

Yamaneer SCEA

APPENDIX K

Comments and Responses

The City received ten comment letters on the Yamaneer Public Review Draft Sustainable Communities Environmental Assessment (SCEA), which are included following these responses and revised DPR forms. None of the comments include new issues that would change any of the draft findings in the document. This Appendix K includes copies of the written comments and responses to the issues raised. The following responses were prepared by the environmental consultant, AECOM and reviewed and finalized by City Staff.

Historic Resources

One comment received suggested that there were errors related to the construction date of a building, the date of occupation of a user, and reference to a building called “Mercado Loco,” and the use of the abbreviation “SRCHR.”

A revised DPR form is attached correcting the construction date, correcting the date of business occupation for Art Ellis, revising the reference to the Mercado Loco building for accuracy, and revising the abbreviation SRCHR and criteria for the Sacramento Register. None of these changes affects the City’s findings.

A comment received contends that the analysis does not take into account the role played by the building and the significance of its specific architectural type.

The DPR form has been updated with additional research to support the evaluation that 2508 J Street is not eligible for the CRHR or SRHCR. Additional information related to the analysis is presented below.

Eligibility Criterion 1/i: The property is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation.

Period of Significance 1951-1966: period in which building was occupied by Van's Art Shop (1951 to 1954) and, later, Art Ellis (1956-2013). See the discussion related to Criterion 2/ii for more information on Van's Art Shop.

Art Ellis was founded in the space at 2508 J Street by Art Ellis, who, with his wife Bama, was a retailer who catered to the area's burgeoning artist community (Sacramento Directory Co. 1956, Griffith 2010). During the late 1950s, Art Ellis focused its advertising on commercial house paint (see Figure 1 and Figure 2, *Sacramento Bee* 1957b and 1958).

Although Van's Art Shop and Art Ellis may have operated at the 2508 J Street location during a dynamic period in development of the local arts scene, there is insufficient evidence to establish that the property is associated with events that significantly contributed to city's or region's contemporaneous art movements. The building may have housed some of the few art supply retailers during the period of significance; however, there is insufficient evidence to demonstrate the connection between Van's Art Shop or Art Ellis and any significant local artists or art movements.

Therefore, insufficient information is available to determine that the building located at 2508 J Street is significant under Criterion 1/Criterion i for its association with events that have made a significant contribution to the broad patterns of the history of the city of Sacramento, region, state or nation.

Eligibility Criterion 2/ii: The property is associated with the lives of persons significant in the city's past (Agardus Marinus Van Soest)

- ▶ 1951 – 1954: Van Soest associated with 2508 J Street
- ▶ 1954 – 1957: Van Soest associated with 2604 J Street
- ▶ 1957- 1969: Van Soest associated with 2600 J Street (also possibly 2601 J Street in 1967)

The property is associated with Agardus Marinus Van Soest, a Dutch-born artist who established "Van's Art Shop," a framing and art supply and artwork retail store. In later years, the shop also exhibited artwork. Agardus van Soest was born in Holland in 1880, and moved to California around 1920. After his arrival, he lived in San Francisco for a short time, then moved to Marin, where he lived for 20 years and operated an art supply store in San Rafael (*Daily Independent Journal* 1969). Van Soest was an artist and, during World War II, he painted insignia for aircraft at Hamilton Air Force Base (*Sacramento Bee* 1969).

Around 1950, Van Soest moved to Sacramento and, in 1951 or 1952, opened Van's Art Shop at 2508 J Street, the subject property (*Sacramento Bee* 1951). Research indicates that Van's Art Shop advertised its products and services at 2508 J Street as early as February 1951. The advertisement offered "picture frames" and "artists' materials" (*Sacramento Bee* 1951a, Figure 4) Although Van Soest's obituary indicates that the shop first opened at 2508 J Street in June 1952 (see *Sacramento Bee* 1969, Figure 3), the 1951 advertisement is likely more accurate. There was presumably a fee associated with the 1951 Van's Art Shop advertisement, which would encourage the proprietor, Van Soest, to provide accurate name and address for the advertisement. As a result, it is likely that Van's Art Shop was already operating at the subject property, 2508 J Street, by early 1951. City directories list the business at this address in 1952 as the VanSoest A M art gallery and in 1953 as Van's Art Shop (Sacramento Directory Co. 1952, 1953).

Van's Art Shop moved to 2604 J Street before mid-1954, about three years after it initially opened at 2508 J Street. By June 5, 1954, Van's Art Shop appeared as a sponsor for a political candidate in the *Sacramento Bee* and the shop's location was listed as "2604 Jay Street" (*Sacramento Bee* 1954a, Figure 5). In December 1954 (and December 1955), Van's Art Shop also advertised its location as 2604 J Street and promoting "Picture Framings. Oil paintings imported from Holland" (*Sacramento Bee* 1954b). Van's Art Shop was still operating at 2604 J Street in February 1957, promoting A.M. Van Soest as a "Successful and reliable artist for 28 years in San Francisco and 7 years in Sacramento" (*Sacramento Bee* 1957a, Figure 6). Sometime during or after 1957, it appears that Van Soest relocated the art shop to 2600 J Street, on the corner of J Street and 26th Street, next door to 2604 J Street (*Sacramento Bee* 1969). During this time, the business name changed to "Van's Art Center" (*Sacramento Bee* 1969). Contemporary online forums offer framed pictures with the "Van's Art Center" label (Figure 8).

Van Soest's obituary was published in the *Sacramento Bee* on December 17, 1969. The obituary announced funeral services for "Agardus M. Van Soest, 89, founder of Van's Art Center." According to the obituary, in 1952 Van Soest "opened an art shop across the street from its present location at 2600 J St." (The property at 2508 J Street is about ½ block northwest of 2600 J Street, across 26th Street.) The obituary also reported that Van Soest's firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists. He reportedly sold the business in 1960 and "was regarded as a friend of young artists and often displayed their pictures in his shop" (*Sacramento Bee* 1969). The obituary does not reference the names of individuals that exhibited artwork at Van's Art Shop. However, a 1967 *Sacramento Bee* article entitled "William Lenoir Views City' Colorful Past" promoted an exhibition of Lenoir's late 19th century paintings depicting "Old Sacramento" (Johnson 1967, Figure 7). The article reported that the exhibition was taking place at "Van's Art Center, 2601 J Street"¹ and that it was the first in a series under a new unspecified store policy. The article also corroborates Van Soest's obituary, stating that son John Van Soest and Don Taylor acquired the business from A.M. Van Soest in 1960 when Van Soest retired. John Van Soest and Don Taylor intended to sell the shop in January 1968 to open a tropical fish store (John Van Soest) and expand an affiliated shop in Stockton, California (Don Taylor) (*Sacramento Bee* 1969).

There is insufficient information available to determine that Agardus Marinos Van Soest is a significant person in the history of Sacramento under Criterion 2/ii. Van Soest was an artist, who operated a retail establishment that sold art and art supplies. Van Soest does not appear to be significant as a local artist, and the only information about his artworks relates to insignia's he painted on aircraft during World War II. Although he was reputedly "a friend of young artists" and displayed their work in his shop, research uncovered no information about specific young artists whose works he displayed or promoted, nor did it document Van Soest's his role in their professional achievements or contributions to history.

In addition to lack of evidence regarding Van Soest's significance, research indicates that he had a brief connection to the subject property. He spent most of his professional life in the San Francisco Bay Area. After he moved to Sacramento and established Van's Art Shop, the business remained at 2508 J Street for only about three years before moving to another nearby location. By 1969, when Van Soest passed away, Van's Art Shop had operated out of at least two other nearby locations, 2604 J Street and 2600 J Street (and possibly 2601 J Street), for a combined total of about 15 years, significantly longer than the three years at the 2508 J Street

¹ According to Van Soest's obituary, Van's Art Shop was located at 2600 J Street when he died in 1969, two years after the article about Lenoir was published.

location. The buildings that housed Van's Art Shop at 2604 J Street and 2600 J Street are still extant; 2601 J Street is substantially altered. Consequently, the subject property does not appear to be eligible under Criterion 2/ii.

Criterion 3/iii: The property embodies the distinctive characteristics of a type, period or method of construction

The building is an example of a residential building converted to commercial use, a common property type reflective of the transitioning streetscape on J Street following World War II. An informal survey conducted in 2010 by Andrew Hope identified 10 properties containing one- or two-story commercial additions to Victorian and early-twentieth century residential buildings (Hope 2010). These additions occupy the former front yard of the property, and extend the building up to the sidewalk. Although 2508 J Street is not included on this list, it is similar in form and function. The building's single-story commercial addition is reflective of the mid-century business development on J Street, but the circa 1895 residence, however, is not clearly evident from the street, nor does it embody distinctive design characteristics of late 19th century residential architecture.

In comparison, the residential characteristics of the surveyed properties within this property type clearly convey the property's dual residential and commercial functions, but also retain design characteristics of Victorian and early-20th century residential architecture, including gable pediments, scrollwork, and purlins. At 2508 J Street, only a basic gable roof and rounded vent is visible from the street. Rear views of the property show multiple cladding materials and an enclosed porch addition on the rear elevation. The detached secondary building obstructs the visibility of the residence. While the property reflects characteristics of a distinct property type, it does not retain sufficient integrity of materials, workmanship, or design as a local historically significant example of this type. Therefore, the property at 2508 J Street does not appear to be eligible under Criterion 3/iii.

One comment received states that the Art Ellis' sign (circa 1960) should be considered and treated as a historically significant artifact. It should be preserved, restored, and reused on site as a reminder of the site's history and contribution to Sacramento's art scene for over 50 years, including internationally recognized artists such as Wayne Thiebaud.

The Art Ellis sign was repurposed from a previous sign and installed after the establishment of the store, according to a former employee of Art Ellis who built the sign. With the change in tenant following the departure of Art Ellis, the sign has been altered. The sign is not associated with a historically significant event, person, or design. See the revised DPR form for justification regarding the eligibility of the building.

As far as the relationship between Thiebaud and the store, an article describes Thiebaud as a longtime customer of Art Ellis, but that is not sufficient to establish significance under Criterion 1/i or 2/ii (<http://www.midtownmonthly.net/art/art-ellis-supply/>). It appears he purchased supplies from Art Ellis and could have also purchased supplied form other stores. It does not appear that Thiebaud is significantly connected to the building under Criterion 2/ii. There is no indication that he had an important relationship with Art Ellis, the store or owner, or that Ellis ever displayed Thiebaud's artwork at the store.

Commenters have suggested that the proposed Yamanee project introduces an out-of-character high-rise that will dramatically and significantly alter Midtown's landscape and character.

The project site is not in a historic district. Several locally designated historic districts, including Marshall Park, Boulevard Park, and Capitol Mansions are nearby and may have views of the project. However, it is not anticipated that the project's visibility will diminish the integrity of setting, association, or feeling that causes a substantial adverse change in the significance of the historic districts. There are competing buildings in the vicinity today. As noted in the Sacramento Register of Historic and Cultural Resources: "[t]he Marshall Park Historic District ... has had many modern intrusions and lacks the cohesiveness of these few blocks."

The following newspaper articles will be attached to the DPR form:

AT ART ELLIS PAINT STORE

FREE MATCHING ENAMEL DURING THIS SALE ONLY

With the purchase of a gallon or more of any symphonic color in O'Brien's wall paint.

LIQUID VELVET . . .
Washable Flat Wall Enamel

or

SATEEN . . .
The Easy to Use Latex Paint

here's a tip- GOOD PAINT costs LESS!

YOU RECEIVE FREE

One Quart Can of Matching Color in—
O'Brien's Sateen Finish Eggshell Enamel
or
O'Brien's Liquid Lite Sateen Enamel
(Enough material to do the woodwork in an average room)

This is our finest quality enamel that regularly sells for \$2.85 and \$2.40 a quart.

Good paint costs less in "the long run." It's easier to apply, covers more, and looks better longer. You'll always be ahead when decorating with O'Brien's famous Liquid Velvet. Available now in hundreds of new Symphonic Colors. Try it today!

ART ELLIS PAINT STORE
2508 J STREET The City & M. Green Shoppers 818-1875

Figure 1: Advertisement for Art Ellis Paint Store at 2508 J Street, Sacramento Bee, March 27, 1957.

AT **ART ELLIS** PAINT STORE

GOING TO PAINT?

SAVE \$2.60

BUY ONE GALLON OF SATEEN

GET FREE

**ONE QUART
LIQUID-LITE**



Goes on fast and easy
No lapping—No spotting
Dries in thirty minutes
Washable—Made with latex
Over 100 gorgeous colors

**BRING THIS AD WITH
YOU — LIMIT ONE
PER CUSTOMER**



Kitchen, bathroom favorite
Use on walls, trim, cabinets
Flows on—No brush marks
Fast drying—Odorless type
Wide selection of smart colors

We Give
S & H
Green
Stamps

2508 J St.

Art Ellis
PAINT STORE

Painting
Sundries
Of All
Kinds

GI 8-1875

Figure 2: Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, February 13, 1958.

Agardus M. Van Soest

Funeral services will be held at 1 p.m. tomorrow in the W. F. Gormley & Sons Chapel for Agardus M. Van Soest, 89, founder of Van's Art Center.

Van Soest died Monday in a local hospital after a short illness. His home was at 1045 34th St.

A native of Holland, he had lived in California for about 50 years. During World War II, Van Soest painted insignia for aircraft at Hamilton Air Force Base.

He moved to Sacramento about 20 years ago and in June 1952 opened an art shop across the street from its present location at 2600 J St. The firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists.

Van Soest sold his business about 1960 and retired. He was regarded as a friend of young artists and often displayed their pictures in his shop.

Surviving are his wife Harriet; children, Jerry of San Rafael, Peter of Santa Rosa, and John, Mrs. Harriet Thomas and Mrs. Carol Clancy, all of Sacramento and brothers, Anton and Karl, both of Holland.

Interment will be in the East Lawn Cemetery.

Figure 3: Agardus M. Van Soest Obituary, Sacramento Bee, December 17, 1969.

Tel. \$25. GI 3-7736.

PICTURE FRAMER
 Artists' Materials **Van's Art Shop**
 2508 J St. Dist GI 3-2841

FOR SALE. Fracture Red \$75 A

Figure 4: Advertisement for Van's Art Shop at 2508 J Street, *Sacramento Bee*, February 6, 1951.

**LOOK FOR THE LAST NAME ON YOUR
 BALLOT AND VOTE FOR**

Edgar A. SAYRE, Jr. Public Accountant	X
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**THIS ADVERTISEMENT APPROVED AND PAID FOR BY THE
 FOLLOWING BUSINESS NEIGHBORS:**

BARONS DEPT. STORE, 2901 Jay St. SWANSON'S CLEANERS, 2900 Jay St. H. F. SMITH, 2816 Jay St. THE LINOLEUM SHOP, INC., 2815 Jay St. WRIGHT WATCHMAKERS, 2905 Jay St. SIMMS HARDWARE CO., 2801 Jay St. R. C. NELSON GIFT SHOP, 2718 Jay St.	VAN'S ART SHOP , 2604 Jay St. SACRAMENTO CHESTERFIELD CO., 2604 Jay St. FLETCHER'S ICE CREAM SHOP, 2800 Jay St. RADER'S RADIO & TELEVISION, 2606 Jay St. E. W. HOLLAND, 2813 Jay St. JAY'S CYCLE SHOP, 2812 Jay St. JOE'S SHOE REPAIR, 2814 Jay St.
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Figure 5: Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6, 1954.

GROWTH OF SACRAMENTO

VAN'S ART SHOP

Owned and operated by Mr. **A. M. Van Soest** & Son.
Successful and reliable artist for 28 years in San
Francisco and 7 years in Sacramento.



ARTISTIC PICTURE FRAMING

is an art within itself

OIL PAINTINGS
FINE PRINTS
WATER COLORS

ARTIST MATERIALS

Large Collection of
Old and Antique Prints

Come In and Look Around

VAN'S ART SHOP

2604 J St.

Gi 3-2841

SACRAMENTO

Figure 6: Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4, 1957.

"The Governor's Mansion, 1880," left, "Cathedral of the Blessed Sacrament, 1888," and, below, "The Lady Adams Building at 115 K St." (believed to be one of the oldest buildings in the city) are paintings in ink and watercolor by William Lenoir.

Art Views

William Lenoir Views City's Colorful Past

By Charles Johnson

ON A CHRISTMAS weekend, who wants to puzzle over the abstract and abstruse? Much better to contemplate the warm and nostalgic.

Such is the quality of William Lenoir's paintings of Old Sacramento on view now in Van's Art Center, 2601 J St.

Lenoir was one of the city's first commercial artists and he worked for the newspapers for years, often supplying news illustrations before press photography was so widely accepted. Since his retirement he has specialized in scenes of early Sacramento, and in a sense he has become an historiographic asset of great value to the city.

For his paintings are not merely decorative period pieces. They are based on detailed research and painstaking draftsmanship. In fact, they are documents of the city's rich past.

Lenoir's historical work hangs in banks, private clubs and homes. It is in great demand, and it is rare that one sees as large a collection as Van's at one time—about a dozen paintings.

The paintings are done in washes and fine lines, in a style that seems to suggest the ephemeral quality of city life. And there is plenty of city life—the streets teem with figures in costumes of the day—1850 to 1890—at work and play. The strutting politician, the dandy, the weary immigrant, the seaman, the grand ladies, the over-dressed children.

Every sort of street conveyance of the period is illustrated: Horse cars, buggies, landaus, wagons, ox carts, milk wagons, and even high-wheeled bicycles.

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The architecture of the day, both rough and elegant, is depicted with loving detail. We have the grandiose mansions of the captains of industry and state, the bustling hotels, the cathedral as it looked in 1888, and the humble little building at 115 K St., believed to be one of the oldest buildings in Sacramento, next to Sutter's Fort.

The exhibit is the first in a series under a new policy for Van's which is undergoing a change in ownership. The frame and artists' materials shop was started in 1948 by A. M. Van Soest, who had operated galleries and art import businesses in the bay area. He painted pictures on military aircraft during World War II.

When Van Soest retired in 1960 the business was taken over by his son, John, and Don Taylor. Next month Taylor will take over the shop on his own and young Van Soest will open a tropical fish store.

Taylor, who also has an affiliated shop in Stockton, plans to expand his gallery section to show more paintings and sculpture, probably stressing bay area artists. He also has an art rental business.

SF Opera Slates Chorus Auditions

The San Francisco Opera will hold chorus auditions for the 1968 season early in January.

Persons interested may obtain application forms at the opera office in the San Francisco War Memorial Opera House. Rehearsals, held in the evening, will begin in February.



Chanukah Festival Will Include Music Program

A CONCERT OF popular music is on the program of the Chanukah Festival to be held at 8 p.m. Jan. 3 in the Mansion Inn for the benefit of the Jewish National Fund.

Perla Warren and Sue Noland will give a piano duet version of "Souvenirs—Ballet Suite No. 28" by Samuel Barber. Soprano Adele Mars, accompanied by pianist Doreen Mauk, will offer several popular songs, and Eileen Grabenauer, organist, will perform the Israeli national anthem and popular tunes.

The Jewish National Fund is raising money to help Israel re-

cover from the recent war with Arab states and to expand its agriculture.

Organ Teachers Plan Conference

Mr. and Mrs. Jack Greig, founders of the National Association of Organ Teachers, will conduct a conference for local organ teachers at 10 a.m. Jan. 2 in Cochrane's Music, 1700 L St.

New teaching methods will be discussed.

THE SACRAMENTO BEE, SUNDAY, DECEMBER 24, 1967

Figure 7: Charles Johnson, "William Lenoir Views City's Colorful Past," *Sacramento Bee*, December 24, 1967.

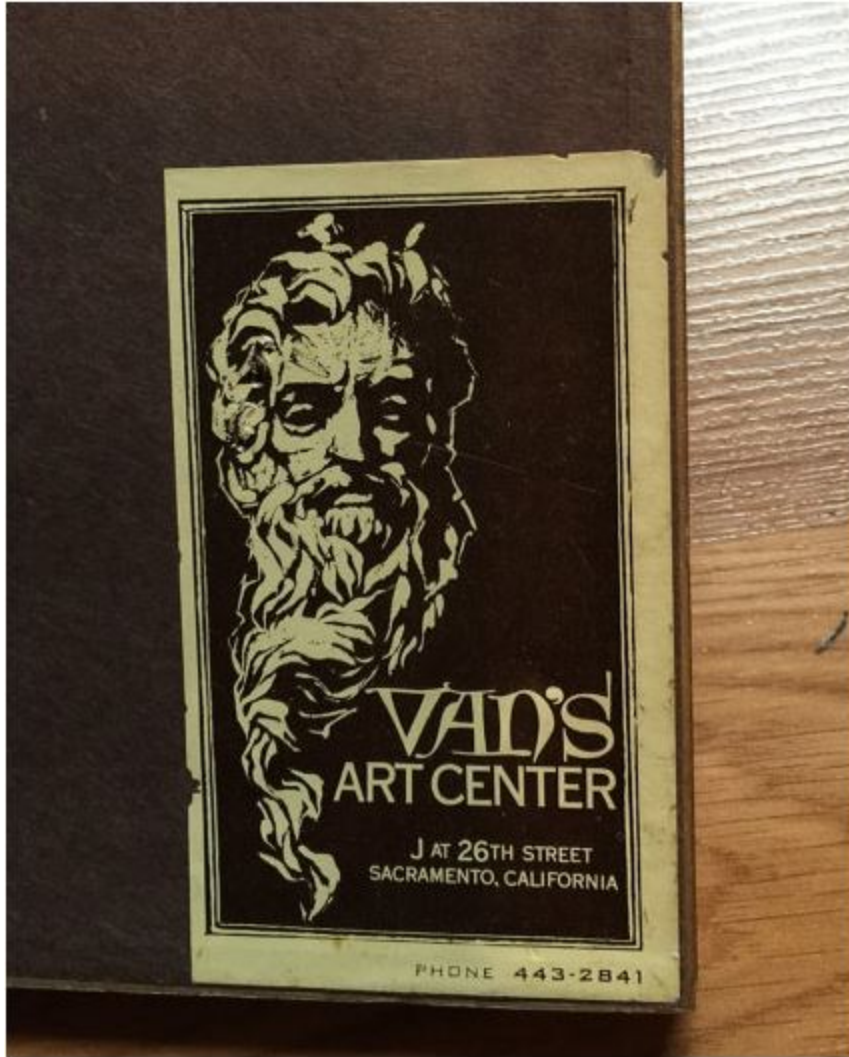


Figure 8: Van's Art Center label, courtesy of Etsy.com, accessed on May 3, 2016 at <https://www.etsy.com/listing/264578318/original-keane-big-eyes-print-and-frame>

Revised DPR Forms for 2508 J Street are attached following the responses to comments.

Type of Documentation

Some commenters have suggested that the City should use a different form of environmental documentation.

The City's determination that a SCEA would be the appropriate document for this project is based on the guidance offered in the Public Resources Code. As discussed in Chapter 2 of the SCEA, there are four qualifying criteria used for determining whether a project fits the definition of a Transit Priority Project that can use a SCEA for CEQA review (see Public Resources Code, Section 21155 [a] and [b]). The SCEA provides a detailed evaluation of each of these criteria under Section 2.8.2. As provided under Public Resources Code Section 21155.2 (b)(7), the City's "decision to review and approve a transit priority project with a sustainable communities environmental assessment shall be reviewed under the substantial evidence standard." The SCEA provides substantial evidence supporting the City's selection of the correct CEQA document to evaluate the proposed project.

Land Use

Some comments contend that the SCEA does not include a land use analysis.

Please refer to Chapter 3 of the SCEA, which includes a discussion of existing land use in the vicinity, a General Plan policy consistency analysis, and a zoning consistency determination.

Some commenters believe that the project would conflict with the City's General Plan.

As described in Section 3.0.4 of the SCEA, the project site is located in an area designated by the General Plan as Urban Corridor Low. The intent of this designation is to provide for:

"...street corridors that have multistory 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. The streetscape is appointed with landscaping, lighting, public art, and other pedestrian amenities."²

The project proposes a multi-story structure at an intersection that includes an Arterial (J Street) and has access to transit provided on J Street by Sacramento Regional Transit. The project proposes mixed-use development that includes street-level frontages that are oriented to the pedestrian and do not include, for example, surface parking areas between the sidewalks and the building entrances.

As noted in the draft SCEA, the project would exceed the maximum floor area ratio (FAR) of 3.00 identified in the General Plan for the Urban Corridor Low land use designation. General Plan Policy LU 1.1.10 permits new development to exceed the maximum allowed FAR if the project provides a significant community benefit. Some of the benefits of the project are discussed in Chapter 3, including implementing Policy LU 2.6.1 Sustainable Development Patterns, Policy LU 2.6.2 Transit-Oriented Development, Policy LU 2.6.6 Efficiency through

² Please see the City's 2035 General Plan, starting on page 2-90, for more details.

Density, Policy LU 6.1.9 Enhanced Pedestrian Environment, and Policy LU 6.1.3 Efficient Parcel Utilization. As noted in the SCEA, the City, separate from the SCEA, will make a General Plan consistency determination, as well as an assessment of the significant community benefits of the proposed project.

There were comments that suggested the use of the City's exemption to the floor area ratio limits for this area would encourage speculation on other properties, and that this speculation could lead to development in areas within or near existing historic districts and evictions for residential and commercial occupants. One commenter believes that the approval of housing in this location would discourage the construction of housing in the Central City area west of 16th Street and that the project would create financial and legal risk to the City due to future perceived favoritism.

