

RESOLUTION NO. 2008-310

Adopted by the Sacramento City Council

May 20, 2008

ADOPTING FINDINGS OF FACT AND APPROVING THE CHURCH STREET STATION DEVELOPMENT PROJECT (P07-066)

BACKGROUND

- A. On April 17, 2008, the City Planning Commission conducted a public hearing on, and forwarded to the City Council a recommendation to approve with conditions the Church Street Station Project;
- B. On May 20, 2008, the City Council conducted a public hearing, for which notice was given pursuant to Sacramento City Code section 17.200.010(C)(2)(a), (b), and (c) (publication, posting, and mail 500'), and received and considered evidence concerning the Church Street Station Project.

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

- Section 1 Based on the verbal and documentary evidence received at the hearing on the Church Street Station Project, the City Council approves the Tentative Map and Subdivision Modification, Special Permit, Variance based on the findings of fact and subject to the conditions of approval as set forth below.
- Section 2 The City Council approves the Project entitlements based on the following findings of fact:
 - A. The Tentative Map to subdivide three parcels into 47 residential lots and two landscaping lots in order to construct 47 zero-lot-line detached single family residential units in the Alternative Single Family Residential (R-1A) zone is approved based on the following Findings of Fact:
 - 1. None of the conditions described in Government Code Section 66474, subsection (a) through (g), inclusive, exist with respect to the proposed subdivision as follows:
 - a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
 - b. The site is physically suitable for the type of development proposed and suited for the proposed density;

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

B. The Subdivision Modification to allow non-standard street elbow is approved based on the following Findings of Fact:

- 1. That the property to be divided is of such size or shape, or is affected by such topographic conditions, or that there are such special circumstances or conditions affecting the property that it is impossible, impractical, or undesirable in the particular case to conform to the strict application of these regulations;
- 2. That the cost to the subdivider of strict or literal compliance with the regulation is not the sole reason for granting the modification;
- 3. That the modification will not be detrimental to the public health, safety or welfare or be injurious to other properties in the vicinity;
- 4. That granting the modification is in accord with the intent and purposes of these regulations and is consistent with the General Plan and with all other applicable specific plans of the City.

C. Special Permit to construct 47 zero-lot-line detached single-family alternative

ownership housing units is approved based on the following Findings of Fact:

1. The project is based on sound principles of land use in that the alternative ownership housing such as zero-lot-line detached single-family units are allowed in the Alternative Single Family Residential (R-1A) zone.
2. The project will not be detrimental to the public health, safety and welfare nor result in the creation of a public nuisance in that the proposed project with conditions will not substantially alter the characteristics of the surrounding neighborhood.
3. The project is consistent with the General Plan policies in that the proposed project is in a manner efficiently utilizing existing and planned urban resources as well as providing housing opportunities for all income households.

D. Variance to exceed the 40% front setback paving requirement to accommodate a driveway on two lots (14 and 15) is approved based on the following Findings of Fact:

1. Granting the variance does not constitute a special privilege extended to an individual property owner in that a variance would be and has been granted to other property owners facing similar circumstances with size constraints.
2. Granting the request will not be injurious to public health, safety, or welfare nor result in a nuisance in that the proposed driveway will not substantially alter the characteristics of the surrounding neighborhood and still provide appropriate landscaping within the site.
3. Granting the variance request does not constitute a use variance in that zero-lot-line detached single family homes are permitted in the R-1A zone.
4. The variance is consistent with the general purpose and intent of the City Zoning Code (Title 17 of the City Code) and the General Plan in that the project is consistent with the General Plan which designates the subject site as Medium Density Residential.

Section 3 The City Council approves the Project entitlements subject to the following Conditions of Approval:

A. The Tentative Map to subdivide three parcels into 47 residential lots and two landscaping lots in order to construct 47 zero-lot-line detached single family residential units in the Alternative Single Family Residential (R-1A) zone is approved based on the following Conditions of Approval:

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P07-066).

The applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these conditions. Any condition requiring an improvement that has already been designed and secured under a City

Approved improvement agreement may be considered satisfied at the discretion of the Development Engineering Division.

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

SPECIAL DISTRICTS: Assessment Districts

- A1. Pay off existing assessments, or file the necessary segregation requests and fees to segregate existing assessments.

DEVELOPMENT ENGINEERING:

- A2. Pursuant to City Code Section 16.40.190, indicate easements on the Final Map to allow for the placement of centralized mail delivery units. The specific locations for such easements shall be subject to review and approval of the Development Engineering Division after consultation with the U.S. Postal Service.
- A3. Submit a Geotechnical Analysis prepared by a registered engineer to be used in street design. The analysis shall identify and recommend solutions for groundwater related problems, which may occur within both the subdivision lots and public right-of-way. Construct appropriate facilities to alleviate those problems. As a result of the analysis street sections shall be designed to provide for stabilized subgrades and pavement sections under high groundwater conditions.
- A4. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Development Engineering Division.
- A5. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Improvements required shall be determined by the City. Any public improvement not specifically noted in these conditions or on the Tentative Map shall be designed and constructed to City standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk per City standards to the satisfaction of the Development Engineering Division.
- A6. Multiple Final Maps may be recorded. Prior to recordation of any Final Map all infrastructure/improvements necessary for the respective Final Map must be in place

to the satisfaction of the Departments of Utilities, and Development Services.

