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Correspondence SUPPLEMENTAL 2 Meeting of November 20, 2007

1. Item # 18 Sacramento Railyards P05-097 (continued)

a. Correspondence

231. Kate A. Wheatley, Taylor & Wiley Attorneys
232. James B. Wiley, Taylor & Wiley Attorneys
233. Virginia A. Baron
234. Michael Florentine
235. Robert J. Orr
236. Linda K. Whitney, President-Sacramento Old City Association
237. Ward S. Lamon
238. Jim Hearn
239. Robert P Shaffer, Johnson Fain
240. Paul Milas, BSK Associates
241. Clinton L. Alessandro, Alessandro Electric Inc
242. Jay Mitchell, Teichert Construction
243. Kevin Golding, Bar Steel Service, Inc.
244. Konstrantin Zhirkov, Cal Pro Builders
245. Michael Lee, Andrea Lee, Barbara Hailer, Robert Lee, Brianna Littlejohn, Ed Hass, Mary Ann Giezelman, Steven Spangler, Daniel McKnight, Mark Huff, Lisa Carlson, Andrew Reeves, April Farnham
246. Dr. Jon B. Marshack, Former Vice-Chair-Design Review & Preservation Board

9231

Clerk-Submit - Sacramento Railyards and Railroad Technology Museum

From: "Kate Wheatley" <kwheatley@taylor-wiley.com>
To: <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <ssheedy@cityofsacramento.org>, <scohn@cityofsacramento.org>, <rkfong@cityofsacramento.org>, <lhammond@cityofsacramento.org>, <KMcCarty@cityofsacramento.org>, <rwaters@cityofsacramento.org>, <bpannell@cityofsacramento.org>, <rkerridge@cityofsacramento.org>, <mhanneman@cityofsacramento.org>
Date: Monday, November 19, 2007 3:24 PM
Subject: Sacramento Railyards and Railroad Technology Museum
CC: "James Wiley" <jwiley@taylor-wiley.com>
Attachments: railyardsltr.pdf

Mayor Fargo, Councilmembers and Mssrs. Kerridge and Hanneman:

Please see the attached letter which I am forwarding on behalf of Jim Wiley. You will all receive a hard copy this afternoon via hand-delivery.

Thank you.

Kate Wheatley

Kate A. Wheatley
TAYLOR & WILEY
2870 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833
Phone: 916.929.5545
Fax: 916.929.0283

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TAYLOR & WILEY

A PROFESSIONAL CORPORATION

ATTORNEYS2870 GATEWAY OAKS DR., SUITE 200
SACRAMENTO, CALIFORNIA 95833

TELEPHONE: (916) 929-5545

TELEFAX: (916) 929-0283

JOHN M. TAYLOR
JAMES B. WILEY
JESSE J. YANG
KATE A. WHEATLEY
MATTHEW S. KEASLINGOF COUNSEL
KATHLEEN R. MAKEL

November 19, 2007

Via Email and Hand-DeliveryMayor Heather Fargo
City of Sacramento
915 I Street, 5th Floor
Sacramento, CA 95814**Re: The Sacramento Railyards and the Railroad Technology
Museum.**

Dear Mayor Fargo:

We are writing to you on behalf of our client, the California State Railroad Museum Foundation (CSRMF), regarding the Sacramento Railyards Project to request that the City of Sacramento (City) include a section addressing the Railroad Technology Museum in its development agreement with Thomas Enterprises. As you are aware, the CSRMF has been working with the California State Parks Department toward locating a world class Railroad Technology Museum in the Erecting and Boiler shop buildings at the Railyards. We have been working on locating a Railroad Technology Museum in the City of Sacramento for over 30 years. We originally were pursuing a museum on City and State property at the Docks, but gladly changed our direction in 1999 at the encouragement of the City (see Resolution 99-734) to the Railyards Historic Shops site. Based upon the direction given to us and the City Manager's Office at that time, State Parks worked on and entered into a Letter of Intent (LOI) with Millennia Sacramento in 2003 which provided the State with the two buildings, the roundhouse footprint and adjacent land totaling 12.5 acres.

