



REPORT TO DESIGN REVIEW BOARD

SUBJECT: 33/41 Ross Street Terrace – Request for a Lot Line Adjustment for property line adjustment, Exception, and Environmental and Design Review Permits to allow: (1) Construction of a 2,842 square-foot, single-family residence on vacant hillside Lot 59; (2) Construction of a 2,885 square foot residence on vacant hillside Lot 60; and (3) Construction of a two lane access driveway approximately 480 feet in length within the undeveloped Ross Street Terrace right-of-way; APN: 012-141-59 and 012-141-60; Single-family Residential (R7.5) District; Coby Freidman, applicant. File No(s): LLA19-008/ED19-090/ED19-091/EX20-006.

PROPERTY FACTS

Location	General Plan Land Use Designation	Zoning Designation	Existing Land-Use
Lot 59 <i>(33 Ross Street Terrace)</i>	Low Density Residential	R7.5	Vacant
Lot 60 <i>(41 Ross Street Terrace)</i>	Low Density Residential	R7.5	Vacant
North:	Low Density Residential	R7.5	Vacant
South:	Low Density Residential	R7.5	Single-family Residence
East:	Low Density Residential	DR/MR2	Single-family Residences
West:	Low Density Residential	R7.5	Single-family Residence

SUMMARY

The proposed project is being referred to the Design Review Board Subcommittee (Board) for conceptual review of site and building design for the construction of two single-family residences on two separate vacant hillside lots and a new common driveway within the undeveloped Ross Street Terrace ROW, linking the project sites to Ross St. These lots were previously addressed as 33 and 41 Ross Street Terrace. But because the proposal involves a lot line adjustment that would move the access panhandle for the upper lot (41 Ross Street Terrace) in front of the lower lot (33 Ross Street Terrace), the project plans and staff report will refer to the upper lot as Lot 59 and the lower lot as Lot 60. The existing and proposed upper lot are both flag lots and are legal lots of record.

A Certificate of Compliance (COC) was issued by the Planning Commission on November 12, 1963. The key conditions of approval are as follows.

1. A road shall be constructed to the satisfaction of the City Engineer; it shall be 16 feet wide.
2. A water main shall be installed in front of the lots.
3. Connection to the sewer system is required.

The current project meets these requirements and is similar to the proposal presented to the Board on August 22, 2017 during a previous conceptual review. The primary differences include a change to the proposed Lot Line Adjustment and changes in the architectural design of the proposed

structures. The layout of the current Lot Line Adjustment (LLA) is an improvement over the previous application which had a narrow strip of land along the eastern side of the property with the lower lot.

BACKGROUND

Site Description & Setting:

The project site consists of two single family lots located on the east slope of Moore Hill in the Gerstle Park Neighborhood. Because both lots have average slopes greater than 25% they are classified as hillside lots subject to the City's hillside development standards. The project also proposes a Lot Line Adjustment (LLA) to re-locate the panhandle portion of Lot 59 from the northside of Lot 60 to the southside of Lot 60. The LLA proposes to relocate the future driveway on Lot 60 to a less steep portion of the site and simplify the provision of a Fire Department turn around at the end of the Ross Street Terrace.

The previous project proposed similarly sized residential units, 2,808 sq. ft. vs. 2,842 sq. ft. for Lot 59, and 2,627 sq. ft. vs. 2,885 sq. ft. for Lot 60. Both versions of the proposed single-family residences were three bedroom, two and a half bath, two story homes with two car garages.

Access to the two parcels would be from Ross Street via Ross Street Terrace. Previous iterations of the project suggested access from Clayton Street. However, site topography, combined with the hairpin turn from Clayton Street onto Ross Street Terrace make this access (from the north side) impractical.

Like the previous project, the current proposal involves the use of a new Ross Street Terrace access drive to connect to the City's road network. Construction of the access drive would involve the construction of retaining walls along both sides of the access drive. Current plans show retaining wall heights on the west side, above the roadway ranging from 12' near the intersection with Ross Street to 3 – 4' along most of Ross Street Terrace. Retaining walls along the east side of the access drive would range in height from between two and six feet along most of its alignment. Like the previous proposal, the current proposal shows the width of the middle portion of Ross Street Terrace to be only 16 feet wide. The Fire Department has requested that the access drive be a minimum width of 20 feet wide. This will require that some of the retaining walls will be somewhat higher along much of the alignment (except for that portion near Ross Street which is already 20 feet wide).

The proposed project (with the 16-foot access drive) would require the removal of 2,030 cubic yards of earth. Approximately 690 cubic yards would be filled onsite. The remaining 1,340 cubic yards would be exported (removed from the site) to an appropriate location.

Staff is looking for the Board's concurrence/comments on the proposed Lot Line Adjustment and resulting site plan. Does the LLA demonstrate the best layout to develop the properties? In addition to the layout of the LLA, staff has concerns about the requested Natural State Exception and Guest Parking and is looking for the Board's concurrence on the following items:

- *Exception to Natural State requirement - Pursuant to Section 14.12.030 of the Zoning Code, projects on Hillside lots need to reserve a minimum area of twenty-five percent (25%) of the lot area plus the percentage figure of average slope, not to exceed a maximum of eighty-five percent (85%), as natural state. Natural state includes all portions of lots that remain undeveloped and undisturbed. Grading, excavating, filling and/or the construction roadways, driveways, parking areas and structures are prohibited. Planting and landscaping which enhances the natural environment are permitted when approved through an environmental and design review permit. The applicant is requesting an exception to the Natural State which allows for the following:*
 - *Lot 59 - The minimum natural state required for this lot is 3,610 square feet. The applicant's data (Sheet TS) proposes a total natural state of 1,957 square feet, which is less than the minimum required and therefore an exception to the natural state requirement is requested. In comparison, proposed lot is 78% in size (only 60% of the minimum lot size if the panhandle is*

removed from the calculation); 1,957 square feet is about 54% of the required minimum natural state.

- Lot 60 - The minimum natural state requirement for this lot is 3,283 square feet. The applicant's project data (Sheet TS) proposes a total natural state of 1,741 square feet, which is less than the minimum required and therefore an exception to the natural state requirement is requested. In comparison, proposed lot is 67% in size; 1,741 square feet is about 53% of the required minimum natural state.
- Exception to Guest Parking requirement – pursuant to Section 15.07.030(c) each lot created on substandard city and all private streets shall provide a minimum of two off-street parking spaces. These independently accessible guest parking spaces should be developed on each lot and shall not be located on the driveway apron. The proposed Ross Street Terrace roadway is between 16 and 20 feet wide.
- Lot 59 - One guest parking space is proposed in front of the residence in what realistically is the backup and turnaround area for vehicle pulling out of the garage. This will be discussed in more detail later.
- Lot 60 – One guest parking space is proposed in front of the residence.
- Architecture: Whether the design of the new residences incorporate appropriate design elements and contributes to the mix of architectural styles of the neighborhood and whether this style adequately incorporates architectural details to minimize height differences.
- Materials and Colors: Whether the colors and materials are appropriate for this site.

Lot 59 (Upper Lot)				
	Minimum Required or Maximum Allowed	Existing Lot (2)	Proposed Lot	Compliant Y/N
Min. Lot Size	7,500 sq. ft.	5,851 sq. ft.	5,851 sq. ft.	N (No Change)
Average Lot Slope	-	32.7%	36.7%	-
Max. Gross Building Area (2,500 square feet + 10% lot area)	3,085 sq. ft.	3,085 sq. ft.	2,842 sq. ft.	Y
Min. Natural State (25% + %Average Slope)	61.7% 3,610 sq. ft. (1)	100% 5,851 sq. ft.	54% 1,957 sq. ft.	N
Max. Lot Coverage	40%	0%	23.87%	Y
Max. Building Height	30 feet	0 feet	25.2 feet	Y
Stepback	Can't exceed 20 feet over more than 25% of the length of each building side	0%	Side South – 0% Front – 0% Side North – 16%	Y Y Y
Parking	2	0	2	Y
Guest Parking	2	0	1	N
Min. Setbacks				
Front	15 feet	0 feet	15 feet	Y
Rear	10 feet	0 feet	10 feet	Y
Side-South	6 feet	0 feet	6.9 feet	Y
Side-North	6 feet	0 feet	17.4 feet	Y

Notes:

- (1) The Minimum Natural State requirement for a 7,500 square foot lot with a 61.7% average slope would be 4,628 square feet.
- (2) The existing lot is vacant and undeveloped.

Lot 60 (Lower Lot)				
	Minimum Required or Maximum Allowed	Existing Lot (2)	Proposed Lot	Compliant Y/N
Min. Lot Size	7,500 sq. ft.	5,028 sq. ft.	5,028 sq. ft.	N (No Change)
Average Lot Slope	-	45.1%	40.3%	-
Max Gross Building Area (2,500 square feet + 10% lot area)	3,003 sq. ft.	3,003 sq. ft.	2,885 sq. ft.	Y
Min. Natural State (25% + %Average Slope)	65.3% 3,283 sq. ft. (1)	100% 5,028 sq. ft.	53% 1,747 sq. ft.	N
Max. Lot Coverage	40%	0%	27.39%	Y
Max. Building Height	30 feet	0 feet	22 feet	Y
Stepback	Can't exceed 20 feet over more than 25% of the length of each building side	0%	Side South – 0% Front – 0% Side North – 19%.	Y Y Y
Parking	2	0	2	Y
Guest Parking	2	0	1	N
Min. Setbacks				
Front	15 feet	0 feet	15 feet	Y
Rear	10 feet	0 feet	10 feet	Y
Side-South	6 feet	0 feet	6 feet	Y
Side-North	6 feet	0 feet	6 feet	Y

Notes:

- (1) The Minimum Natural State requirement for a 7,500 square foot lot with a 65.3% average slope would be 4,898 square feet.
- (2) The existing lot is vacant and undeveloped.

Previous 2017 Project

On August 22, 2017, the Design Review Board provided conceptual review comments on a previous project design. After reviewing the project, the Board acknowledged that providing access to the vacant lots was extraordinarily challenging and encouraged staff to meet with all stakeholders, including Fire Department, neighbors and the applicant's team to help find a solution.

Lot Line Adjustment

Like the current project, the previous project layout shifted the new driveway to Lot 59 to the southside of Lot 60. However, unlike the current project the applicant proposed a finger of land about ten feet wide along the northern property line. This layout increased the buildable area of Lot 59 at the expense of the buildable area for Lot 60 since about 700 square feet of the lot was unusable due to the narrow finger of land.

In response to the previous proposal, the Board recommended that the Lot Line Adjustment not include a rear dogleg on the lower lot. The current proposal has eliminated the rear dogleg from the LLA application to create a straight property line. This change has also resulted in an increase in the depth of (lower) Lot 60 by about five feet.

Site Design

Like the current project, the previous layout proposed to construct a single-family residence on each lot. The driveway for Lot 59 following the southern property line from Ross Street Terrace up toward the new residence. Both projects would utilize the Ross Street Terrace right-of-way to access Ross Street. The proposal located the garage level of the single-family residence on Lot 59 approximately

1½ feet from the property line. This configuration improved access into and out of the garage by providing a straight approach from the driveway.

The Board did not comment on the proposed side yard reduction. The general orientation of the site had not changed except that the Lot 59 residence now complies with the required 6-foot setback.

Ross Street Terrace

Both residences would utilize the Ross Street Terrace right-of-way to access the City street network at Ross Street. The Board’s previous recommendation to try to reduce the need for tall retaining walls was to consider site access from Clayton Street. Clayton Street going up the hill toward the intersection with future Ross Street Terrace is only one lane wide and would require the construction of an additional travel lane as well as a more gradual turning movement to accommodate a fire truck. These would require substantial grading and retaining walls since many of the structures along Clayton Street are built on or near the property lanes. The applicant has provided a plan of what that access would look like. Both accesses would require off-site improvements, but the access from Ross Street would have less impact to other properties in terms of grading and access.

On a related subject, the Board also mirrored the concern of local residents concerning the ownership of Ross Street Terrace. If owned by the City, the City should consider abandoning the right of way to facilitate the construction of a private driveway rather than public roadway standards. The right-of-way was offered to the City but was never formerly accepted. Because the access drive is functionally a long driveway to the proposed residences. As a result, the access drive is proposed to be built to a non-city street standard.

The two alternative access options are compared below. As demonstrated below, the access from Ross Street involves less elevation gain, fewer steep road slopes, fewer tall retaining walls, directly affects fewer existing residences, and has better access for emergency vehicles. For that reason, staff is recommending that the project retain its access from Ross Street.

	Access from Ross Street	Access from Clayton Street
Length of Access Drive (to driveway for the Upper Unit)	400 feet	440 feet
Number of Existing Residences using the Roadway	0	3
Starting Elevation	242 feet	203 feet
Maximum Elevation	284 feet	272 feet
Elevation at Driveway to the Upper Unit	272 feet	272 feet
Average Slope (all vertical slopes/distance)	13.5%	15.7%
Approximate Length of Retaining Walls 4’ or Taller (Excludes retaining walls around proposed residences)	350+/- feet	450+/- feet

All vertical elevations are measured as Above Mean Sea Level.

Attachment 5 provides a visual comparison of proposed retaining walls taller than four feet that are unique to each alternative. The exhibit also includes spot wall heights at different points. The exhibit does not show the retaining walls around the proposed residences since these are common to both access alternatives. The four-foot criterion was selected because Code Section 14.16.140(A)(2)(a) states that retaining walls taller than four feet may be permitted with environmental and design review subject to design review board recommendation. As is depicted above, both alternatives would involve a variety of retaining walls both above and below the proposed access improvements. Based upon the submitted information, the Clayton Street access has more tall retaining walls and would directly affect three existing residences. For example, the Clayton Street access would require the construction of a six-foot tall retaining wall in front of the existing residence at 53 Clayton Street.

Retaining Walls

The project proposes a series of retaining walls (mostly between 2 and 6 feet in height) on each side of the proposed access drive along the Ross Street Terrace right-of-way. Opposite the lower residence there will be two sets of taller retaining with intermediate landscaping. The retaining wall design in this area is the same for both the Ross Street and Clayton Street access designs.

The Board expressed concern about the heights of the retaining walls along the access drive and requested additional information on their height and location, including cross sections. The plans show cross sections in multiple locations across the access drive.

Guest Parking

The project proposed to locate the required guest parking for Lot 59 on the east side of Ross Street Terrace across the street from the Lot 60 residence. The guest parking for Lot 60 was proposed within the right-of-way for Ross Street Terrace in front of the Lot 60 residence.

The Board suggested that all guest parking should be on each parcel and not located off-site (within the Ross Street Terrace ROW). The current proposal has removed the guest parking from the Ross Street Terrace right-of-way to on-site locations near the front doors of each unit. However, the proposes only one parking space per unit. As a result, an exception is being requested.

Natural State

The previous project, like the proposed project cannot meet the natural state requirement. Though when the project was submitted to the Board, no specific information was provided on Lot 60.

In response the Board indicated that if the required Natural State standard cannot be achieved, a shared access driveway should be considered, or an Exception requested. Given the onsite topography a shared driveway is not feasible, and an exception is being requested.

Building Architecture

The project proposed a contemporary style rectilinear architecture. The exterior materials were a combination of stucco and painted Hardie board siding. with metal frame windows. Patio railings consisted of horizontal black powder-coated railings. The overall designs were somewhat boxy in appearance.

In response the Board noted that the contemporary design may be okay though they felt that the proposed design needed additional refinement such as lower ceiling heights and better setbacks. The general style of the buildings has not changed, though except that

Other issues

The Board also felt that the significant trees identified for removal should be replaced on a 3:1 ratio and that more detailed landscape plans were needed. Also, the Board requested additional information on the access drive, including cross-sections, to better show the sites and proposed residences, as well as the new roadway and that any future storypoles should also indicate the heights of the roadway retaining walls.

The plans provide detailed information on the landscape material and include cross sections across the proposed access drive. Storypoles have been placed on site to show the locations and massing of the proposed residences.

PROJECT DESCRIPTION & ANALYSIS

Lot Line Adjustment:

The proposed site plan includes a lot line adjustment to reconfigure the two existing lots by moving the driveway flag portion of the upper lot (labeled as Lot 59) from the northside of Lot 60 to the south side and shifting the lower lot (labeled as Lot 60) twenty feet to the north. The relative areas of the two lots are the same and the overall size of the developable areas on each lot are similar.

Staff is requesting DRB Subcommittee input regarding:

- The proposed lot lines and the reorientation of the two lots.
- Whether the proposed site plan demonstrates efficient use of the site.

Site Plan:

The project proposes to construct a new two story, three-bedroom, two-and-a-half-bath single family residence on each lot. Each new house includes a two-car garage and a patio deck which is accessed directly from the kitchen/family room. The numerous retaining walls are discussed in more detail later in this staff report.

Lot 59: The driveway access for the upper lot is part of the required fire department turnaround. The middle twenty-foot long segment between the retaining walls is 11½ feet wide. The upper segment driveway provides access into and out of the garage. While turning motions into the garage appear functional, the movements to back out of the garage appear to be problematic. Exiting the garage will either require a three or more points turn, the use of the proposed guest parking space to turn around, or the driver to back down the hundred-foot driveway to reach Ross Street Terrace. A portion of the upper lot turn around is proposed to be located on the lower lot through an easement. One guest parking space is being provided near the front door

Lot 60: Access to the garage for the lower unit is directly from Ross Street Terrace via a 20-foot long driveway. Access is simple and direct and is not problematic in any way. One guest parking space is being provided near the front door outside of the right of way for Ross Street Terrace.

Access Drive: The original Certificate of Compliance for the project site required the construction of a 16-foot wide access drive to either Ross Street or Clayton Street. The proposal is to connect to Ross Street involves the construction of a 16- and 20-foot wide access drive back to the driveway to the upper lot; twenty feet wide at the transition to Ross Street. The northern end of the access drive will be 28 feet wide. At the north end of the access drive, a steep slope and barrier wall will be installed at the end of the access drive which will block future vehicular access to Clayton Street.

Staff is requesting DRB Subcommittee input regarding:

- The orientation of the two houses and the driveway to the upper lot.
- Number and location of guest parking.
- The design of the access drive.

Architecture:

The design of both residences is a contemporary style incorporating a variety of wall planes and roof lines. Each building has three building massing elements, on the left side there a master bedroom with balcony over the two-car garage. On the left side is the kitchen/family/dining room area over two ground-floor bedrooms with an adjacent deck. In between there is a recessed entry and foyer that leads to the stairs which lead to the upper level. Each of these building massing elements one or more varied roof lines which also further diversify the massing.

The structure provides articulation in the following ways:

- Varying wall planes and heights.
- Varying materials with a combination of flat surfaces accented with vertical and horizontal wood trim.
- Roof lines with a combination of butterfly and flat roofs.

The primary exterior materials included Hardie Panels with reveals, with vertical T&G Wood siding and horizontal ship lap siding. The T&G Wood panels will also be used on the soffits. The Hardie Panels will be painted a gray-silver color (Benjamin Moore Revere Pewter). The windows system calls for black metal frames. The proposed window system does not include mullions. Composite shingles will be used on the roof.

The retaining walls near the structures will be board-formed concrete. It is unclear if all the retaining walls will use this system of construction.

The proposed materials are similar to the exterior materials in the surrounding area. Based upon a windshield survey, homes in the area include a variety of architectural styles utilizing both wood and stucco exteriors.

Staff would like the Subcommittee's input regarding:

- The design of the residences, including the colors and materials.

Gross Building Square Footage:

Lot 59: The new single-family residential structure on the upper lot consists of approximately 2,842 square feet. The allowable square footage on this hillside lot is 3,085 square feet. The second floor consists of about 1,445 square feet. The allowable second story square footage is 75% of the lot coverage (e.g. 40%) of 5,851 square feet, or 1,755 square feet. The proposed residence complies with these code requirements.

Lot 60: The new single-family residence on the lower lot is proposed to be developed with a gross building area of 2,492 which is less than maximum allowed of 3,158 square feet. The second floor consists of approximately 1,508 square feet, the allowable second floor square footage is 75% of the lot coverage (e.g. 40%) of 5,028 square feet or 1,508 square feet. The proposed residence complies with these code requirements.

Natural Open Space:

Lot 59: As shown in the Tables above, the proposed lot line adjustment and resulting development on the upper lot would result in a natural state area of 1,957 square feet (54% of the lot), where at least 61.7% or 3,610 square feet is required. The natural state requirement includes 945 square feet of drought tolerant native landscaping. Much of the landscaping is concentrated in the front of the proposed house near the guest parking space. The landscape plan includes the retention of a 47.9" Live Oak tree. The landscape plans show the removal of six significant trees on the upper lot. These includes a live oak, a silk oak, a glossy privet, an acacia, a California buckeye, and a cherry plum.

Lot 60: As shown in the Tables above, the proposed lot line adjustment and resulting development on the upper lot would result in a natural state area of 1,747 square feet (53% of the lot), where at least 65.3% or 3,283 square feet is required. The natural state requirement includes 1,548 square feet of drought tolerant native landscaping. Two-thirds of the landscaping is located behind the residence and consists of 1,070 square feet of a Native Mow Free lawn in the rear yard. The landscape plans show the removal of twenty-five significant trees along the Ross Street Terrace from the northern property line to Ross Street. These includes two live oaks and two cherry plums.

Access Drive: Construction of the access drive would require the removal of many trees in the Ross Street Terrace. The preliminary arborist report shows the removal of twenty-four significant trees in the Ross Street Terrace corridor. These include: eight Live Oak, six acacia, four eucalyptus, two olive, two California Bay, Cherry Plum, and a Monterey Cypress. However, staff would like to point out that there is some confusion about exactly which trees may be affected by the project. When the arborist report was prepared and several trees that were identified for removal may not actually be removed. This is because of a lack of on-the-ground reference points in some areas. Once the project design is finalized an updated arborist report will be prepared.

Staff seeks input from the DRB Subcommittee regarding:

- The proposed Natural State and whether the proposed landscaped area enhances the natural environment and should therefore be considered part of natural state.
- The removal of the large number of significant-sized trees.

Landscaping:

Lot 59: The landscape plan shows a single 24" Box multi-trunked accent tree (Strawberry Tree) near the front door and will retain a significant sized live oak located in the south east corner of the site will be protected in place. All other existing trees will be removed.

Low water use native species will be planted in defined planters near the front door and in the rear yard, as well as the strip of landscaping between the driveway retaining wall and property line. The proposed shrubs include the Pink Flowered Currant, Oregon Grape Holly, Fuschiaflower Gooseberry, along with Mound San Bruno Coffeeberry in the bioretention basin. The groundcover is proposed to be California Lilac. The landscape plan proposes to irrigate 945 square feet of shrub and ground cover with drip/bubbler systems.

Lot 60: The landscape plan for the lower lot proposes to use different species that were proposed for the upper lot. The landscape plan shows a three 24" Box Western Redbud trees in the rear of the new residence to create a degree of rear yard privacy screen between the two sites. None of the existing trees will be retained.

Low water use native species will be planted in defined planters near the front door and in the rear yard, as well as the strip of landscaping along the south edge of the driveway. The proposed shrubs include the Winnifred Gilman Blue Sage, Pine Muhly, along with Cape Rush in the bioretention basin. The landscaping includes 1,070 square feet of a Native Mow Free lawn consisting of Idaho fescue, Molate fescue, and Western Mokolumne fescue in most of the rear yard area. The landscape plan proposes to irrigate 1,548 square feet with drip/bubbler systems.

Access Drive: Most of the project landscaping is located within the right-of-way for Ross Terrace Street. The landscaping in this area also primarily includes low water use native species. The landscape plan shows that 5 Live Oak, 6 Santa Cruz Island Ironwood, and 5 Little Gem Magnolia. The Little Gem Magnolia is a non-native tree and will be planted on the south side of Ross Street Terrace across from the lower residence to provide additional screening for the rear yard at 211 Marin Street. All of the trees will be 24" Box specimens. None of the existing trees will be retained in this area.

The proposed shrubs include the Elfin King Strawberry Tree, Fuschiaflower Gooseberry, and the Mound San Bruno Coffeeberry, and White Flowered Lantana below the access drive. Silk Tassel Bush, Catalina Currant, and Mound San Bruno Coffeeberry are proposed to be planted above the access drive. The landscape plan proposes to irrigate 3,999 square feet with drip/bubbler systems.

Staff would like the Subcommittee's recommendation about the appropriateness of the landscaping proposed as follows:

- Is the proposed landscape scheme, centered around predominantly low water use native species, consistent with the hillside conditions?

Retaining Walls:

There are three sets of retaining walls on the project. The first set is along the driveway to the residence on Lot 59. The second set of retaining wall is along both sides of the access drive from Ross Street. The third set is the double retaining walls east of the new unit on Lot 60.

Lot 59 Driveway: The retaining wall creating the driveway begins at the south east corner of Lot 59 and Ross Street Terrace. The retaining wall then follows the southern property line up to the corner of the upper residence. The height of the wall starts out at 5¾ feet before transitions up to a height of 10 feet in height near the upper residence. The height of the upper portion of this retaining wall is based upon the floor elevation of the garage that is about 7 below the surface of the ground at the front and 11 feet below ground surface at the rear.

The parallel retaining wall on the other side of the drive is much lower. For most of its length it is between two and four height, though the wall making the proposed quest parking space near the front door is 5 feet high. The lower side of this retaining wall faces the backyard for the lower residence.

Ross Street Terrace Access Drive: The construction of the access drive will require the construction of retaining walls on both sides of the drive because of the existing cross slope. Virtually all of these retaining walls will back face the east. The exception being the wall on the east side of the access drive just off of Ross Street where the roadway ascends the existing slope created by the original construction of Ross Street. The tallest retaining wall is found near the intersection with Ross Street. In this area, on the west (uphill) side of the driveway, a retaining wall of up to 12-feet in height will be required as the access drive to ascends the initial slope adjacent to Ross Street. Once on top, the heights of this retaining wall will vary from between two and four feet. The height of the downhill retaining wall, on the east side of the access drive varies between four and six feet along most of its length, though just before the driveway to Lot 59, the wall is only two feet tall.

Ross Street Terrace Double Retaining Wall: At the north end of the proposed improvements to Ross Street Terrace in front of Lot 60 the proposes to accommodate the required Fire Department turn around using the driveway to Lot 59 and the Terrace in front of the Lot 60 residence. In this area because of the higher slope, the project would construct two retaining walls about six feet apart to reduce the apparent massing of the retaining structure. The height of the upper wall would vary from 8 to 9 feet on the northern half to about 1 foot on the southern portion. The lower wall is between 5 and 6 feet tall over most of its length.

Staff would like the Subcommittee's input regarding:

- The use and location of the proposed retaining walls.

General Plan 2020 Consistency:

The property is located within the Low Density Residential (LDR) Land Use Designation. The following General Plan policies are relevant to the project site:

Land Use Policy – LU12 (Building Heights): General Plan Land Use Policy LU12 establishes a maximum building height of 30 feet for this property. The applicant proposes structures with a maximum heights less than 30 feet.

Hillsides – CD-6a: General Plan Policy CD-6a seeks to protect the visual identity of the hillsides by controlling development through the use of Hillside Design Guidelines. The following Hillside Design Guidelines are relevant to the project.

- Significant existing natural features should be integrated into new hillside residential development proposals to retain the desirable qualities of San Rafael's hillside setting.
- Site development plans should demonstrate that a diligent effort has been made to retain as many significant trees as possible while minimizing fire hazards in high fire hazard areas.

- Grading should be kept to a minimum and should be performed in a way that respects significant natural features and visually blends with adjacent properties.
- The visual prominence of hillside residential development should be minimized by taking advantage of existing site features.
- Development should avoid large expanses of a wall in a single plane on downhill elevations. Use horizontal and vertical building components to effectively reduce the bulk of hillside residential development.
- New Hillside Residential Architecture in San Rafael should continue the dominant pattern of one and two-story buildings with tree canopied spaces around them.
- Color selection should show evidence of coordination with the predominant colors and values of the surrounding landscape.
- Site lighting should be used efficiently to aid safety, security and compliment architectural character. Lighting should minimize intrusion into adjacent properties, roadways, the hillside silhouette and the night sky.

In general, the project demonstrates compliance with hillside design standards. Though the balancing of conflicting site access, grading, tree preservation, and fire safety requirements has resulted in a number of design compromises. But when viewed as a whole, the proposed design results in a project that fits well into the local context. However, as mentioned above, the applicant is requesting exceptions to the natural state and guest parking requirements. Staff is seeking the Boards concurrence on these two exceptions.

Zoning Ordinance Consistency:

The proposed land use is consistent with the R7.5 Zoning District. As noted in the development summary table, the project proposes to comply with the R7.5 Zoning District development standards as well as the development standards of the Hillside Development Overlay including building heights and setbacks. The project would not comply with the following standards:

Natural State

The applicant is requesting an exception to the natural state requirement of the Hillside Development Overlay District.

Guest Parking

The applicant is requesting an exception to the amount of required guest parking.

San Rafael Design Guidelines:

The San Rafael Design Guidelines serve as a guide for evaluating development. The project is a single-family residential project. The project complies with the following criteria:

- All building facades should be varied and articulated. Long monotonous walls should be avoided.
- Where necessary to replicate existing patterns or character of development, design techniques should be used to break up the volume of larger buildings into smaller units. For example, a building can be articulated through architectural features, setbacks and varying rooflines to appear more as an aggregation of smaller building components.
- Transitional elements, such as stepped facades, roof decks and architectural details that help merge larger building into an existing neighborhood should be used.
- There should be a clear, well-defined sense of entry from the street to the building.
- The placement and size of windows in the building should be consistent with the overall building design and the neighborhood streetscape. Where windows do not reflect an existing pattern, greater attention should be paid to other means such as balcony overhangs, porches, materials, colors, etc. of articulating the façade.

- Window proportions should be consistent with the proportions of the building and with other windows on the building.
- Windows should overlook the street, parking and public areas to permit surveillance and increased safety.
- Limit the intensity of lighting to provide for adequate site security and for pedestrian and vehicular safety.
- Shield light sources to prevent glare and illumination beyond the boundaries of the property.
- Lighting fixtures should complement the architecture of the project.

The project incorporates varied wall plains and rooflines and uses building stepbacks to break up the volume of the building into smaller forms. There are a variety of building styles with varying setbacks in the adjacent areas along both sides of the Ross Street Terrace right-of-way. Except as noted above, the proposed building complies with the current hillside development standards. The entries to the buildings are well-defined. Light fixtures will be required to comply with the City's lighting requirements.

Staff seeks the Board's guidance regarding the following:

- Lot Line Adjustment
 - The proposed lot lines and the reorientation of the two lots.
 - Whether the proposed site plan demonstrates efficient use of the site.
- Site Design
 - The orientation of the two houses and the driveway to the upper lot.
 - The design of the access drive.
 - Number and location of guest parking.
- Building Design
 - The architectural design of the residences.
 - The proposed colors and materials.
- Natural State
 - The amount of Natural State on each lot.
 - Including the proposed landscaping as part of the Natural State.
- Landscape Design
 - The proposed landscape scheme involving predominantly low water use native species.
 - The removal of a large number of significant-sized trees.
- Retaining Walls
 - The use and location of the proposed retaining walls.

DESIGN REVIEW BOARD

On August 22, 2017, the Design Review Board (Board) provide conceptual design review comments on a prior project design:

- Due to the necessity of overwhelmingly tall retaining walls, the Ross St. Terrace access option should be discouraged and access to the site should be from Clayton St.
- If project continues to propose access along Ross Street Terrace, ownership issues surrounding the roadway right-of-way (ROW) need to be resolved. If owned by the City, abandonment should be considered and allow the project to meet private driveway standards rather than public roadway standards.

- All guest parking should be on each parcel and not located off-site, within the new roadway ROW.
- If meeting the required Natural State standard is difficult, a shared access driveway should be considered and/or an Exception.
- The 'flag pole' portion of the flag lot should be included in the Natural State calculation.
- The Lot Line Adjustment should not create the proposed rear 'dog leg' area on the lower lot.
- Contemporary design of residences may be OK though it needs refinement such as lower ceiling heights and better setbacks.
- The removal of 'significant' trees should be replaced on a 3:1 ratio, if possible. Better landscape plans needed with additional details.
- Cross-sections should be added to plans showing the sites, the proposed residences and the new roadway.
- Provide story poles for the proposed new structures and staking the location and height of the new roadway retaining walls

NEIGHBORHOOD CORRESPONDENCE

Pursuant to the Policy Statement signed by the City Manager on April 1, 2020, interim or temporary modifications have been approved to the Design Review Board process related to noticing, meeting procedures and allowing for review by a Subcommittee of the full Design Review Board in place of holding formal Design Review Board meetings. As such, no notice has been provided. However, staff has received some public comments on the project, comments received as of 4/23/2021 are attached to this report. Those comments are included in Exhibit 2.

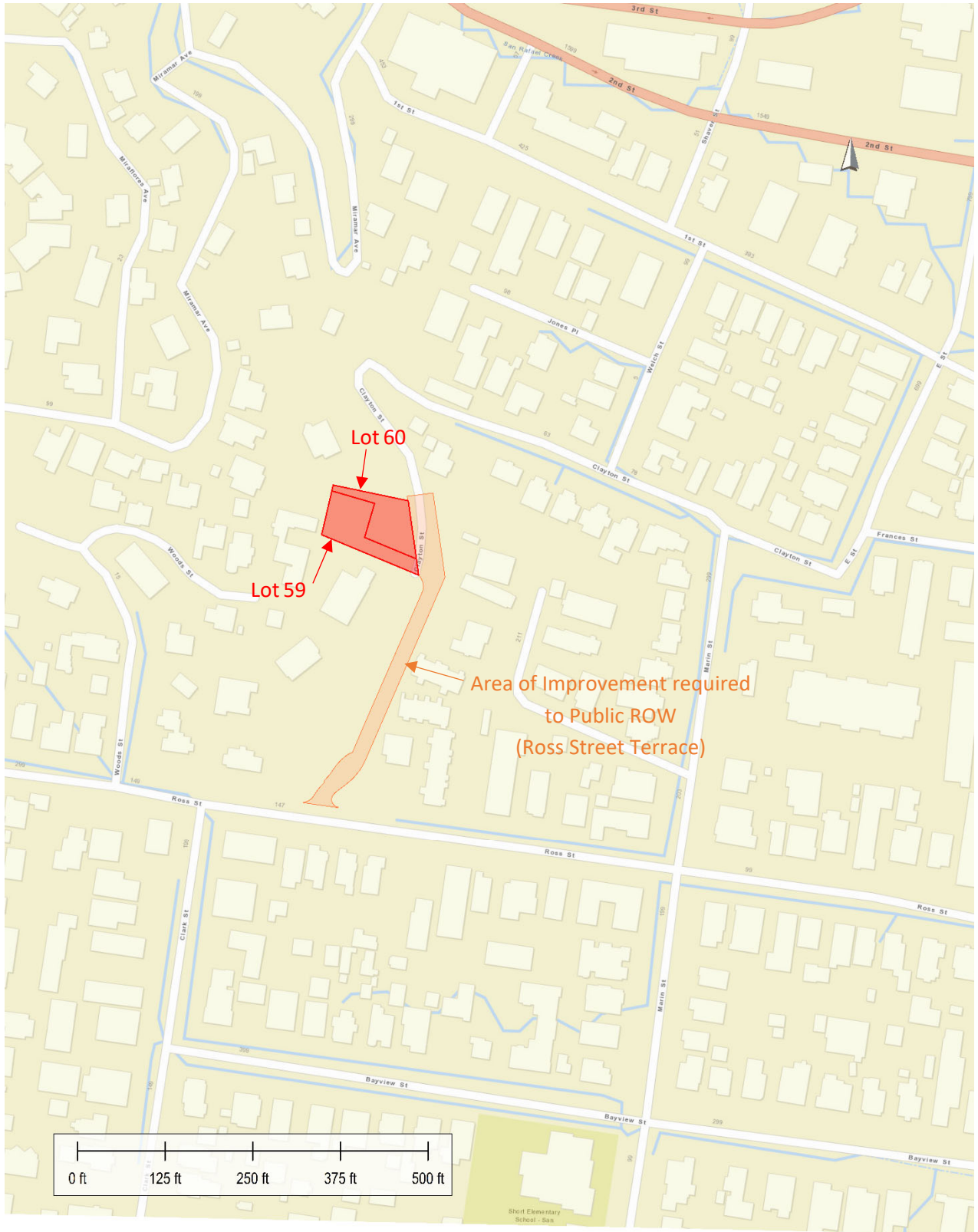
CONCLUSION

As mentioned above, the applicant has submitted a Lot Line Adjustment and Environmental and Design Review application, the application for the Exception is pending, seeking input from the Board regarding architectural design approach, site plan and site design along with the mentioned exceptions. The Board's recommendations will help with a formal decision on Environmental and Design Review permit.

EXHIBITS

1. Vicinity Map
2. Public Comments (as of April 23, 2021)
3. Reduced Project Plans
4. Updated Clayton Street Access Drive Plans
5. Retaining Wall Height Exhibit

Exhibit 1: Vicinity Map



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December 12, 2019

VIA E-MAIL

Lisa A. Goldfien
Assistant City Attorney
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

**Re: ED 19-090 and 19-091
A.P. 12-141-59 and 60 (Friedman)**

Dear Lisa:

This letter is a follow-up to our telephone conference on December 11th regarding this project. I am the attorney for the applicant, Coby Friedman.

As we discussed, my client was surprised the City was raising an issue over access four years after he first applied to the City to develop these lots and after numerous City reviews and a staff report to the Planning Commission. Not once during this four year period has staff ever raised an issue with access or requested that my client submit documentation showing he has "rights to access and construct a new roadway on Ross Street Terrace."

The two lots my client seeks to develop were created by a subdivision approved by the City in 1963. Although access at that time was from Clayton Street, the relevant portion of Clayton Street is not a City street. The legality of the lots was confirmed through a Certificate of Compliance process in 2004. Clearly, the City would not have approved the initial lot split in 1963 or ratified it through the issuance of a Certificate of Compliance in 2004 if there was not legal access along Ross Street Terrace or the portion of Clayton Street that is not a City street.