The proposed project is not directly connected to any other project that proposes to take advantage of Policy LU 1.1.10, which allows exceedance of the City's maximum FAR standards, and any such future project would involve a separate determination of the degree to which it would provide significant community benefits. As noted in Chapter 3 of the draft SCEA, the City's Housing Element anticipates the construction of 11,475 new housing units citywide by 2021. The City Council also approved the Downtown Housing Initiative Plan, which aims to facilitate construction of 10,000 dwelling units in the Central City between 2015 and 2025. The proposed project would represent about 1% of the City's total estimated housing construction through 2021 and contribute approximately 1.3% to the Downtown Housing Initiative goal. The projected population increase attributed to proposed project is within the population projections for the Central City area made by the City's 2035 General Plan Master EIR and the 2013–2021 Housing Element. Vacancy rates continue to be low in Sacramento as a whole (2.7%), according to the Department of Finance, which suggests continued demand for housing.³

We do not have evidence that the project would encourage speculation on other properties or that construction on other unidentified properties would have adverse impacts related to historic resources. We also do not have evidence that the proposed project would adversely affect the construction of housing elsewhere, including west of 16th Street in the Central City area, or that the project could lead to evictions in different portions of the Central City. Relative to the comment about favoritism, we do not have any information suggesting that there would be future projects that propose to use the City's FAR exemption or that the City would decline any currently unknown proposals to use this exemption.

The City is required to provide substantial evidence to support findings in the SCEA. According to CEQA, substantial evidence does not include speculation or evidence of social or economic impacts that do not relate to adverse physical impacts on the environment (Public Resources Code Section 21080 (e)(2)). Even if there was evidence that the proposed project could lead to, or prevent development elsewhere, the SCEA is not required to analyze growth-inducing effects (Public Resources Code Section 21159.28 [a][1]). This is discussed in Section 2.8.3 of the SCEA.

³ State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2016. Sacramento, California, May 2016. Available: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>.

One comment claims that the SCEA treats Downtown and Midtown as the same neighborhood.

The SCEA differentiates between Downtown and Midtown, where this differentiation is relevant. Where these areas are combined for the purposes of reporting data or describing City policy, they are combined in the SCEA discussion. For example, the area referenced by the Downtown Housing Initiative, where the City has a goal to add 10,000 housing units between 2015 and 2025, is the entire Central City area. From page 3 of the Downtown Housing Initiative Plan, “Downtown Sacramento is comprised of the area generally bound by the rivers to the North and West, and Business Highway 80 to the South and East.”⁴ The Urban Corridor Low designation applies to specific areas, and relative to General Plan consistency, the SCEA examines policy consistency separate from the City’s land use designations that apply to the Downtown area. In summary, when appropriate, the SCEA looks at Downtown and Midtown independently, and, where appropriate, the SCEA provides information about the Central City area as a whole.

One comment received claims that the SCEA fails to acknowledge housing and infill development in the Central City area.

The SCEA is focused on the potential impacts of the proposed project. The SCEA focuses on consistency with mitigation strategies provided in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) prepared by the Sacramento Area Council of Governments (SACOG), consistency with mitigating policies of the City’s General Plan, and the adverse physical environmental effects associated with the proposed project. However, Chapter 3 of the SCEA also includes information on housing development in the Central City area.

One commenter suggested that a statement in the SCEA is inaccurate and that there is housing near the project site – specifically six units at 1018 25th Street.

The referenced statement is in Chapter 2 of the SCEA and reads, “All of the properties surrounding the project site are currently non-residential, with the exception of the nine-story senior residential facility, St. Francis Manor, which is located directly across J Street, to the north of the project site...” This statement would be clearer if it instead read, “All of the properties adjacent to surrounding the project site are currently non-residential ...” The topic where the adjacency of housing is relevant to the SCEA is noise and vibration. Please see page 3.9-3 of the SCEA. The referenced residential building (1018 25th Street) is specifically considered in the analysis.

⁴ Please refer to the City’s website for more detail:
http://sacramento.granicus.com/MetaViewer.php?view_id=22&clip_id=3672&meta_id=445915.

Alternatives

One comment suggested that the SCEA should have considered one or more alternatives to the proposed project, including an alternative that is consistent with the City’s FAR guidance for the subject General Plan land use designation. One commenter has noted that an alternative that includes a smaller building would have the same significant community benefits as the proposed project.

As discussed in Section 2.8.2 of the SCEA, SB 375 (The Sustainable Communities Act) provides CEQA streamlining benefits to transit priority projects (TPPs). As relevant to the proposed project, a TPP is a project that meets the following four criteria (see Public Resources Code, Section 21155 [a] and [b]):

1. Contains at least 50 percent residential use, based on total building square footage (and has a floor area ratio of 0.75 if between 26 and 50 percent of total building square footage is dedicated to non-residential uses);
2. Includes a minimum density of at least 20 units per acre;
3. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan; and
4. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy for which the ARB has accepted the metropolitan planning organization’s determination that the sustainable communities strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by ARB.

As described in detail in Section 2.8.2 of the SCEA, the proposed project qualifies as a TPP under each of the four criteria. As described in Section 2.8.3 of the SCEA, among SB 375 streamlining benefits is that the City is not required to consider off-site alternatives (Public Resources Code Section 21155.2 [c][2]) and the City is not required to address reduced density alternatives to address the effects of car and light-duty truck trips generated by the proposed project (Public Resources Code Section 21159.28 [b]). A SCEA is based on the initial study format and is not required to address alternatives at all; alternatives are not necessary to address any potentially significant impact attributable to the proposed project (Public Resources Code Section 21155.2 [b][1]).

Aesthetics

Commenters have suggested that the proposed building is too tall for the proposed location, that the proposed building would affect access to sunlight, and that the SCEA does not consider height limits in the City’s Planning & Development Code.

As described in Section 3.0 of the SCEA, the proposed project qualifies as an infill mixed-use residential project and is located within a Transit Priority Area. Aesthetic impacts of infill projects within Transit Priority Areas are not considered significant effects on the physical environment (California Public Resources Code Section 21099[d]). As discussed in Chapter 2 of the SCEA, the project site is zoned “C-2-MC,” General Commercial/Midtown Commercial. The C-2 zoning district is intended to accommodate retail, services, office, dwellings and limited processing and packaging. As discussed in Section 2.7, the project is proposing a deviation from maximum

height provided in the Planning & Development Code to allow for a total building height of 170 feet and 4 inches (Code Section 17.808.120).

One commenter suggested that one project objective is inconsistent with the proposed project.

The commenter has identified Objective 5 on page 2-3 of the SCEA: “develop a site that is screened from nearby neighborhoods in order to preserve the existing visual character of the area.” This objective reflects the height of the proposed building, the height of the adjacent building to the north, and that the nine-story building directly to the north is between the proposed project and the Boulevard Park residential neighborhood. As discussed in the SCEA, the proposed building will be approximately 170 feet in height. With the proposed project, and the nine-story St. Francis Manor across the street to the north, and the neighborhood to the north, there is a reduction in scale of buildings from the project site to the existing neighborhood to the north. South of the project site, the K Street corridor is mostly non-residential.

One commenter suggested that the project is inconsistent with Policy LU 2.7.3 and two planning principles of the Central City Neighborhood Design Guidelines.

This General Plan policy includes guidance related to scale and massing of new development in higher-density centers and corridors:

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 and visual character of adjoining neighborhoods that have lower development intensities and building heights.

As described in Section 3.0 of the SCEA, the proposed project qualifies as an infill mixed-use residential project and is located within a Transit Priority Area. Aesthetic impacts of infill projects within Transit Priority Areas are not considered significant effects on the physical environment (California Public Resources Code Section 21099[d]). As discussed in the SCEA, the proposed building will be approximately 170 feet in height. With the proposed project, and the nine-story St. Francis Manor across the street to the north, and the neighborhood to the north, there is a reduction in scale of buildings from the project site to the neighborhood to the north (Boulevard Park). South of the project site, the K Street corridor is mostly non-residential. Planning staff will be providing details on the City’s General Plan consistency analysis.

One commenter has included excerpts from the City’s 1999 Central City Neighborhood Design Guidelines and has suggested the project is inconsistent with this guidance:

1. NEIGHBORHOOD PRESERVATION AND ENHANCEMENT - Preservation and enhancement of the moderate-scale residential neighborhoods and historic structures that make up the Central City is the first priority. The vision for the existing residential neighborhoods is clearly one of respecting and enhancing their existing delicate scale by ensuring that new construction, additions, and renovations embrace the humanistic craftsmanship of the many pre-World War II structures in the area and by controlling the current dominance of automobiles on many of the streets.
2. SUBSTANTIAL INTENSIFICATION - Substantial intensification of residential uses, commercial uses, and mixed uses in historically commercial areas with large underutilized areas of lands such as J Street, R Street, 19th Street, 12th and 16th

Streets north of J Street, 10th Street in Southside, the Midtown neighborhood, Broadway, and Alhambra is the second priority. Within these intensification areas, a development should scale itself down to gently interface with the two- and three story, small footprint buildings in the existing neighborhoods. These areas should include residential uses to ensure expansion of the market for residential neighborhood goods and services, thus minimizing the conflicts with the residential neighborhoods and reinforcing them with a larger population base.

As noted, from a CEQA perspective, the proposed project qualifies as an infill mixed-use residential project and is located within a Transit Priority Area. Aesthetic impacts of infill projects within Transit Priority Areas are not considered significant effects on the physical environment (California Public Resources Code Section 21099[d]).

Relative to Principal 1, the project does not propose any auto-dominant features. The project does not propose construction on a residential street with pre-World War II residences. The project *does*, however, propose development at a different scale than the single-family residential neighborhood to the north. Separate from the SCEA, the City is evaluating General Plan policy consistency.

Relative to Principal 2, the City has anticipated substantial intensification of residential uses, commercial uses, and mixed uses along J Street. Consistent with this Principal, the proposed project would help to expand the market for residential neighborhood goods and services. The proposed project is approximately 170 feet in height. With the proposed project, and the nine-story St. Francis Manor across the street to the north, and the neighborhood to the north, there is a reduction in scale of buildings from the project site to the neighborhood to the north (Boulevard Park). South of the project site, the K Street corridor is mostly non-residential.

Construction

One commenter has indicated that they are concerned about noise, dust, and parking issues during construction and the continued ability for emergency personnel to park in front of St. Francis Manor.

Noise is addressed in detail in Section 3.9 of the SCEA. Dust and other air quality effects during construction are addressed in Section 3.1 of the SCEA. Transportation is addressed in Section 3.12 of the EIR, including construction. As described in Section 3.12, the City will require a construction traffic control plan to address issues that may arise during construction of the proposed project. The City Code (City Code 12.20.030) requires that a construction traffic control plan is prepared and approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. Emergency vehicle parking will not be affected by the project.

A comment requested a condition that ties the demolition permit to a building permit.

There is a condition that prohibits issuance of a demolition permit until a building permit has been granted to address this request.

Public Utilities and Facilities

One comment expressed concern about impacts to public facilities and utilities.

Please see Section 3.10 of the SCEA, which addresses public services, and Section 3.13, which addresses utilities. As illustrated in these sections, there are no significant impacts related to these topics.

Sacramento Regional County Sanitation District describes their role, responsibilities, and requirements and notes that a sewer study would be required for projects that would increase flow demands, and that on-site and off-site impacts related to sanitary sewer should be included in the environmental document.

Impacts related to sewer service are addressed in Section 3.13 of the SCEA. As noted, the project site is served by the City's combined sewer system by an existing 42-inch sewer main within 25th Street and an 18-inch sewer main within Jazz Alley. The Sacramento Regional Wastewater Treatment Plant has current design capacity of 181 million gallons per day (mgd) average dry-weather flow, and the plant currently treats 150 mgd average dry-weather flow (as of 2014). Proposed project-related wastewater flows (0.04-0.05 mgd), combined with the current average dry-weather flow (150 mgd) at the SRWWTP, would not result in an increase in wastewater flows that would exceed the treatment plant's current design capacity of 181 mgd average dry-weather flow.

One commenter references the need for a fire flow test and requirements to ensure adequate fire flow for surrounding properties and alleges that the infrastructure to support the project does not exist.

As detailed in Chapter 2, the Project Description, and Section 3.13, the project site is served with existing utilities. There is an existing 6-inch water main in Jazz Alley, a 12-inch line in 26th Street, a 12-inch line in 23rd Street, a 12-inch line in I Street, and a 30-inch line in H Street. The 6-inch line in Jazz Alley is not large enough to provide fire flows for a building of the proposed size. Based on fire flow tests, the existing water line in Jazz Alley will be adequate for domestic service, but an off-site connection is needed for fire flow. In order to achieve adequate fire flows, the project proposes to install a 12-inch loop water main in 25th Street and J Street from the 6-inch line in Jazz Alley to the existing 12-inch main in 26th Street. The City requires the water systems to be looped. Flows are so strong that this 12-inch loop connection to the existing 12-inch main in 26th Street will likely be more than adequate. If this loop connection is not robust enough, the project would propose to extend a 12-inch main in 25th Street from this proposed 12-inch loop connection to the existing 12-inch main in I Street. According to the fire flow test conducted December 23rd, 2015, there is more than enough fire water available on J Street and 26th Street. This project will not be detrimental to the balance of buildings on J Street relative to fire flows.

The existing drainage and sewer system is combined in this area. An 18-inch trunk sewer main borders the site in Jazz Alley and a 42-inch line lies in 25th Street.

The proposed project site also has existing transportation infrastructure access, located adjacent to 25th and J Streets. On J Street, adjacent to the project site, and on L Street, two blocks south of the project site, Sacramento Regional Transit (RT) provides bus service between California State University, Sacramento and the Sacramento Valley multi-modal station

downtown. During both the morning and afternoon weekday peak periods, the 30 bus provides 15-minute headways.

One comment alleges that the SCEA has an inadequate infrastructure analysis due to the lack of a land use analysis.

As noted elsewhere, the City and applicant have been coordinating to identify any necessary infrastructure improvements. Existing infrastructure available to the project site was described in Chapter 2 and Section 3.13 of the SCEA and Sections 3.10, 3.11, and 3.13 include a comprehensive analysis of impacts related to infrastructure and public facilities, including police services, fire protection, schools, parks, water, sewer, drainage, and other utilities. Land use is addressed in Chapter 3 of the SCEA.

Transit-Oriented Development

A comment contends that the project is not transit oriented.

On the topic of transit orientation, the relevant determination for this SCEA is whether the proposed project is a *Transit Priority Project* and whether the project site is in a *Transit Priority Area*.

As noted elsewhere in this response to comments document, the project qualifies as a Transit Priority Project, based on the four criteria described in Public Resources Code, Section 21155 (a) and (b). Please see Section 2.8.2 of the SCEA for more detail. As described in Section 3.0 of the SCEA, the proposed project qualifies as an infill mixed-use residential project and is located within a Transit Priority Area. Since the project is a Transit Priority Project in a Transit Priority Area, meeting the definitions provided in State law, the City can provide analysis of the project's impacts in a SCEA, rather than another type of environmental document. Based on the project meeting these qualifications, there are certain impacts that do not require study.

SB 375 creates definitions of transit priority projects and SB 743 creates definitions of transit priority areas. As noted in SB 375, the CEQA streamlining provisions of this legislation are intended to encourage developers to submit applications for projects that would help to reduce greenhouse gas emissions through reducing vehicle miles traveled (VMT). From SB 375, "...New provisions of CEQA should be enacted so that the statute encourages developers to submit applications and local governments to make land use decisions that will help the state achieve its climate goals under AB 32, assist in the achievement of state and federal air quality standards, and increase petroleum conservation." The project is both a transit priority project and in a transit priority area. Please see Section 2.8.2 and Section 3.0 of the SCEA for more detail.

There are several definitions of transit-oriented development used by different organizations and agencies. The California Department of Transportation (Caltrans) developed definitions of transit-oriented development in a Statewide Transit-Oriented Development Study:⁵

"Transit-oriented Development (TOD) is moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the

⁵ Caltrans. 2002. Statewide Transit-Oriented Development Study Factors for Success in California. Available: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TOD-Study-Final-Rpt.pdf>.

auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

Relative to this definition, the project proposes higher-density development adjacent to a transit stop with a mix of uses and a pedestrian-oriented design. The pedestrian-oriented design comes through the relationship of the ground floor with 25th Street and with J Street. Building entrances are located adjacent to the public right-of-way and storefronts are oriented to the pedestrian. The project also proposes a pedestrian walk east of the proposed building and to activate Jazz Alley with commercial uses and residential balconies that face the alley.

As discussed in Section 3.12 of the SCEA, transit access, both bus and light rail, is provided within the vicinity of the project site. The applicant team has been meeting with Regional Transit regarding the need to temporarily relocate the transit stop in front of the project site from just east of 25th and J Streets to just west of 25th and J Streets during construction. The transit stop would be returned to the existing location after project construction and improved with a shelter.

Bicycle and pedestrian infrastructure in the project area is comprehensive and the proposed project would not result in the removal of any existing or planned pedestrian facility or bikeway/bike lane. The proposed project would also provide pedestrian and bicycle passage on the east side of the project site. While 86 bicycle parking spaces would be required by the City's Planning & Development Code, the project proposes 101 bicycle parking spaces.

The project proposes 124 vehicular parking spaces for the 134 proposed housing units and does not provide any off-street parking at all for the proposed non-residential uses. The vehicular parking spaces are consistent with the City's Planning & Development Code for the "Urban District" where the project site is located. The City's parking standards are intended to reflect the pedestrian, bicycle, and transit-oriented nature of the Central Business District and Urban Districts. The project proposes 124 parking spaces, but if it were located in one of the City's Suburban Parking Districts, it would require 201 parking spaces.⁶

One commenter includes a quote from "Streetblog LA" that is intended to describe transit-oriented development:

"... making public spaces the focus of building orientation and neighborhood activity; creating pedestrian-friendly street networks that directly connect local destinations; and providing a mix of housing types, densities and costs. Other definitions of Transit Oriented Development include 'restriction of automobile parking,' 'affordable housing elements' and 'bicycle access.'"

The project orients the proposed commercial development and entrances to the sidewalks adjacent to 25th and J Streets and to the proposed, activated Jazz Alley. The gridded street, pedestrian, and bicycle network surrounding the project site provides many different options to access local destinations, facilitating access without the use of a car. The project adds to the local mix of housing types by offering higher-density, for-sale housing. The project proposes higher-density residential development in the portion of the region that is most out of balance in relation to jobs and housing. SACOG developed estimates of existing population, dwelling units, and employment as a part of the MTP/SCS. The Downtown area of Sacramento, which is defined as including the entire Center City area (Downtown, Midtown, and the Richards Boulevard and Township Nine areas), had approximately 92,000 more jobs than dwelling units under existing conditions (as estimated by SACOG in 2008). The regional jobs-to-housing ratio

⁶ Please refer to Table 17.608.030B of the City's Planning & Development Code for more detail: http://www.qcode.us/codes/sacramento/view.php?topic=17-vi-17_608-17_608_030.

was 1.1, while in the Central City area, the ratio was 5.6. The project proposes housing in this most job-dense portion of the region.

SACOG's Metropolitan Transportation Plan and Sustainable Communities Strategy

There is a comment that alleges that SACOG's MTP is misused in place of the City's General Plan and Zoning Code.

The assessment of consistency with the MTP/SCS serves a different purpose, and does not supplant the City's consideration of General Plan consistency. The SCEA provides a General Plan consistency discussion in Chapter 3 and describes the relationship between the project and the General Plan and Planning & Development Code (zoning code) in Chapter 2, the Project Description. As noted in Section 2.7, Approvals, the project does not require a General Plan Amendment. As described elsewhere, the SCEA includes a detailed discussion of the project's consistency with the MTP/SCS in part in order to make use of streamlining provisions of SB 375. City staff has found the project consistent with the General Plan and then consistent with the MTP/SCS and SACOG concurs with the consistency finding related to the MTP/SCS (see Appendix C of the SCEA).

One comment provides excerpts from Public Resources Code Section 21155.1 and claims the project is consistent with certain facets of this State law.

The referenced section of the Public Resources Code is related to a different type of definition of a Transit Priority Project that would allow a complete exemption from CEQA. While the project does meet the sections of this portion of the Public Resources Code that were highlighted by the commenter, the City is not using this full exemption. Rather, the City is using the Transit Priority Project definition included in Public Resources Code Section 21155.2. One of the highlighted areas in this comment letter seems to suggest that, because SMUD requires a vault (with a transformer), there is a lack of existing utility service in the area. SMUD provides service to the project site. Transformers are required for larger-scale buildings and the need for this improvement does not signify that there is any lack of service in the vicinity of the project site.

A comment received contends that SACOG believes that growth in the Central City area should happen west of 21st Street, suggesting that areas east of 21st are not appropriate for a building of this scale.

Please see Appendix C of the SCEA, which is a letter from SACOG to the City confirming that the project is consistent with SACOG's MTP/SCS.

One comment suggests that the project is inconsistent with the MTP/SCS Chapter 8 as it relates to social equity. The commenter cites a quote from the MTP/SCS: “Transit-oriented development in some communities has been so successful that it has resulted in higher real estate values, more high-end housing, and increased rents.”

Please see Appendix C of the SCEA, which is a letter from SACOG to the City confirming that the project is consistent with the MTP/SCS. This is a topic that would be weighed by the City in developing a General Plan that facilitates infill, transit-oriented development. The City also has extensive policy addressing affordable housing. As noted, the City Council also approved the Downtown Housing Initiative Plan, which aims to facilitate construction of 10,000 dwelling units in the Central City between 2015 and 2025. Strategies in the Downtown Housing Initiative Plan focus on transit-oriented development, housing conversions, SMART! housing (that is technologically advanced), and rapid re-housing for the City’s most vulnerable populations.

One commenter references a quote from the previous version of SACOG’s MTP/SCS and information from State law pertaining to regional governments’ compilation of sustainable communities strategies.

This information is not directly pertinent to the City’s consideration of the proposed project. The quote from SACOG’s previous MTP/SCS is in a list of recommendations from the Regional Targets Advisory Committee for regional governments for use in developing sustainable communities strategies. Relative to the topics raised in the quotes provided, the proposed project would not displace households, but instead would add housing.

Attachments:

- Revised DPR Forms for 2508 J Street (Clean Copy)
- Revised DPR Forms for 2508 J Street (Track Changes Copy)
- Comment Letters:
 - Central Valley Regional Water Quality Control Board
 - Sacramento County Regional Sanitation District (Regional San)
 - Midtown Neighborhood Association
 - Preservation Sacramento – Letter to Planning and Design Commission
 - Preservation Sacramento – Comments on SCEA for Yamanee, P15-047
 - Preservation Sacramento – Comparative Analysis of Historic Assessment for 2508 J St
 - Sacramento Modern
 - Chris Smith
 - Thomas Roth
 - Lenora Spooner

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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*Resource Name or # (Assigned by recorder) 2508 J Street

P1. Other Identifier: APN: 007-0103-002-0000

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Sacramento

*b. USGS 7.5' Quad Sacramento East Date 1967 (Revised 1980) T _____; R _____; ___ ¼ of Sec _____; _____ B.M.

c. Address 2508 J Street City Sacramento Zip 95816

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This parcel contains two buildings. The first building, Building 1, (**Photograph 1**) is a former residence with a commercial storefront addition. The storefront is a CMU addition with a flat roof, brick façade featuring decorative glazed tiles at the base. Masonry details include an inset rectangle above the main entrance and windows composed of two stretcher rows and vertically stacked header rows, with two stretcher rows separating the upper façade from the main storefront. Storefront windows are fixed large plate glass. The main entrance is at the center of the building and is set with a single-entry glazed wood door with a metal kickplate. Security screens are evident on the interior of the building's windows and entrance. On the northeast corner of the main façade is a neon sign that reads "Art Ellis Supply, Inc. Art Ellis." It is suspended from a pole shaped like a paintbrush (**Photograph 2**). Another sign is affixed to the northwest corner of the building that says "Kicxn Ultd." The former residence portion is a wood-frame, two story building topped with a roof of moderate pitch with closed eaves that is hopped to the building rear and gabled to the building front. Beneath the north gable is grooved siding and an oval louvered vent. The roof is clad in composition shingles (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 2508 J Street, camera facing southeast, November 13, 2015

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
ca. 1915 / Sanborn Maps

*P7. Owner and Address:
2500 J Street Owners, LLC
3619 Winding Creek Road
Sacramento, CA 95864

*P8. Recorded by: (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

*P9. Date Recorded:
November 13, 2015

*P10. Survey Type: (Describe)
Intensive



*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

B1. Historic Name: Unknown

B2. Common Name: Art Ellis

B3. Original Use: Residential and Commercial B4. Present Use: Commercial

*B5. Architectural Style: No Discernable Style

*B6. Construction History: (Construction date, alteration, and date of alterations) ca. 1895 – residence; ca. 1949 – commercial storefront; ca. 1964 – rear building

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture and Commercial Development Area Sacramento

Period of Significance 1895-1966 Property Type Commercial Buildings Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These two properties are not eligible for the California Register of Historical Resources (CRHR) or the Sacramento Register of Historic and Cultural Resources (SRHCR).

This parcel was developed in ca. 1895 when a residence was built (Sanborn Map Company 1895:22). It was one of several residences built in response to early streetcar development on J Street during the late 19th century, which drove residential development along the new car line eastward to the city limits. Early residents of the property included William C. Steen, a policeman, who lived here between 1915 and 1919. By 1930, the residence was occupied by Charles R. and Cora B. Sims (Sacramento Directory Co. 1915, 1919, 1930). Throughout the 1940s, the property was occupied by a variety of people, mostly middle-class workers who worked as clerks, salesman or signal men (Sacramento Directory Co. 1940). In 1945, Private Delbert Parker, a former World War II prisoner of war, lived there (*The Sacramento Bee* 1945:2).

