



City of Sacramento City Council

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915 I Street, Sacramento, CA, 95814
www.CityofSacramento.org

Meeting Date: 5/17/2011

Report Type: Public Hearing

Title: Indian Lane Subdivision - 3rd Party Appeal

Report ID: 2011-00412

Location: District 5

Recommendation: Conduct a public hearing and upon conclusion adopt 1) a Resolution determining project exempt from review under California Environmental Quality Act , and 2) a Resolution denying the appeal and approving the Tentative Map and Special Permit for the Indian Lane Subdivision (P08-100)

Contact: Kimberly Kaufmann-Brisby, Associate Planner, (916) 916-808-5590; Lindsey Alagozian, Senior Planner, (916) 808-2659, Community Development Department

Presenter: Kimberly Kaufmann-Brisby, Associate Planner, (916) 916-808-5590. Community Development Department

Department: Community Development Dept

Division: Planning

Dept ID: 21001221 **Attachments:**

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City Attorney Review

Approved as to Form
Sabina D. Gilbert
5/10/2011 10:25:14 AM

City Treasurer Review

Prior Council Financial Policy Approval or
Outside City Treasurer Scope
Russell Fehr
5/4/2011 12:19:59 PM

Approvals/Acknowledgements

Department Director or Designee: Max Fernandez - 5/9/2011 2:57:56 PM

Assistant City Manager: John Dangberg - 5/9/2011 3:31:20 PM



Description/Analysis

Issue: This is a third party appeal of the Planning Commission's Indian Lane Subdivision project approval. The project proposal is to develop a vacant property, containing approximately 0.97 gross acres (0.72 net acres), with 14 alternative-style detached single-family homes on petite lots within the Residential Mixed-use Transit Overlay (RMX-TO) zone. The appellant is contesting all project approvals including: the environmental determination finding the project categorically exempt per California Environmental Quality Act (CEQA) Guidelines Section 15332 (Infill development); the tentative map approval; and the special permit approval to develop an alternative-style single-family residential development. The project appeal and staff responses are provided in the Attachment 1, Background Section.

Committee/Commission Action: The project site is located in the recently adopted Florin Road Corridor Design Review District and as such the house plans were subject to Design Review. The architectural design was approved by Design Review staff on February 24, 2011, (please see Attachment X for the Design Review staff report).

On March 10, 2011, the City Planning Commission unanimously approved the Indian Lane project with a vote of eight ayes (one absent). Prior to their vote the Commission heard testimony from Larry Cottle, an adjacent property owner, opposing the project. Mr. Cottle indicated he had not been apprised of the proposed project prior to receiving the public notice mailing and that he had concern about how the new development would impact his rental duplex, located due south of the Indian Lane property across the undeveloped Sam Avenue right-of-way. With their vote the commissioners indicated they wanted the applicant to meet with Mr. Cottle in a timely manner to discuss his project concerns and to develop a good neighbor policy to be implemented during the project's construction phase.

Subsequent to the March 10, 2011, hearing the applicant, city staff, and Mr. Cottle and spouse, met on March 17 to discuss the project. Mr. Cottle shared his concerns regarding the development of Sam Avenue and how the improvements might impact his property. He also requested the applicant provide driveway access to his property from Sam Avenue in order to minimize impacts to his property. Because there was insufficient information regarding possible drainage issues the addition of the driveways might create, the applicant could not agree to construct the driveways. No resolution was reached during the meeting and Mr. Cottle indicated he would be filing an appeal of the project approval.

Environmental Considerations: The Community Development Department, Environmental Planning Services Division has reviewed this project and determined that this is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15332, In-fill Development Projects. The project is consistent with the applicable general plan designation and all other general plan policies as well as with the applicable zoning designations and regulations, is located within City limits on a site that is less than five acres in size and is substantially surrounded by urban uses, has no habitat value for special-status species, would not result in any significant traffic, noise, air, or water quality effects, and can be served adequately by all required utilities and public services.

Rationale for Recommendation: The project, as proposed, has been reviewed thoroughly by city staff and has been conditioned to be developed according to City standards. Furthermore, staff has reviewed Mr. Cottle's appeal and has determined the arguments against the project cannot be supported by fact. Please see Attachment 1 for a full analysis. Accordingly, staff recommends the appeal be denied and the project be approved.

Financial Considerations: The project has no fiscal considerations.

Emerging Small Business Development (ESBD): No goods or services are being purchased under this report.



Attachment 1 – Project Background / Summary

The applicant proposes to subdivide a vacant ± 0.97 gross acre in-fill parcel into 14 petite lots and to construct 14 alternative-style detached two-story, single-family homes in three phases. The first two phases of the project will be constructed along two 22' wide private drives that will provide vehicular access off Sam Avenue. The third project phase will front on Indian Lane with garage access provided off a private drive.

Two pedestrian easements will bisect the development and provide more direct east-west access to Indian Lane and the nearby Florin Road light rail station from the interior of the subdivision. Two floor plans, one with three bedrooms and one with four are proposed with living areas of 1,230 sq. ft. and 1,324 sq. ft., respectively. Two distinct elevations are proposed, though each of the elevation types will have slight variations when not located on the property line, allowing for eaves and overhangs. The applicant has indicated all the homes will be LEED certified.

Initial project issues involved a tentative map lot design predicated on the abandonment of an alley along the north property line. The abandonment was approved by the City Council on July 20, 2010 (Res. 2010-424). With that approval the applicant acquired one-half the alley width area, 8 feet, for the length of the parcel, to add to the existing parcel so the tentative map, as proposed, was feasible. The remaining eight feet of alley width was deeded to the property owner(s) to the north of and contiguous to the alley.

The project has the General Plan land use designation of Urban Center Low. This land use designation provides for smaller urban areas throughout the city. Each urban center includes employment-intensive uses, a mix of housing, and a wide variety of retail uses. Urban Center Low is located around light rail stations, along local arterials, and other key areas of the city. Building heights for Urban Center Low tend toward low- and mid-rise structures.

Key urban form characteristics envisioned for Urban Center Low include small, rectangular blocks, allowing for convenient pedestrian access, relatively small and narrow lots, building heights ranging from two to seven stories, buildings sited at or near the sidewalk along the primary street frontage, and which typically abut one another with limited side yard setbacks. The project, as proposed, subscribes to the urban form characteristics as envisioned for the Urban Center Low land use designation.

The project is within the Residential Mixed-Use-Transit overlay (RMX-TO) zone. The project has a proposed project density of 19.56 dwelling units per net acre (du/na) which is within the Residential Mixed-Use (RMX) zoning maximum density of 60 du/na as well as within the Transit Overlay zone density range of 15-60 du/na. However, the project density of 19.56 du/na is fractionally below the 2030 General Plan Urban Center Low density minimum of 20 du/na. The General Plan does not provide a policy where density rounding is concerned. Staff has evaluated the project as a whole and finds while the density is fractionally under the Urban Center Low minimum density the intent of the General Plan is to allow quality projects which subscribe to the urban forms defined for the Urban Center Low land use designation. In this instance, staff believes the project density and design are consistent with the Urban Center Low urban form and

density minimum.

The Indian Lane project subscribes to the General Plan Land Use Goal to “Promote sustainable development and land use practices in both new development and redevelopment that provide for the transformation of Sacramento into a sustainable urban city while preserving choices for future generations.” (Goal LU 2.6-page 2.21) The applicant has indicated all the Indian Lane homes will be LEED certified thus supporting sustainable practices. Furthermore, the project proximity to the Florin Road light rail station will afford the residents the opportunity to further reduce their energy footprint through the use of light rail and rapid transit for their transportation needs.

The project site is located within the Transit Overlay (TO) zone because the property is within one-half mile of the Florin Road light rail transit station. The TO zone allows a mix of moderate to high density residential and non-residential uses by right to promote transit ridership within walking distance of a light rail station. The district is intended to promote coordinated and cohesive site planning and design that maximizes transit supportive development. The higher density alternative-style single-family Indian Lane is transit supportive and the project site design encourages pedestrian access to the transit station through the addition of public pedestrian easements which provide a shortcut through the development to the transit station across Indian Lane.

Development within the Transit Overlay zone requires the approval of a planning director’s plan review. However, because the proposed alternative-style development requires the approval of a special permit, no plan review is required per Section 17.220.010(A) of the Zoning Ordinance.

The project is located in the Residential Mixed-Use (RMX) zone which allows a mix of moderate density residential and neighborhood serving commercial uses as a matter of right, and is intended to preserve existing housing stock and the residential character of neighborhoods while encouraging the development of new housing opportunities, as well as neighborhood-oriented ground-floor retail and service uses. The Indian Lane project has a moderate density and provides a residential transition to the existing traditional single-family neighborhood to the north consistent with the RMX zoning.

House Plans/Site Design: Two floor plans, one with three bedrooms and the other with four, are proposed. The three bedroom plan proposes two distinct elevations, one with a gable end roof design and the other a shed roof design. A third elevation is proposed which is identical to the gable end design but provides roof overhangs for parcels with sufficient side yard setbacks to allow for the overhangs. The four bedroom plan also has two elevations which are very similar to the three bedroom versions except the façade areas are larger, due to the larger building footprint which includes the fourth bedroom situated on the first floor.

The applicant has designed homes which make efficient use of all available interior space but that can also be constructed by volunteers as well as by the prospective owners. The owners are required to put in a certain amount of time constructing the

home as sweat equity which is a vital component of their purchase agreement with Habitat for Humanity. In addition, the homes are designed to be energy efficient and the roof pitch is designed to afford optimum solar efficiencies for the solar panels with which each home will be outfitted.

With the adoption of the Florin Road Corridor Plan, the Florin Road Design Review District was established. The purpose of the Design Review District is to encourage appropriate development that will enhance the health, safety, aesthetics, and general welfare of the area inhabitants and of the inhabitants of the city at large. The Indian Lane project required design review for three different house plans. Because the review was for three single-family homes and typically single-family residence design review is done at the staff level, the Design Director determined staff level review was appropriate for this project per Section 17.132.290(C.1.) of the Zoning Code. The staff level design review report is provided as Attachment 9.

Model/Conditioned Living Space	Bedrooms/Bathrooms	Garage	Number of Units
Models A and B 1,163 sq. ft.	3/2	1 car/253 sq. ft.	10
Model C 1,251 sq. ft.	4/2	1 car/253 sq. ft.	4

All homes will be clad with hardiplank lap siding in various widths to provide visual interest and define building massing. Wood trellises will cover the home entries and porch areas on both the front and rear façade with wood columns supporting the trellises. All roofing will be 30-year laminated dimensional composition shingles. The A style homes, which face Indian Lane, have enhanced detailing and expanded porch and trellis areas along the rear façade which will face Indian Lane while the front façade will face a private drive.

Standard	Allowed/Required	Proposed	Deviation?
Height	35'	±24'	no
Front setback	0'	±4'	no
Interior Side setback	5'	±0.5'	Yes, varied by special permit

Street side setback	0'	13'-5"	no
Rear setback	15'	±12'-1"	Yes, varied by special permit
Minimum Lot Area	1,200 sq. ft.	1,429 sq. ft.	no
Lot coverage	70% max.	±65%	no
Density	15 du/na maximum	19.59 du/na.	no

As indicated above, the project meets or exceeds most applicable height and area requirements. The smallest rear yard setback is 10' along the western portion of the development. Because two thirds of the parcels have two frontages, with either Indian Lane and a private drive or two private drive frontages, in an effort to balance the front and rear yard setbacks and to provide some privacy from the street/private drives, the rear yard setbacks were reduced. The project has been designed such that the garage frontage is the front of the lot and, because insufficient area was available for 18' long driveways in which a vehicle could park, the applicant was advised to provide very short driveways so no one would be tempted to park in the driveways.

In order to more efficiently utilize the available lot area, the side yard setbacks were reduced to less than 1 foot creating detached single-family home lots with a minimum loss of lot area to side yard setbacks. The applicant has designed the yard areas to provide adequate private outdoor space. One parking space per home is provided in the one car garage. The Zoning Code requires one parking space per dwelling unit with which the project complies.

The house plans were reviewed by staff for compliance with the City's Florin Road Corridor Design Principles. The Florin Road Corridor Design Guidelines are intended to:

- Create a sense of place and enhance community identity and pride;
- Encourage high-quality development and creative design options;
- Provide clear and usable design direction to project applicants, developers, designers, and City planning staff;
- Protect and enhance property values and community economic viability;
- Facilitate a clear and expeditious project review process.

Overall the Design Guidelines are intended to encourage consistent design while allowing for variety and innovation. The Indian Lane project does create a sense of place, will employ quality materials and creative design, and will enhance property values.

Land Use

Special Permit: The applicant proposes to develop an alternative-style housing development in the Residential Mixed-Use Transit Overlay (RMX-TO) zone; fourteen lots are proposed. The Zoning Ordinance states a planning commission special permit is required for alternative ownership housing projects comprising five or more lots. The special permit process includes the review of setbacks, lot coverage, lot area and dimensions, public street frontage and access, and the overall design of the project; the unit design; and the design of any accessory structures or features.

In approving a special permit, the City Council shall have the authority to vary setback, lot coverage, lot size and dimension, and public street frontage and access requirements. Also, the proposed site development plan must integrate structures, common and private open spaces, pedestrian and vehicular circulation, parking, and other site features so as to produce a development that provides for all desirable residential features and environmental amenities. Further, the proposed development shall not adversely affect the existing or proposed future development of the surrounding areas per Section 17.24.050, footnote 8, of the Zoning Ordinance.

The City's Zoning Code, Section 17.212.010, specifies the findings required for the approval of the special permit for alternative-style single-family development. In evaluating special permit proposals of this type, the City Council is required to make the following findings:

A. A special permit shall be granted upon sound principles of land use.

The granting of the special permit is based upon sound principles of land use in that proposed use is consistent with the land use designation, the proposed project design integrates the dwellings with both the private and public open spaces, provides adequate pedestrian and vehicular circulation through, to, and from the subdivision, and adequate setbacks have been provided to afford the homes private yard area. The proposed project constitutes sound land use in that the alternative-style single-family development complements the surrounding land uses which comprise traditional single-family development to the north as well as provides sufficient density to support the Florin Road light rail station to the east.

B. A special permit shall not be granted if it will be detrimental to the public health, safety or welfare, or if it results in the creation of a nuisance.

The proposed project, as conditioned, would not result in the creation of a nuisance in that the circulation and access pattern is appropriate for the subject site as well as the adjacent properties, the private drives and pedestrian walkways are required to be maintained by a Homeowners' Association. Also, though the proposed lots are smaller than the typical single-family lots, staff

believes the lots provide adequate private yard areas and setbacks. The project will be sustainable in that high quality, sustainable construction materials and techniques will be utilized in the construction of the project.

C. A special permit use must comply with the objectives of the general or specific plan for the area in which it is to be located.

The project is consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The project, as proposed, subscribes to the urban form characteristics as envisioned for the Urban Center Low land use designation. The Indian Lane homes will also be LEED certified thus supporting sustainable communities and the project proximity to the Florin Road light rail station will afford the residents the opportunity to further reduce their energy footprint through the use of light rail and rapid transit for their transportation needs.

Planning staff finds that the proposed homes are an appropriate use for the subject site. The project provides affordable, high quality, sustainable home ownership opportunities adjacent to an existing light rail station.

Parcel History: The parcel on which the project site is located was originally created with the Camellia Acres plat map which was recorded in the office of the Sacramento County Recorder on June 2, 1915 in Book 15 of Maps, Map No. 21 as parcel 131 with 0.973 gross acres (Attachment 3). The 46 foot wide right-of-way running along the south property line of lot 131 was dedicated with the Camellia Acres map, currently known as Sam Avenue, as was the 16 foot wide alley adjacent to and north of the property.

Right-of-Way Development: Based on the County Assessor's Map and the Camellia Acres Subdivision Map, Sam Avenue currently has an existing right-of-way width of 46 feet. Sam Avenue is currently unimproved. The Indian Lane Subdivision project would construct a 5' wide detached sidewalk, 7' wide landscape planter and curb, 15' wide west-bound travel lane and a 12' wide east-bound travel lane as part of the Department of Transportation conditions of approval. The remaining 7 feet of Sam Avenue right-of-way comprises a 3' wide aggregate-based shoulder, and a 4' wide drainage swale along the south side of the road.

Sacramento City Code Section 18.04.020(A) requires a property owner who is developing their property to construct frontage improvements adjacent to the subject property. The extent of the improvements are outlined in Section 18.04.020.A.1 which states: The one-half of the street or streets located on the same side of the street centerline as the lot has been dedicated and improved for the full street frontage of the lot and one traffic lane on the far side of the street for travel is constructed in accordance with the dedication and improvement standards for such street or streets pursuant to Sections 18.04.170, 18.04.180, 18.04.190 and other applicable provisions of this chapter.

The code does not require a property owner to construct curb, gutter and sidewalk

along a portion of the street that is not directly adjacent to the property being developed. Therefore, there is no basis for the City to require the applicant to construct frontage improvements beyond those currently stated in the Indian Lane Subdivision project conditions of approval.

Third Party Appeal

The following section shows excerpts of the appeal as italicized text and staff's responses in standard text. A copy of the Appeal is included as Attachment 2 of this report.

Item 1) The appellant has indicated "Grading and Utility Plan requires significantly more land area (APPROXIMATELY 7,560 SQUARE FEET MORE) than the applicant is entitled. The improvements in Exhibit B- Grading and Utility Plan WILL NOT FIT INTO THE ENTITLED SUBDIVISION BOUNDARIES in Exhibit A – Tentative Subdivision Map.

Exhibit A – Tentative Subdivision Map, after all the conditions of approval are satisfied and applied within the subdivision boundaries, it is PHYSICALLY IMPOSSIBLE to divide the land into 14 petite lots as shown on the approved Tentative Subdivision Map. Lots would need to be omitted in order to fit all of the required improvements within the entitled subdivision boundaries. THERE IS NOT ENOUGH LAND AREA."

City staff, including engineers for the Department of Utilities and the Department of Transportation have reviewed and conditioned both the tentative map and the special permit to comply with all city development standards. The Indian Lane tentative map was prepared under the direction of and signed and stamped by a registered professional engineer.

The tentative map, and grading and utility plan show the proposed utility locations and details of the street right-of-way development all within the applicant's property boundary and the 46 foot wide dedicated right-of-way of Sam Avenue. The Site Plan shows the building footprint and setbacks for each house. The proposed street sections provide standard distances between the three utilities placed in the Sam Avenue right-of-way. No additional property is required to construct the project as proposed. Staff believes, but has been unable to confirm, the 7,560 square feet of additional area cited by the appellant comprises a portion of the previously dedicated Sam Avenue right-of-way which the applicant is conditioned to improve to City standards, as a street.

Item 2) The appellant has indicated "Environmental Determination is based upon SIGNIFICANTLY INACCURATE AND MATERIALLY FALSE INFORMATION AND OR/LACK THEREOF. It is not possible to determine the environmental impacts because Exhibit A- Tentative Subdivision Map and Exhibit B-Grading and Utility Plan are misleading and false. IMPACTS TO THE AREA AS WELL AS TO THE ADJACENT PROPERTIES CANNOT BE DETERMINED BASED ON MISLEADING AND FALSE INFORMATION."

