



REPORT TO PLANNING COMMISSION City of Sacramento

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915 I Street, Sacramento, CA 95814-2671

STAFF REPORT
March 10, 2011

To: Honorable Members of the Planning Commission

Subject: Indian Lane Subdivision (P08-100)

A request 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.

- A. Environmental Determination:** Categorically Exempt per CEQA Guidelines Section 15332;
- B. Tentative Map** to subdivide a ±0.97 gross acre parcel into 14 petite lots in the Residential Mixed-use Transit Overlay (RMX-TO) zone;
- C. Special Permit** to develop an alternative-style single-family residential development in the Residential Mixed-use Transit Overlay (RMX-TO) zone.

Location/Council District:

7114 Indian Lane, Sacramento, CA 95822

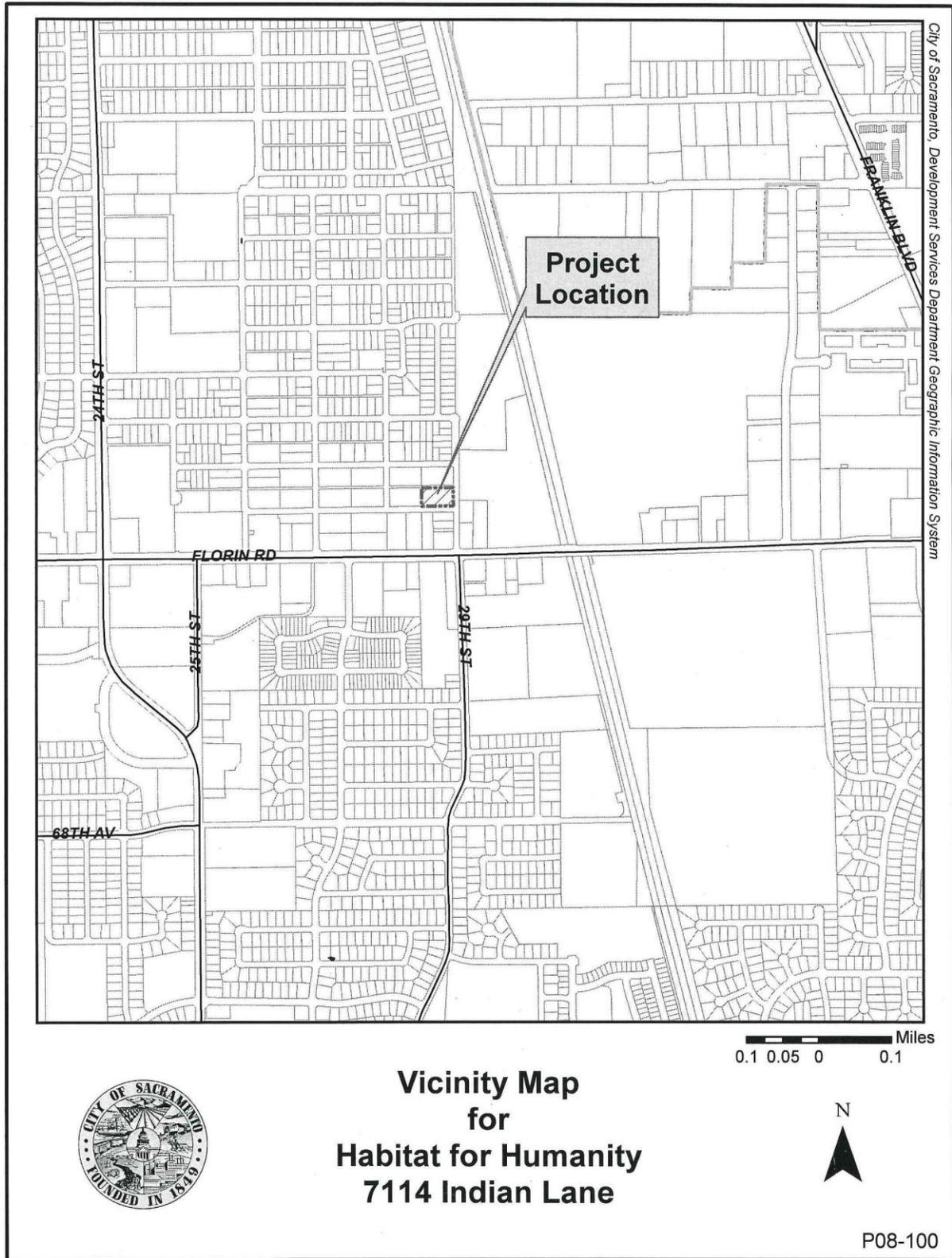
Assessor's Parcel Number 010-0321-005

Council District 5

Recommendation: Staff recommends the Commission approve the request based on the findings and subject to the conditions listed in Attachment 1. The Commission has final approval authority over items A-C above, and its decision may be appealed to the City Council. Staff is unaware of any project opposition and considers the project to be non-controversial.

Contact: Kimberly Kaufmann-Brisby, Associate Planner, 916-808-5590, Lindsey Alagozian, Senior Planner, 916-808-2659

Applicant/Owner: Sacramento Habitat for Humanity-Dan Wilson, Director of Construction, 8351 Umbria Avenue, Building 5- Bay 1, Sacramento, CA 95828, 916-440-1215 ext. 1119



Summary: The applicant proposes to subdivide a vacant ± 0.97 gross acre in-fill parcel into 14 petite lots then 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 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 parcel so the tentative map, as proposed, is feasible.

The architectural design was approved by Design Review staff on February 24, 2011, (please see Attachment 2 for the Design Review staff report). The project is not considered to be controversial.

Table 1: Project Information
General Plan designation: Urban Center Low
Existing zoning of site: Residential Mixed-Use Transit Overlay
Existing use of site: vacant
Property area: ± 0.72 net acres
Project Density: 19 dwelling units per net acre

Background Information: Shortly after the Indian Lane project application was submitted in 2008, the project was put on hold and remained on hold for the majority of the time it has been with the City due to the downturn of the economy. With the economic recovery, the applicant recently reactivated the project. However, because the project was on hold for such a long time, several City initiated actions affecting the property have occurred which affected the entitlements needed for the project.