During the post-World War II years, Sacramento, like much of California, experienced a tremendous amount of growth. Many residences, particularly along J Street, built commercial additions on the front of the residences. These occupied the former front yard of the property. It was during this time that a commercial storefront was added to the property. The residential portion was still used as a rental property but the commercial space was occupied by such businesses as the Farmers Insurance Group and L&R. Auto Parts. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

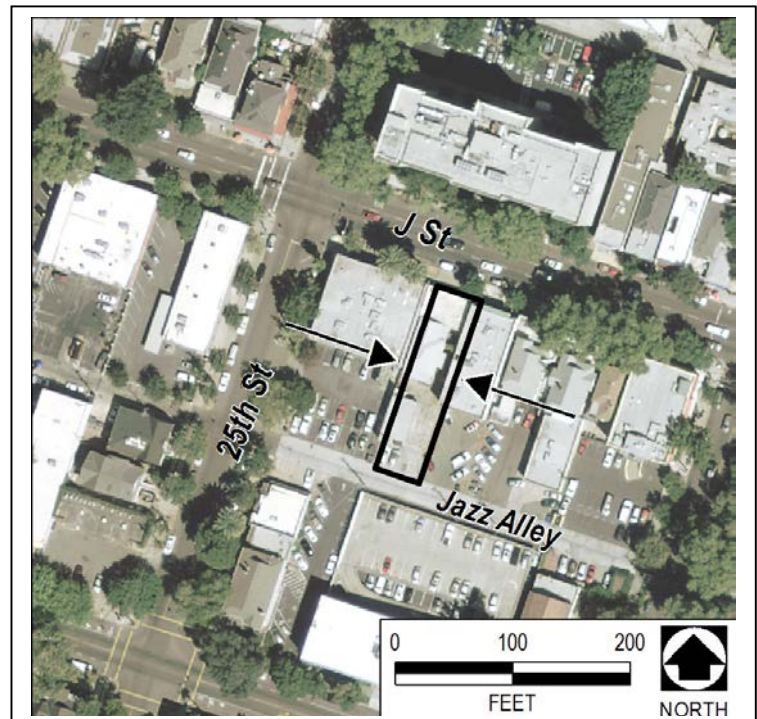
*B12. References: See Continuation Sheet

B13. Remarks:

*B14. Evaluators: Patricia Ambacher, MA (2015); Shoshana Jones, MA; Patience Stuart, MS, AECOM (2016)

*Date of Evaluation: November 2015/May 4, 2016

(This space reserved for official comments.)



Description (cont)

The former residence has a variety of siding including original grooved wood siding and replacement T-111 siding (**Photograph 3**). Visible fenestration on the east and west façade include original 1/1 wood-frame windows (**Photograph 4**). Other windows, particularly on the south elevation (rear), are filled with plywood. A secondary entrance is can be found on the south elevation. It is set with a single-entry wood door covered by a screen door. It is accessed by a flight of wooden stairs.

The second building (Building 2) is located south the main building. Constructed ca. 1964, the building is rectangular in plan with a flat roof and a straight-edge parapet on its west side. The building is sheathed in corrugated metal with what appears to be a CMU addition to its west side (**Photograph 5**). Sliding metal doors are on the south elevation. Painted on the CMU addition's west side is a mural (**Photograph 6**).

Significance (cont)

In 1951, Agardus Marions Van Soest established Van's Art Shop in the building, a framing and art supply and artwork retail store (*Sacramento Bee* 1951). The shop also exhibited artwork as the Agardus Van Soest Gallery. Agardus van Soest was born in Holland in 1880, and moved to California around 1920. After his arrival, he lived in San Francisco for a short time, and then moved to Marin, where he lived for 20 years and operated an art supply store in San Rafael (*Daily Independent Journal* 1969). Van Soest was an artist and, during World War II, he painted insignia for aircraft at Hamilton Air Force Base (*Sacramento Bee* 1969).

Around 1950, Van Soest moved to Sacramento and, in 1951 or 1952, opened Van's Art Shop at 2508 J Street, the subject property. Research indicates that Van's Art Shop advertised its products and services at 2508 J Street as early as February 1951. The advertisement offered "picture frames" and "artists' materials" (*Sacramento Bee* 1951a, Figure 4) Although Van Soest's obituary indicates that the shop first opened at 2508 J Street in June 1952 (see *Sacramento Bee* 1969, Figure 3), the 1951 advertisement is likely more accurate. There was presumably a fee associated with the 1951 Van's Art Shop advertisement, which would encourage the proprietor, Van Soest, to provide accurate name and address for the advertisement. As a result, it is likely that Van's Art Shop was already operating at the subject property, 2508 J Street, by early 1951. City directories list the business at this address in 1952 as the VanSoest A M art gallery and in 1953 as Van's Art Shop (*Sacramento Directory Co.* 1952, 1953).

Van's Art Shop moved to 2604 J Street before mid-1954, about three years after it initially opened at 2508 J Street. By June 5, 1954, Van's Art Shop appeared as a sponsor for a political candidate in the *Sacramento Bee* and the shop's location was listed as "2604 Jay Street" (*Sacramento Bee* 1954a, Figure 5). In December 1954 (and December 1955), Van's Art Shop also advertised its location as 2604 J Street and promoting "Picture Framings. Oil paintings imported from Holland" (*Sacramento Bee* 1954b). Van's Art Shop was still operating at 2604 J Street in February 1957, promoting A.M. Van Soest as a "Successful and reliable artist for 28 years in San Francisco and 7 years in Sacramento" (*Sacramento Bee* 1957a, Figure 6). Sometime during or after 1957, it appears that Van Soest relocated the art shop to 2600 J Street, on the corner of J Street and 26th Street, next door to 2604 J Street (*Sacramento Bee* 1969). During this time, the business name changed to "Van's Art Center" (*Sacramento Bee* 1969). Contemporary online forums offer framed pictures with the "Van's Art Center" label (Figure 8).

Van Soest's obituary was published in the *Sacramento Bee* on December 17, 1969. The obituary announced funeral services for "Agardus M. Van Soest, 89, founder of Van's Art Center." According to the obituary, in 1952 Van Soest "opened an art shop across the street from its present location at 2600 J St." (The property at 2508 J Street is about ½ block northwest of 2600 J Street, across 26th Street.) The obituary also reported that Van Soest's firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists. He reportedly sold the business in 1960 and "was regarded as a friend of young artists and often displayed their pictures in his shop" (*Sacramento Bee* 1969). The obituary does not reference the names of individuals that exhibited artwork at Van's Art Shop. However, a 1967 *Sacramento Bee* article entitled "William Lenoir Views City' Colorful Past" promoted an exhibition of Lenoir's late 19th century paintings depicting "Old Sacramento" (Johnson 1967, Figure 7). The article reported that the exhibition was taking place at "Van's Art

Center, 2601 J Street¹ and that it was the first in a series under a new unspecified store policy. The article also corroborates Van Soest's obituary, stating that son John Van Soest and Don Taylor acquired the business from A.M. Van Soest in 1960 when Van Soest retired. John Van Soest and Don Taylor intended to sell the shop in January 1968 to open a tropical fish store (John Van Soest) and expand an affiliated shop in Stockton, California (Don Taylor) (*Sacramento Bee* 1969).

The longest commercial tenant was Art Ellis Paint Store. Store owner Art Ellis founded the business circa 1956 with his wife Bama to cater to the area's burgeoning artist community (*Sacramento Directory Co.* 1956, Griffith 2010). During the late 1950s, Art Ellis focused its advertising on commercial house paint (Figure 1 and Figure 2, *Sacramento Bee* 1957b and 1958). Art Ellis closed ca. 2014. Today, a shoe retailer operates out of the building.

Evaluation

In summary, the property at 2508 J Street is not historically or architecturally significant is not considered a historical resource for the purposes of CEQA.

CRHR/SRHCR Criterion 1/i

The property is generally associated with the commercial development of Sacramento but research does not support that the property played an important role within that context. Rather it was one many businesses started during the peak of the post-World War II years. Although Van's Art Shop and Art Ellis may have operated at the 2508 J Street location during a dynamic period in development of the local arts scene, there is insufficient evidence to establish that the property is associated with events that significantly contributed to city's or region's contemporaneous art movements. The building may have housed some of the few art supply retailers during the period of significance; however, there is insufficient evidence to demonstrate the connection between Van's Art Shop or Art Ellis and any significant local artists or art movements. Therefore, insufficient information is available to determine that the building located at 2508 J Street is significant under CRHR/SRHCR Criterion 1/i for its association with events that have made a significant contribution to the broad patterns of the history of the city of Sacramento, region, state or nation.

CRHR/SRHCR Criterion 2/ii

The property is not associated with the lives of persons important at the local, State or national level. Over the years the property, particularly the residence had many owners and renters. Most were working class people that did not make significant contributions to history. There is insufficient information available to determine that Agardus Marinos Van Soest is a significant person in the history of Sacramento under CRHR/SRHCR Criterion 2/ii. Van Soest was an artist, who operated a retail establishment that sold art and art supplies. Van Soest does not appear to be significant as a local artist, and the only information about his artworks relates to insignia's he painted on aircraft during World War II. Although he was reputedly "a friend of young artists" and displayed their work in his shop, research uncovered no information about specific young artists whose works he displayed or promoted, nor did it document Van Soest's his role in their professional achievements or contributions to history.

In addition to lack of evidence regarding Van Soest's significance, research indicates that he had a brief connection to the subject property. He spent most of his professional life in the San Francisco Bay Area. After he moved to Sacramento and established Van's Art Shop, the business remained at 2508 J Street for only about three years before moving to another nearby location. By 1969, when Van Soest passed away, Van's Art Shop had operated out of at least two other nearby locations, 2604 J Street and 2600 J Street (and possibly 2601 J Street), for a combined total of about 15 years, significantly longer than the three years at the 2508 J Street location. The buildings that housed Van's Art Shop at 2604 J Street and 2600 J Street are still extant; 2601 J Street is substantially altered. Consequently, the subject property does not appear to be eligible under CRHR/SRHCR Criterion 2/ii.

CRHR/SRHCR Criterion 3/iii, iv, v

The property's development follows the trend of residential buildings converted to commercial use, a common property type reflective of the transitioning streetscape on J Street following World War II. A study conducted in 2010 by Andrew Hope identified 10 properties containing one-or two-story commercial additions to Victorian and early-twentieth century residential buildings (Hope 2010). These additions occupy the former front yard of the property, and extend the building up to the

¹ According to Van Soest's obituary, Van's Art Shop was located at 2600 J Street when he died in 1969, two years after the article about Lenoir was published.

sidewalk. Although 2508 J Street is not included on this list, it is similar in form and function. The building's single-story commercial addition is reflective of the mid-century business development on J Street, but the circa 1895 residence, however, is not clearly evident from the street, nor does it embody distinctive design characteristics of late 19th century residential architecture.

In comparison, the residential characteristics of the surveyed properties within this property type clearly convey the property's dual residential and commercial functions, but also retain design characteristics of Victorian and early-20th century residential architecture, including gable pediments, scrollwork, and purlins. Better examples can be found in Sacramento, including 2425 J Street, 2431 J Street, and 2516 J Street. At 2508 J Street, only a basic gable roof and rounded vent is visible from the street. Rear views of the property show multiple cladding materials and an enclosed porch addition on the rear elevation. The detached secondary building obstructs the visibility of the residence. While the property reflects characteristics of a distinct property type, it does not retain sufficient integrity of materials, workmanship, or design as a historically significant example of this type. The property does not possess high artistic values, nor is there evidence suggesting that the property was designed by a master architect. Therefore, the property at 2508 J Street does not appear to be eligible under CRHR/SRHCR Criterion 3/iii, iv, or v.

CRHR/SRHCR Criterion 4/vi

Lastly, the property is not likely to yield information important to history and does not meet CRHR/SRHCR Criterion 4/vi.

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_____. 1954a. Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6.

_____. 1954b. Advertisement. *Sacramento Bee*. December 6.

_____. 1957a. Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4.

_____. 1957b. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, March 27.

_____. 1958. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, February 13.

_____. 2016. Van's Art Center label, courtesy of Etsy.com <https://www.etsy.com/listing/264578318/original-keane-big-eyes-print-and-frame> (accessed May 3, 2016).

Photographs (cont)



Photograph 2. Art Ellis sign, camera facing west

Photographs (cont)



Photograph 3. 2508 J Street, south elevation, camera facing northeast



Photograph 4. 2508 J Street, camera facing northwest

Photographs (cont)



Photograph 5. Building 2, camera facing northwest



Photograph 6. Mural on Building 2, camera facing east

AT ART ELLIS PAINT STORE

FREE MATCHING ENAMEL DURING THIS SALE ONLY

With the purchase of a gallon or more of any symphonic color is O'Brien's wall paint.

LIQUID VELVET . . .
Washable Flat Wall Enamel or

SATEEN . . .
The Easy to Use Latex Paint

YOU RECEIVE FREE
One Quart Can of Matching Color in—
O'Brien's Satin Finish Eggshell Enamel
or
O'Brien's Liquid Lite Satin Enamel
(Enough material to do the woodwork in an average room)
This is our finest quality enamel that regularly sells for \$2.05 and \$2.40 a quart.

Good point costs less in "the long run." It's easier to apply, covers more, and looks better longer. You'll always be ahead when decorating with O'Brien's famous Liquid Velvet. Available now in hundreds of new Symphonic Colors. Try it today!

here's a tip-

GOOD PAINT costs LESS!

O'BRIEN'S Liquid Velvet
WASHABLE FLAT WALL ENAMEL
LIME MIST
\$5.89 Gallon

SATEEN
\$5.98 Gallon

FREE
16 page booklet loaded with color schemes yours for the asking.

O'BRIEN PAINTS

Sale Ends April 6th

ART ELLIS PAINT STORE
2508 J STREET The Glue & Stencil Stamps GI 8-1875

Figure 1. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, March 27, 1957.

AT **ART ELLIS** PAINT STORE
GOING TO PAINT?
SAVE \$2.60
BUY ONE GALLON OF SATEEN
GET FREE
ONE QUART
LIQUID-LITE

DECORATING GEMS
Colors of the Year!
SEE THEM TODAY



\$6.19
Gallon

Goes on fast and easy
No lapping—No spotting
Dries in thirty minutes
Washable—Made with latex
Over 100 gorgeous colors

BRING THIS AD WITH YOU — LIMIT ONE PER CUSTOMER

SATIN ENAMEL
FOR WALLS AND TRIM



\$2.60
Quart

Kitchen, bathroom favorite
Use on walls, trim, cabinets
Flows on—No brush marks
Fast drying—Odorless type
Wide selection of smart colors

We Give
S & H
Green
Stamps
2508 J St.

Art Ellis
PAINT STORE

Painting
Sundries
Of All
Kinds
GI 8-1875

Figure 2. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, February 13, 1958.

Agardus M. Van Soest

Funeral services will be held at 1 p.m. tomorrow in the W. F. Gormley & Sons Chapel for Agardus M. Van Soest, 89, founder of Van's Art Center.

Van Soest died Monday in a local hospital after a short illness. His home was at 1045 34th St.

A native of Holland, he had lived in California for about 50 years. During World War II, Van Soest painted insignia for aircraft at Hamilton Air Force Base.

He moved to Sacramento about 20 years ago and in June 1952 opened an art shop across the street from its present location at 2600 J St. The firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists.

Van Soest sold his business about 1960 and retired. He was regarded as a friend of young artists and often displayed their pictures in his shop.

Surviving are his wife Harriet; children, Jerry of San Rafael, Peter of Santa Rosa, and John, Mrs. Harriet Thomas and Mrs. Carol Clancy, all of Sacramento and brothers, Anton and Karl, both of Holland.

Interment will be in the East Lawn Cemetery.

Figure 3. Agardus M. Van Soest Obituary, Sacramento Bee, December 17, 1969.

Ret. \$25. GI 3-7736.

PICTURE FRAMES
Artists' Materials **Van's Art Shop**
2508 J St. **Dist GI 3-2841**

FOR SALE. Fracture Red \$7K A

Figure 4: Advertisement for Van's Art Shop at 2508 J Street, *Sacramento Bee*, February 6, 1951.

**LOOK FOR THE LAST NAME ON YOUR
BALLOT AND VOTE FOR**

Edgar A. SAYRE, Jr. Public Accountant	X
---	----------

**THIS ADVERTISEMENT APPROVED AND PAID FOR BY THE
FOLLOWING BUSINESS NEIGHBORS:**

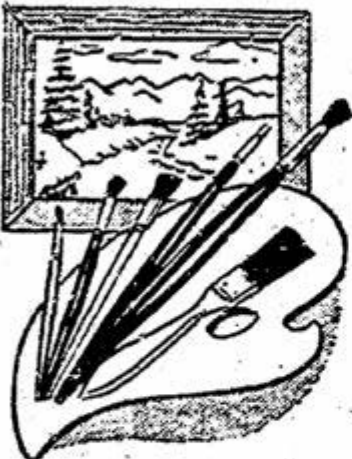
BARONS DEPT. STORE, 2901 Jay St.	VAN'S ART SHOP, 2604 Jay St.
SWANSON'S CLEANERS, 2900 Jay St.	SACRAMENTO CHESTERFIELD CO., 2604 Jay St.
H. F. SMITH, 2816 Jay St.	FLETCHER'S ICE CREAM SHOP, 2800 Jay St.
THE LINOLEUM SHOP, INC., 2815 Jay St.	RADER'S RADIO & TELEVISION, 2606 Jay St.
WRIGHT WATCHMAKERS, 2905 Jay St.	E. W. HOLLAND, 2813 Jay St.
SIMMS HARDWARE CO., 2801 Jay St.	JAY'S CYCLE SHOP, 2812 Jay St.
R. C. NELSON GIFT SHOP, 2718 Jay St.	JOE'S SHOE REPAIR, 2814 Jay St.

Figure 5. Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6, 1954.

GROWTH OF SACRAMENTO

VAN'S ART SHOP

Owned and operated by Mr. **A. M. Van Soest** & Son.
Successful and reliable artist for 28 years in San
Francisco and 7 years in Sacramento.



**ARTISTIC
PICTURE
FRAMING**

is an art within itself

OIL PAINTINGS
FINE PRINTS
WATER COLORS

ARTIST MATERIALS
Large Collection of
Old and Antique Prints

Come In and Look Around

VAN'S ART SHOP

2604 J St. Gi 3-2841

SACRAMENTO

Figure 6. Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4, 1957.

"The Governor's Mansion, 1860," left, "Cathedral of the Blessed Sacrament, 1888," and, below, "The Lady Adams Building at 115 K St." (believed to be one of the oldest buildings in the city) are paintings in ink and watercolor by William Lenoir.

Art Views

William Lenoir Views City's Colorful Past

By Charles Johnson

ON A CHRISTMAS weekend, who wants to puzzle over the abstract and abstruse? Much better to contemplate the warm and nostalgic.

Such is the quality of William Lenoir's paintings of Old Sacramento on view now in Van's Art Center, 2601 J St.

Lenoir was one of the city's first commercial artists and he worked for the newspapers for years, often supplying news illustrations before press photography was so widely accepted. Since his retirement he has specialized in scenes of early Sacramento, and in a sense he has become an historiographic asset of great value to the city.

For his paintings are not merely decorative period pieces. They are based on detailed research and painstaking craftsmanship. In fact, they are documents of the city's rich past.

Lenoir's historical work hangs in banks, private clubs and homes. It is in great demand, and it is rare that one sees as large a collection as Van's at one time—about a dozen paintings.

The paintings are done in washes and fine lines, in a style that seems to suggest the ephemeral quality of city life. And there is plenty of city life—the streets teem with figures in costumes of the day—1850 to 1890—at work and play. The strutting politician, the dandy, the weary immigrant, the seaman, the grand ladies, the over-dressed children.

Every sort of street conveyance of the period is illustrated: Horse cars, buggies, landaus, wagons, ox carts, milk wagons, and even high-wheeled bicycles.

Page L8

The architecture of the day, both rough and elegant, is depicted with loving detail. We have the grandiose mansions of the captains of industry and state, the bustling hotels, the cathedral as it looked in 1888, and the humble little building at 115 K St., believed to be one of the oldest buildings in Sacramento, next to Sutter's Fort.

The exhibit is the first in a series under a new policy for Van's which is undergoing a change in ownership. The frame and artists' materials shop was started in 1948 by A. M. Van Soest, who had operated galleries and art import businesses in the bay area. He painted pictures on military aircraft during World War II.

When Van Soest retired in 1960 the business was taken over by his son, John, and Don Taylor. Next month Taylor will take over the shop on his own and young Van Soest will open a tropical fish store.

Taylor, who also has an affiliated shop in Stockton, plans to expand his gallery section to show more paintings and sculpture, probably stressing bay area artists. He also has an art rental business.

SF Opera Slates Chorus Auditions

The San Francisco Opera will hold chorus auditions for the 1968 season early in January.

Persons interested may obtain application forms at the opera office in the San Francisco War Memorial Opera House. Rehearsals, held in the evening, will begin in February.



Chanukah Festival Will Include Music Program

A CONCERT OF popular music is on the program of the Chanukah Festival to be held at 8 p.m. Jan. 3 in the Mansion Inn for the benefit of the Jewish National Fund.

Perla Warren and Sue Noland will give a piano duet version of "Souvenirs—Ballet Suite No. 28" by Samuel Barber. Soprano Adele Mars, accompanied by pianist Doreen Mauk, will offer several popular songs, and Eileen Grabenauer, organist, will perform the Israeli national anthem and popular tunes.

The Jewish National Fund is raising money to help Israel re-

cover from the recent war with Arab states and to expand its agriculture.

Organ Teachers Plan Conference

Mr. and Mrs. Jack Greig, founders of the National Association of Organ Teachers, will conduct a conference for local organ teachers at 10 a.m. Jan. 2 in Cochrane's Music, 1700 L St.

New teaching methods will be discussed.

THE SACRAMENTO BEE, SUNDAY, DECEMBER 24, 1967

Figure 7. Charles Johnson, "William Lenoir Views City's Colorful Past," *Sacramento Bee*, December 24, 1967.

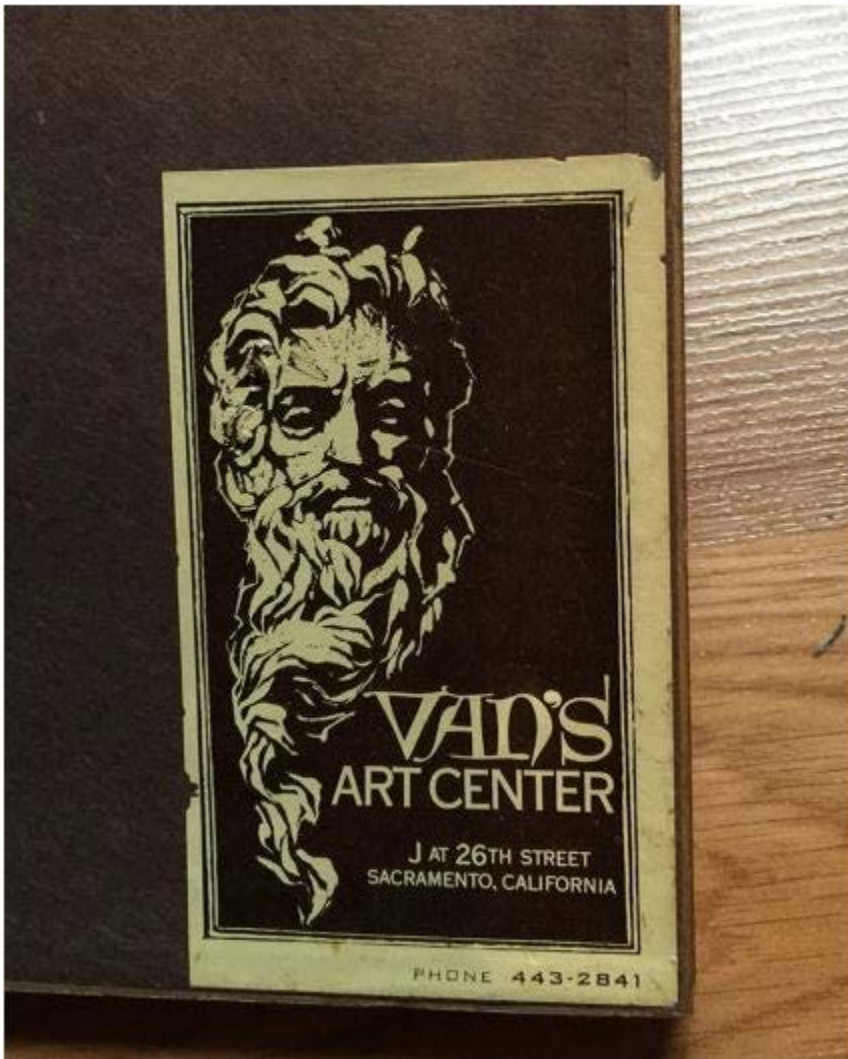


Figure 8. Van's Art Center label, courtesy of Etsy.com, accessed on May 3, 2016 at <https://www.etsy.com/listing/264578318/original-keane-big-eyes-print-and-frame>

P1. Other Identifier: **APN: 007-0103-002-0000**

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County **Sacramento**

*b. USGS 7.5' Quad **Sacramento East** Date **1967 (Revised 1980)** T _____; R _____; ___ ¼ of Sec _____; _____ B.M.

c. Address **2508 J Street** City **Sacramento** Zip **95816**

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This parcel contains two buildings. The first building, Building 1, (**Photograph 1**) is a former residence with a commercial storefront addition. The storefront is a CMU addition with a flat roof, brick façade featuring decorative glazed tiles at the base. Masonry details include an inset rectangle above the main entrance and windows composed of two stretcher rows and vertically stacked header rows, with two stretcher rows separating the upper façade from the main storefront. Storefront windows are fixed large plate glass wood frame windows. The main entrance is at the center of the building and is set with a single-entry glazed wood door with a metal kickplate. Security screens are evident on the interior of the building's windows and entrance. On the northeast corner of the main façade is a neon sign that reads "Art Ellis Supply, Inc. Art Ellis." It is suspended from a pole shaped like a paintbrush (**Photograph 2**). Another sign is affixed to the northwest corner of the building that says "Kicxn Ultd." The former residence portion is a wood-frame, two story building topped with a roof of moderate pitch with closed eaves that is hopped to the building rear and gabled to the building front. hipped-gable roof with closed eaves. Beneath the north gable is grooved siding and an oval louvered vent. The roof is clad in composition shingles (See Continuation Sheet).