The Community Development Department, Environmental Planning Services Division reviewed the project and determined that it is exempt from the provisions of the California Environmental Quality Act (CEQA) Section 15332 as an In-fill Development Project. Because there is no change in the project boundary as examined previously for

the CEQA review, the project complies with the conditions for an Infill Exemption per Section 15332 of the CEQA Guidelines.

Item 3) The appellant states “Special Permit is based upon SIGNIFICANTLY INNACCURATE AND MATERIALLY FALSE INFORMATION AND/OR LACK THEREOF. The development was processed under the standard of single-family development. This is a condominium project, Planned Unit Development for which development standards are much more strict as outlined in city code 17.192.010 and the Subdivision Map Act. The laws governing Condominium, Condominium Project, Planned Unit Development have been completely circumvented.”

The project was reviewed and approved for an alternative-style single-family development special permit. The project is not a condominium project. Per Section 17.16.010 of the Zoning Code-Definitions- the “Alternative ownership housing type” includes, but is not limited to, nonstandard single-family attached and detached ownership developments, such as townhouses, row houses, and cluster housing.

Per Section 17.16.010 of the Zoning Code-Definitions-“Condominium” means an undivided interest in common in a portion of real property coupled with a separate interest called a unit. Condominium ownership is a legal form of ownership of real estate and not a specific building style or type. This project is not a condominium project as each home is on its own lot and is individually owned within the 14 lot subdivision, there is no undivided interest in common for any portion of the project.

A Planned Unit Development is not associated with this project. A planned unit development (PUD) is a residential and/or commercial development that is guided by a comprehensive design plan in which one or more of the zoning or subdivision regulations, other than use regulations, may be waived or varied to allow flexibility and creativity in site and building design and location, in accordance with general guidelines. A PUD may allow greater flexibility where zoning or subdivision regulations are concerned, and is typically associated with a much larger development. The property is zoned residential Mixed-use-Transit Overlay and is not associated with a PUD.

Item 3 a. “Fact: Exhibit A-Tentative Subdivision Map and Exhibit B-Grading and Utility Plan and the Planning Commission’s Findings of Facts is not based upon SOUND PRINCIPLES OF LAND USE for obvious reasons.”

The granting of the special permit is based upon sound principles of land use in that proposed use is consistent with the land use designation, the proposed project design integrates the dwellings with both the private and public open spaces, provides adequate pedestrian and vehicular circulation through, to, and from the subdivision, and adequate setbacks have been provided to afford the homes private yard area. The proposed project constitutes sound land use in that the alternative-style single-family development complements the surrounding land uses which comprise traditional single-family development to the north as well as provides sufficient density to support the Florin Road light rail station to the east.

Item 3b. “ Fact: Exhibit A-Tentative Subdivision Map and Exhibit B-Grading and Utility Plan and the Planning Commission’s Findings of Facts WILL CREATE SIGNIFICANT NUISANCES for obvious reasons.”

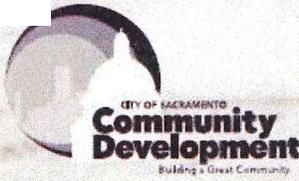
Item 3c. “ Fact: Exhibit A-Tentative Subdivision Map and Exhibit B-Grading and Utility Plan and the Planning Commission’s Findings of Facts WILL BE INJURIOUS for obvious reasons.”

The proposed project, as conditioned, would not result in the creation of a nuisance in that the circulation and access pattern is appropriate for the subject site as well as the adjacent properties, the private drives and pedestrian walkways are required to be maintained by a Homeowners’ Association. Also, though the proposed lots are smaller than the typical single-family lots, staff believes the lots provide adequate private yard areas and setbacks. The project will be sustainable in that high quality, sustainable construction materials and techniques will be utilized in the construction of the project.

Item 3d. “ Fact: Exhibit A-Tentative Subdivision Map and Exhibit B-Grading and Utility Plan and the Planning Commission’s Findings of Facts CANNOT CONFORM TO THE GENERAL PLAN AND SPECIFIC PLANS OF OUR CITY for obvious reasons.”

The project is consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses. As previously described in the Background Section, the project, subscribes to the urban form characteristics as envisioned for the Urban Center Low land use designation. The project proximity to the Florin Road light rail station will afford the residents the opportunity to further reduce their energy footprint through the use of light rail and rapid transit for their transportation needs.

Notice of Hearing: As required by 17.200.010(C)(2)(d) of the City Code, ten day notice of the May 17, 2011, public hearing has been given by posting and by mail to the property owner and appellant, the property owners within a 500’ radius of the project site, to persons who appeared and identified themselves for the record before the hearing body before which the original hearing was held, and to persons who request in writing to be notified of any further proceedings on the matter or who otherwise have requested notice in writing of the hearing.



Community Development Department

300 Richards Boulevard 3rd Floor Sacramento, CA 95811

Help Line: (916) 264-5011

www.cityofsacramento.org/dsd



Appeal Decision City of Sacramento Planning Commission

Date: March 21st 2011

To the Planning Director:

I do hereby make application to appeal the decision of the City Planning Commission on March 10th 2011 (date), for project number P 08-100.

<input checked="" type="checkbox"/>	Special Permit	for	<u>Reverse Decision Completely</u>
<input checked="" type="checkbox"/>	Variance <u>Tentative Map</u>	for	<u>'' ''</u>
<input checked="" type="checkbox"/>	"R" Review <u>Environmental Determination</u>	for	<u>'' ''</u>
<input type="checkbox"/>	Other _____	for	_____

Granted by the City Planning Commission
 Denied by the City Planning Commission

Property Location: 7114 Indian Lane Apt # ~~010-0321-005~~ 041-0087-003 KKB

Grounds For Appeal: (explain in detail, you may attach additional pages)
See Attached (5) pages (Five pages) Stapled to this Appeal Form received 5 pages msg

Appellant: LARRY J. COTTLE (please print) Daytime Phone: (916) 452-7755

Address: 5057 9th Avenue Sacramento CA 95820

Appellant's Signature: [Signature] March 21st 2011

Please note that once this application is submitted to the City of Sacramento, your information may be subject to public record. However, please note that the City will not sell your data or information for any purposes.

THIS BOX FOR OFFICE USE ONLY	
Filing Fee Received: Applicant (\$596) _____	Or Third Party (\$298) _____
Received By: <u>[Signature]</u>	Date: <u>MAR 21 2011</u>
Distribute Copies to: Planning Director _____	Original & Receipt in File _____
Zoning Administrator _____	_____

**APPEAL OF THE MARCH 10, 2011 CITY OF SACRAMENTO
PLANNING COMMISSION RECORD OF DECISION, P08-100,
7114 INDIAN LANE**

I request this appeal because the Planning Commission's decision to approve Project P08-100 A, B, C on March 10, 2011 is based upon **SIGNIFICANTLY INACCURATE AND MATERIALLY FALSE INFORMATION AND/OR LACK THEREOF**

1. Exhibit A – Tentative Subdivision Map and Exhibit B – Grading and Utility Plan.

Fact: Exhibit B – Grading and Utility Plan requires significantly more land area (**APPROXIMATELY 7,560 SQUARE FEET MORE**) than the Applicant is entitled. The improvements in Exhibit B – Grading and Utility Plan **WILL NOT FIT INTO THE ENTITLED SUBDIVISION BOUNDARIES** in Exhibit A - Tentative Subdivision Map.

Fact: Exhibit A – Tentative Subdivision Map, after all the conditions of approval are satisfied and applied within the subdivision boundaries, it is **PHYSICALLY IMPOSSIBLE** to divide the land into the 14 petite lots as shown on the approved Tentative Subdivision Map. Lots would need to be omitted in order to fit all of the required improvements within the entitled subdivision boundaries. **THERE IS NOT ENOUGH LAND AREA.**

2. (A) Environmental Determination, is based upon **SIGNIFICANTLY INACCURATE AND MATERIALLY FALSE INFORMATION AND/OR LACK THEREOF**

Fact: It is not possible to determine the environmental impacts to the area because Exhibit A – Tentative Subdivision Map and Exhibit B – Grading and Utility Plan are misleading and false. **IMPACTS TO THE AREA AS WELL AS TO THE ADJACENT PROPERTIES CANNOT BE DETERMINED BASED ON MISLEADING AND FALSE INFORMATION.**


CITY OF SACRAMENTO

MAR 21 2011

3. (C) Special Permit is based upon **SIGNIFICANTLY INACCURATE AND MATERIALLY FALSE INFORMATION AND/OR LACK THEREOF**. The development was processed under the standard of single family development. This is a condominium Project, Planned Unit Development for which development standards are much more strict as outlined in city code 17.192.010 and the Subdivision Map Act. The laws governing Condominium, Condominium Project, Planned Unit Development have been completely circumvented.

Fact: Exhibit A -Tentative Subdivision Map and Exhibit B – Grading and Utility Plan and The Planning Commission’s Finding of Facts is **NOT** based upon **SOUND PRINCIPLES OF LAND USE** for obvious reasons.

Fact: Exhibit A - Tentative Subdivision Map and Exhibit B – Grading and Utility Plan and The Planning Commission’s Finding of Facts **WILL CREATE SIGNIFICANT NUISANCES** for obvious reasons.

Fact: Exhibit A - Tentative Subdivision Map and Exhibit B – Grading and Utility Plan and The Planning Commission’s Finding of Facts **WILL BE INJURIOUS** for obvious reasons.

Fact: Exhibit A - Tentative Subdivision Map and Exhibit B – Grading and Utility Plan and The Planning Commission’s Finding of Facts **CANNOT CONFORM TO THE GENERAL AND SPECIFIC PLANS OF OUR CITY** for obvious reasons.

The Planning Commission’s approval should be reversed on all of the Requested Entitlements: (A) Environmental Determination, (B) Tentative Map and (C) Special Permit. And all of the Findings of Fact, Conditions of Approval associated with the Tentative Map should be null and void. Because of the nature of the significantly inaccurate and materially false information provided for the approved Tentative Map, the Applicant should be barred from reapplying for a Tentative Map in accordance with the Subdivision Map Act and City of Sacramento Code.

Exhibit B – Grading and Utility Plan and the improvements within

~~SAD~~
CITY OF SACRAMENTO
MAR 21 2011

cannot fit into the subdivision boundaries in Exhibit A - Tentative Subdivision Map.

A careful review of the Tentative Subdivision Map will show that after all the **conditions of approval** are satisfied and applied within the subdivision boundaries, it will be physically impossible to divide the land area into the 14 petite lots as shown on the approved Tentative Subdivision Map.

I STRONGLY BELIEVE ALL OF THE FOLLOWING:

THIS IS NOT JUST AN INNOCENT MISTAKE.

Further review of the approved Tentative Subdivision Map (Exhibit A) along with Exhibit B – Grading and Utility Plan, will show the Applicant's true intentions. The Applicant will use the very same methods in obtaining approval from the City Planning Commission for said Tentative Map to take without due process the land area actually needed for the Applicant's subdivision boundaries. The Applicant when applying for public funds will get more money than he would otherwise be entitled.

Please Note: The Applicant will need to include the entire right-of-way width of Sam Avenue in order to have enough room for the 14 petite lots as shown on the Approved Tentative Subdivision Map for which the Applicant has **NOT** sought entitlements for.

The Applicant, at some future time, will seek to increase the subdivision boundaries to include the use of the entire right-of-way width of Sam Avenue. The Applicant will achieve this with the full cooperation of The Community Development Department, Planning Commission Planning Staff members who have the powers vested by governing bodies, laws and policies therein.

Planning staff members whom are entrusted with these broad powers will waive requirements that otherwise would be observed and are necessary to preserve the public health, safety and general welfare; to promote orderly growth and development and to promote open space, conservation, protection and proper use of land; and to ensure provision for adequate traffic circulation, utilities, and other services of

MAR 21 2011



the City.

The Applicant will be able to circumvent laws and processes necessary to preserve the public health, safety and general welfare; to promote orderly growth and development and to promote open space, conservation, protection and proper use of land; and to ensure provision for adequate traffic circulation, utilities, and other services of the City that the Applicant would otherwise be required to observe and abide by.

The result will be the full use of the entire right-of-way width of Sam Avenue without first having to mitigate the impacts that would normally be required to be disclosed and mitigated during the planning process for a Tentative Map. The Applicant will receive more public funding than he would be entitled to otherwise.

I believe this is an intentional action in an effort to avoid the proper development of the southern portion of Sam Avenue. I believe the Applicant has the full cooperation of certain Planning Staff members who have broad powers within the agency to implement this strategic taking of public property for which entitlements have never been sought, thereby avoiding disclosure of impacts to the area as well as potential costs in mitigating the very challenging southern portion of Sam Avenue.

I believe there should be an investigation into the use of the broad powers within the Community Development Department and the effect of decisions made by Planning Staff members entrusted with such broad powers.

I am not including what I believe in this appeal to influence your decision regarding the approved Tentative Map, but to inform you of what is going on in the Community Development Department and the effects of the broad powers within this department, the subdivision of real property, the implementation of general and specific plans of the community and the effects it is having on me as an adjacent and significantly impacted property owner.


CITY OF SACRAMENTO

MAR 21 2011

Regardless of what I believe, the truth is that the approved, Tentative Map is significantly inaccurate and false and that the Planning Commission's approval should be reversed on all of the Requested Entitlements: (A) Environmental Determination, (B) Tentative Map and (C) Special Permit.

In conclusion, I would like to provide a summary of the meeting that took place on March 17, 2011 as directed by the City Planning Commission to be arranged by City Planning staff between the Applicant and me.

The meeting was misleading, disingenuous and a waste of time. The entire meeting was based upon the above mentioned misleading, inaccurate and materially false information.

The entire 1 hour discussion was devoted to mitigate the effects of Sam Avenue as shown on Exhibit B – Grading and Utility Plan. After the meeting and my further study of the Planning Commission's Record of Decision and the materials within, I discovered that it was not even necessary to have that discussion. That meeting was misleading, completely disingenuous, deceitful and a complete waste of time. And, if this is the Planning Commission's idea of a good neighbor policy, then I believe there needs to be an investigation into that policy and its process as well.

March 21, 2011, 12:55 p.m.



Larry J. Cottle
5057 9th Avenue
Sacramento, CA 95820
(916) 452-7755

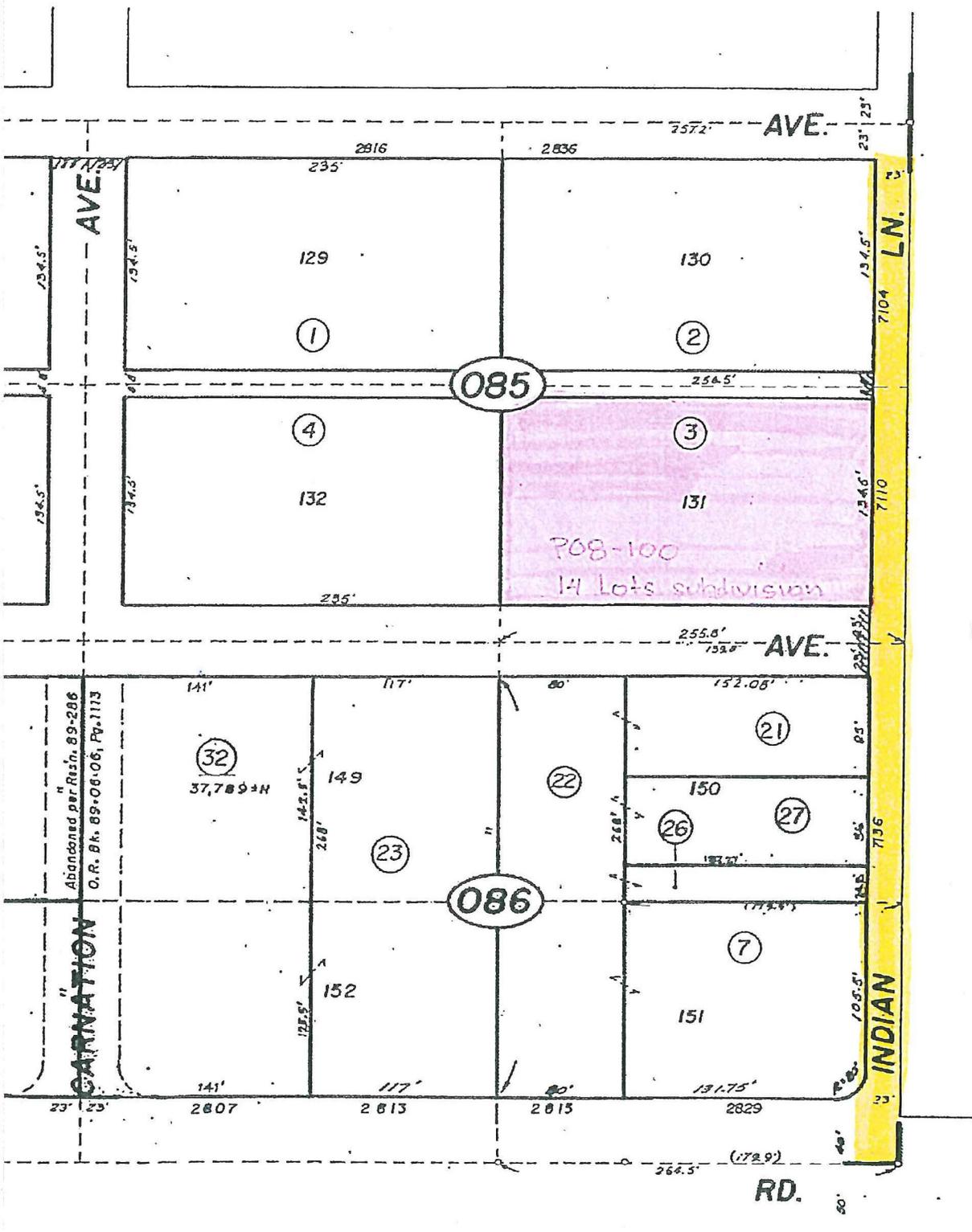
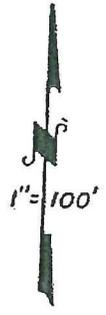
~~PAID~~
CITY OF SACRAMENTO

MAR 21 2011

ACRES

Tax Area Code

41-08



CITY OF SACRAMENTO
 Assessor's Map Bk.41 -Pg.08
 County of Sacramento, Calif.