When originally submitted in 2008, the same 14 petite lot subdivision project required General and Community plan amendments, a rezone, and a special permit for an alternative-style housing project. Since the application was filed in October of 2008, the 2030 General Plan was adopted and implemented by the City Council by Resolution 2009-131. With the General Plan adoption the land use designation for the property

changed from Low Density Residential 4-15 dwelling units per net acre (du/na) to Urban Center Low with a density range of 20-150 du/na. Subsequent to the 2030 General Plan adoption, in October of 2010, the Florin Road Corridor Plan was adopted by the City Council (Res. No. 2010-604, 2010-605, and Res. 2010-606).

With the adoption of the Florin Road Corridor Plan the zoning of the Indian Lane parcel changed from Standard Single-family Residential (R-1) to Residential Mixed-use-Transit Overlay (RMX-TO) (Ord. 2010-034), making the zoning consistent with the General Plan Urban Center Low land use designation as well as acknowledging the project proximity to the Florin Road light rail station. The rezoning will help fulfill the vision of Florin Road as a mixed-use corridor and as a destination for the area.

With the adoption of the Florin Road Corridor Plan, the Florin Road Design Review District was established (Ord. 2010-035). 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.

There is no record of additional planning applications affecting this property.

Public/Neighborhood Outreach and Comments: An Early Notification project application packet was sent to the Florin Road Partnership. The Partnership indicated they had no questions or concerns regarding the project. The site was posted and property owners within a 500' radius of the property were sent a notice of the public hearing. Staff has not received any opposition of the project as of the date of the writing of this report.

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, occurs 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.

Policy Considerations: The 2030 General Plan Urban Center Low land use designation provides for smaller urban areas throughout the city. Each 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 proposed 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.

Project Design

Tentative Map: The applicant proposes to subdivide the vacant 0.97 acre parcel into 14 petite lots with vehicular access into development provided via two 23.5-foot wide access easements (22' wide private drives) running north off Sam Avenue. The applicant will be required to construct one-half of Sam Avenue plus one lane in the opposite direction with this map. The applicant will also be required to form a Home Owner's Association to maintain the private drives, common open space areas, and common landscaping.