*P3b. Resource Attributes: (List attributes and codes) **HP6. 1-3 Story Commercial Building**

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) **2508 J Street, Street, camera facing southeast, November 13, 2015**

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
ca. 1915 / Sanborn Maps

*P7. Owner and Address:
2500 J Street Owners, LLC
3619 Winding Creek Road
Sacramento, CA 95864

*P8. Recorded by: (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

*P9. Date Recorded:



District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

November 13, 2015

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") None

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record

Other (list) _____

B1. Historic Name: Unknown

B2. Common Name: Art Ellis

B3. Original Use: Residential and Commercial B4. Present Use: Commercial

*B5. Architectural Style: No Discernable Style

*B6. Construction History: (Construction date, alteration, and date of alterations) ca. 1915-1895 – residence; ca. 1949 – commercial storefront; ca. 1964 – rear building

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Architecture and Commercial Development Area Sacramento

Period of Significance 1915 and 1952 1895-1966 Property Type Commercial Buildings Applicable Criteria N/A

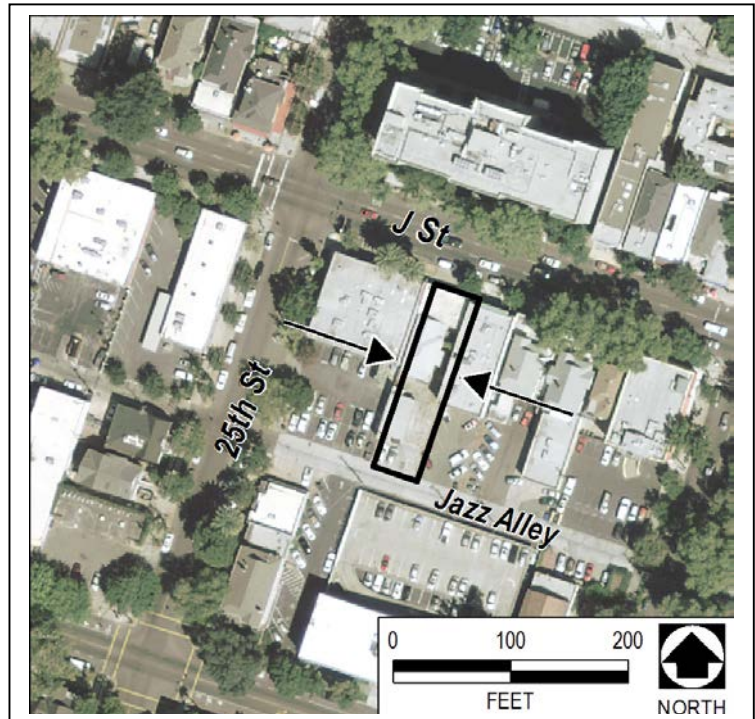
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

These two properties are not eligible for the California Register of Historical Resources (CRHR) or the Sacramento Register of Historic and Cultural Resources (SRHCR).

This parcel was developed in ca. 1915-1895 when a residence was built (Sanborn Map Company 19151895:44922). It was one of several residences built in response to early streetcar development on J Street this area of Sacramento during the late 19th century, which drove residential development along the new car line eastward to the city limits. and early 20th century. Early residents of the property included William C. Steen, a policeman, who lived here between 1915 and 1919. By 1930, the residence was occupied by Charles R. and Cora B. Sims (Sacramento Directory Co. 1915, 1919, 1930). Throughout the 1940s, the property was occupied by a variety of people, mostly middle-class workers who worked as clerks, salesman or signal men (Sacramento Directory Co. 1940). In 1945, Private Delbert Parker, a former World War II prisoner of war, lived there (*The Sacramento Bee* 1945:2).

During the post-World War II years, Sacramento, like much of California, experienced a tremendous amount of growth. Many residences, particularly along J Street, built commercial additions on the front of the residences. These occupied the former front yard of the property. It was during this time that a commercial storefront was added to the property. The residential portion was still used as a rental property but the commercial space was occupied by such businesses as the Farmers Insurance Group and L&R. Auto Parts. (See Continuation Sheet)

~~The Agardus Van Soest Art Gallery occupied the commercial space in 1952. The longest commercial tenant was Art Ellis Paint Store, which began operations as early as 1956 (Sacramento Directory Co. 1949, 1952, 1956). Today, the Art Ellis is still in operation and the space is also home to a local clothing store. (See Continuation Sheet)~~



B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: See Continuation Sheet

B13. Remarks:

*B14. Evaluators: Patricia Ambacher, MA (2015); Shoshana Jones, MA; Patience Stuart, MS, AECOM (2016)

*Date of Evaluation: November 2015/May 4, 2016

(This space reserved for official comments.)

Description (cont)

The former residence has a variety of siding including original grooved wood siding and replacement T-111 siding (**Photograph 3**). Visible fenestration on the east and west façade include original 1/1 wood-frame windows (**Photograph 4**). Other windows, particularly on the south elevation (rear), are filled with plywood. A secondary entrance is can be found on the south elevation. It is set with a single-entry wood door covered by a screen door. It is accessed by a flight of wooden stairs.

The second building (Building 2) is located south the main building. #-Constructed ca. 1964, the building is rectangular in plan with a flat roof and a straight-edge parapet on its west side. The building is sheathed in corrugated metal with what appears to be a CMU addition to its west side (**Photograph 5**). Sliding metal doors are on the south elevation. Painted on the CMU addition's west side is a mural (**Photograph 6**).

Significance (cont)

In 1951, Agardus Marions Van Soest established Van's Art Shop in the building, a framing and art supply and artwork retail store. In later years, (Sacramento Bee 1951). † The shop also exhibited artwork as the Agardus Van Soest Gallery. Agardus van Soest was born in Holland in 1880, and moved to California around 1920. After his arrival, he lived in San Francisco for a short time, and then moved to Marin, where he lived for 20 years and operated an art supply store in San Rafael (Daily Independent Journal 1969). Van Soest was an artist and, during World War II, he painted insignia for aircraft at Hamilton Air Force Base (Sacramento Bee 1969).

Around 1950, Van Soest moved to Sacramento and, in 1951 or 1952, opened Van's Art Shop at 2508 J Street, the subject property. Research indicates that Van's Art Shop advertised its products and services at 2508 J Street as early as February 1951. The advertisement offered "picture frames" and "artists' materials" (Sacramento Bee 1951a, Figure 4) Although Van Soest's obituary indicates that the shop first opened at 2508 J Street in June 1952 (see Sacramento Bee 1969, Figure 3), the 1951 advertisement is likely more accurate. There was presumably a fee associated with the 1951 Van's Art Shop advertisement, which would encourage the proprietor, Van Soest, to provide accurate name and address for the advertisement. As a result, it is likely that Van's Art Shop was already operating at the subject property, 2508 J Street, by early 1951. City directories list the business at this address in 1952 as the VanSoest A M art gallery and in 1953 as Van's Art Shop (Sacramento Directory Co. 1952, 1953).

Van's Art Shop moved to 2604 J Street before mid-1954, about three years after it initially opened at 2508 J Street. By June 5, 1954, Van's Art Shop appeared as a sponsor for a political candidate in the Sacramento Bee and the shop's location was listed as "2604 Jay Street" (Sacramento Bee 1954a, Figure 5). In December 1954 (and December 1955), Van's Art Shop also advertised its location as 2604 J Street and promoting "Picture Framings. Oil paintings imported from Holland" (Sacramento Bee 1954b). Van's Art Shop was still operating at 2604 J Street in February 1957, promoting A.M. Van Soest as a "Successful and reliable artist for 28 years in San Francisco and 7 years in Sacramento" (Sacramento Bee 1957a, Figure 6). Sometime during or after 1957, it appears that Van Soest relocated the art shop to 2600 J Street, on the corner of J Street and 26th Street, next door to 2604 J Street (Sacramento Bee 1969). During this time, the business name changed to "Van's Art Center" (Sacramento Bee 1969). Contemporary online forums offer framed pictures with the "Van's Art Center" label (Figure 8).

Van Soest's obituary was published in the Sacramento Bee on December 17, 1969. The obituary announced funeral services for "Agardus M. Van Soest, 89, founder of Van's Art Center." According to the obituary, in 1952 Van Soest "opened an art shop across the street from its present location at 2600 J St." (The property at 2508 J Street is about ½ block northwest of 2600 J Street, across 26th Street.) The obituary also reported that Van Soest's firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists. He reportedly sold the business in 1960 and "was regarded as a friend of young artists and often displayed their pictures in his shop" (Sacramento Bee 1969). The obituary does not reference the names of individuals that exhibited artwork at Van's Art Shop. However, a 1967 Sacramento Bee article entitled "William Lenoir Views City' Colorful Past" promoted an exhibition of Lenoir's late 19th century paintings depicting "Old Sacramento" (Johnson 1967, Figure 7). The article reported that the exhibition was taking place at "Van's Art

Center, 2601 J Street¹ and that it was the first in a series under a new unspecified store policy. The article also corroborates Van Soest's obituary, stating that son John Van Soest and Don Taylor acquired the business from A.M. Van Soest in 1960 when Van Soest retired. John Van Soest and Don Taylor intended to sell the shop in January 1968 to open a tropical fish store (John Van Soest) and expand an affiliated shop in Stockton, California (Don Taylor) (Sacramento Bee 1969).

The longest commercial tenant was Art Ellis Paint Store. Store owner Art Ellis founded the business circa 1956 with his wife Bama to cater to the area's burgeoning artist community (<http://www.midtownmonthly.net/art/art-ellis-supply/>) (Sacramento Directory Co. 1956, Griffith 2010). During the late 1950s, Art Ellis focused its advertising on commercial house paint (Figure 1 and Figure 2, Sacramento Bee 1957^b and 1958). Art Ellis closed ca. 2014. Today, a shoe retailer operates out of the building.

Evaluation

In summary, the property at 2508 J Street is not historically or architecturally significant is not considered a historical resource for the purposes of CEQA.

CRHR/SRHCR Criterion 1/i

The property is generally associated with the commercial development of Sacramento but research does not support that the property played an important role within that context. Rather it was one many businesses started during the peak of the post-World War II years. Although Van's Art Shop and Art Ellis may have operated at the 2508 J Street location during a dynamic period in development of the local arts scene, there is insufficient evidence to establish that the property is associated with events that significantly contributed to city's or region's contemporaneous art movements. The building may have housed some of the few art supply retailers during the period of significance; however, there is insufficient evidence to demonstrate the connection between Van's Art Shop or Art Ellis and any significant local artists or art movements. Therefore, insufficient information is available to determine that the building located at 2508 J Street is significant under CRHR/SRHCR Criterion 1/i for its association with events that have made a significant contribution to the broad patterns of the history of the city of Sacramento, region, state or nation.

CRHR/SRHCR Criterion 2/ii

The property is not associated with the lives of persons important at the local, State or national level. Over the years the property, particularly the residence had many owners and renters. Most were working class people that did not make significant contributions to history. There is insufficient information available to determine that Agardus Marinos Van Soest is a significant person in the history of Sacramento under CRHR/SRHCR Criterion 2/ii. Van Soest was an artist, who operated a retail establishment that sold art and art supplies. Van Soest does not appear to be significant as a local artist, and the only information about his artworks relates to insignia's he painted on aircraft during World War II. Although he was reputedly "a friend of young artists" and displayed their work in his shop, research uncovered no information about specific young artists whose works he displayed or promoted, nor did it document Van Soest's his role in their professional achievements or contributions to history.

In addition to lack of evidence regarding Van Soest's significance, research indicates that he had a brief connection to the subject property. He spent most of his professional life in the San Francisco Bay Area. After he moved to Sacramento and established Van's Art Shop, the business remained at 2508 J Street for only about three years before moving to another nearby location. By 1969, when Van Soest passed away, Van's Art Shop had operated out of at least two other nearby locations, 2604 J Street and 2600 J Street (and possibly 2601 J Street), for a combined total of about 15 years, significantly longer than the three years at the 2508 J Street location. The buildings that housed Van's Art Shop at 2604 J Street and 2600 J Street are still extant; 2601 J Street is substantially altered. Consequently, the subject property does not appear to be eligible under CRHR/SRHCR Criterion 2/ii.

CRHR/SRHCR Criterion 3/iii, iv, v

The property's development follows the trend of residential buildings converted to commercial use, a common property type reflective of the transitioning streetscape on J Street following World War II. A study conducted in 2010 by Andrew Hope identified 10 properties containing one-or two-story commercial additions to Victorian and early-twentieth century residential

¹ According to Van Soest's obituary, Van's Art Shop was located at 2600 J Street when he died in 1969, two years after the article about Lenoir was published.

buildings (Hope 2010). These additions occupy the former front yard of the property, and extend the building up to the sidewalk. Although 2508 J Street is not included on this list, it is similar in form and function. The building's single-story commercial addition is reflective of the mid-century business development on J Street, but the circa 1895 residence, however, is not clearly evident from the street, nor does it embody distinctive design characteristics of late 19th century residential architecture.

In comparison, the residential characteristics of the surveyed properties within this property type clearly convey the property's dual residential and commercial functions, but also retain design characteristics of Victorian and early-20th century residential architecture, including gable pediments, scrollwork, and purlins. Better examples can be found in Sacramento, including 2425 J Street, 2431 J Street, and 2516 J Street. At 2508 J Street, only a basic gable roof and rounded vent is visible from the street. Rear views of the property show multiple cladding materials and an enclosed porch addition on the rear elevation. The detached secondary building obstructs the visibility of the residence. While the property reflects characteristics of a distinct property type, it does not retain sufficient integrity of materials, workmanship, or design as a historically significant example of this type. The property does not possess high artistic values, nor is there evidence suggesting that the property was designed by a master architect. Therefore, the property at 2508 J Street does not appear to be eligible under CRHR/SRHCR Criterion 3/iii, iv, or v.

~~The Mercado Loco is not associated with significant events or trends in Sacramento or regional history and does not meet CRHR Criterion 1 or SRHCR Criterion A. The property is generally associated with the commercial development of Sacramento but research does not support that the property played an important role within that context. Rather it was one many businesses started during the peak of the post-World War II years. The property is also not associated with the lives of persons important at the local, State or national level as required under CRHR Criterion 2 and SRHCR Criterion B. Over the years the property, particularly the residence had many owners and renters. Most were working class people that did not make significant contributions to history. Architecturally, the property does not embody distinctive characteristics of its type, period or method of construction because the building is not an important example of a residence converted for commercial purposes. It is rather a common example of its type and better examples can be found in Sacramento, including 2425 J Street, 2431 J Street, and 2516 J Street. These examples have more stylistic elements to the commercial additions and do not entirely obscure the original residence. Evidence does not support that the property was designed by a master architect. Architecturally the building is not significant and does not meet CRHR Criterion 3 or SRHCR Criteria C, D, or E.
CRHR/SRHCR Criterion 4/vi~~

~~Lastly, the property is not likely to yield information important to history and does not meet CRHR/SRHCR Criterion 4/vi or SRHCR Criterion F.~~

~~In summary, the property at 2508 J Street is not historically or architecturally significant is not considered a historical resource for the purposes of CEQA.~~

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_____ . 1954a. Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6.

_____ . 1954b. Advertisement. *Sacramento Bee*. December 6.

_____ . 1957a. Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4.

_____ . 1957b. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, March 27.

_____ . 1958. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, February 13.

_____ . 1969. Agardus M. Van Soest Obituary, *Sacramento Bee*, December 17.

_____ . 1954. Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6.

_____ . 1957. Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4.

_____ . 1967. Charles Johnson, "William Lenoir Views City's Colorful Past," *Sacramento Bee*, December 24.

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Photographs (cont)



Photograph 2. Art Ellis sign, camera facing west

Photographs (cont)



Photograph 3. 2508 J Street, south elevation, camera facing northeast



Photograph 4. 2508 J Street, camera facing northwest

Photographs (cont)



Photograph 5. Building 2, camera facing northwest



Photograph 6. Mural on Building 2, camera facing east

AT ART ELLIS PAINT STORE

FREE MATCHING ENAMEL DURING THIS SALE ONLY

With the purchase of a gallon or more of any symphonic color is O'Brien's wall paint.

LIQUID VELVET . . .
Washable Flat Wall Enamel or

SATEEN . . .
The Easy to Use Latex Paint

YOU RECEIVE FREE
One Quart Can of Matching Color in—
O'Brien's Satin Finish Eggshell Enamel
or
O'Brien's Liquid Lite Satin Enamel
(Enough material to do the woodwork in an average room)
This is our finest quality enamel that regularly sells for \$2.05 and \$2.40 a quart.

Good point costs less in "the long run." It's easier to apply, covers more, and looks better longer. You'll always be ahead when decorating with O'Brien's famous Liquid Velvet. Available now in hundreds of new Symphonic Colors. Try it today!

ART ELLIS PAINTS

ART ELLIS PAINT STORE
2508 J STREET GI 8-1875

Figure 1. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, March 27, 1957.

AT **ART ELLIS** PAINT STORE

GOING TO PAINT?

SAVE \$2.60

BUY ONE GALLON OF SATEEN

GET FREE

ONE QUART

LIQUID-LITE

DECORATING GEMS
Colors of the Year!
SEE THEM TODAY



\$6.19
Gallon

Goes on fast and easy
No lapping—No spotting
Dries in thirty minutes
Washable—Made with latex
Over 100 gorgeous colors

BRING THIS AD WITH YOU — LIMIT ONE PER CUSTOMER

SATIN ENAMEL



FOR WALLS AND TRIM

\$2.60
Quart

Kitchen, bathroom favorite
Use on walls, trim, cabinets
Flows on—No brush marks
Fast drying—Odorless type
Wide selection of smart colors

We Give
S & H
Green
Stamps
2508 J St.

Art Ellis
PAINT STORE

Painting
Sundries
Of All
Kinds
GI 8-1875

Figure 2. Advertisement for Art Ellis Paint Store at 2508 J Street, *Sacramento Bee*, February 13, 1958.

Agardus M. Van Soest

Funeral services will be held at 1 p.m. tomorrow in the W. F. Gormley & Sons Chapel for Agardus M. Van Soest, 89, founder of Van's Art Center.

Van Soest died Monday in a local hospital after a short illness. His home was at 1045 34th St.

A native of Holland, he had lived in California for about 50 years. During World War II, Van Soest painted insignia for aircraft at Hamilton Air Force Base.

He moved to Sacramento about 20 years ago and in June 1952 opened an art shop across the street from its present location at 2600 J St. The firm primarily engaged in picture framing and handled the works of many Sacramento and Northern California artists.

Van Soest sold his business about 1960 and retired. He was regarded as a friend of young artists and often displayed their pictures in his shop.

Surviving are his wife Harriet; children, Jerry of San Rafael, Peter of Santa Rosa, and John, Mrs. Harriet Thomas and Mrs. Carol Clancy, all of Sacramento and brothers, Anton and Karl, both of Holland.

Interment will be in the East Lawn Cemetery.

Figure 3. Agardus M. Van Soest Obituary, Sacramento Bee, December 17, 1969.

Ret. \$25. GI 3-7736.

PICTURE FRAMES
Artists' Materials **Van's Art Shop**
2508 J St. **Dist GI 3-2841**

FOR SALE. Picture Red \$75 A

Figure 4: Advertisement for Van's Art Shop at 2508 J Street, *Sacramento Bee*, February 6, 1951.

**LOOK FOR THE LAST NAME ON YOUR
BALLOT AND VOTE FOR**

Edgar A. SAYRE, Jr. Public Accountant	X
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**THIS ADVERTISEMENT APPROVED AND PAID FOR BY THE
FOLLOWING BUSINESS NEIGHBORS:**

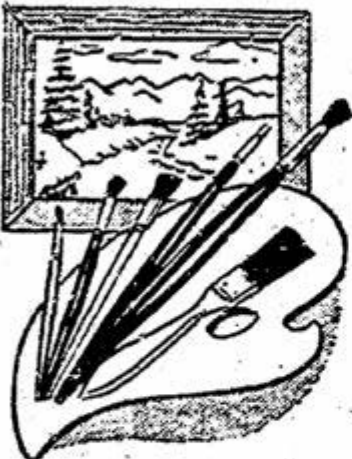
BARONS DEPT. STORE, 2901 Jay St.	VAN'S ART SHOP, 2604 Jay St.
SWANSON'S CLEANERS, 2900 Jay St.	SACRAMENTO CHESTERFIELD CO., 2604 Jay St.
H. F. SMITH, 2816 Jay St.	FLETCHER'S ICE CREAM SHOP, 2800 Jay St.
THE LINOLEUM SHOP, INC., 2815 Jay St.	RADER'S RADIO & TELEVISION, 2606 Jay St.
WRIGHT WATCHMAKERS, 2905 Jay St.	E. W. HOLLAND, 2813 Jay St.
SIMMS HARDWARE CO., 2801 Jay St.	JAY'S CYCLE SHOP, 2812 Jay St.
R. C. NELSON GIFT SHOP, 2718 Jay St.	JOE'S SHOE REPAIR, 2814 Jay St.

Figure 5. Political Advertisement listing Van's Art Shop at 2604 Jay St., *Sacramento Bee*, December 6, 1954.

GROWTH OF SACRAMENTO

VAN'S ART SHOP

Owned and operated by Mr. **A. M. Van Soest** & Son.
Successful and reliable artist for 28 years in San Francisco and 7 years in Sacramento.



**ARTISTIC
PICTURE
FRAMING**

is an art within itself

OIL PAINTINGS
FINE PRINTS
WATER COLORS

ARTIST MATERIALS
Large Collection of
Old and Antique Prints

Come In and Look Around

VAN'S ART SHOP

2604 J St. Gi 3-2841

SACRAMENTO

Figure 6. Advertisement for Van's Art Shop at 2604 J St., *Sacramento Bee*, February 4, 1957.

"The Governor's Mansion, 1860," left, "Cathedral of the Blessed Sacrament, 1888," and, below, "The Lady Adams Building at 115 K St." (believed to be one of the oldest buildings in the city) are paintings in ink and watercolor by William Lenoir.

Art Views

William Lenoir Views City's Colorful Past

By Charles Johnson

ON A CHRISTMAS weekend, who wants to puzzle over the abstract and abstruse? Much better to contemplate the warm and nostalgic.

Such is the quality of William Lenoir's paintings of Old Sacramento on view now in Van's Art Center, 2601 J St.

Lenoir was one of the city's first commercial artists and he worked for the newspapers for years, often supplying news illustrations before press photography was so widely accepted. Since his retirement he has specialized in scenes of early Sacramento, and in a sense he has become an historiographic asset of great value to the city.

For his paintings are not merely decorative period pieces. They are based on detailed research and painstaking craftsmanship. In fact, they are documents of the city's rich past.

Lenoir's historical work hangs in banks, private clubs and homes. It is in great demand, and it is rare that one sees as large a collection as Van's at one time—about a dozen paintings.

The paintings are done in washes and fine lines, in a style that seems to suggest the ephemeral quality of city life. And there is plenty of city life—the streets teem with figures in costumes of the day—1850 to 1890—at work and play. The strutting politician, the dandy, the weary immigrant, the seaman, the grand ladies, the over-dressed children.

Every sort of street conveyance of the period is illustrated: Horse cars, buggies, landaus, wagons, ox carts, milk wagons, and even high-wheeled bicycles.

Page L8

The architecture of the day, both rough and elegant, is depicted with loving detail. We have the grandiose mansions of the captains of industry and state, the bustling hotels, the cathedral as it looked in 1888, and the humble little building at 115 K St., believed to be one of the oldest buildings in Sacramento, next to Sutter's Fort.

The exhibit is the first in a series under a new policy for Van's which is undergoing a change in ownership. The frame and artists' materials shop was started in 1948 by A. M. Van Soest, who had operated galleries and art import businesses in the bay area. He painted pictures on military aircraft during World War II.

When Van Soest retired in 1960 the business was taken over by his son, John, and Don Taylor. Next month Taylor will take over the shop on his own and young Van Soest will open a tropical fish store.

Taylor, who also has an affiliated shop in Stockton, plans to expand his gallery section to show more paintings and sculpture, probably stressing bay area artists. He also has an art rental business.

SF Opera Slates Chorus Auditions

The San Francisco Opera will hold chorus auditions for the 1968 season early in January.

Persons interested may obtain application forms at the opera office in the San Francisco War Memorial Opera House. Rehearsals, held in the evening, will begin in February.



Chanukah Festival Will Include Music Program

A CONCERT OF popular music is on the program of the Chanukah Festival to be held at 8 p.m. Jan. 3 in the Mansion Inn for the benefit of the Jewish National Fund.

Perla Warren and Sue Noland will give a piano duet version of "Souvenirs—Ballet Suite No. 28" by Samuel Barber. Soprano Adele Mars, accompanied by pianist Doreen Mauk, will offer several popular songs, and Eileen Grabenauer, organist, will perform the Israeli national anthem and popular tunes.

The Jewish National Fund is raising money to help Israel re-

cover from the recent war with Arab states and to expand its agriculture.

Organ Teachers Plan Conference

Mr. and Mrs. Jack Greig, founders of the National Association of Organ Teachers, will conduct a conference for local organ teachers at 10 a.m. Jan. 2 in Cochrane's Music, 1700 L St.

New teaching methods will be discussed.

THE SACRAMENTO BEE, SUNDAY, DECEMBER 24, 1967

Figure 7. Charles Johnson, "William Lenoir Views City's Colorful Past," *Sacramento Bee*, December 24, 1967.