J. Mah King
3 June 2 1915
CARROT

PLAT OF Camellia Acres

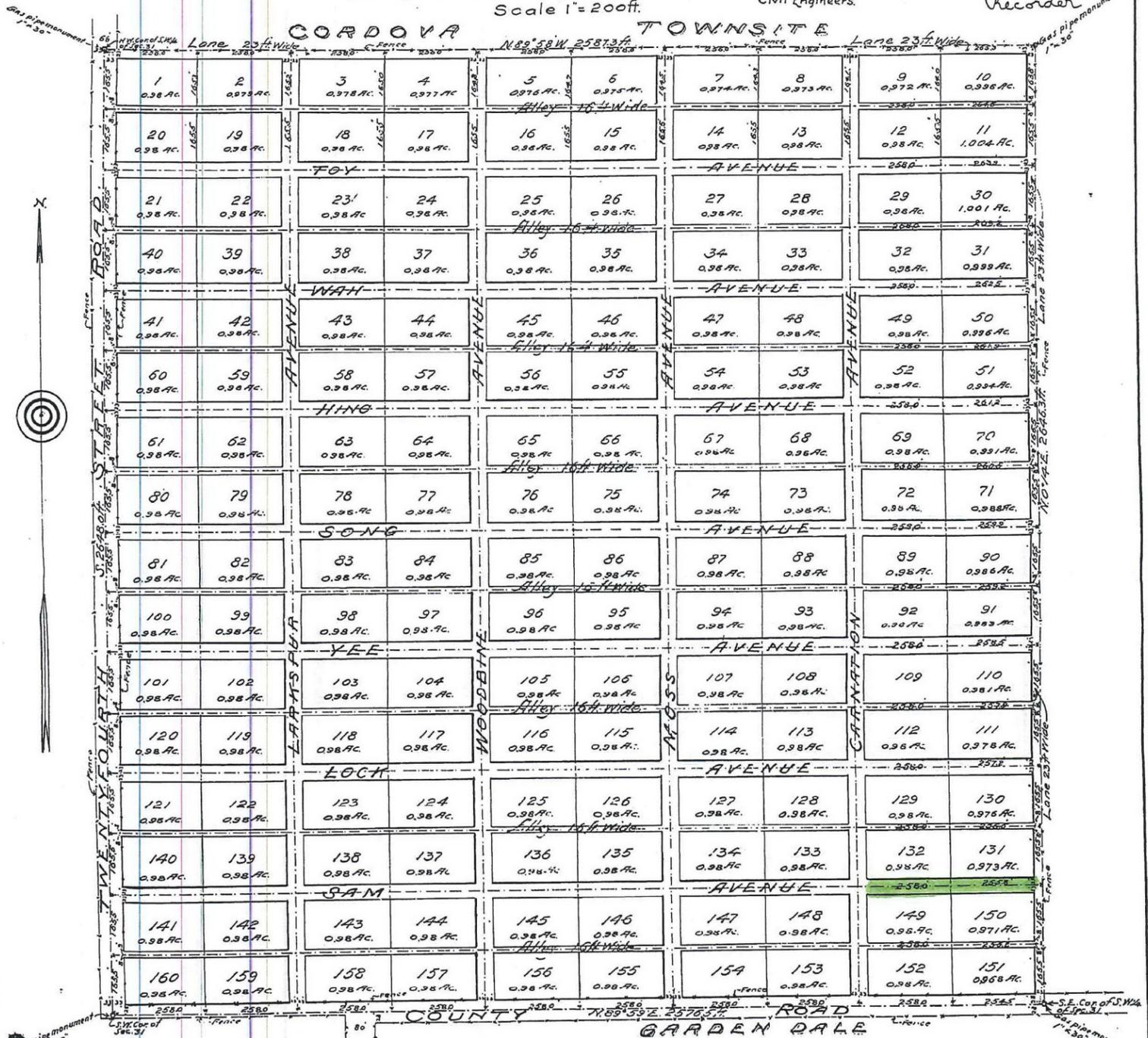
Sacramento June 2-1916
This map is accepted for filing showing title vested in J. Mah King and Song King as per opening of title No. 327 on file in this office
CARROT
Recorder

S.W. 1/4 of Sec. 31, T. 8 N. R. 5 E.

SACRAMENTO COUNTY, CAL.

Surveyed, November 1910. Phinney, Cote & Marshall.
Civil Engineers.

Scale 1" = 200ft.



LEGEND: The land embraced within the boundaries of CAMELLIA ACRES, as hereon shown and delineated is the S.W. 1/4 of Sec. 31, T. 8 N. R. 5 E., M. D. B. & M. and is the same land that was conveyed by certain deeds as follows: The N. 1/2 of said S.W. 1/4, by deed from Fred. W. Kiese and Jane B. Kiese (his wife) to T. Wah King and recorded on May 31, 1914, in Book 399 of Deeds, of page 358, Sacramento County, California records, and the S. 1/2 of said S.W. 1/4, by deed from Mateus Terras and Mary Terras (his wife) to Song King, and recorded on Nov. 20, 1908, in Book 276 of Deeds, of page 396, Sacramento County records, State of California.

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss. On this 13th day of Nov. 1914, before me Thomas J. Flemmer, a Notary Public in and for the County of Sacramento, State of California, personally appeared R. M. Richardson and M. H. Crowell, Trustees for the Farmers and Mechanics Savings Bank of Sacramento City, California; T. Wah King and Song King, all known to me to be the persons whose names are subscribed to the within instrument and they acknowledged to me that said Farmers and Mechanics Savings Bank and said T. Wah King and Song King executed the same.
IN WITNESS WHEREOF: I have hereunto subscribed my hand and affixed my official seal the day and year first above written.

We hereby acknowledge this to be the official plat of "Camellia Acres" owned by us and subdivided in accordance with our instructions.
J. Mah King
Song King

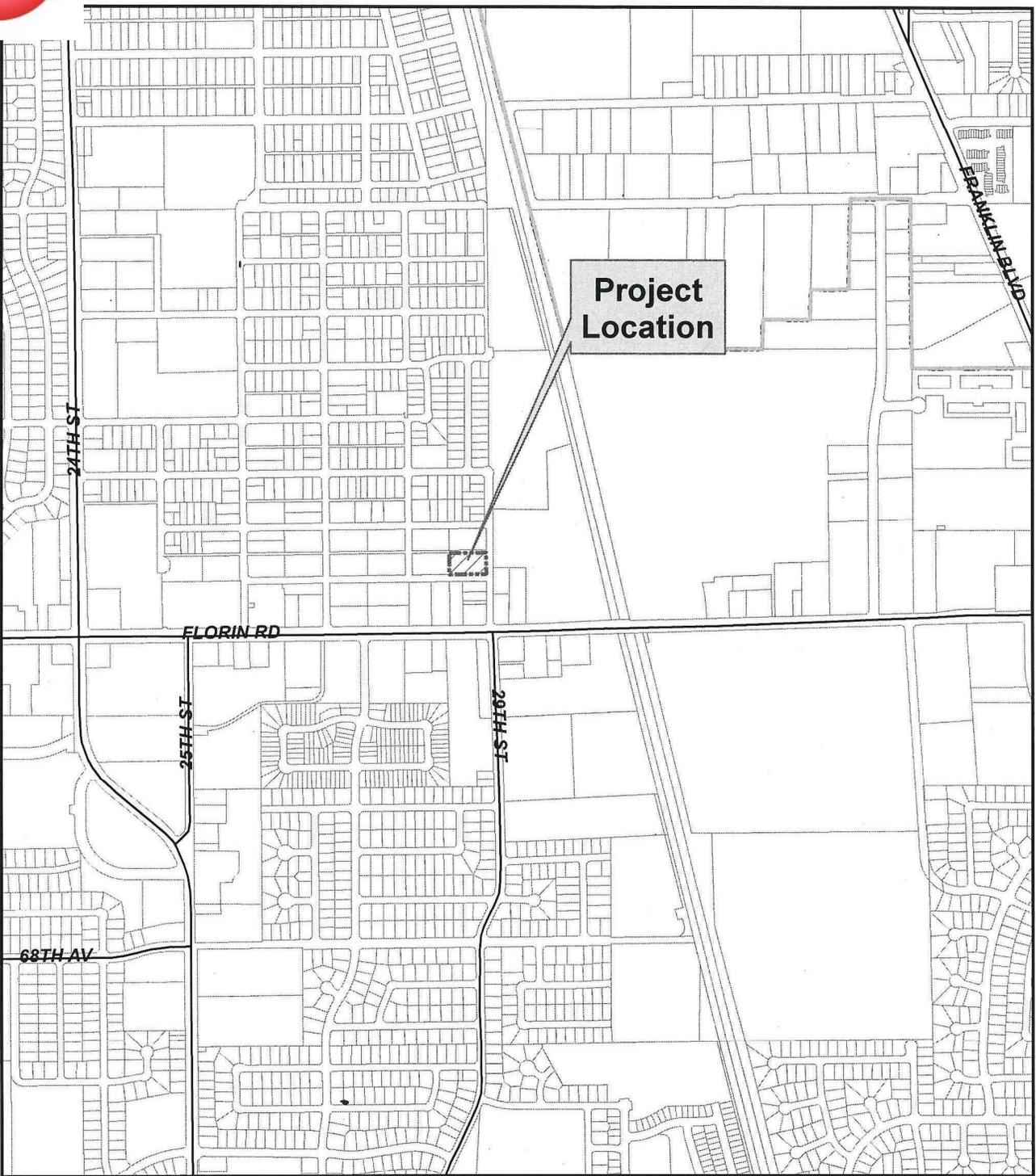
We hereby approve this plat and consent to the filing of same for record.
James F. Altheimer, Savings Bank
M. H. Crowell

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss. I. E. Plund, the duly appointed qualified and acting County Clerk of the County of Sacramento, State of California and ex-officio Clerk of the Board of Supervisors of said County do hereby certify that a good and sufficient map has been filed with said Board of Supervisors in connection with the map of that certain subdivision in the County of Sacramento, State of California, known as Camellia Acres, which said map was presented to said Board of Supervisors and approved by them the day of Dec. 1914.

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss. The Board of Supervisors of Sacramento County, State of California do hereby approve this plat and accept on behalf of the Public, as public highways, the roads, lanes and alleys, hereon shown and delineated as Avenues, lanes and alleys.
Executed in accordance with a resolution duly and regularly adopted by said Board of Supervisors at a meeting thereof, held in the office of said Board in the County of Sacramento, State of California, on this 6th day of Dec. in the year 1914.
Attest: County Clerk
By Deputy County Clerk

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss. I. L. P. Williams, County Auditor of Sacramento County, State of California, do hereby certify that there are no liens for unpaid State or County or other taxes, except taxes not yet payable against that tract or subdivision of land known as Camellia Acres.
In Witness Whereof, I have hereunto set my hand and affixed my official seal this 2nd day of June in the year 1915.
By L. M. Williams
County Auditor of Sacramento County, State of California.

We hereby certify that this is a true and correct plat of Camellia Acres hereon shown and delineated as the same was surveyed by us in Nov. 1910.
Phinney, Cote and Marshall, Civil Engrs.
By State Licensed Land Surveyor.



**Vicinity Map
for
Habitat for Humanity
7114 Indian Lane**



P08-100



Land Use Map for Habitat for Humanity 7114 Indian Lane

0 175 350 Feet





RESOLUTION NO. 2011-

Adopted by the Sacramento City Council

DETERMINING PROJECT EXEMPT FROM REVIEW UNDER CALIFORNIA ENVIRONMENTAL QUALITY ACT INDIAN LANE SUBDIVISION (P08-100)

BACKGROUND

- A. On March 10, 2011, the City Planning Commission conducted a public hearing on, and approved with conditions the Indian Lane Subdivision project.
- B. On March 21, 2011, a third-party filed a timely appeal of the Planning Commission action to the City Council.
- C. On May 17, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(d), (posting and mail 500'), and received and considered evidence concerning the Third Party Appeal of the Indian Lane Subdivision project.

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

Section 1. Based on the determination and recommendation of the City's Environmental Planning Services Manager and the oral and documentary evidence received at the hearing on the Project, the City Council finds that the Project is exempt from review under Section 15332 (Infill) of the California Environmental Quality Act Guidelines as follows:

- a. The project complies with all applicable policies of the General Plan, as well as with the applicable zoning regulations;
- b. The proposed development is located within City limits on a project site of no more than five (5) acres substantially surrounded by urban uses;
- c. The project site has no value as habitat for endangered, rare or threatened species;
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
- e. The site can be adequately served by all required utilities and public services.



RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING FINDINGS OF FACT AND APPROVING THE TENTATIVE MAP AND THE SPECIAL PERMIT FOR THE INDIAN LANE SUBDIVISION PROJECT APN: 041-0085-003 (P08-100)

BACKGROUND

- A. On March 10, 2011, the City Planning Commission conducted a public hearing on and approved with conditions the Indian Lane Subdivision project.
- B. On March 21, 2011, a third-party filed a timely appeal of the Planning Commission action to the City Council.
- C. On May 17, 2011, the City Council conducted a public hearing, for which notice was given pursuant Sacramento City Code Section 17.200.010(C)(2)(d) (posting and mail 500'), and received and considered evidence concerning the Third Party Appeal of the Indian Lane Subdivision project approval.

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 Third Party Appeal of the Indian Lane Subdivision project, the City Council denies the third party appeal and approves the Project tentative map and special permit to develop an alternative-style single-family residential development in the Residential Mixed-use Transit Overlay (RMX-TO) zone, 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:

B. The **Tentative Map** to subdivide a ±0.97 gross acre parcel into 14 petite lots in the Residential Mixed-use Transit Overlay (RMX-TO) zone is approved subject to 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 specific plans, and Chapter 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 or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
 - d. The design of the subdivision or the type of improvements is not likely to cause serious public health problems;
 - e. The design of the subdivision or 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 Planning Commission 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).

C. The **Special Permit** to develop an alternative-style single-family residential development in the Residential Mixed-use Transit Overlay (RMX-TO) zone is approved subject to the following Findings of Fact:

1. The granting of the special permit is based upon sound principles of land use in that proposed use is consistent with the land use designation, the proposed project design integrates the dwellings with both the private and public open spaces, provides adequate pedestrian and vehicular circulation through, to, and from the subdivision, and adequate setbacks have been provided to afford the homes private yard area. The proposed project constitutes sound land use in

that the alternative-style single-family development complements the surrounding land uses which comprise traditional single-family development to the north as well as provides sufficient density to support the Florin Road light rail station to the east.

2. The proposed project, as conditioned, would not result in the creation of a nuisance in that the circulation and access pattern is appropriate for the subject site as well as the adjacent properties, the private drives and pedestrian walkways are required to be maintained by a Homeowners' Association. Also, though the proposed lots are smaller than the typical single-family lots, staff believes the lots provide adequate private yard areas and setbacks. The project will be sustainable in that high quality, sustainable construction materials and techniques will be utilized in the construction of the project.
3. The project is consistent with the objectives of the General Plan in that it provides small-lot single-family housing compatible with adjacent uses. The project, as proposed, subscribes to the urban form characteristics as envisioned for the Urban Center Low land use designation. The project proximity to the Florin Road light rail station will afford the residents the opportunity to further reduce their energy footprint through the use of light rail and rapid transit for their transportation needs.

Section 3. The City Council approves the Project entitlements subject to the following conditions of approval:

Conditions Of Approval

B. The **Tentative Map** to subdivide a ±0.97 gross acre parcel into 14 petite lots in the Residential Mixed-use Transit Overlay (RMX-TO) zone is hereby approved subject to the following conditions:

CONDITIONS: Tentative Map

NOTE: These conditions shall supersede any contradictory information shown on the Tentative Map approved for this project (P08-100).

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 Department of Transportation.

SPECIAL DISTRICTS: Assessment Districts

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

DEPARTMENT OF TRANSPORTATION (Traffic Engineering: Zarah Bringas
808-8494)

2. 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 Department of Transportation after consultation with the U.S. Postal Service.
3. Private reciprocal ingress, egress, and maneuvering easements are required for future development of the area covered by this Tentative Map. The applicant shall enter into and record an Agreement for Conveyance of Easements with the City stating that a private reciprocal ingress/egress and maneuvering easement shall be conveyed to and reserved from the appropriate parcels at no cost, at the time of sale or other conveyance of either/any of the parcel(s).
4. Show all continuing and proposed/required easements on the Final Map.
5. 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 sub-grades and pavement sections under high groundwater conditions;
6. The design and placement of walls, fences, signs and Landscaping near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height. The area of exclusion shall be determined by the Department of Transportation.
7. Construct standard subdivision improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. All improvements shall be designed to City standards and assured as set forth in Chapter 18.04.130 of the City Code. 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

Department of Transportation.

8. Construct Sam Avenue to a modified 53-ft right-of-way street cross-section (half-street only) to the satisfaction of the Department of Transportation. Construction of Sam Avenue shall include a 5-ft sidewalk and 7-ft planter (measured from the face of curb) to the north, 15-ft west-bound travel lane, 12-ft east-bound travel lane, 3-ft aggregate based shoulder, and an acceptable drainage.
9. The applicant shall dedicate sufficient right-of-way and construct an ADA compliant ramp along the northwest corner of the Indian Lane/Sam Avenue intersection per City standards to the satisfaction of the Department of Transportation.
10. The applicant shall install permanent street sign(s) to the satisfaction of the Department of Transportation.
11. Provide a standard driveway at the entrance to the private street.
12. The applicant shall satisfy the conditions of approval of the alley abandonment (north of the subject property).
13. Final Map shall be recorded concurrently with the recordation of the alley abandonment.
14. The applicant shall make provisions for bus stops, shelters, etc. (if necessary) to the satisfaction of Regional Transit.
15. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives. The Homeowner's Association shall maintain all private drives, common open space areas, lights, and common landscaping;

SMUD (Yujean Kim: 732-5027)

16. Dedicate a 12.5-ft public utility easement for underground and overhead facilities and appurtenances adjacent to Indian Lane.
17. Dedicate an 11-ft PUE for underground facilities and appurtenances adjacent to Sam Avenue.
18. Dedicate any private drive and 5 feet adjacent as a public utility easement for underground facilities and appurtenances.
19. Dedicate the north 5-feet as a public utility easement for underground and overhead facilities and appurtenances.

SASD (Salam Khan: 876-6094)

20. Connection to the SASD sewer system shall be required to the satisfaction of SASD. SASD Design Standards apply to any on- and off-site sewer construction.
21. Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.
22. In order to obtain sewer service, construction of SASD sewer infrastructure will be required.
23. Sewer easements may be required. All sewer easements shall be dedicated to SASD, in a form approved by the District Engineer. All SASD sewer easements shall be at least 20 feet in width and ensure continuous access for installation and maintenance. SASD will provide maintenance only in public right-of-ways and in easements dedicated to SASD.
24. The subject project owner(s) and successors in interest thereof, shall be responsible for repair and/or replacement of all non-asphalt and/or enhanced surface treatments of streets and drives (such as stamped/colored/decorative concrete, concrete pavers, etc.) within these easements damaged by SASD maintenance and repair operations, including landscaping, channelization's, lighting, fountain area, sidewalk, and any other appurtenances conflicting therein. This requirement shall be set forth in easement grant documents and be a covenant running with the land, be responsibility of successors in interest in future land transfers and divisions and by language approved by SASD. SASD will only replace asphalt and standard concrete roadway/driveway disturbed due to maintenance/repair of its sewer line. If the repair is of decorative or stamped concrete, SASD will only replace with standard concrete.
25. SASD requires their sewers to be located a minimum of 10 feet (measured horizontally from edge of pipe to edge of pipe) from all potable water lines. Separation of sewer line from other parallel utilities, such as storm drain and other 'dry' utilities (electrical, telephone, cable, etc.) shall be a minimum of 7 feet (measured horizontally from the center of pipe to the center of pipe). Any deviation from the above separation due to depth and roadway width must be approved by SASD on a case by case basis. Prior to recording the Final Map, the applicant shall prepare a utility plan that will demonstrate that this condition is met.