We believe there is absolutely no question that these two lots have the right to access and construct a roadway on Ross Street Terrace based upon the following:

1. The property is part of the unrecorded map of Shorts Addition (copy enclosed). Specifically, it was shown on the unrecorded map of Shorts Addition as the property of "J. S. McDonald." The unrecorded map of Shorts Addition shows Ross Street Terrace extending from Ross Street (a City street) up to the property and continuing to Clayton Street. There are

December 12, 2019

Page 2

numerous California Appellate Court cases that stand for the proposition that when lots are sold by map or with reference to the streets on a map, the streets as designated on the map are "open to the purchaser and to any subsequent purchaser." See *Day v. Robison* (1955) 131 Cal.App.2d 622, 623-24. The *Day* case references the famous California Supreme Court opinion in *Danielson v. Sykes* (157 Cal. 686, 689) which stands for the proposition that when lots are sold and refer to streets shown on maps (whether recorded or unrecorded) it creates private easement rights in the lot owners. See also *Douglas v. Lewin* (1933) 131 Cal.App. 159 which held that the sale of a lot with reference to an unrecorded map created rights in the purchaser of the lot to use that roadway for access (Mill Valley case). Thus, because the Friedman property was shown on the Map of Shorts Addition, it has easement rights over the adjacent street.

2. As the City knows, there is a deed recorded in 1886 that dedicated Ross Street Terrace starting at Ross Street (a City street) and extending all the way up to the portion of Clayton Street that is a City street. I am enclosing a copy of the deed, which is very difficult to read. We have had the deed transcribed and I am also enclosing a transcribed portion of the deed. The deed involves the sale of land in Shorts Addition by James S. McDonald (same as on Map of Shorts Addition) to Peter Williams and the creation of two public streets between Ross Street and the end of the City owned portion of Clayton Street.

"The object being a continuous street of the uniform width of 40 feet from Ross street to a point 130 feet West from the West end of Clayton street. The 130 feet having been otherwise dedicated by party of the first part and M. M. Jordan. Said new street to be known as Buena Vista street; the said Buena Vista street being dedicated hereby for the use of the parties of the first and second part and the public and the same extending along the North Easterly and the Westerly sides of the land having conveyed." (Emphasis added.)

The language in the 1886 deed creates both a public right-of-way and private rights in all lot owners in the area ("use of the parties"). Since James S. McDonald owned the Friedman property when he created Ross Street Terrace and reserved the street for his use, the Friedman property clearly has easement rights over Ross Street Terrace.

3. When Mr. Friedman purchased his property, he also purchased a Policy of Title Insurance from Fidelity National Title Company (copy enclosed). The Policy of Title Insurance (see page 2) specifically insures Mr. Friedman against "lack of right of access" to and from the land." As referenced in the title policy legal description (page 4) and in Mr. Friedman's deed, the description of his property clearly references that it borders "Ross Street Terrace (formerly Buena Vista) as described and dedicated to public use in the deed from James S. McDonald to Peter Williams recorded in Book 3 of Deeds at page 360, Marin County Records...." This alone creates access rights in Ross Street Terrace.

I trust that the above provides you with sufficient information to conclude that Mr. Friedman has adequate access rights over Ross Street Terrace. If not, I would ask that you put

December 12, 2019

Page 3

your objections in writing so that I may convey them to Mr. Friedman's title company and make a claim for lack of access to his property.

If you have any questions or wish to discuss this further, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Neil Sorensen". The signature is fluid and cursive, with a long horizontal stroke at the end.

NEIL SORENSEN

NS/mjs

Enclosures

cc: Coby Friedman

RECEIVED

DEC 02 2019

PLANNING

To: Community Development Department

Re: File No. ED19-090/ED19-091/LLA19-008

The Gerstle Park Neighborhood Association is opposed to the above project.

It is one function of GPNA to evaluate and comment on new exterior construction in Gerstle Park or construction that would impact views from Gerstle Park. The Vision of Gerstle Park includes "opportunities...to be more compatible with the historic neighborhood design character..." The 2040 General Plan for Gerstle Park includes "...encouraging new development or significant remodels that enhance the historic architectural character of the neighborhood".

Also, the 2040 General Plan encourages: "protecting hillside ridges and the visual backdrop of the ridges..." San Rafael and specifically Gerstle Park is a city of trees. The feeling of living in Gerstle Park is a feeling of being close and in touch with our environment.

The proposed project consists of developing two homes on small lots. We oppose the project as presented:

1. The homes are very "modern" in appearance and out of architectural character for Gerstle Park.
2. Construction of the homes will require tearing out an area which is filled in with large trees and vegetation to the point that the vegetation will be completely removed and change the wooded character of the area. The slope will have to be extensively graded with extensive artificial slope stabilization and reinforcement.

From: Tom Heinz, Planning and Development Committee, GPNA

Valerie A. C. Lels
53 Woods Street
San Rafael, California 94901

January 6, 2020

Caron Jo Parker
Associate Planner
City of San Rafael
1400 Fifth Avenue
San Rafael, California 94901

Re: Clayton Lots- Legal Issues

Dear Caron,

This letter is written in response to December 12, 2019 correspondence to City Attorney Lisa Goldfein from Neil Sorensen, the attorney for Mr. Friedman, who is the developer of the Clayton Street lots. In addition to raising legal issues related to the proposed Clayton Street project, this letter contains some comments and observations of my own. The issues I address are issues that come to mind at this time. However, should any additional issues come to my attention in the future, I would like to reserve the opportunity to address them with the Planning Department and/or other City departments as appropriate.

I would ask that you please forward this letter to Ms. Goldfein for her review and analysis, and also that you please take into consideration the issues raised in this letter when you prepare your Letter of Completeness that is due to be submitted by January 10th.

1. A right of access does not automatically confer a right to construct. Although these are demonstrably two separate rights, Mr. Sorensen presents in his December 12, 2019 letter a seamless segue from the right of access to the right to construct, offering authority for the former and none at all for the latter. No issue is taken with the developer's right to access his lots via ingress and egress along Ross Street Terrace. That principle of access to one's property is not in dispute here. However, the right of access does not confer upon the developer the right to perform construction along the entirety of Ross Street Terrace. No evidence has been presented to show that the developer owns the entirety of Ross Street Terrace, and he has no rights of construction or development on property he does not own.

2. There are multiple properties abutting Ross Street Terrace that are owned by others. It is well-established that the owners of properties existing along a roadway and abutting that roadway also own the property from the abutting property line to the center line of the given roadway. California Civil Code § 831: "An owner of land bound by a road or street is presumed to own to the center of the way; but the contrary may be shown." California Civil Code § 1112: "A transfer of land bounded by a highway passes the title of the person whose estate is transferred to the soil of the highway in front to the center thereof, unless a different intent appears from the grant."

The deeds by which the abutting property owners acquired title to their property show no intent to except from those transfers of title the above-described contiguous portions of Ross Street Terrace, and no evidence has been presented that any such exceptions occurred earlier in the relevant chains of title. Accordingly, when the current abutting property owners took title to their property, they also acquired a fee title to the portions of Ross Street Terrace that lie between the abutting

Caron Jo Parker
Associate Planner
City of San Rafael
January 6, 2020
Page 2 of 4

property line and the center line of Ross Street Terrace. *Jones v. Deeter* (1984) 152 Cal.App.3d 798,802; *Safwenberg v. Maquez* (1975) 50 Cal.App.3d 301,307-309. Therefore, the developer may not construct upon or in any way alter the portions of Ross Street Terrace belonging to the abutting property owners without permission from those property owners. For the developer to do so would constitute a basis for causes of action for trespass, nuisance, willful and malicious destruction of property, and any additional unlawful acts committed by the developer.

3. Beyond the above, each abutting property owner possesses an additional, private right of easement and use in Ross Street Terrace for purposes of access to his property. This right of easement arises as a matter of law particular to each abutting property owner based upon ownership of the abutting property, and it is separate and distinct from any rights of access the general public may have to pass along Ross Street Terrace. *Brown v. Board of Supervisors* (1899) 124 Cal. 274,280. It is as fully a property right as the property owner has in the property itself. This right may not be taken away, destroyed, or substantially impaired or interfered with, and any such infringement gives the property owner a basis for one or more causes of action. *Rose v. State of California* (1942) 19 Cal.2d 713, 726-729. "It is well settled that where there is evidence to support a finding that substantial and unreasonable interference with the landowner's easement of access or right of ingress and egress has been caused as the result of an obstruction in the street or highway on which his property abuts, an appellate court will not say as a matter of law that such finding is erroneous." *Ibid.*,728. Accordingly, the developer is prohibited from interfering with the abutting property owners' private easement of access rights either during the construction process, or by constructing or creating any permanent barriers and/or changes to Ross Street Terrace that would block, restrict, or impede these easement rights in any way.

4. The developer's plans as presented to the City would create numerous dangerous conditions for adjacent property owners, including but not limited to the dangerous conditions described in Victor Kunin's 12/2/19 email to you. Such dangerous conditions could result in serious damage to adjacent properties as well as serious injury to the property owners, their families, guests, and tenants. Further, such a dangerous condition on property belonging to the abutting property owners would open those property owners, their tenants, and anyone else who occupies or controls the property, to premises liability claims. California Civil Code §1714(a); see also *Sprecher v Adamson Companies* (1981) 30 Cal.3d 358,368: "...the duty to take affirmative action for the protection of individuals coming upon the land is grounded in the possession of the premises and the attendant right to control and manage the premises."

Alarmingly, the maintenance agreement suggested by the developer for the Ross Street Terrace roadway, the proposed retaining walls, and other structures included in the plans presented to the City, allows the adjacent property owners no means of enforcement regarding such maintenance should the responsible parties under the maintenance agreement fail to maintain. Yet all the while the adjacent property owners remain potentially liable for injuries and accidents caused by such failure to maintain. This creates an untenable and entirely unfair burden and risk for the adjacent property owners. Would homeowners' insurance cover such a situation? That would depend on the facts, the scope of coverage, the policy limits, etc. In any event, it is entirely foreseeable that such a situation would constitute a legal nightmare.

5. I would like to comment on some of Mr. Sorensen's assertions in his December 12, 2019 letter:

a) Mr. Sorensen states on page one of his letter "...the relevant portion of Clayton Street is not a City Street." It is not clear what portion of Clayton Street Mr. Sorensen means by "the relevant portion of Clayton street", on what information he

Caron Jo Parker

relies in making this statement, and what relevance this statement has to the issues he presents.

b) Mr. Sorensen further states on page one of his letter "Clearly, the City would not have approved the initial lot split in 1963 or ratified it through the issuance of a Certificate of Compliance in 2004 if there was not legal access along Ross Street Terrace...". This statement is entirely speculative and conclusory. Mr. Sorensen has no information regarding what the San Rafael City officials were thinking or intending when they approved the subdivision in 1963 and/or when they issued the Certificate of Compliance in 2004. The only information we have as to the true intent of the City of San Rafael is the information contained within the four corners of the referenced documents, as follows: (1) The 1963 lot subdivision approval specifically requires the construction of a road along Clayton Street in front of the proposed lots as a condition of the approval; there is no mention of any access along Ross Street Terrace. (2) The 2004 Certificate of Compliance specifically requires the owner of the property to satisfy the conditions of the 1963 City of San Rafael Planning Commission (which conditions include the construction of a road along Clayton Street in front of the proposed lots) prior to the issuance of any building permits, and the 1963 subdivision conditions are attached to the Certificate of Compliance as Exhibit B, incorporating these conditions by reference. There is nothing in either of these documents that indicates any intention on the part of the City of San Rafael regarding access to the lots from Ross Street Terrace. On the contrary, the plain language in both documents clearly indicates the intention that access to the lots would be from Clayton Street, and in fact the Certificate of Compliance shows the street address of the three lots in question to be 33, 37, and 41 Clayton Street (not 33, 37, and 41 Ross Street Terrace).

6. Further to the above, in reviewing the 1963 subdivision approval document and the 2004 Certificate of Compliance, I note that the subdivision plans approved in 1963 show only one structure to be built on one of the lots: a duplex on Parcel 2 (Lot 59), with no construction at all on Parcels 1 and 3. Further, it appears that the issuance of the 2004 Certificate of Compliance was done in reliance on the 1963 subdivision approval and the plans submitted therewith. Yet the current construction plans are a far cry from, and greatly exceed the scope of, the minimal construction shown on the plans submitted in 1963, when the application for subdivision approval was submitted.

7. The following comments relate to the 1886 deed provided by Mr. Sorensen, the maps he provided in conjunction with the deed, and Mr. Sorensen's analysis of the same. Much clarification and additional information is needed here.

a) Only one of the maps provided, the Shorts Addition map, is legible; the other map is nothing but a gray blur. The Shorts Addition map does not extend far enough up Ross Street Terrace to show Clayton Street or to illustrate what Mr. Sorensen asserts the 1886 deed is conveying and reserving/dedicating. It is impossible to understand from the deed and maps provided either the metes and bounds description shown in the 1886 deed, or what was actually conveyed and what was reserved/dedicated at that time. (For example, what/where are the all-important "courses three (3) to nine (9)" referred to in the deed?)

b) Notwithstanding the above, the minimal information I have been able to glean from the deed and maps provided seems to indicate that Mr. Sorensen's assertion on page two of his letter that the 1886 deed from McDonald to Williams dedicated Ross Street Terrace "starting at Ross Street (a City street) and extending all the way up to the portion of Clayton Street that is a City street" cannot be correct, because:

(1) The Shorts Addition map shows that McDonald did not own the two lots on either side of Ross Street Terrace where it intersects with Ross Street. He could not convey or reserve/dedicate Ross Street Terrace at that point because he did not own those lots.

Associate Planner
City of San Rafael
January 6, 2020
Page 4 of 4

(2) The 1886 deed states that the newly-dedicated roadway extends to "the north end of the 40 foot Street known as Ross Street Terrace", which is further evidence that the newly-dedicated roadway did not extend all the way to Ross Street, as Mr. Sorensen contends. It is also evidence that McDonald neither "created Ross Street Terrace" nor "reserved the street for his use", as Mr. Sorensen also contends. Under the circumstances, Mr. Sorensen's statement that the 1886 deed "creates both a public right-of-way and private rights in all lot owners in the area" seems at a minimum to be overly-broad, and he does not address by what means or legal authority McDonald could have reserved the entirety of Ross Street Terrace for his use or could have created private rights in all lot owners in the area.

(3) Further, Mr. Sorensen's reference to the term "use of the parties" to support his statement that the deed creates "private rights in all lot owners in the area" is incorrect and misleading. The 1886 deed actually reads "use of the parties of the first and second part", which refers specifically to McDonald and Williams respectively, and which, on the contrary, tends to indicate the dedication of an easement for the use of McDonald and Williams. "A dedication is legally equivalent to the granting of an easement." *Jones v. Deeter* (1984) 152 Cal.App.3d 798,802.

8. I see no evidence of a chain of title connecting whatever portion of land McDonald actually did convey and reserve/dedicate in 1886 with the land purchased by the developer in 2014. We know that the three lots the developer purchased in 2014 were owned by McPhee in 1963. But we have no information regarding what land transfers might have occurred in the 75+ years between the 1886 deed (which is at this time unclear) and the creation of the three lots that were owned by McPhee in 1963. Accordingly, any relationship or connection that Mr. Sorensen currently alleges between the land conveyed and reserved/dedicated by the 1886 deed and the lots the purchased by the developer in 2014 is without merit. Unless an appropriate and complete chain of title is provided, the 1886 deed cannot be offered as evidence of the developer's property ownership and/or property rights.

Further to the above, I respectfully request that the City of San Rafael revisit any previously-expressed opinions regarding the developer's rights pertaining to the proposed Clayton Street project.

Sincerely yours,

Valerie Lels

From: Valerie Lels <vlels@XXXXXXXXXXXX>
Sent: Wednesday, July 8, 2020 4:46 PM
To: Alicia Giudice <Alicia.Giudice@cityofsanrafael.org>
Cc: Victor Kunin <XXXXXXXXX>, Patrick Killian <XXXXXX>, Peter Marks<XXXXXX>
Subject: Clayton Street lots

Dear Ms. Guidice,

I own the property at ---- & ---- Woods Street, which borders the Clayton Street lots. I, along with many neighbors, have grave concerns regarding what we believe are significant health and safety issues as well as property rights regarding this development, and there has been much correspondence on these issues from many of us to Caron Parker, who was the Planner in charge of this project until last January, when she retired. Caron did an excellent job of keeping us all informed regarding the status of the project. The last information we had from Caron was that the developer's plans were incomplete.

Over the past few days, surveyors have been seen on the proposed roadway and on the lots themselves, where they have placed stakes that appear to relate to the placement of the houses. It is my understanding that you will now be in charge of this project. I would greatly appreciate it if you would bring us up to date on the status of the project, including: (1) whether the plans are still deemed incomplete; and (2) whether any permits have been issued.

Thank you sincerely,
Valerie Lels

Sent from my iPhone

From: vlels@XXXXXX <vlels@XXXXX>
Sent: Friday, July 10, 2020 8:26 PM
To: Alicia Giudice <Alicia.Giudice@cityofsanrafael.org>
Subject: Re: Clayton Street lots

Hi Alicia,

Thank you so much for responding so quickly to the recent inquiries regarding the current status of the proposed development of the Clayton Street lots, and for sending along your incompleteness letter. I very much appreciate your timely response, particularly in light of the City being short-staffed due to its financial situation as well as constraints caused by the COVID-19 situation. I can only imagine that those circumstances, along with Caron's retirement, have resulted in overwhelm for you all. Caron was an absolute professional, and we all will miss her as well. Please be assured that my neighbors and I will do what we can to ease the burden with respect to the need for you to sift through the large amount of documentation that has been generated on this project over the past years.

Very shortly before Caron left in January, I met with her at the Planning Department and gave her the original of a letter to that I wrote to her dated January 6, 2020. The letter contains a request that it be forwarded to the City Attorney, in that it sets forth in detail several significant legal issues relating to this project. I am attaching a copy of my January 6th letter to this email.

I find myself wondering if this letter has ever been read, or if it ever reached the City Attorney. For example, your July 9, 2020 email confirms that the applicant has the right to use Ross Street Terrace to access his property. Please note, as expressed in paragraph #1. of my January 6th letter, that no one disputes the developer's right to use Ross Street Terrace to access his property. What is disputed, however, is his right to construct on Ross Street Terrace. This is quite a different issue, and one that must be addressed. My January 6th letter provides ample legal authority for the fact that the owners of the properties bordering Ross Street Terrace also own the property from the abutting property line to the center line of Ross Street Terrace. How is it that the City can issue a permit for a party to construct a retaining wall or anything else on private property that belongs to another party?

I, along with the neighbors who will be impacted by the Clayton Street project, believe strongly that this issue, as well as all the other issues raised by my January 6th letter, must be brought to the attention of the City Attorney, and that they must be addressed by the City before this project goes forward.

Further to the above, I would ask that you please read the attached letter, and that you please be certain to forward it to the City Attorney at your earliest convenience.

Thank you sincerely,
Valerie Lels

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August 26, 2020

VIA E-MAIL

Lisa A. Goldfien
Assistant City Attorney
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

**Re: ED 19-090 and 19-091
A.P. 12-141-59 and 60 (Friedman)**

Dear Lisa:

As you know, I am the attorney for Coby Friedman, the applicant for the above referenced applications.

I write concerning the emails sent by some of the property owners bordering Ross Street Terrace, which allege that Mr. Friedman has no right to construct a new roadway within the Ross Street Terrace right-of-way because the roadway would include grading and retaining walls that may impede access to adjacent lots. As I understand it, the issue is not whether Mr. Friedman has easement rights to use Ross Street Terrace. That issue was covered in my letter to you dated December 12, 2019 and we understand that the neighbors and the city are not questioning the right of access.

As you may know, because of the steepness of the slope along the Ross Street Terrace right-of-way and in order to meet the roadway width requirements imposed by the city (including a sidewalk on one side), it is necessary to grade the right-of-way and install retaining walls in certain areas along the proposed roadway. For the following reasons, this work is allowed under the existing easement.

I. The Grading and Retaining Wall Work are Necessary Incidents of the Access Easement Appurtenant to the Friedman Property.

As discussed more fully in my December 12th letter, the Ross Street Terrace right-of-way was created in 1886 by deed. The deed offered for dedication a public right-of-way over Ross Street Terrace and created private easement rights in favor of the grantor and grantee (in the deed) to use said street. The Friedman property is part of the property owned by James S. McDonald (grantor) and therefore has easement rights over Ross Street Terrace.

California appellate courts have consistently held that the holder of an access easement or right-of-way has the right to make improvements to an easement and make such changes “in the surface of the land as are necessary to make it available for travel in a convenient manner”. Ballard v. Titus (1910) 157 Cal. 673, 681. See also, Herzog v. Grosso (1953) 41 Cal.2d 219, 223, where the Supreme Court recognized the right of an easement holder to construct and maintain a wooden guardrail along a road easement. More specifically, the Court of Appeal in Dolnikov. Ekizian (2013) 222 Cal.App.4th 419, held that easement holders have certain secondary easement rights that allow them to undertake necessary improvements in the easement – including constructing retaining walls and grading the easement surface.

“As the grading and retaining wall are necessary incidents of, and not inconsistent with, the easement for ingress and egress, they are secondary easements, and so plaintiff was entitled to make the cut and build the wall in furtherance of her rights and her full enjoyment of the easement.” Dolnikov at 430.

As noted above, in order to meet the street standards imposed by the city and the fire department, Mr. Friedman must grade the street right-of-way and install retaining walls. However, all work will be done within the existing 40 foot right of way and will not encroach onto adjacent parcels.

II. There is no Evidence that all the Lots Bordering Ross Street Terrace Have Easement Rights to Use It. None of the lots use Ross Street Terrace for Access.

The emails sent to the city claim that all the lots bordering Ross Street Terrace have easement rights to use it and that the proposed retaining walls will somehow impede their access.

First, there is no evidence that other lot owners along Ross Street Terrace have easement rights to use Ross Street Terrace. The deed referenced above and Mr. Friedman’s policy of title insurance show that the Friedman property has an easement, but no other lot owners have submitted similar title documentation. Until they do, it is pure speculation to claim that they have an easement that will be blocked.

Second, even assuming an easement exists, it is our understanding that all the developed lots that border Ross Street Terrace, between Ross Street and the Friedman property, currently have access to their property from other streets, including Ross Street, Woods Street and Marin Street. None of these lots rely on Ross Street Terrace for access. Accordingly, the improvement of Ross Street Terrace will not block their access.

August 26, 2020

Page 3

Finally, if there is an issue concerning my client using a private easement in an inappropriate manner or overburdening it, that would seem to be a private issue between easement holders. The city should not insert itself into any such private dispute or take sides.

If you have any questions or wish to discuss this further, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Neil Sorensen". The signature is fluid and cursive, with a long horizontal stroke at the end.

NEIL SORENSEN

NS/mjs

Enclosures

cc: Coby Friedman

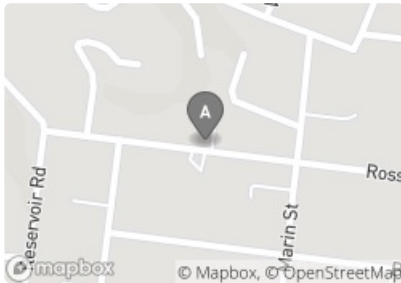
Steve Carter, Architect

Associated Constituent**Sara Romero**

C-1302926, added on October 28th, 2020 at 11:24 PM

Phone Numbers: None**Email Addresses:** xxxxxxxxxxxxxxxxxxxxxxxxx**Locations:** None**Conversation:****First Name:** Sara**Last Name:** Romero**Email Address:** xxxxxxxxxxxxxxxxxxxxxxxxx**Phone Number:****Subject:** Friedman Residence Project on Ross Street

Message: This message is for the Design Review Board of San Rafael. I am a resident who currently resides on Ross Street, right next to where the proposed road for the Friedman Residence Project Parcels is planning to be built. I am a mother with 2 young children, my neighbor also has 2 young children, the neighbors across the street has 2 young children, etc. Ross street and Gerstle Park in general is a family neighborhood with many young families and young children who play on the sidewalks and street. The road is already small and tight as it is due to the lack of parking and cars having to park on the street. I understand the concern for more housing in San Rafael but I do not think Ross street and our neighborhood is the right location. This area is already very concentrated with housing and it is unsafe to add more roads to an already populated area especially for the safety of our kids. They should be able to ride their bikes and play ball safely and as parents we should not have to worry that cars will harm our kids. Please reconsider allowing this project to pass. A concerned resident, Sara Romero

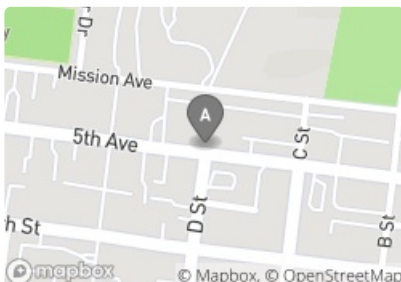
**A: LOCATION**

Inbound form submission from Sara Romero to Contact the City Clerk's Office on October 28th, 2020 at 11:24 PM

Thank you for your message. We value your input and strive to respond to any questions or concerns within 2 business days.
Thank you, City of San Rafael

Automated message sent to Sara Romero via City Clerk on October 28th, 2020 at 11:24 PM

Thank you for your feedback. I will forward this on to the project planner. Michele Ginn | City of San Rafael PERMIT SERVICES COORDINATOR Planning Division 1400 5th Avenue San Rafael, CA 94901 [Online Zoning Information] (<https://www.cityofsanrafael.org/zoning-information/>)



Valerie A. C. Lels
Attorney at Law
Post Office Box 812
Kentfield, CA 94914

November 6, 2020

Lisa Goldfien
Assistant City Attorney
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901

Re: Response to August 26, 2020 Letter from Neil Sorensen

Dear Ms. Goldfien:

Thank you for forwarding Mr. Sorensen's August 26, 2020 letter to my attention. Below you will find my comments regarding Mr. Sorensen's allegations disputing the fact that adjacent property owners have easement rights on Ross Street Terrace. These allegations are erroneous and misleading, as follows:

1. Mr. Sorensen states "...there is no evidence that other lot owners along Ross Street Terrace have easement rights to use Ross street Terrace". In fact, the 1880 deed Mr. Sorensen provided along with his December 12, 2019, letter confirms the very easement rights of adjacent Ross Street Terrace property owners that Mr. Sorensen denies. This deed contains a reservation/dedication of a 40' strip of land the entire length of Ross Street Terrace, Buena Vista Street, and Clayton Street for use as a public street. Thus, the owners of properties bordering Ross Street Terrace, as members of the public, have easement rights on Ross Street Terrace and all along the roadway described in the 1880 deed.
2. Mr. Sorensen also states "Mr. Friedman's policy of title insurance show[s] that the Friedman property has an easement...". However, Mr. Friedman's 2015 grant deed includes no conveyance of an easement along Ross Street Terrace/Clayton Street, nor need it do so, in that Ross Street Terrace/Clayton Street is a public street by virtue of the 1880 deed. It is unlikely that Mr. Friedman's policy of title insurance covers his right to traverse a public street.

Further to the above, Mr. Sorensen is in error contending that the 1880 deed along with Mr. Friedman's policy of title insurance somehow constitute evidence of an easement held exclusively by Mr. Friedman. These documents constitute no such evidence. On the contrary, the 1880 deed (a) establishes easement rights on behalf of the public, including but not limited to the adjacent property owners on Ross Street Terrace;

Lisa Goldfien
Assistant City Attorney
November 6, 2019
Page two

and (b) invalidates Mr. Sorensen's contention that the adjacent property owners must submit documentation of easement rights on Ross Street Terrace before such claim will constitute anything more than "pure speculation". No documentation beyond the 1880 deed is needed to substantiate the easement rights of adjacent property owners in Ross Street Terrace. Further, no documentation has been presented to show that Mr. Friedman has easement rights in Ross Street Terrace that are any greater than the easement rights of the public and of other property owners along Ross Street Terrace.

3. In addition, there is ample legal authority supporting the fact that the property owners adjacent to Ross Street Terrace possess private easement rights in Ross Street Terrace over and above the already-described easement rights of the public. This legal authority is set forth on page two, paragraph #3, of my January 6, 2020 letter, which has been sent to the City on several occasions. Another copy of my January 6, 2020 letter is attached to the email that accompanies this letter.
4. A written communication from the Planning Department confirms that the City Attorney's office itself "believes all the abutting property owners have a private right to use Ross Street Terrace."
5. The fact that the adjacent property owners can access their properties from other streets does not extinguish their easement rights in Ross Street Terrace.

Accordingly, easement rights of the public in Ross Street Terrace, as well as the enhanced easement rights of property owners adjacent to Ross Street Terrace, are not in dispute, as Mr. Sorensen alleges, and no further evidence of these easement rights need be presented. Mr. Friedman's easement rights in Ross Street Terrace are no greater than the easement rights of any other property owners along Ross Street Terrace. Construction on Ross Street Terrace will inevitably block the adjacent property owners' access and will unlawfully deprive them of their easement rights.

Very truly yours,

Valerie A. C. Lels
Attorney at Law

cc: Robert Epstein, City Attorney via email

Ross Street Terrace Project

george presson <gbpresson@gmail.com>

Tue 4/20/2021 9:28 AM

To: Dave Hogan <Dave.Hogan@cityofsanrafael.org>

Hello David,

I am a 71 year old retiree, living at 122 Ross Street, directly below the proposed elephantine driveway project to the two proposed residences. I have lived in my apartment for 14 years and 20 plus years in the neighborhood. This project does not harmonize with the natural environment and surrounding area! When Mr. Friedman initially tried his "end run" around your department a couple of years back, I thought: you have got to be kidding me! A 480 foot drive carved through a pristine county landscape, for the benefit of two residences? This will hurt the neighborhood for the benefit of a very few.

These are my reasons for saying no to the project;

1. Ross Street is a narrow street with a great deal of congestion. The reason is a significant amount of on street parking. A result of several multi unit apartments along the street. Often, cars are required to pull over and await oncoming traffic because of the tight squeeze.
2. Parking spaces on the street will be lost as a result of this project, making the congested street worse.
3. A complex construction project will take more parking spaces and severely constrict the street even more.
4. The hill itself is fragile and our building recently underwent an expensive retrofit to prevent further movement downhill. More erosion is a certainty.
5. The loss of hillside vegetation would increase the speed of rainwater downhill and dramatically cut the absorption rate. This has happened all over the state where farmlands have been paved over to accommodate new construction.
6. This is not a project coveted by cities these days, as close to transit and affordable housing. Rather, this is a money maker benefiting the few to the detriment of the neighborhood.
7. The issue of quiet enjoyment. Months of dirt, noise and construction chaos will make this "in fill" a living hell. My residence is within feet of the roadway.

In conclusion, this project is a pure money grab that is out of scale and harmony with the neighborhood. Please convey my thoughts to the Design Review Board, and I thank you for your hard work.

Sincerely, George Presson

Re: hearing on Ross St Terrace/Clayton Street lots matter

Jessica Yarnall Loarie <>

Mon 4/19/2021 4:02 PM

To: Dave Hogan <Dave.Hogan@cityofsanrafael.org>

Cc: planning <planning@cityofsanrafael.org>; Alicia Giudice <Alicia.Giudice@cityofsanrafael.org>

 1 attachments (13 KB)

Outlook-1487714976.png;

Thanks for your reply.

I will write a more complete set of comments. The project is basically across the street from us and my kids do sometimes hike up the hill there so we have some familiarity with the geography.

The physical distance between the proposed homes and Clayton St is much shorter than building an entirely new road to Ross St. Access from Clayton, not Ross, should most certainly be explored as an alternative given traffic and parking concerns.

I also understand (2nd hand) that any easement or right-of-way from this property to Ross St went away as part of another deal years ago so adding a road here shouldn't be the first choice. Neighbors mentioned this to us so I don't have any specifics. Adding a road to Ross St is a terrible idea for parking and traffic. It's also inconsistent with a recent Planning Commission decision on the 147 Ross Street apartment renovation. If memory serves, the Commission downsized the number of 2 BR units citing neighborhood parking concerns.

I'd request to be added to the current notice list. And I'd also request that the City update its website to reflect that there is an upcoming hearing for this project. Not everyone will see the sign.

Thanks,

Jessica Yarnall Loarie

To: Dave Hogan,
Planning Department
City of San Rafael
Transmitted by email.

From: Victor Kunin
211 Marin St,
San Rafael, CA 94901

Re: proposed Ross Street Terrace construction

Dave,

Thank you for engaging us in discussion about this project. My wife and I are the owners of the 7-unit multi-family property at 211 Marin St. We live on the property with our 3 children, alongside our tenants. This property is located immediately downhill from the proposed development site.

We provided feedback for the Application over the last several years. So far I'm not aware of any changes made in response to our concerns. As a result, our concerns are essentially the same as presented previously. If it's possible, please attach the following comments to the application for the consideration of the Board.

Coby Friedman, the property owner and developer, asks for special exceptions and permissions for a project that will create dangerous conditions for neighbors, legal trouble, maintenance trouble, access restrictions and environmental damage. We are asking the city planners and the Design Review Board to request a significant modification of the project before it can be approved. We hereby object to, among other things, **the proposed adjustment of the property lines, the proposed design of the road and the driveway, retaining walls, developer's proposed non-compliance with the City's parking, Natural State and Floor Area Ratio requirements.**

First, a statement of legal ownership.

Ross Street Terrace belongs to the owners of the abutting properties, as confirmed by California Civil Code sections 831 and 1112. Those sections read:

831. An owner of land bounded by a road or street is presumed to own to the center of the way, but the contrary may be shown.

1112. A transfer of land, bounded by a highway, passes the title of the person whose estate is transferred to the soil of the highway in front to the center thereof, unless a different intent appears from the grant.

A different intent does not appear in the grants, and the contrary has not otherwise been shown. Hence abutting property owners own Ross Street Terrace from the abutting property line up to the center of the Ross Street Terrace. As our property abuts Ross Street Terrace, **my wife and I own a part of Ross Street Terrace that abuts our property. Any construction, including but not limited to retaining walls on the portion of Ross Street Terrace owned by my wife and me would be without our consent.**

Second, a brief discussion of some of our concerns.

Retaining walls. The plans specify the construction of tall retaining walls on both sides of Ross Street Terrace to support the access road. A portion of these walls is planned to be located just inches away from our property. Here are some of our concerns with those walls.

- 1) **Access.** Our property will be cut off from Ross Street Terrace by retaining walls at least 5ft high. The retaining walls will deprive us of the access to the portion of Ross Street Terrace that we legally own, that we have used almost daily for the last 8 years, and that we continue to use. In addition, the walls will block off Ross Street Terrace where it adjoins Clayton Street, depriving us of the access to Clayton Street that we have used for years. This is unacceptable.
- 2) **Fire escape route.** Currently, we can use Ross Street Terrace as a **secondary escape route** in the event a fire or other disaster blocks the main access to our property. The

main access to our property is through a 400-foot long private driveway with a single exit to Marin Street. **The developer's proposed retaining walls, as well as proposed closing of Ross Street Terrace where it borders the developer's property will create barriers that will block my family and me, as well as my tenants, from using this vital secondary escape route, potentially trapping us all in the event of a fire or other disaster.** Please recall the tragic events of the Camp Fire of 2018, where inadequate escape routes were a major factor in the loss of 85 lives. If the existing developer's plans are approved, it is foreseeable that such a scenario could be repeated in San Rafael.

- 3) **Maintenance.** A malfunction of tall retaining walls on the edge of our back yard would unleash huge landslides. The slope towards our house ensures that our property will be directly in the line of the landslides. It is entirely foreseeable that such landslides just feet from my backyard would cause significant property damage and bodily harm. Because of the severe consequences of retaining wall failure, a proper inspection schedule and an agreement addressing maintenance of the walls are of paramount importance. No provision has been made for either one.

Maintaining large retaining walls is an expensive undertaking. City planners have made it clear that the City will not take responsibility for the maintenance of these walls. It is important to note that maintenance of and liability for these retaining walls will affect the homeowners who live below the walls to a far greater extent than they will affect the owners of the proposed houses, which are located above the walls. Whereas the collapse of the retaining walls will not directly endanger those living in the proposed new houses, the collapse of the same walls has the potential to cause significant damage to our home and cause bodily harm to my family and my tenants. With no maintenance and liability agreement between ourselves and the future homeowners, this imbalance of the potential impact of the retaining walls' failure will make it easy for the new homeowners to defer, or completely ignore, needed maintenance and repairs, particularly if they are not in a financial position to pay for costly work on hundreds of feet of retaining walls. It is well established that deferred maintenance will hasten the failure of retaining walls. Thus, the burden for maintenance and repair of the walls will fall on the abutting property

owners who are most affected by the failing condition of the walls. This is certain to lead to disputes among neighbors and will undoubtedly create a legal nightmare.

Mr. Friedman, the developer, has not proposed any solution for the above scenario, and when these issues were raised in his presence they have been completely ignored. Moreover, Mr. Friedman has already demonstrated utter disregard for the neighbors' safety. On July 6-8th 2020 surveyors hired by Mr. Friedman cut vegetation on Ross Street Terrace and dumped it in heaps on the road, creating a fire hazard. Mr. Friedman stonewalled our repeated requests to clean up, even with fire department and police involvement. Only after the involvement of the city planners several months later did he partially remove the dry vegetation. Almost a year later much of the dumped dry vegetation still remains on the road, presenting fire danger to the neighbors. This incident does not add credibility to Mr Friedman's claims that maintenance concerns will be promptly addressed.



Figure 1. View of the Ross Street Terrace from my house at 211 Marin St. Road bend and a 24 ft cliff are shown.

- 4) **Unclear plans.** The Roadway Section page (A 3.3) shows a small gradual hill at the bottom of the proposed retaining walls at our property. It doesn't show a 24' cliff between the road and our property (see Figure 1). We believe that the representation on the

developer's plans doesn't accurately reflect the existing conditions, and we are asking for clarification on how the proposed 5' walls will support the 24' cliff. The current plans are unclear, and vague markings on the site make it impossible to visualize how the road will be constructed in relation to the existing terrain. We kindly ask that the plans be deemed incomplete until any and all ambiguities are resolved.

- 5) **Fall hazard.** The retaining walls are proposed to get as high as 12', and are 5' to 8' in the immediate proximity to our property. They present a significant fall hazard in a public right of way, particularly so for small children, potentially endangering my own 3 little children. It is entirely foreseeable that children, adults or the elderly could fall from the proposed retaining walls on the Ross Street Terrace, resulting in severe injury and even loss of life.