Project development is proposed to occur in three phases, with parcels 1 through 5 comprising the first phase, parcels 6 through 9, the second, and parcels 10 through 14, fronting Indian Lane, comprising the third and final development phase. Two public access easements will run through the development in an east-west direction. The purpose of the easements is to provide an attractive open space pedestrian way through the subdivision as well as to provide a shortcut for the residents to the Florin Road light rail transit station east across Indian Lane.

Sam Avenue will be constructed with separated sidewalks while Indian Lane, because it already exists without a planter separation, will be maintained with an attached sidewalk. Useable lot areas range from 1,429 square feet for an interior lot to 2,149 square feet for an outside lot along the north parcel boundary.

In evaluating tentative maps, the Commission is required to make the following findings:

1. None of the conditions described in Government Code Section 66474, subsection (a) through (e), inclusive, exist with respect to the proposed subdivision as follows:
 - a. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the City's General Plan, all applicable community and specific plans, and Title 16 of the City Code, which is a specific plan of the City;
 - b. The site is physically suitable for the type of development proposed and suited for the proposed density;
 - c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
 - d. The design of the subdivision and the type of improvements are not likely to cause serious public health problems;
 - e. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

2. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the 2030 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).

Because the proposed subdivision complies with the findings noted above, staff recommends approval of the proposed tentative map.

Subdivision Review Committee Recommendation: On February 16, 2011, the Subdivision Review Committee, by a vote of three ayes, voted to recommend approval of the proposed Tentative Map subject to the conditions of approval in the attached Record of Decision.

House Plans/Site Design: Fourteen detached two-story single-family homes are proposed with this project. 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 3.

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.

Setbacks, height and bulk

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 is proposing 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 planning commission 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 Commission 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

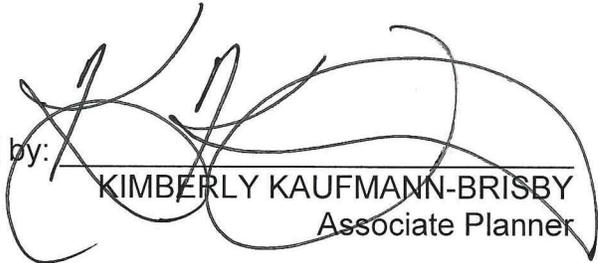
Urban Center Low land use designation. The Indian Lane homes will also be LEED certified thus supporting sustainable communities and the project proximity to the Florin Road light rail station will afford the residents the opportunity to further reduce their energy footprint through the use of light 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.

Summary

The project consists of a proposal to develop a vacant site with moderate density alternative-style single-family housing. Staff believes the project is well designed and is compatible with the surrounding land uses. Though the proposal incorporates alternative housing on smaller lots, the overall project incorporates well designed house plans, quality materials, and enhanced frontage along Sam Avenue. Staff supports the proposal and recommends that the Planning Commission approve the requested entitlements.

Respectfully submitted by:



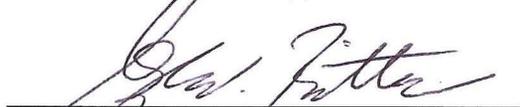
KIMBERLY KAUFMANN-BRISBY
Associate Planner

Approved by:



LINDSEY ALAGOZIAN
Senior Planner

Recommendation Approved:



GREGORY BITTER, AICP
Principal Planner

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Attachment 1

**Attachment 1
City Planning Commission Record of Decision
Recommended Findings of Fact
Indian Lane Subdivision Tentative Map and
Special Permit (P08-100)**

Findings Of Fact

A. Environmental Determination: Exemption-Infill

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 Planning Commission 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 occurs 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.

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 and Conditions of Approval:

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 are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife their habitat;
 - d. The design of the subdivision or the type of improvements are 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.

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.

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

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, channelizations, 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 within 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.

Department of Transportation-Development Engineering Division:

18. 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.
19. 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.
20. 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).
21. 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.
22. The applicant shall install permanent street sign(s) to the satisfaction of the Department of Transportation.
23. The applicant shall record the Final Map, which creates the lot pattern shown on the proposed site plan prior to obtaining any Building Permits.
24. 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
25. 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:

26. Project must meet the requirements outlined in Sacramento City Code Chapter 17.72.
27. 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.).
28. 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.
29. 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.