26. All structures along private drives shall have a minimum 10-foot setback (measured horizontally from edge of collector pipe to edge of structure) so that SASD can properly maintain the sewer line.
27. Developing this property will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances.

DOU (Inthira Mendoza: 808-1473)

28. A water main, sewer main and drainage main extension is required in Sam Avenue. The design and construction of these facilities shall be to the satisfaction of the Department of Utilities and the Sacramento Area Sewer District (SASD).
29. Public and or private streets with City maintained water and drainage facilities and SASD maintained sewer facilities shall have a minimum paved AC (asphalt concrete) width of 25-feet from edge of pavement to edge of pavement for all three wet utilities (water, sewer, and drainage). Or a minimum of 22-feet from edge of pavement to edge of pavement for any two combinations of wet utilities.
30. Provide one domestic water service to each lot. Any new domestic water services shall be metered. Excess water service shall be abandoned to the satisfaction of the Department of Utilities (DOU).
31. Per City Code, the Subdivider may not develop the project in any way 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.
32. The applicant is responsible for routing any existing drainage from the ditch in Sam Avenue to the City's drainage system.
33. Prior to or concurrent with the submittal of the improvement plans, a drainage study is required and shall be approved by the DOU. This project is located in Drainage Shed 54. Due to the limited pumping capacity of the downstream pump station, the applicant shall design the site to detain a volume of 2,200 cf/ac of drainage water onsite. Onsite drainage detention volume may be stored within oversized pipes and/or within the street section prior to overland release. The drainage system may connect to the existing public system in Indian Lane. All drainage lines shall be placed with the asphalt section of public right-of-ways as per the City's Design and Procedures Manual. Sufficient off-site and on-site

spot elevations shall be provided in the drainage study to determine the direction of storm drain runoff. The drainage study shall include an overland release map for the proposed project. 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. The 10-year and 100-year HGL's shall be shown on the improvement plans.

34. Each lot shall be graded to drain to the public street/private street. No drainage shall cross property lines.
35. If required by DOU, the applicant shall grant and reserve easements as needed, for water, drainage and sanitary sewer facilities, and for surface storm drainage, at no cost at or before the time of sale or other conveyance of any parcel or lot. A note stating the following shall be placed on the Final Map: "Reciprocal easements for ingress/egress, parking, utilities, drainage, water and sanitary sewer facilities, and surface storm drainage shall be granted and reserved, as necessary and at no cost, at or before the time of sale or conveyance of any parcel shown in this map."
36. 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.
37. 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.
38. Post construction, storm water 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 "Storm water Quality Design Manual" dated May 2007 for appropriate source control measures.

FIRE (King Tunson: 808-1358)

39. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.
40. The following shall apply to private streets: A Maintenance agreement shall be

provided for the interior roadways of the proposed subdivision. The agreement shall be record with the Public Records Office having jurisdiction and shall provide for the following:

- a. Provisions for the necessary repair and maintenance of the roadway surface.
 - b. Removal of vegetation overgrowing the roadway and infringing on the roadway clear vertical height of thirteen feet six inches (13'6") and/or width of twenty feet (20')
 - c. Provisions for the maintenance, repair, and/or replacement of NO PARKING-FIRE LANE signage or striping.
 - d. Unrestricted use of and access to the roadways covered by the agreements.
 - e. Provisions for the control of vehicle parking in prohibited areas and a mechanism for the removal of vehicles illegally parked.
41. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3.
42. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105. *The Grading/Utility plan call for the relocation of a hydrant that's currently located at the corner of Indian Lane and Sam Ave. The applicant will be required to install a new hydrant at the corner of Sam Ave/lot 5 and relocate the existing hydrant to the satisfaction of the Fire Department.*
43. No parking will be allowed on the private drives. The street will either be red curbed or provided with signs "NO PARKING FIRE LANE".

PPDD: Parks (Raymond Costantino: 808-8826)

44. **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)
45. **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 Public Improvement Financing, Special Districts Project

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

ADVISORY NOTES:

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

46. 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.
47. 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.
48. 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.
49. Gravity sewer service may not be available to serve the entire project area due to shallow depth of existing sewer line in Indian Lane. A low pressure system may be required to pump sewer from the building to the SASD's sewer system.
50. Developing this property will require the payment of sewer impact fees. Impact fees for the District shall be paid prior to filing and recording the Final Map or issuance of Building Permits, whichever is first. Applicant should contact the Fee Quote Desk at 876-6100 for sewer impact fee information.
51. Per the newly adopted 2010 California Residential Code, all new residential construction including 1 and 2 family dwellings and townhouses will be required to be sprinklered effective January 1, 2011.
52. As per City Code, the applicant will be responsible to meet his/her obligations regarding:

- a. Title 16, 16.64 Park Dedication / In Lieu (Quimby) Fees, due prior to approval of the final map. The Quimby fee due for this project is estimated at \$40,051. This is based on 14 single family units and an average land value of \$160,000 per acre for the South (south of 34th Street to City limit and west of railroad to 14th St.) 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.
 - b. Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$33,782. This is based on 14 single family units at the Specified Infill Rate of \$2,413 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.
 - c. Community Facilities District 2002-02, Neighborhood Park Maintenance CFD Annexation.
- C.** The **Special Permit** to develop an alternative-style single-family residential development in the Residential Mixed-use Transit Overlay (RMX-TO) zone is hereby approved subject to the following conditions:

Current Planning:

1. Obtain all necessary building permits prior to construction.
2. Development of this site shall be in compliance with the attached Exhibits A-P.
3. Any modification to the project shall be subject to review and approval by planning staff prior to the issuance of building permits. Any significant modification to the project may require subsequent entitlements.
4. Landscaping shall be provided, as allowed, to screen ground-mounted mechanical equipment, backflow preventors, transformers, and other similar appurtenances.
5. The homeowners' association shall maintain the grounds and landscaped areas in a clean, weed free and groomed manner. Landscaping shall be replaced with live, drought tolerant, healthy plants, trees, ground cover, and turf as needed if original landscaping dies.
6. Automatic sprinklers, drip irrigation, and drought tolerant landscaping shall be installed for all yard areas.
7. The individual homeowner shall be responsible under the CC& R's to maintain their private yards to a standard as established and specified by the HOA;

8. All fencing shall comply with the City's wall and fence requirements unless otherwise noted in these conditions. No fence exceeding 4 feet in height may be located within the setback area along Indian Lane or along the private drives. Any fencing along Sam Avenue must be setback a minimum of 5' north of the back of the separated walk along Sam Avenue.
9. The design and construction materials of the single-family residences shall be consistent with the attached elevations including trimmed out windows and paned windows on all elevations. Any modifications substitution will require additional planning review and approval prior to the issuance of building permits;
10. Automatic sprinklers and landscaping with an average of one or two ornamental and/or shade trees shall be provided, as feasible, within the front and rear yard and planter areas of each residence at the time of construction.
11. The applicant shall submit plans for the landscaping and automatic irrigation of the planter strips separating the sidewalk from the street along Sam Avenue to the City Landscape Architect for review and approval prior to the issuance of the first building permit. The planter area along Sam Avenue shall be installed with an automatic irrigation system and landscaped with trees, shrubs, and groundcover. The automatic irrigation and landscaping shall be installed concurrent with the development of each project phase, prior to the issuance of the final building permit for each phase.
12. Garages shall be used for parking. Storage within the garage area shall be limited so as to not interfere with the parking of a car in the garage.
13. No parking is allowed along the private drive areas and no parking is allowed in the individual home driveways.
14. Provide an ownership association responsible for the care and maintenance of all common areas and common improvements and any other interest common to the subdivision. Complete and true copies of all covenants, conditions and restrictions, articles of incorporation and by-laws shall be subject to review and approval by the city prior to the issuance of the first final building permit.
15. The homeowner's association shall conduct periodic inspections, not less than monthly, of the exterior of all buildings, trash enclosures and recreation facilities.
16. The homeowner's association shall establish and conduct a regular program of routine maintenance for the property. Such a program shall include common areas and scheduled repainting, replanting and other similar activities that typically require attention at periodic intervals but not necessarily continuous. Owner/Operator shall repaint or retreat all painted or treated areas at least once every 8 years; provided that the Planning Director may approve less frequent

painting or re-treatment upon a determination that less frequent repainting or re-treatment is appropriate, given the nature of the materials used or other factors. The program shall be subject to review and approval by the Planning Director.

17. The homeowner's association shall maintain landscaping and irrigation in a healthy and serviceable condition.
18. During all three phases of project construction, the developer/applicant shall post, in a conspicuous location, pertinent contact information including a valid contact person who may be contacted on weekends, holidays, and evenings should construction issues develop on the project site. Also, the applicant/developer shall make a good faith effort to meet, in a timely manner, with concerned neighbors regarding project construction related issues.

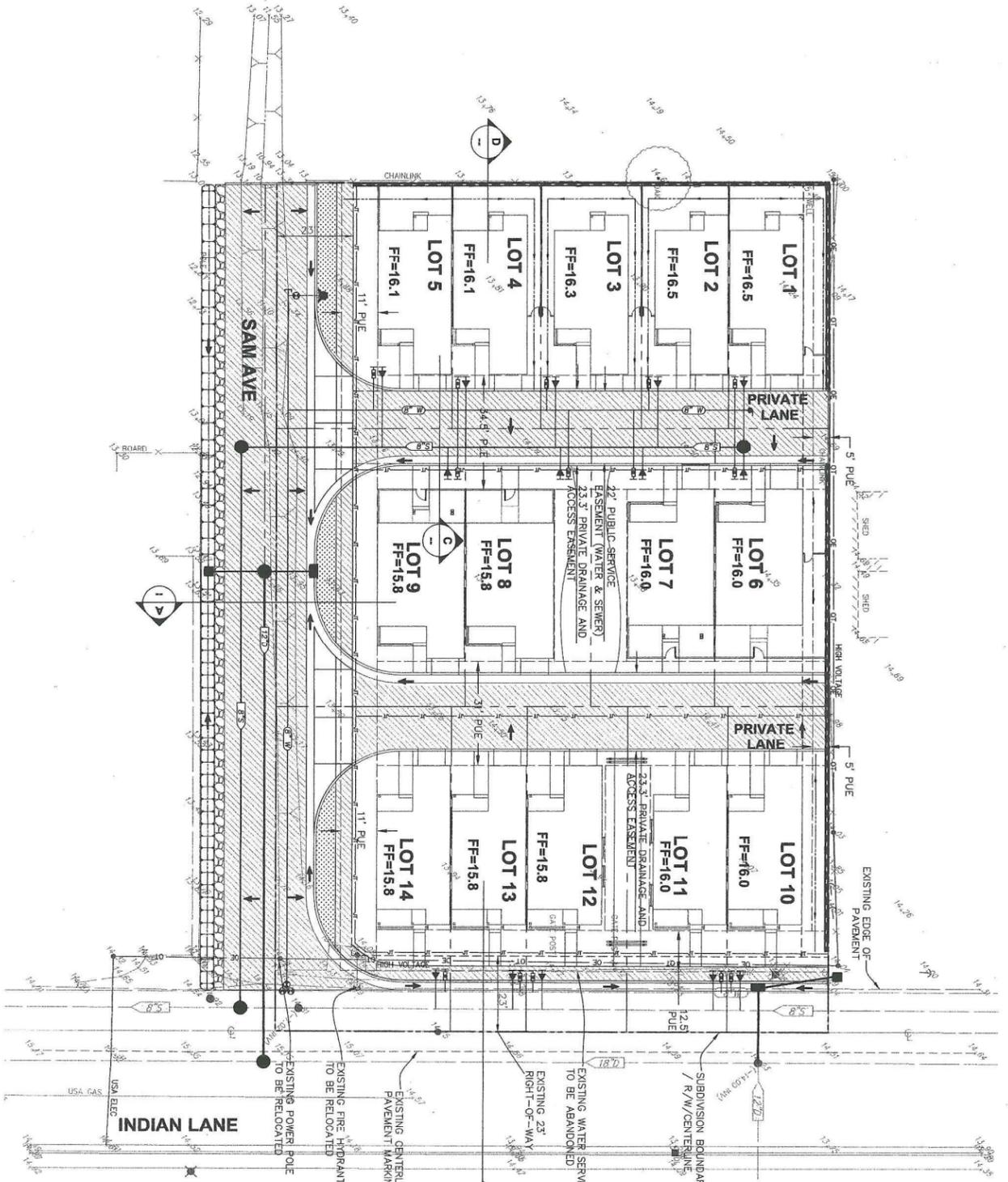
Department of Transportation-Development Engineering Division:

19. Construct standard public improvements as noted in these conditions pursuant to Section 16.48.110 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Chapter 18.04.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions 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 Department of Transportation.
20. Construct Sam Avenue to a modified 53-ft right-of-way street cross-section (half-street only) to the satisfaction of the Department of Transportation. Construction of Sam Avenue shall include a 5-ft sidewalk and 7-ft planter (measured from the face of curb) to the north, 15-ft west-bound travel lane, 12-ft east-bound travel lane, 3-ft aggregate based shoulder, and an acceptable drainage.
21. The entrance to the private drives shall be designed and constructed as City Standard driveways to the satisfaction of the Department of Transportation and the Fire Department (driveway aprons shall be at least 28-ft wide).
22. The applicant shall dedicate sufficient right-of-way and construct an ADA compliant ramp along the northwest corner of the Indian Lane/Sam Avenue intersection per City standards to the satisfaction of the Department of Transportation.
23. The applicant shall install permanent street sign(s) to the satisfaction of the Department of Transportation.
24. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.

25. Form a Homeowner's Association. CC&R's shall be approved by the City and recorded assuring maintenance of private drives. The Homeowner's Association shall maintain all private drives, common open space areas, lights, and common landscaping
26. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle). Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation.

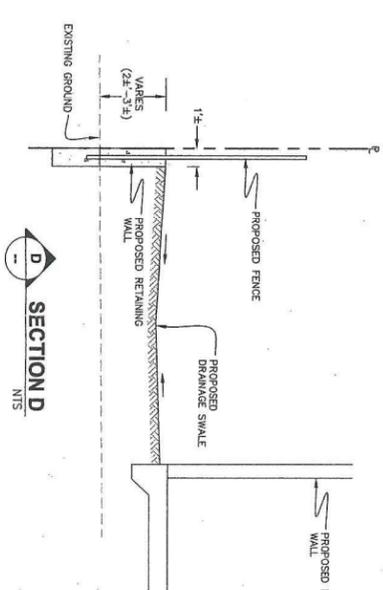
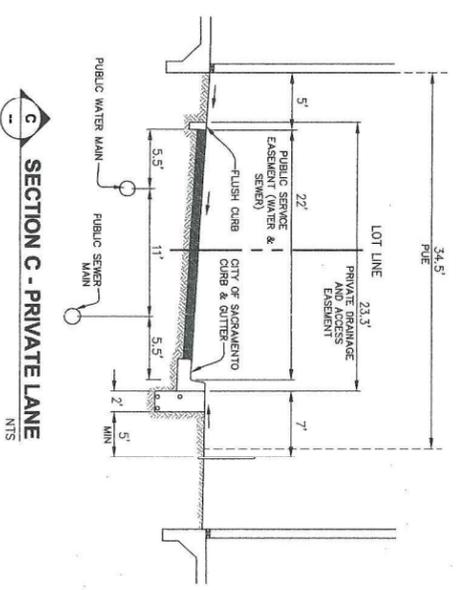
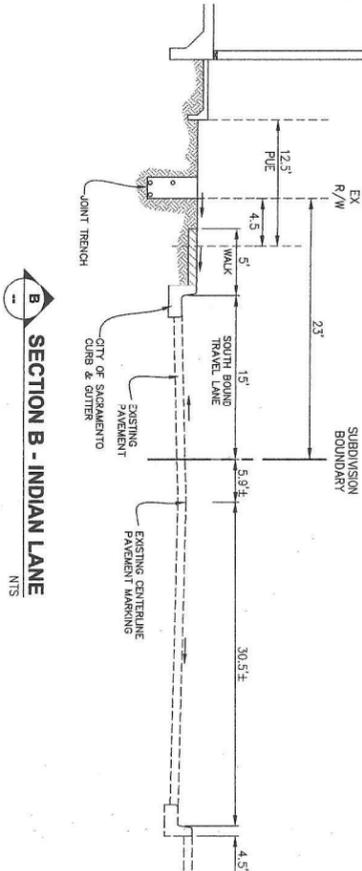
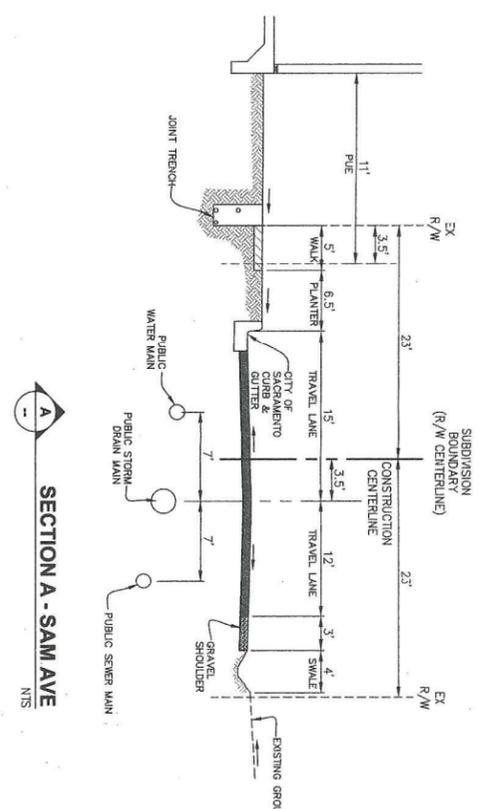
Department of Utilities-Solid Waste Division:

27. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72.
28. Single family homes must have enough space to set out cans (garbage and recycling; yard waste if service required) for collection, with 3 ft. of space between each can and neighboring objects (cars, street lights, poles, etc.).
29. Solid waste cans must be placed for collection along the street or alley which the driveway for that home faces. Also, cans must be placed on same side of alleyway for the entire length of the alley. This is so that a side-loader solid waste truck only has to back down each private lane once, which reduces the possibility of an accident related to backing up.
30. Yard waste may be optional for some properties that do not face a public street. Whether yard waste service is optional for a property is defined by City Code Chapter 13.10.