Fall accidents are common. Here are links to some accidents resulting from falls from retaining walls:

12/12/2017, Employee Falls From Retaining Wall And Injures Head:

<https://bit.ly/37dbHuX>

09/26/2019: A woman injured after falling over a retaining wall:

<https://bit.ly/2NQLb7I>

- 6) **Noise.** The natural hill under Ross Street Terrace absorbs noise and contributes to a highly desirable quiet location. Retaining walls will reflect and redistribute noise that is currently muffled by the existing landscape. Nothing in the current plans suggests ways of mitigating the noise that will be exacerbated by the retaining walls.

In light of the objections noted above we kindly request that the City not approve construction of retaining walls as they appear on the current plans.

Road and driveway hazards.

The developer proposes a Lot line adjustment. At present Lot #59 can be accessed via a dedicated area connecting it to the Ross Street Terrace on the northern side of Lot #60. The developer proposes to transfer the Lot #59 access from the northern side of Lot #60 to the southern Lot #60. The proposed newly constructed driveway will be on a 24.3% grade for a

distance of approximately 60 feet, pointing directly towards my house. This is in contrast to the existing driveway location which does not point towards any existing structure.

A further dangerous condition is the fact that there is a bend on Ross Street Terrace separated from our back yard only by a **24ft cliff**. The plans for the road are specified to accommodate a load of 75,000 pounds, i.e. a 53-foot semi-trailer truck. Should a truck of this size roll out of control on the Lot #59 driveway, or should a driver lose control on Ross Street Terrace, the out of control vehicle will have no opportunity to stop before crashing into my backyard and possibly into my house. Nothing in the proposed plans will stop large out of control vehicles. This directly threatens the safety of my wife, three small children, myself and our tenants.

Accidents involving out of control vehicles happen for a number of reasons (e.g., road or weather conditions, mechanical failure, driver's carelessness/distraction/health or mental condition/inexperience/impairment due to alcohol or other substances, etc.). Such accidents are not uncommon as you can see in the references below. In just a single week we had three such accidents right here in Marin County, two of them on Sep 26th alone. It is entirely foreseeable that an accident such as this could take place as a result of the proposed Lot #59 driveway and/or the proposed path of Ross Street Terrace, resulting in property damage, severe injury and even loss of life to my family and others.

Here are some links to relevant accidents:

Car plunges 80 feet into Tiburon backyard, Aug 30 2017:

<http://www.mercurynews.com/2017/08/31/marin-crash-hurts-teen-brothers-as-car-falls-80-feet-in-to-backyard>

Car going through home in Novato, Sep 26 2017:

<http://www.marinij.com/article/NO/20170829/NEWS/170829768>

Car crashing into Mill Valley shopping center, Sep 26 2017:

<http://www.mercurynews.com/2017/09/26/8-hurt-in-marin-county-wreck-after-truck-hurtles-off-highway-101/>

We therefore kindly request that, for the sake of safety, the City reject the developer's proposed lot line adjustment, construction of the lot #59 driveway and the road on Ross Street Terrace as they appear on the current plans.

Utilities. In the **absence of a utilities plan and absence of utilities easement** on Ross Street Terrace it's not clear how the developer proposes to supply the future houses with water, gas and sewer services. We kindly ask the City to request the developer to clarify this issue.

Parking. The plans do not provide for the required off-street parking on the subject lots. This is a major problem for Ross Street, which is already overwhelmed with limited parking, and will lose several existing parking spaces if these plans are approved. Moreover, Ross Street will lose several existing parking spaces if those plans are approved, and approving this plan will likely set a precedent for other applications lacking adequate parking. **We kindly request that the City not approve the developer's plans until a solution to parking is found.**

Environment, Floor Area Ratio and Natural State requirements. The current plans are non compliant with the City's Natural State and Floor Area Ratio requirements. This is out of character with the neighboring properties and ignores the basic reasons for those requirements. The Natural State Exception will contribute to water runoffs, which have the potential to flood neighboring properties, including my own. The proposed removal of large numbers of stately trees, as well as removal of over 2,000 cubic yards of soil will change the neighbourhood, create soil instability, and destroy an important, long-established wildlife corridor. Landfill of over 500 cubic yards will add to destabilization of the soil, making it prone to landslides. **We kindly request that the City reject the developer's plans where they call for non compliance with the City's regulations on Floor Area Ratio and Natural State.**

Construction safety. Excavation of over 2000 cubic yards of soil, bringing in over 500 cubic yards of fill, and construction of massive retaining walls and two houses as specified in the plans will require the use of heavy construction vehicles and equipment. My understanding is that the existing roadway cannot support such heavy equipment. A roadway that does not safely support the heavy-duty equipment required by this project will subject my family, my tenants, and me to the ever-present danger of a construction vehicle falling into my backyard.

We understand that the existing dirt road will have to be substantially widened and strengthened before it will be capable of safely supporting the on-going transit of construction vehicles such as bulldozers and dump trucks carrying heavy loads. Such a road will depend upon retaining walls sufficient to support and stabilize it. This presents a "catch-22" situation, in that 1) heavy

construction equipment will be required to construct retaining walls sufficient to support and stabilize a roadway that will 2) support the heavy construction equipment required to construct the retaining walls. I respectfully request that the developer address this situation and advise what plans he has to resolve it.

Another concern is that the construction of retaining walls requires extensive excavation and the use of heavy metal support beams tens of feet long. A small mistake by the construction crew can send these heavy metal beams flying onto my property and into my home, causing damage and bodily harm. We kindly request that the developer specify the ways they intend to guard against these dangers during construction.

In summary, proposed plans create multiple significant health and safety hazards, environmental and legal problems. Such foreseeably dangerous conditions will deprive us of peace of mind and the quiet enjoyment of our property. Therefore, ***we respectfully request that, per §14.23.070(D) of the San Rafael Code of Ordinances, the City not approve the plans to the extent that they call for these conditions.***

Sincerely yours,

Victor Kunin.

April 26 2021.

Dave Hogan

From: Jamey Chan <jameyscritchfield@hotmail.com>
Sent: Tuesday, April 27, 2021 9:13 PM
To: Dave Hogan
Subject: Opposition

I am in opposition to the 2-house project at 33 and [41 Clayton Street, San Rafael](#).

Thank you,
Jamey

Sent from my iPhone

Dave Hogan

From: Jason Chan <jasonchan77@yahoo.com>
Sent: Wednesday, April 28, 2021 9:08 AM
To: Dave Hogan
Subject: NO THANK YOU - 2-house project at 33 and 41 Clayton Street, San Rafael

Hi Dave,

I'm writing in opposition to the proposed 2-house project and a new road being built off Ross St. I've lived on Woods street for close to ten years and Ross Street is already highly congested and a nightmare to drive down. Its virtually possible to drive down Ross uninterrupted without running into a car double parked, delivery trucks, garbage trucks etc and the street is barely wide enough for two cars to pass anyways (its a joke). In addition, I have concerns about the light pollution, environment, and wildlife that inhabits this area.

Adding a new road off Ross for this project will only make matters worse due to the overcrowding that already exists. If they want this project to exist than they need build access off Clayton St (since these are Clayton St houses) NOT Ross St.

Thanks,
Jason

415-305-3086

Dave Hogan

From: Donna Pierce <deejpierce@gmail.com>
Sent: Wednesday, April 28, 2021 1:15 PM
To: Dave Hogan
Subject: Opposition to 2-house project at 33 and 41 Clayton

Dear Mr. Hogan;

I am writing to you as a homeowner off Ross St in San Rafael and am extremely opposed to the private road being considered for a 2-house project at 33 and 44 Clayton. The current Clayton St could be extended for this purpose and not add additional traffic on an already very busy street on Ross. In addition it would create an unnecessary and unreasonably steep access for emergency vehicles and create additional noise, parking and loss of undeveloped open space.

Please do not approve this plan.

Best regards,
Donna J Pierce
50 Woods St
San Rafael

Dave Hogan

From: MARK STRAUSS <f64doc@me.com>
Sent: Wednesday, April 28, 2021 2:12 PM
To: Dave Hogan
Subject: Clayton and Ross Street project

Dear Mr. Hogan,

I want to voice my opposition to the project of widening the street I am adding additional units above Clayton St.. There is a very difficult Parking Problem as well as lots of bike traffic now that Clayton St. is designated an official bike path. In addition, I've always liked the woods above my house as I see birds and wildlife up there. I've been a resident here at 2 Weld St. on the corner of Clayton and Welch for the past 31 years. And I have seen the neighborhood get more and more congested. After consulting with my neighbors at four Welch one Welch and others on Clayton St. we all feel this would be a big mistake.

Thank you for considering our opposition.

Sincerely,

Mark Strauss

2 Welch St.

SanRafael CA 94901

Mr. Dave Hogan
City of San Rafael Project Manager
1400 Fifth Avenue
San Rafael, CA
Dave.hogan@cityofsanrafael.org.

April 29, 2021

Re: Two-house project at 33 and 41 Clayton Street, San Rafael

Good Day Dave,

We are the current owners of the 62 Woods Street which is adjacent to the to the entire southern boundary of the 41 Clayton Street parcel and portion of the western boundary of Ross Terrace Road. The 62 Woods Street property has been owned by our family for over 50 years. We currently have two tenants residing at 62 Woods Street who also support our opposition.

We are opposed to the proposed two-house project based on the inadequate emergency vehicle access, negative environmental impacts without adequate mitigation, loss of access to Ross Terrace and Clayton Road from our property and the other properties adjacent to Ross Terrace and Clayton Road, and our potential liabilities associated with construction and maintenance of the private driveway.

The 25% grade from Ross Street to proposed new Ross Terrace is unrealistically steep. Therefore, emergency vehicles will not have adequate access to the 33 and 41 Clayton Street properties. Emergency vehicles do not currently have access to the 33 and 41 Clayton Street properties. The fire risk to structures on adjacent properties from fires originating from the 33 and 41 Clayton Street properties is significant. There should not be any activities that could start fires on the 33 and 41 Clayton Street properties until emergency vehicles have adequate access to those properties.

The proposed exceptions to the required lot sizes and maximum building heights should not be allowed. The proposed structures allowed by these exceptions negatively affect the views from our property and the property west of the project and the available light to the property west of the project.

The project also fails to adequately mitigate the loss of parking on Ross Street and increased noise due to additional automobile and truck traffic.

All of Ross Terrace and the portion of Clayton Road fronting the 33 and 41 Clayton Road properties will be converted to a private drive way. Clayton road is a City of San Rafael street and the owner of the 33 and 41 Clayton Road properties does not own Ross Terrace. The owner of the 33 and 41 Clayton Road properties should not be allowed to convert to portion of a City of San Rafael Street and unowned property to a private driveway.

The blocking of Clayton Road at the northern boundary of the 33 Clayton Road property and the retaining walls as tall as 14' on both sides of the private driveway prevents the adjacent residents from accessing an historical pedestrian and vehicular route to downtown San Rafael. The residents of 62 Woods street have used Ross Street Terrace – Clayton Road to access downtown for over 50 years.

The extensive excavation and grading required for construction of the private driveway and associated retaining walls has a probability of creating slope stability issues on our property and the other properties adjacent to the private driveway. Any project approvals should be withheld until an adequate geotechnical analysis is conducted and confirms there will not be any slope stability issues that affect adjacent properties.

The responsibility for the maintenance and policing of the private driveway and retaining walls are extremely important. Improper maintenance of the private driveway and retaining walls will adversely affect the adjacent property owners. There should be an adequate maintenance and policing plan securely funded by the owners of 33 and 41 Clayton Road, in perpetuity, that releases the adjacent property owners from any liabilities associated with construction, maintenance, and policing of the private driveway the project should not be approved.

Respectively Submitted,

Lori Stickel

Ronald Stickel

Dave Hogan

From: Peter Marks (Peter R. Marks) <PMarks@lynchmarks.com>
Sent: Thursday, April 29, 2021 8:17 PM
To: Dave Hogan
Subject: Project 33/41 Ross Street Terrace ** Statement of Opposition **
Attachments: Letter to Dave Hogan April 29 2021.pdf

** Kindly Acknowledge Receipt **

April 29, 2021

Dear Mr. Hogan,

I'm writing you **IN OPPOSITION** to project 33/41 Ross Street Terrace and the proposed access via Ross Street.

I oppose this project's access via Ross Street for the following main reasons, among others.

1. Access via Ross Street will have a major impact over 45 residents both short-term and long-term (when the proposed road is completed). Access via the existing Clayton Street road will only impact 5 residents in the short-term, and none in the long-term, while improving access to their properties. Please see attached diagram.
2. Access via Ross Street has a substantially greater environmental impact. The deeded Clayton Street access to these lots will only require an estimated 150' of new pavement along an existing graded roadway. The existing road would need to be widened and improved which would benefit the current residents on Clayton. **Access from Ross Street to these lots will require 480' of entirely new roadway**, removing existing greenspace that has been enjoyed by both wildlife and residents, and generating unnecessary hard-scape, light and noise pollution for all adjoining residents. This is an environmental blunder.
3. Access via Ross Street will hinder existing fire escape routes and access to town for current residents along Ross Terrace, while doing nothing to enhance fire protection (other than undergrounding utilities which should be required irrespective of access route). **Access to these lots via Clayton will improve fire safety**, access and existing drainage issues for all residents on upper Clayton.
4. Mr. Friedman has told property owners along Ross Terrace that he doesn't prefer one access option over the other.

The City, DPW and Fire Department should work with Friedman Residential to find:

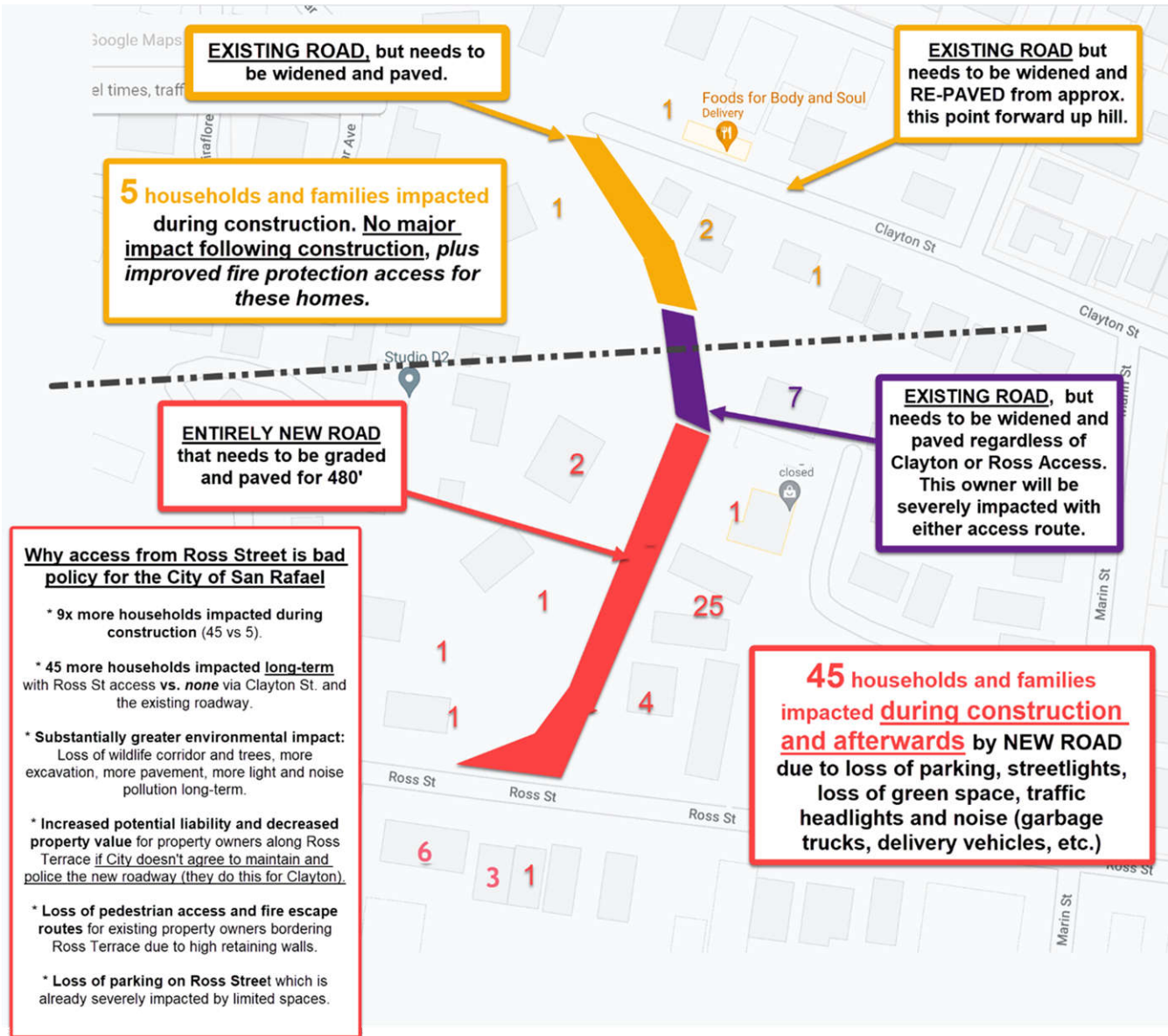
- **A solution that protects the vast majority of residents who would be impacted,**
- **A solution that improves an existing street, and**
- **A solution that enhances fire protection for residents.**

This is access via Clayton Street.

Respectfully,

Peter R. Marks
60 Woods Street (property borders Ross Terrace)
San Rafael, CA

Residents Impacted by Access Route (Ross St. vs. Clayton St.)



April 29, 2021

Dear Mr. Hogan,

I'm writing you **IN OPPOSITION** to project 33/41 Ross Street Terrace and the proposed access via Ross Street.

I oppose this project's access via Ross Street for the following main reasons, among others.

1. Access via Ross Street will have a major impact over 45 residents both short-term and long-term (when the proposed road is completed). Access via the **existing Clayton Street road will only impact 5 residents in the short-term, and none in the long-term, while improving access to their properties**. Please see attached diagram.
2. Access via Ross Street has a substantially greater environmental impact. The deeded Clayton Street access to these lots will only require an estimated 150' of new pavement along an existing graded roadway. The existing road would need to be widened and improved which would benefit the current residents on Clayton. **Access from Ross Street to these lots will require 480' of entirely new roadway**, removing existing greenspace that has been enjoyed by both wildlife and residents, and generating unnecessary hard-scape, light and noise pollution for all adjoining residents. This is an environmental blunder.
3. Access via Ross Street will hinder existing fire escape routes and access to town for current residents along Ross Terrace, while doing nothing to enhance fire protection (other than undergrounding utilities which should be required irrespective of access route). **Access to these lots via Clayton will improve fire safety**, access and existing drainage issues for all residents on upper Clayton.
4. Mr. Friedman has told property owners along Ross Terrace that he doesn't prefer one access option over the other.

The City, DPW and Fire Department should work with Friedman Residential to find:

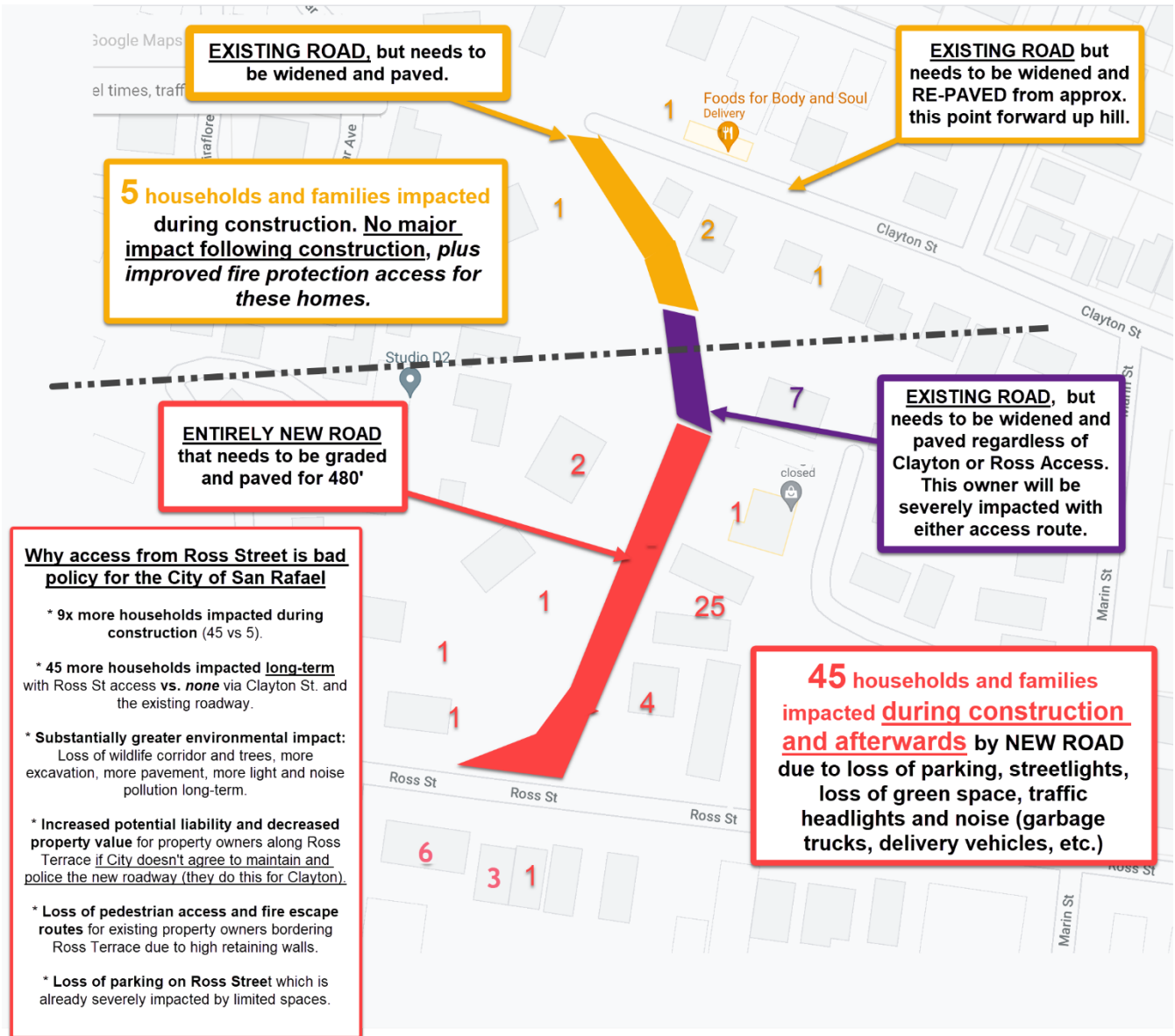
- **A solution that protects the vast majority of residents who would be impacted,**
- **A solution that improves an existing street, and**
- **A solution that enhances fire protection for residents.**

This is access via Clayton Street.

Respectfully,

Peter R. Marks
60 Woods Street (property borders Ross Terrace)
San Rafael, CA

Residents Impacted by Access Route (Ross St. vs. Clayton St.)



New Residences

Design Review

Coby Friedman
 Lots 59 and 60 - Ross Terrace San Rafael, California
 APN: 012-141-059 and APN: 012-141-060

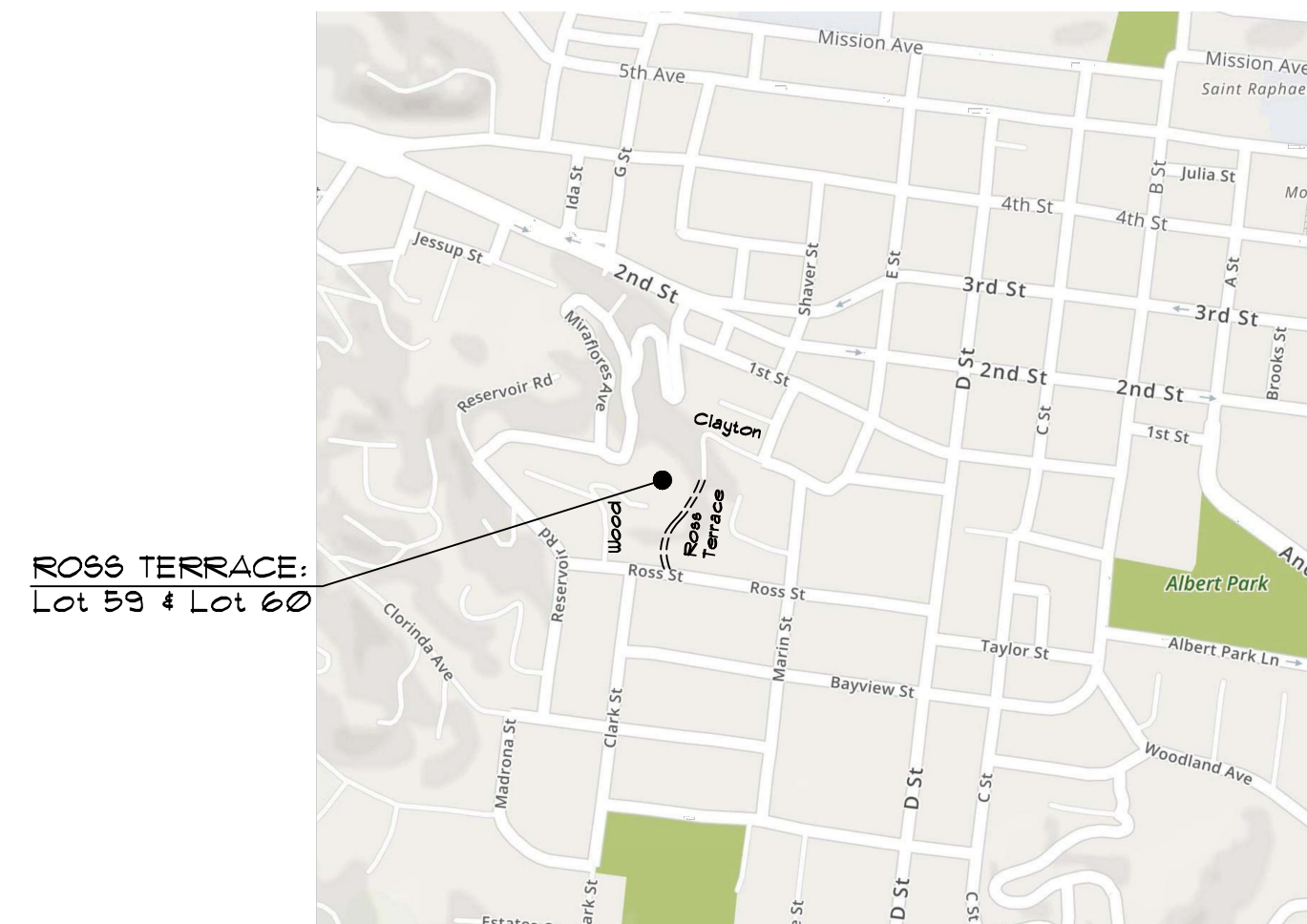
General Notes:

- ALL MATERIALS AND WORKMANSHIP TO CONFORM TO THESE PLANS, THE 2016 CALIFORNIA RESIDENTIAL CODE, 2016 CALIFORNIA BUILDING CODE WITH NAPA COUNTY AMENDMENTS, 2016 CALIFORNIA PLUMBING CODE, 2016 CALIFORNIA MECHANICAL CODE, 2016 CALIFORNIA ELECTRICAL CODE, 2016 CALIFORNIA ENERGY CODE, 2016 CALIFORNIA BUILDING ENERGY STANDARDS, 2016 CALIFORNIA GREEN BUILDING STANDARDS (CALGREEN), 2016 CALIFORNIA FIRE CODE AND ANY OTHER APPLICABLE CODES AND REGULATIONS OF THIS JURISDICTION.
- ALL MATERIALS AND WORKMANSHIP TO MEET OR EXCEED THE BEST STANDARDS OF THE TRADE.
- DO NOT SCALE DRAWINGS. ON-SITE VERIFICATION OF DIMENSIONS, ELEVATIONS, AND OTHER CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ARCHITECT.
- PROTECTION OF OWNER'S PROPERTY AND ALL ADJACENT PROPERTIES AS WELL AS THE GENERAL PUBLIC ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE MAINTAINED AT ALL TIMES.
- ALL REFERENCES TO THE MECHANICAL, ELECTRICAL AND PLUMBING SYSTEMS SHOWN IN THESE PLANS ARE INTENDED TO BE FOR CONCEPTUAL DESIGN ONLY. SPECIALTY SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR DESIGN, SECURING PERMITS, INSTALLATION, AND PROPER OPERATION OF ALL SYSTEMS.
- THESE PLANS ARE NOT INTENDED TO SHOW THE METHOD AND MEANS OF EXECUTION OF THE WORK. THAT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO REVIEW AND FAMILIARIZE HIMSELF WITH THE CONTRACT DRAWINGS AND SPECIFICATIONS, AND SITE CONDITIONS PRIOR TO COMMENCING WITH CONSTRUCTION. IF ANY CONFLICT EXISTS BETWEEN PORTIONS OF THE CONTRACT DOCUMENTS AND/OR ANY EXISTING SITE CONDITIONS, IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO CONTACT THE ARCHITECT PRIOR TO EXECUTION.
- ALL WATERPROOFING REQUIRED AT FOUNDATIONS, SLABS, ROOFING, EXTERIOR WALLS, DOORS, WINDOWS AND ANY OTHER EXTERIOR PENETRATIONS TO BE INSTALLED IN ACCORDANCE WITH THESE DRAWINGS AND ALL MANUFACTURER INSTALLATION REQUIREMENTS AND TO BE INSPECTED BY WATER PROOFING CONSULTANT PRIOR TO ENCAPSULATION BY OTHER PORTIONS OF THE WORK.

Fire Protection Notes:

- THE NUMERICAL ADDRESS SHALL BE POSTED AT THE PUBLIC ROADWAY AND ANY OTHER INTERSECTIONS OR RESIDENTIAL ROADWAY. HEIGHT AND NUMBERS SHALL BE A MINIMUM OF 4 INCHES REFLECTIVE, OR ON A CONTRASTING BLACK GROUND, AND 1 OR ILLUMINATED. SEE DETAIL #4 OF THE NAPA COUNTY FIRE STANDARDS AND SHEET A02.
- DEFENSIBLE SPACE FOR WILDFIRE SHALL BE A MINIMUM OF 100 FEET AROUND ALL STRUCTURES OR TO THE PROPERTY LINES. GREATER CLEARANCE MAYBE REQUIRED UPON INSPECTION AS DETERMINED DUE TO SLOPE AND FUEL LOADS.
- OVERHEAD CLEARANCE OF TREE LIMBS AND BRUSH ALONG THE ENTIRE LENGTH OF THE DRIVEWAY SHALL BE A MINIMUM OF 13 FEET 6 INCH VERTICAL CLEARANCE. SEE DETAIL #3 OF NAPA CO. FIRE STANDARDS.
- HORIZONTAL DEFENSIBLE SPACE CLEARANCE SHALL BE A MINIMUM OF 10 FEET ON EACH SIDE OF THE DRIVEWAY. SEE DETAIL #3 OF THE NAPA COUNTY FIRE STANDARDS.
- THE WATER STORAGE REQUIRED FOR DOMESTIC USE SHALL BE IN ADDITION TO THE REQUIRED STORAGE FOR FIRE PROTECTION AND ALL PIPES OR VALVES REQUIRED FOR DOMESTIC USE SHALL BE INSTALLED TO THE TANK ABOVE THE LEVEL DESIGNATED FOR FIRE PROTECTION PURPOSES ONLY. SWIMMING POOLS ARE AN ACCEPTABLE USE FOR FIRE PROTECTION. SEE DETAILS #3 OR #5 OF THE NAPA COUNTY FIRE STANDARDS.
- THE FIRE HYDRANT SHALL BE LOCATED NO CLOSER THAN 30 FEET AND NO FURTHER THAN 150 FEET FROM THE RESIDENCE OR BUILDING. THE FIRE HYDRANT SHALL BE LOCATED CENTERED IN A TURNOUT AREA AND SHALL BE WITHIN 5 FEET TO THE EDGE OF CURB OR DRIVEWAY. THE HYDRANT OUTLET MUST BE WITHIN 24 INCHES TO 36 INCHES ABOVE THE FINISHED GRADE OF THE TURNOUT AREA. SEE DETAILS #2 & #3 OF THE NAPA COUNTY FIRE STANDARDS. NOTE: THE FIRE HYDRANT TURNOUT LOCATION SHALL BE ESTABLISHED IN AN AREA SEPARATE FROM THE FIRE APPARATUS TURN AROUND AREA. THE FIRE HYDRANT TURNOUT AREA IS FOR FIRE APPARATUS TO BE PARKED DURING DRAFTING OPERATIONS AND SHALL NOT INTERFERE WITH THE FIRE APPARATUS ACCESS TO AND FROM THE STRUCTURE.
- WET DRAFT HYDRANTS SHALL BE PAINTED "RED" AND SHALL HAVE 1 INCH "WHITE" LETTERS POSTED ON IT TO READ: "WET DRAFT" SEE DETAIL #2 & #3 OF THE NAPA COUNTY FIRE STANDARDS.
- A "BLUE DOT REFLECTOR" SHALL BE ADJACENT TO ALL HYDRANTS. SEE DETAILS #2 & #3 OF THE STANDARDS.
- BOLLARD PROTECTION IS REQUIRED AT ALL HYDRANTS. SEE DETAILS #2 & #3 OF THE STANDARDS.
- NEW OR EXISTING BRIDGES ON THE PROPERTY THAT WILL BE UTILIZED FOR FIRE APPARATUS TO ACCESS ANY STRUCTURE SHALL COMPLY WITH THE NAPA COUNTY FIRE SAFE STANDARDS. SEE DETAIL #5 OF THE NAPA COUNTY FIRE STANDARDS.
- FIRE SPRINKLER SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THE 2016 CALIFORNIA FIRE CODE AND NFPA 13D AND 13 ONE OR TWO FAMILY DWELLINGS - 2016 EDITION AND SHALL BE SUBMITTED UNDER A SEPARATE PERMIT.

Vicinity Map:



ROSS TERRACE:
 Lot 59 & Lot 60

Site Narrative:

THE PROPOSED PROJECT IS THE DEVELOPMENT OF 2 HILLSIDE VACANT LOTS IN THE GERSTLE PARK AREA OF SAN RAFAEL.

THE PROPOSED NEW CONSTRUCTION WILL BE A SINGLE FAMILY RESIDENCE OF APPROXIMATELY 2,500 SQ.FT. PLUS A 400 SQ.FT. GARAGE ON EACH LOT. THE LOTS ARE ZONED AS RT15-H (HILLSIDE). HOWEVER, EACH EXISTING LOT IS APPROXIMATELY 5,000 SQ.FT. (33% BELOW THE ZONING THRESHOLD).

ACCESS TO THE SITE AND SERVICES VIA CITY STREETS DOES NOT CURRENTLY EXIST. THE PROPOSED DEVELOPMENT OF THE SITES WILL REQUIRE THE CONSTRUCTION OF A NEW ROADWAY AND THE EXTENSION OF EXISTING UTILITIES WITHIN THE PUBLIC EASEMENT. DUE TO THE HILLSIDE NATURE OF THE AREA PROVIDING ACCESS TO THE SITE WILL REQUIRE THE CONSTRUCTION OF RETAINING WALLS TO SUPPORT THE NEW ROADWAY.

EACH PROJECT SITE WILL ENDEAVOR TO MAINTAIN AS MUCH OF THE NATURAL STATE AS POSSIBLE. HOWEVER, DUE TO THE UNDERSIZED NATURE OF THE EXISTING LOTS AND THE NEED FOR NEW ROADWAYS, MEETING THE CITY REQUIREMENTS FOR NATURAL STATE AS WELL AS OFF-STREET PARKING WILL BE IMPOSSIBLE GIVEN THE ALLOWABLE F.A.R.

THE PROPOSED PROJECT WILL THEREFORE, REQUIRE A VARIANCE TO THE NATURAL STATE AND OFF-STREET PARKING REQUIREMENTS.

Lot Line Adjustment:

IN ORDER TO ACCESS LOT 59 THE OWNER HAS PROPOSED A LOT LINE ADJUSTMENT WHICH WILL BE RECORDED WITH THE COUNTY. THE LOT LINE ADJUSTMENT PROPOSES TO MOVE THE FLAG PORTION OF LOT 59 FROM THE NORTH SIDE OF THE LOT TO THE SOUTH SIDE WHERE AN ACCESS DRIVEWAY IS MORE FEASIBLE DUE TO THE EXISTING TOPOGRAPHY.