- A7. Multiple access points will be required for all phases of the Final Subdivision Map to the satisfaction of the Development Engineering and the Fire Department. Dead end streets must be less than 500' in length and must include a turn-around approved by the Development Engineering and Fire Department. Certain exceptions may be considered by the Development Engineering and the Fire Department on a case-by-case basis.
- A8. The applicant shall construct Rio Linda Blvd adjacent to the subject property to a modified 69-ft right-of-way street cross-section. The applicant shall construct a 7-ft planter, standard vertical curb and gutter, 6-ft bike lane, 11-ft south bound travel lane and a 12-ft median within the existing right-of-way per City standards to the satisfaction of the Development Engineering Division.
- A9. The applicant shall dedicate a pedestrian easement that shall overlap with the 12.5-ft PUE along Rio Linda Blvd adjacent to the subject site and construct a 5-ft sidewalk per City standards to the satisfaction of the Development Engineering Division.
- A10. Dedicate and construct A Street as shown on the tentative map to a City standard 41-ft right-of-way street cross-section with a modified elbow to the satisfaction of the Development Engineering Division.
- A11. Dedicate and construct B Street as shown on the tentative map to a modified 41-ft right-of-way street cross-section (a 41-ft street cross-section without the sidewalk along the southern side of the street) to the satisfaction of the Development Engineering Division.
- A12. The applicant shall use best efforts to obtain an easement for the construction of the round corner at the southwestern corner of the Rio Linda/B Street intersection.
- A13. The applicant shall construct ADA compliant ramps at all corners of intersections bounded by this project to the satisfaction of the Development Engineering Division.
- A14. There shall be no parking for the first 100-ft to the west of the intersection of Rio Linda Boulevard & A Street, and the intersection of Rio Linda Boulevard & B Street.
- A15. The applicant shall install permanent street sign(s) to the satisfaction of the Development Engineering Division.
- A16. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.
- A17. The applicant shall make provisions for bus stops, shelters, transit centers, etc. (if necessary) to the satisfaction of Regional Transit.
- A18. The applicant shall dedicate (if necessary) and construct bus turn-outs for all bus stops

adjacent to the subject site to the satisfaction of the Development Engineering Division.

SMUD:

- A19. Dedicate a 12.5-ft PUE for overhead and underground facilities and appurtenances adjacent to Rio Linda Blvd.
- A20. Dedicate a 10-ft PUE for underground facilities and appurtenances adjacent to interior public street right-of-ways.
- A21. Dedicate a 2-ft by 10-ft notches (depth x width) as a PUE for underground facilities and appurtenances locations to be determined to the satisfaction of the developer and SMUD prior to the Final Map recording.

DEPARTMENT OF UTILITIES:

- A22. Construct water pipes and appurtenances, storm drainage pipes and appurtenances, and sewer pipes and appurtenances in Street "A" and "B" of the proposed development. The design and construction shall be to the satisfaction of the Department of Utilities.
- A23. Public streets with City maintained water facilities, drainage facilities, and sewer facilities shall have a minimum paved AC (asphalt concrete) width of 25-feet from lip of gutter to lip of gutter. Drain inlets, curb and gutter shall be constructed to City Standards for residential streets.
- A24. Any public system such as water, sewer, and/or drainage main, that are designed and constructed within private property and which connects directly to a public main shall provide 20-foot Public Utility Easement. Said easement shall be dedicated to the City and to the satisfaction of the Department of Utilities.
- A25. Any new domestic water services shall be metered. Only one water domestic water service is allowed per parcel. Excess water service shall be abandoned to the satisfaction of the Department of Utilities.
- A26. Per Sacramento City Code, water meters shall be located at the point of service which is the back of walk for connected sidewalks.
- A27. Prior to or concurrent with the submittal of improvement plans, the applicant must provide the Department of Utilities with the average day water system demands, the fire flow demands, and the proposed points of connection to the water distribution system for the proposed development. The Department of Utilities can then provide the "boundary conditions" for the design of the water distribution system. The water distribution system shall be designed, per Section 13.4 of the Design and Procedures Manual, to satisfy the more critical of the two following conditions:
 - ❖ At maximum day peak hour demand, the operating or "residual" pressure at all water service connections shall be at least 30 pounds per square inch.