- ABBREVIATIONS**
- AVE AVENUE
 - CL CENTER LINE
 - FF FINISH FLOOR
 - P PUBLIC UTILITY
 - PUE PUBLIC UTILITY EASEMENT
 - R/W RIGHT OF WAY

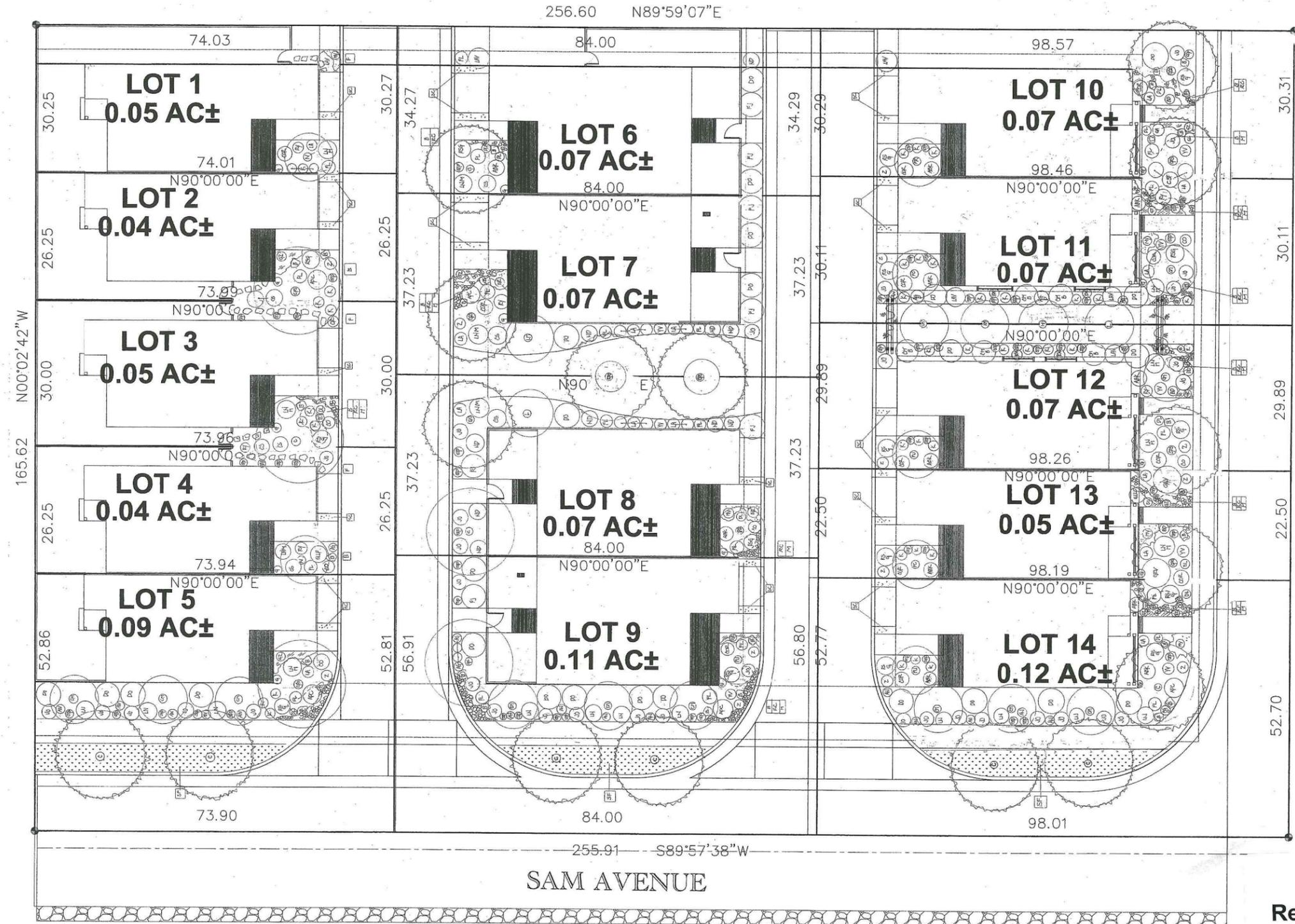
- LEGEND**
- BOUNDARY LINE
 - RIGHT-OF-WAY LINE
 - EASEMENT LINE
 - LAYER LINE W/ MANHOLE
 - SEWER LINE W/ MANHOLE
 - FIRE HYDRANT LINE W/ MANHOLE
 - GATE VALVE
 - BLOW OFF VALVE
 - WATER SERVICE W/ METER
 - SEWER SERVICE W/ CLEANOUT
 - SLOPE DIRECTION
 - CURB INLET
 - DITCH BOX
 - NIGHT-OF-WAY
 - EXISTING WATER LINE W/ MANHOLE
 - EXISTING SEWER LINE W/ MANHOLE
 - EXISTING STORM DRAIN LINE W/ MANHOLE



P08-100
Rerouted Revised Plans
Nov. 24th, 2010

SHEET EX1 OF 1	DATE: 6/8/10	JOB NO.: 1002.02	GRADING & UTILITY EXHIBIT for 7114 INDIAN LANE SACRAMENTO CALIFORNIA	Project Planning • Civil Engineering • Landscape Architecture Sacramento Office: 2120 20th Street, Suite Three, Sacramento, CA 95818 (916) 455-2026 Corporate Office: 2940 Spalford Street, Suite 200, Davis, CA 95618 (530) 758-2026	NO.	DATE	REVISIONS	BY	APPD.	DESIGNED BY: CK	DRAWN BY: CK	CHECKED BY: DF
					SCALE 1" = 20' 41 of 56							

S:\Projects\1000\1002 Indian Lane\AutoCAD\1002-02 TENTATIVE MAP\1002-02 SHEETS\1002-02 EX1.dwg - Layout1 6/08/2010 - 2:11AM Plotted by: ehorles



P08-100
Rerouted Revised Plans
Nov. 24th, 2010

PLANT LIST

SYM	QTY	SIZE	DESCRIPTION	SYM	QTY	SIZE	DESCRIPTION
ABK	10	1	Abelia 'Kaleidoscope'	G	12	5	Grapes - table varieties
AG	7	1	Agapanthus 'Royal Anna'	GRV	2	5	Grevillea 'Penola'
AGD	3	1	Agave Dwarf	GZ	8	8	Flats
AN	13	1	Anagallis - Kangaroo paws	JO	32	1	Juniperus 'Old Gold'
APC	5	1	Ariemesia 'Powis Castle'	K	27	1	Kniphofia uvaria
BD	2	1	Bidens	KM	1	15	Kumquat
C	10	15	Chionanthus retusus	KW	4	5	Kwi
CM	11	15	Crape Myrtle 'Muskogee'	L	2	15	Lemon Meyer'
CMB	4	5	Crape Myrtle 'Petite Pink' multi	LA	19	1	Lavandula 'Provence'
CO	5	5	Colsonema 'Sunset Gold'	LAV	6	5	Lavatera
COR	10	1	Correa - Australian Fuchsia	LAV	6	5	Lavatera
CPS	11	15	Chinese Platane 'Keith Davies'	LM	2	15	Lime - 'Beri'
CR	1	1	Cerastium	LN	11	5	Lastaria - Dwarf yellow
CS	11	5	Cistus crispus	LNM	11	5	Lastaria montevicensis
DL	10	1	Hemerocallis - assorted	M	1	15	Mandarine
DO	25	5	Dodonea purpurea	MY	5	1	Myoporum parvifolium
ER	2	1	Erigeron - Santa Barbara Daisy	N	2	15	Washington Navel orange
FC	2	15	Ficus - 'Black Jack' - Fig	ND	10	5	Nandina domestica
FJ	7	5	Feijoa - Bush variety	PR	2	15	Prunus - Fruiting Plum
FL	12	1	Fuchsia - Fortnight Lily - white	PU	3	15	Punica - Fruiting Pomegranate
RSG	15	1	Rosa - Ground Cover - Pink	STP	50	1	Stipa - Mexican Feather grass
RY	6	1	Rosmarinus officinalis	W	2	5	Violetia - lavender color
SL	2	1	Salvia 'May Night'	YV	6	1	Yucca - variegated
SLP	2	1	Salvia 'Lipstick'	Z	11	1	Zauschneria - California Fuhsia

- B - MOSS ROCK ACCENT BOULDERS: (29) 1'-1'.6"
- RC - RIVER COBBLE 'STREAM BED MIX'
- M - CONTOURED MOUND - 2'-2'.6" HIGH SF - SHEEP FESCUE
- *(OR BOUTELOUA GRACILIS) - GRASS STRIP AREAS
- SC - SMALL COBBLE - ROUNDED 1-3/4"-2-1/2" SIZE
- F - FLAGSTONE STEP STONES (ARIZONA)

ACCEPT FOR THE THREE GRASS STRIPS, ALL PLANTING BEDS ARE TO HAVE DRIP IRRIGATION

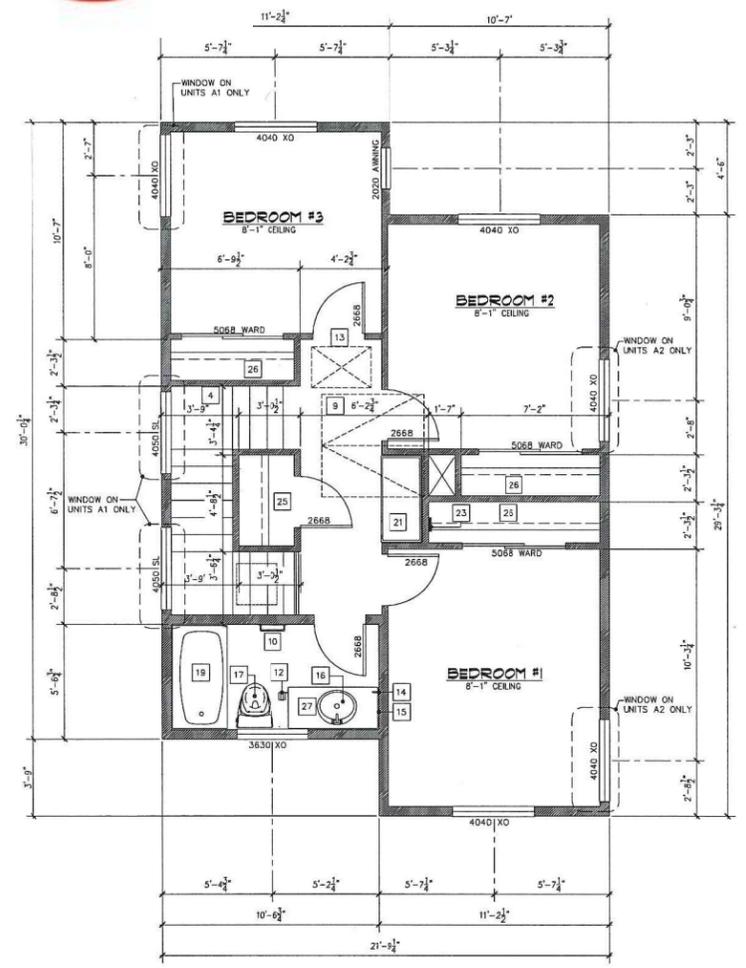
THE GRASS STRIPS ARE TO HAVE LOW-FLOW SPRAYS (8")

DRAINLINES THAT CATCH GUTTER WATER ARE TO STOP 5'-8" FROM CURB TO ALLOW WATER TO PERMEATE GROUND

8/01/2010 Reviewed by UFS

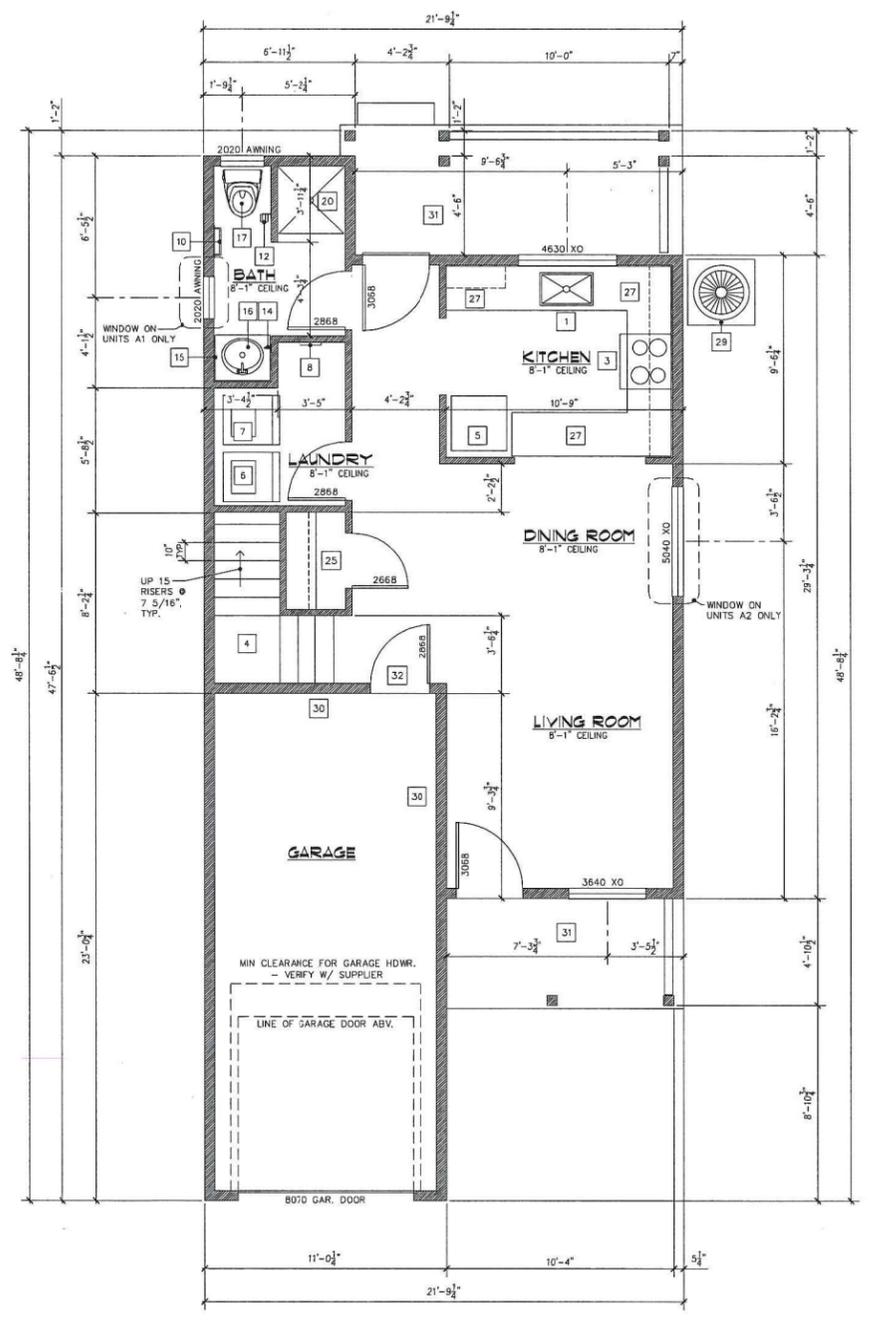
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SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

P08-100
Rerouted Revised Plans
Nov. 24th, 2010

GENERAL FLOOR PLAN NOTES

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- ALL DIMENSIONS AT WINDOWS ARE TO THE CENTERLINE.
- TILE INSTALLATION SHALL COMPLY WITH APPLICABLE SECTIONS OF THE COUNCIL OF AMERICA'S "HANDBOOK FOR CERAMIC TILE INSTALLATION" AND ITS REFERENCED STANDARDS.
- ALL FIXTURES, FINISHES, AND COLORS TO BE VERIFIED WITH OWNER TYP.
- THE ADDRESS OF ALL UNITS SHALL BE DISPLAYED SO THAT THEY ARE VISIBLE FROM BOTH THE PRIVATE DRIVE AND FROM FORREST STREET.

KEYNOTES

*NOTES REFERENCED BELOW CAN BE FOUND ON SHEET T1

- DOUBLE SINK WITH GARBAGE DISPOSAL
- DISHWASHER (ENERGY STAR) - TO DRAIN TO GARBAGE DISPOSAL - SEE NOTE P-1
- GAS RANGE / OVEN COMBINATION w/ HOOD ABV. - SEE NOTE M-4 AND M-5
- STAIRWAY - PROVIDE 3/4" TO 1-1/4" NOSING WHEN RUN IS LESS THAN 11" - SEE NOTES B-12, B-13, B-14
- REFRIGERATOR (ENERGY STAR) w/ COLD WATER STUB-OUT FOR ICEMAKER
- DRYER SPACE (ENERGY STAR) - PROVIDE VENT TO OUTSIDE w/ BACKDRAFT DAMPER - SEE NOTE M-1
- WASHER SPACE (ENERGY STAR) - PROVIDE HOT & COLD WATER SUPPLY & WASTE LINE
- RINNALI OR ATI 305 TANKLESS WATER HEATER - SEE NOTES M-5, M-6, M-10, P-5, P-6, P-7, P-8, P-9, P-10, AS APPLIES
- ATTIC C.A.U. w/ FLYWOOD CATWALK TO ACCESS - PROVIDE COMBUSTION AIR & VENT TO OUTSIDE PER NOTE M-5, M-7, M-8 AS APPLIES MIN. 50% EFFICIENT
- TOWEL BAR - PROVIDE BLOCKING 42" ABOVE FINISH FLOOR
- RETURN AIR REGISTER
- TOILET PAPER HOLDER - LOCATE 26" FROM FINISH FLOOR 8" FROM FRONT OF TOILET
- ATTIC ACCESS - SEE NOTE B-11
- TOWEL RING - PROVIDE BLOCKING 18" ABOVE COUNTER TOP
- MEDICINE CABINET
- SINKS & FAUCETS - AVERAGE FLOW RATE OF FAUCETS ≤ 1.5 GPF
- WATER CLOSET - AVERAGE FLOW RATE OF ALL WATER CLOSET ≤ 1.3 GPF
- 60" LONG (MAX) SPA TUB ON 18" HIGH TIE DECK - SEE NOTE E-14 AND B-9 - AS APPLIES
- 32" x 30" SHOWER/TUB w/ SHWR. HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR. SEE NOTE P-13, B-8, B-9, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- 36" x 36" SHOWER w/ SHOWER HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR - SEE NOTE P-13, B-8, B-9, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- LINEN
- 1 1/2" GRAB BAR - PROVIDE BLOCKING 33"-36" FROM FINISHED FLOOR
- SECURITY ALARM PANEL
- MISCELLANEOUS STORAGE / CABINET / PANTRY
- COAT CLOSET
- CLOSET w/ SINGLE SHELF & POLE & SLIDING DOOR TYPE PER OWNER/CONTRACTOR
- TYPICAL CABINETS / TILE COUNTERTOPS
- PEDESTAL LAVATORY
- A/C UNIT ON CONCRETE PAD
- PROVIDE 1 HOUR FIRE RESISTANT SEPARATION - SEE NOTES 3 & 4 OF "BUILDING SECTION NOTES" SHEET A4 FOR SPECIFIED REQUIREMENTS.
- EXTERIOR CONCRETE LANDING: MIN. 36" DP. x WIDTH OF OPERABLE DOOR IN OPEN POSITION. MAX. RISE BETWEEN THRESHOLD & LANDING IS 7.75"
- SEE NOTE B-4 FOR GAR-HOUSE DOOR REQUIREMENTS