Exhibit A - Tentative Subdivision Map

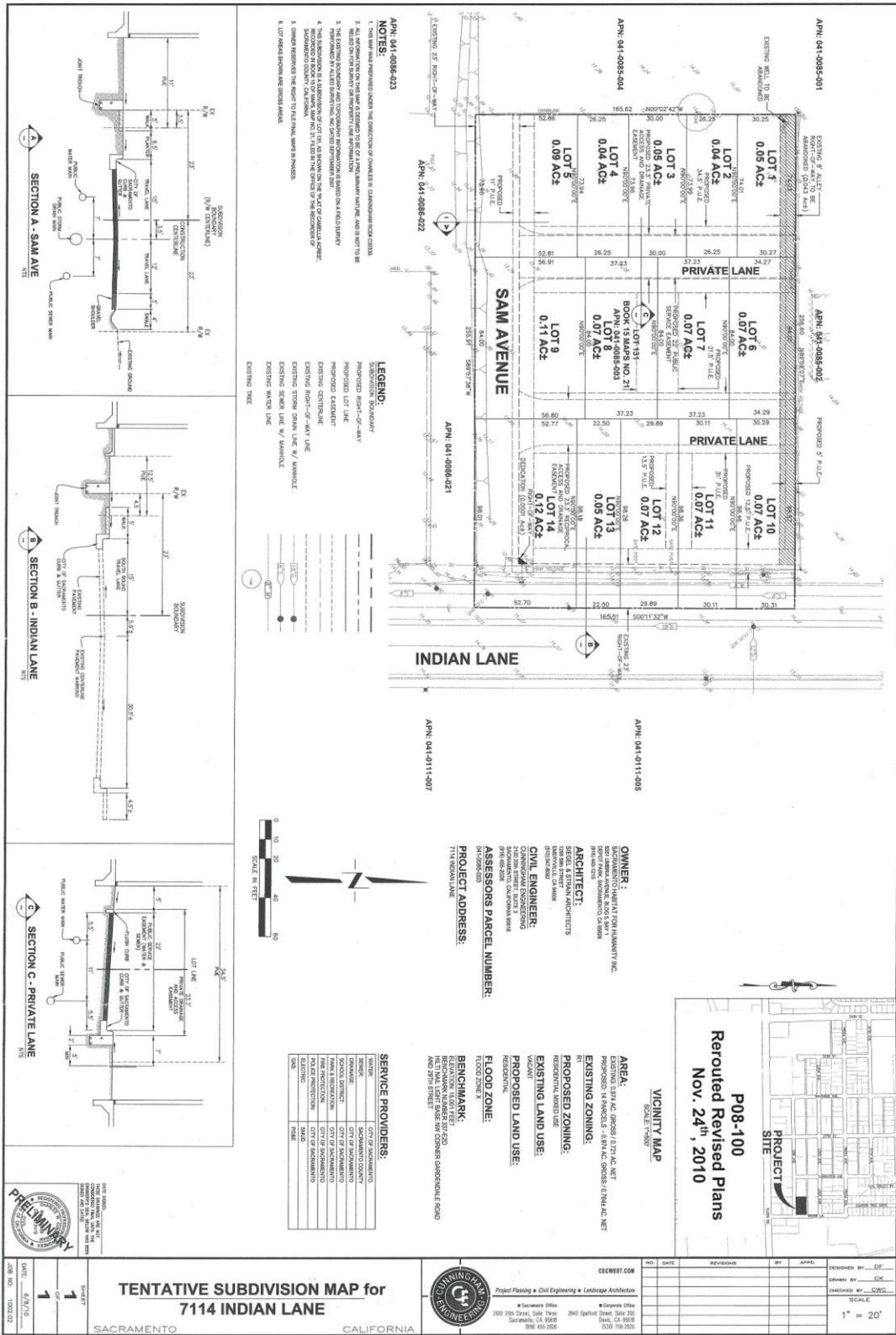