- ❖ At average maximum day demand plus fire flow, the operating or "residual" pressure in the area of the fire shall not be less than 20 pounds per square inch.

The applicant shall submit pipe network calculations for the proposed water distribution system. The calculations shall be reviewed and approved by the Department of Utilities prior to improvement plan approval. Provide two points of connection to the public water distribution system for this subdivision.

A28. The existing 6" sewer system (main) in Rio Linda Boulevard, Granger Avenue, and Taylor Street may not have adequate capacity to accommodate a project (subdivision) of this magnitude. Thus, prior to recording the final map, the applicant/owner shall comply with one of the following conditions:

- a. The applicant/owner shall provide, to the Department of Utilities (DOU) for review and approval, a complete and detailed sewer study with pre-development and post-development conditions of the 6" sewer system in Rio Linda Boulevard, Granger Avenue, and Taylor Street. The study shall provide, but not limited to, the pre-development and post-development capacities and peak flows in the system. If the DOU determines (based on a complete and satisfactory study) that the existing system has sufficient capacity for the proposed project the applicant will only be required to replaced the existing 6" sewer main with an 8" sewer main in Rio Linda Boulevard from the project site to Granger Avenue, to the satisfaction of the DOU. Otherwise, the applicant/owner will need to replace the existing 6" sewer main with an 8" sewer main from the project site to Jessie Avenue.

OR

- b. The applicant can get approval from the County Sanitation District 1 (CSD-1) to connect directly to the 48" sewer main in Rio Linda Boulevard. This will require design approval by CSD-1 prior to the Final Map.

A29. The minimum diameter for new public sewer main construction shall be 8-inches.

A30. Finished lot pad elevations shall be a minimum of 1.2 feet above the 100-year HGL and 1.5 feet above the controlling overland release elevation. Finished lot pad shall be accepted by the Department of Utilities.

A31. Per City Code, the Subdivider may not develop the project in anyway that obstructs, impedes, or interferes with the natural flow of existing off-site drainage that crosses the property. The project shall construct the required public and/or private infrastructure to handle off-site runoff to the satisfaction of the DOU. If private infrastructure is constructed to handle off-site runoff, the applicant shall dedicate the required private easements and/or, at the discretion of the DOU, the applicant shall enter into and record an Agreement for Maintenance of Drainage with the City, in a form acceptable to the City Attorney.

A32. The applicant is responsible for any necessary permits from the Corps of Engineers, Fish and Game, USFWS, SAFCA, American River Flood Control District, Caltrans or any other applicable agency.

- A33. All lots shall be graded so that drainage does not cross property lines.
- A34. This project will disturb greater than 1 acre of property, therefore the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained at www.swrcb.ca.gov/stormwtr/construction.html. The SWPPP will be reviewed by the Department of Utilities prior to issuing a grading permit or acceptance of improvement plans to assure that the following items are included: 1) vicinity map, 2) site map, 3) list of potential pollutant sources, 4) type and location of erosion and sediment BMPs, 5) name and phone number of person responsible for SWPPP and 6) signed certification page by property owner or authorized representative.
- A35. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the Department of Utilities.
- A36. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the subdivision improvement plans. These plans shall also show the methods to control urban runoff pollution from the project site during construction.
- A37. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Only source control measures are required for this development. This will not affect site design. Storm drain message is required at all drain inlets. Improvement plans must include the source controls measures selected for the site. Refer to the latest copy of the "Guidance Manual for On-Site Stormwater Quality Control Measures" for appropriate source control measures.

FIRE:

- A38. All turning radii for fire access shall be designed as 35' inside and 55' outside.
- A39. Provide the required fire hydrants in accordance with CFC 903.4.2 and Appendix III-B, Section 5.
- A40. Dead ends exceeding 150 feet in length require an approved Fire Department turnaround (45' radius cul-de-sac or city standard hammerhead). Temporary turnaround shall be provided for Phase 1, 2 and 3.

PPDD: Parks

- A41. Payment of In-lieu Park Fee: Pursuant to Sacramento City Code Chapter 16.64

(Parkland Dedication) the applicant shall pay to City an in-lieu park fee in the amount determined under SCC §§16.64.040 and 16.64.050 equal to the value of land prescribed for dedication under 16.64.030 and not satisfied by dedication. (See Advisory Note)

- A42. Maintenance District: The applicant shall initiate and complete the formation of a parks maintenance district (assessment or Mello-Roos special tax district), or annex the project into an existing parks maintenance district. The applicant shall pay all city fees for formation of or annexation to a parks maintenance district. (Contact Planning Department, Special Districts, Project Manager. In assessment districts, the cost of neighborhood park maintenance is equitably spread on the basis of special benefit. In special tax districts, the cost of neighborhood park maintenance is spread based upon the hearing report, which specifies the tax rate and method of apportionment.)