Subsequently, as you are well aware, Thomas Enterprises has taken over Millennia's interest in the property and the City and Thomas Enterprises entered into an agreement last December that facilitated Thomas Enterprises' purchase of the Railyards from Union Pacific. We would anticipate that the value of that

Mayor Heather Fargo

November 20, 2007

Page 2

transaction contemplated the transfer of the two buildings to the State pursuant to the LOI. Furthermore, CSRMF and State Parks supported the purchase because they were assured that Thomas Enterprises would honor the LOI.

Nevertheless, in March of this year, Thomas Enterprises rescinded the LOI. We have sought to work with Thomas Enterprises to reach a resolution regarding facilities for the Railroad Technology Museum. We have had great difficulty in scheduling meetings to address this issue and have not been able to pursue a meaningful dialogue or appropriate follow-up. In order to have a viable world-class technology museum, we need at a minimum both the Erecting and Boiler Shop buildings. We are not pursuing the entire 12.5 acres that were originally in the LOI, nor are we pursuing the roundhouse footprint which was also included in the original 12.5 acres. CSRMF is willing and ready to work with the City and Thomas Enterprises regarding the programming within the two buildings and uses adjacent to the buildings to ensure that there is sufficient vitality and draw for visitors, including evening hours.

The City through the entitlement process and development agreement will be providing Thomas Enterprises with substantial benefits, including, but not limited to, relief from regulatory requirements such as park dedication requirements. It is accordingly appropriate for the City to ask for some value back for the people of Sacramento through this development agreement. The Railyards Project has a significant amount of square footage already being designated for commercial uses - 1.3 million sf of retail, 491,000 sf of mixed use flex space and 485,390 sf of historical/cultural use. The Boiler Shop and Erector Shop consist of approximately 152,000 sf leaving substantial square footage for both additional historical/cultural uses as well as retail uses. Finally, CSRMF and the State are in a position to start work on the Railroad Technology Museum immediately, with millions of dollars available for the rehabilitation of the buildings (as noted on page 51 of the Railyards Project Finance Plan - \$26,500,000).

The Railroad Technology Museum provides the City with a unique opportunity for a stable anchor for the overall Railyards project while preserving the City's rich history. We are accordingly requesting that the City Council direct that the development agreement with Thomas Enterprises include a section that addresses the Railroad Technology Museum. This section would require the transfer of the two buildings (Erecting and Boiler Shops) and appropriate adjacent land to the City or to the State within 30 days of the execution of the development agreement. Obviously, additional provisions will be necessary in

Mayor Heather Fargo
November 20, 2007
Page 3

this section to address the details including exchanges in land interests between the City and State. We would be happy to work with the City Attorney's Office in the drafting of such a section. However, we do believe a lot of this work was already completed in 2005 and 2006 by the State, City and Millennia.

Please call if you have any questions. Thank you for your attention to this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read 'J.B. Wiley', with a long horizontal flourish extending to the right.

James B. Wiley

cc: Councilmember Ray Tretheway
Councilmember Sandy Sheedy
Councilmember Steve Cohn
Councilmember Robert King Fong
Councilmember Lauren Hammond
Councilmember Kevin McCarty
Councilmember Robbie Watters
Councilmember Bonnie Pannell
Ray Kerridge, City Manager
Marty Hanneman, Asst. City Manager
Suheil Totah, Thomas Enterprises
Pamela Horan

9233

Clerk-Submit - two historic buildings in the railyards

From: Virginia Baron <vabaron@pacbell.net>
To: <hfargo@cityofsacramento.org>
Date: Monday, November 19, 2007 3:12 PM
Subject: two historic buildings in the railyards

Monday, November 19, 2007

Dear Mayor and City Council Members:

I urge you to preserve two of the historic buildings in the railyards. These buildings are very important to the history of Sacramento and were vital in the construction of the transcontinental railroad.

By placing the Railroad Technology Museum in the two buildings, the public would be connected with the past heritage of the many people who worked at the railyards.

The Railroad Technology Museum in two buildings will create a vast cultural and economic influence for our city.