Index of Drawings:

TS COVER SHEET, INDEX OF DRAWINGS, PROJECT INFO, VICINITY MAP, PROJECT DIRECTORY & BUILDING AREAS

ARCHITECTURAL DRAWINGS:

- A 00 SITE VICINITY PLAN
- A 01 NATURAL STATE PLAN
- A 02 SITE PLAN
- A 11 FLOOR PLANS
- A 21 EXTERIOR ELEVATIONS- LOT 60
- A 22 EXTERIOR ELEVATIONS- LOT 59
- A 23 ROADWAY ELEVATIONS
- A 31 BUILDING SECTIONS- LOT 60
- A 32 BUILDING SECTIONS- LOT 59
- A 33 ROADWAY SECTIONS
- A 41 ROOF PLANS and DETAILS
- A 42 LIGHTING PLAN
- A 51 STORY POLE PLANS AND ELEVATION
- A 52 COLORS AND MATERIALS

LANDSCAPE DRAWINGS:

- L-0 LANDSCAPE GENERAL NOTES
- L-11 LANDSCAPE SITE PLAN
- L-21 VEGETATIVE MANAGEMENT PLAN
- L-31 IRRIGATION PLAN
- L-32 IRRIGATION CALCULATIONS
- L-41 LANDSCAPE IMAGES

CIVIL DRAWINGS:

- C-1 CIVIL SITE PLAN
- C-2 CUT-FILL PLAN
- C-3 LOT LINE ADJUSTMENT MAP
- C-4 ROSS STREET ACCESS PLAN
- C-5 CLAYTON STREET ACCESS PLAN (FUTURE)
- C-6 SCHEMATIC UTILITY PLAN
- C-7 DRIVEWAY PROFILES
- C-8 RECORD OF SURVEY

Project Directory

Owner	Architect	Civil Engineer	Landscape Architect
COBY FRIEDMAN 36 Forrest Avenue Fairfax, CA 94930 T: (415) 310-5442 E: coby@cfcontracting.com	JOSEPH P. FARRELL Joseph Farrell Architecture 1 Commercial Blvd, Suite 106 Novato, CA 94949 T: (415) 884-2860 E: jfarrell@farrellarc.com	ARTHUR SMITH ILS Associates, Inc. 79 Gallii Drive, Suite A Novato, CA 94949 T: (415) 883-9200 x120 E: asmith@ilsceis.com	PETE PEDERSON Pedersen Associates Landscape Architecture 24 H Street San Rafael, CA 94901 T: (415) 456-2010 E: petepedersen@pedersenassociates.com

Project Information:

ADDRESS:	ROSS TERRACE SAN RAFAEL, CA LOT 59: 012-141-059 AND LOT 60: 012-141-060 LOT 59: 5,851 SF LOT 60: 5,028 SF
AP#:	
LOT AREA:	RT15-H (HILLSIDE)
ZONING:	FRONT - 15 LF SIDES - 6 LF REAR - 10 LF GARAGE - 20 LF
SETBACKS:	40% (2nd = 75% OF COVERAGE) 2,500 SF + 10% OF LOT SIZE (6,500 SF MAX.)
MAX. BUILDING HEIGHT:	R-3 / U
MAX. LOT COVERAGE:	Y-4B
MAX. F.A.R.:	REQUIRED
OCCUPANCY GROUPS:	YES
CONSTRUCTION TYPE:	NO
FIRE SPRINKLERS:	
WUI:	
FLOOD ZONE:	
EFFECTIVE CODES:	2019 CALIFORNIA BUILDING CODE 2019 CALIFORNIA RESIDENTIAL BUILDING CODE 2019 CALIFORNIA FIRE CODE 2019 CALIFORNIA MECHANICAL CODE 2019 CALIFORNIA PLUMBING CODE 2019 CALIFORNIA ELECTRICAL CODE 2019 CALIFORNIA ENERGY CODE 2019 CALIFORNIA GREEN BUILDING CODE CURRENT CITY OF SAN RAFAEL CODE.

SCOPE OF WORK: PROPOSED PROJECT IS THE DEVELOPMENT OF 2 EXISTING VACANT LOTS. A NEW RESIDENCE IS PROPOSED FOR EACH LOT. EACH RESIDENCE WILL BE A 2-STORY RESIDENCE WITH ATTACHED GARAGE AND ON-SITE PARKING.

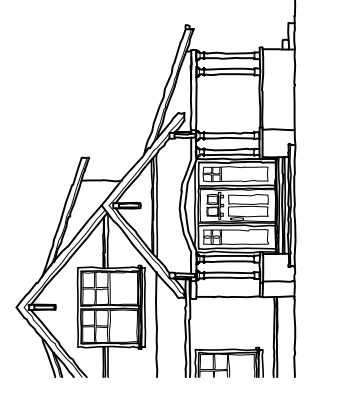
	Zoning Requirement	Proposed
LOT 59:	LOT SIZE: 7,500 SF LOT WIDTH: 60 LF SETBACKS: FRONT - 15 LF SIDES - 6 LF REAR - 10 LF GARAGE - 20 LF MAX. BUILDING HEIGHT: 30'-0" MAX. F.A.R. 2,500 SF + 10% OF LOT SIZE (6,500 SF MAX.) COVERAGE: 40% OF LOT SIZE (SECOND FLOOR = 75% OF COVERAGE) NATURAL STATE: 25% OF SITE + AVERAGE SLOPE HILLSIDE: IF MORE THAN 25% SLOPE MAX. WALL HEIGHT: 20 LF MAX FROM NAT. GRADE (25% OF WALL MAY EXCEED 20 LF) STEPBCKS: 5 FT STEPBCKS IF MORE THAN A 20 FT WALL.	5,851 SF (78% of Standard) 65 LF FRONT - 15 LF SIDES - 6 LF REAR - 10 LF GARAGE - 20 LF 2,500+585 = 3,085 SF 5,851 x 40% = 2,340 SF 2,340 x 75% = 1,755 SF 25+36.7% = 61.7% x 5,851 = 3,610 SF 31.8 % AVE. SLOPE 31.8 % AVE. SLOPE VARIES: SEE ELEVATIONS
LOT 60:	LOT SIZE: 7,500 SF LOT WIDTH: 70 LF SETBACKS: FRONT - 15 LF SIDES - 5 LF REAR - 10 LF GARAGE - 20 LF MAX. BUILDING HEIGHT: 30'-0" MAX. F.A.R. 2,500 SF + 10% OF LOT SIZE (6,500 SF MAX.) COVERAGE: 40% OF LOT SIZE (SECOND FLOOR = 75% OF COVERAGE) NATURAL STATE: 25% OF SITE + AVERAGE SLOPE HILLSIDE: IF MORE THAN 25% SLOPE MAX. WALL HEIGHT: 20 LF MAX FROM NAT. GRADE (25% OF WALL MAY EXCEED 20 LF) STEPBCKS: 5 FT STEPBCKS IF MORE THAN A 20 FT WALL.	5,028 SF (67% of Standard) 70 LF FRONT - 15 LF SIDES - 6 LF REAR - 10 LF GARAGE - 20 LF MAX. HT. 22'-0" F.A.R. 2,885 SF COVERAGE - 1,371 SF SECOND - 1,445 SF NAT. STATE - 1,951 SF (54% of RQRD.) 25+40.3% = 65.3% x 5,028 = 3,283 SF 40.3 % AVE. SLOPE 40.3 % AVE. SLOPE

Preliminary Not for Construction

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REVISIONS	DATE	BY

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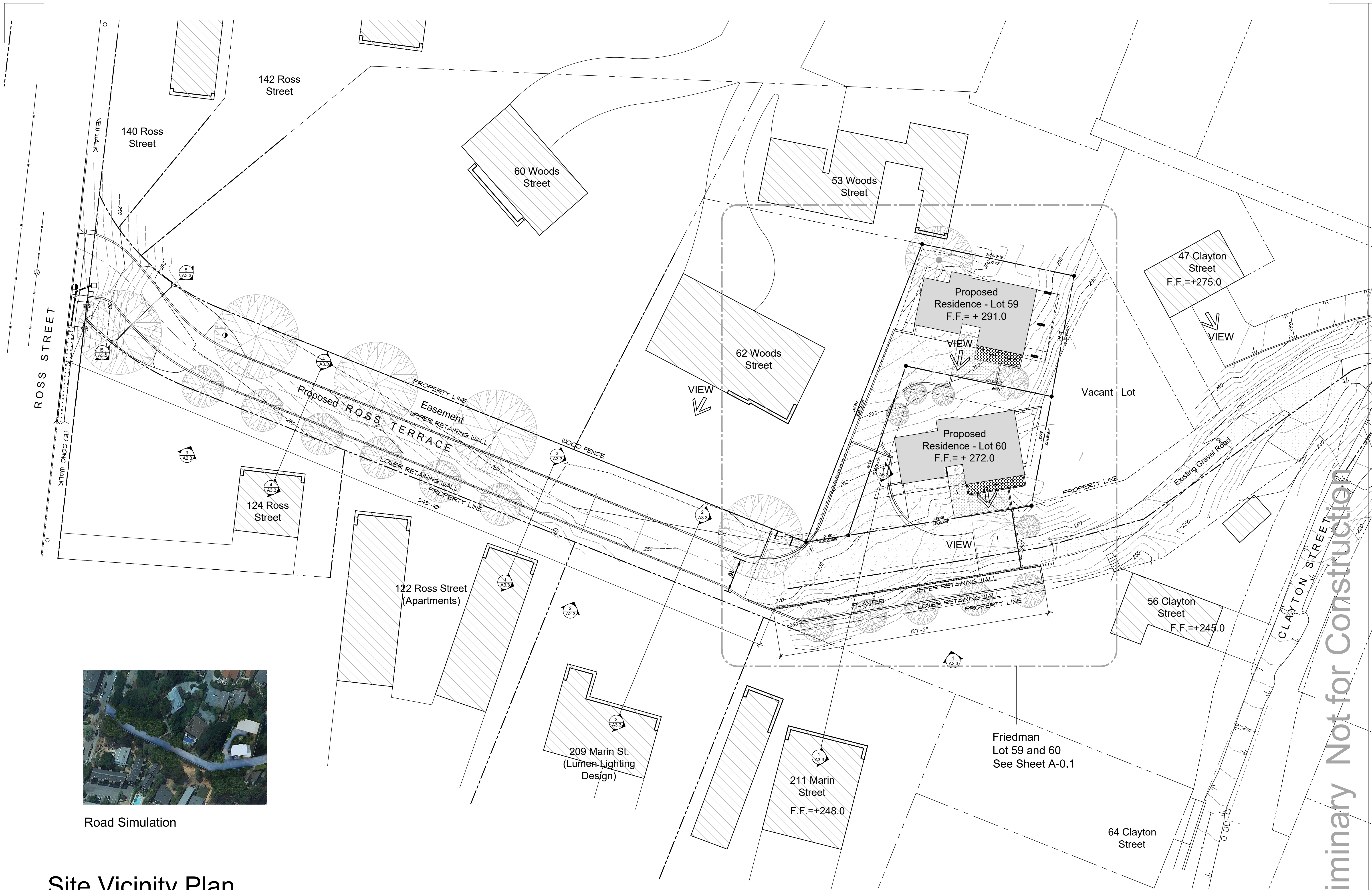
New Residence
 Friedman Residence
 Lots 59 and 60 - Ross Terrace
 San Rafael, CA APN 012-141-59 and 60

Cover Sheet

REVIEW THE DRAWINGS CAREFULLY. DO NOT SCALE THE DRAWINGS. ANY DISCREPANCIES IN DIMENSIONS AND DETAILS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF JOSEPH P. FARRELL, ARCHITECT

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 SCALE: NONE
 DRAWN: STC
 JOB NO. 1909
 SHEET NO:

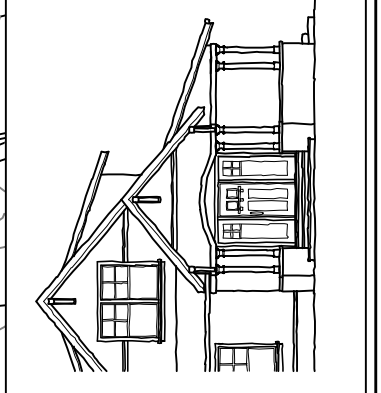
TS
 Ross Terrace
 San Rafael, CA



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New Residence
 Friedman Residence
 Lots 59 and 60 - Ross Terrace
 San Rafael, CA APN 012-141-59 and 60

Site Vicinity Plan

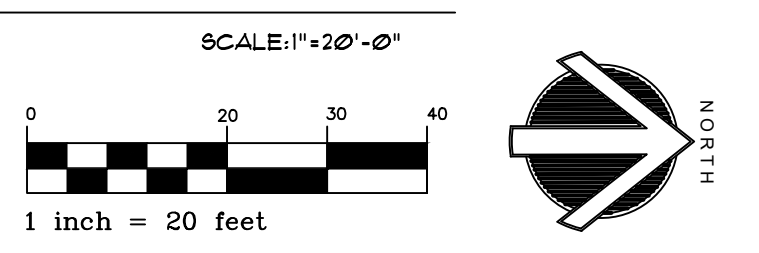
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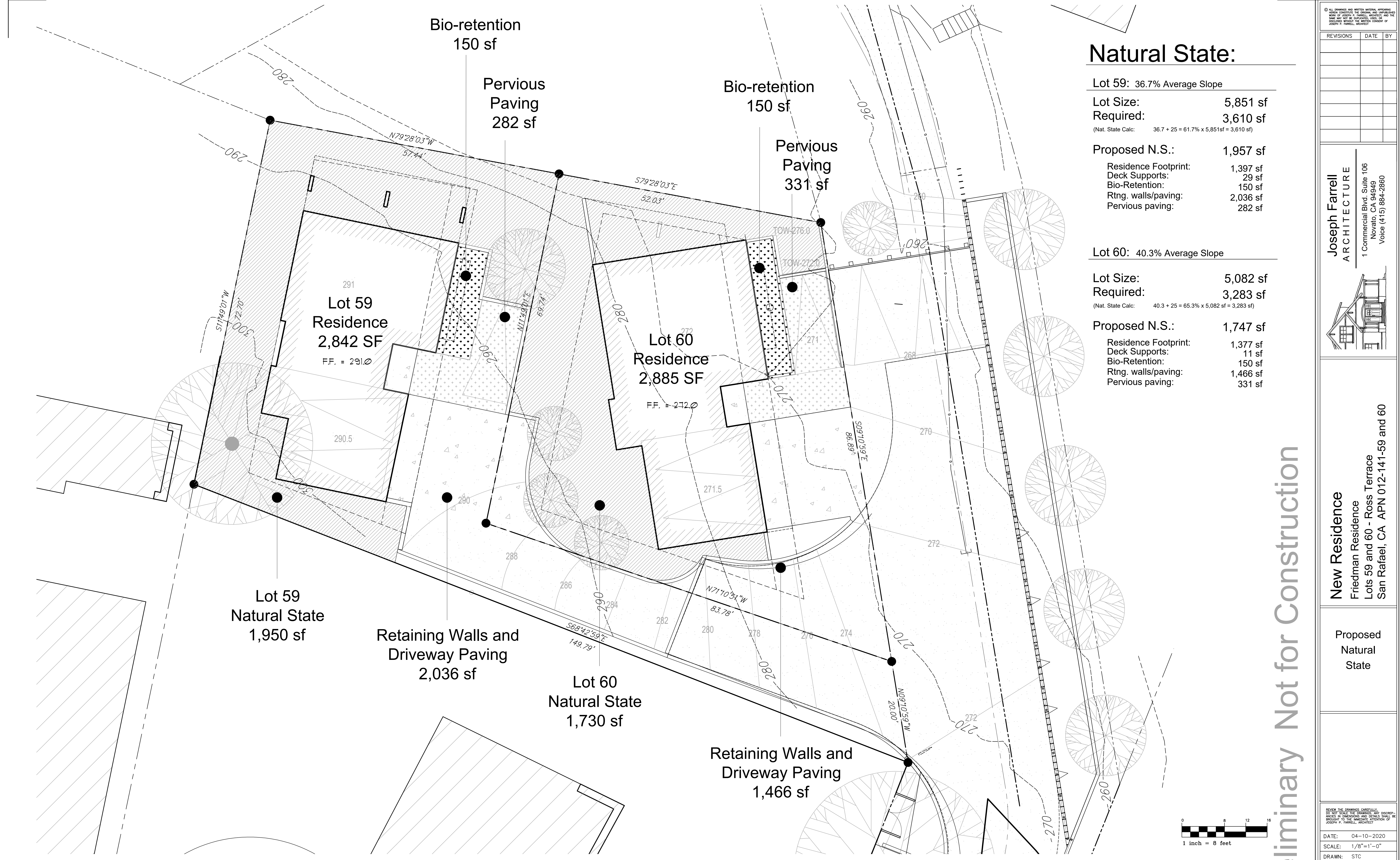
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 SCALE: 1"=20'
 DRAWN: STC
 JOB NO. 1909
 SHEET NO.

A-0.0
 Ross Terrace
 San Rafael, CA

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Site Vicinity Plan





Natural State:

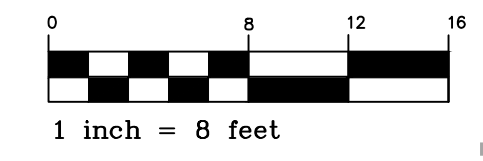
Lot 59: 36.7% Average Slope

Lot Size:	5,851 sf
Required:	3,610 sf
<small>(Nat. State Calc: 36.7 + 25 = 61.7% x 5,851sf = 3,610 sf)</small>	
Proposed N.S.:	1,957 sf
Residence Footprint:	1,397 sf
Deck Supports:	29 sf
Bio-Retention:	150 sf
Rtng. walls/paving:	2,036 sf
Pervious paving:	282 sf

Lot 60: 40.3% Average Slope

Lot Size:	5,082 sf
Required:	3,283 sf
<small>(Nat. State Calc: 40.3 + 25 = 65.3% x 5,082 sf = 3,283 sf)</small>	
Proposed N.S.:	1,747 sf
Residence Footprint:	1,377 sf
Deck Supports:	11 sf
Bio-Retention:	150 sf
Rtng. walls/paving:	1,466 sf
Pervious paving:	331 sf

Proposed Natural State

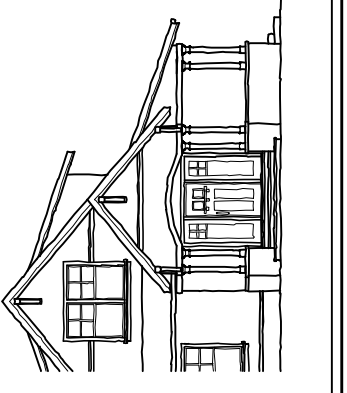


SCALE: 1/8"=1'-0"

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

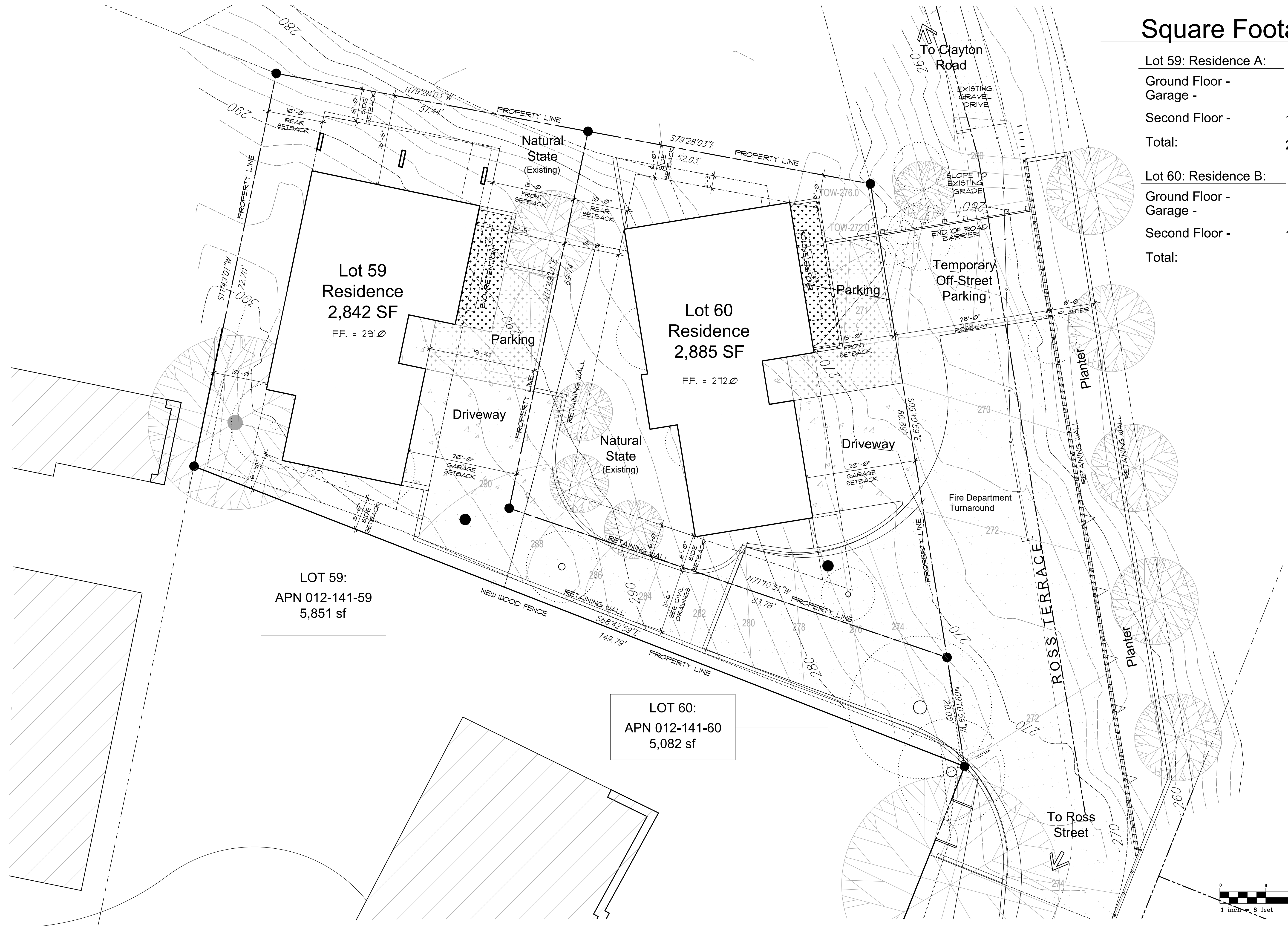
Proposed
Natural
State

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Ross Terrace
San Rafael, CA

Preliminary Not for Construction



LOT 59:
APN 012-141-59
5,851 sf

LOT 60:
APN 012-141-60
5,082 sf

Lot 59
Residence
2,842 SF
FF. = 291.0

Lot 60
Residence
2,885 SF
FF. = 212.0

Square Footage:

Lot 59: Residence A:

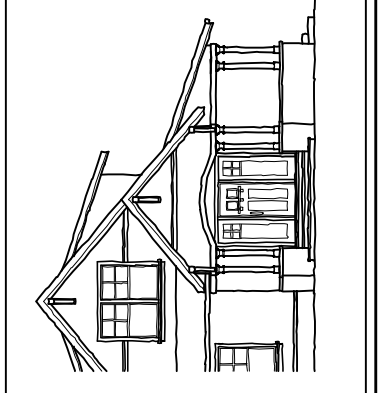
Ground Floor -	877 sf
Garage -	520 sf
Second Floor -	1,445 sf
Total:	2,842 sf

Lot 60: Residence B:

Ground Floor -	922 sf
Garage -	455 sf
Second Floor -	1,508 sf
Total:	2,885 sf

REVISIONS	DATE	BY

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Site Plan

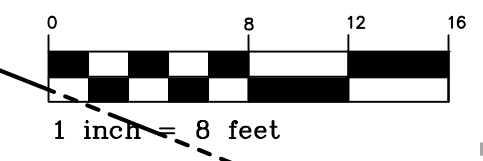
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SHEET NO:

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Ross Terrace
San Rafael, CA

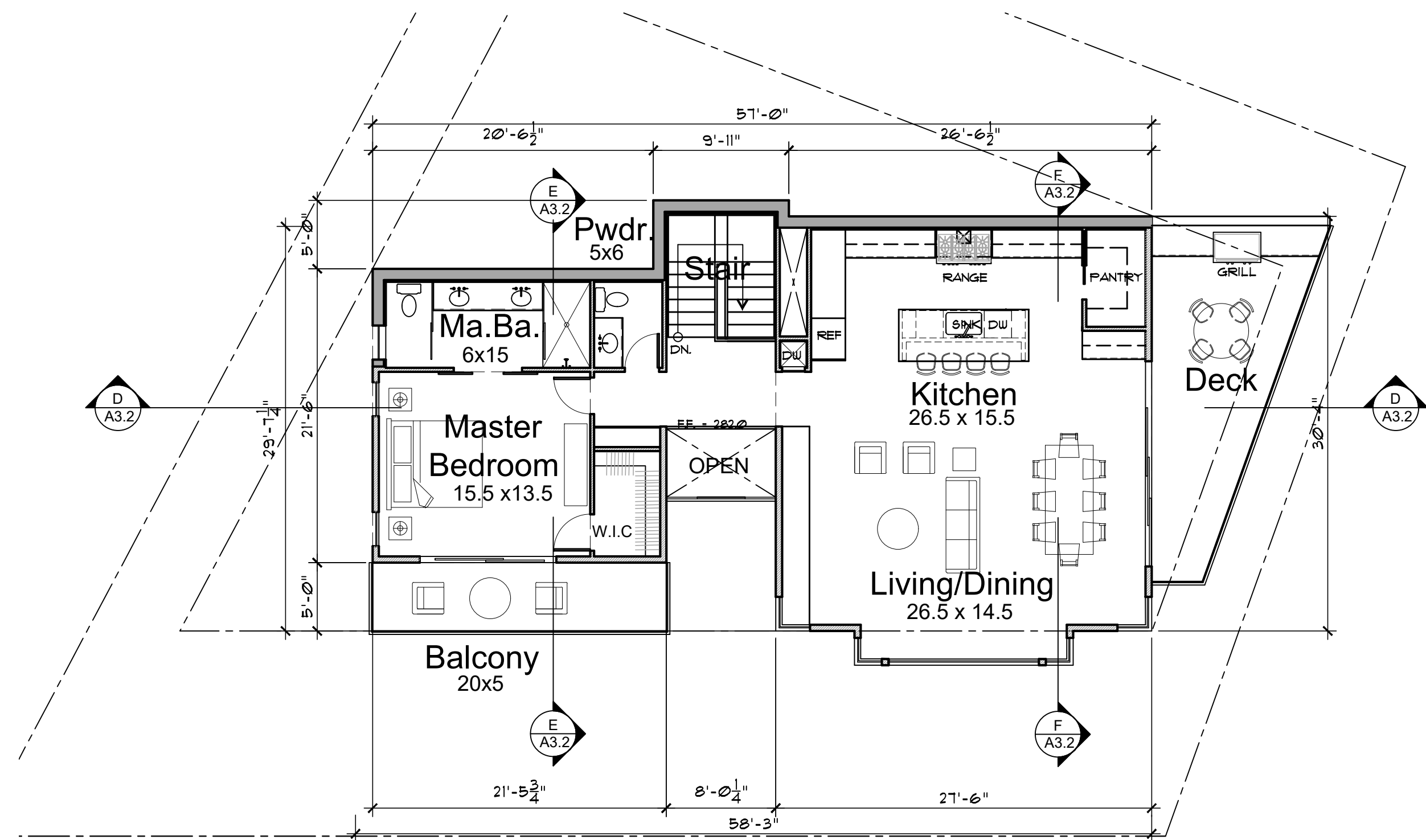
Proposed Site Plan

Preliminary Not for Construction



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

Lot 60:	Allowed	Proposed
Lot Size:	7,500 sf	5,082 sf
Max. FAR:	3,003 sf	2,885 sf



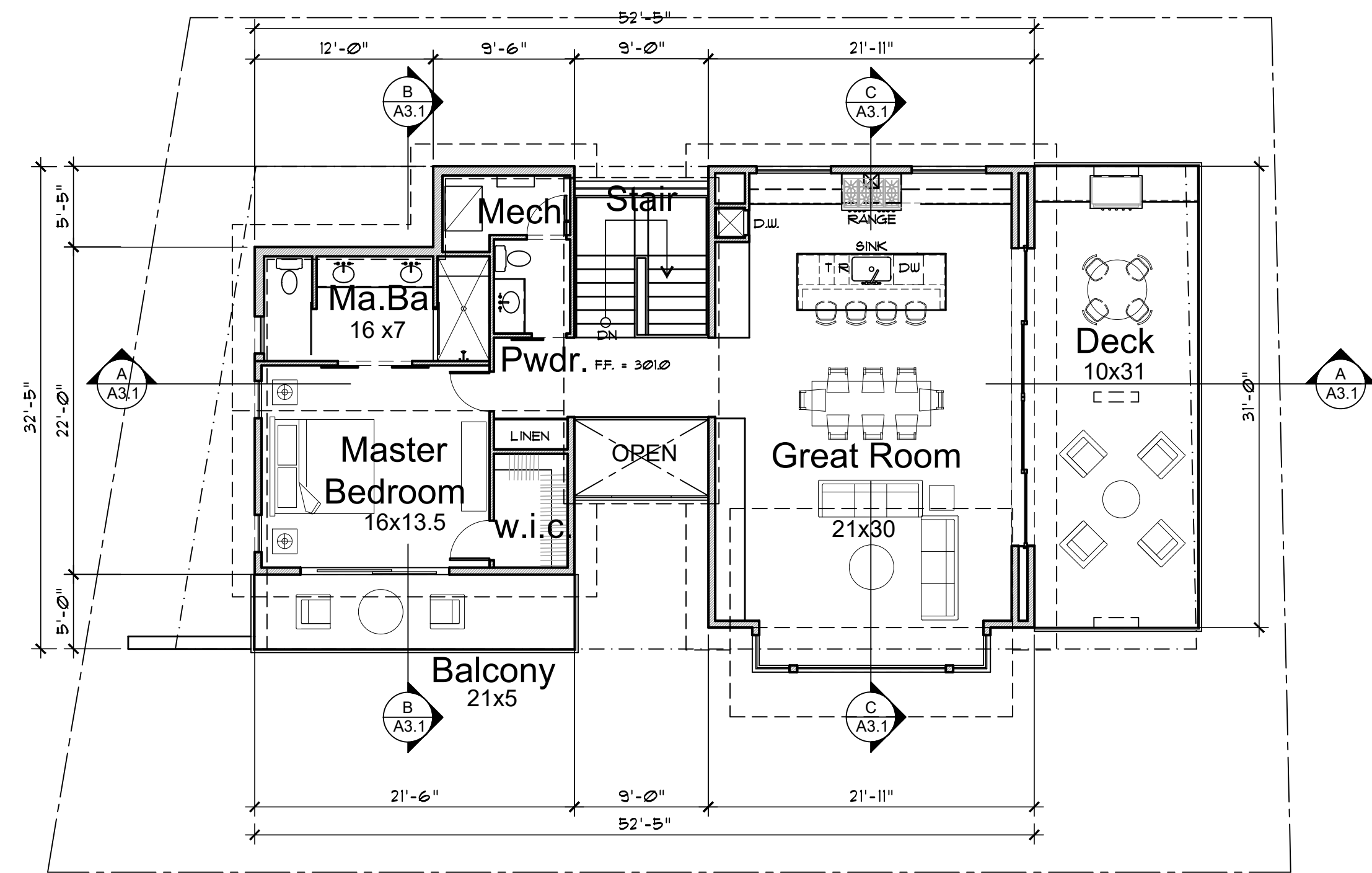
Lot 60 - Proposed Second Floor Plan

1,508 sf

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



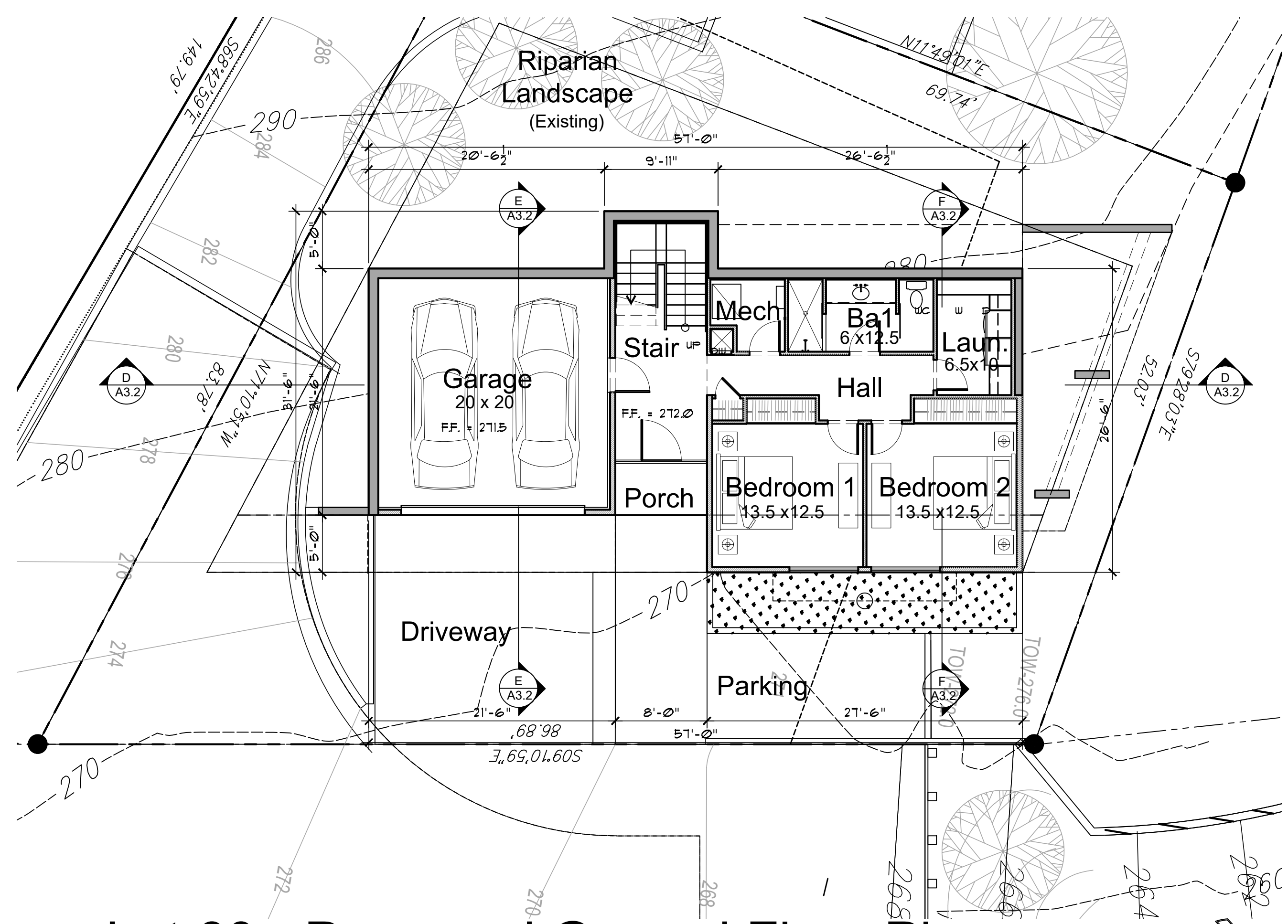
Lot 59:	Allowed	Proposed
Lot Size:	7,500 sf	5,851 sf
Max. FAR:	3,085 sf	2,842 sf



Lot 59 - Proposed Second Floor Plan

1,445 sf

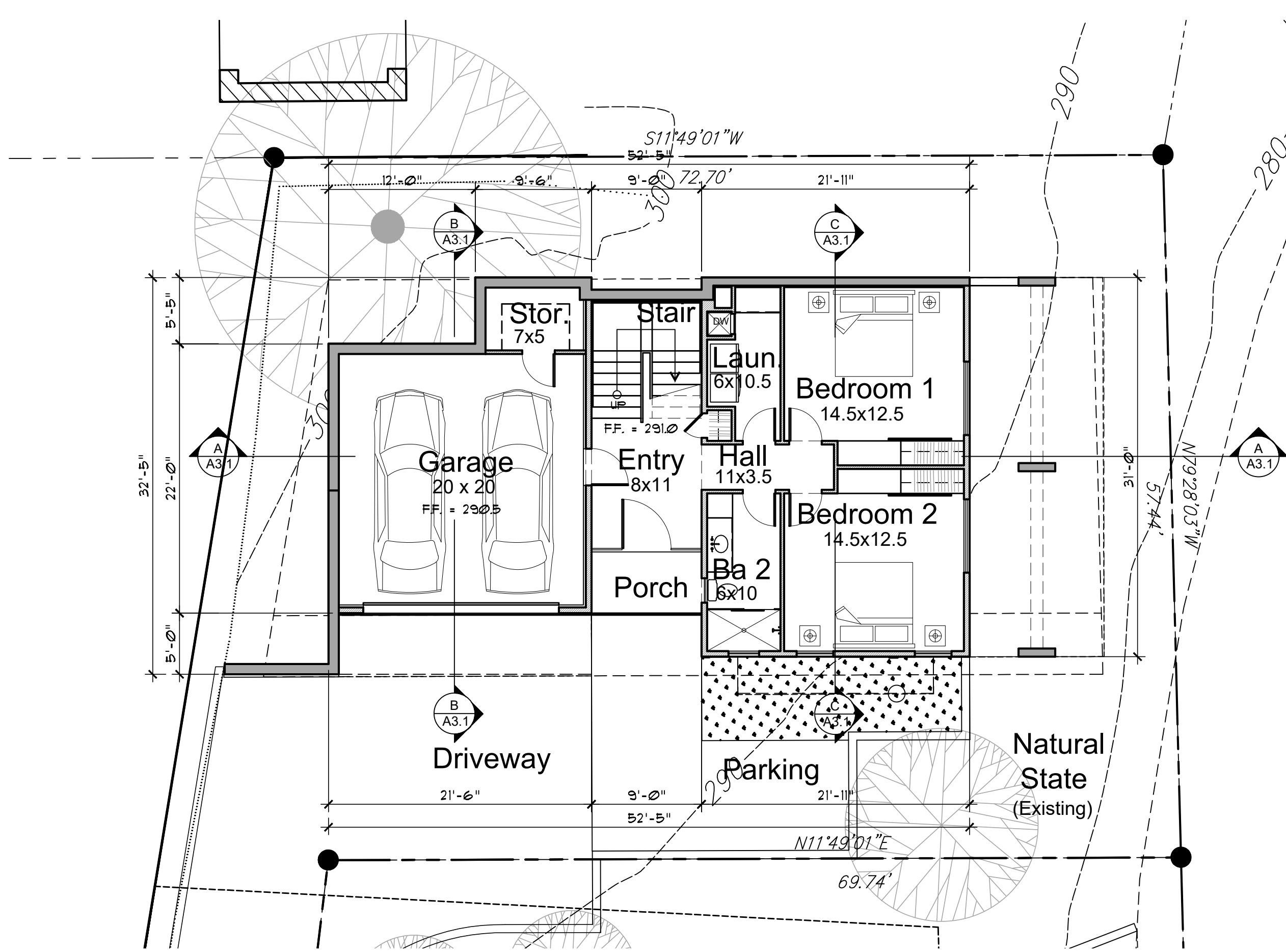
SCALE: 1/8" = 1'-0"



Lot 60 - Proposed Ground Floor Plan

1,377 sf

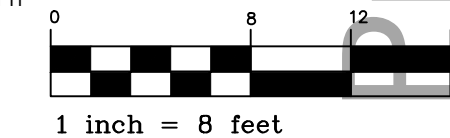
SCALE: 1/8" = 1'-0"



Lot 59 - Proposed Ground Floor Plan

1,397 sf

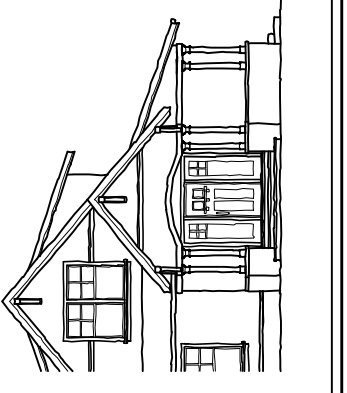
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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Floor Plans