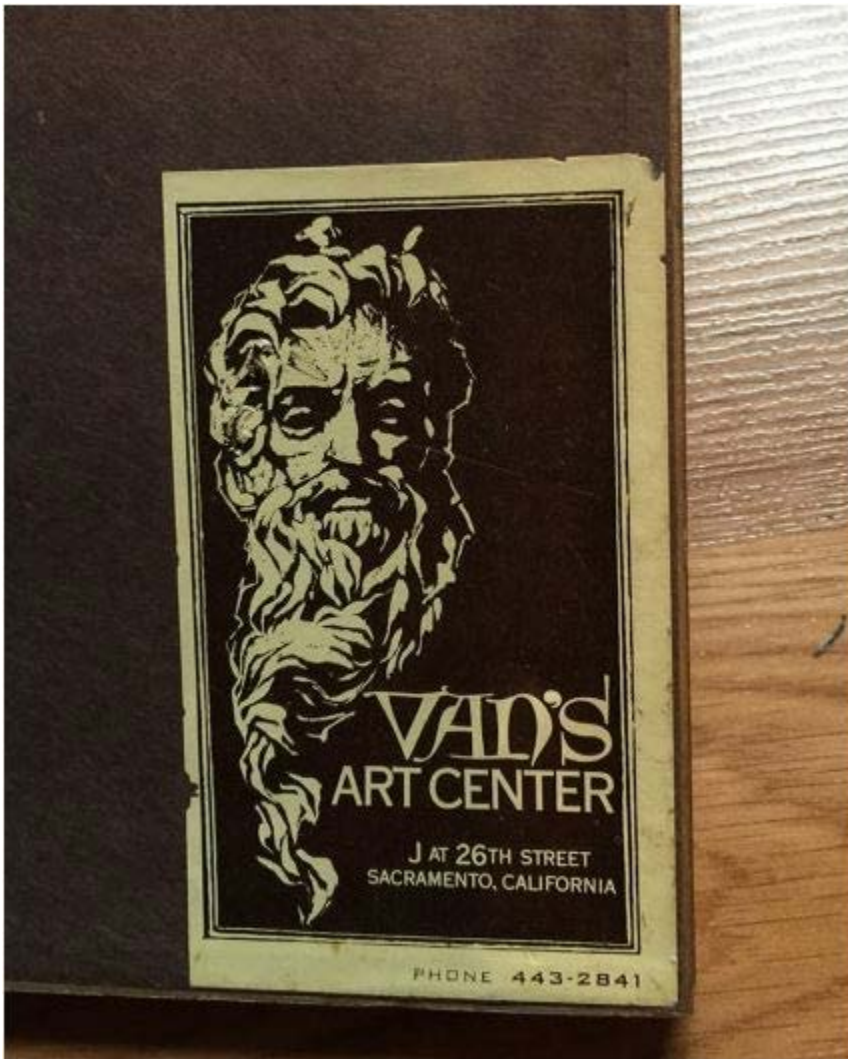


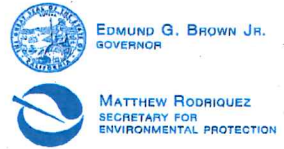
Figure 8. Van's Art Center label, courtesy of Etsy.com, accessed on May 3, 2016 at <https://www.etsy.com/listing/264578318/original-keane-big-eyes-print-and-frame>

Yamaneer SCEA

APPENDIX K

Comment Letters:

- Central Valley Regional Water Quality Control Board
- Sacramento County Regional Sanitation District (Regional San)
- Midtown Neighborhood Association
- Preservation Sacramento – Letter to Planning and Design Commission
- Preservation Sacramento – Comments on SCEA for Yamaneer, P15-047
- Preservation Sacramento – Comparative Analysis of Historic Assessment for 2508 J St
- Sacramento Modern
- Chris Smith
- Thomas Roth
- Lenora Spooner



EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIGUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

26 April 2016

Scott Johnson
City of Sacramento
300 Richards Boulevard
Sacramento, CA 95811

CERTIFIED MAIL
91 7199 9991 7035 8360 8006

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, YAMANEE MIXED-USE (P15-247) PROJECT, SCH# 2016042005, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 1 April 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Sustainable Communities Environment Assessment* for the Yamanee Mixed-Use (P15-047) Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml.

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water*

(Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



April 11, 2016

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Board of Directors

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- City of Sacramento
- City of West Sacramento

Prabhakar Somavarapu

District Engineer

Ruben Robles

Director of Operations

Christoph Dobson

Director of Policy & Planning

Karen Stoyanowski

Director of Internal Services

Joseph Maestretti

Chief Financial Officer

Claudia Goss

Public Affairs Manager

Mr. Scott Johnson, Associate Planner
City of Sacramento, Community Development
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Subject: Notice of Availability/Intent to Adopt – Sustainable Communities Environmental Assessment (SCEA) for the Yamanee Project (P15-047)

Dear Mr. Johnson:

Sacramento Regional County Sanitation District (Regional San) has the following comments regarding the Sustainable Communities Environmental Assessment for the Yamanee Project.

Regional San is not a land-use authority. Projects identified within Regional San planning documents are based on growth projections provided by land-use authorities. Sewer studies will need to be completed to assess the impacts of any project that has the potential to increase flow demands. Onsite and offsite impacts associated with constructing sanitary sewer facilities to provide service to the subject project should be included in this environmental impact report.

Customers receiving service from Regional San are responsible for rates and fees outlined within the latest Regional San ordinances. Fees for connecting to the sewer system are set up to recover the capital investment of sewer and treatment facilities that serves new customers. The Regional San ordinance is located on the Regional San website at <http://www.srcsd.com/ordinances.php>.

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via Sump 2/2A and the Regional San City Interceptor system. Cumulative impacts of the proposed project will need to be quantified by the project proponents to ensure wet and dry weather capacity limitations within Sump 2/2A and the City Interceptor system are not exceeded.

On March 13, 2013, Regional San approved the Wastewater Operating Agreement between the Sacramento Regional County Sanitation District and the City of Sacramento. The following flow limitations are outlined in this agreement:

<i>Service Area</i>	<i>Flow Rate (MGD)</i>
<i>Combined Flows from Sump 2 and Sump 2A</i>	<i>60</i>
<i>Combined flows from Sumps 2, 2A, 21, 55, and 119</i>	<i>98</i>
<i>Total to City Interceptor of combined flows from Sumps 2, 2A, 21, 55, 119, and five trunk connections</i>	<i>108.5</i>

www.srcsd.com

Mr. Scott Johnson
April 11, 2016
Page 2

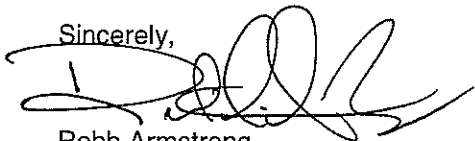
The SRWTP provides secondary treatment using an activated sludge process. Incoming wastewater flows through mechanical bar screens through a primary sedimentation process. This allows most of the heavy organic solids to settle to the bottom of the tanks. These solids are later delivered to the digesters. Next, oxygen is added to the wastewater to grow naturally occurring microscopic organisms, which consume the organic particles in the wastewater. These organisms eventually settle on the bottom of the secondary clarifiers. Clean water pours off the top of these clarifiers and is chlorinated, removing any pathogens or other harmful organisms that may still exist. Chlorine disinfection occurs while the wastewater travels through a two mile "outfall" pipeline to the Sacramento River, near the town of Freeport, California. Before entering the river, sulfur dioxide is added to neutralize the chlorine. The design of the SRWTP and collection system was balanced to have SRWTP facilities accommodate some of the wet weather flows while minimizing idle SRWTP facilities during dry weather. The SRWTP was designed to accommodate some wet weather flows while the storage basins and interceptors were designed to accommodate the remaining wet weather flows.

A NPDES Discharge Permit was issued to Regional San by the Central Valley Regional Water Quality Control Board (Water Board) in December 2010. In adopting the new Discharge Permit, the Water Board required Regional San to meet significantly more restrictive treatment levels over its current levels. Regional San believed that many of these new conditions go beyond what is reasonable and necessary to protect the environment, and appealed the permit decision to the State Water Resources Control Board (State Board). In December 2012, the State Board issued an Order that effectively upheld the Permit. As a result, Regional San filed litigation in California Superior Court. Regional San and the Water Board agreed to a partial settlement in October 2013 to address several issues and a final settlement on the remaining issues were heard by the Water Board in August 2014. Regional San began the necessary activities, studies and projects to meet the permit conditions. The new treatment facilities to achieve the permit and settlement requirements must be completed by May 2021 for ammonia and nitrate and May 2023 for the pathogen requirements

Regional San currently owns and operates a 5-mgd Water Reclamation (WRF) that has been producing Title 22 tertiary recycled since 2003. The WRF is located within the SRWTP property in Elk Grove. A portion of the recycled water is used by Regional San at the SRWTP and the rest is wholesaled to the Sacramento County Water Agency (SCWA). SCWA retails the recycled water, primarily for landscape irrigation use, to select customers in the City of Elk Grove. It should be noted that Regional San currently does not have any planned facilities that could provide recycled water to the proposed project or its vicinity. Additionally, Regional San is not a water purveyor and any potential use of recycled water in the project area must be coordinated between the key stakeholders, e.g. land use jurisdictions, water purveyors, users, and the recycled water producers.

If you have any questions regarding these comments, please contact me at 916-876-6104.

Sincerely,



Robb Armstrong
Regional San Development Services & Plan Check

Cc: SASD Development Services, Sarena Moore – Policy & Planning-Long Range Planning

Midtown Neighborhood Association

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

P.O. Box 162555
Sacramento, CA 95816-2555
916-704-4063
Email: sactomna@gmail.com
www.midtownsac.org



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



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



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List of Attachments:

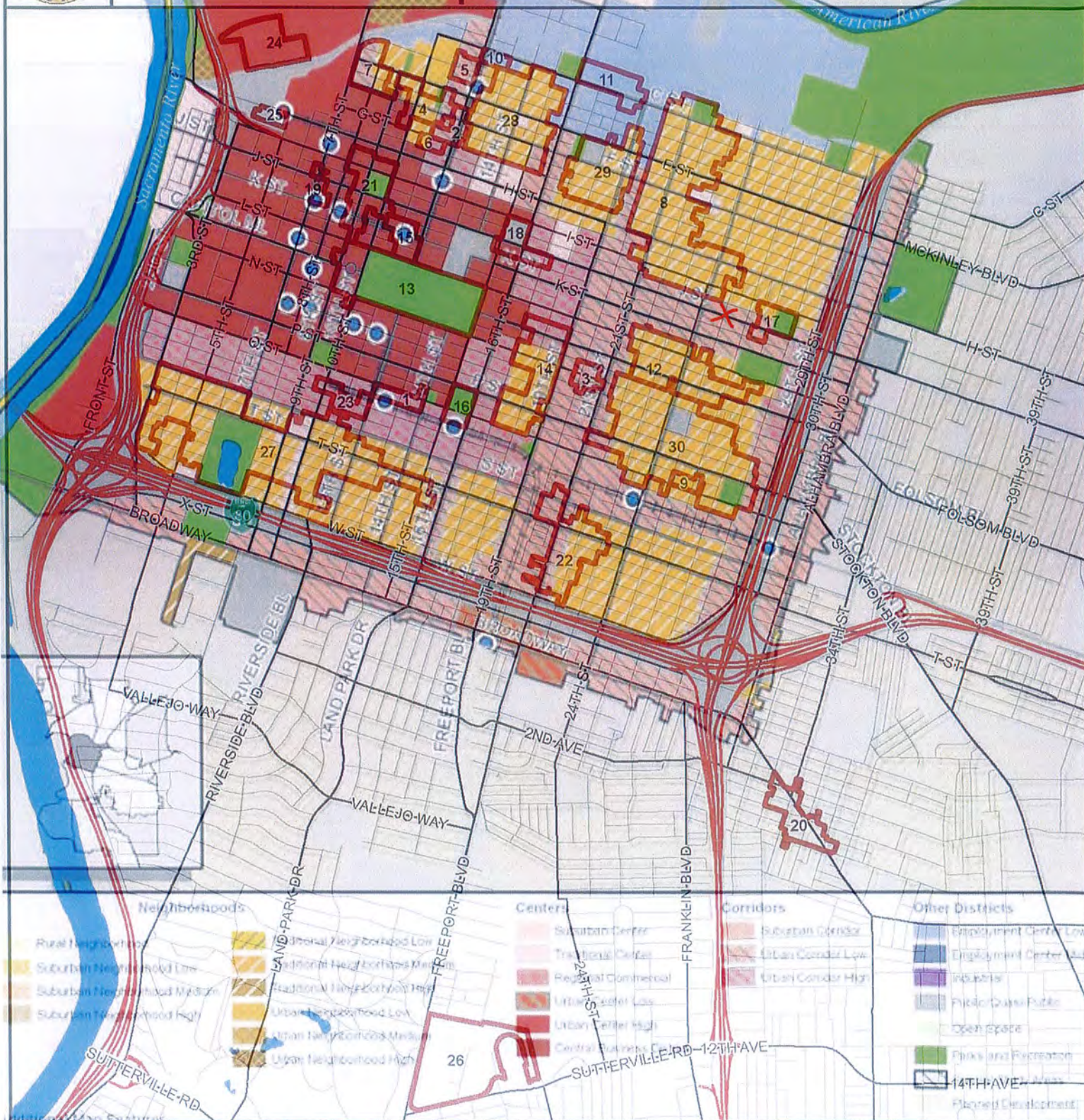
- 1 - Midtown Zoning Designations With Historic District Overlay
- 2 - 1500 Block of S Street, 1000 Block of J Street – On the ground impacts of speculators
- 3 - Project and Neighborhood Context –to scale
- 4 - 2035 General Plan Land Use and Urban Design Goal LU 2.7 – Transitions in Scale
- 5 - 2035 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



<p>Neighborhoods</p> <ul style="list-style-type: none"> Rural Neighborhood Suburban Neighborhood Low Suburban Neighborhood Medium Suburban Neighborhood High 	<p>Centers</p> <ul style="list-style-type: none"> Suburban Center Traditional Center Regional Commercial Urban Center Low Urban Center High Central Business District 	<p>Corridors</p> <ul style="list-style-type: none"> Suburban Corridor Urban Corridor Low Urban Corridor High 	<p>Other Districts</p> <ul style="list-style-type: none"> Employment Center Low Employment Center High Industry Public Open Space Open Space Parks and Recreation Planned Development
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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.

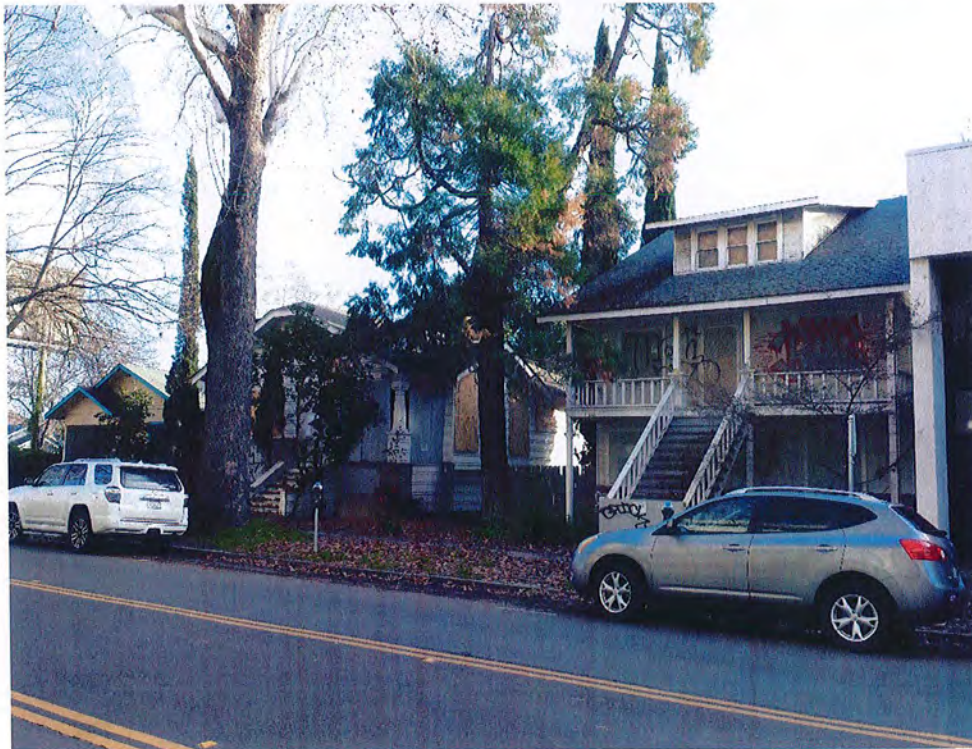
The site where the project would be is currently occupied by a handful of older single-family homes and an office building that appears to be empty.

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.



Attachment 3 - Neighborhood Context

Height (feet)

200

160

120

80

40

Distance

40

120

200

280

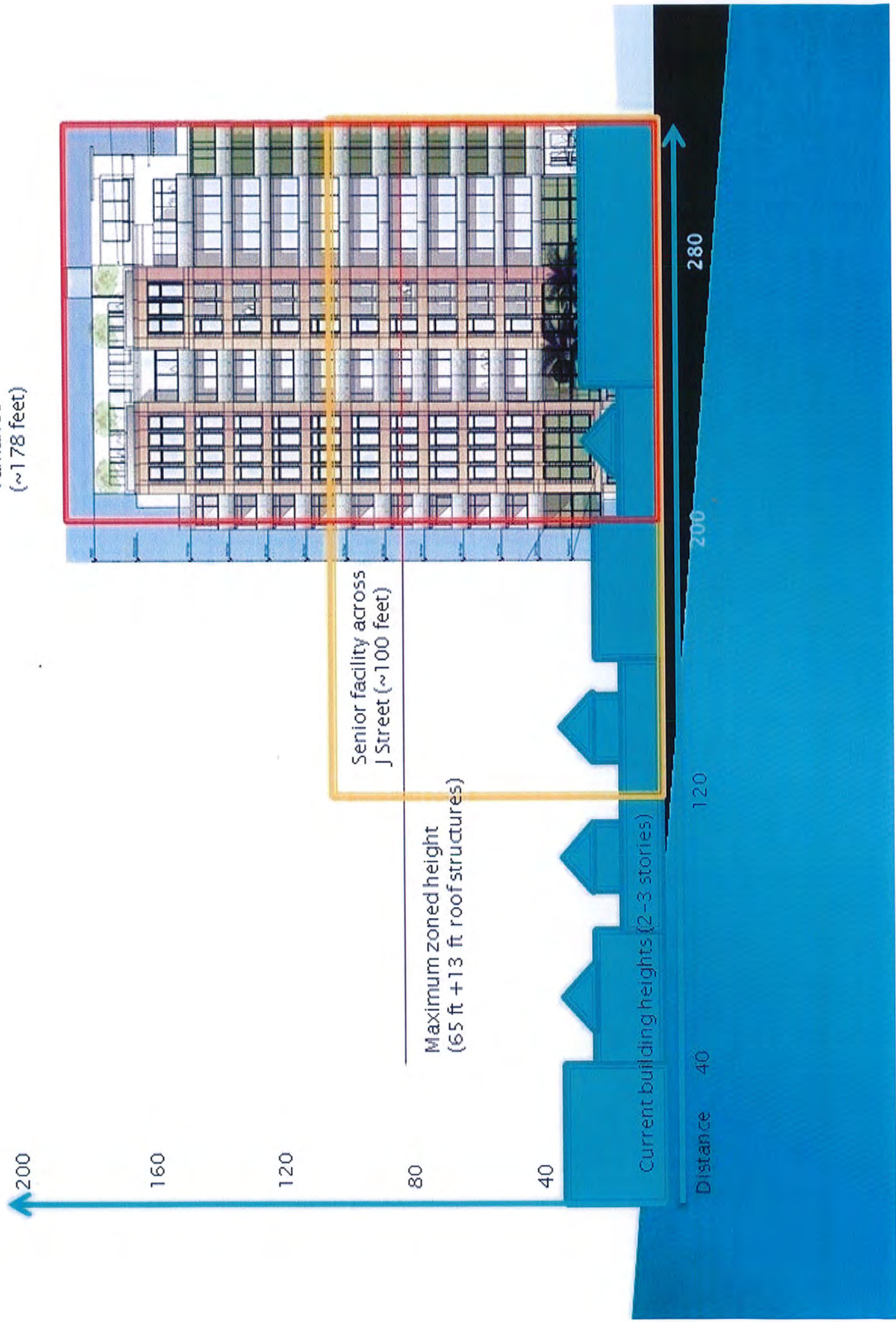
Yamane
(~178 feet)



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

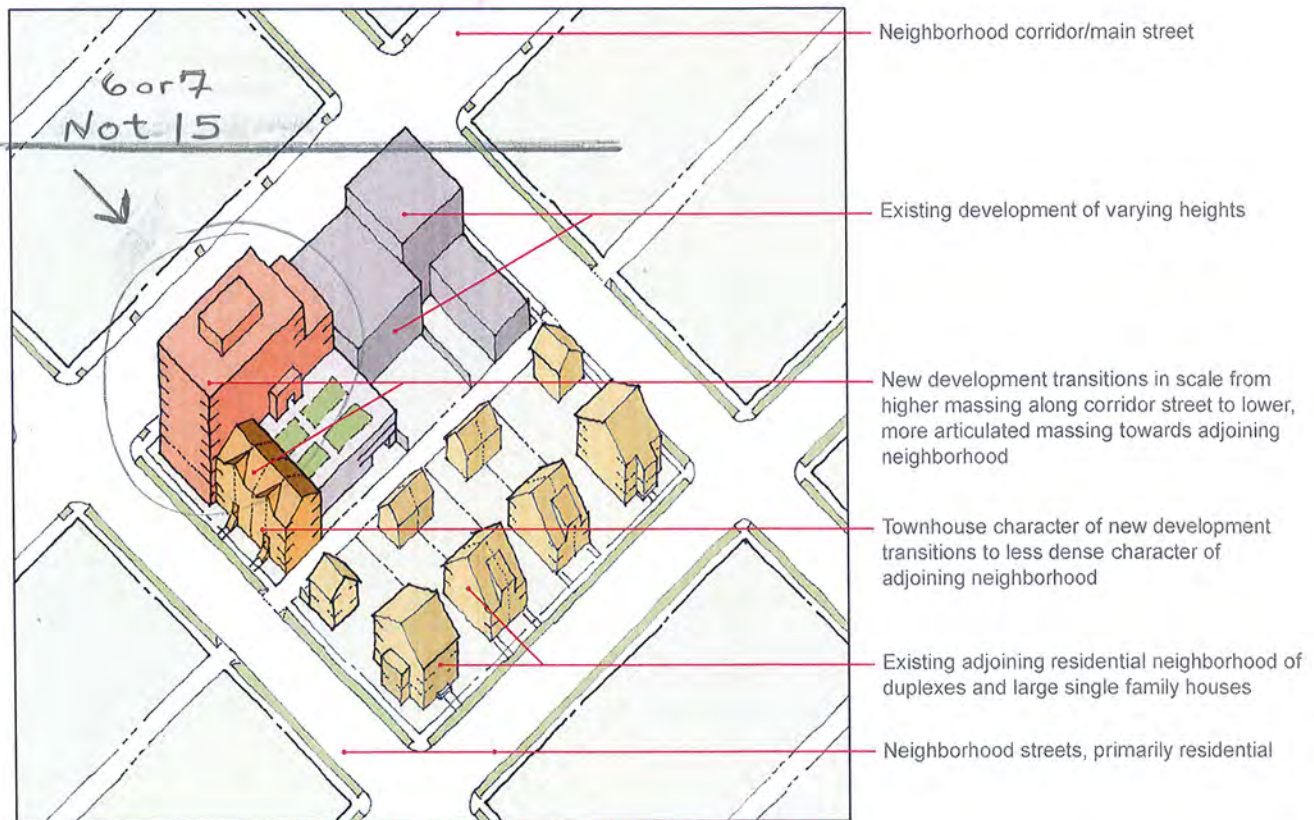
City Form and Structure. Require excellence in the design of the city's form and structure through development standards and clear design direction.

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

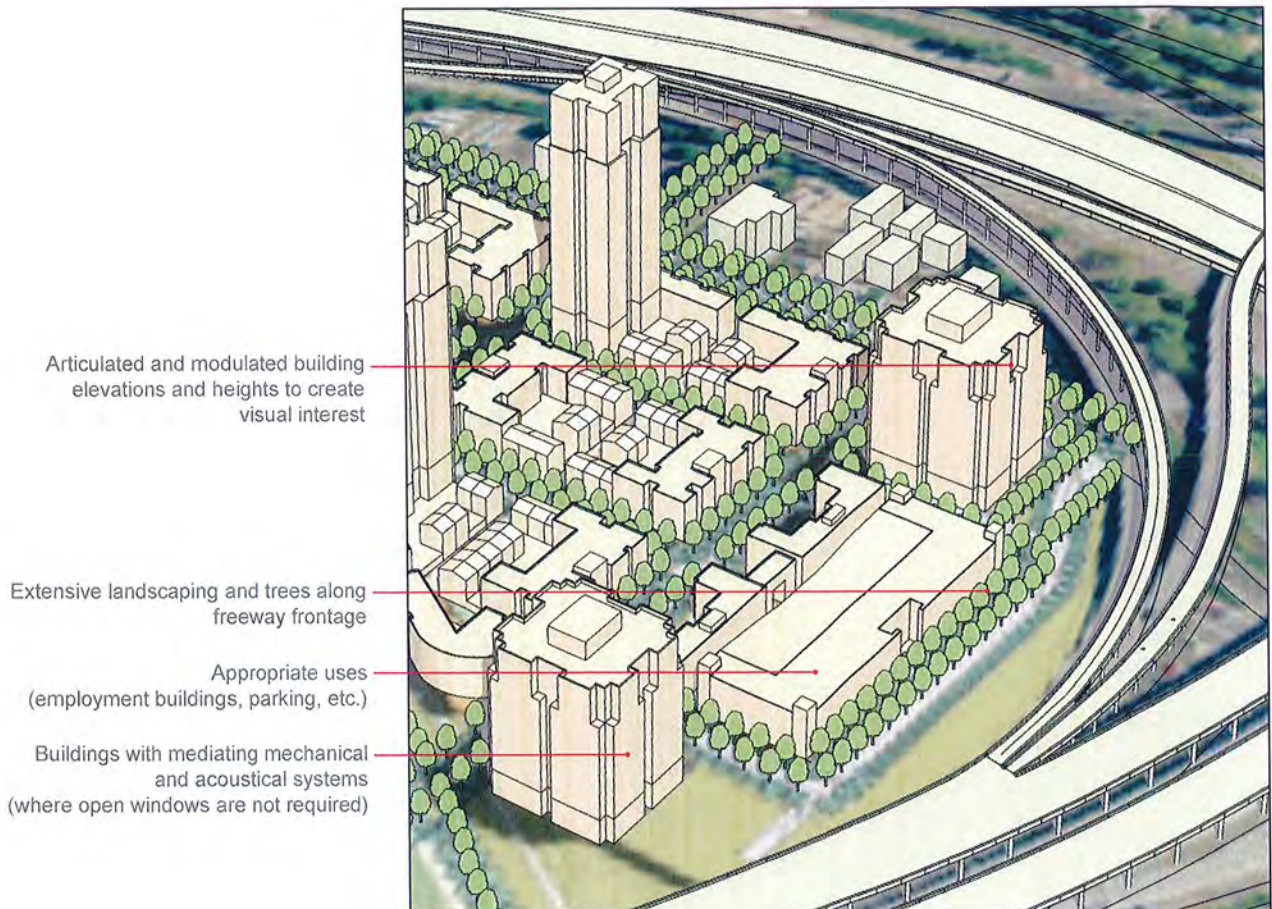
Public Safety and Community Design. The City shall promote design of neighborhoods, centers, streets, and public spaces that enhances public safety and discourages crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of 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.