UNIT A SQ. FOOTAGE

1ST FLOOR	570 SQ. FEET
2ND FLOOR	593 SQ. FEET
TOTAL CONDITIONED SPACE	1163 SQ. FEET
GARAGE	250 SQ. FEET
BUILDING FOOTPRINT	1102 SQ. FEET

REVISIONS

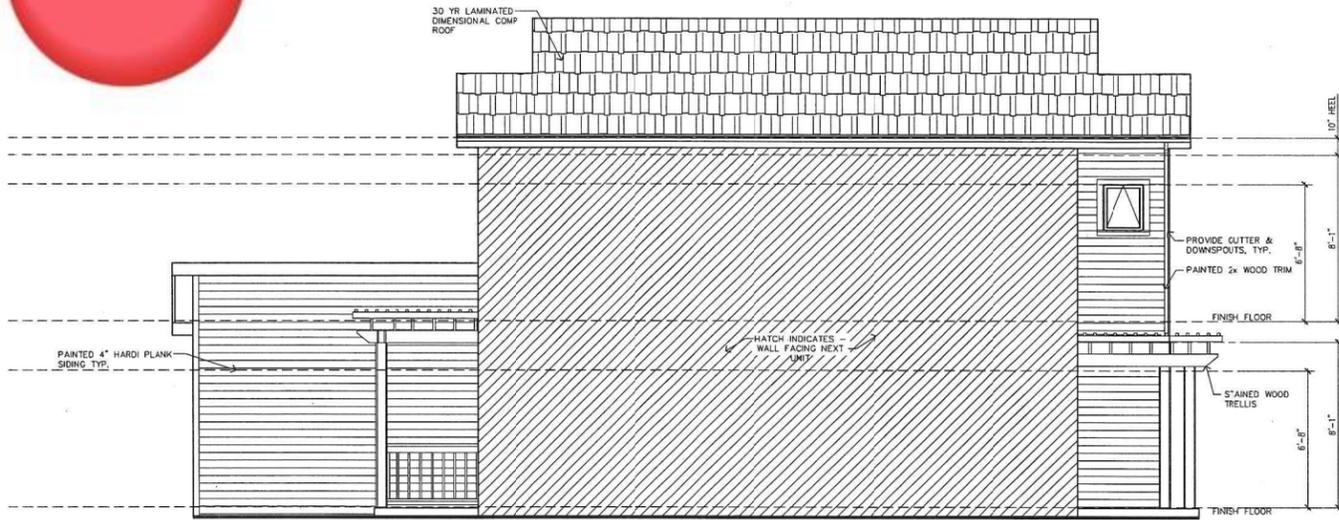
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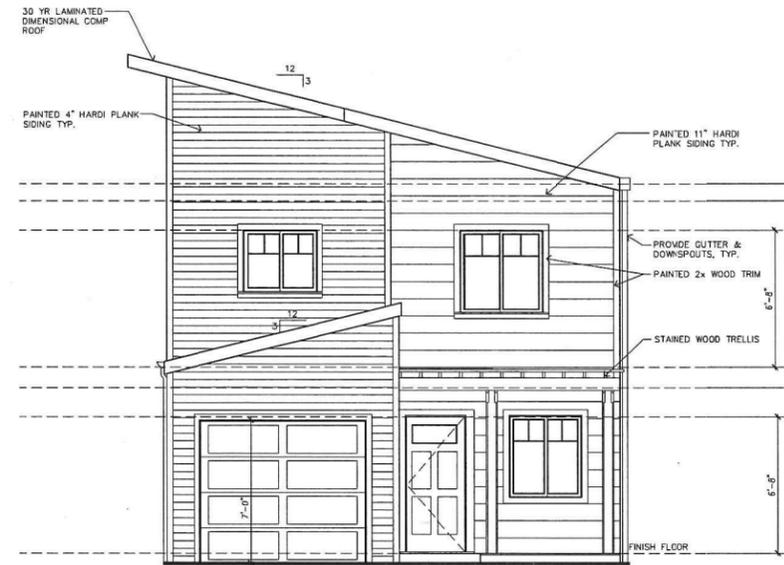
INDIAN LANE
 SACRAMENTO HABITAT FOR HUMANITY

UNIT A

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Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	A1.1



RIGHT SIDE "A1"
SCALE=1/4"=1'-0"



FRONT "A1"
SCALE=1/4"=1'-0"



LEFT SIDE "A1"
SCALE=1/4"=1'-0"



REAR "A1"
SCALE=1/4"=1'-0"

REVISIONS	DESCRIPTION

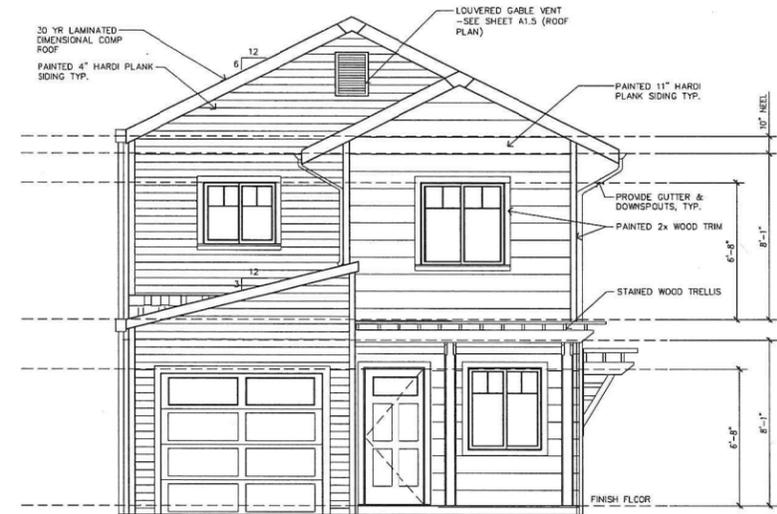


INDIAN LANE
SACRAMENTO HABITAT FOR HUMANITY

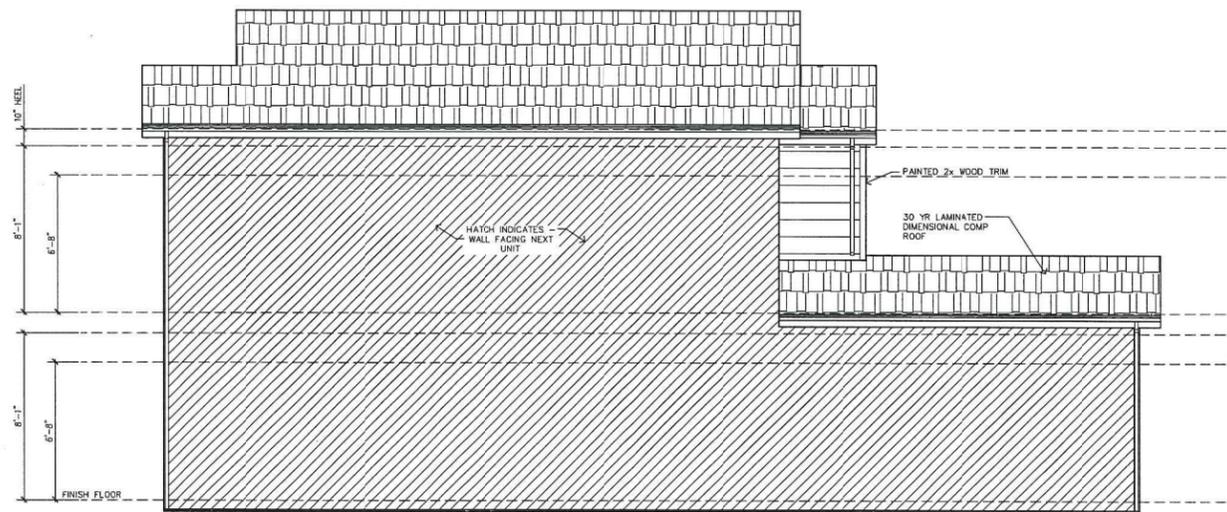
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RIGHT SIDE "A2"
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FRONT "A2"
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LEFT SIDE "A2"
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REAR "A2"
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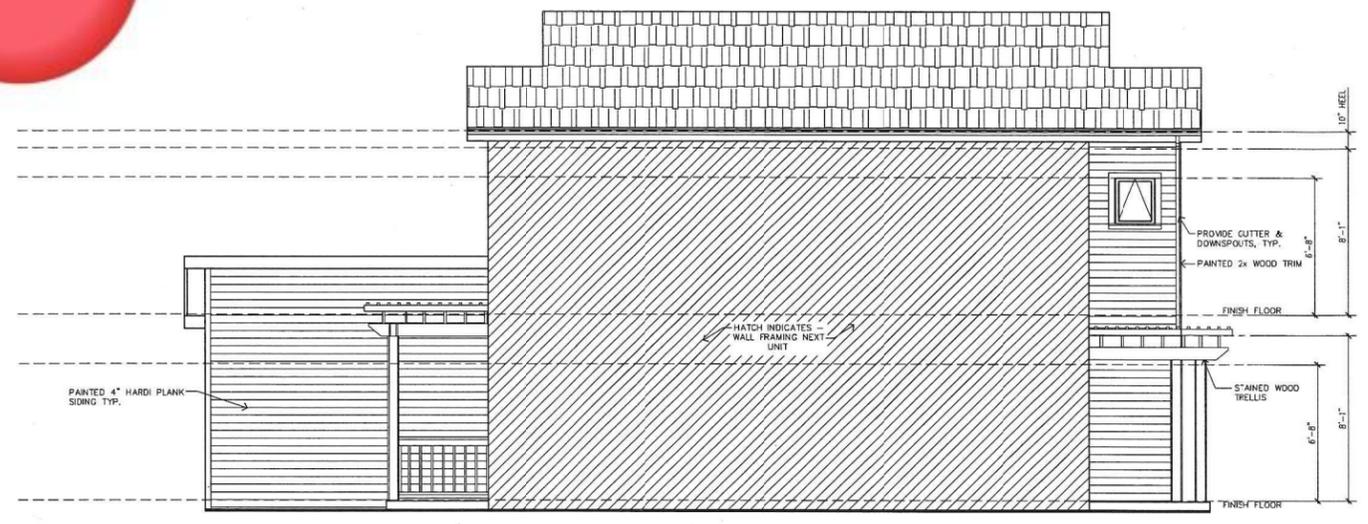
REVISIONS
DESCRIPTION



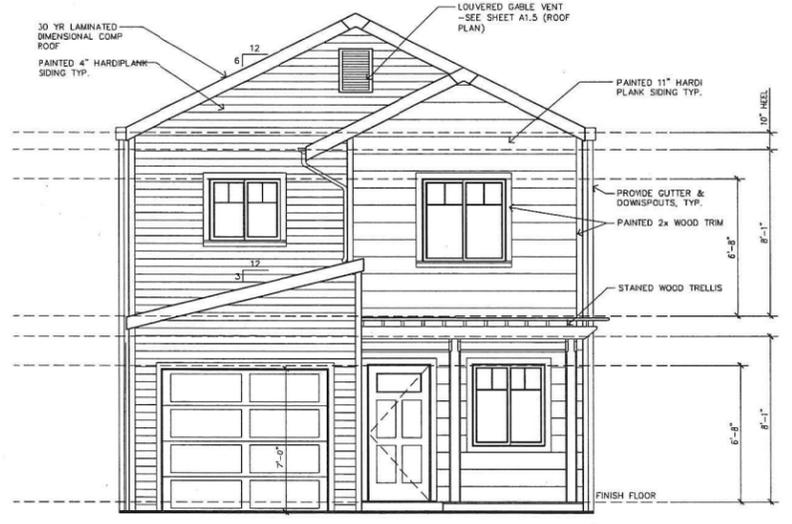
INDIAN LANE
SACRAMENTO HABITAT FOR HUMANITY

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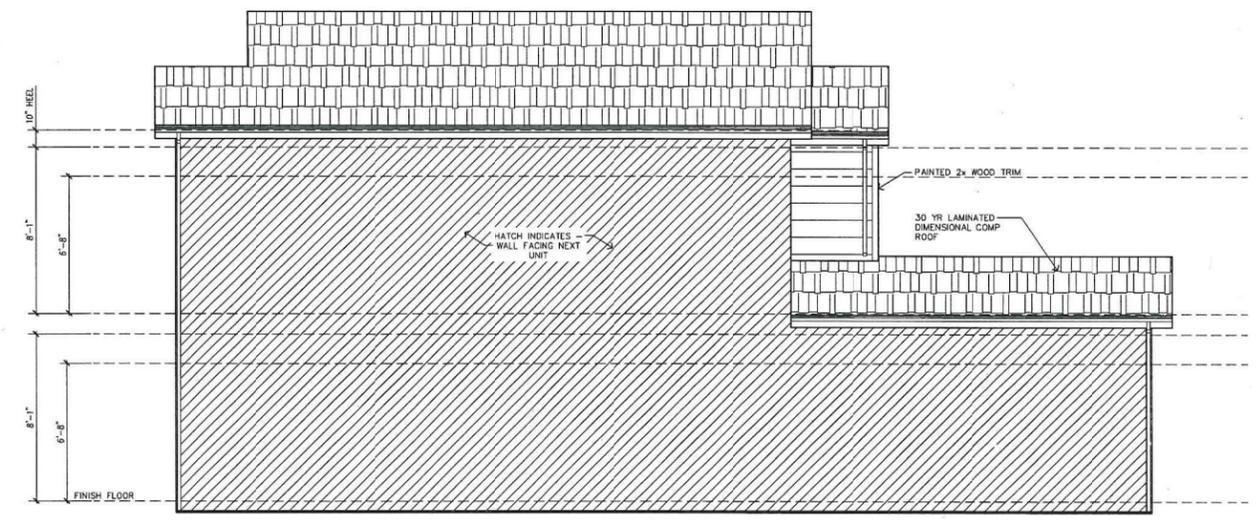
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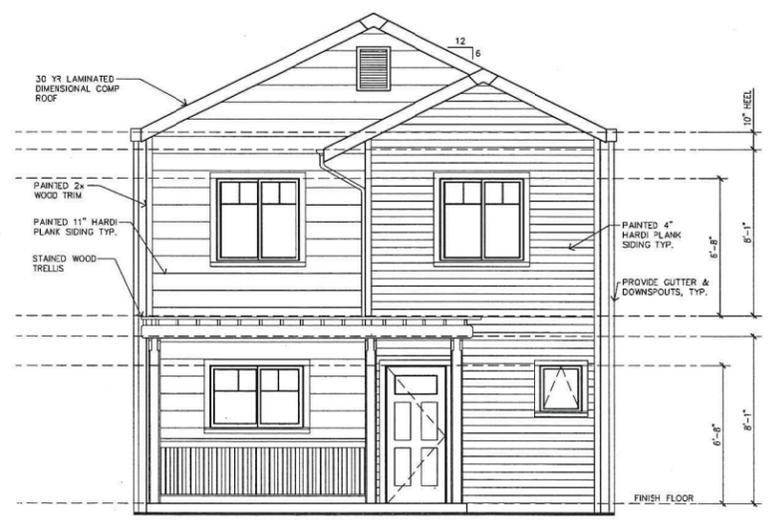
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REAR "A3"
SCALE=1/4"=1'-0"

ELEVATIONS

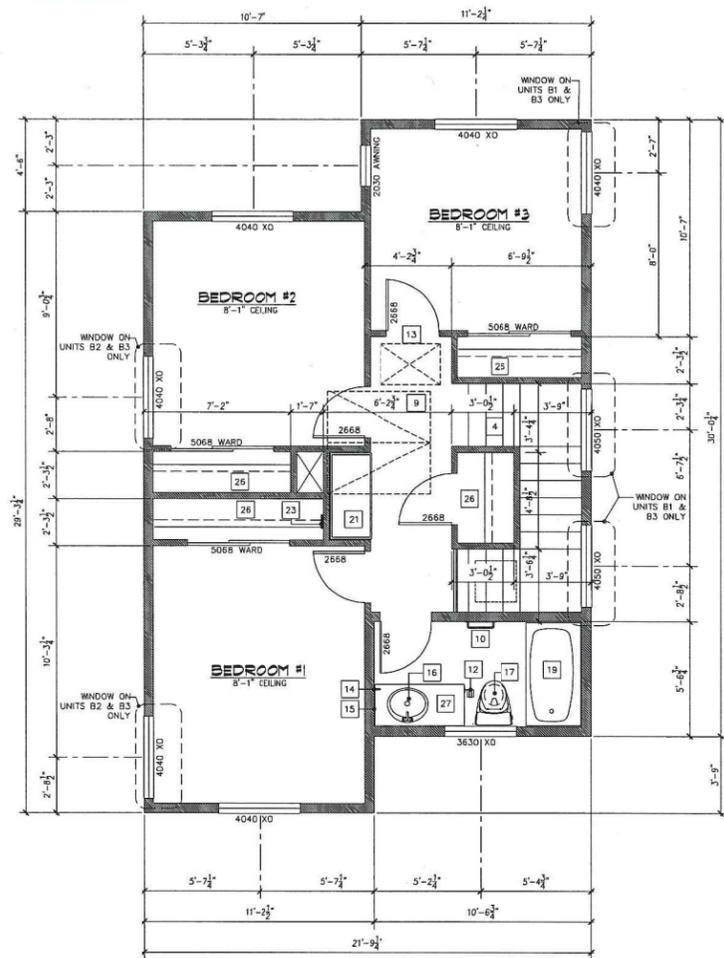
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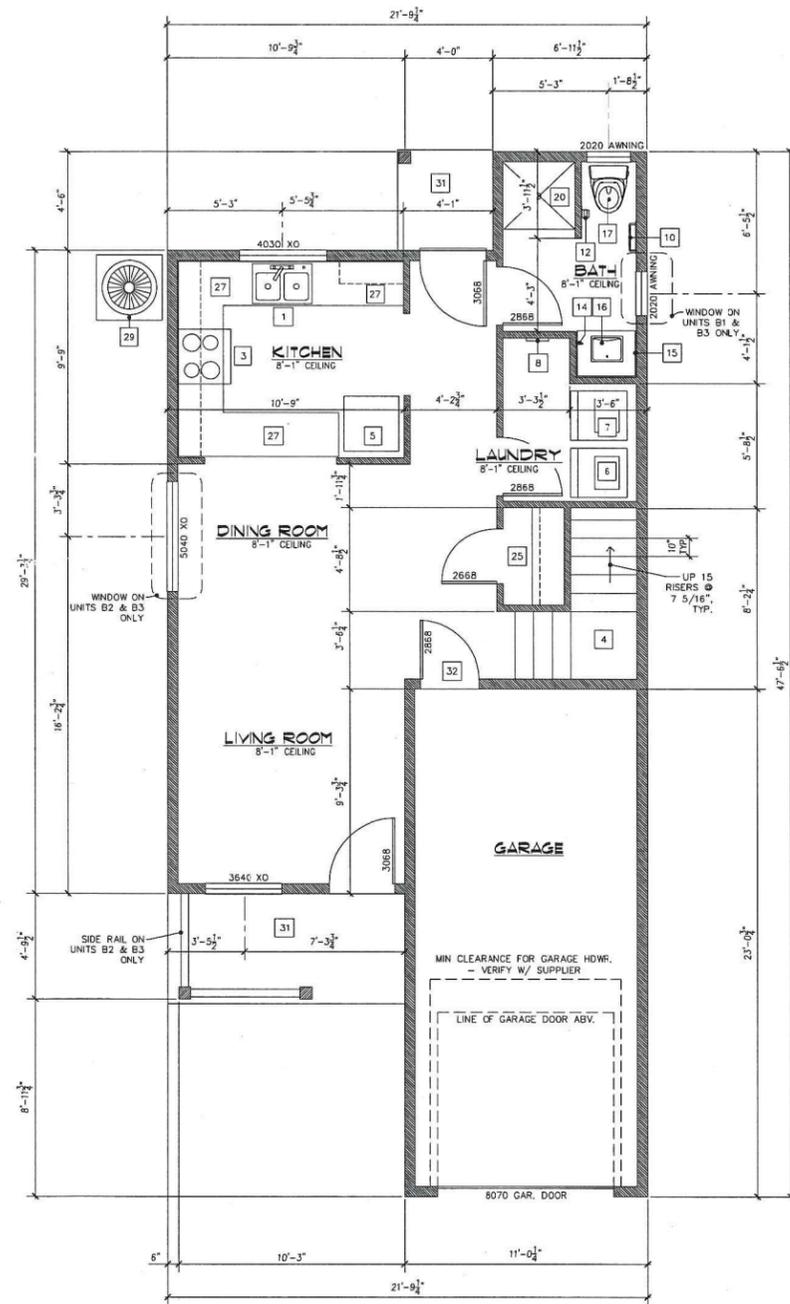
INDIAN LANE
SACRAMENTO HABITAT FOR HUMANITY