ADVISORY NOTES:

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

1. If unusual amounts of bone, stone, or artifacts are uncovered, work within 50 meters of the area will cease immediately and a qualified archaeologist shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less than significant effect before construction resumes. A note shall be placed on the final improvement plans referencing this condition.
2. Prior to design of the subject project, the Department of Utilities suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the fire suppression systems.
3. The proposed project is located in the Flood zone designated as Shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs) that have been revised by a Letter of Map Revision effective February 18, 2005. Within the Shaded X zone, there are no requirements to elevate or flood proof. However, flood insurance is required.
4. Direct connection to SRCSD facilities is not allowed; the local sewer service will be provided by the City of Sacramento.
5. The SRCSD 48-inch Dry Creek Interceptor is located east of Rio Linda Boulevard, between North Avenue and Jessie Avenue.
6. Developing this property may require the payment of sewer impact fees. SRCSD impact fees shall be paid prior to the issuance of building permits. Applicant shall contact the Fee Quote Desk at (916) 876-6100 for sewer impact fee information.
7. SRCSD will issue a sewer permit to connect to the system if it is determined that capacity is available, and the subject property has met all other requirements for service. SRCSD does not guarantee capacity; the process to connect to the SRCSD

system is on a "first come, first served" basis. Once connected, the property has the entitlement to use the system. However, its entitlement is limited to the capacity accounted for by the payment of appropriate fees.

8. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
 - 1) Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$88,238. This is based on the creation of forty-seven (47) single-family lots and an average land value of \$105,000 per acre for the North Sacramento Planning Area, plus an additional 20% for off-site park infrastructure improvements, less acres in land dedication. Any change in these factors will change the amount of the Quimby fee due. The final fee is calculated using factors at the time of payment.
 - 2) Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$227,621. This is based on forty-seven single family residential units at the rate of \$4,843 per unit. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.
 - 3) Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.

B. The Subdivision Modification to allow non-standard street elbow is approved based on the following Conditions of Approval:

B1. The applicant shall comply with the conditions of approval on the Tentative Map (P07-066).

C. Special Permit to construct 47 zero-lot-line detached single family alternative ownership housing units is approved based on the following Conditions of Approval:

PLANNING:

C1. The project shall be constructed in conformance with the approved revised site plan and house plans included as Exhibits. Any modification to the project shall be subject to review and approval by Planning Staff prior to issuance of building permit and may result in a requirement for additional entitlements.

C2. The dwelling units shall be constructed in a manner so that no two next-door to each other shall feature identical exterior architectural details, building materials, and color schemes.

C3. Decorative lights shall be provided around garages and at front entries. Lighting fixtures shall be of a high quality decorative design, having a color and style which is compatible with the building architecture, as determined by the Planning Director;

- C4. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- C5. Each building address number shall be illuminated.
- C6. Decorative raised panel roll-up doors shall be provided for all garages.
- C7. Front landscaping and automatic irrigation systems shall be provided on each lot.
- C8. A six-foot wood fence shall be provided on the north property line.
- C9. An eight-foot split face masonry wall with cap shall be constructed on the southern side of, Lots 21 through 22. A seven-foot masonry wall shall be constructed on the western site of Lot 21 and a six-foot masonry wall shall be constructed on the western side of the Lot 15 through Lot 20. A six-foot split face masonry wall with cap shall be constructed on the eastern side of Lots 1, 47, and 22.
- C10. Applicant/owner shall obtain all necessary building permits prior to construction.
- C11. Development of this site shall be in compliance with the conditions of approval on the Tentative Map (P07-066).
- C12. Any modification to the project shall be subject to review and approval by Planning Division prior to the issuance of any building permits. Any significant modification to the project may require subsequent entitlements.

DEVELOPMENT ENGINEERING:

- C13. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Development Engineering Division. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards.
- C14. All new driveways shall be designed and constructed to City Standards to the satisfaction of the Development Engineering Division. The applicant shall apply for and obtain a Driveway Variance Permit for any driveway that does not conform to the City standards.
- C15. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
- C16. The applicant shall construct Rio Linda Blvd adjacent to the subject property to a modified 69-ft right-of-way street cross-section. The applicant shall construct a 7-ft planter, standard vertical curb and gutter, 6-ft bike lane, 11-ft south bound travel lane and a 12-ft median within the existing right-of-way per City standards to the satisfaction of the Development Engineering Division.