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JOB NO. 1909
SHEET NO:

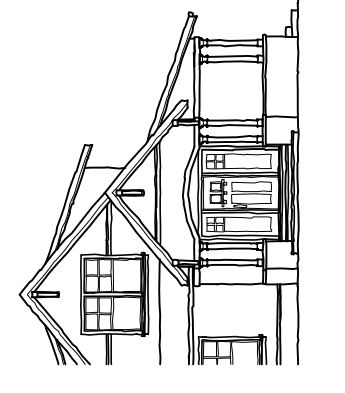
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Novato, CA 94949
Voice (415) 884-2860

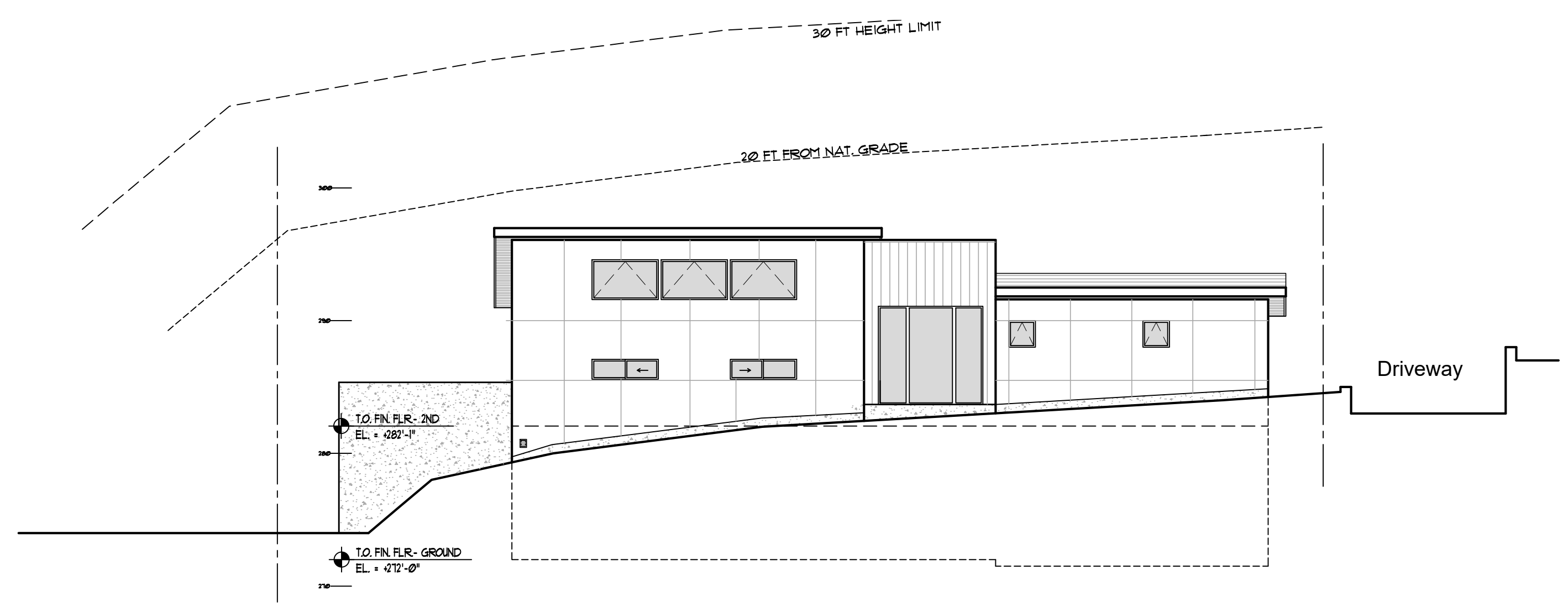


New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

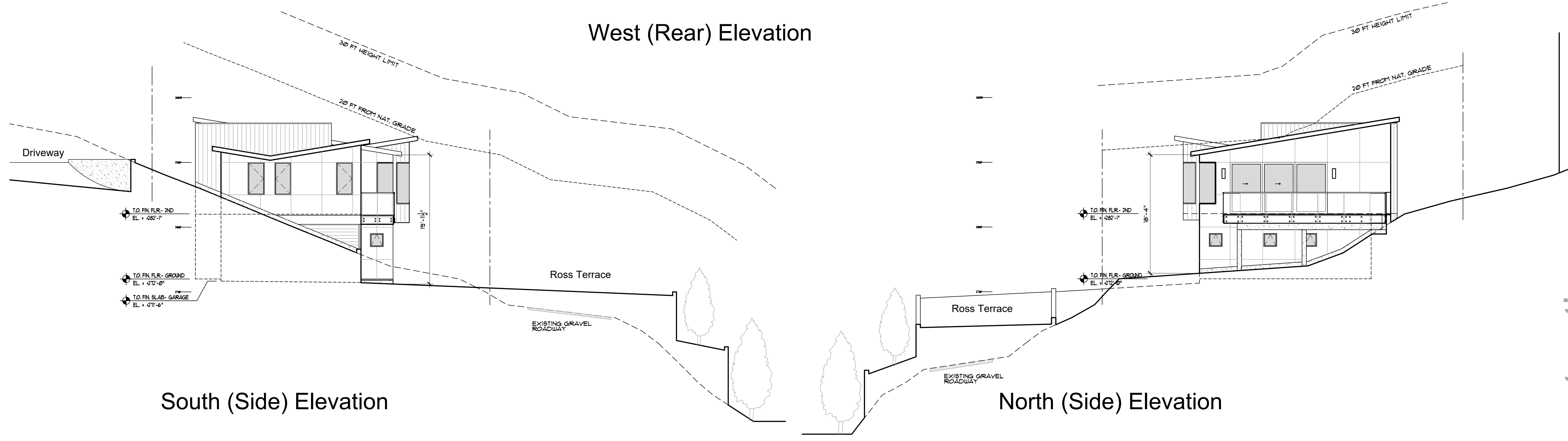
Proposed
Exterior
Elevations
Lot 60

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DATE: 04-10-2020
SCALE: 1/8" = 1'-0"
DRAWN: STC
JOB NO. 1909
SHEET NO:
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Ross Terrace
San Rafael, CA

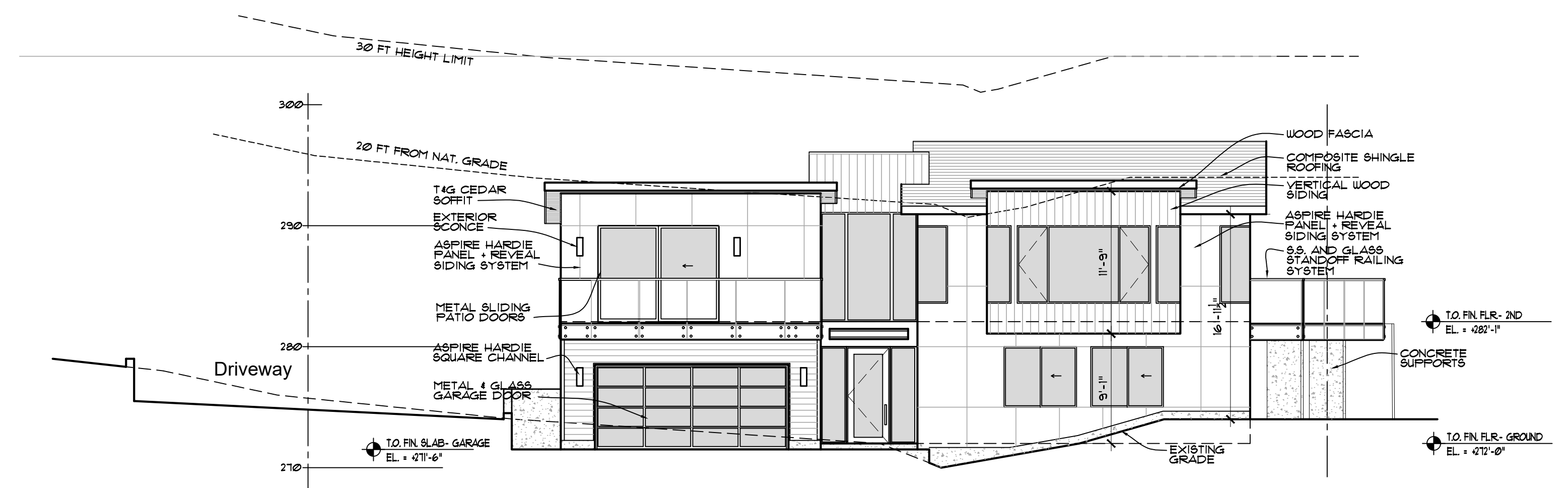


West (Rear) Elevation



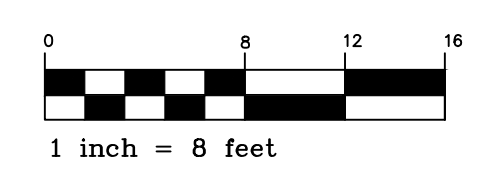
South (Side) Elevation

North (Side) Elevation



East (Front) Elevation

Proposed Exterior Elevations - Lot 60



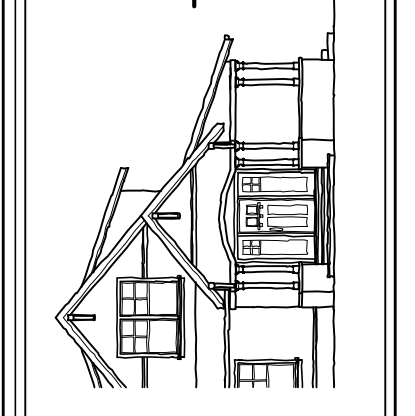
SCALE: 1/8" = 1'-0"

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

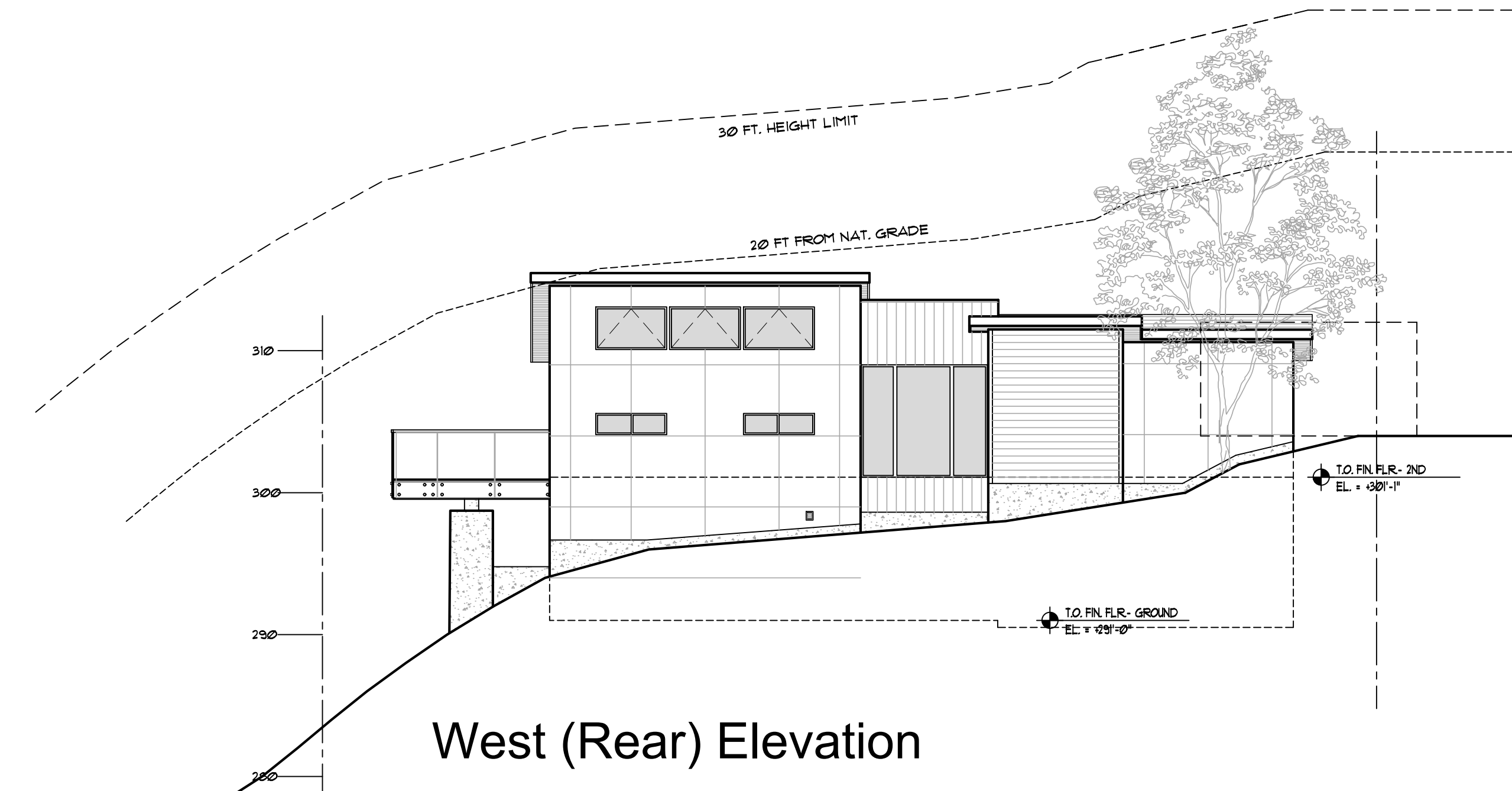
Proposed
Exterior
Elevations
Lot 59

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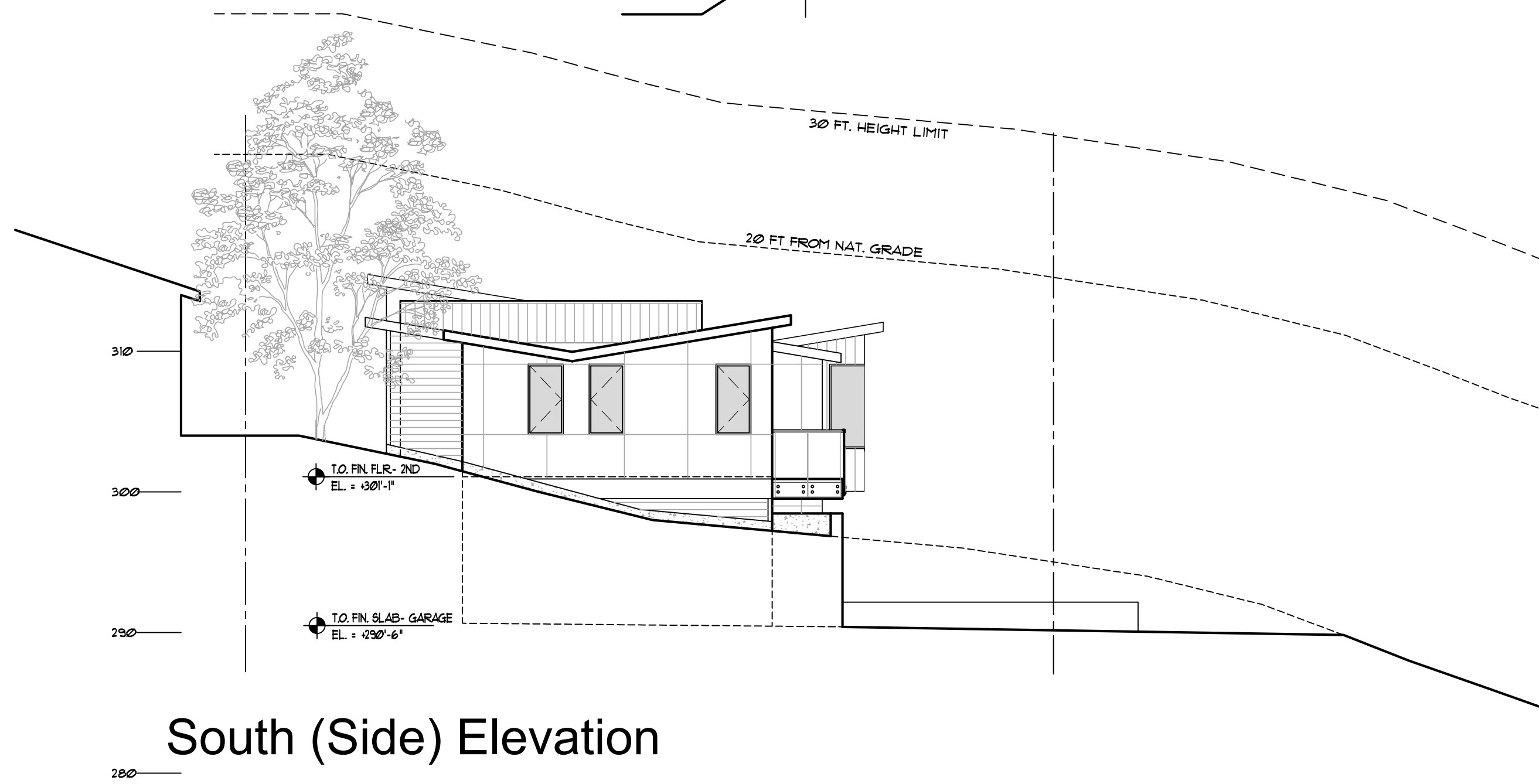
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Ross Terrace
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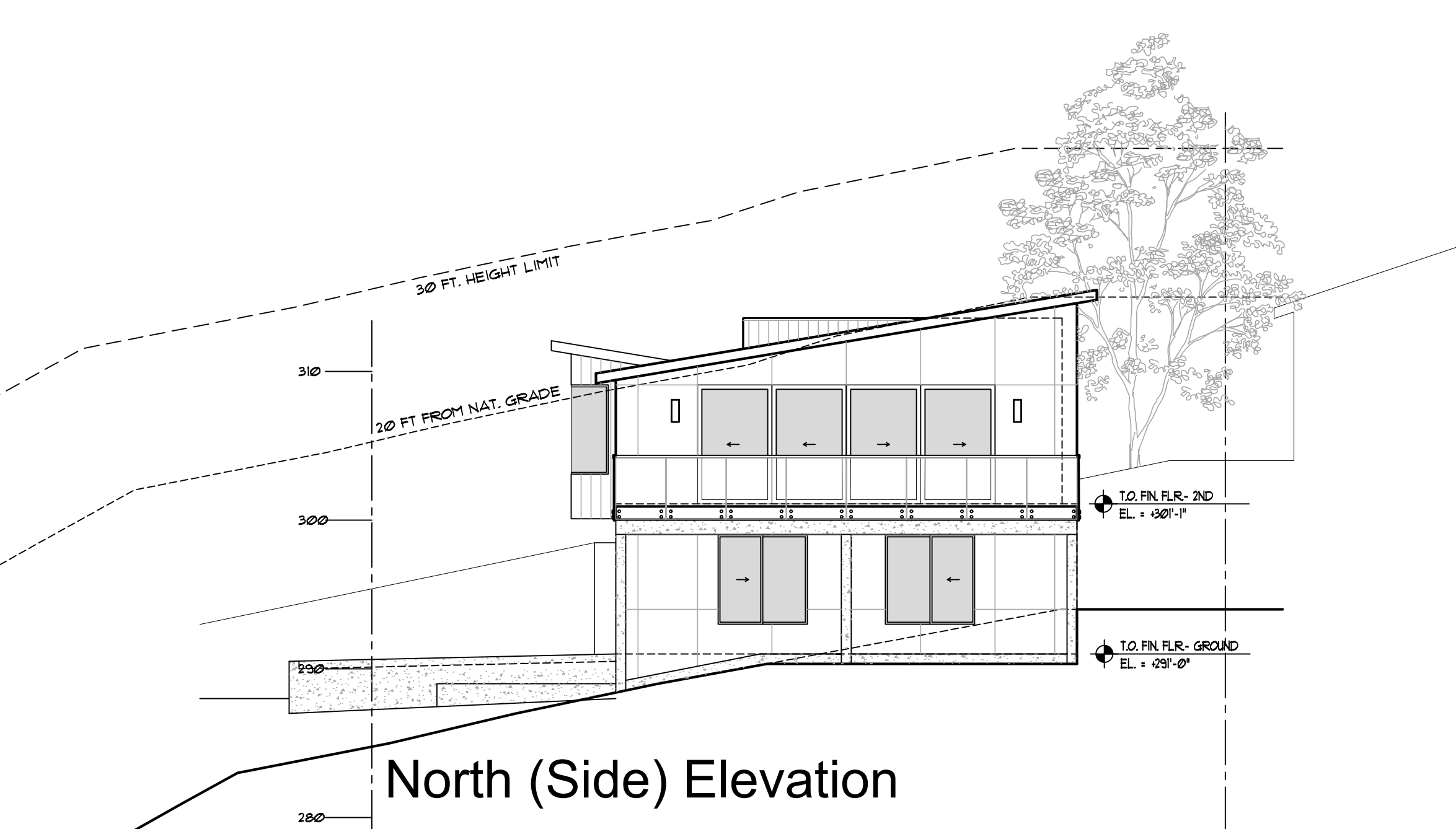
Preliminary Not for Construction



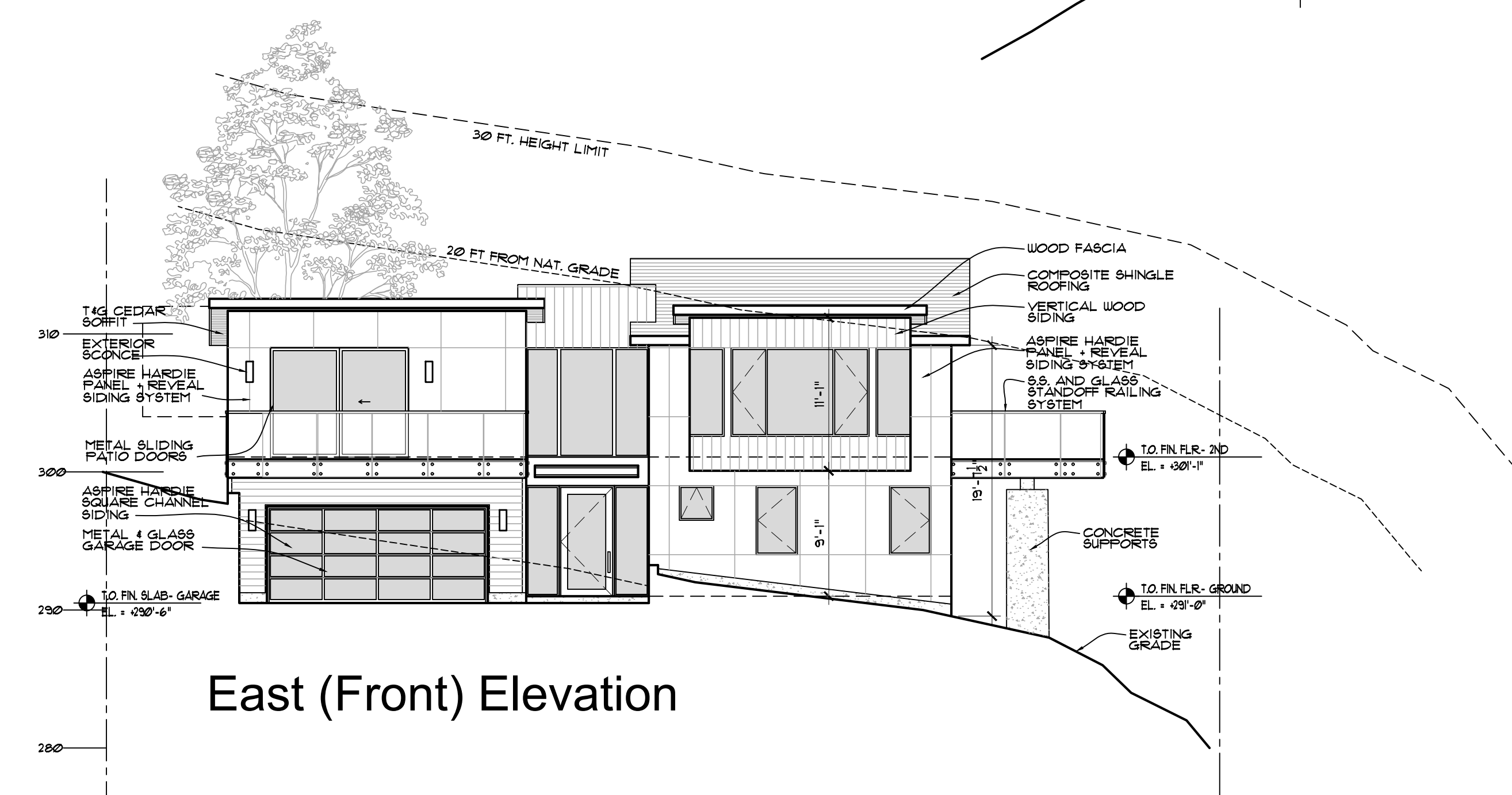
West (Rear) Elevation



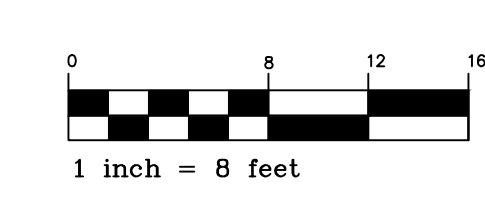
South (Side) Elevation



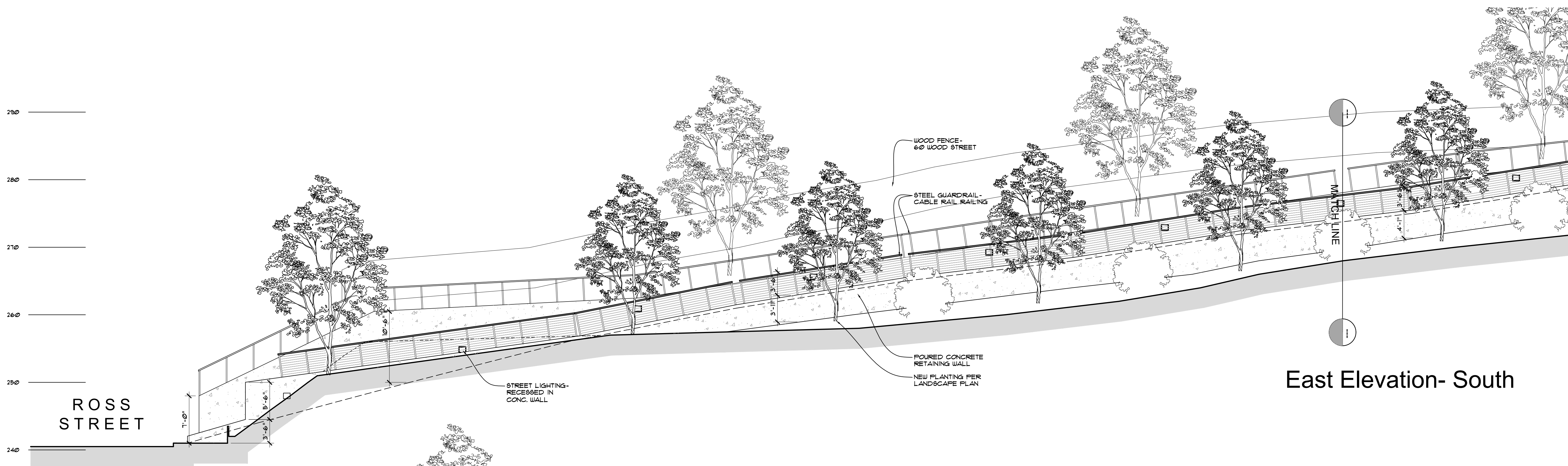
North (Side) Elevation



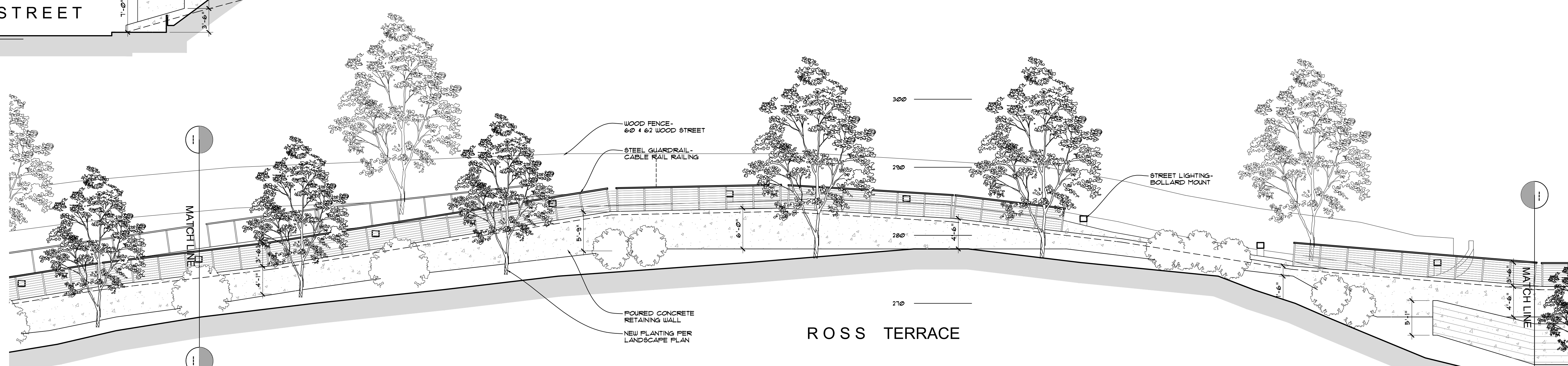
East (Front) Elevation



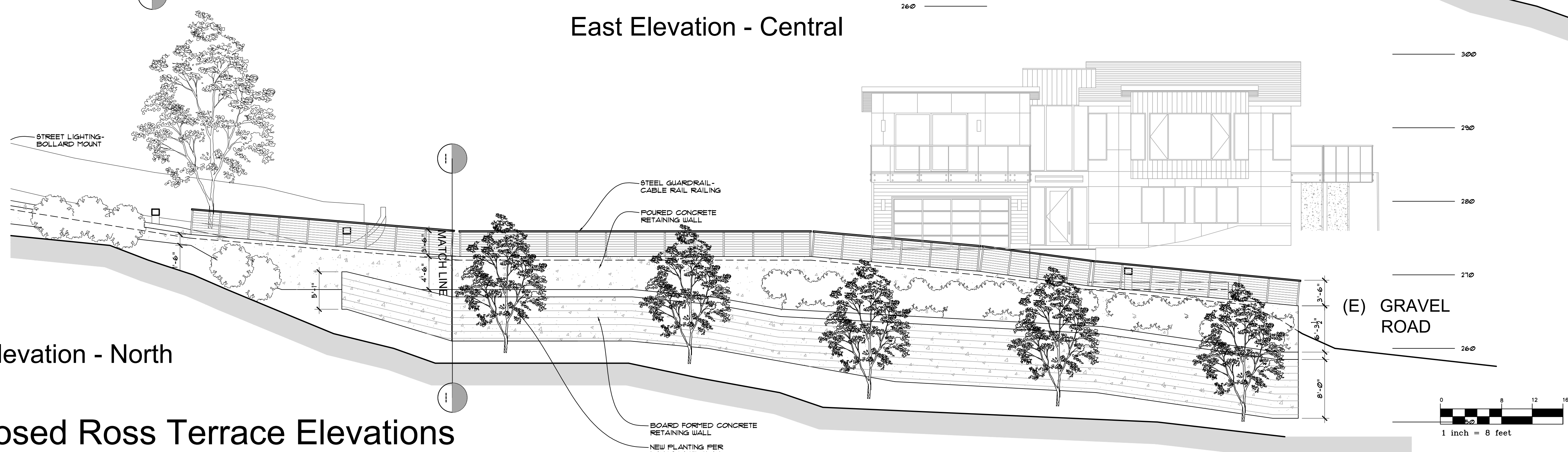
Proposed Exterior Elevations - Lot 59



East Elevation- South

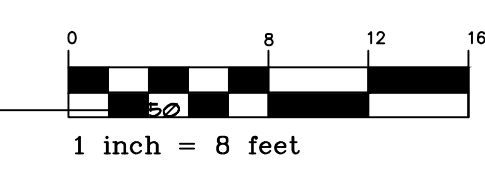


East Elevation - Central



East Elevation - North

Proposed Ross Terrace Elevations



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

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Exterior
Elevations
Ross Terrace

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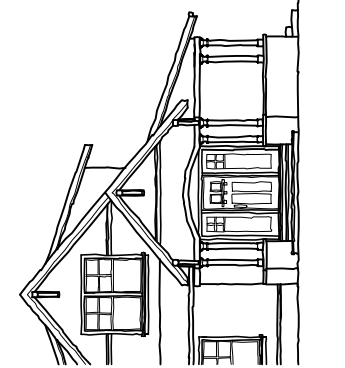
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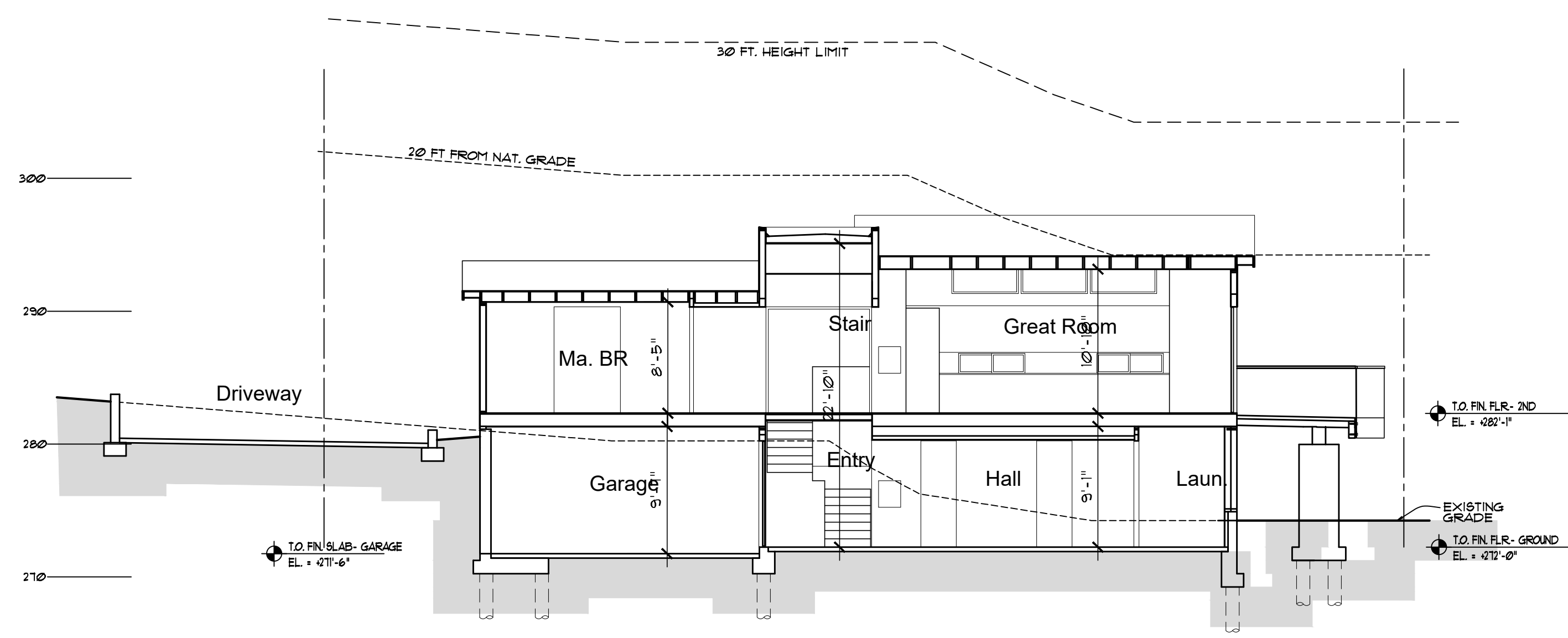
New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Building
Sections
Lot 60