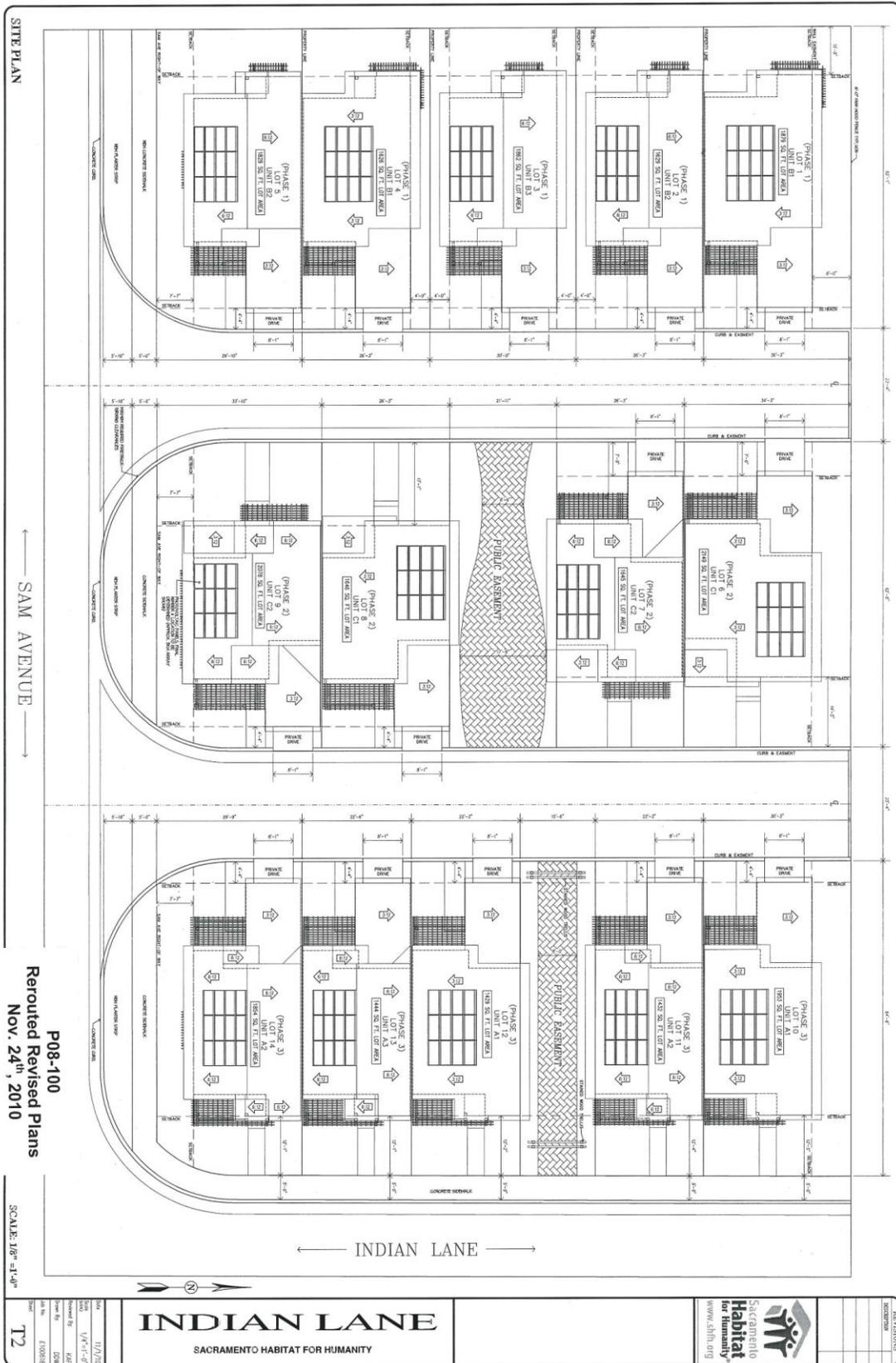