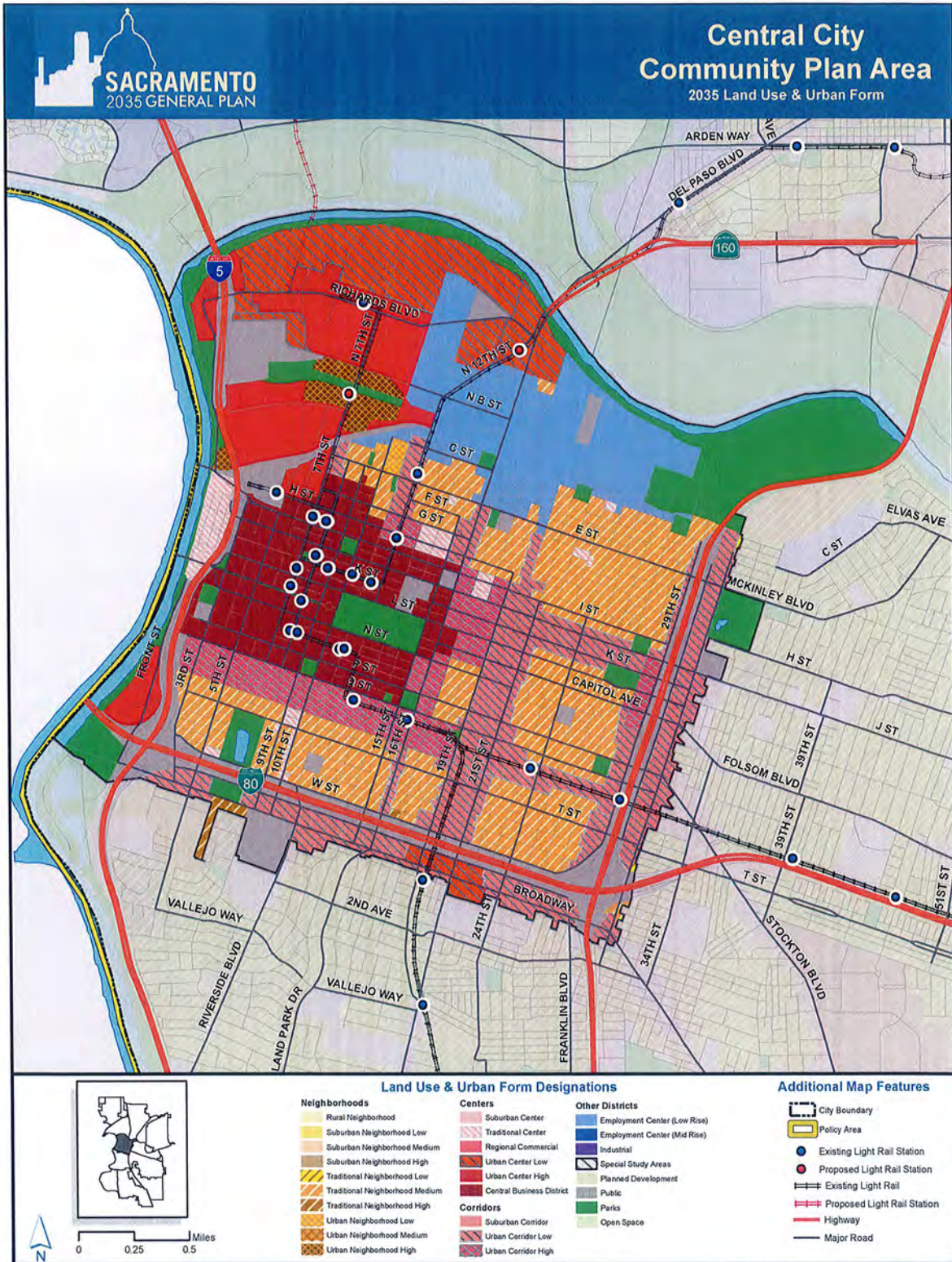


Figure CC-2
2035 General Plan Land Use & Urban Form Designations
for the Central City Community Plan Area

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

Railyards/ Richards

	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.



69

55.01

28th St
EMAS FV

Union Pacific

H St
J St

15

17

50 50

4

14

13

19

5

160

11.01

N St

12

20

6

7th St

8

P St

80 80

50

21

T St

W St

Muir Way
Riverside Blvd

St

7

99

99

22

5th St

FORK ST

275

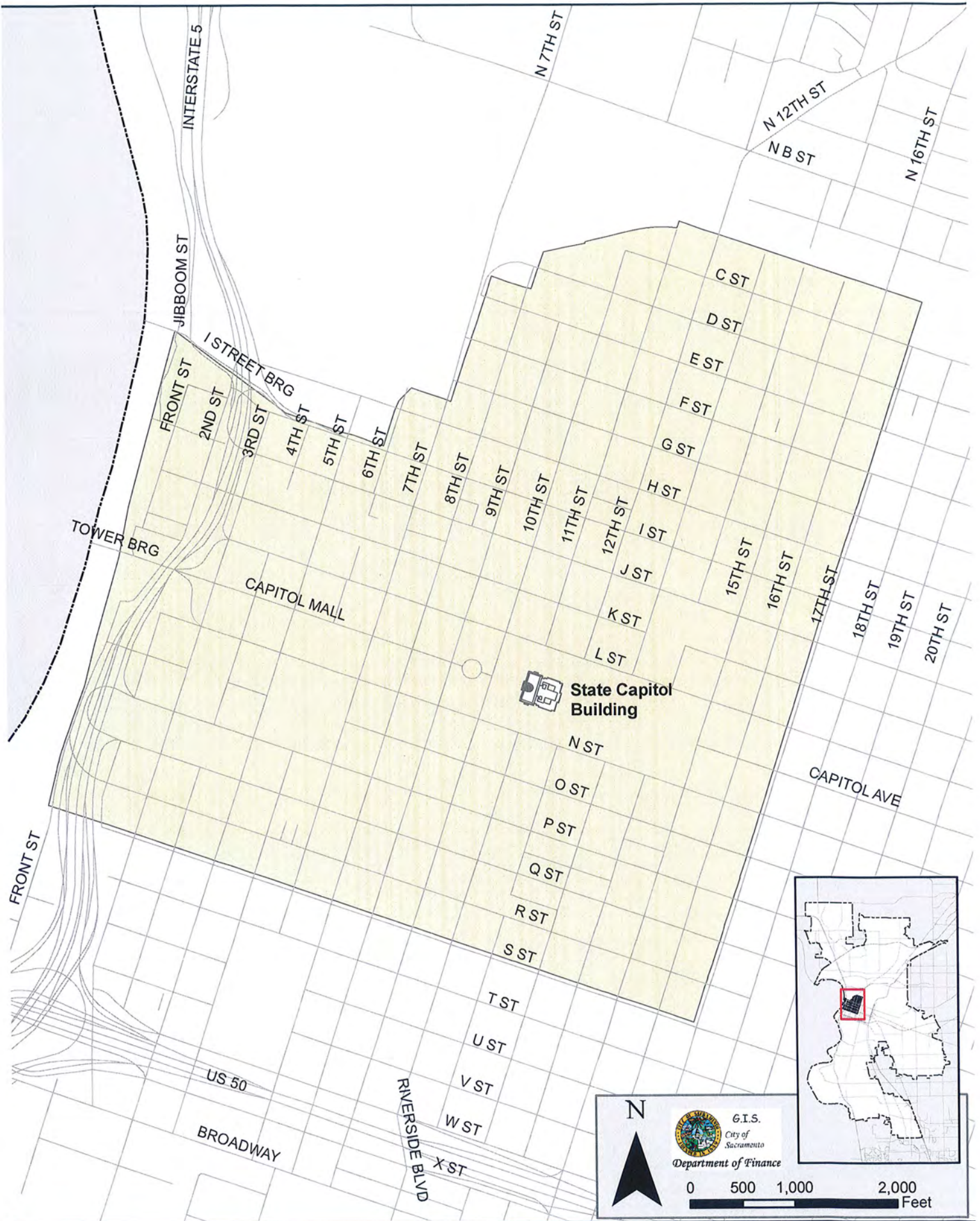
50

Attachment 7

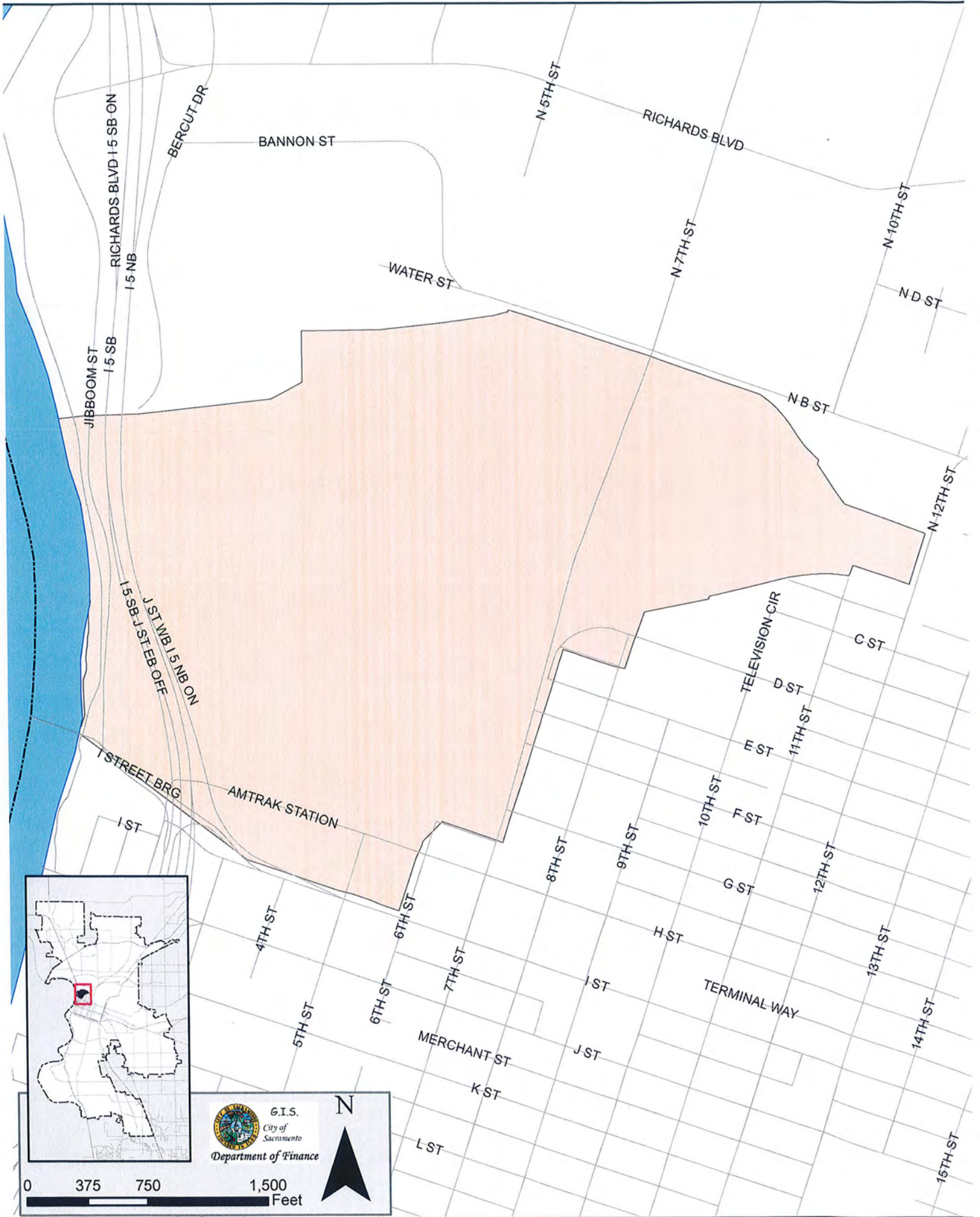
**Richards/Railyards/Downtown Impact Fees
Per SCC 18.36.130**

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 oversized 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 Yamanee 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](#))

To: Scott Johnson, City of Sacramento, Associate Planner

From: Preservation Sacramento Projects Subcommittee

Re: Comments on Sustainable Communities Environmental Assessment for Yamanee, P15-047

The Sustainable Communities Environmental Assessment (SCEA) for Yamanee is inadequate, insufficient and inappropriate for environmental review of a project of this scope, type and scale. Reasons for this insufficiency include the scale of the project when compared with other central city infill projects, its lack of compatibility with the 2035 General Plan land use category (Urban Corridor Low, 65' height limit), the project's "transit-adjacent" (rather than transit-oriented) parking ratio, inconsistency between project objectives and General Plan objectives, lack of infrastructure analysis (and the project's location outside of existing infrastructure financing districts), misuse of the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) as justification for violation of the city's General Plan, and insufficient analysis of a potential historic resource on the project site. These inadequacies and failures to identify potential impacts mean that the SCEA is not sufficient to factually analyze the impact of the project—it requires a full Environmental Impact Report.

Comparison with Similar Projects

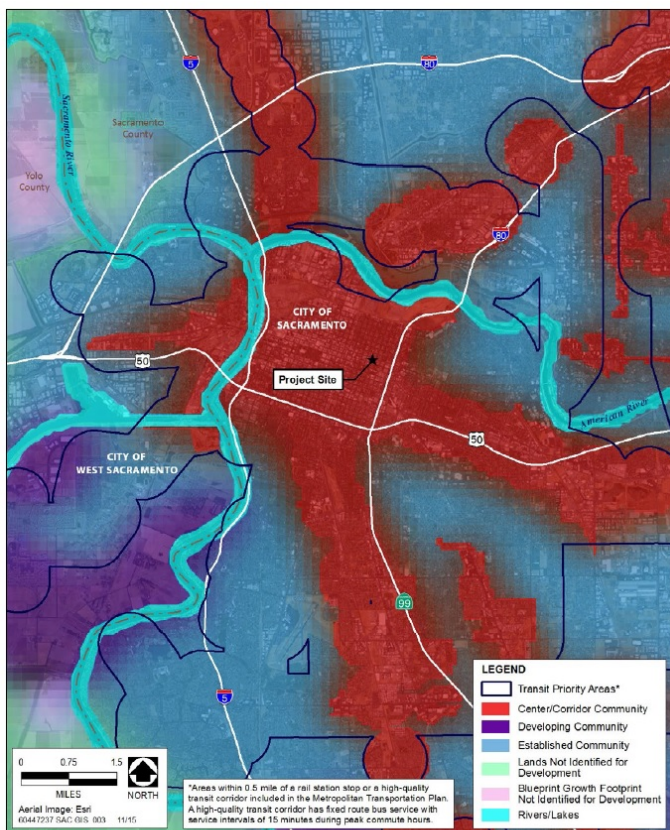
The Yamanee project is of greater size and scale than recent infill projects located in midtown Sacramento within the same General Plan land use category and zoning code. A nearby example is the 2025 L Street /2101 Capitol Avenue Mixed Use project, also an infill project located along the same bus route, with the same FAR of 3, maximum zoned height of 65 feet, and 6 maximum stories. Whole Foods utilized a full EIR rather than an SCEA, in part because they asked for an amendment of the General Plan including a height variance of less than twenty feet and rezoning one parcel of land. Yamanee, with nearly twice the number of units and more than twice the building height, requires a comparable level of environmental review. Even the city of Sacramento's plastic bag ban ordinance, modeled after pending state law, received a full environmental impact report. The SCEA is insufficient, because the primary concern regarding the project is its location in a land use area zoned for far lower height, FAR and density, compared to other potential project sites that are already zoned for this height, FAR and density. These analyses are specifically excluded from an SCEA.

Compatibility with the 2035 General Plan

Use of an SCEA is based on many factors, including compatibility with the city's General Plan. Other factors, including compatibility with the MTP, do not supersede the General Plan. However, as presented, the project is clearly not consistent with the General Plan due to the current land use designation for the site. The maximum zoned height for this land use designation is 65+13 feet (78 feet total), while the requested building height is 178 feet, with an FAR of 9.0, far above the limit of 3. The justification given on Page 3-4 is that the project is consistent with the General Plan because a recently added General Plan Policy (LU 1.1.10) permits new development to exceed maximum FAR if the project provides a significant community benefit. However, the threshold of "significant community benefit" is not defined, and the SCEA document does not demonstrate how or why the project constitutes such a

benefit. The report states “City staff will provide an evaluation of General Plan consistency separate from this SCEA.” Thus, no community benefit has yet been demonstrated, and without that demonstration, the project does not yet meet the requirement of consistency with the city’s General Plan. The city and the developer have based the use of an SCEA on currently nonexistent evidence.

At the Planning Commission meeting, the applicant, Jim Wiley, stated that “The location and context is ideal for this project, a logical density node along J Street,” explaining that this corner is uniquely suited for a project of this sort, rather than other locations within the J Street corridor, and claim that the requested exemption is due to the unique characteristics of the site, proponents and city staff also claim that because of the unique qualities of this corner, this property will not set a precedent for subsequent development. However, as with the lack of justification for deviation from the general plan or definition of a minimum threshold for a significant community benefit, no justification has been provided for this argument other than the presence of a bus stop at 25th and J Street. The presence of a nine-story building across 25th Street, slightly taller than half the proposed height of Yamanee, was mentioned, but this use is clearly indicated as a non-conforming use under the current General Plan, and thus it should not be used as justification for even taller buildings in its proximity. The burden of proof for the special properties of this location, and the justification of significant community benefit, rest with the project proponents and the city of Sacramento, and lacking their presence, this benefit cannot be assumed without evidence.



Source: SACOG 2011a
 Exhibit 3-3. SACOG Community Types and Transit Priority Areas

The sole justification for greater intensity than the 65 foot, 6 story maximum height and 3.0 FAR limit in the site’s current zoning is, as mentioned, the presence of a bus stop, but this statement ignores the fact that there are bus stops located every two blocks along the L and J Street corridors, and in fact the entire central city is located within the “heat map” provided as Exhibit 3-3. (the SACOG Community Types and Transit Priority Areas map). Thus, according to SACOG’s analysis of locations within the city of Sacramento suitable for transit priority projects, this site is no more and no less well suited to a project of Yamanee’s size and scale than any of the areas marked in red, including the entire central city of Sacramento, wide swaths of Natomas, East Sacramento, Land and Curtis Park, and the Del Paso Boulevard commercial corridor. At the December 10, 2015 Planning Commission meeting where this project was discussed, the project architect claimed that, despite other

proponents and commissioners' statements that this site was somehow unique and would not set a precedent, he stated that he wanted this project to set a precedent. **Is the intent of this project to set a precedent that 15 story buildings can be approved anywhere within this corridor/transit boundary, without regard to existing site conditions and zoning, justified by intangible community benefits that have not been quantified or explained?**

The justification for using an SCEA instead of an Environmental Impact Report (EIR), and omitting the critical land use analysis, is based on the assertion it is a Transit Priority Project (TPP) because of its proximity to a transit stop, with no eligible historic properties on the site. This site does contain an eligible historic resource and is not transit-oriented. A full EIR must be conducted.

This project is not Transit Oriented (TOD). It is TODs "evil twin", Transit Adjacent Development (TAD) as it provides 124 parking spaces for 134 residential units (.93 spaces per unit) and does little to create independence from the automobile. The price point of the units (according to developer estimates, ranging from \$650,000 to well over \$1 million) and access to parking guarantees every unit will have at least one automobile, adding to auto-centric uses and nearby parking impacts, while those in the income demographic most likely to purchase units are the least likely to utilize public transit. This project does not restrict automobile parking and has no affordable housing element, so individuals of moderate income or the transit-dependent will not live here. The applicant is also exempt from paying in to the affordable housing fund. This project is Transit Adjacent not Transit Oriented, and thus using the Metropolitan Transportation Plan (MTP) to justify an SCEA is not the appropriate level of environmental review.

Excerpt from Streetblog LA : "A Look at Hollywood and Vine": TAD is TOD gone bad, development that is adjacent to transit but breaks all the rules that make TOD work, like making public spaces the focus of building orientation and neighborhood activity; creating pedestrian-friendly street networks that directly connect local destinations; and providing a mix of housing types, densities and costs. Other definitions of Transit Oriented Development include "restriction of automobile parking," "affordable housing elements" and "bicycle access."

MTP Page 48: Transit-Oriented Development Rather than Transit-Adjacent Development: If projects near high-quality transit are dominated by auto oriented uses, community residents may not benefit fully from the service. Transit-oriented development creates activity centers around transit that reflect the character of their surrounding communities, support pedestrian and bicycle connections and safe transit access, and promote housing choices, healthy businesses and active and attractive public spaces. Mix of Uses Without planning or coordination, permitted uses in TPAs (Transit Priority Area) can fail to create complementary activities along a transit corridor or to meet the daily needs and interests of residents and employees in a TPA.


At 124 spaces, the automobile will dominate the residential portion of the project providing no incentive for transit, thus this is not a transit oriented project. Per the Applicant's own SCEA on page 2-3: *The primary objectives of the proposed project are to: (6) Create a pedestrian-friendly building that includes*

pedestrian-scale design, alley activation, ample parking, tree canopy preservation, and the expansion of commercial opportunities on all four sides.

Incorrect Information Contained in the SCEA Report:

The SCEA report states the project is consistent with the General Plan. This is incorrect. The Urban Corridor Low Land Use Designation in the General Plan limits height to 6 stories. This project is also inconsistent with the General Plan policy of “Transitions In Scale”. Accompanying Zoning in this area has a height limit of 65 feet. This information is entirely missing from this SCEA report. Nowhere in the SCEA document or SACOG letter where consistency with the General Plan is mentioned, is the height limit of 6 stories (65 feet in the Zoning Code) stated. The Urban Corridor Low Designation has a height limit of 65’ in Zoning because Zoning must be consistent with the General Plan, and a Floor Area Ratio of 3.0. Therefore because the proposal at 170+ feet and FAR of 9.0 is so beyond the General Plan Urban Corridor Low designation and other General Plan Policies, it is inconsistent with the General Plan.

Excerpt 2030 General Plan Part 2 Page 2-37

Land Use and Urban Form Designation	Building Height (Number of Stories) ⁽¹⁾	Minimum Density (dwelling units per acre)	Maximum Density (dwelling units per acre)	Minimum Floor Area Ratio (FAR) ⁽²⁾	Maximum Floor Area Ratio (FAR)	
	Urban Corridor Low ⁽³⁾ (See Page 2-88)	2-6	20.0	110.0	0.30	3.00

This finding of consistency by the City and SACOG is incorrect. And SACOG acknowledges the following in their letter:

Part of the Option A criteria stipulates that the project is consistent with the local land use plan as it existed in 2012 and that the proposed density is at least 80% of the allowed density/intensity. While the City prepared a General Plan update recently and adopted the 2035 General Plan on March 3, 2015, this updated General Plan did not change the allowable land use compared to that which existed in 2012 (the 2030 General Plan). Under the 2030 General Plan, as with the 2035 General Plan, the project site was designated “Urban Corridor Low.” The allowed floor area ratio (FAR) was not changed as a part of the General Plan update.

The report also states that there is no residential in the surrounding area except for building to the North. *This is factually incorrect.* There are multiple residential apartments located on both sides of J Street, on this block and on adjacent blocks. There are six residential units within 40 feet of the site at 1018 25th Street. Residential uses are allowed and do exist in the surrounding C-2 zone. There are several additional residential units in the C-2 Zone within 100-150 feet of the site, before transitioning to R-3A about ½ block north, east and south of the site. There are a total of 45 residential units located in the C-2 zone between Improv Alley, K Street, 24th and 26th Street, all within 300 feet of the project site,

excluding the residents of the nine-story senior residence across 25th Street. Including the 126 units located in St. Francis Manor, there are a total of 171 residential units already located in this area.

The lack of an EIR also means the lack of a comprehensive Land Use analysis that provides an analysis of alternative sites and alternative structures that are consistent with the General Plan. Given the impact of this proposal on the surrounding neighborhood, not providing this information is negligent on the part of the City.