Sincerely,

Virginia A. Baron

9234

Clerk-Submit - Support TWO buildings

From: "MBFlorentine" <mbflorentine@comcast.net>
To: <hfargo@cityofsacramento.org>
Date: Monday, November 19, 2007 12:19 PM
Subject: Support TWO buildings

Dear Mayor and City Council Members: PLEASE SUPPORT THE RAILROAD TECHNOLOGY MUSEUM IN THE BOILER SHOP AND THE ERECTING SHOP IN THE HISTORIC RAILYARDS. This is an IMPORTANT issue to me. As a museum volenteer I work in the Maintance of Way dept. in these Historic shops .And as a long time Sacramento resident I appreciate the long history of our area .A Railroad technology Museum will be a major benefit to our area attracting visitors from all over California including former railroad workers and thier families as well as railfans from around the world .A Railroad Technology Museum would require both the Boiler shop and the connecting Erecting shop to honor the 130 year history of railroading in Sacramento ,from the first spike driven by the Central Pacific in 1863 too start the Transcontinental Railroad that united this great nation of ours to the future of Railroading in Sacramento and California. PLEASE SUPPORT SACRAMENTO AND NATIONAL HISTORY IN BOTH THE BOILER SHOP AND ERECTING SHOP MUSEUM OF RAILROAD TECHNOLOGY

Sincerely, Michael Florentine

a 235

Clerk-Submit - Railyards

From: "Bob Orr" <badorderbob@ardennet.com>
To: <hfargo@cityofsacramento.org>
Date: Monday, November 19, 2007 10:13 AM
Subject: Railyards
CC: <rtretheway@cityofsacramento.org>

Dear Mayor Fargo:

In 1989 my son and I became docents at the Railroad Museum. Steeped in the history of Sacramento since that time (and some previously) I am aghast at the proposal to use either of those two wonderful railroad shop buildings for any purpose other than housing the expansion of the current Museum. The essence of Sacramento's history is that of the Gold Rush, the Pony Express, and the Central and Southern Pacific Railroads! Simply referring to these two buildings as "historic" doesn't make a case for leaving them intact, but for some other use unrelated to their original purpose and is not an acceptable version of "preservation." Let's complete the acquisition of BOTH the boiler shop and the erecting shop and move ahead with the expansion of our city's most important tourist draw!

Sincerely,

Robert J. Orr



Clerk-Submit - Fwd: Sacramento Railyards and Railroad Technology Museum

From: Heather Fargo
To: Clerk-Submit
Date: Monday, November 19, 2007 5:00 PM
Subject: Fwd: Sacramento Railyards and Railroad Technology Museum
Attachments: Sacramento Railyards and Railroad Technology Museum; two historic buildings in the railyards; Support TWO buildings ; Railyards; historic district at the sacramento railyards; Re the historical Importance of the Erecting Shop and the Boiler Shop; What needs to happen in the Railyards; State Railroad Museum

Mayor and Council Members,
Please consider the attached letter in you decision making process at the council meeting on 11/20
linda whitney, president
sacramento old city association

if the attachment can not be read, the letter has been copied below:

Sacramento Old City Association
P.O. Box 162140
Sacramento, CA 95816
www.sacoldcity.org

November 18, 2007

Honorable Mayor Heather Fargo
and Members of the Sacramento City Council
New City Hall, 5th Floor
915 "I" Street
Sacramento, CA 95814

HISTORIC DISTRICT AT THE SACRAMENTO RAILYARDS

Dear Mayor and Council Members,

On November 7, 2007, the Preservation Commission voted on boundaries for the Central City Shops Historic District. The Sacramento Old City Association (SOCA) respectfully disagrees with that decision, in that it did not include the footprint or "trace" of the TransContinental Rail Line from the Historic Shops district to the beginning of "K" Street in Old Sacramento nor the area of the tracks that the trains used to move from the rail line to the Central Shops. This decision by the commission was based on incomplete information.