Exhibit C – Site Plan



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

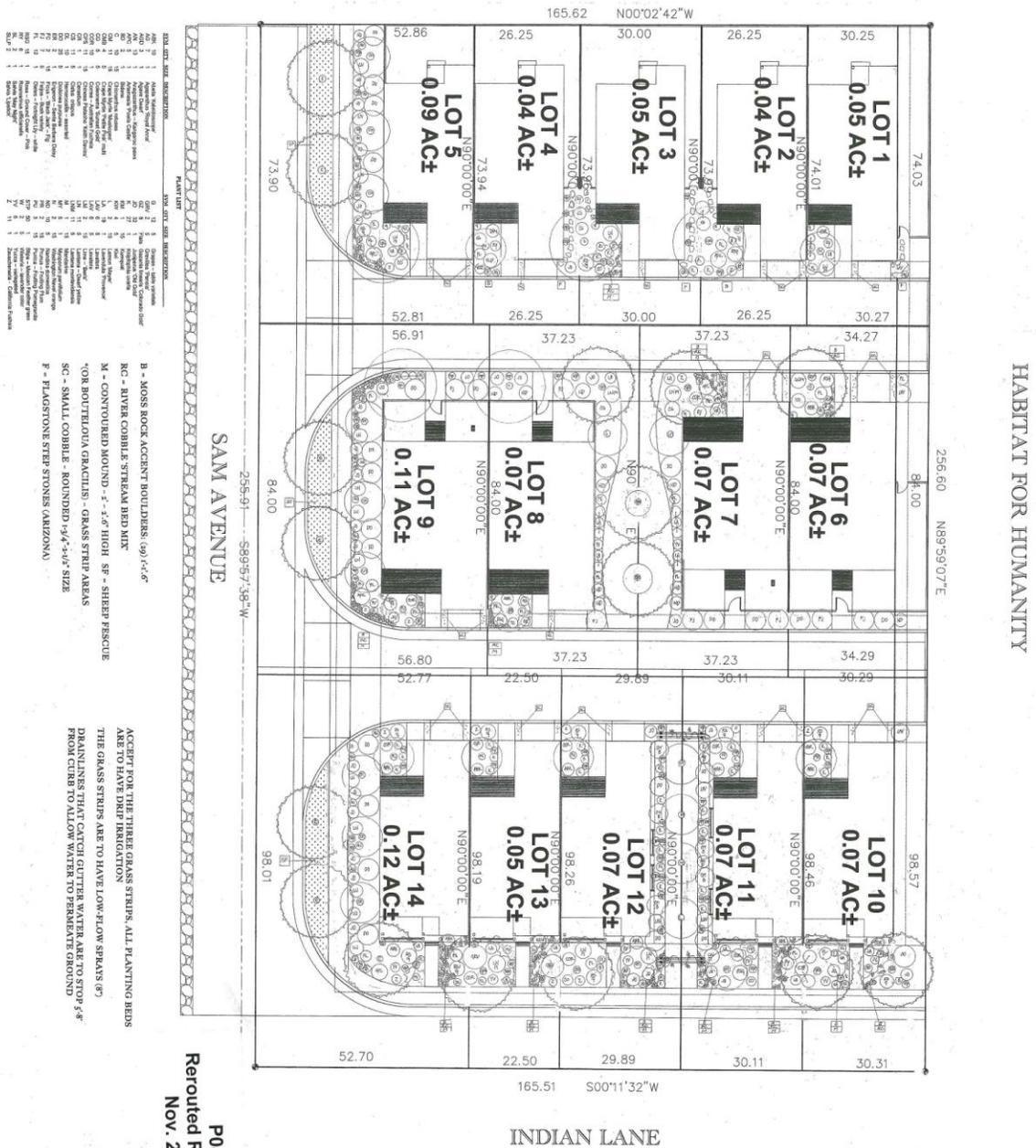
SCALE: 1/8" = 1'-0"

DATE	11/17/10
BY	KZF
REVISION	1/8" = 1'-0"
DATE	02/08
BY	ET/0016
SCALE	T2

INDIAN LANE
 SACRAMENTO HABITAT FOR HUMANITY

Sacramento Habitat for Humanity
 www.shm1.org

Exhibit D – Landscape Plan



PLANT LIST

PLANT LIST	PLANT LIST
1. ...	1. ...
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- B - MOSS ROCK ACCENT Boulders: (9) 1'-1.6'
- RC - RIVER COBBLE STRAIN BED MIX
- M - CONTIGUOUS BOUND - 2'-2.6" HIGH SF - SHEEP FESCUE
- (OR BOTHELLOVA GRASSES - GRASS STRIP AREAS
- SG - SMALL COBBLE - ROUNDED 1/4"-3/4" SIZE
- F - FLAGSTONE STEP STONES (ARIZONA)

ACCENT FOR THE THREE GRASS STRIPS. ALL PLANTING BEDS ARE TO HAVE DUMP RENOVATION

THE GRASS STRIPS ARE TO HAVE LOW-FLOW SPRAYS (9)