Inconsistent Project Objective:

Objective 5 on page 2-3 of the SCEA is entirely inconsistent with this project stating: *“develop a site that is screened from nearby neighborhoods in order to preserve the existing visual character of the area.”* This structure proposes 15 stories in an area that is entirely (except for one building) less than three stories tall. There is no possible way to screen 15 stories from nearby residences or preserve the visual character of the area. There are residences within 40 feet of this site and many more within 100-150 feet of this site. This project at 15 stories completely violates the intent and spirit of the Central City Neighborhood Design Guidelines that state as their primary goals :

Central City Neighborhood Design Guidelines

1. NEIGHBORHOOD PRESERVATION AND ENHANCEMENT pg 1-2 - Preservation and enhancement of the moderate-scale residential neighborhoods and historic structures that make up the Central City is the first priority. The vision for the existing residential neighborhoods is clearly one of respecting and enhancing their existing delicate scale by ensuring that new construction, additions, and renovations embrace the humanistic craftsmanship of the many pre-World War II structures in the area and by controlling the current dominance of automobiles on many of the streets.

2. SUBSTANTIAL INTENSIFICATION - pg 1-2 Substantial intensification of residential uses, commercial uses, and mixed uses in historically commercial areas with large underutilized areas of lands such as J Street, R Street, 19th Street, 12th and 16th Streets north of J Street, 10th Street in Southside, the Midtown neighborhood, Broadway, and Alhambra is the second priority. Within these intensification areas, a development should scale itself down to gently interface with the two- and three story, small footprint buildings in the existing neighborhoods. These areas should include residential uses to ensure expansion of the market for residential neighborhood goods and services, thus minimizing the conflicts with the residential neighborhoods and reinforcing them with a larger population base.

The intent of this guideline is transitions in scale as noted in the General Plan, which is achievable with a project of 65 feet plus 13 feet of roof equipment. There is no way to achieve a reasonable transition at this location with a maximum height of 178 feet. The Central City Neighborhood Design Guidelines govern this neighborhood, NOT the Central Core Guidelines that end at 17th Street. (See Map below from page 2-13 - Section 2 – Central City Framework). The dotted line is the Central Business District Boundary and emphasis of Central City Framework. This boundary also corresponds to the Downtown

Fee District for development impact fees for Transportation and Public Facilities infrastructure. Areas east of 17th Street are not mentioned in this framework. Transitional areas (17-19th Street) and areas east of 21st Street (Midtown) are specifically addressed in the Central City Neighborhood Design Guidelines noted above.

Figure 3 - Height Limits for Capitol View Protection in the C-3 Zone

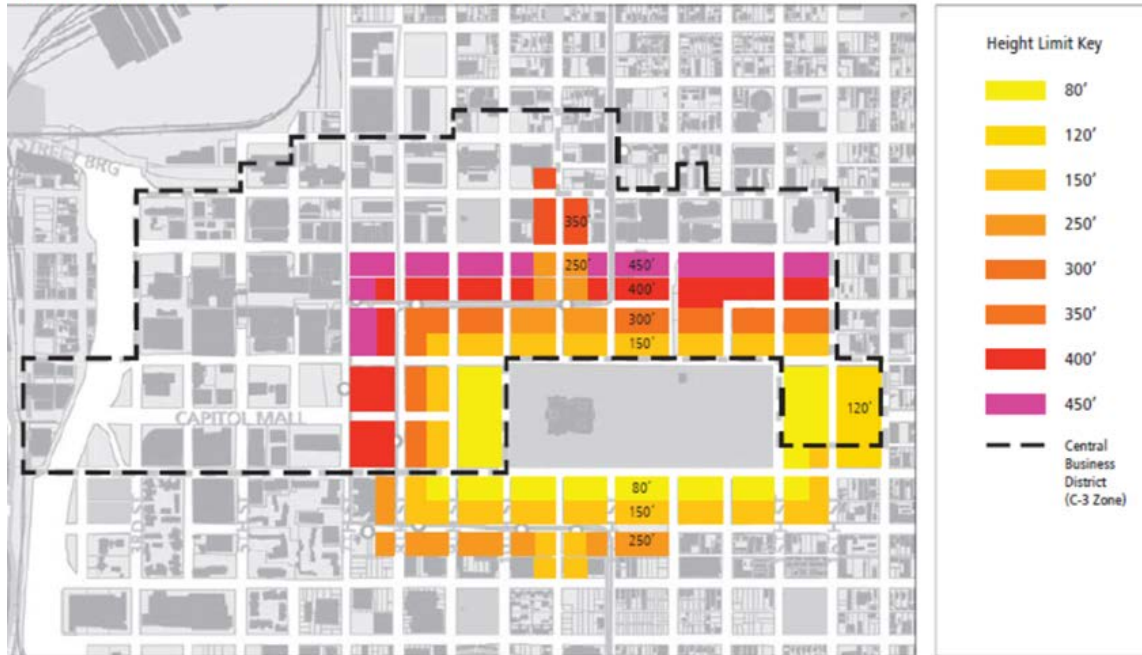


Figure 4 - Overview of Setback Requirements for Capitol View Protection in the C-3 Zone

Lack of Infrastructure Analysis

The lack of Land Use Analysis also means a lack of adequate infrastructure analysis and no analysis of the cumulative impact on existing public facilities infrastructure (water/ utilities, etc.). This is also an unacceptable situation insufficiently addressed by the SCAP, in light of the statement re: fire flows:

Page 2.6 states (excerpt) "The 6" line in Jazz Alley is not large enough to provide fire flows for a building of the proposed size. As a result an off-site connection is needed for fire flow. As a result, the project proposes a 12" loop water main in 25th Street and J Street from the 6" line in Jazz Alley to the existing 12" main in 26th Street. It says this connection will likely be adequate but is uncertain and if not, the project would extend a 12" main in 25th Street from the proposed 12" loop to the existing 12" main in I street.

The lack a comprehensive land use analysis is troubling because a no analysis of land use and infrastructure impacts to the surrounding neighborhood has been done. While the fire flows for this building might be adequate, there is no analysis of the impact on fire flows to nearby buildings, or an analysis of the kinds of infrastructure upgrades needed to support continued development at this scale.

This neighborhood was never designed (or financed via a Fee District) for this level of development and the public facilities infrastructure needed to support and sustain it over time does not exist.

Misuse of the MTP in Place of Adequate Land Use Analysis

The Metropolitan Transportation Plan (MTP) is a transportation plan, not a land use plan. It is almost silent on Land Use except for few general statements in Chapter 3. For the purpose of this environmental analysis, the city is using the MTP in place of the General Plan and Zoning Code for land use planning, when in fact The General Plan and Zoning govern local planning decisions not the MTP. Using the MTP in place of the General Plan and omitting a Land Use Analysis from the environmental document is a glaring oversight of prudent planning and lack of due diligence by the City, given the undeniable impact this project will have on surrounding neighborhoods by exceeding the General Plan Land Use provisions and Zoning by almost 300%. Recent projects of lesser impact, generally consistent with the General Plan including Whole Foods at 20th & L Street, correctly conducted a full EIR. Not using the General Plan as it was intended and not conducting an EIR on a project of this scale, misuses the MTP and SCEA, and is an unprincipled approach to land use planning in the City.

Downtown is defined by the City as west of 17th Street.

From the Institute for Local Government Brief entitled The Basics of SB 375 accessed on – 4/27/16 Neither the “sustainable communities strategy” nor the “alternative planning strategy” will supersede a city’s or county’s general plan or other planning policies or authorities. Nor must a local agency’s planning policies be consistent with either strategy. Rather, these strategies provide a basis for determining eligibility of residential development or transportation projects for SB 375’s CEQA streamlining incentives, if cities or counties choose to offer them.

From the Institute for Local Government publication *Understanding SB 375*: pg 15 - SB 375 specifically provides that cities and counties retain ultimate authority over local land use decisions.⁵⁰ Cities and counties need not amend or update their general plans to conform to the land use patterns included in the regional transportation plan and the sustainable communities strategy.

⁵⁰ A sustainable communities strategy and alternative planning strategy does not regulate the use of land. See Cal. Gov’t Code §65080(b)(2)(J).

Government Code 65080(b)(2)(K)

(K) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (J), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable

communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.

21155.1. *If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.*

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities (they're adding a SMUD vault so I would say current utilities are insufficient), and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph: (i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines. (ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection. (iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by an environmental assessor to determine the existence of any release of a hazardous

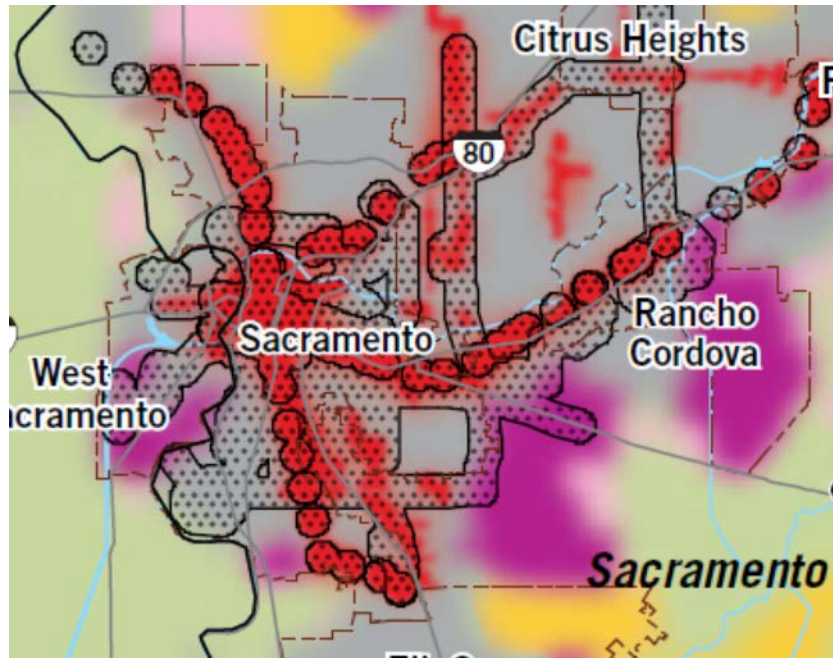
substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements. (B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1. in italics below

Excerpt from MTP Page 31. As noted above, SACOG builds the land use component of the MTP/SCS on the foundation of the 28 city and county general plans of its member jurisdictions, and their other local plans, regulations and policies. SACOG has no authority to require or prohibit growth of any kind. While local agencies may take advantage of certain CEQA benefits and other incentives, CEQA does not mandate that local agencies use the MTP/SCS to regulate GHG emissions or for any other purpose. Senate Bill 375 also specifically states that a sustainable communities strategy does not regulate land use, that city and county land use policies and plans are not required to be consistent with the MTP/SCS, and that nothing in a sustainable communities strategy “shall be interpreted as superseding the exercise of the local land use authority of cities and counties within the region.” (Gov. Code, § 65080(b)(2)(J)). MTP/SCS does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent.

The MTP is for transportation planning purposes and asserts that all of the Central City including 100 + year old neighborhoods are Corridor Communities (see map below) and not established communities due to their proximity to transit. This ignores, and is in stark contrast to the General Plan land use designations of traditional neighborhoods in Midtown, Land Park, Curtis Park, East Sacramento, Elmhurst, and Oak Park. The General Plan and Urban Design Guidelines emphasize preserving and enhancing these areas, not opening them up to extensive redevelopment. Even with that designation in the MTP, SACOG acknowledges the growth that has already happened and should happen west of 21st Street in the central business district and Railyards, confirming areas east of 21st are not appropriate for a building of this scale.



Close in of map on MTP Page 28

SACOG Letter: The central city Center and Corridor Community is the urban center of the region, encompassing downtown Sacramento, including the State Capitol. This area includes many of the city identified opportunity areas, including the central business district, R street, Broadway, and the 12th, 16th, 19th, and 21st Street corridors. As noted above, these areas have seen an influx of high density residential and mixed-use projects in recent years. This area also includes the city's largest redevelopment opportunity, the Railyards project, where a specific plan has been approved and site cleanup has begun.

However, the MTP description of Established Communities is much more appropriate for areas east of 21st Street. -Excerpt from Page 32. Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Local land use plans aim to maintain the existing character and land use pattern in these areas.

Excerpt from Page 36 - Established Communities are generally considered built out, meaning relatively little vacant land is available for new growth. Local land use plans largely seek to maintain the existing character and land use pattern in these areas. Selective infill development, consistent with existing planning designations, is projected to occur gradually.

Using the MTP as justification for any infill in red in the map above is inappropriate and sets a very dangerous precedent that will allow and justify overdevelopment not only in Midtown's traditional neighborhoods, but all the areas identified in red on the map including the traditional neighborhoods of Land Park, East Sacramento, Curtis Park, Oak Park, and Elmhurst.

This project is also inconsistent with the MTP Chapter 8 related to Social Equity. Excerpt from MTP Chapter 8: Housing Choice and Gentrification Transit-oriented development in some communities has been so successful that it has resulted in higher real estate values, more high-end

housing, and increased rents. Lower income - residents often represent the core of transit riders, so a mix of incomes and the preservation and expansion of housing choices affordable to lower-income households near high-quality transit is important.

There is no affordable component and the Applicant is exempt from affordable housing fees due to the density of this project. The lack of affordable units and exemption from affordability fees, makes this project inconsistent with the goals of MTP Chapter 8.

These are the only strategies in the MTP related to land use decisions by local jurisdictions: (Page 138)

1.2. Strategy: Pursue regulatory reform at the national, state and local levels to encourage Blueprint-style growth.

1.3. Strategy: Support incentive programs that make infill development more attractive or lucrative.

4.1. Strategy: Develop the required Regional Housing Needs Plan to guide local agencies' assessments of housing supply and price ranges.

4.2. Strategy: Encourage adequate supply of housing at a variety of price ranges in the region, which will help to meet local demand, prevent the export of housing to adjacent regions, and, consistent with federal and state statutory goals, promote integrated and balanced living patterns that help provide access and opportunity for all residents and reduce the concentration of poverty.

4.3. Strategy: Continue to develop tools to assist local jurisdictions in assessing housing needs in a variety of price ranges, including jobs-housing fit tool and housing plus transportation cost analysis.

Page 211 - Social equity factors should be incorporated in the 2010 greenhouse gas target setting to the extent modeling or "off-modeling" methodologies exist and in subsequent adjustments to the targets pursuant to Cal. Govt. Code §65080(b)(2)(A)(iv). Social equity factors include, but are not limited to, housing and transportation affordability, displacement/gentrification, and the jobs-housing fit.

Adverse social consequences of changing land use patterns, such as displacement, gentrification and increased housing costs should be addressed and specifically avoided to the extent possible in the SCS/APS submitted by MPOs pursuant to Cal. Govt. Code § 65080(b)(2)(I)(i) and in the SCS/APS submitted to ARB pursuant to Cal. Govt. Code § 65080(b)(2)(I)(ii).

To the extent adverse social consequences cannot be avoided they must be mitigated to the extent feasible.

Pg 223 - The MTP/SCS growth pattern includes significant housing growth in downtown Sacramento, to reduce the employment-to-housing imbalance in this already large employment center.. This will substantially increase the number of downtown workers who can take a short walk, bike or transit trip to work.

Eligible Historic Resource on the Site

The historic assessment of 2508 J Street contains serious inaccuracies of fact, including misidentification of the building, inaccurate building construction date by at least 20 years, and does not assess the property's eligibility for the Sacramento Register of Historic and Cultural Resources. Attached is a revised assessment by an architectural historian that identifies the building as eligible for listing in the Sacramento Register under Criterion i and Criterion iii, as a contributor to a potential historic district of residential buildings converted to commercial use via construction of "retail snouts" along J Street, a distinct architectural type under Criterion iii, and for the property's role in Sacramento art history as the original site of the Agardus Van Soerst Art Gallery and the Art Ellis art supply store, under Criterion i. Thus, the property is an eligible historic resource per the code sections below, disqualifying this project from utilizing an SCEA. A full EIR must be created for this project.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1. in italics below

21084.1. A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.

Submitted by Preservation Sacramento Projects Subcommittee

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Comparative Analysis of Historic Assessment of 2508 J Street

Completed by William Burg, Preservation Sacramento Projects Subcommittee

Summary

The historic assessment of 2508 J Street performed by Patricia Ambacher of AECOM contains multiple errors of fact and analysis, and thus is insufficient to clearly demonstrate that no historic resources exist on the site. The date of construction is incorrect by at least 20 years, the property is misidentified, and the document does not assess the property for eligibility in the Sacramento Register of Historic and Cultural Resources using Sacramento Register criteria. The property, as demonstrated in the attached documents, is eligible for the Sacramento Register under two criteria, for the property's association with Sacramento art history and as a contributor to a local district of thematically related properties, specifically mid-century conversions of residential buildings to commercial and mixed use. The property is thus also eligible for listing in the California Register of Historic and Cultural Resources at the local level of significance, under Criteria 1 and 3, in the areas of art history and architecture.

Errors of Fact

The assessment gives the approximate date of construction as 1915, using a 1915 Sanborn map as basis for the property's construction date, stating that several residences were built in this area during the late 19th and early 20th century. However, the property is also present on 1895 Sanborn maps showing the project site; the two drawings of the building in 1895 (Figure 1) and 1915 (Figure 2) are identical, demonstrating that the building was present at least 20 years earlier than indicated by the reviewer.ⁱ Thus, statements that the property was built in 1915 are not factual.

The reviewer also stated that the property was currently occupied by the Art Ellis store at the time when the documentation was prepared, November 2015, identified as a paint store but in fact an art supply store. Art Ellis went out of business in December of 2013 according to an article in the *Sacramento Bee*ⁱⁱ, and thus was not occupied when this document was completed, suggesting that the reviewer did not in fact visit the project site, or failed to look in the front window in order to determine the current resident of the building, a shoe store, Kicx Unltd.

Under Significance, the property is identified as Mercado Loco, an entirely different building than the subject property, with no relation to the subject property. The reviewer also uses the unknown term "SRCHR" in conjunction with the assessment, mentioning SHRCR Criterion A, B, C, D, E and F. It is unknown what these letters represent, because the Sacramento Register does not use letters for its criteria; the city of Sacramento uses lower case numerals (i, ii, iii, iv, v, vi). Uppercase letters are used for National Register eligibility, but there is no National Register Criterion E or F. It is unknown what terminology the consultant intended to use, but the property has thus not been assessed for eligibility in the Sacramento Register. Analysis is provided in the attached DPR 523 forms.

Errors of Analysis

The assessment of the property's significance fails to take into account the role played by the building and the significance of its specific architectural type within a local historic context. The existence of "better examples" of the property type does not preclude eligibility as a contributor to a district, nor as an individual landmark, as there is no requirement that only the best examples of an architectural type are eligible for the Sacramento or California Registers. Sacramento Register Criterion iii or California Register Criterion 3 do not require that a building be the work of a master; the building m.

The Sacramento Register criteria are:ⁱⁱⁱ

- i. **It is associated with events that have made a significant contribution to the broad patterns of the history of the city, region, state or nation;**
- ii. It is associated with the lives of persons significant in the city's past;
- iii. **It embodies the distinctive characteristics of a type, period or method of construction;**
- iv. It represents the work of an important creative individual or master;
- v. It possess high artistic values; or
- vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation.

Using these criteria, the property (as assessed in the revised DPR 523 form attached) is eligible under Criterion i for its association with Sacramento art history, and is correspondingly eligible for the California Register under Criterion 1 at the local level of significance. Many businesses were established along J Street during its transition from a streetcar route lined with residential buildings to a major automobile route and commercial street in the late 1940s to early 1950s; very few of these businesses included art galleries or art supply stores. Functioning in both capacities meant that this site was associated with the transition of Sacramento from an isolated industrial town to a city located between two new universities, UC Davis and CSUS, whose fledgling art departments were encouraged to experiment with art in new ways, and the established artistic institutions of Sacramento, Sacramento City College and the Crocker Art Museum. The consultant has characterized the building as a "paint store" implying primarily a purveyor of commercial house paint, but the clearest evidence of this incorrect assumption can be seen hanging from the building's primary façade. While Art Ellis sold house paint, the store sign in the form of an oversized brush is not the broad brush of a house painter; *it is the tapered brush of an artist.*

Under Criterion iii, and California Register Criterion 3, the property is a representative example of a type identified by architectural historian and former Preservation Commission member Andrew Hope, residential properties with commercial additions. In approximately 2010, Mr. Hope surveyed and assessed residential buildings converted to commercial use along the J Street corridor, many of which have residential units on their upper floors. The 2500 block of J Street has an unusually high concentration of properties of this type, suggesting the presence of a clearly identifiable thematic district of residential buildings with retail storefronts.^{iv}

Summary

In summary, the historic analysis lacks accuracy, detail and analysis necessary to come to a conclusion regarding the building's eligibility as a historic resource under CEQA, and must be revised. The attached set of DPR 523 forms are provided as a replacement for the consultant's document; they clearly demonstrate the eligibility of the property for Sacramento Register and California Register listing.

Qualifications of Reviewer, William Burg

Master of Arts, Public History, CSUS, 2010.

Meets Secretary of the Interior's Standards for Historian and Architectural Historian.

Training in Identification and Evaluation of Mid-20th Century Buildings, 2010.

Historian, California Office of Historic Preservation, Registration Unit, 2009-present.

Nominations and Surveys Completed:

The Trap, Sacramento Register Landmark, 2008.

Boulevard Park, Sacramento, National Register of Historic Places Historic District, 2011.

Sierra Railway Shops, Jamestown, California Historical Landmark, 2014.

National Farm Workers' Association Headquarters, Delano, National Register of Historic Places, 2015.

Publications: Books, *Sacramento's Streetcars*, *Sacramento's Southside Park*, *Then and Now: Sacramento* (Arcadia Publishing) *Sacramento's K Street*, *Sacramento Renaissance*, *Midtown Sacramento* (History Press). Approximately 100 articles, printed and online, regarding history, urban planning, railroad history, historic preservation, historic contexts and historic districts.

ⁱ Sanborn Insurance Maps, Sacramento, California, 1915, Sheet 119, and 1895, Sheet 22B, accessed via Sacramento Public Library website.

ⁱⁱ Anderson, Cathie, "Placerville's Gelato Mecca On the Move," *Sacramento Bee* Page B1, December 5, 2013.

ⁱⁱⁱ City of Sacramento, *Sacramento Register of Historic and Cultural Resources*, Introduction, Page 1.

^{iv} Hope, Andrew, *Victorian and early twentieth century residential properties along J Street in Sacramento's Midtown neighborhood*, unpublished survey document presented to the City of Sacramento's Preservation Commission survey committee, circa 2010.

State of California C The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CB

Other
Review Code

Reviewer

Date

Listings

Page 1 of 12 *Resource Name or #: (Assigned by recorder) Art Ellis Building

P1. Other Identifier: 2508 J Street, Van's Art Center

*P2. Location: Not for Publication Unrestricted

*a. County Sacramento and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Sacramento East Date 1967 (revised 1980) T ; R ; of of Sec ; B.M

c. Address 2508 J Street City Sacramento Zip 95816

d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This parcel contains two buildings. The first building, Building 1, (**Photograph 1**) is a former residence with a commercial storefront addition. The storefront is a CMU addition with a flat roof, brick façade featuring decorative glazed tiles at the base. Windows are fixed wood-frame windows. The main entrance is at the center of the building and is set with a single entry glazed wood door with a metal kickplate. Security screens are evident on the interior of the building's windows and entrance. On the northeast corner of the main façade is a neon sign that reads "Art Ellis Supply, Inc. Art Ellis." It is suspended from a pole shaped like a paintbrush (**Photograph 2**). Another sign is affixed to the northwest corner of the building that says "Kicx Unltd." The former residence portion is a wood-frame, two story building topped with a roof of moderate pitch with closed eaves that is hipped to the building rear and gabled to the building front. Beneath the north gable is grooved siding and a semicircular louvered vent. The roof is clad in composition shingles.

The retail façade includes course includes several masonry details, including a rectangle above the main entrance and windows composed of two stretcher rows and vertically stacked header rows, with two stretcher rows separating the upper façade from the main storefront. The two large plate glass windows allow transparency into the retail portion of the store, and is a common expression of mid-century retail facades as applied to older buildings, either older commercial buildings or residential buildings adapted to commercial use through addition of a new building façade ahead of the remainder of the building.

(See Continuation Sheet for building photographs)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)

*P6. Date Constructed/Age and Source: Historic Prehistoric

Both

Approximately 1895

*P7. Owner and Address:

2500 J Street Owners, LLC

3619 Winding Creek Road

Sacramento, CA 95816

*P8. Recorded by: (Name, affiliation, and address) William Burg

PO Box 163688

Sacramento, CA 95816

*P9. Date Recorded: April 15, 2016

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

DPR 523 intensive survey performed by Patricia Ambacher, AECOM, November 2015

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List):

State of California C The Resources Agency Primary #
 DEPARTMENT OF PARKS AND RECREATION HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Art Ellis Building *NRHP Status Code 3CB

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B1. Historic Name: Art Elis Supply
 B2. Common Name: Art Ellis, Van's Art Center
 B3. Original Use: Residential (ca1895) Commercial (ca 1948) B4. Present Use: Commercial
 *B5. Architectural Style: Elements of Queen Anne, Folk Victorian (rear) Modern Movement (front)

*B6. Construction History: (Construction date, alterations, and date of alterations)
 This parcel was developed in ca. 1895 when a residence was built (Sanborn Map Company 1895:22B). It was one of many residences built along this portion of J Street in the 1890s in response to construction of the Sacramento Electric, Gas & Railway Company, which drove residential development along the new car line eastward to the city limits. During the post-World War II years, Sacramento experienced a tremendous amount of growth. Many residences, particularly along J Street, built commercial additions on the front of the residences. These occupied the former front yard of the property. It was during this time that a commercial storefront was added to the property. Sanborn maps from 1951 show that the retail front was present, indicating its construction dates from prior to 1951. References to commercial in activity suggest a 1948 construction date for the front addition.

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
 The ancillary building behind the main building was constructed in 1952 and is non-contributing.