The application for the Transcontinental Railroad Terminus and Shops Historic District nomination to the National Register of Historic Places, submitted by SOCA, the Sacramento County Historical Society, the California Railroad Museum Foundation and the Sacramento Trust for Historic Preservation, includes the rail line trace from the eastern edge of the shops to Old Sacramento and the area where lines would run to the Central Shop buildings in the western portion of the rail yards. This boundary is relevant to the theme of the nomination and to the value/use of the historic shops. The original application included an expanded eastern and western boundary. Upon meeting with the Office of Historic Preservation and with Thomas Enterprises, we were able to propose an amended boundary that maintained our theme and preserved the significant area in the district while allowing the developer to have more flexibility in areas that did not require designation, but had been in our original application. We felt that this amended boundary would address the concerns raised by the developer and make our application to the national register stronger. (Please see the maps/attachments included with the November 16 letter from the Sacramento County Historical society.)

At the Preservation Commission hearing on November 7th, the regulations related to historic boundaries were

incompletely presented. If the Commissioners had been given the entire regulation, they would have know that boundaries “. . . should not include only the footprint of the buildings, but must consider the setting and area involving the functions of the resource as well as existing physical elements.” Had they had the opportunity to consider this portion of the regulation, they may have made a different decision.

We are asking you to consider the regulation in its entirety and amend the boundaries recommended by the Commission for the proposed for the local historic district to include all the areas proposed in the amended National Register Application. This is Sacramento's opportunity to take our rightful recognized place in our nation's history, with the same local and national historic district that marks the terminus of the transcontinental railroad, the shops that built and invented the rail cars that were used on the transcontinental line as well as other throughout the nation, and the employment center that for decades grew this city.

Sincerely,

(Original signed)

Linda K. Whitney
President

See what's new at AOL.com and [Make AOL Your Homepage](#).

a 236

Sacramento Old City Association
P.O. Box 162140
Sacramento, CA 95816
www.sacoldcity.org

November 18, 2007

Honorable Mayor Heather Fargo
and Members of the Sacramento City Council
New City Hall, 5th Floor
915 "I" Street
Sacramento, CA 95814

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We are asking you to consider the regulation in its entirety and amend the boundaries recommended by the Commission for the proposed for the local historic district to include all the areas proposed in the amended National Register Application. This is Sacramento's opportunity to take our rightful recognized place in our nation's history, with the same local and national historic district that marks the terminus of the transcontinental railroad, the shops that built and invented the rail cars that were used on the transcontinental line as well as other throughout the nation, and the employment center that for decades grew this city.

Sincerely,

(Original signed)

Linda K. Whitney
President

e237

From: <ward_lamon@comcast.net>
To: <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <sshee...>
CC: <kdaigle@csrnf.org>
Date: 7:37 PM 11/18/2007
Subject: Re the historical Importance of the Erecting Shop and the Boiler Shop

WARD S. LAMON
2909 Weston Way, Rancho Cordova, CA 95670
(916) 369-8184 • e-mail: ward_lamon@comcast.net

November 18, 2007

Dear Mayor and City Counsel Members:

The two buildings in the rail yards near the Amtrak Depot, known as the Erecting Shop and the Boiler Shop, are wedded together in history and in the history of Sacramento. Without ongoing maintenance, repair and building of engines and rail cars, the Transcontinental Railway, supported as a concept in 1862 by Abraham Lincoln, would not have long survived with a continued terminus in Sacramento.

They have been linked to the Rail Road Movement for at least 130 years. They are together a landmark demonstrating the success of Sacramento, just as much as the four owner Associates, Stanford, Crocker, Huntington and Hopkins. To change the purpose of these two buildings to anything but the Rail Road History they represent would be an irreversible loss.

As you know, there are rail lines in each building and these lines tie together the two by way of the Transfer Bridge between them. Any alteration of that connectivity literally destroys a masterly portion of our Sacramento heritage. There is only one plan before you that serves to protect that heritage, to continue the buildings as part of the California Rail Road Museum. The museum had its genesis with the support of Ronald Reagan and many others who lovingly preserved the many artifacts, full size cars and engines that document the amazing advance of this vehicle of progress.

Further, the Rail Road Industry will figure in a large way as the usefulness of the automobile declines due to green house impact and out of country monopoly over nonrenewable energy. The plan for these two wedded buildings rightly emphasizes just how the technology of the use of rails has steadily grown from humble steam beginnings nearly 200 years ago, and is likely to need competent American Engineers to formulate the advances to Maglev and beyond in the next 200 years.