UNIT A	
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Drawn By:	DDW
Job No.	E100616
Sheet	A1.4



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

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- 10 TOWEL BAR - PROVIDE BLOCKING 42" ABOVE FINISH FLOOR
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- 13 ATTIC ACCESS - SEE NOTE B-11
- 14 TOWEL RING - PROVIDE BLOCKING 18" ABOVE COUNTER TOP
- 15 MEDICINE CABINET
- 16 SINKS & FAUCETS - AVERAGE FLOW RATE OF FAUCETS ≤ 1.5 GPF
- 17 WATER CLOSET - AVERAGE FLOW RATE OF ALL WATER CLOSET ≤ 1.3 GPF
- 18 60" LONG (MAX) SPA TUB ON 18" HIGH TILE DECK - SEE NOTE E-14 AND B-9 - AS APPLIES
- 19 32" x 60" SHOWER/TUB w/ SHWR. HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR. SEE NOTE P-13, B-8, B-9, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- 20 36" x 36" SHOWER w/ SHOWER HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR - SEE NOTE P-13, B-8, B-9, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- 21 LINEN
- 22 1 1/2" GRAB BAR - PROVIDE BLOCKING 33"-36" FROM FINISHED FLOOR
- 23 SECURITY ALARM PANEL
- 24 MISCELLANEOUS STORAGE / CABINET / PANTRY
- 25 COAT CLOSET
- 26 CLOSET w/ SINGLE SHELF & POLE & SLIDING DOOR TYPE PER OWNER/CONTRACTOR
- 27 TYPICAL CABINETS / TILE COUNTERTOPS
- 28 PEDESTAL LAVATORY
- 29 A/C UNIT ON CONCRETE PAD
- 30 PROVIDE 1 HOUR FIRE RESISTANT SEPARATION - SEE NOTES 3 & 4 OF "BUILDING SECTION NOTES" SHEET 44 FOR SPECIFIED REQUIREMENTS.
- 31 EXTERIOR CONCRETE LANDING: MIN. 36" DP. x WIDTH OF OPERABLE DOOR IN OPEN POSITION. MAX RISE BETWEEN THRESHOLD & LANDING IS 7.75"
- 32 SEE NOTE B-4 FOR GAR-HOUSE DOOR REQUIREMENTS

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DESCRIPTION	



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UNIT A SQ. FOOTAGE

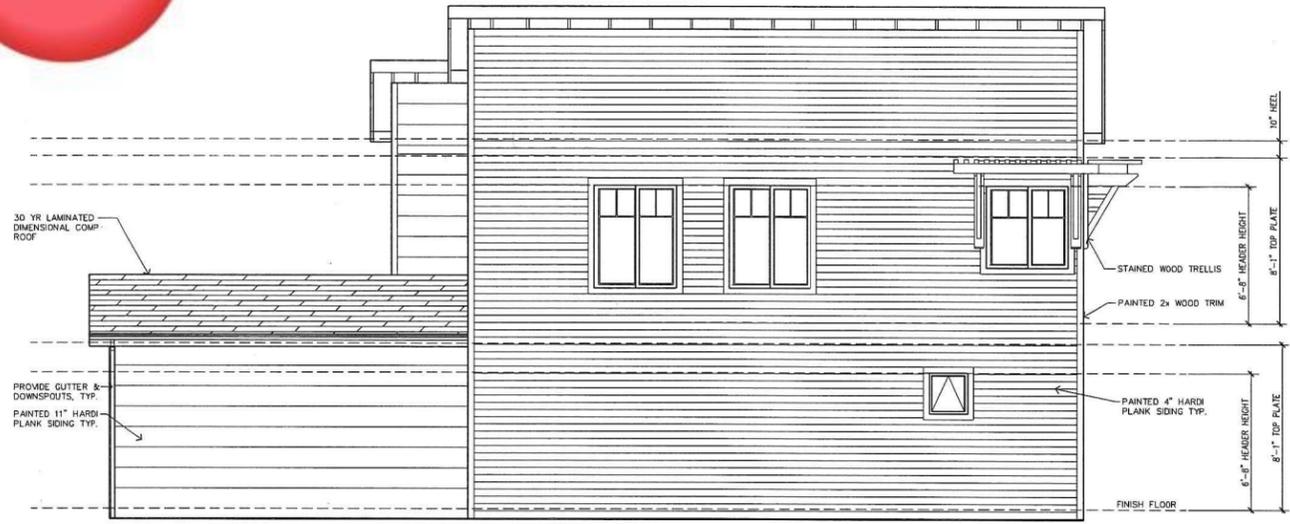
1ST FLOOR	570 SQ. FEET
2ND FLOOR	592 SQ. FEET
TOTAL CONDITIONED SPACE	1162 SQ. FEET
GARAGE	286 SQ. FEET
BUILDING FOOTPRINT	893 SQ. FEET

UNIT B

Date	8/1/10
Scale (MAX)	1/4" = 1'-0"
Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	

A2.1

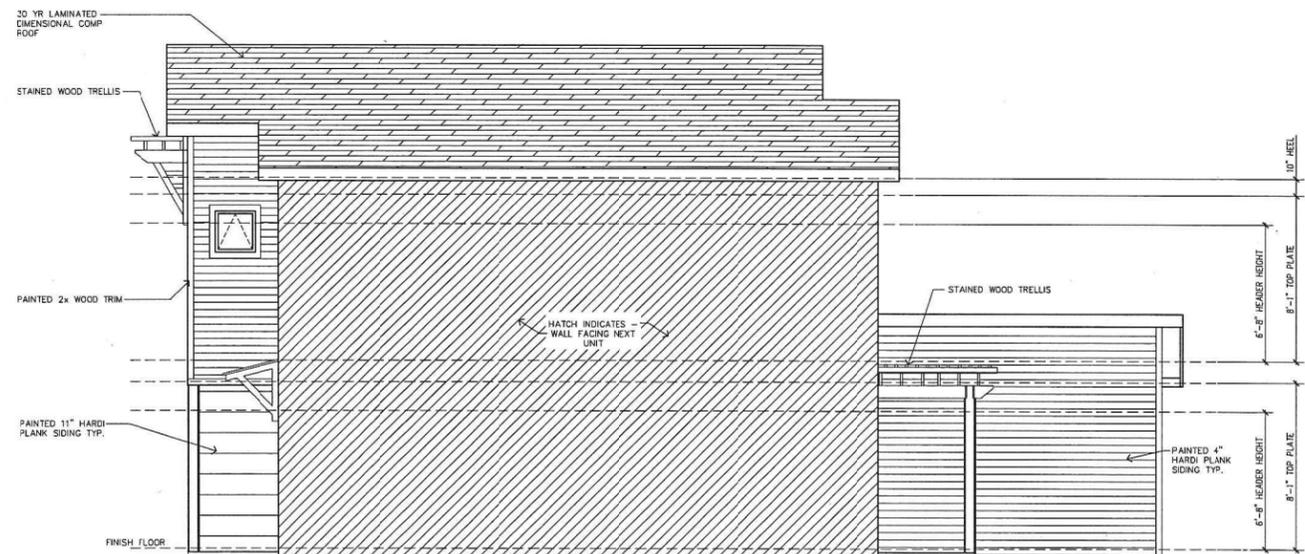
Back to Table of Contents



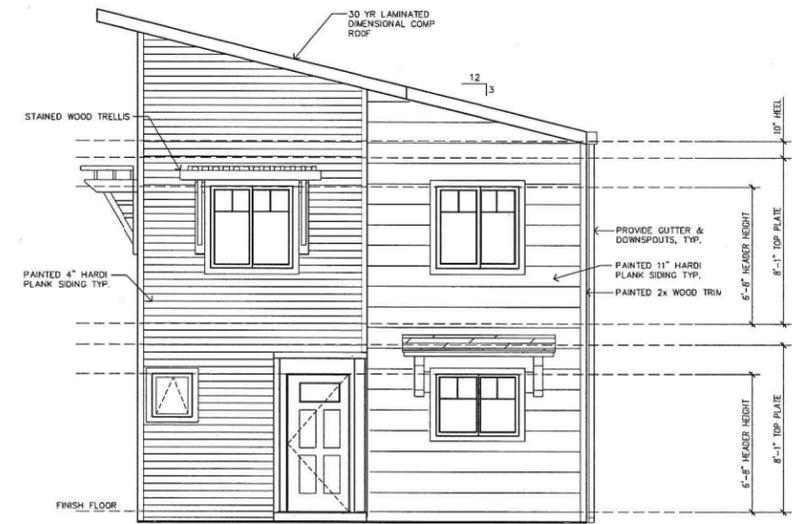
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FRONT ELEVATION "B1"



LEFT ELEVATION "B1"



REAR ELEVATION "B1"

ELEVATIONS

P08-100
 Rerouted Revised Plans
 Nov. 24th, 2010

REVISIONS	DESCRIPTION



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UNIT B	
Date	8/1/10
Scale (SUA)	1/4"=1'-0"
Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	A2.2

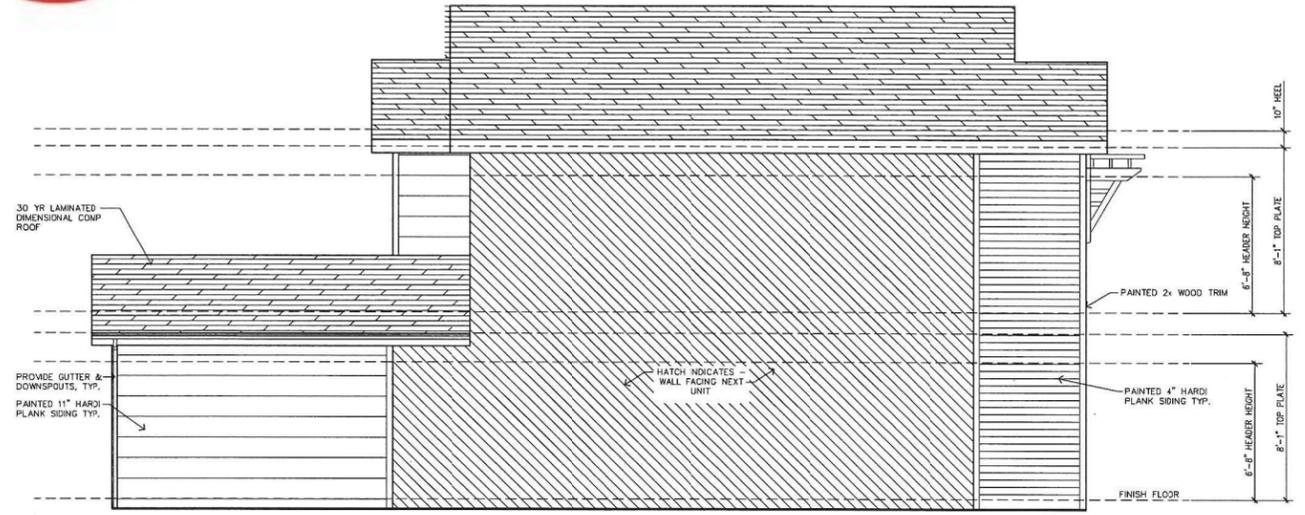


REVISIONS
DESCRIPTION



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UNIT B	
Date	8/1/10
Scale (N/A)	1/4"=1'-0"
Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	



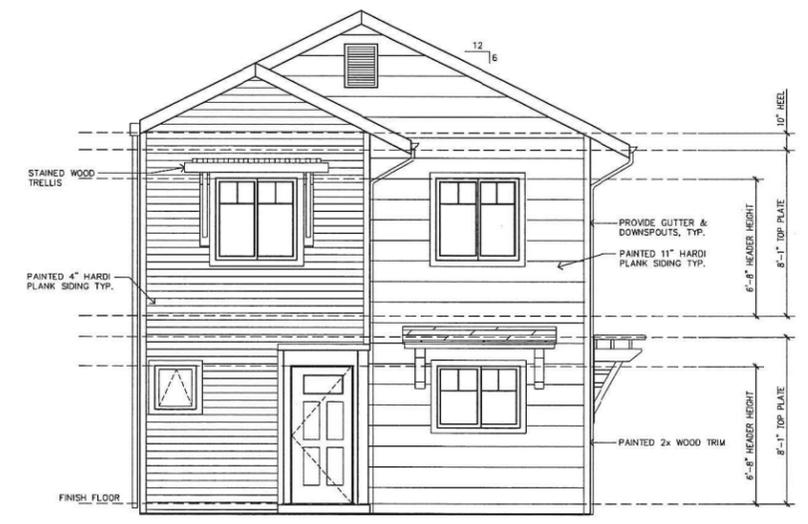
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FRONT ELEVATION "B2"



LEFT ELEVATION "B2"



REAR ELEVATION "B2"

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Rerouted Revised Plans
Nov. 24th, 2010



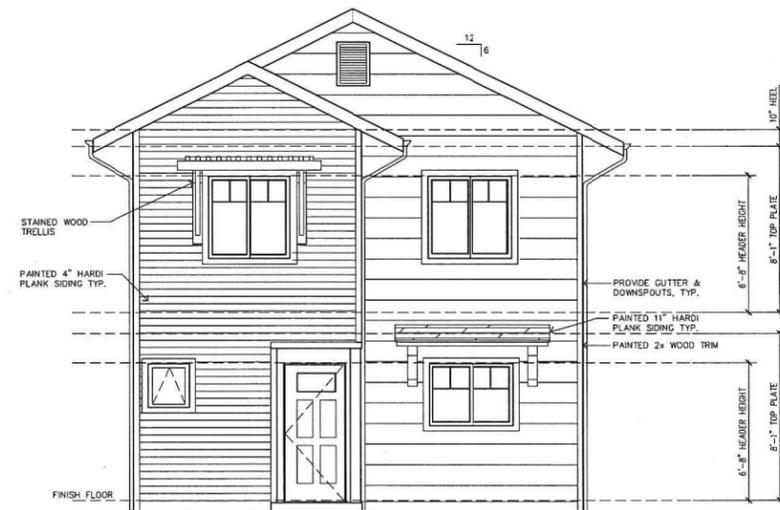
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FRONT ELEVATION "B3"



LEFT ELEVATION "B3"



REAR ELEVATION "B3"

REVISIONS

DESCRIPTION



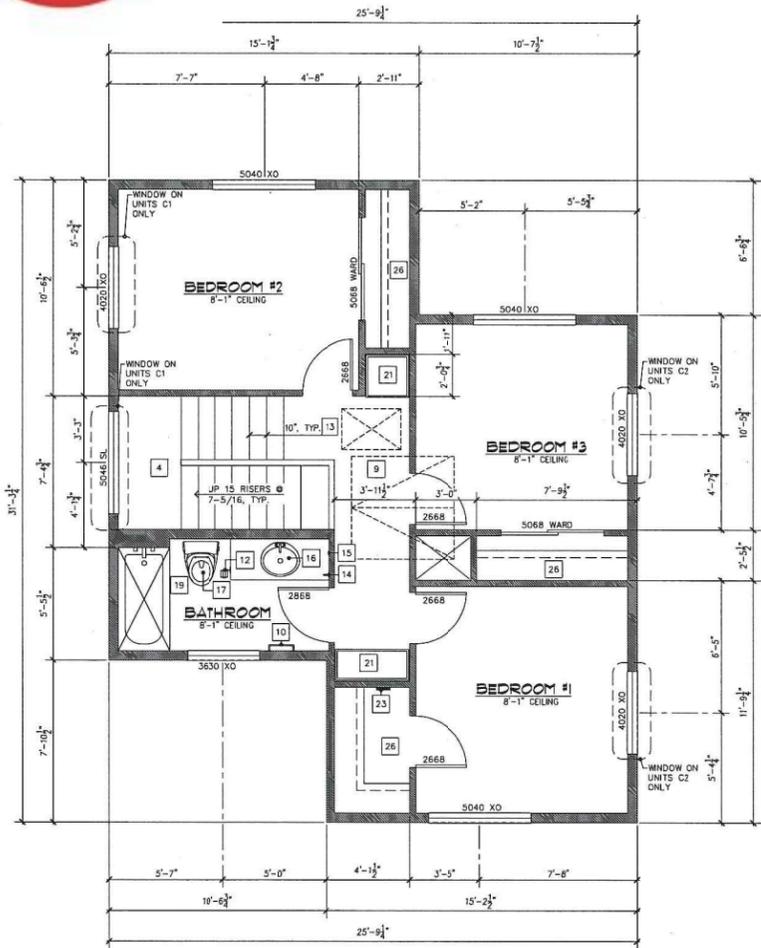
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UNIT B