B9a. Architect: Unknown b. Builder: Unknown
 *B10. Significance: Theme Art History, Commercial Architecture Area Sacramento

Period of Significance 1948-1966 Property Type Building Applicable Criteria i, iii (Sac Register)
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 2508 J Street is eligible for the Sacramento Register of Historic and Cultural Resources under Criteria i and iii, for two individual historic contexts: as an example of a significant property type and as an element in a potential historic district of converted former residential buildings on this block of J Street (Criterion iii), and the building's role in local art history as original site of the Agardus Van Soest Art Gallery and Art Ellis Art Supply (Criterion i), functioning as art gallery and art supply stores, with a period of significance of 1948-1966.

Criterion i, Art History: Prior to its commercial use, 2508 J Street was one of the earliest residences on its block of J Street. Early residents of the property included William C. Steen, a policeman, who lived here between 1915 and 1919. By 1930, the residence was occupied by Charles R. and Cora B. Sims (Sacramento Directory Co. 1915, 1919, 1930). Throughout the 1940s, the property was occupied by a variety of people, mostly middle-class workers who worked as clerks, salesman or signal men (Sacramento Directory Co. 1940). In 1945, Private Delbert Parker, a former World War II prisoner of war, lived there (*The Sacramento Bee* 1945:2) After commercial conversion, the residential portion was still used as a rental property but the commercial space was occupied by such businesses as the Farmers Insurance Group and L&R. Auto Parts. The Agardus Van Soest Art Gallery occupied the commercial space in 1952. The longest commercial tenant was Art Ellis Paint Store, which began operations in 1956 (Sacramento Directory Co. 1949, 1952, 1956). (See continuation sheet)

Criterion iii, Residential/Commercial Conversion Property Type 2508 J Street was one of many residential buildings converted to commercial use along the J Street corridor following the transition of J Street from a two-way streetcar corridor to a one-way, high-traffic automobile street in the late 1940s and early 1950s. This property type is visible in many parts of Sacramento's central city, especially on residential streets converted to commercial corridors or high-volume traffic corridors. The 1895 Sanborn map (Figure 1) demonstrates that it was one of the first buildings constructed on its block. Like other surviving residential buildings in downtown Sacramento, this building had a retail storefront added following the Second World War. The two blocks of J Street between 24th and 26th Street contains an unusually high concentration of this property type, including commercial conversions with and without front additions. The additions, having taken place more than 50 years ago, are therefore contributing elements of this historic district that are significant in their own right, and this property as eligible as a building characteristic of this property type. This thematic district was identified by Caltrans historian and City of Sacramento Preservation Commissioner in a windshield survey undertaken in approximately 2010. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References: See Continuation Sheet B13. Remarks: _____

*B14. Evaluator: William Burg *Date of Evaluation: April 15, 2016

CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

Page 3 of 12

(Continued from B10, Significance, Criterion i)

Agardius van Soest and Sacramento Art

Prior to World War II, art in Sacramento was very limited in scope, primarily the purview of the Crocker Art Museum and the Sacramento City College art department, and Great Depression era public works and education programs funded by the Federal Art Projectⁱ. Following the Second World War, Sacramento's arts community grew in conjunction with the region's growth. Some arrived in Sacramento due to military service, such as Wayne Thiebaud, whose first artwork in the Sacramento region consisted of "nose art" applied to B-29 bombers at Mather Air Force Base. The establishment of Sacramento State University and the transition of the University of California's agronomy college in Davis to an independent liberal arts college marked a transition that fostered the growth of arts and artists, including many artists of the 1960s Funk Figurative Art movement. Other regional artists of note from this period included Greg Kondos, Irving Marcus and Thiebaud, who formed the Artists' Cooperative Gallery. This influx of artists resulted in an increasing demand for services for those artists, including art supplies, framing, and art galleries to display and sell their work.ⁱⁱ

Agardius van Soest was born in Holland in 1880, and moved to California in approximately 1919. Like Thiebaud, van Soest also painted bomber nose art during his military service, at Hamilton Air Force Base near Novato, California. He moved to Sacramento in 1948 from the Bay Area, where he had operated galleries and art import businesses for 28 years. In the same year, he opened an art shop, Van's Art Center, at 2508 J Street in June of 1952. The firm primarily engaged in picture framing and handled the works of many Sacramento and northern California artists as a site of commercial sales of contemporary and antique art. He was regarded as a friend of young artists, and often displayed their pictures in his shop, according to a *Sacramento Bee* article. In 1956 he relocated to a new store at 2601 J Street, selling the business in 1960 and retiring, with his son taking over the business in conjunction with his partner Don Taylor. Taylor transitioned to proprietor of the gallery in 1967 when John van Soest left the business to open a tropical fish store. Agardius van Soest died in 1969.ⁱⁱⁱ

Agardius van Soest's art gallery is a significant historic resource, as it was the only independent art gallery in Sacramento during its operation at 2508 J Street. The City of Sacramento's city directory for 1952 lists only two art galleries within the Sacramento city limits, the van Soest gallery and the Crocker. Since the Crocker was primarily a fine art gallery, long established and intended for the display of established artists, the young artists of Sacramento had only one gallery available and one place to buy the specialized art supplies necessary to the craft of an artist; van Soest's shop^{iv}.

While van Soest operated stores at two locations along J Street, the later location at 2601 J Street is no longer extant. Thus, the property at 2508 J Street is the sole location associated with locally significant individual Agardius van Soest, and is thus eligible for the Sacramento Register under Criterion i, and the California Register under Criterion 1 at the local level of significance.

CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

Page 4 of 12

Art Ellis Paint & Art Supply Store

The first identified location of Art Ellis' paint store in the *Sacramento Bee* is on March 18, 1944, at 1317 20th Street. At the time, Art Ellis' business appeared to be commercial house paint from the context of advertisements for fence paint and commercial house paint, and classified ads for rental of floor sanders, wall paper steamers and floor waxers. This use is also indicated by advertising for paint after moving to their second location at 2508 J Street in approximately 1956. However, by the 1960s, the store's name in advertising is "Art Ellis Paint & Art Supply," suggesting a transition characteristic of the business that became better known through the late 20th Century, as an artists' supply store, carrying on the artistic legacy of the van Soerst gallery and framing shop. The Sacramento 1961 City Directory lists the Art Ellis Paint Store under "Artists' Materials," clearly indicating that as early as 1961, Art Ellis was already transitioning from a commercial paint store to a shop for artists' supplies.

The closing of Van's Art Shop on J and 26th Street in 1969 left Art Ellis to take over the primary role of art supply store for a city that was becoming a regional epicenter for art and culture, with other galleries appearing throughout the central city, including the Artists' Cooperative Gallery and the Benny Barrios Gallery, listed in the city directory on the same page as Art Ellis above.^v This transition also marks an identifiable area of growth in Sacramento's arts community, from a single shop that functioned as both art supply store and gallery, van Soerst, to a more diverse market of art-related businesses, with art supply stores as specialty retail (Art Ellis and Van's Supply) while display and sales functions had transitioned to independent galleries outside of the Crocker. By the end of the decade, multiple independent art galleries existed in Sacramento, including the Belmonte Gallery, Le Sahuc, Down Home, The Beginning, and the aforementioned ACG and Barrios galleries, and the Royal Chicano Air Force was beginning their own artists' collective prior to establishment of La Raza Bookstore. All of these artists were facilitated by the existence of Art Ellis and its predecessor.^{vi}

The presence of Jim Tanovitz, who started working at Art Ellis in 1966, appears to be a turning point in the building's use, as Tanovitz was a graduate of Sacramento City College's art program and the CSUS Master of Arts program in art.^{vii} His wife Sharon Tanovitz, also an artist who taught the craft of bookbinding, also maintained this artistic tradition on the site. The Tanovitzes became the primary operators of Art Ellis, transitioning from combined commercial paint store and art supply store to a strictly art supply oriented stock and customer base. They retired in 2013, closing the store. Thus, 1966 is the end of the period of significance for the property.

CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

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(Continued from B10, Significance, Criterion iii)

Retrofit Storefronts as a Property Type

The circa 1895 home on the site has features of Queen Anne and folk Victorian architecture, but it is the added retail storefront that defines this architectural adaptation to the changing conditions of Sacramento in the postwar era. According to "Storefronts of Tomorrow: American Storefront Design from 1940 to 1970":

"The architectural history of the storefront is one of continuous evolution, with the mid-twentieth century as one of the most dynamic periods of innovation. Changes in architectural fashion and construction technologies allowed commercial property owners to use storefront design and alteration as a method of improving their niche in the American marketplace. This transformation was never more rapid than in the mid-twentieth century."^{viii}

The postwar era brought greater acceptance of European modernism in industrial and commercial structures. The "open front" or "visual front" style of retail storefront emphasized large display windows that made the entire interior of the store visible from the sidewalk. Along with the streamlined and minimalist brick exterior, which moved the entrance to the building from the original recessed home entrance to the property line at the sidewalk, the large picture windows are the defining features of the retail addition to 2508 J Street. In this iteration of the style, the retail front is minimalist in detail other than the belt courses and framing rectangle. The retail front is large enough to obscure the building behind it from the sidewalk, although it is visible from across the street, a common feature of this architectural style. Because these modifications took place in approximately 1948, these modifications of the building have achieved significance in their own right.

Projecting signs were also a frequent component of mid-century storefronts, mounted above the sidewalk and perpendicular to the building façade, often suspended from a decorative bracket. These signs were often internally illuminated or backlit to increase visibility.^{ix} The Art Ellis paintbrush sign (Figure 5) included a lit plastic sign in metal case suspended above the picture window, topped with an enormous paintbrush carrying red paint. The brush has a round handle, a brass ferrule and tapered bristles, all characteristics of an artists' brush, indicating the purpose of the store as one focused on fine art supplies. By contrast, a paint store focused on house paint would feature a paintbrush with a flat handle, steel ferrule, and flat bristles.

Potential District of Residences with Commercial Storefronts on 2500 Block of J Street

The windshield survey and assessment of Victorian and early twentieth-century residential properties along J Street in Midtown indicated ten residential properties with commercial additions and fifteen residential properties without commercial additions between 18th Street and Alhambra Boulevard. In some cases the retail additions are part of the original structure of the building, and may have been part

CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

Page 6 of 12

of the original ground floor, while in other cases the retail portion completely obscures the residential building behind it. Along with the commercial buildings constructed as mixed-use housing, with apartments on upper floors, the modifications to earlier residential buildings corresponded to the transition of J Street, a streetcar corridor and long-standing route from downtown Sacramento to East Sacramento and the old Folsom road, to a one-way automobile route and retail corridor.^x

The 2500 block of J Street contains an unusually high concentration of residential buildings with added commercial storefronts, including 2525 and 2529 J Street on the north side of the street (2531 was probably originally constructed as a mixed use building), 2508, 2516, 2522, and 2526 J Street on the south side. This concentration is especially unusual because 50% of the block is occupied by much more recent buildings, including St. Francis Manor which occupies 25% of the street facings on this block. This concentration indicates the presence of a district of this identified commercial/residential housing type. Not all of the residential units are currently occupied, as noted by several utility boxes that are plated over (visible from building rear) but their use as apartments at some point in the past is indicated by the presence of the electric utility boxes, mailboxes and multiple entrances marked with letters.

The assessment of the property by AECOM also supports the argument that this property is a distinct example of a type, as it is described as "a residence converted for commercial purposes. It is a rather common example of its type and better examples can be found in Sacramento." This assessment is based on the assumption that only the finest local examples can be found eligible, rather than properties being representative as contributors to a district of related properties. The simplicity and minimalism of the Van Soerst/Art Ellis building is a hallmark of Mid-century Modern commercial design style, especially important given its use by a Dutch artist familiar with contemporary European design of the mid-20th century. In fact, a more elaborate storefront would be less characteristic of the building style as indicated in publications about this property type, as indicated above.

In conclusion, the property at 2508 J Street is eligible for Sacramento Register Criterion iii and California Register Criterion 3 at the local level of significance as a locally significant example of commercial conversion of residential properties, identified as part of an unusually high concentration of similar properties, and thus a previously unidentified historic district.

CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply
Page 7 of 12

Figure 1: Sanborn map, 1895, indicating presence of 2508 J Street with X

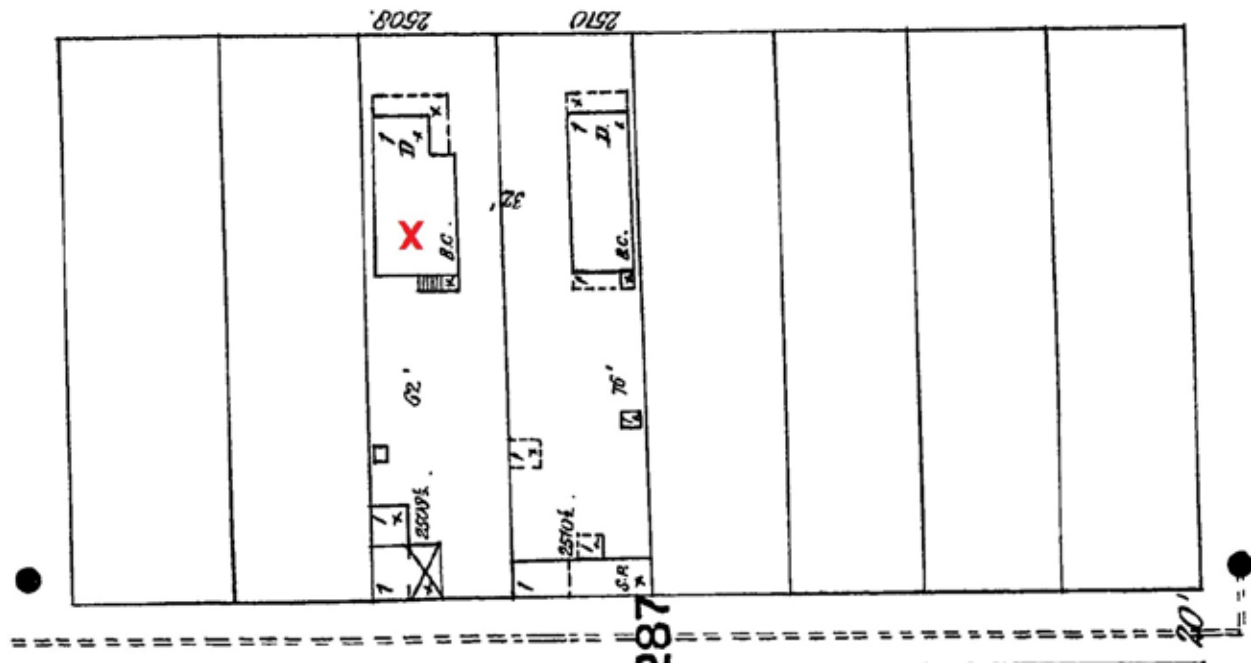
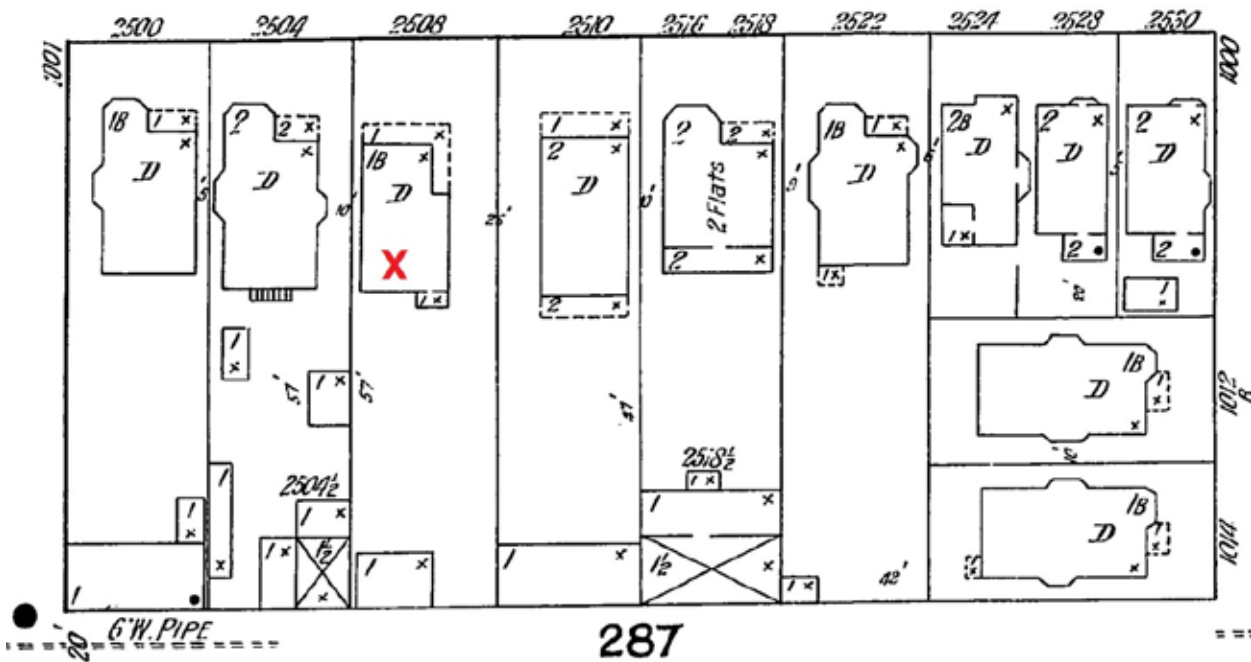


Figure 2: Sanborn map, 1915,



CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply
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Figure 3: Sanborn map, 1951. Note addition of retail front to building.

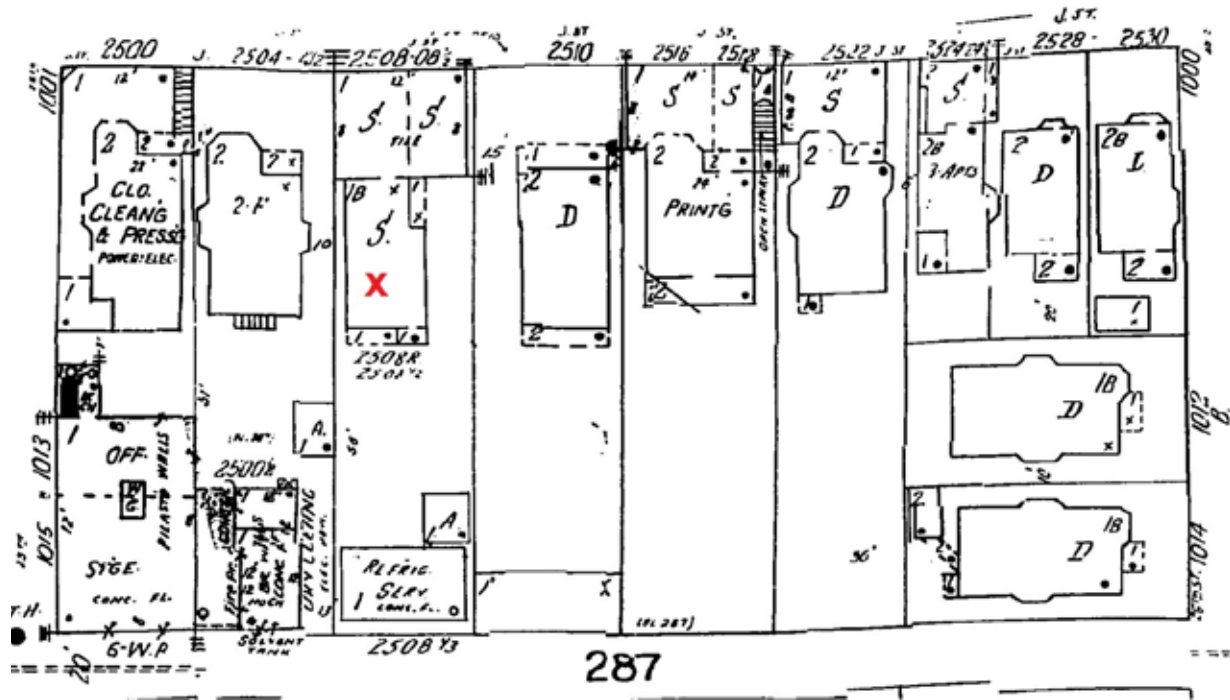


Figure 4: Sketch map of property, 2016, via Google Earth



CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

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Figure 5: Art Ellis paintbrush sign.



CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

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Photo 1: Primary façade showing retail storefront and front gable of original building.



Photo 2: Building rear, camera taken from adjacent parcel facing northeast



CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

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Photo 3: Mural on west wall of rear CMU building, camera facing east-southeast



Photo 4: Rear of main building, facing northwest, showing building additions



CONTINUATION SHEET

Property Name: 2508 J Street, Art Ellis Supply

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ⁱ Burg, William, *Midtown Sacramento* (Arcadia Publishing, 2014) p. 73-78

ⁱⁱ Burg, William, *Sacramento Renaissance* (Arcadia Publishing, 2013) p. 15-17, 54.

ⁱⁱⁱ "Agardius M. Van Soest", *Sacramento Bee* Wednesday, Dec. 17, 1969, P. D16. Johnson, Charles, "William Lenoir Views City's Colorful Past", *Sacramento Bee* December 24, 1967, p. L8

^{iv} Sacramento City Directory, 1952, Classified section.

^v Sacramento City Directory, 1961, Classified section.

^{vi} Burg, *Midtown Sacramento* p. 88, 102, 163-164

^{vii} Anderson, Cathie, "Placerville's Gelato Mecca On the Move," *Sacramento Bee* Page B1, December 5, 2013.

^{viii} Jackson, Mike, "Storefronts of Tomorrow," Chapter 2, Slaton, Deborah and William G. Foulks, editors, *Preserving the Recent Past 2* (National Park Service, Historic Preservation Education Foundation, 2000)

^{ix} Dyson, Carol, AIA, "How to Work with Storefronts of the Mid-Twentieth Century", <http://www.illinois-history.gov/ps/midcentury.htm>

^x Hope, Andrew, *Victorian and early twentieth century residential properties along J Street in Sacramento's Midtown neighborhood*, unpublished survey document presented to the City of Sacramento's Preservation Commission survey committee, circa 2010.



May 2, 2016

Submitted by e-mail

Scott Johnson
City of Sacramento
Community Development Dept.
Environmental Planning Services
300 Richards Blvd., 3rd Floor
Sacramento, CA 95881
E-mail: srjohnson@cityofsacramento.org

Re: SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) FOR THE YAMANEE PROJECT (P15-047)

Dear Mr. Johnson:

On behalf of Sacramento Modern (SacMod), thank you for the opportunity to comment on the Sustainable Communities Environmental Assessment (SCEA) for the Yamane Project. We are writing to express our concerns regarding the proposed project's plans to significantly alter Sacramento's Midtown neighborhood.

SacMod is a 501(c)(3) non-profit organization founded in 2010; we are dedicated to preserving modern art, architecture, and design in the Sacramento region. We do this by conducting home tours, bike tours, walking tours, film screenings, preservation campaigns, publications, and educating the public about modernism.

Midtown is a unique neighborhood that is the true heart and soul of the City of Sacramento. It is a vibrant and thriving community filled with historic homes, historic districts, and successful businesses. The proposed Yamane project introduces an out-of-character high-rise that will dramatically and significantly alter Midtown's landscape and character. The scale of the proposed project — 2.5 times the current maximum height allowed under the General Plan — threatens the core nature of what makes Midtown desirable and successful. The proposed project will change the very essence of what makes Midtown a treasured neighborhood and City asset.

A 501(c)(3) non-profit organization dedicated to promoting, preserving and protecting modern art, architecture and design in the Sacramento region.

Gretchen Steinberg 4910 South Land Park Drive, Sacramento, CA 95822
gretchen@SacMod.org
SacMod.org

The scope and magnitude of the proposed Yamanee project and its environmental impacts, especially on nearby homes, businesses, and historic districts, warrant evaluation through the Environmental Impact Report (EIR) process, not through the accelerated SCEA process.

Furthermore, the proposed Yamanee project, if approved, flies in the face of the City of Sacramento's zoning codes, accompanying land use policies, and the 2035 General Plan. These robust and relevant policies and plans should be honored and respected, not treated as mere "serving suggestions." To deviate from them makes a mockery of the process, time, and effort by the City and the public forging these policies.

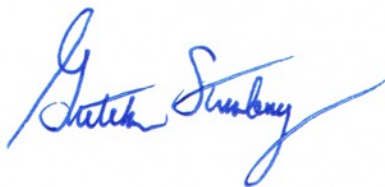
Corrections are needed in the Yamanee Mixed-Use Project Draft Sustainable Communities Environmental Assessment's the historic evaluation, or Appendix I.

- 1) Art Ellis is not "still in operation" — it has been closed since early 2014.
- 2) Art Ellis' sign (circa 1960) remains on site and should be considered and treated as a historically significant artifact. It should be preserved, restored, and reused on site as a reminder of the site's history and contribution to Sacramento's art scene for over 50 years, including internationally recognized artists such as Wayne Thiebaud.
- 3) The historic evaluation mentions Mercado Loco, a now demolished site which is three miles away from the proposed Yamanee project.

We agree with Preservation Sacramento's concerns and recommendations about the proposed Yamanee Project, and urge the City to both initiate an EIR and direct the project applicant to propose a project that is consistent with current codes and policies.

The project as it is currently proposed significantly alters Midtown, the real heart and soul of the City of Sacramento.

Respectfully submitted,



Gretchen Steinberg, President, SacMod

In conjunction with the SacMod Board of Directors:

Dane Henas, Vice President

Nick Vinciguerra, Secretary

Zann Gates, Treasurer

Justin Wood, Director At-Large

Jon Hill, Director At-Large

Scott Johnson

From: Chris Smith <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@sbcelcal.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

From: [Lenora James](#)
To: [Scott Johnson](#)
Cc: [Teresa Haenggi](#)
Subject: Re: 2500 J Street "Yamane" project
Date: Thursday, April 28, 2016 1:55:41 PM

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 Yamane 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