The formal addition of these two buildings to the Museum will serve to make Sacramento an international focal point as population and technology grow apace in the coming century. We can then say to visitors and residents alike: "Welcome to Sacramento, proud western source of the Transcontinental Railroad and founder of the preservation and advancement of this important part of human technical development." Please support the Museum proposal to correctly utilize BOTH buildings.

Very truly yours,

Ward S. Lamon

a 238

From: "jim hearn" <jimhearn1@comcast.net>
To: <rkfong@cityofsacramento.org>, <hfargo@cityofsacramento.org>, <rtrethewa...>
Date: 7:37 PM 11/18/2007
Subject: What needs to happen in the Railyards

November 18, 2007

Subject: Support TWO buildings for the Railroad Technology Museum in the Railyards

Dear Mayor and City Council Members:

Please support the Railroad Technology Museum in the Boiler Shop and Erecting Shop in the Railyards. This is a very important issue to me. I have lived downtown for a number of years (Rob Fong's District) and I am currently a docent at the Railroad Museum. The Museum's ventures have a proven track record and deserve your full support for the future of this city.

Railroad workers built, repaired, and maintained locomotives and railroad equipment in the Railyards for 130 years. In TWO of these historic Shop Buildings-the Erecting Shop and the Boiler Shop-we will honor our railroading heritage and the diversity of the railroad workers and how they shaped our city. This new museum will feature engaging hands-on exhibits, live theater, artisans and craftsmen at work, and more. We will showcase rail technology of the future from around the world. The Railroad Technology Museum will make Sacramento an international destination, boosting tourism and contributing to the region's economy.

We support the Railyards project moving forward, but we need TWO buildings. We have only one chance to get this right-and the time is now!

Sincerely,

Jim Hearn
1514 15th Street

Clerk-Submit - State Railroad Museum

a 239

From: "Robert Shaffer" <rshaffer@johnsonfain.com>
To: <hfargo@cityofsacramento.org>
Date: Tuesday, November 13, 2007 5:10 PM
Subject: State Railroad Museum

I got to this notice late ... hope you have not made a final decision

DON'T GIVE UP THE ERECTING SHOP !!!

ROBERT P. SHAFFER
Associate Principal
URBAN DESIGN/ pLANNING

JOHNSON FAIN

1201 North Broadway Los Angeles, CA 90012
TEL: 323.224.6000 FAX: 323.224.6030
Rshafferjohnsonfain.com www.johnsonfain.com

a240

From: <pippinwood@linhostjava27.prod.mesa1.secureserver.net>
To: <jlwood@sbxchange.net>, <sconcolino@cityofsacramento.org>, <rkerridge@ci...>
Date: 11:56 AM 11/19/2007
Subject: Yes on the Railyards Project,

As a member of the Sacramento Builders' Exchange, I support the passage of the Railyards Project. The Railyards project has been sufficiently vetted and needs approval in time to apply for state infrastructure funds. I ask that you fully support this project and vote YES for more construction jobs for Sacramento companies. For more info on the Sacramento Builders' Exchange YES position, contact the SBE Governmental Affairs Coordinator Joshua Wood at (916) 442-8991.

Name : Paul Milas

Company: BSK Associates

Phone: 925-567-6050

a 241

From: <pippinwood@linhostjava27.prod.mesa1.secureserver.net>
To: <jlwood@sbxchange.net>, <sconcolino@cityofsacramento.org>, <rkerridge@ci...>
Date: 11:03 AM 11/19/2007
Subject: Yes on the Railyards Project,

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Name : Clinton L Alessandro

Company: Alessandro Electric Inc.

Phone: 916-722-7413

a242

From: <pippinwood@linhostjava27.prod.mesa1.secureserver.net>
To: <jlwood@sbxchange.net>, <sconcolino@cityofsacramento.org>, <rkerridge@ci...>
Date: 9:36 AM 11/19/2007
Subject: Yes on the Railyards Project,

As a member of the Sacramento Builders' Exchange, I support the passage of the Railyards Project. The Railyards project has been sufficiently vetted and needs approval in time to apply for state infrastructure funds. I ask that you fully support this project and vote YES for more construction jobs for Sacramento companies. For more info on the Sacramento Builders' Exchange YES position, contact the SBE Governmental Affairs Coordinator Joshua Wood at (916) 442-8991.