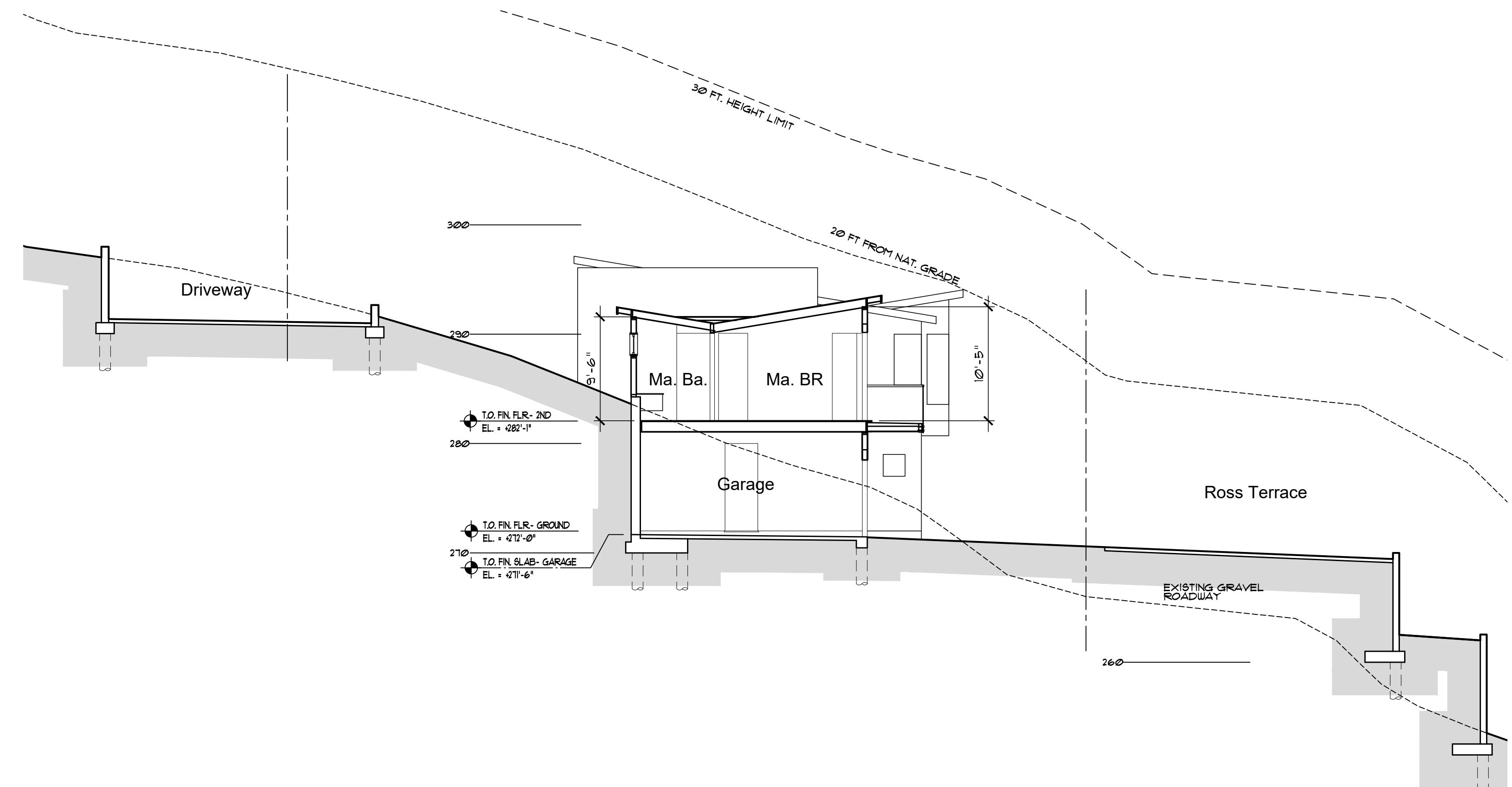
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ANCIES IN DIMENSIONS AND DETAILS SHALL BE
BROUGHT TO THE IMMEDIATE ATTENTION OF
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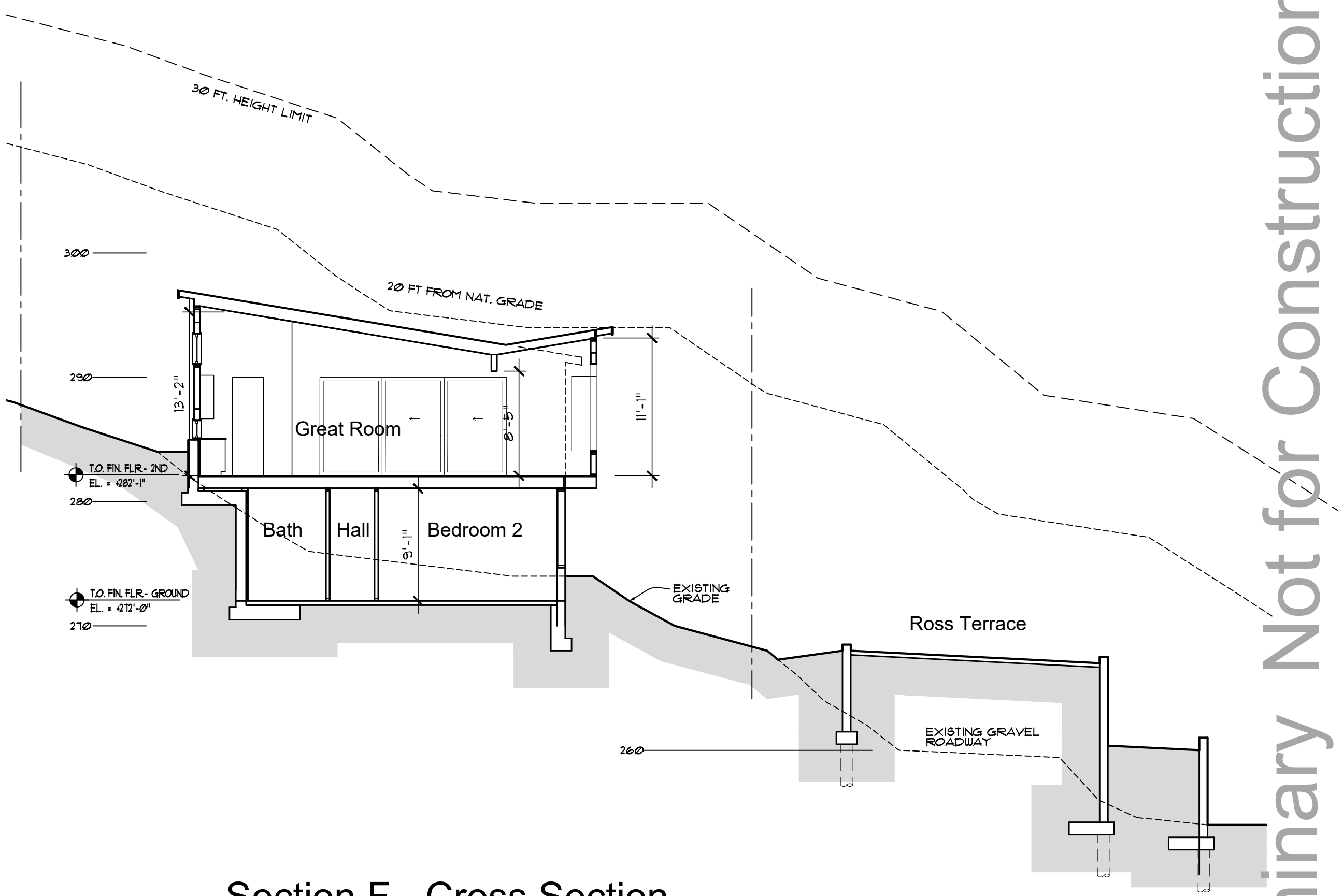
A-3.1
Ross Terrace
San Rafael, CA



Section D - Longitudinal

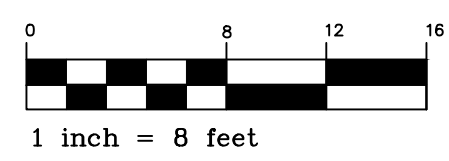


Section E - Cross Section



Section F - Cross Section

Proposed Sections- Lot 60



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

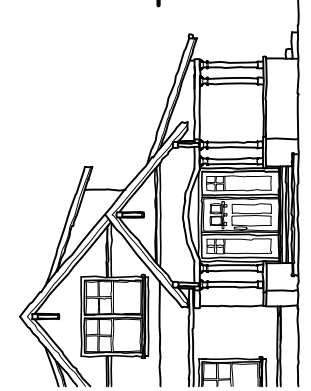
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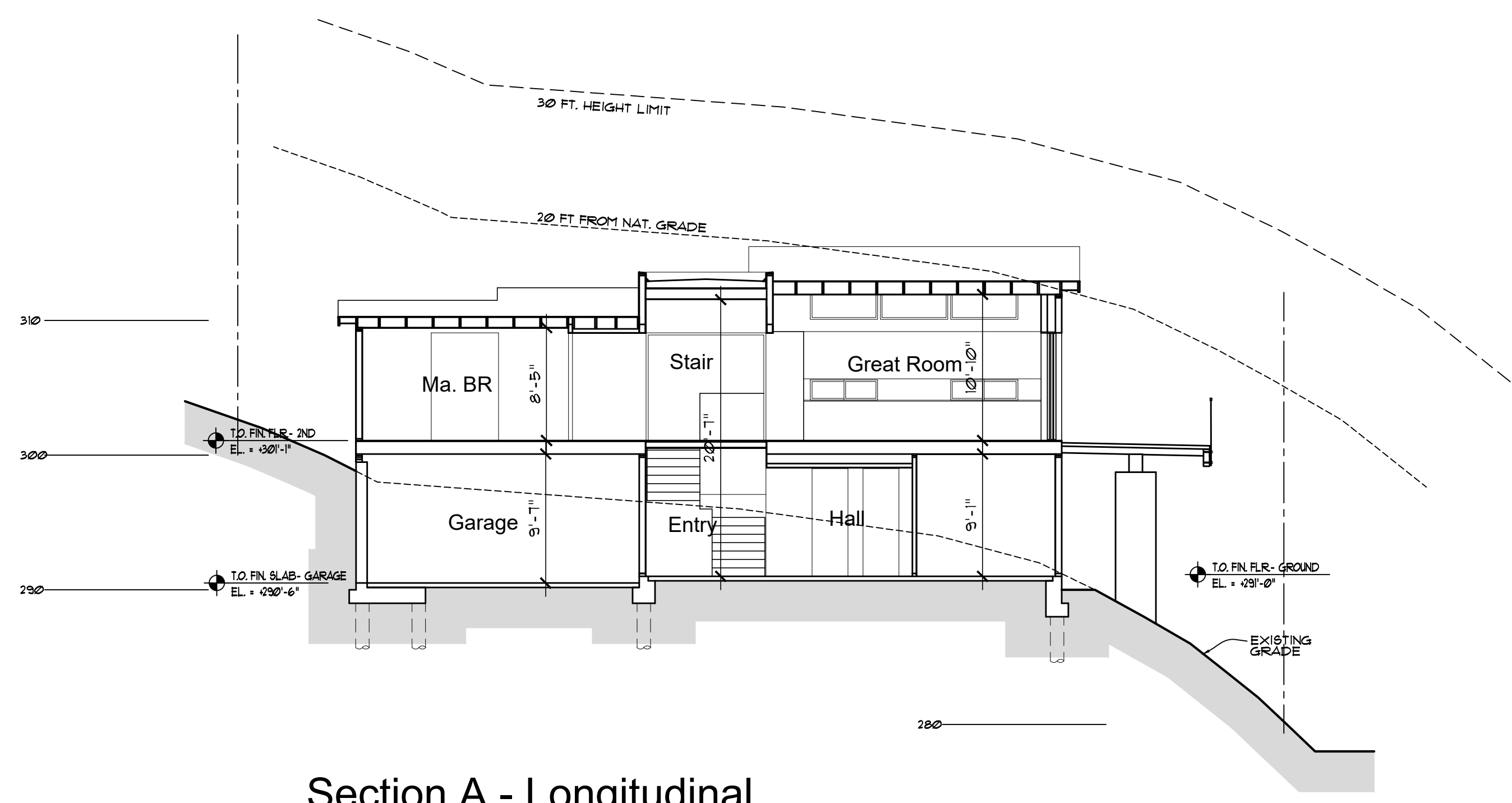
New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed Building Sections
Lot 59

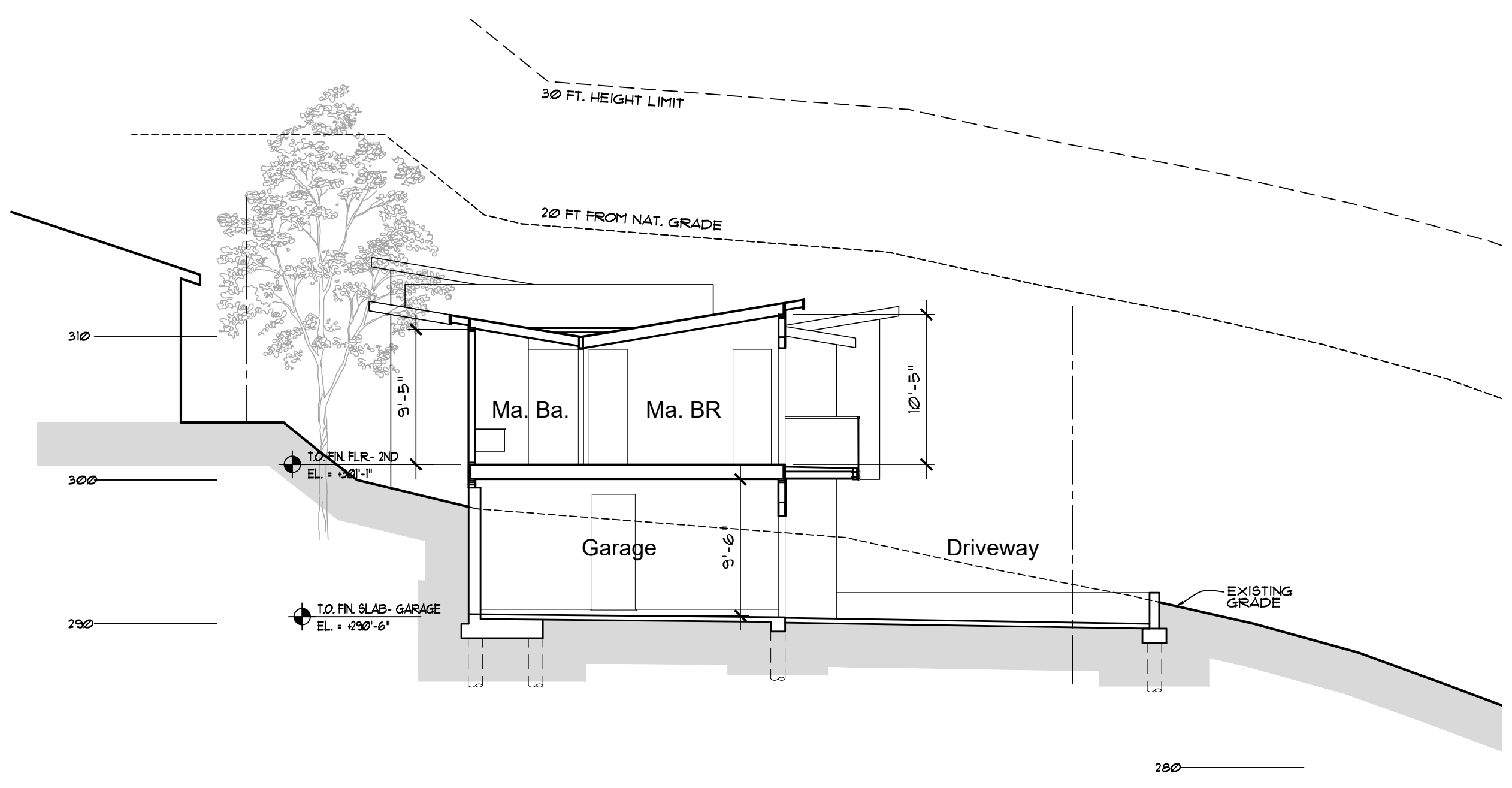
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SHEET NO:

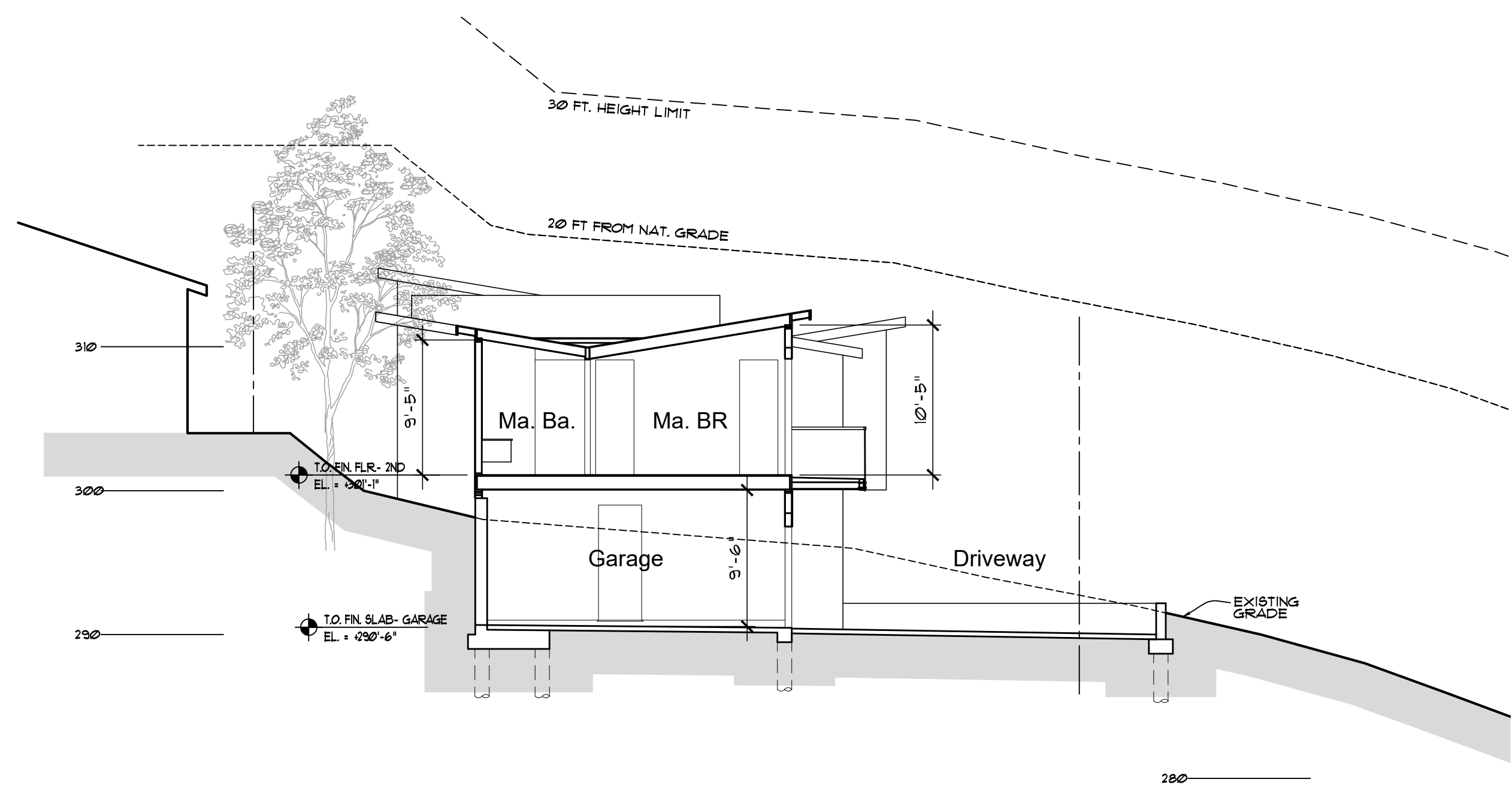
A-3.2
Ross Terrace
San Rafael, CA



Section A - Longitudinal

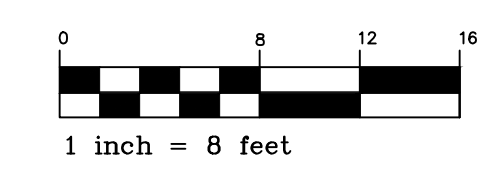


Section B - Cross Section



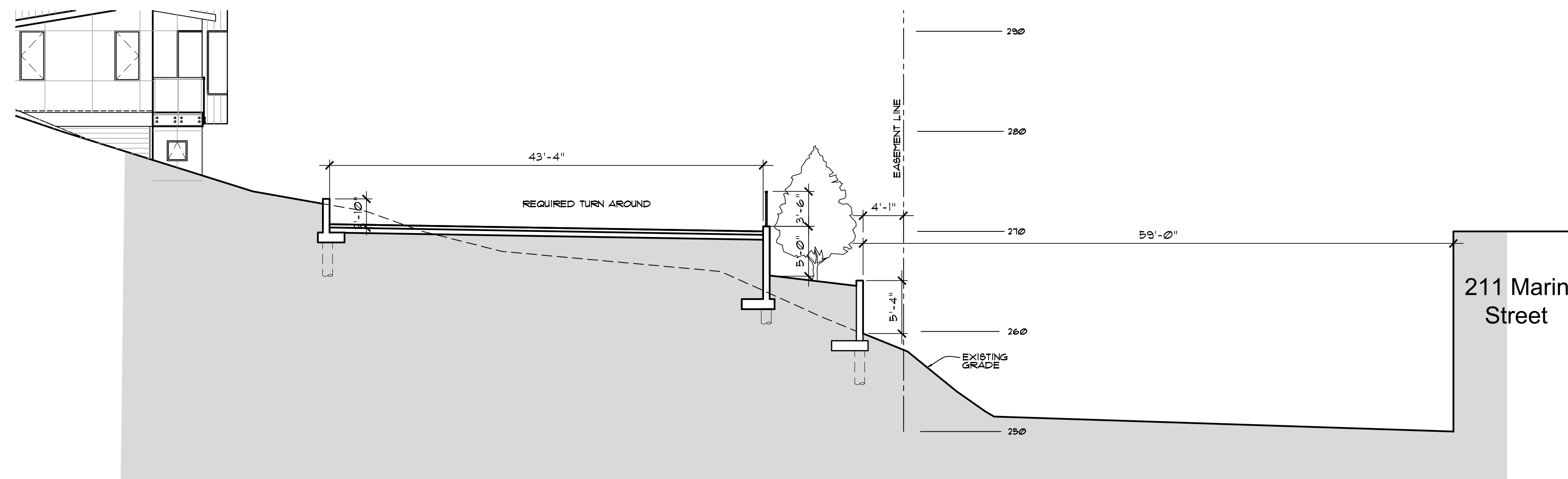
Section C - Cross Section

Proposed Sections- Lot 59

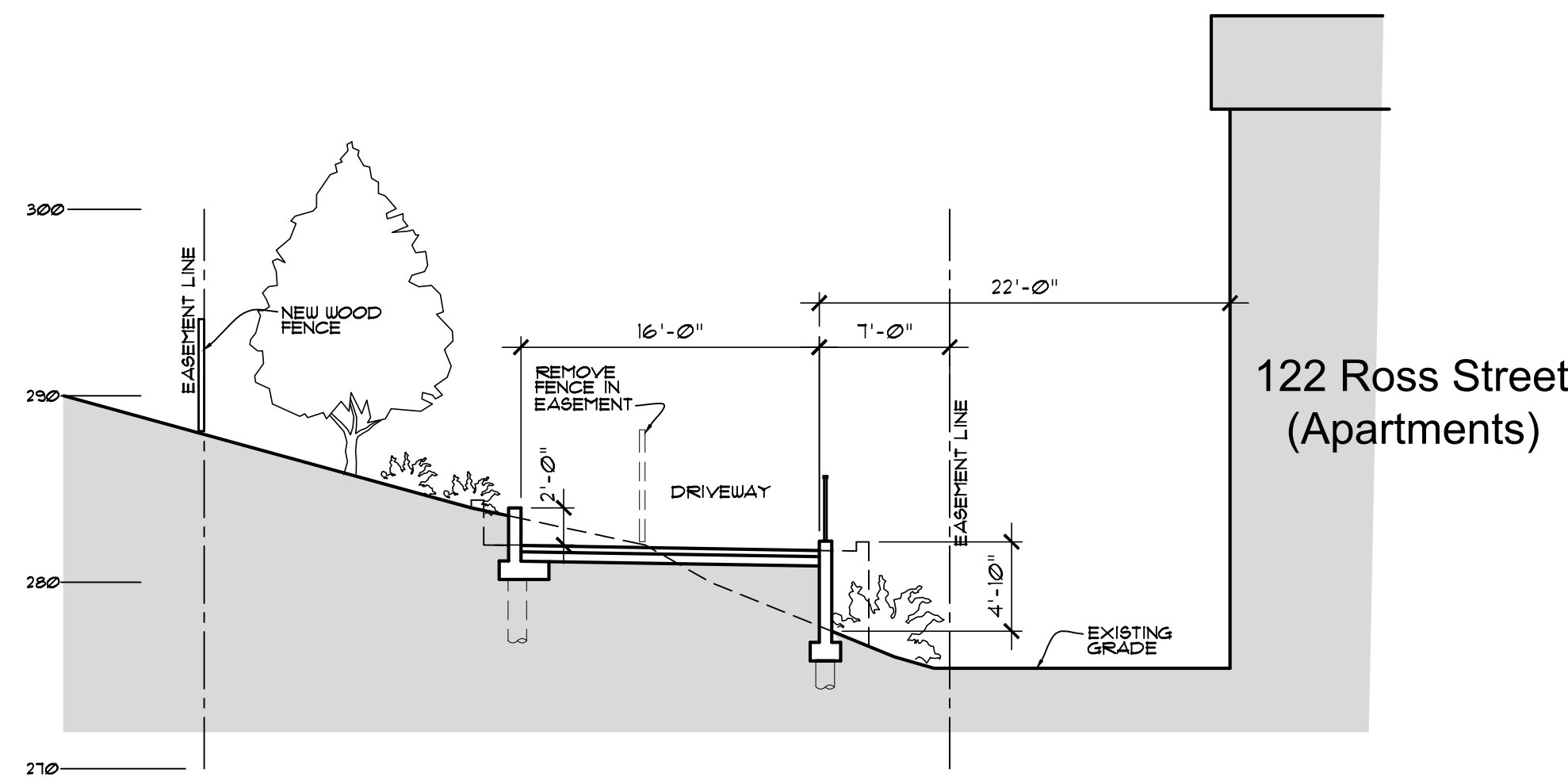


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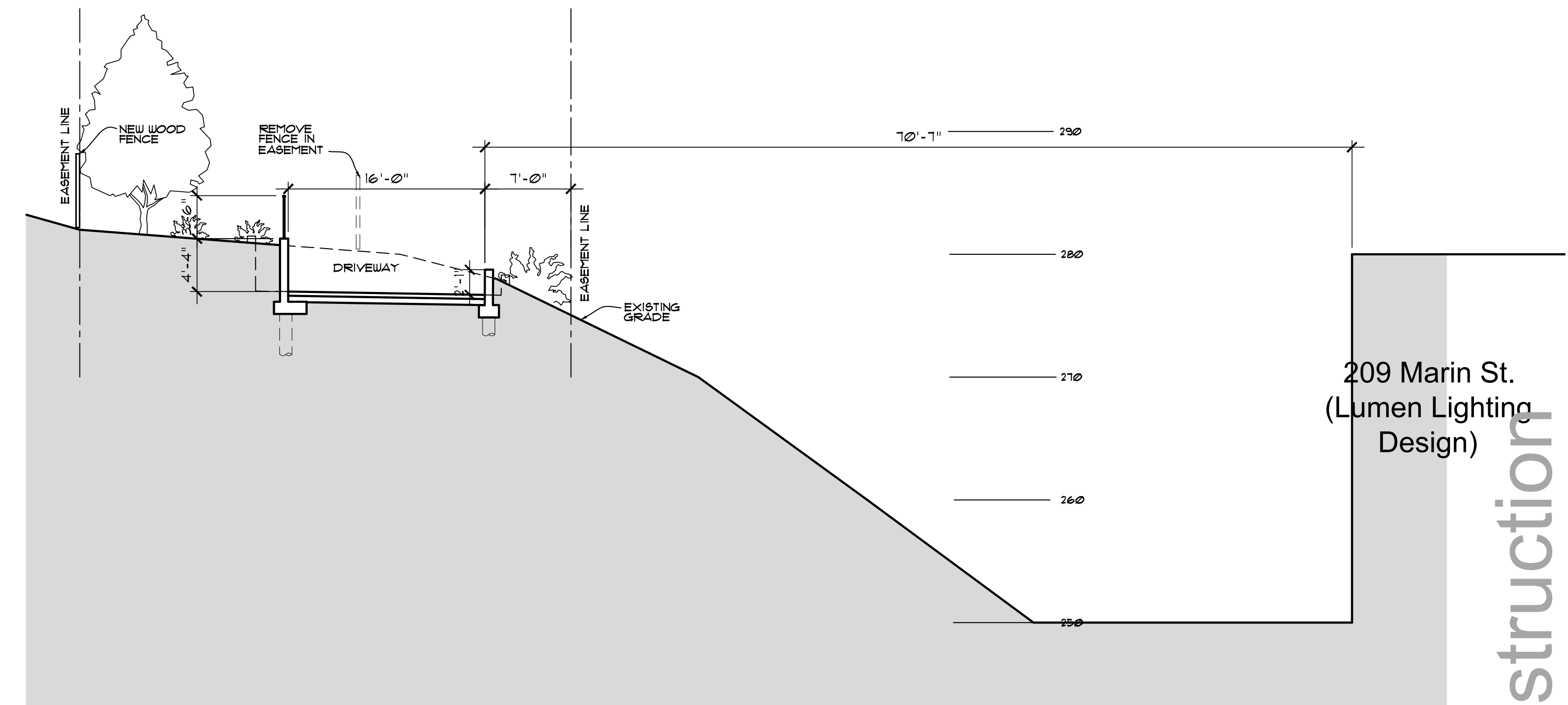
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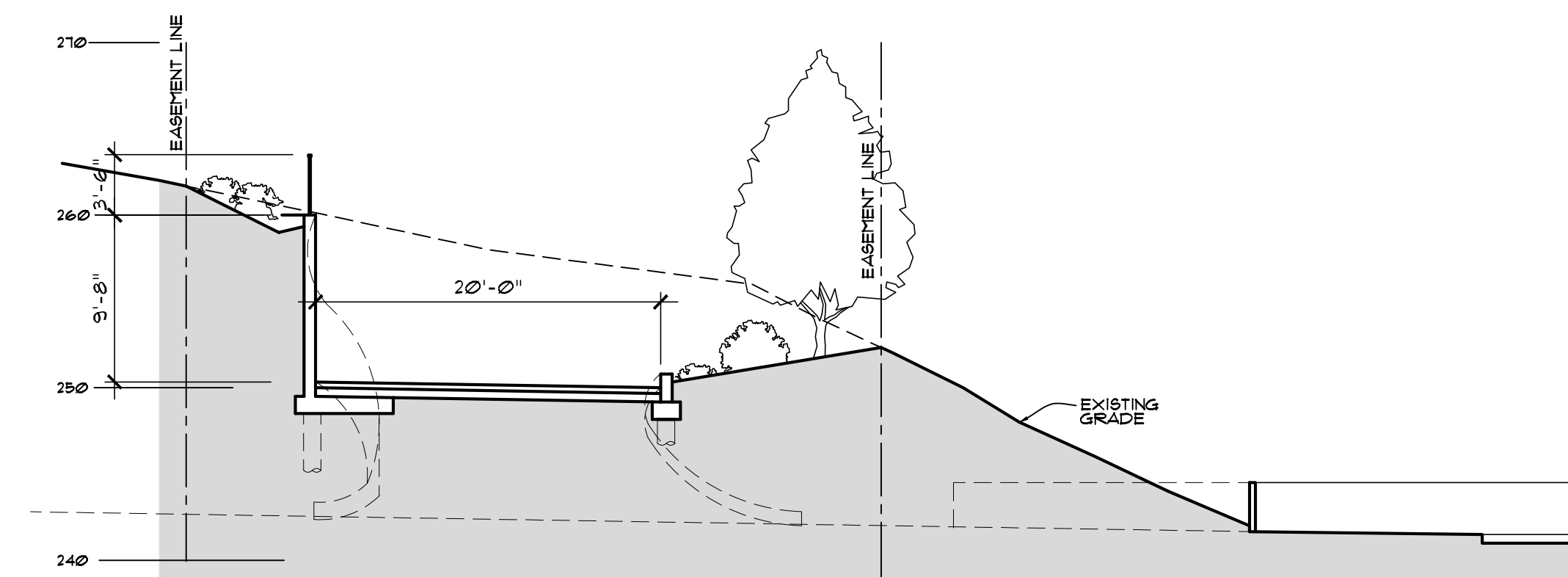
Section 1 - Section at 211 Marin Street- Residence



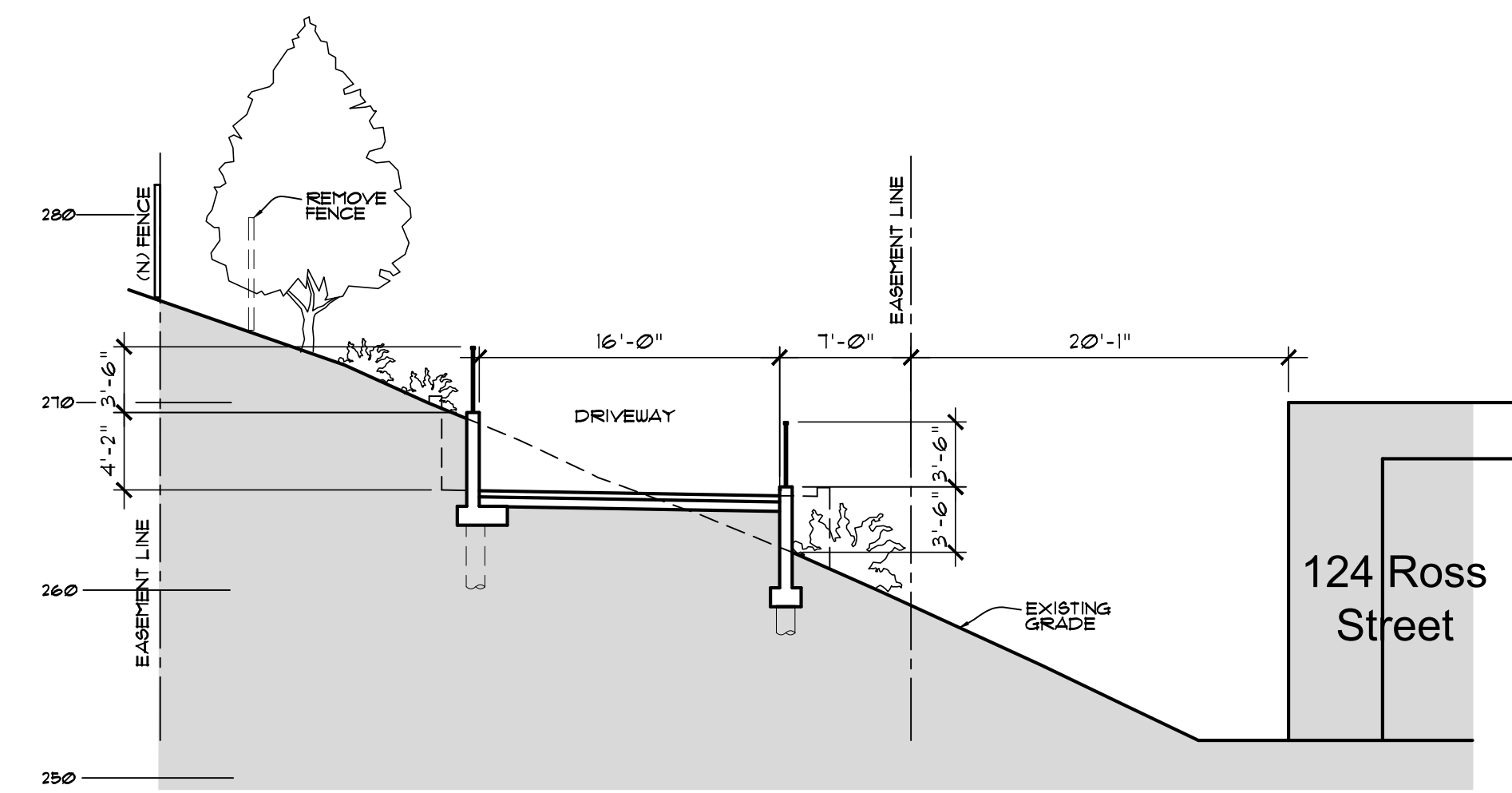
Section 3 - Section at 122 Ross Street - Apartments



Section 2 - Section at 209 Marin Street - Business

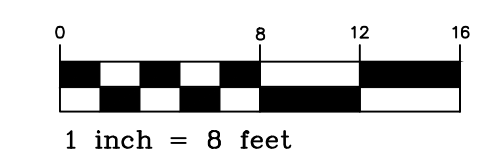


Section 5 - Section at Connection to Ross Street



Section 4 - Section at 124 Ross Street - Residence

Proposed Sections- Ross Terrace

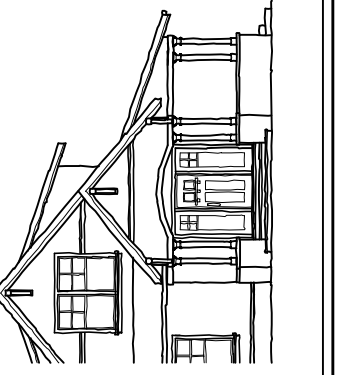


SCALE: 1/8"=1'-0"

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REVISIONS	DATE	BY

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

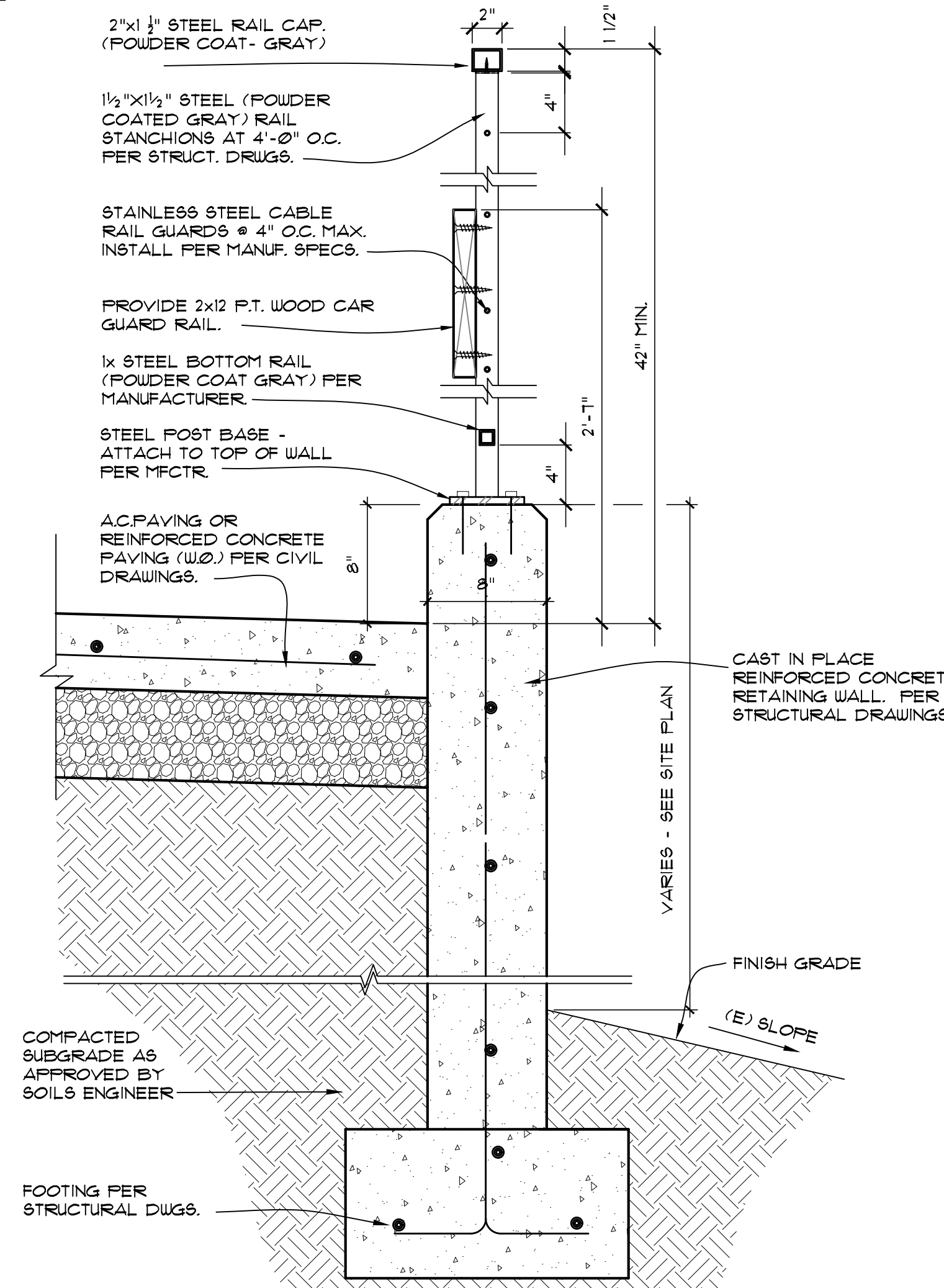
Proposed
Road Sections
Ross Street
Terrace