BOUNDARIES THAT CATCH OTHER WATER ARE TO STOP 2'-8" FROM STRIP TO ALLOW WATER TO PENETRATE GROUND

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

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

REVISIONS

Exhibit F – Phase I – Plan A1– Elevations

ELEVATIONS

LEFT SIDE "A1"
SECTION 101

RIGHT SIDE "A1"
SECTION 102

FRONT "A1"
SECTION 103

REAR "A1"
SECTION 104

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

INDIAN LANE	SACRAMENTO HABITAT FOR HUMANITY	 Sacramento Habitat for Humanity www.sahh.org	UNIT A1 DATE: 11/24/10 DRAWN BY: JVA/11/10 CHECKED BY: JVA SCALE: 1/8"=1'-0" SHEET NO.: E00033 TOTAL SHEETS: 11	A1.2
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Exhibit H – Phase I – Plan A-3 – Elevations

ELEVATIONS

LEFT SIDE "A3"

RIGHT SIDE "A3"

FRONT "A3"

REAR "A3"

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

INDIAN LANE	SACRAMENTO HABITAT FOR HUMANITY				
www.shh.org					

Exhibit J – Phase II – Plan B1– Elevations

ELEVATIONS

LEFT ELEVATION "B1"

RIGHT ELEVATION "B1"

FRONT ELEVATION "B1"

REAR ELEVATION "B1"

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

INDIAN LANE	SACRAMENTO HABITAT FOR HUMANITY	 Sacramento Habitat for Humanity www.shfh.org	REVISIONS NO. DESCRIPTION _____ _____ _____	UNIT B Date: 3/7/11 Drawn by: KAE Check by: DSM Job No.: E100018 Scale: A2.2
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Exhibit K – Phase II – Plan B-2 – Elevations

ELEVATIONS

LEFT ELEVATION "B2"

RIGHT ELEVATION "B2"

FRONT ELEVATION "B2"

REAR ELEVATION "B2"

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

SHEET A2.3	INDIAN LANE SACRAMENTO HABITAT FOR HUMANITY	SHEET DNIT B	DATE 8/1/10 DRAWN BY JAG CHECKED BY DCM DATE 10/28/10
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 for
 Humanity**
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Exhibit L – Phase II – Plan B-3 – Elevations

ELEVATIONS

LEFT ELEVATION "B3"

RIGHT ELEVATION "B3"

FRONT ELEVATION "B3"

REAR ELEVATION "B3"

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Nov. 24th, 2010

INDIAN LANE
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REVISIONS

UNIT: B

DATE: 8/2/10

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

DESIGNED BY: KLF

CHECKED BY: KLF

DATE: 11/24/10

PROJECT: P08-100

APP: A24

Exhibit O – Phase III – Plan C-2 – Elevations

ELEVATIONS

LEFT SIDE "C"

RIGHT SIDE "C2"

FRONT "C2"

REAR "C2"

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

<p>UNIT C</p> <p>DATE: 11/23/10</p> <p>DESIGN: J/14/10</p> <p>SCALE: AS SHOWN</p> <p>PROJECT: P08-100</p> <p>REV: 1</p> <p>DATE: 11/23/10</p> <p>BY: J/14/10</p> <p>APP: J/14/10</p> <p>DATE: 11/23/10</p> <p>BY: J/14/10</p> <p>APP: J/14/10</p>	<p>INDIAN LANE</p> <p>SACRAMENTO HABITAT FOR HUMANITY</p>	<p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table> <p> Sacramento Habitat for Humanity WWW.SHFH.ORG </p>	NO.	DESCRIPTION						
NO.	DESCRIPTION									

A3.3

Exhibit P – Indian Lane Perspective Rendering



Attachment 2 - Design Review Staff Report



CITY OF SACRAMENTO
CALIFORNIA

COMMUNITY DEVELOPMENT
DEPARTMENT
PHONE 916-808-5006

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

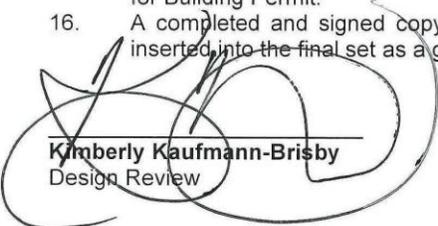
STAFF LEVEL PROJECT REVIEW

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

Attachment 3 – Land Use and Zoning Map