Name : Jay Mitchell

Company: Teichert Construction

Phone: 530-406-4209

9 243

From: <pippinwood@linhostjava27.prod.mesa1.secureserver.net>
To: <jlwood@sbxchange.net>, <sconcolino@cityofsacramento.org>, <rkerridge@ci...>
Date: 7:22 AM 11/19/2007
Subject: Yes on the Railyards Project,

As a member of the Sacramento Builders' Exchange, I support the passage of the Railyards Project. The Railyards project has been sufficiently vetted and needs approval in time to apply for state infrastructure funds. I ask that you fully support this project and vote YES for more construction jobs for Sacramento companies. For more info on the Sacramento Builders' Exchange YES position, contact the SBE Governmental Affairs Coordinator Joshua Wood at (916) 442-8991.

Name : Kevin Golding

Company: Bar Steel Service, Inc.

Phone: 916-383-7410

a244

From: <pippinwood@linhostjava27.prod.mesa1.secureserver.net>
To: <jlwood@sbxchange.net>, <sconcolino@cityofsacramento.org>, <rkerridge@ci...>
Date: 6:41 PM 11/18/2007
Subject: Yes on the Railyards Project,

As a member of the Sacramento Builders' Exchange, I support the passage of the Railyards Project. The Railyards project has been sufficiently vetted and needs approval in time to apply for state infrastructure funds. I ask that you fully support this project and vote YES for more construction jobs for Sacramento companies. For more info on the Sacramento Builders' Exchange YES position, contact the SBE Governmental Affairs Coordinator Joshua Wood at (916) 442-8991.

Name : Konsrantin Zhirkov

Company: Cal Pro Builders

Phone: 916 628 1245

a245

No bass pro store in rail yard redevelopment

The proposal to construct a bass ackwards sprawl store upon the downtown Sacramento rail yard is detrimental to Sacramento area residents. The rail yard is the most significant urban redevelopment site in America. The point of a redevelopment site is to provide housing, parks, education and high paying employment opportunity within city boundaries. Redevelopment decreases traffic and conversion of natural and food producing land. If a horizontal bass pro store is built, the land area of the redevelopment site is wasted. We should not be building a Wal Mart like store in the most significant redevelopment site in America. No high quality jobs are offered by a bass pro store. A bass pro store is reliant upon attracting people in cars. Sacramento area residents will have to pay for this waste of space through traffic and air pollution.

The bass pro store will attract low quality fisherman from outlying areas, taking away from the high quality fly fishing economy already established in the Sacramento area. Fly fisherman are educated and understand native fisheries and how to restore them. Striped bass, Chinook salmon, American shad, sturgeon, delta smelt, northern pintail and Aleutian geese that use the Sacramento river are almost extinct. We do not need anymore motor boats polluting our rivers, lakes and drinking water supplies. We do not need any more wasteful consumerism. Sacramento should not be a center for consumption and waste.

Please do what is in your power to stop the bass ackwards waste of space. Sacramento necessitates real urban redevelopment that offers high quality, technical employment, education and housing. Sacramento deserves a decrease in sprawl. Constructing sustainable housing, libraries, museums, schools, colleges, hospitals and parks within city limits is a wise use of resources and will add to Sacramento being an educational, technical, historic and cultural center.

Do not give up valuable land to a sprawl store. Trust us, we live in Roseville, the sprawl city. We are members of the sierra club mother lode chapter and granite bay fly casters. www.sierraclub.org www.gbflycasters.org

Author. Michael Lee. Andrea Lee. Barbara Hailer. Robert Lee. 303 Paddock ct. Roseville 95661

Brianna Littlejohn. 3227 Green springs way. Roseville, CA, 95747.

Ed Haas. 1921 hackamore drive. Roseville.

Mary Ann Giezelman. 304 Paddock court. Roseville.

Steven Spangler. 1601 Winchester way, Roseville.

Daniel McKnight. 1488 Quail ct. Roseville, 95661.