- C17. The applicant shall dedicate a pedestrian easement that shall overlap with the 12.5-ft PUE along Rio Linda Blvd adjacent to the subject site and construct a 5-ft sidewalk per City standards to the satisfaction of the Development Engineering Division.
- C18. Dedicate and construct A Street as shown on the site plan to a City standard 41-ft right-of-way street cross-section with a modified elbow to the satisfaction of the Development Engineering Division.
- C19. Dedicate and construct B Street as shown on the site plan to a modified 41-ft right-of-way street cross-section (a 41-ft street cross-section without the sidewalk along the southern side of the street) to the satisfaction of the Development Engineering Division.
- C20. The applicant shall use best efforts to obtain an easement for the construction of the round corner at the southwestern corner of the Rio Linda/B Street intersection.
- C21. The applicant shall construct ADA compliant ramps at all corners of intersections bounded by this project to the satisfaction of the Development Engineering Division.
- C22. There shall be no parking for the first 100-ft to the west of the intersection of Rio Linda Blvd & A Street, and the intersection of Rio Linda Blvd & B Street.
- C23. The applicant shall install permanent street sign(s) to the satisfaction of the Development Engineering Division.
- C24. All right-of-way and street improvement transitions that result from changing the right-of-way of any street shall be located, designed and constructed to the satisfaction of the Development Engineering Division. The center lines of such streets shall be aligned.
- C25. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Development Engineering Division.

FIRE:

- C26. Provide at least 5' setback for second story bedroom windows to allow for fire ladder rescue operations. Provide clear access to building openings, free of landscaping and other obstructions. Exterior doors and openings required by this code or the Building Code shall be maintained readily accessible for emergency access by the Fire Department. CFC 902.3.1

ADVISORY NOTES:

1. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.
 2. Provide a water flow test. (Make arrangements at the Permit Center's walk-in counter at 300 Richards Blvd 3rd Floor, Sacramento, CA 95811.)
 3. The furthest projection of the exterior wall of a building shall be accessible from within 150 ft of an approved Fire Department access road and water supply as measured by an unobstructed route around the exterior of the building. (CFC 902.2.1)
- D. Variance to exceed the 40% front setback paving requirement for driveway is approved based on the following Conditions of Approval:
- D1. No other paving except driveway shall be allowed at the front yard of Lot 14 & 15.
- D2. The Variance applies only to Lot 14 & 15 as identified on Exhibit A of this Resolution.

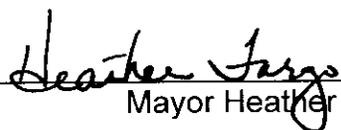
Adopted by the City of Sacramento City Council on May 20, 2008 by the following vote:

Ayes: Councilmembers Hammond, McCarty, Pannell, Sheedy, Tretheway, Waters, and Mayor Fargo.

Noes: None.

Abstain: None.

Absent: Councilmembers Cohn & Fong.



Mayor Heather Fargo

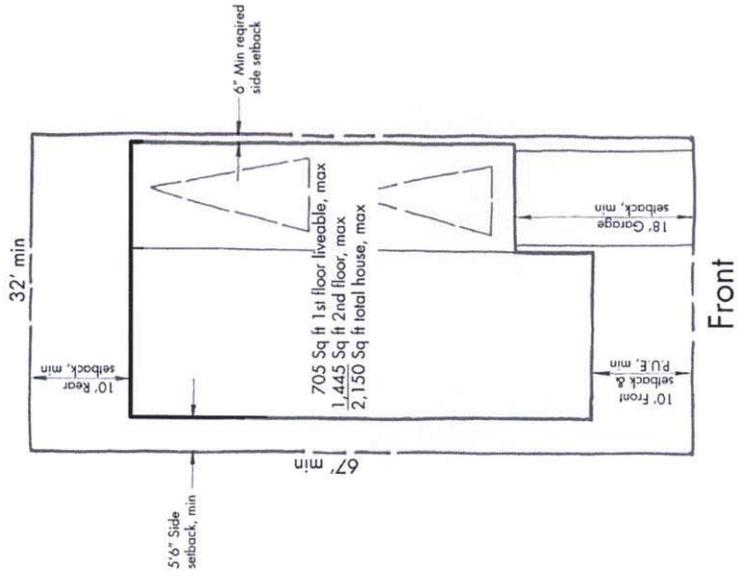
Attest:



Shirley Concolino, City Clerk



Church Street Station
Sacramento, CA
08550667
March 26, 2008
escoe BSB Design

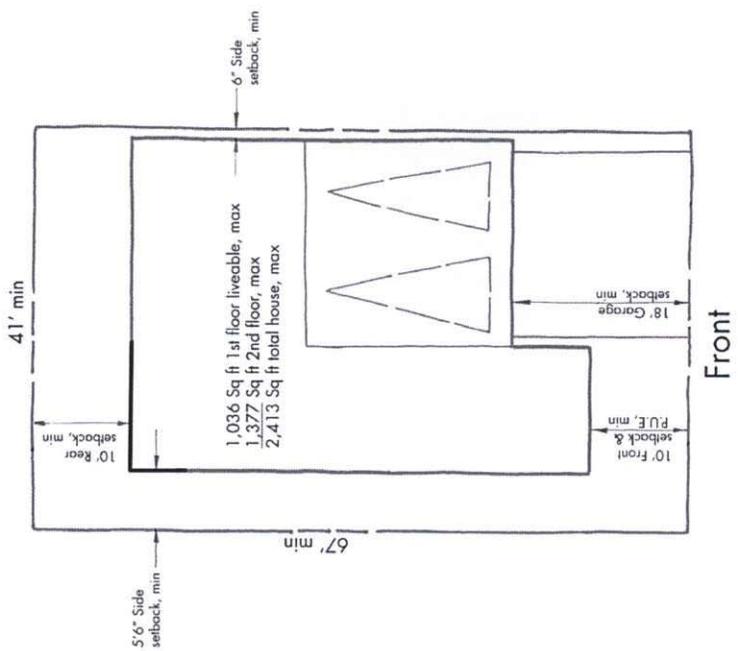


"b" Lot

32' x 67'

50% lot coverage = 1,072 Sq ft

Scale: 1" = 10'



"a" Lot

41' x 67'

50% lot coverage = 1,373 Sq ft

Plot Plans

This drawing is the property of the author and is not to be used for any other project without the author's written consent. The author is not responsible for any errors or omissions in this drawing. The author is not responsible for any consequences arising from the use of this drawing. The author is not responsible for any damages, actual or consequential, arising from the use of this drawing.

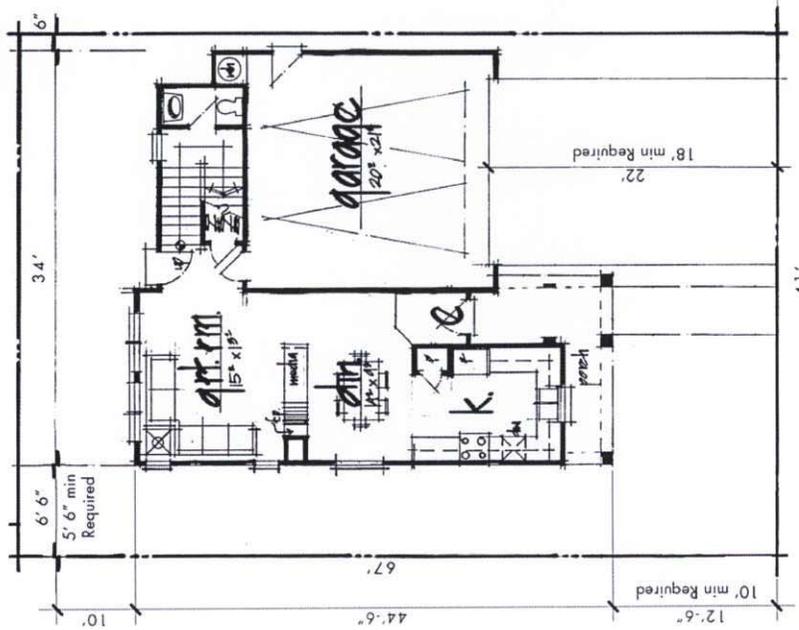


Church Street Station
Sacramento, CA

Scale: 1/8" = 1'



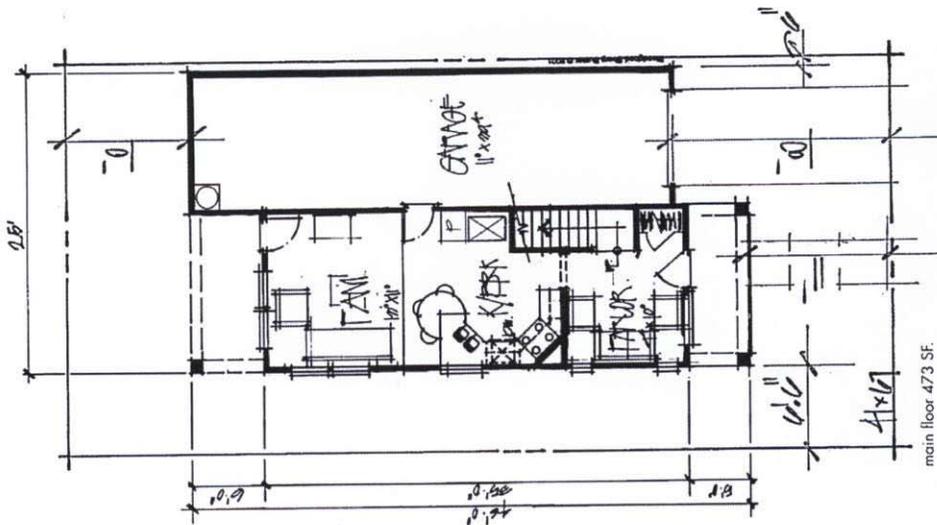
upper floor : 980 SF



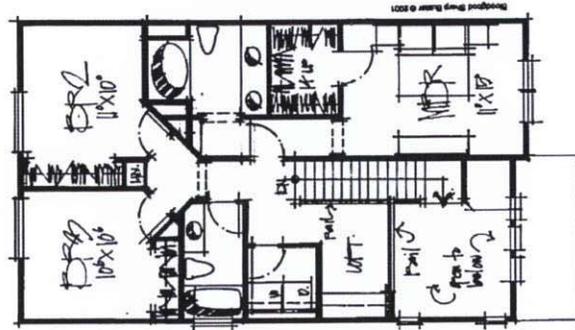
main floor : 685 SF
upper floor : 980 SF
total : 1665 SF