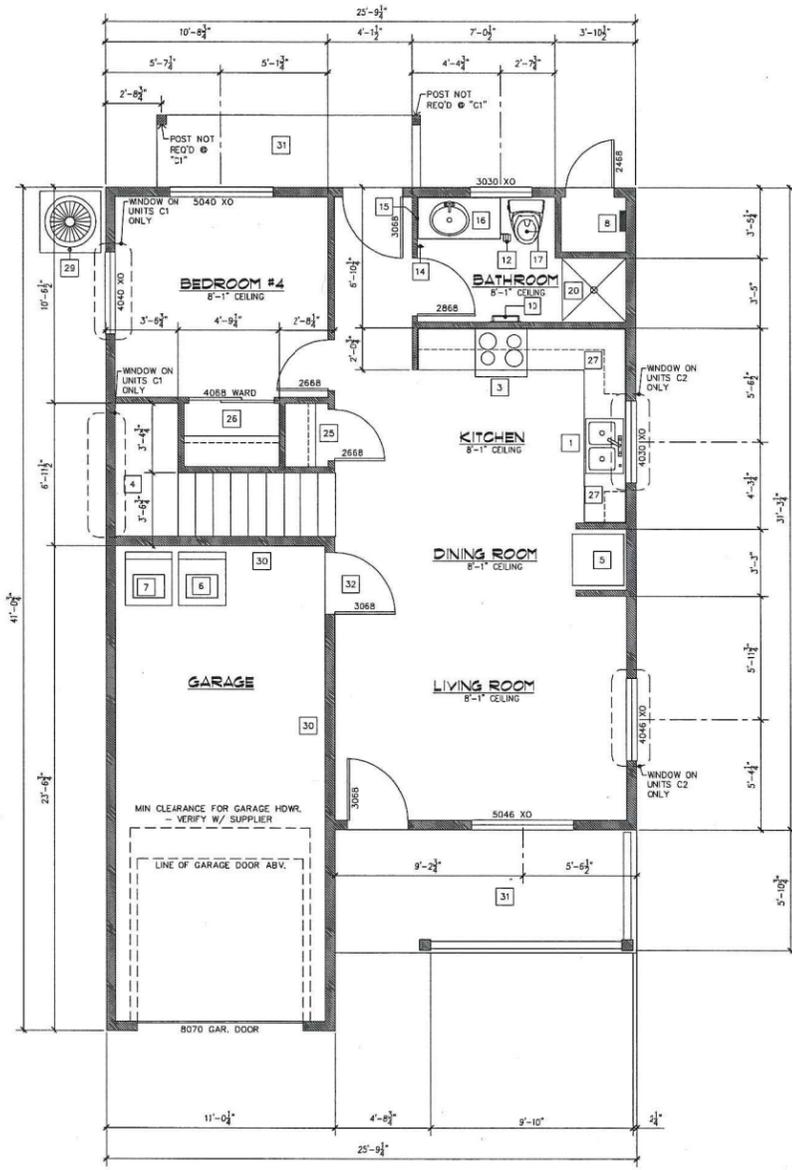
Date	8/1/10
Scale (to.s)	1/4"=1'-0"
Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	

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Rerouted Revised Plans
Nov. 24th, 2010



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

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Rerouted Revised Plans
Nov. 24th, 2010

GENERAL FLOOR PLAN NOTES

1. ALL ANGLED WALLS (OTHER THAN 90°) SHALL BE 45 U.O.N.
2. ALL DIMENSIONS AT WINDOWS ARE TO THE CENTERLINE.
3. TILE INSTALLATION SHALL COMPLY WITH APPLICABLE SECTIONS OF TILE COUNCIL OF AMERICA'S "HANDBOOK FOR CERAMIC TILE INSTALLATION" AND ITS REFERENCED STANDARDS.
4. ALL FIXTURES, FINISHES, AND COLORS TO BE VERIFIED WITH OWNER, TYP.
5. THE ADDRESS OF ALL UNITS SHALL BE DISPLAYED SO THAT THEY ARE VISIBLE FROM BOTH THE PRIVATE DRIVE AND FROM FORREST STREET.

KEYNOTES

*NOTES REFERENCED BELOW CAN BE FOUND ON SHEET T1

- 1 DOUBLE SINK WITH GARBAGE DISPOSAL
- 2 DISHWASHER (ENERGY STAR) - 10 DRAIN TO GARBAGE DISPOSAL - SEE NOTE P-1
- 3 GAS RANGE / OVEN COMBINATION w/ HOOD ABV. - SEE NOTE M-4 AND M-5
- 4 STAIRWAY - PROVIDE 3/4" TO 1-1/4" NOSING WHEN RUN IS LESS THAN 11" - SEE NOTES B-12, B-13, B-14
- 5 REFRIGERATOR (ENERGY STAR) w/ COLD WATER STUB-OUT FOR ICEMAKER
- 6 DRYER SPACE (ENERGY STAR) - PROVIDE VENT TO OUTSIDE w/ BACKDRAFT DAMPER - SEE NOTE M-1
- 7 WASHER SPACE (ENERGY STAR) - PROVIDE HOT & COLD WATER SUPPLY & WASTE LINE
- 8 RINNALDI OR ATI 305 TANKLESS WATER HEATER - SEE NOTES M-5, M-8, M-10, P-5, P-6, P-7, P-8, P-9, P-10, AS APPLIES
- 9 ATTIC C.A.U. w/ PLYWOOD CATWALK TO ACCESS - PROVIDE COMBUSTION AIR & VENT TO OUTSIDE PER NOTE M-3, M-7, M-8 AS APPLIES MIN. SIZE EXHIBENT.
- 10 TOWEL BAR - PROVIDE BLOCKING 42" ABOVE FINISH FLOOR
- 11 RETURN AIR REGISTER
- 12 TOILET PAPER HOLDER - LOCATED 36" FROM FINISH FLOOR 8" FROM FRONT OF TOILET
- 13 ATTIC ACCESS - SEE NOTE B-11
- 14 TOWEL RING - PROVIDE BLOCKING 18" ABOVE COUNTER TOP
- 15 MEDICINE CABINET
- 16 SINKS & FAUCETS - AVERAGE FLOW RATE OF FAUCETS ≤ 1.5 GPF
- 17 WATER CLOSET - AVERAGE FLOW RATE OF ALL WATER CLOSET ≤ 1.3 GPF
- 18 60" LONG (MAX) SPA TUB ON 18" HIGH TILE DECK - SEE NOTE E-14 AND B-9 - AS APPLIES
- 19 32" x 60" SHOWER/TUB w/ SHWR. HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR. SEE NOTE P-13, B-8, B-9, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- 20 35" x 36" SHOWER w/ SHOWER HEAD +60" - ENCLOSURE TYPE PER OWNER/CONTRACTOR - SEE NOTE P-13, B-8, B-10 - AS APPLIES - AVERAGE FLOW RATE OF SHOWER HEAD ≤ 1.75 GPF PER STALL
- 21 LINEN
- 22 1 1/2" GRAB BAR - PROVIDE BLOCKING 33"-35" FROM FINISHED FLOOR
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- 30 PROVIDE 1 HOUR FIRE RESISTANT SEPARATION - SEE NOTES 3 & 4 OF "BUILDING SECTION NOTES" SHEET A4 FOR SPECIFIED REQUIREMENTS.
- 31 EXTERIOR CONCRETE LANDING: MIN. 36" DP. x WIDTH OF OPERABLE DOOR IN OPEN POSITION. MAX. RISE BETWEEN THRESHOLD & LANDING IS 7.75"
- 32 SEE NOTE B-4 FOR GAR-HOUSE DOOR REQUIREMENTS

REVISIONS	
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UNIT C SQ. FOOTAGE

1ST FLOOR	662 SQ. FEET
2ND FLOOR	589 SQ. FEET
TOTAL CONDITIONED SPACE	1251 SQ. FEET
GARAGE	253 SQ. FEET
BUILDING FOOTPRINT	1002 SQ. FEET

UNIT C	
Date	11/1/10
Scale (i.o.a.)	1/4"=1'-0"
Reviewed By:	KAF
Drawn By:	DDW
Job No.	E100616
Sheet	A3.1

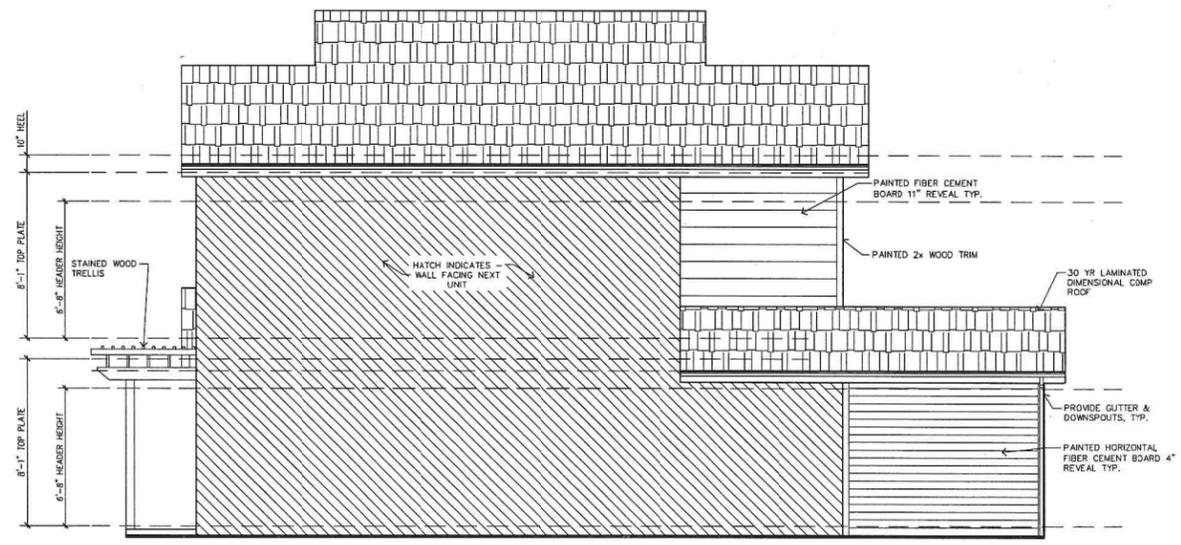
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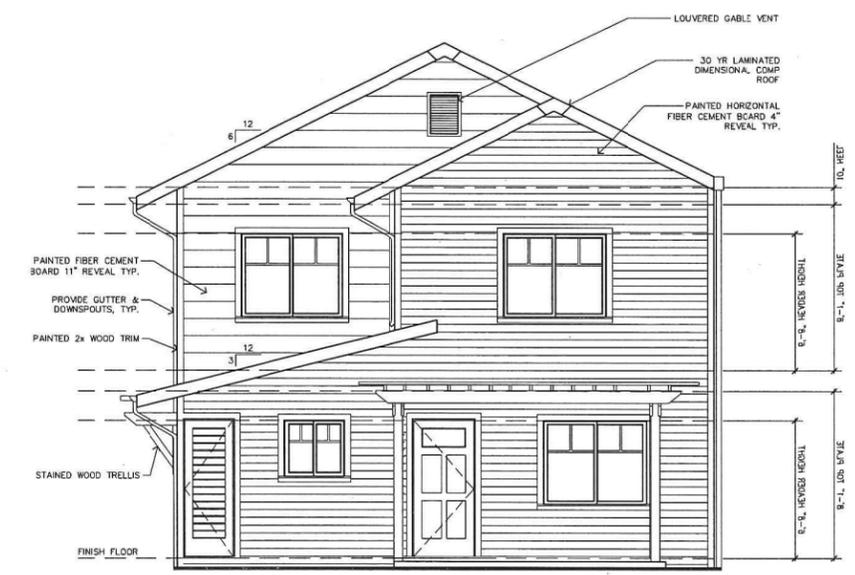
RIGHT SIDE "C2"
SCALE=1/4"-1'-0"



FRONT "C2"
SCALE=1/4"-1'-0"



LEFT SIDE "C"
SCALE=1/4"-1'-0"



REAR "C2"
SCALE=1/4"-1'-0"

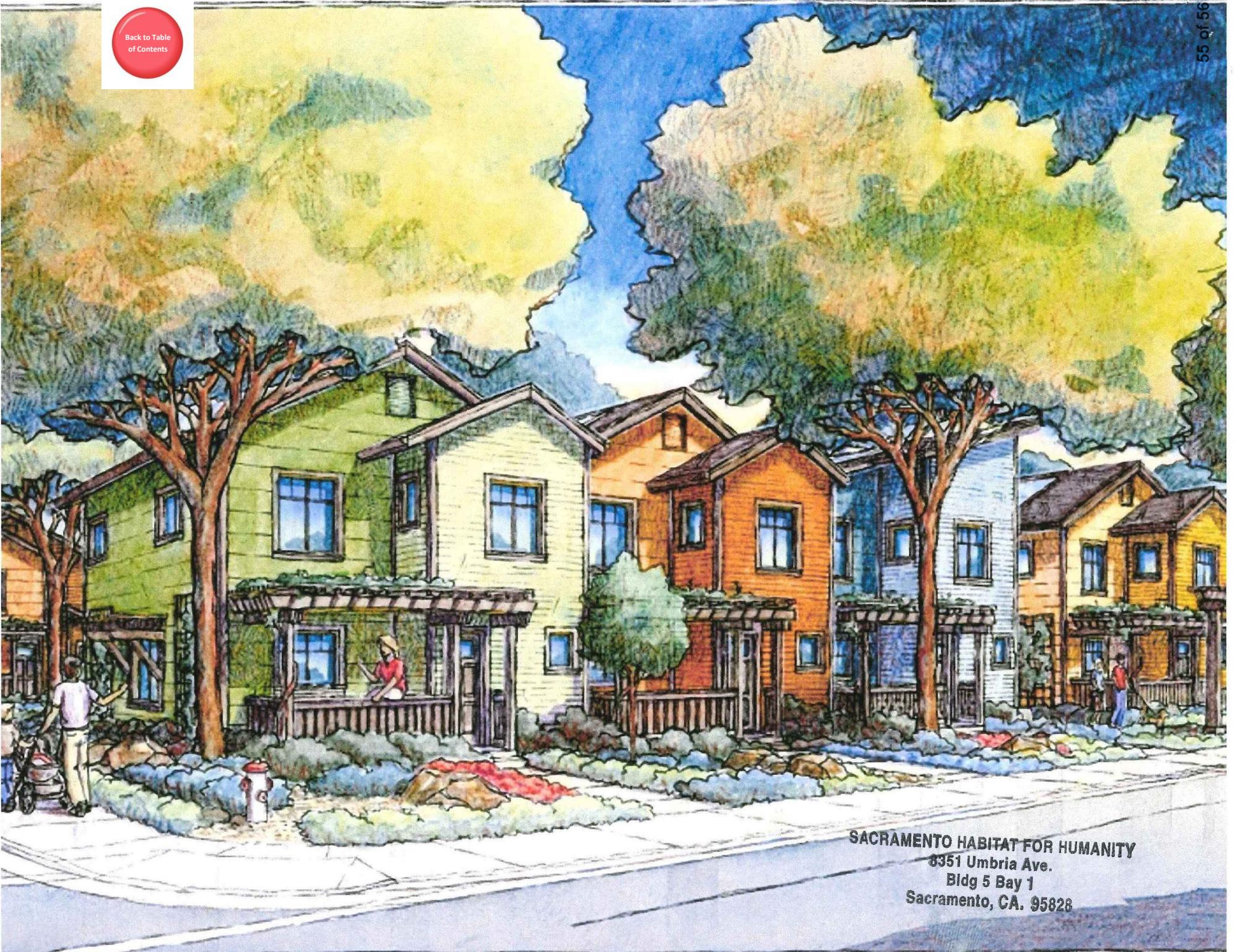
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DESCRIPTION



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UNIT C	
Date	11/1/10
Scale (I.I.M.)	1/4"=1'-0"
Reviewed By	KAF
Drawn By	DDW
Job No.	E100616
Sheet	A3.3

P08-100
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Nov. 24th, 2010



SACRAMENTO HABITAT FOR HUMANITY
8351 Umbria Ave.
Bldg 5 Bay 1
Sacramento, CA. 95828



**CITY OF SACRAMENTO
CALIFORNIA**

COMMUNITY DEVELOPMENT
DEPARTMENT
PHONE 916-808-5006

300 RICHARDS BOULEVARD
SACRAMENTO, CA 95814
FAX 916-808-1901

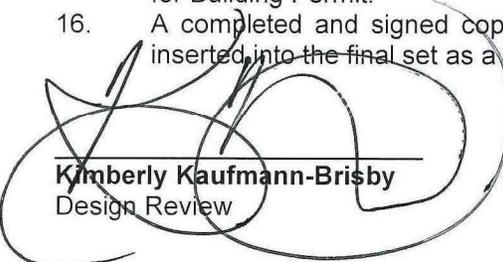
STAFF LEVEL PROJECT REVIEW

DR Number: P08-100
Address: 7114 Indian Lane
Description: Single-family residences in the Florin Road Corridor Design Review District
APN: 041-0085-003
Applicant/Owner: Sacramento Habitat for Humanity-Dan Wilson
Date Filed: Oct. 20th, 2010
Date Approved: Feb. 24th, 2011
Staff Contact: Kimberly Kaufmann-Brisby

STAFF ACTION AND CONDITIONS OF APPROVAL:

Staff has reviewed the proposed project, and approves it with the following conditions of approval:

1. The project design is approved per the submitted plans and specific conditions of approval.
2. All exterior doors shall be decorative raised panel doors per the approved plans.
3. All windows shall be a minimum dual-pane construction with grids as shown on plans. Provide decorative trim at all windows.
4. The lap siding, in various widths, shall be installed as shown on approved plans.
5. All siding, trim, and exterior siding shall be fiber cement board, paneling and trim.
6. The roofing material shall be a minimum 30 year laminated dimensional composition shingles.
7. The garage doors shall be raised panel sections with the uppermost panel section containing window panels.
8. Provide decorative gutters and downspouts.
9. Provide a color board with a minimum of five color groupings comprising different shades for the body, trim, and accent colors for review and approval by staff prior to the issuance of the first building permit.
10. The porch and patio trellises, columns, and trellis awnings shall be as shown on the approved plans.
11. All other notes and drawings on the final plans as submitted by the applicant are deemed conditions of approval. Any changes to the final set of plans stamped by staff shall be subject to review and approval prior to any changes. Applicant shall comply with all current building code requirements.
12. No building permit shall be issued until the expiration of the ten (10) calendar day request for reconsideration period. If reconsideration is requested, no permit shall be issued until final approval is received.
13. This approval shall expire in three years from the approval date.
14. Any person dissatisfied with the staff action has the right to request reconsideration by the Design Director. Requests for reconsideration must be received within ten (10) calendar days of the staff action. The decision of the Design Director after reconsideration shall be final and shall not be subject to appeal.
15. These Conditions of Approval shall be scanned and inserted into the final set as a general sheet to be submitted for Building Permit.
16. A completed and signed copy of the Affidavit of Zoning Code Development Standards shall be scanned and inserted into the final set as a general sheet to be submitted for building permit.



Kimberly Kaufmann-Brisby
Design Review