Mark Huff. 1933 Branding Iron way, Roseville, CA 95661.

Lisa Carson. 100 trenton court, Roseville 95661.

Andrew Reeves. 1505 F street. Sacramento, CA, 95814.

April Farnham. 1176 Langaroft street, West Sacramento, Ca, 95691.

a 246

From: Jon Marshack <jmarshack@earthlink.net>
To: <hfargo@cityofsacramento.org>, <rtretheway@cityofsacramento.org>, <sshee...>
CC: Kathy Daigle <KDaigle@californiastaterailroadmuseum.org>, Robert Slobe <...>
Date: 1:56 PM 11/18/2007
Subject: Railyards Historic District and Railroad Technology Museum
Attachments: Letter to City Council 2.pdf; Part.002

Honorable Mayor Fargo and City Council Members,

Please consider the attached comments prior to your Tuesday, 20 November 2007 evening meeting on the Railyards development.

Thank you.

Jon Marshack

November 18, 2007

Transmitted by Email

Honorable Mayor Heather Fargo
and Members of the City Council
New City Hall, 5th Floor
915 "I" Street
Sacramento, CA 95814

RAILYARDS HISTORIC DISTRICT

Since I last wrote to you on October 22, both sides of the debate over a historic district in the Railyards have moved towards each other. At the urging of preservation interests, Thomas Enterprises has enlarged the boundaries of their proposed Central Shops Historic District. Listening both to Thomas Enterprises and the State Office of Historic Preservation, the Sacramento Old City Association, the Sacramento County Historical Society, the Sacramento Trust for Historic Preservation, and the California Railroad Museum Foundation have pared down their proposal for a National Register listed historic district. The remaining difference between these two proposals is that the National Register nomination celebrates and would protect the original alignment and physical remnants of the beginning of the Transcontinental Railroad and its connection with the Central Shops. The Transcontinental Railroad provides the meaningful context for a historic district that Thomas Enterprises' proposal lacks. I, therefore, urge your support for a Sacramento Register listed historic district with the same boundaries as in the National Register nomination.

With its beginning at the foot of K Street in Old Sacramento, the building of the Central Pacific's portion of Transcontinental Railroad was a pivotal historic event for our city, our state, and our nation. The Central Shops are not merely a collection of old buildings, but the remains of a great national triumph. To maintain its significance, the Central Shops Historic District must acknowledge the context in which they were constructed and used—to support the building and operation of the Transcontinental Railroad, the first transcontinental rail connection in the world.

As discussed in a November 16 letter to you from the Sacramento County Historical Society, the Preservation Commission's vote to endorse the Thomas Enterprises historic district boundaries was made with incomplete information. Omitted from the testimony of Thomas Enterprises' consultant Bruce Judd, which occurred at the very end of the public comment period, was the following text from National Register Bulletin No. 21, *Defining Boundaries for National Register Properties*, describing that historic districts "should not include only the footprint of the buildings, but must consider the setting and area involving the functions of the resource as well as existing physical elements." Additional misinformation was provided to the Preservation Commission by Bruce Judd and by Thomas Enterprises following the public comments, when they indicated that nothing remains of the original Transcontinental rail line to save. In contrast, the National Register nomination package provides clear documentation of the remaining rails in the area west of the Central Shops, which were photographed as late as August of this year.

In summary, I urge you to adopt a Sacramento Register historic district that includes the alignment of the Transcontinental Railroad line from the foot of K Street to where it passes the

Central Shops, providing the shops buildings with their appropriate context and preserving what remains of the original Transcontinental line. If you believe that including the Transcontinental line is not appropriate at this time, I urge you to include language in the Development Agreement that would allow the boundaries and character-defining features of a Sacramento Register historic district to be modified to match that of a future National Register listed district.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon B. Marshack', with a long horizontal flourish extending to the right.

Dr. Jon B. Marshack
Former Vice Chair of the Design Review & Preservation Board
2308 H Street
Sacramento, CA 95816

cc: Sacramento Old City Association
Sacramento County Historical Society
California Railroad Museum Foundation
Sacramento Trust for Historic Preservation
Sacramento City Preservation Commissioners