Conceptual Floor Plan A

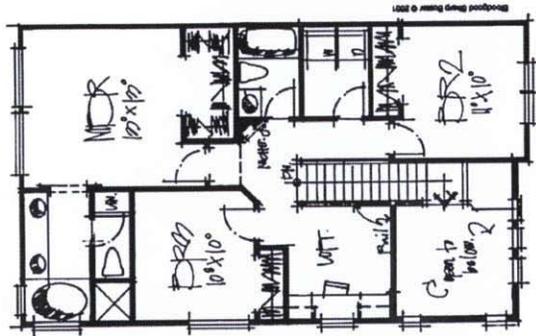
This drawing is prepared by the Architect of Record and is for informational purposes only. It is not to be used for construction without the Architect's approval. All dimensions are in feet and inches unless otherwise noted.



main floor 473 SF.



upper floor 874 SF.



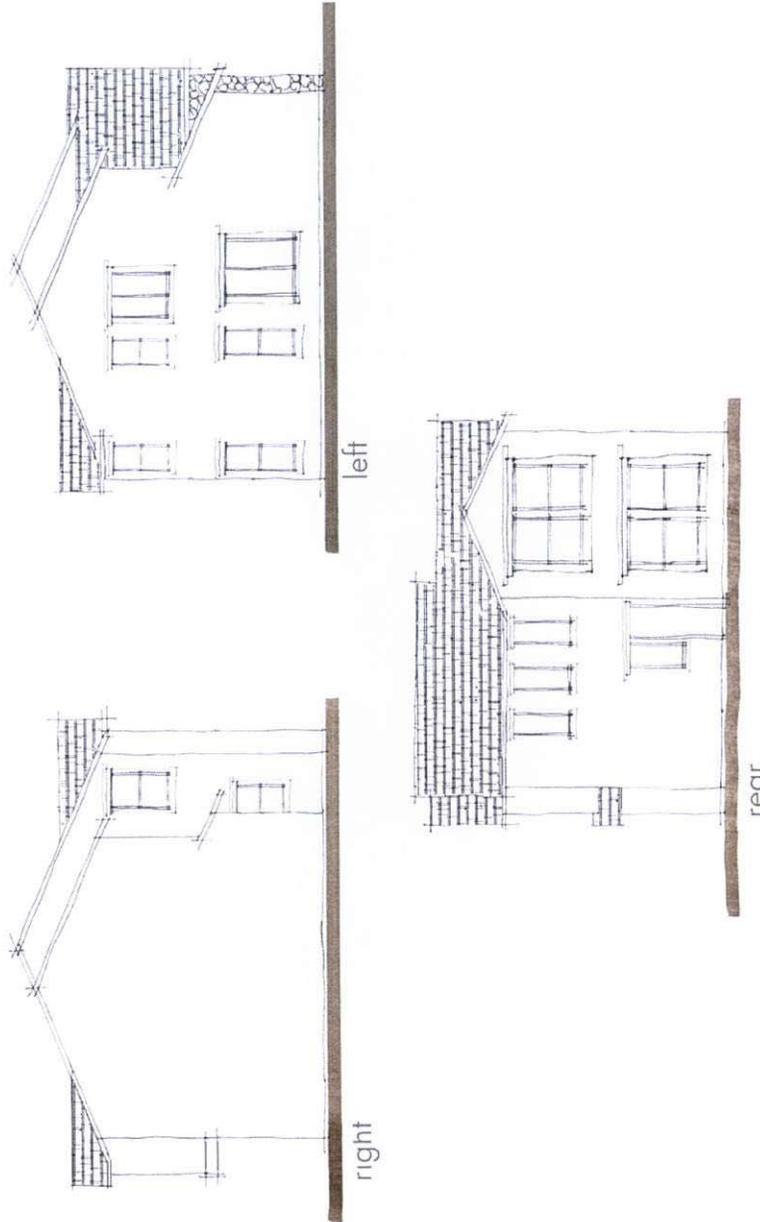
upper floor (option) 874 SF.

