Looking South (behind) Project Site (Jazz Alley)



East of Project Site (2510/2512 J Street)



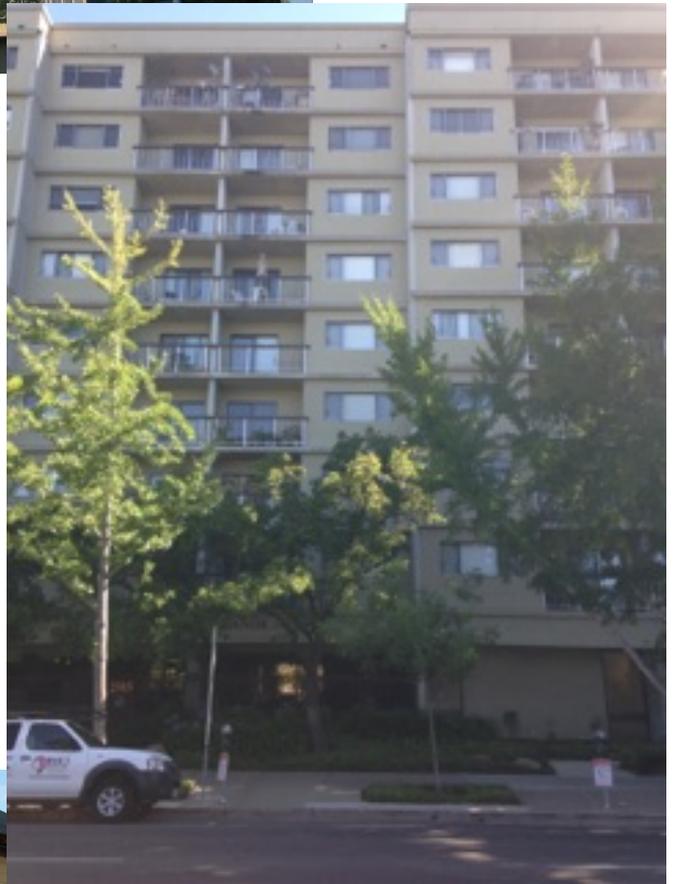
West of Project Site, View from J Street (2430 J Street)



West of Project Site, View from Project Site



North of Project Site, Directly Across J Street



Looking Northwest from Project Site