Scale: 1/8" = 1'

Church Street Station
Sacramento, CA



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Civil Engineering

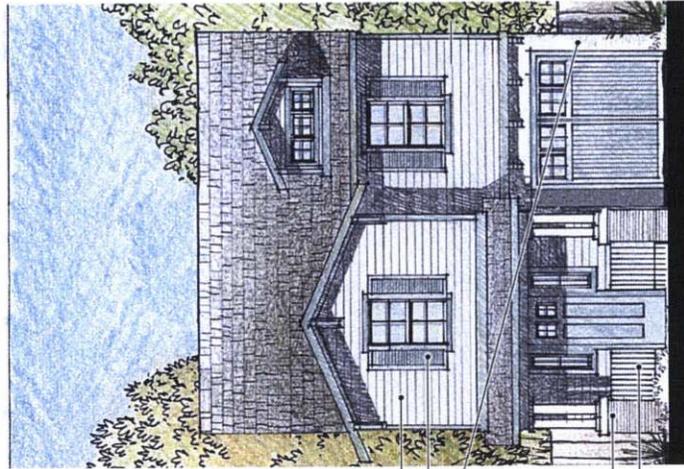


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Conceptual Elevations Plan A

The drawings provided are preliminary and subject to change without notice, and are intended for design development and design coordination only. All dimensions, materials, and finishes are approximate and subject to change without notice.



elevation 2



elevation 1

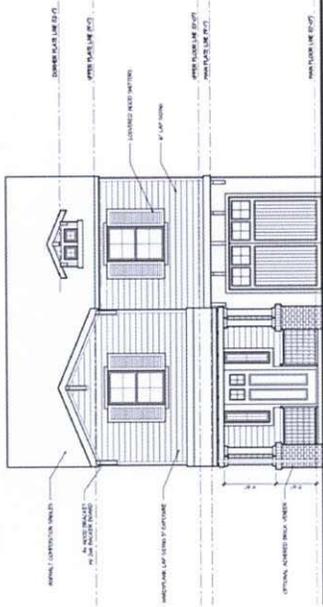
- Shingle/Siding
- Siding
- Wood Shutters
- Stucco
- Iron Pot Shelf
- Stone Veneer
- Brick Veneer
- Wood Railing

Conceptual Front Elevations - Plan B

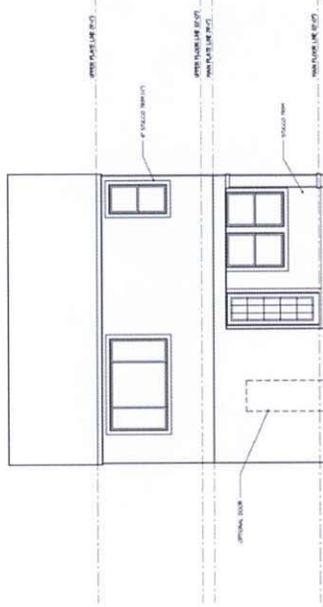
Church Street Station
Sacramento, CA



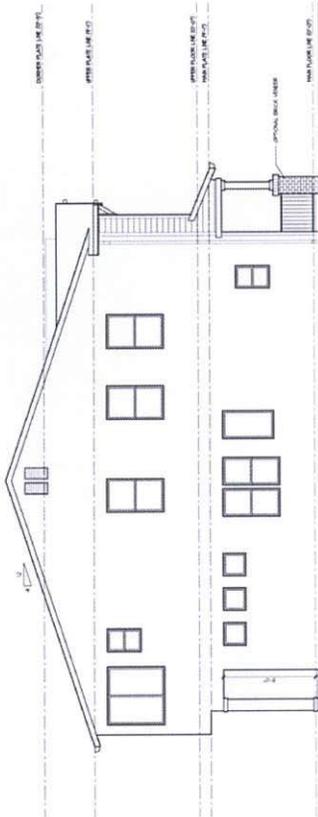
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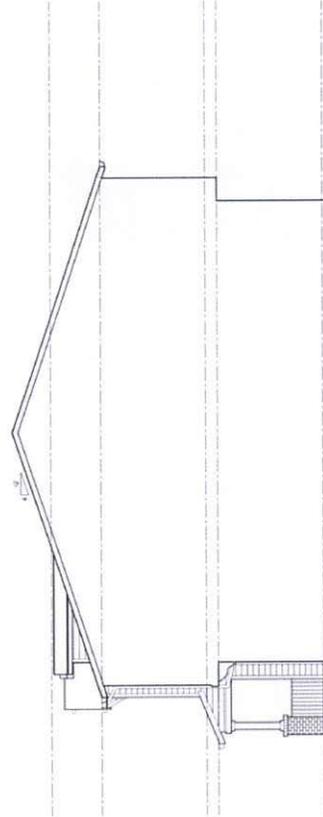
FRONT ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

Conceptual Elevation - Plan B

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The drawings provided are the work of the architect and design team and are subject to change based on the design requirements of the applicable codes, utility and BIF usage requirements, and other factors (including, but not limited to, etc.).