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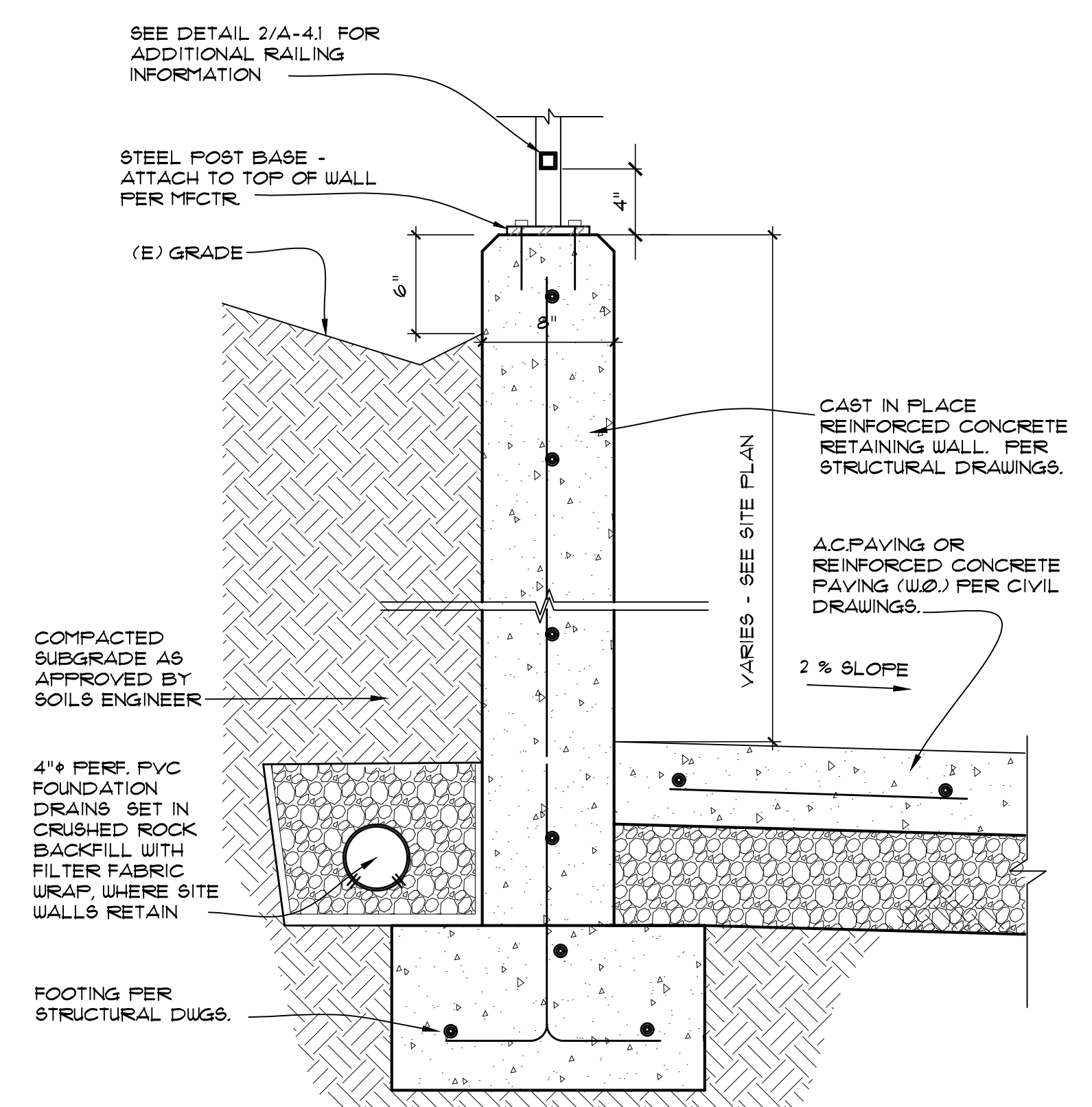
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SHEET NO:

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Ross Terrace
San Rafael, CA

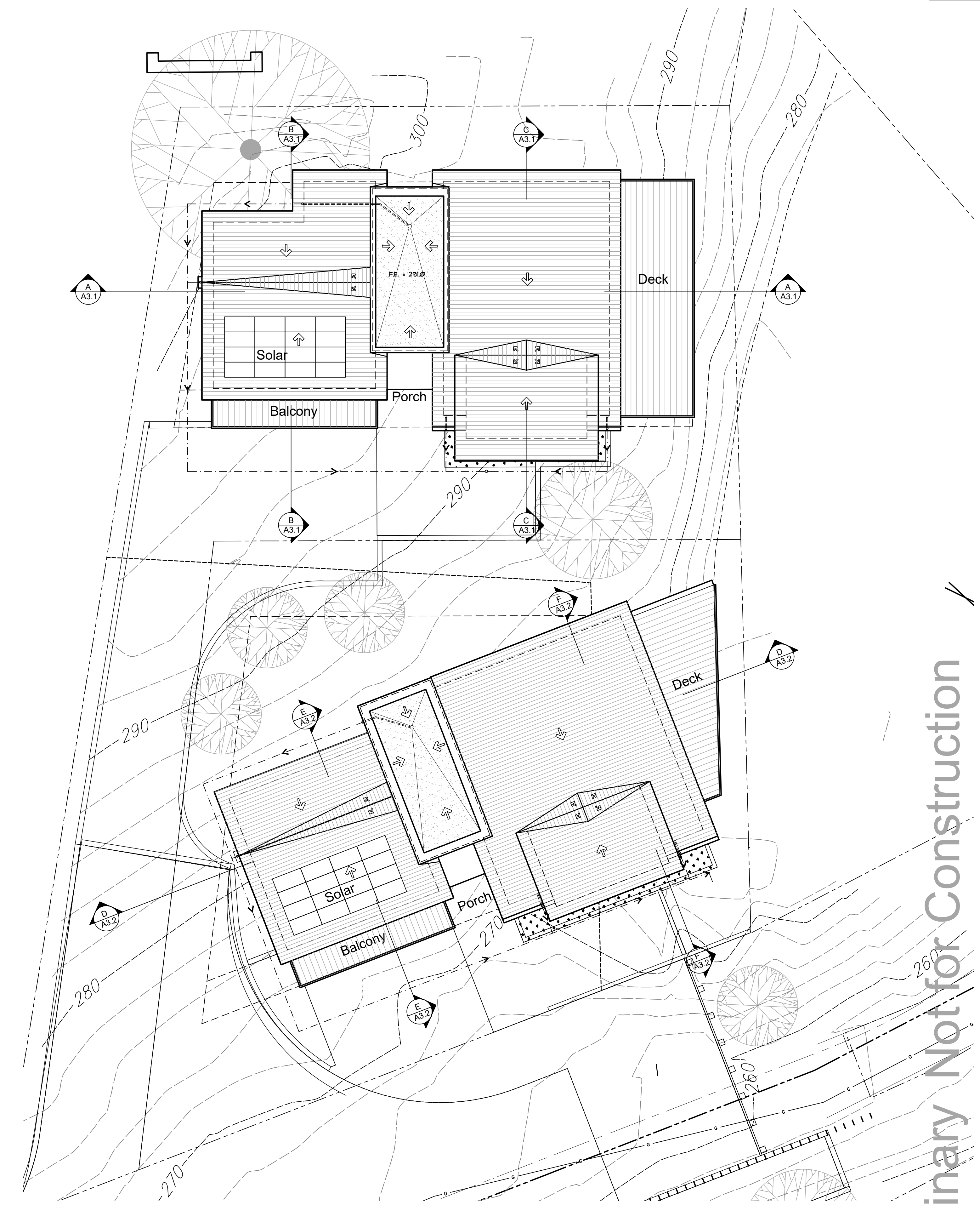
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2 East Site Wall Detail
SCALE: 1 1/2"=1'-0"

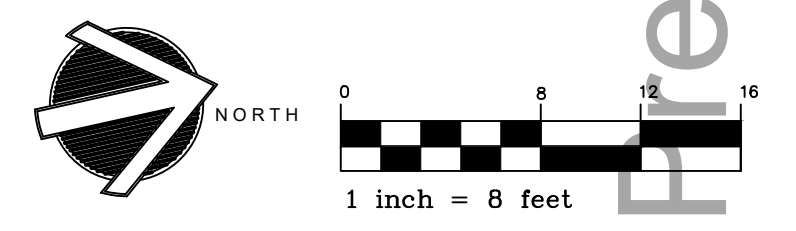


1 West Site Wall Detail
SCALE: 1 1/2"=1'-0"



Proposed Roof Plans

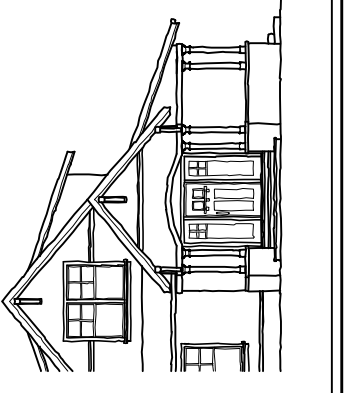
SCALE: 1/8" = 1'-0"



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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Roof Plans
and Details

DATE: 04-10-2020
SCALE: AS NOTED
DRAWN: STC
JOB NO. 1909
SHEET NO.

A4.1
Ross Terrace
San Rafael, CA

Preliminary Not for Construction

Proposed Exterior Light Fixtures:



□ Wall Sconce:



○ Porch Pendant:



● Path



IP65 - Suitable for Wet Locations
IK07 - Impact Resistant (Vandal Resistant)



LUMINAIRE SPECIFICATION

UEC-40261
Eco recessed location light

A range of rectangular and square wall recessed luminaires, with a glare free cut-off reflector system. Suitable for pathways and ramps. The spread lens provides a wide beam spread evenly illuminating up to 8 m/ 26ft of a pathway.
Low copper content die-cast aluminum housing with a high corrosion resistance. Stainless steel screws. Durable silicone rubber gasket and toughened linear spread lens. Double cable entry. Housing is treated with a chemical chromated protection before powder coating, ensuring high corrosion resistance. Integral control gear. Anodized high purity aluminum cut-off reflector. This fixture is suitable for concrete pour applications.

Physical Data
Length: 12.76"
Height: 10.98"
Weight: 12.7 lbs

Lamp
□ CFQ 2x18W

(For More Lamp options including LED, please Consult the Catalogue, Website or Contact The Ligman Lighting Factory)

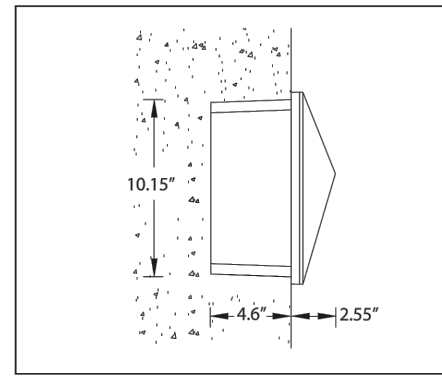
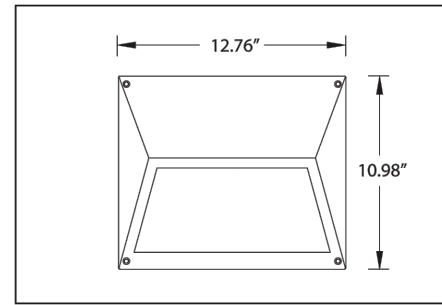
Voltage (Please Specify)
□ 120V
□ 277V
□ Other

Options
Color (Please Specify)

- 01-Black - RAL 9011
- 02-Dark Grey - RAL 7043
- 03-White - RAL 9003
- 04-Metallic Silver - RAL 9006
- 05-Matt Silver - RAL 9006
- 07-Custom - RAL
- 06-Bronze - RAL 6014

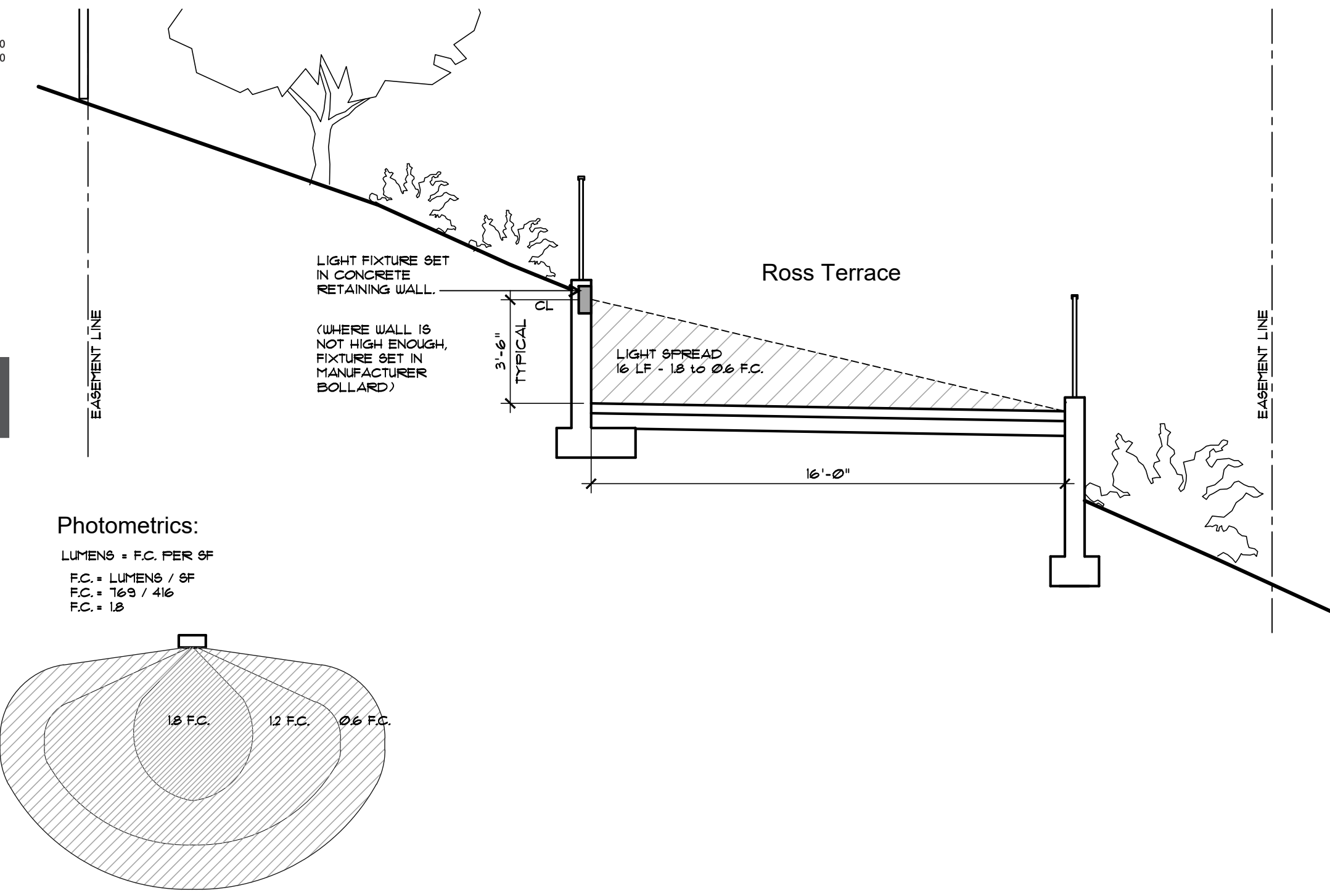
- 01
- 02
- 03
- 04
- 05
- 06
- 07

□ Surface Mounting Box Enclosure

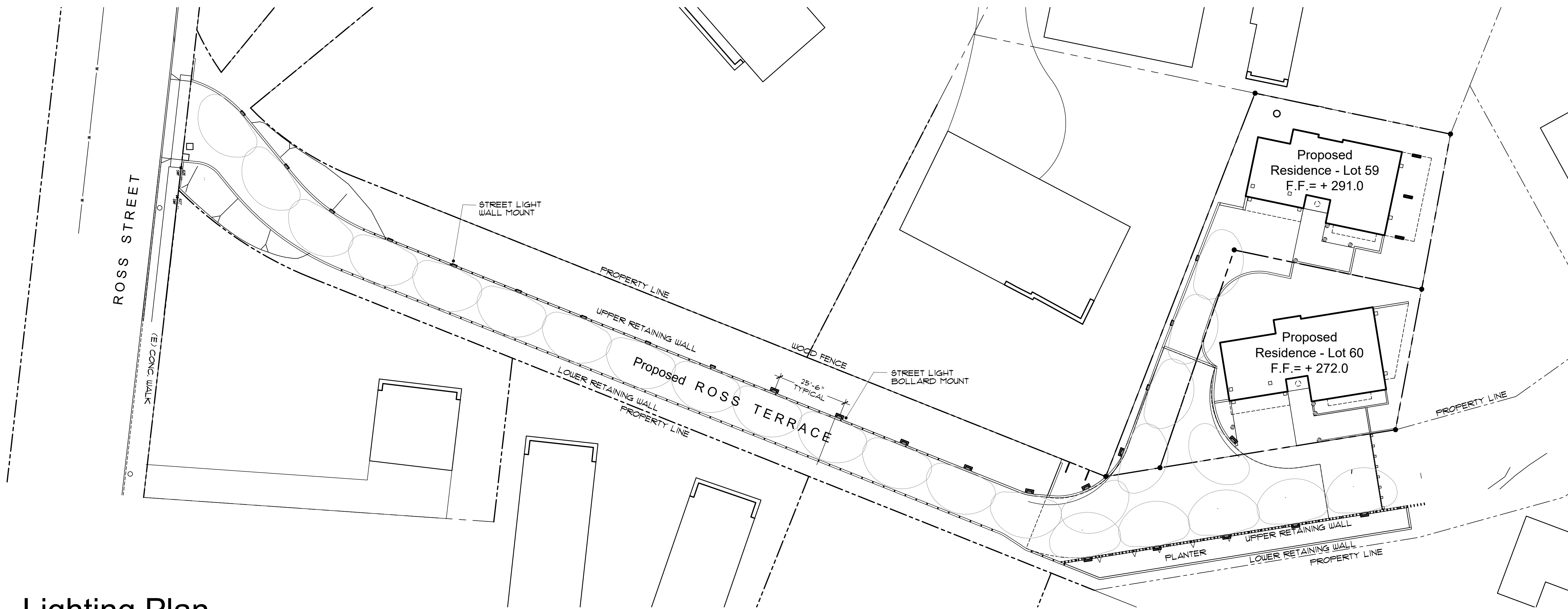


Head Office: Tel: 503-445-0500
7144 NW Progress Ct. Fax: 503-445-8100
Hillsboro, Oregon 97124
www.ligmanlightingusa.com

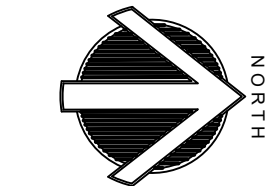
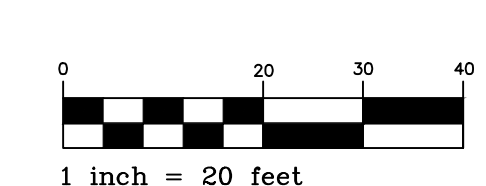
Photometric Diagram:



■ Street Light - Wall and Bollard Mounted:



Lighting Plan



SCALE: 1" = 20'-0"

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New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Lighting Plan

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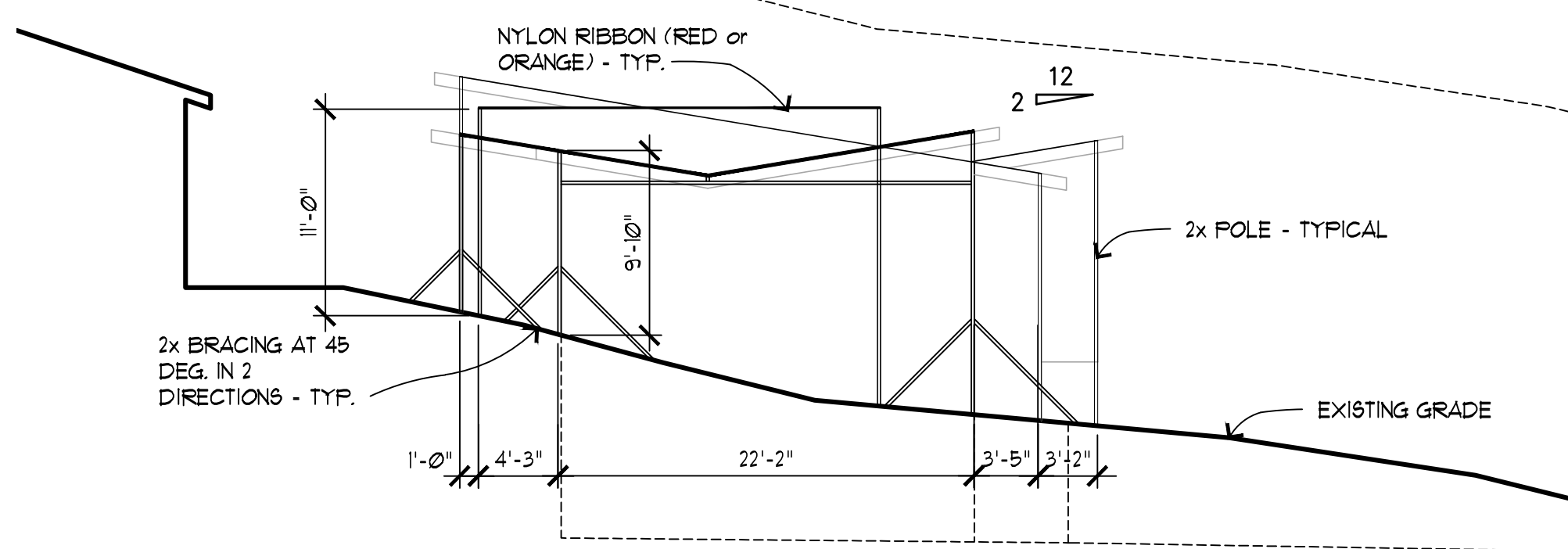
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SHEET NO:

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Ross Terrace
San Rafael, CA

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Story Pole Notes:

1. PROVIDE WOODEN STORY POLES AT EACH CORNER OF THE PROPOSED STRUCTURE. BRACE POLES AS REQUIRED TO EXISTING ADJACENT GRADES.
2. CONNECT TOPS OF POLES WITH CONSTRUCTION BARRIER TAPE OR SIMILAR IN VIBRANT COLOR TO INDICATE PROPOSED ROOF LINES, AND MASSING OF THE STRUCTURES.
3. PROVIDE WRITTEN INFORMATION ON EACH POLE TO INDICATE PROPOSED FINISH GRADES, FINISH FLOOR HEIGHTS, EAVE HEIGHTS AND MAXIMUM ROOF HEIGHTS.
4. AFTER INSTALLATION, STORY POLES SHALL BE PHOTOGRAPHED TO DOCUMENT THE LOCATION OF THE POLES FROM VARIOUS VANTAGE POINTS AROUND THE SITE PER CITY STAFF RECOMMENDATIONS.
5. STORY POLES SHALL BE INSTALLED 10 DAYS PRIOR TO THE SCHEDULED HEARING DATE AS DIRECTED BY CITY STAFF.

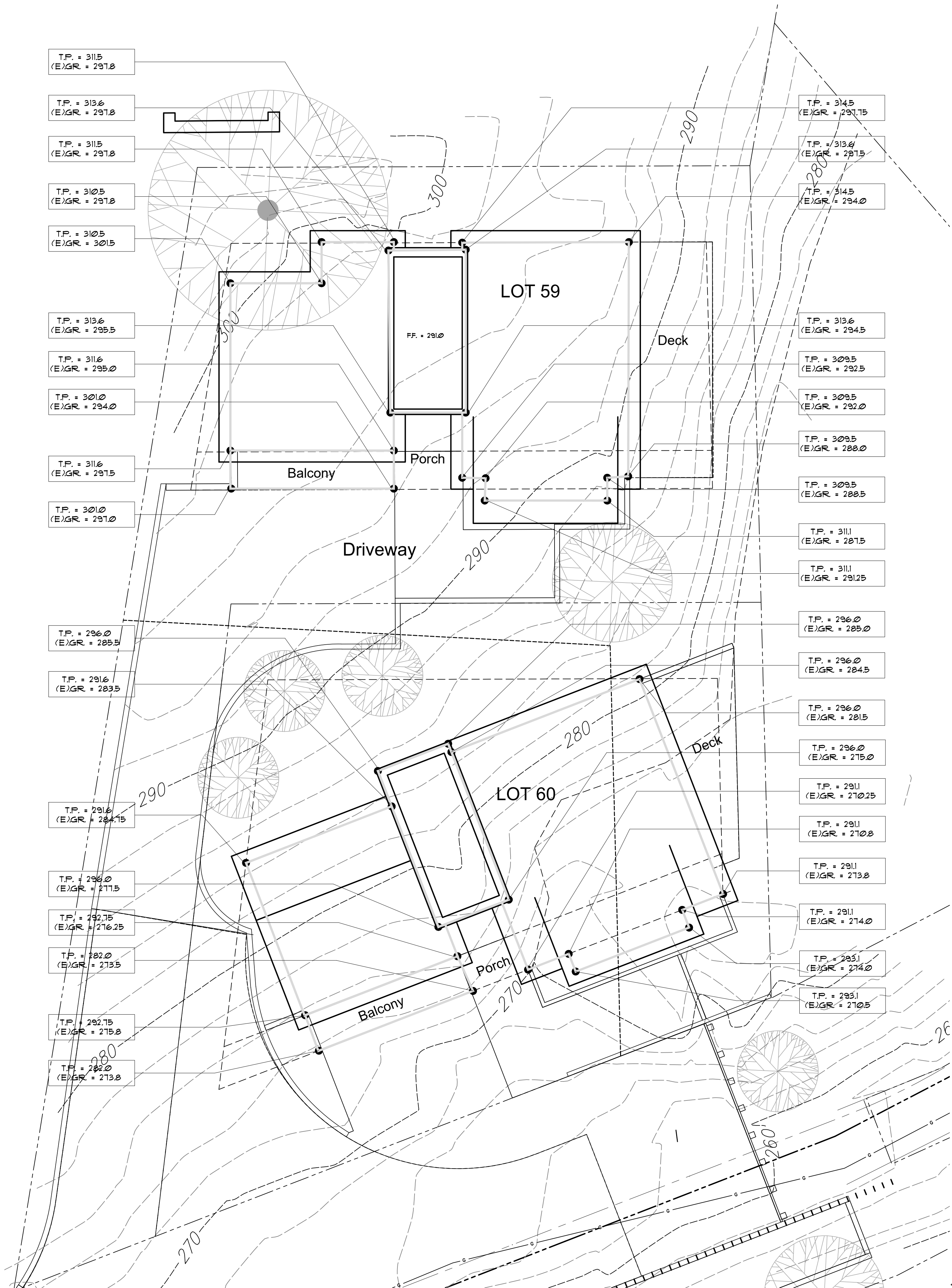


Typical Elevation

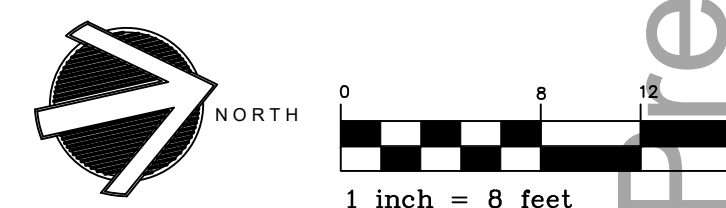
SCALE: 1/8" = 1'-0"

Story Pole Plans

* Story Pole Location



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



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New Residence
 Friedman Residence
 Lots 59 and 60 - Ross Terrace
 San Rafael, CA APN 012-141-59 and 60

Proposed Story Pole Plans and Elevation

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 DRAWN: STC
 JOB NO. 1909
 SHEET NO:

A-5.1
 Ross Terrace
 San Rafael, CA

Preliminary Not for Construction

Proposed Colors and Materials

Friedman Residences

Colors

Paint - Benjamin Moore or equal



Revere
Pewter

Panel Siding



Nightfall

Roof Trim- Gutters
and Downspouts



Gentleman's
Gray

Horizontal Siding

Railings



Glass railings with S.S. Caps
VIVA Railings, LLC or equal
Powder Coated Steel Channels

Retaining Walls & Supports



Board Formed Concrete

Roofing



Roof soffits:
T&G Wood - Cedar
Clear stain



Composite Shingle Roofing:
Certaineed Landmark Pro Solaris
Max Def Moire Black

Siding

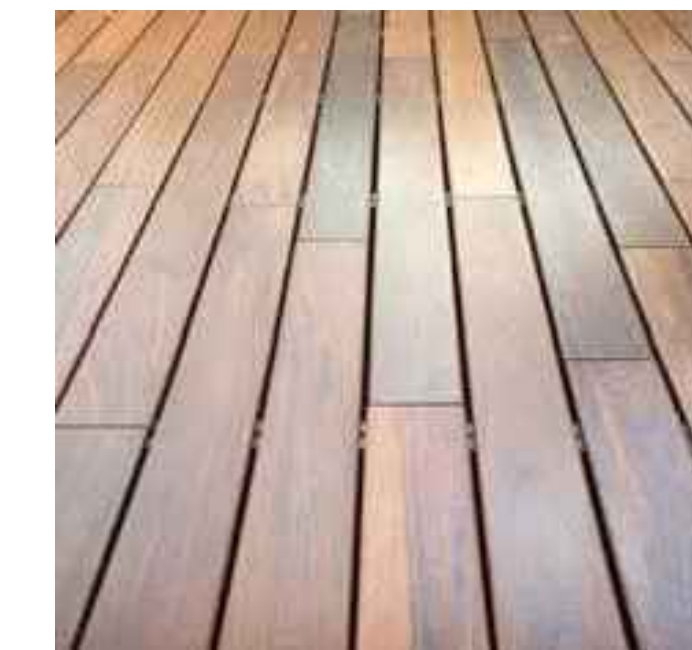


Vertical Siding:
T&G Wood- Cedar
Clear stain



Panel Siding System:
Hardie Panel- Aspire with S.S. Reveal

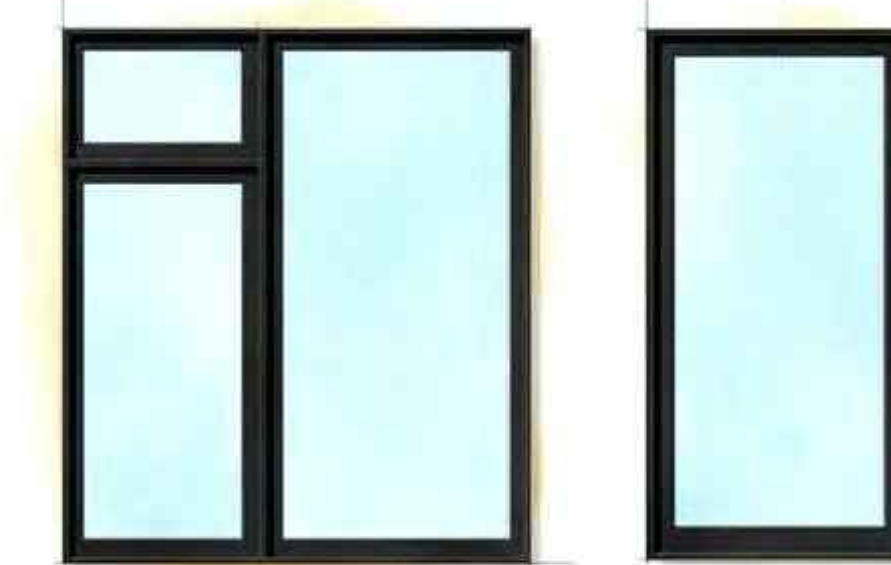
Deck Surfaces



Ipe Wood Decking
Clear finish

Doors and Windows:

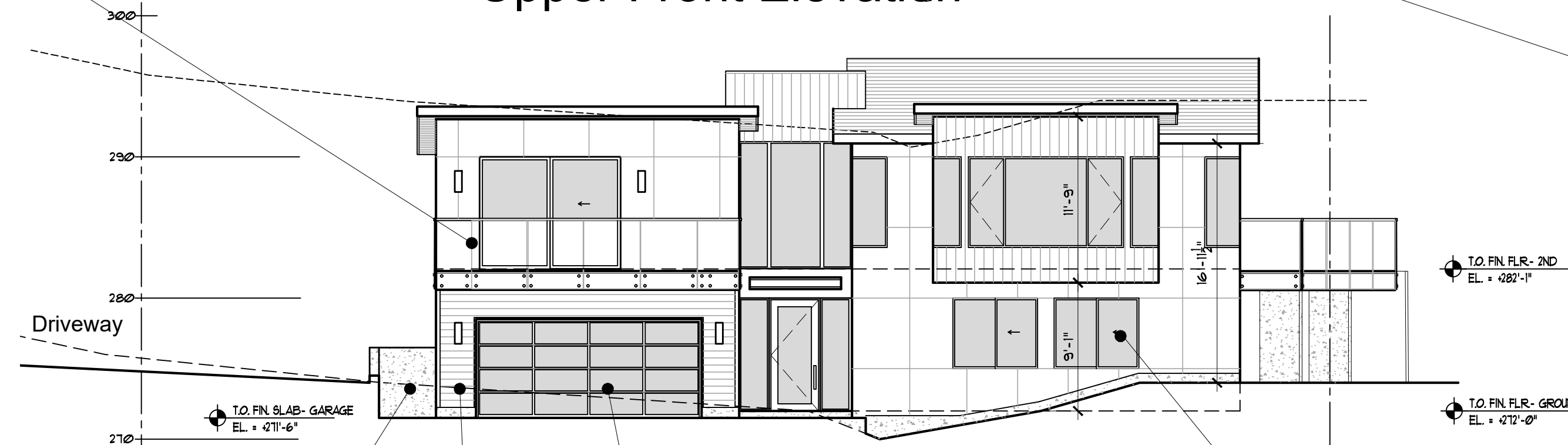
Patio/Entry Doors:
Black Metal w/ Dividers



Windows:
Modern profile - Metal or Metal Clad Wood
Black Frames - no grids



Upper Front Elevation



Lower Front Elevation



Horizontal Siding:
Hardie ShipLap



Garage Doors:
Glass and Metal

© ALL DRAWINGS AND WRITTEN MATERIAL APPROVED
HEREBY CONSTITUTE THE DESIGN AND SUPERVISION
WORK OF JOSEPH F. FARRELL, ARCHITECT, AND THE
DATE AND BY THE CONTRACTOR, USE OF
SCHEDULED WITHOUT THE WRITTEN CONSENT OF
JOSEPH F. FARRELL, ARCHITECT

REVISIONS	DATE	BY

Joseph Farrell
ARCHITECTURE
1 Commercial Blvd. Suite 106
Novato, CA 94949
Voice (415) 884-2860

New Residence
Friedman Residence
Lots 59 and 60 - Ross Terrace
San Rafael, CA APN 012-141-59 and 60

Proposed
Colors and
Materials

REVIEW THE DRAWINGS CAREFULLY.
DO NOT SCALE THE DRAWINGS. ANY DISCREP-
ANCIES IN DIMENSIONS AND SCALES SHALL BE
BROUGHT TO THE IMMEDIATE ATTENTION OF
JOSEPH F. FARRELL, ARCHITECT

DATE: 04-10-2020
SCALE: 1/8"=1'-0"
DRAWN: STC
JOB NO. 1909
SHEET NO.

A-5.2
Ross Terrace
San Rafael, CA

Preliminary Not for Construction

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO OR EXCEED THE REQUIREMENTS OF THE 2019 EDITION OF THE CALIFORNIA BUILDING CODE, REGARDLESS OF WHAT IS SHOWN OR NOT SHOWN IN THE CONTRACT DOCUMENTS. ALL WORK SHALL COMPLY WITH THE FOLLOWING CODES.

THE FOLLOWING 2019 CALIFORNIA BUILDING STANDARDS CODES AS ADOPTED BY CALIFORNIA WILL BE ENFORCED BY THE CITY OF SAN RAFAEL:

- CALIFORNIA BUILDING CODE
- CALIFORNIA RESIDENTIAL CODE
- CALIFORNIA PLUMBING CODE
- CALIFORNIA MECHANICAL CODE
- CALIFORNIA ELECTRICAL CODE
- CALIFORNIA FIRE CODE
- CALIFORNIA ENERGY CODE
- CALIFORNIA GREEN BUILDING STANDARDS CODE

2. THE CONTRACTOR SHALL COMPLY WITH THE CITY OF SAN RAFAEL ORDINANCE AND ALL OTHER APPLICABLE STATE OR LOCAL ORDINANCES. IN THE EVENT OF A CONFLICT, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.

3. CONFLICTS IN THE CONTRACT DOCUMENTS: IN CASE OF DISCREPANCIES OR CONFLICTS IN INFORMATION OR REQUIREMENTS WITHIN THE DRAWINGS, SPECS, OR BETWEEN THE DRAWINGS AND THE SPECS, THE MOST EXPENSIVE REQUIREMENT SHOWN OR SPECIFIED SHALL BE THE BASIS OF THE CONTRACT FOR CONSTRUCTION.

4. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER GRAPHIC SCALE SHOWN ON THE DRAWINGS. DO NOT SCALE DRAWINGS. ALL DIMENSIONS ARE SHOWN TO THE FACE OF FINISH UNLESS OTHERWISE NOTED.

5. ALL SYSTEMS AND ASSEMBLIES SHALL BE COMPLETE AND OPERATIVE THOUGH NOT FULLY DESCRIBED IN THE CONTRACT DOCUMENTS. IN THE EVENT CERTAIN FEATURES OF THE CONSTRUCTION ARE NOT FULLY SHOWN ON THE DRAWINGS OR CALLED FOR IN THE SPECS, THEN THEIR CONSTRUCTION SHALL BE OF THE SAME CHARACTER OF SIMILAR CONDITIONS SHOWN OR CALLED FOR.

6. UNLESS OTHERWISE NOTED ALL CONNECTIONS AND FASTENERS SHALL BE CONCEALED. THE USE OF SURFACE FASTENERS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT. ALL EXTERIOR FASTENERS SHALL BE HOT-DIPPED GALVANIZED OR STAINLESS STEEL.

7. THE OWNER AND ARCHITECT SHALL NOT BE RESPONSIBLE FOR: CONSTRUCTION MEANS, METHODS OR TECHNIQUES, SEQUENCES OR PROCEDURES OF THE CONTRACTOR; SAFETY PRECAUTIONS AND PROGRAMS OF THE CONTRACTOR; OR FAILURE OF THE CONTRACTOR TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

8. THESE DRAWINGS MAY NOT BE TO SCALE AND ARE FOR ILLUSTRATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO EXECUTING THE WORK.

9. LARGER SCALE DRAWINGS TAKE PRECEDENCE OVER SMALLER DRAWINGS.

10. INSTALL ALL MATERIALS, EQUIPMENT, FIXTURES, APPLIANCES AND ACCESSORIES IN CONFORMANCE WITH THE MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS. ALL WORK SHALL BE INSTALLED PLUMB, LEVEL AND TRUE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

11. THE CONTRACTOR SHALL HOLD HARMLESS THE OWNER, THE ARCHITECT AND THE CITY OF SAN RAFAEL FROM ALL LIABILITIES AND DAMAGES RESULTING FROM HIS CONSTRUCTION OPERATIONS.

12. ANY AMBIGUITY OR DISCREPANCY DISCOVERED BY THE USE OF THESE PLANS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT.

13. SPOT ELEVATIONS INDICATED ARE CRITICAL ELEVATIONS. INTERVENING ELEVATIONS NOT SPECIFICALLY NOTED SHALL BE INTERPOLATED FROM ELEVATIONS SHOWN. A MINIMUM SLOPE OF EXTERIOR SURFACES SHALL BE 2% U.O.N.

14. INSURANCE: EACH CONTRACTOR SHALL MAINTAIN INSURANCE IN FULL FORCE AND EFFECT FOR THE LIFE OF THE CONTRACT, AND GIVE EVIDENCE OF SAME OR A CERTIFICATE INDICATING ITS EXISTENCE DELIVERED TO THE OWNER AND THE ARCHITECT AND GENERAL CONTRACTOR THE POLICIES LISTED HEREIN:

a) WORKER'S COMPENSATION COVERING CONTRACTOR'S FULL LIABILITY UNDER "THE WORKMAN'S COMPENSATION AND SAFETY ACTS."

b) COMPREHENSIVE GENERAL LIABILITY INSURANCE IN THE FOLLOWING AMOUNTS:
 BODILY INJURY: \$1,000,000
 PROPERTY DAMAGE: \$1,000,000

c) COMPREHENSIVE AUTO LIABILITY INSURANCE IN THE FOLLOWING AMOUNTS:
 BODILY INJURY: \$1,000,000 EACH PERSON
 PROPERTY DAMAGE: \$1,000,000 EACH OCCURANCE

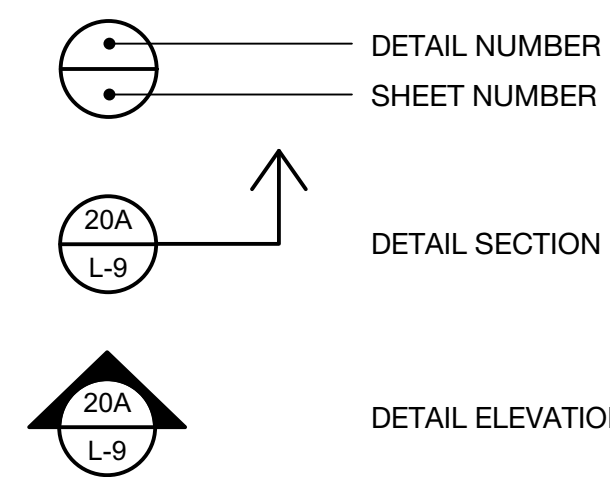
15. CONTRACTOR'S LIABILITY INSURANCE SHALL INCLUDE THE "OWNER" AND THE "ARCHITECT" AS ADDITIONAL INSURED. CONTRACTOR IS TO PROVIDE CERTIFICATE OF INSURANCE TO EACH OF THE ADDITIONAL INSURED PRIOR TO COMMENCING WORK. PROGRESS PAYMENTS WILL BE WITHHELD UNTIL CERTIFICATES ARE RECEIVED BY THE OWNER AND THE ARCHITECT.

16. GUARANTEE: UNLESS SPECIFICALLY STATED TO THE CONTRARY IN THE DRAWINGS, THE CONTRACTOR SHALL FURNISH A WRITTEN GUARANTEE TO THE EFFECT THAT ALL MATERIALS AND WORKMANSHIP FURNISHED UNDER THE CONTRACT SHALL BE GUARANTEED FOR ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE TO BE FREE FROM DEFECTS AND FAULTY WORKMANSHIP AND THAT ANY SUCH DEFECTS SHALL BE PROMPTLY REPAIRED OR REPLACED WITHOUT ADDITIONAL COST TO THE OWNER.

ABBREVIATIONS & SYMBOLS

&	ALIGN	G	GAS
@	AND	GAL.	GALLON
⊕	AT	GALV.	GALVANIZED
#	CENTERLINE	GR.	GRADE
(E)	POUND/NUMBER	H.B.	HOSE BIB
(N)	EXISTING	HDWD.	HARDWOOD
A.C.	NEW	HORIZ.	HORIZONTAL
A.D.	AIR CONDITIONING	HT.	HEIGHT
ADJ.	AREA DRAIN	INST.	INSTALL
APPROX.	ADJUSTABLE	JT.	JOINT
ARCH.	APPROXIMATE	MAX.	MAXIMUM
BD.	ARCHITECTURAL	MECH.	MECHANICAL
BLDG.	BOARD	MFR.	MANUFACTURER
B.W.	BUILDING	MH.	MANHOLE
C	BOTTOM OF WALL	MIN.	MINIMUM
C.B.	CABLE	MISC.	MISCELLANEOUS
CEM.	CATCH BASIN	N.I.C.	NOT IN CONTRACT
CER.	CEMENT	NO./#	NUMBER
C.J.	CERAMIC	NOM.	NOMINAL
CLR.	CONTROL JOINT	N.T.S.	NOT TO SCALE
CONC.	CLEAR	O.C.	ON CENTER
CONN.	CONCRETE	O.C.E.W.	ON CENTER EACH WAY
CONT.	CONNECTION	P.A.	PLANTING AREA
CTSK.	CONTINUOUS	P.L.	PROPERTY LINE
CTR.	COUNTERSUNK	P.O.B.	POINT OF BEGINNING
DBL.	CENTER	R.	RISER
DEPT.	DOUBLE	RAD.	RADIUS
D.F.	DEPARTMENT	REF.	REFERENCE
DET.	DOUGLAS FIR	REINF.	REINFORCED
DI	DETAIL	REQ.	REQUIRED
DIM.	DROP INLET	RM.	ROOM
DN.	DIMENSION	RWD.	REDWOOD
DR.	DOWN	SHT.	SHEET
DS.	DOOR	SIM.	SIMILAR
DWG.	DOWNSPOUT	SPEC.	SPECIFICATION
E	DRAWING	SQ.	SQUARE
EA.	ELECTRIC	S.ST.	STAINLESS STEEL
E.J.	EACH	STD.	STANDARD
EL.	EXPANSION JOINT	STL.	STEEL
E.M.	ELEVATION	STOR.	STORAGE
ENCL.	ELECTIC METER	STRL.	STRUCTURAL
EP.	ENCLOSURE	SYM.	SYMMETRICAL
EQ.	ENCLOSURE	TRD.	TREAD
EXST.	ELECTRICAL PANELBOARD	T.C.	TOP OF CURB
EXP.	EQUAL	T.P.	TOP OF PIER/COLUMN
EXT.	EXISTING	T.W.	TOP OF WALL
FIN.	EXPANSION	TYP.	TYPICAL
FIN.GR.	EXTERIOR	U.O.N.	UNLESS OTHERWISE NOTED
FL.	FINISH	VERT.	VERTICAL
FLASH'G	FINISH GRADE	W/	WITH
F.O.F.	FLOOR	W.D.	WOOD
FT.	FLASHING	W.M.	WATER METER
FTG.	FACE OF FINISH	W/O	WITHOUT
FUT.	FOOT/FEET	WP.	WATERPROOF
	FOOTING		
	FUTURE		

DETAIL SYMBOL KEY



NEW

RESIDENCE

COBY FRIEDMAN
 SAN RAFAEL, CA

APN: 012-141-059,
 012-141-060

PRELIMINARY DRAWINGS ONLY - NOT FOR CONSTRUCTION

04/15/20 DESIGN REV. SUBMITTAL

DATE ISSUES & REVISIONS NO.

PROJECT# 2020.7 DRAWN BY: JM

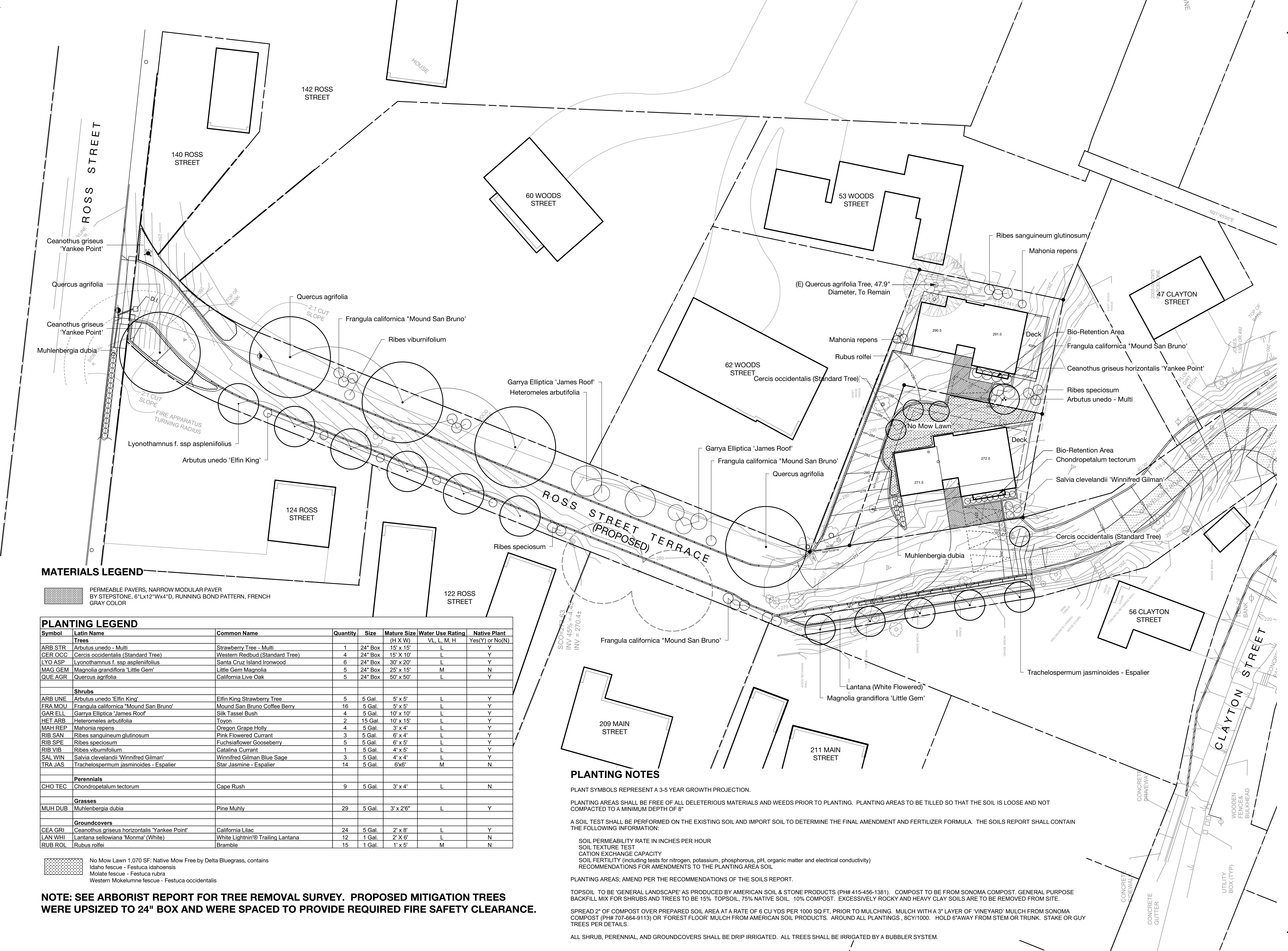
ORIGINAL DRAWING SIZE: 24" X 36"

LANDSCAPE GENERAL NOTES

SHEET #

L-0

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MATERIALS LEGEND

PERMEABLE PAVERS, NARROW MODULAR PAVER BY STEPSTONE, 6" Lx12"Wx4"D, RUNNING BOND PATTERN, FRENCH GRAY COLOR

PLANTING LEGEND

Symbol	Latin Name	Common Name	Quantity	Size	Mature Size (H X W)	Water Use Rating (VL, L, M, H)	Native Plant (Yes(Y) or No(N))
Trees							
ARB STR	Arbutus unedo - Multi	Strawberry Tree - Multi	1	24" Box	15' x 15'	L	Y
CER OCC	Cercis occidentalis (Standard Tree)	Western Redbud (Standard Tree)	4	24" Box	15' x 10'	L	Y
LYO ASP	Lyonothamnus f. ssp asplenifolius	Santa Cruz Island Ironwood	6	24" Box	30' x 20'	L	Y
MAG GEM	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	5	24" Box	25' x 15'	M	N
QUE AGR	Quercus agrifolia	California Live Oak	5	24" Box	50' x 50'	L	Y
Shrubs							
ARB UNE	Arbutus unedo 'Elfin King'	Elfin King Strawberry Tree	5	5 Gal.	5' x 5'	L	Y
FRA MOU	Frangula californica 'Mound San Bruno'	Mound San Bruno Coffee Berry	16	5 Gal.	5' x 5'	L	Y
GAR ELL	Garrya Elliptica 'James Roof'	Silk Tassel Bush	4	5 Gal.	10' x 10'	L	Y
HET ARB	Heteromeles arbutifolia	Toyon	2	15 Gal.	10' x 15'	L	Y
MAH REP	Mahonia repens	Oregon Grape Holly	4	5 Gal.	3' x 4'	L	Y
RIB SAN	Ribes sanguineum glutinosum	Pink Flowered Currant	3	5 Gal.	6' x 4'	L	Y
RIB SPE	Ribes speciosum	Fuchsiaflower Gooseberry	5	5 Gal.	6' x 5'	L	Y
RIB VIB	Ribes viburnifolium	Catalina Currant	1	5 Gal.	4' x 5'	L	Y
SAL WIN	Salvia clevelandii 'Winnifred Gilman'	Winnifred Gilman Blue Sage	3	5 Gal.	4' x 4'	L	Y
TRA JAS	Trachelospermum jasminoides - Espalier	Star Jasmine - Espalier	14	5 Gal.	6'x6'	M	N
Perennials							
CHO TEC	Chondropetalum tectorum	Cape Rush	9	5 Gal.	3' x 4'	L	N
Grasses							
MUH DUB	Muhlenbergia dubia	Pine Muhly	29	5 Gal.	3' x 2'6"	L	Y
Groundcovers							
CEA GRI	Ceanothus griseus horizontalis 'Yankee Point'	California Lilac	24	5 Gal.	2' x 8'	L	Y
LAN WHI	Lantana sellowiana 'Monna' (White)	White Lightnin'® Trailing Lantana	12	1 Gal.	2' X 6'	L	N
RUB ROL	Rubus rolfei	Bramble	15	1 Gal.	1' x 5'	M	N

No Mow Lawn 1,070 SF: Native Mow Free by Delta Bluegrass, contains Idaho fescue - Festuca idahoensis, Molate fescue - Festuca rubra, Western Mokelumme fescue - Festuca occidentalis

NOTE: SEE ARBORIST REPORT FOR TREE REMOVAL SURVEY. PROPOSED MITIGATION TREES WERE UPSIZED TO 24" BOX AND WERE SPACED TO PROVIDE REQUIRED FIRE SAFETY CLEARANCE.

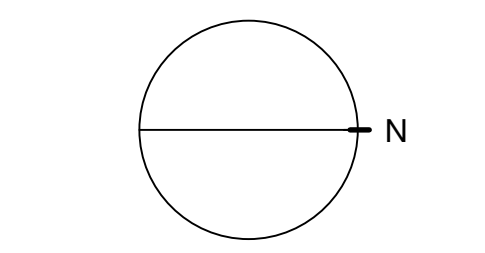
PLANTING NOTES

PLANT SYMBOLS REPRESENT A 3-5 YEAR GROWTH PROJECTION.
 PLANTING AREAS SHALL BE FREE OF ALL DELETERIOUS MATERIALS AND WEEDS PRIOR TO PLANTING. PLANTING AREAS TO BE TILLED SO THAT THE SOIL IS LOOSE AND NOT COMPACTED TO A MINIMUM DEPTH OF 8"
 A SOIL TEST SHALL BE PERFORMED ON THE EXISTING SOIL AND IMPORT SOIL TO DETERMINE THE FINAL AMENDMENT AND FERTILIZER FORMULA. THE SOILS REPORT SHALL CONTAIN THE FOLLOWING INFORMATION:
 SOIL PERMEABILITY RATE IN INCHES PER HOUR
 SOIL TEXTURE TEST
 CATION EXCHANGE CAPACITY
 SOIL FERTILITY (including tests for nitrogen, potassium, phosphorus, pH, organic matter and electrical conductivity)
 RECOMMENDATIONS FOR AMENDMENTS TO THE PLANTING AREA SOIL
 PLANTING AREAS; AMEND PER THE RECOMMENDATIONS OF THE SOILS REPORT.
 TOPSOIL TO BE 'GENERAL LANDSCAPE' AS PRODUCED BY AMERICAN SOIL & STONE PRODUCTS (PH# 415-456-1381). COMPOST TO BE FROM SONOMA COMPOST. GENERAL PURPOSE BACKFILL MIX FOR SHRUBS AND TREES TO BE 15% TOPSOIL, 75% NATIVE SOIL. 10% COMPOST. EXCESSIVELY ROCKY AND HEAVY CLAY SOILS ARE TO BE REMOVED FROM SITE.
 SPREAD 2" OF COMPOST OVER PREPARED SOIL AREA AT A RATE OF 6 CU YDS PER 1000 SQ FT. PRIOR TO MULCHING. MULCH WITH A 3" LAYER OF 'VINEYARD' MULCH FROM SONOMA COMPOST (PH# 707-664-9113) OR 'FOREST FLOOR' MULCH FROM AMERICAN SOIL PRODUCTS. AROUND ALL PLANTINGS, 8CY/1000. HOLD 6" AWAY FROM STEM OR TRUNK. STAKE OR GUY TREES PER DETAILS.
 ALL SHRUB, PERENNIAL AND GROUNDCOVERS SHALL BE DRIP IRRIGATED. ALL TREES SHALL BE IRRIGATED BY A BUBBLER SYSTEM.

PRELIMINARY DRAWINGS ONLY - NOT FOR CONSTRUCTION

04/15/20	DESIGN REV. SUBMITTAL	
DATE	ISSUES & REVISIONS	NO.

PROJECT# 2020.7 DRAWN BY: JM
 ORIGINAL DRAWING SIZE: 24" X 36"
 SCALE: 1" = 20' - 0"



VEGETATION MANAGEMENT PLAN
 SHEET #

L-2.1

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NOTE: SEE ARBORIST REPORT FOR TREE REMOVAL SURVEY

VMP NARRATIVE

THERE ARE CURRENTLY A TOTAL OF 58 TREES SURVEYED WITHIN THE PROJECT AREA, INCLUDING 15 SIGNIFICANT TREES, 38 POTENTIAL CITY TREES LOCATED IN THE ROSS STREET TERRACE RIGHT-OF-WAY, AND FIVE NON-PROTECTED TREES LOCATED IN THE PRIVATE PARCELS, PER THE ARBORIST REPORT.

SIGNIFICANT TREES WITHIN THE PROJECT AREA WERE COMPOSED OF TWO NATIVE SPECIES, COAST LIVE OAK (*QUERCUS AGRIFOLIA*), AND CALIFORNIA BUCKEYE (*AESCULUS CALIFORNICA*), AND FIVE NON-NATIVE SPECIES. FOUR OF THE FIVE NON-NATIVE SPECIES, INCLUDING SILVER WATTLE (*ACACIA DEALBATA*), CHERRY PLUM (*PRUNUS CERASIFERA*), GLOSSY PRIVET (*LIGUSTRUM LUCIDUM*), AND BLACKWOOD ACACIA (*ACACIA MELANOXYLON*), POTENTIAL CITY TREES LOCATED IN THE ROSS STREET TERRACE RIGHT-OF-WAY INCLUDED MANY OF THE SAME SPECIES, CALIFORNIA BAY (*UMBELLULARIA CALIFORNICA*), AND SEVERAL ADDITIONAL NON-NATIVE SPECIES INCLUDING OLIVE (*OLEA EUROPAEA*), MONTEREY PINE (*PINUS RADIATA*), AND RED GUM (*EUCALYPTUS CAMALDULENSIS*).

THE INTENT IS TO PROPERLY MAINTAIN THE EXISTING MATURE TREES, REMOVE THE EXISTING UNDERSTORY BROOM, AND TO THIN OUT THE EXISTING SHRUBS TO PROVIDE A FIRE BREAK FROM THE HOUSES. 14 SIGNIFICANT TREES, 35 POTENTIAL CITY TREES, AND FIVE NON-PROTECTED TREES SHALL BE REMOVED. SEE ARBORIST REPORT.

PLANTING DESIGN SHALL INCLUDE A COMBINATION OF NATIVE, ORNAMENTAL, DROUGHT TOLERANT, AND FIRE RESISTANT TREES, SHRUBS, PERENNIALS AND GROUNDCOVERS. ALL PROPOSED PLANTS SHALL BE IRRIGATED. SEE PLANTING PLAN.

BRANCHES AND CANOPY WITHIN 10'-0" OF THE RESIDENCES SHALL BE REMOVED.

EXISTING SHRUBS SHALL BE MAINTAINED TO PROVIDE A FIRE BREAK FROM THE HOUSES.

REMOVE UNDERSTORY BROOM AND RAISE TREE CANOPY TO 10' ABOVE GRADE

REMOVE BRANCHES TO 10' ABOVE FINISHED GRADE

LONG TERM MAINTENANCE SCHEDULE/GOALS

PYROPHYTIC PLANT MATERIALS WILL BE REMOVED FOR A SPACE OF 50'-100' AROUND THE HOMES.

TREES SHALL BE LIMBED 8-10 FEET FROM THE GROUND.

NEEDLES AND LEAVES AND OTHER COMBUSTIBLE DEBRIS SHALL BE REMOVED FROM ROOFS AND GUTTERS TWICE YEARLY MINIMUM.

ALL WEEDS AND GRASSES SHALL BE CUT REGULARLY.

MOWERS, SAWS AND YARD MAINTENANCE EQUIPMENT SHALL BE EQUIPPED WITH SPARK ARRESTORS. AREAS TO BE MOWED SHALL BE CHECKED FOR ROCKS OR METAL TO AVOID SPARKING OF MOWER BLADES.

VEGETATION SHALL BE TRIMMED TO WITHIN 10'-0" OF ROADWAYS AS REQUIRED FOR DEFENSIBLE AREAS. TREES SHALL BE TRIMMED SO AS TO NOT HANG LOWER THAN 15'-0" ABOVE THE ROADWAY.

DEAD AND DYING VEGETATION SHALL BE SEASONALLY REMOVED TO REDUCE VEGETATION AND LADDER FUELS.

COORDINATE WITH ADJACENT PROPERTY OWNERS TO MAINTAIN TREE CANOPIES, VEGETATION AND LADDER FUELS ON AN ANNUAL BASIS.

VMP NOTES

NO NATIVE GRASSES WILL BE PLANTED WITHIN THE DEFENSIBLE ZONE.

ALL FUTURE PLANTED AREAS INSIDE THE DEFENSIBLE ZONES SHALL BE IRRIGATED.

SHRUBS SHALL BE SPACED SO THAT NO CONTINUITY EXISTS BETWEEN THE GROUND FUELS AND TREE CROWNS.

TREE CROWNS SHALL BE SEPARATED BY AT LEAST 10 FEET. AN ADDITIONAL FIVE FEET FOR EVERY TEN (10%) PERCENT INCREASE IN SLOPE SHALL BE ADDED.

INDIVIDUAL SHRUB CROWNS SHALL BE SEPARATED BY AT LEAST TWO TIMES THE HEIGHT OR SHRUBS SHALL BE CLUMPED INTO ISLANDS OF NO GREATER THAN 18-FT DIAMETER. THE ISLANDS SHALL BE SEPARATED BY A DISTANCE OF NO LESS THAN TWO TIMES THE CANOPY HEIGHT.

A 3" LAYER OF 'VINEYARD' MULCH FROM SONOMA COMPOST (707-664-9113) OR 'FOREST FLOOR' MULCH FROM AMERICAN SOIL PRODUCTS (510-860-0197) SHALL BE FURNISHED AND INSTALLED AROUND ALL PLANTINGS, 8CY/1000. HOLD 6" AWAY FROM STEM OR TRUNK.

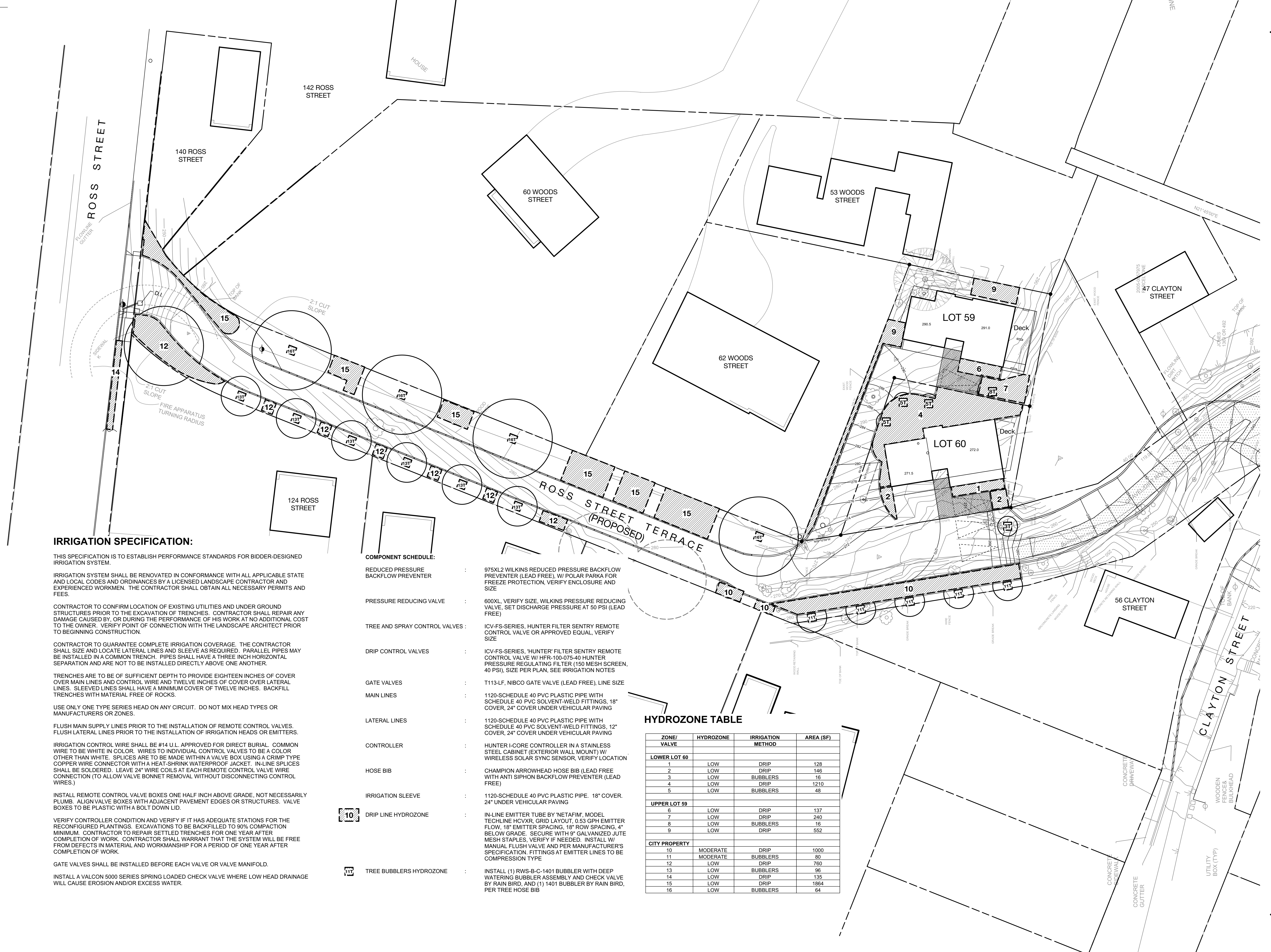
ALL PLANTINGS HAVE BEEN SELECTED IN COORDINATION WITH THE 'FIRESCAPE PLANT SELECTION LIST' ON THE LIST OF THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, "PYROPHYTIC VS. FIRE RESISTANT PLANT BROCHURE."

SEE PLANTING PLAN AND LEGEND ON SHEET L-1.1.

HAZARD ASSESSMENT MATRIX

HAZARD POINTS	1	2	3	4	5	6	7	8	POINTS
ASPECT	NE, E	NW, N	SE, W	S	SW				1
SLOPE		0-10		11-20		21-30		31+	6
FUEL 0-30	SPECIMEN GARDEN	HARDWOOD	GRASS	MOSTLY GRASS	MOSTLY BRUSH	PYROPHORIC HARDWOODS CHAPARRAL	CONIFER	CONIFER W/ BRUSH UNDER STORY	6
FUEL 31-100	MOSTLY GRASS	MOSTLY BRUSH		PYROPHORIC HARDWOODS CHAPARRAL	CONIFER W/ BRUSH UNDER STORY				4
TOTAL HAZARD POINTS									17

MINIMUM HORIZONTAL CLEARANCE REQUIREMENT IN FEET 50x50x100 FT



IRRIGATION SPECIFICATION:

THIS SPECIFICATION IS TO ESTABLISH PERFORMANCE STANDARDS FOR BIDDER-DESIGNED IRRIGATION SYSTEM.

IRRIGATION SYSTEM SHALL BE RENOVATED IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES BY A LICENSED LANDSCAPE CONTRACTOR AND EXPERIENCED WORKMEN. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND FEES.

CONTRACTOR TO CONFIRM LOCATION OF EXISTING UTILITIES AND UNDER GROUND STRUCTURES PRIOR TO THE EXCAVATION OF TRENCHES. CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED BY, OR DURING THE PERFORMANCE OF HIS WORK AT NO ADDITIONAL COST TO THE OWNER. VERIFY POINT OF CONNECTION WITH THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING CONSTRUCTION.

CONTRACTOR TO GUARANTEE COMPLETE IRRIGATION COVERAGE. THE CONTRACTOR SHALL SIZE AND LOCATE LATERAL LINES AND SLEEVE AS REQUIRED. PARALLEL PIPES MAY BE INSTALLED IN A COMMON TRENCH. PIPES SHALL HAVE A THREE INCH HORIZONTAL SEPARATION AND ARE NOT TO BE INSTALLED DIRECTLY ABOVE ONE ANOTHER.

TRENCHES ARE TO BE OF SUFFICIENT DEPTH TO PROVIDE EIGHTEEN INCHES OF COVER OVER MAIN LINES AND CONTROL WIRE AND TWELVE INCHES OF COVER OVER LATERAL LINES. SLEEVED LINES SHALL HAVE A MINIMUM COVER OF TWELVE INCHES. BACKFILL TRENCHES WITH MATERIAL FREE OF ROCKS.

USE ONLY ONE TYPE SERIES HEAD ON ANY CIRCUIT. DO NOT MIX HEAD TYPES OR MANUFACTURERS OR ZONES.

FLUSH MAIN SUPPLY LINES PRIOR TO THE INSTALLATION OF REMOTE CONTROL VALVES. FLUSH LATERAL LINES PRIOR TO THE INSTALLATION OF IRRIGATION HEADS OR EMITTERS.

IRRIGATION CONTROL WIRE SHALL BE #14 U.L. APPROVED FOR DIRECT BURIAL. COMMON WIRE TO BE WHITE IN COLOR. WIRES TO INDIVIDUAL CONTROL VALVES TO BE A COLOR OTHER THAN WHITE. SPLICES ARE TO BE MADE WITHIN A VALVE BOX USING A CRIMP TYPE COPPER WIRE CONNECTOR WITH A HEAT-SHRINK WATERPROOF JACKET. IN-LINE SPLICES SHALL BE SOLDERED. LEAVE 24" WIRE COILS AT EACH REMOTE CONTROL VALVE WIRE CONNECTION (TO ALLOW VALVE BONNET REMOVAL WITHOUT DISCONNECTING CONTROL WIRES.)

INSTALL REMOTE CONTROL VALVE BOXES ONE HALF INCH ABOVE GRADE. NOT NECESSARILY PLUMB. ALIGN VALVE BOXES WITH ADJACENT PAVEMENT EDGES OR STRUCTURES. VALVE BOXES TO BE PLASTIC WITH A BOLT DOWN LID.

VERIFY CONTROLLER CONDITION AND VERIFY IF IT HAS ADEQUATE STATIONS FOR THE RECONFIGURED PLANTINGS. EXCAVATIONS TO BE BACKFILLED TO 90% COMPACTION MINIMUM. CONTRACTOR TO REPAIR SETTLED TRENCHES FOR ONE YEAR AFTER COMPLETION OF WORK. CONTRACTOR SHALL WARRANT THAT THE SYSTEM WILL BE FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP FOR A PERIOD OF ONE YEAR AFTER COMPLETION OF WORK.

GATE VALVES SHALL BE INSTALLED BEFORE EACH VALVE OR VALVE MANIFOLD.

INSTALL A VALCON 5000 SERIES SPRING LOADED CHECK VALVE WHERE LOW HEAD DRAINAGE WILL CAUSE EROSION AND/OR EXCESS WATER.

COMPONENT SCHEDULE:

- REDUCED PRESSURE BACKFLOW PREVENTER : 975XL2 WILKINS REDUCED PRESSURE BACKFLOW PREVENTER (LEAD FREE), W/ POLAR PARKA FOR FREEZE PROTECTION, VERIFY ENCLOSURE AND SIZE
- PRESSURE REDUCING VALVE : 600XL, VERIFY SIZE, WILKINS PRESSURE REDUCING VALVE. SET DISCHARGE PRESSURE AT 50 PSI (LEAD FREE)
- TREE AND SPRAY CONTROL VALVES : ICV-FS-SERIES, HUNTER FILTER SENTRY REMOTE CONTROL VALVE OR APPROVED EQUAL, VERIFY SIZE
- DRIP CONTROL VALVES : ICV-FS-SERIES, 'HUNTER' FILTER SENTRY REMOTE CONTROL VALVE W/ HFR-100-075-40 HUNTER PRESSURE REGULATING FILTER (150 MESH SCREEN, 40 PSI), SIZE PER PLAN, SEE IRRIGATION NOTES
- GATE VALVES : T113-LF, NIBCO GATE VALVE (LEAD FREE), LINE SIZE
- MAIN LINES : 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD FITTINGS, 18" COVER, 24" COVER UNDER VEHICULAR PAVING
- LATERAL LINES : 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD FITTINGS, 12" COVER, 24" COVER UNDER VEHICULAR PAVING
- CONTROLLER : HUNTER I-CORE CONTROLLER IN A STAINLESS STEEL CABINET (EXTERIOR WALL MOUNT) W/ WIRELESS SOLAR SYNC SENSOR, VERIFY LOCATION
- HOSE BIB : CHAMPION ARROWHEAD HOSE BIB (LEAD FREE WITH ANTI SIPHON BACKFLOW PREVENTER (LEAD FREE))
- IRRIGATION SLEEVE : 1120-SCHEDULE 40 PVC PLASTIC PIPE, 18" COVER, 24" UNDER VEHICULAR PAVING
- DRIP LINE HYDROZONE : IN-LINE EMITTER TUBE BY 'NETAFIM', MODEL TECHLINE HCVXR, GRID LAYOUT, 0.53 GPH EMITTER FLOW, 18" EMITTER SPACING, 18" ROW SPACING, 4" BELOW GRADE. SECURE WITH 9" GALVANIZED JUTE MESH STAPLES, VERIFY IF NEEDED. INSTALL W/ MANUAL FLUSH VALVE AND PER MANUFACTURER'S SPECIFICATION. FITTINGS AT EMITTER LINES TO BE COMPRESSION TYPE
- TREE BUBBLERS HYDROZONE : INSTALL (1) RW5-B-C-1401 BUBBLER WITH DEEP WATERING BUBBLER ASSEMBLY AND CHECK VALVE BY RAIN BIRD, AND (1) 1401 BUBBLER BY RAIN BIRD, PER TREE HOSE BIB

HYDROZONE TABLE

ZONE/ VALVE	HYDROZONE	IRRIGATION METHOD	AREA (SF)
LOWER LOT 60			
1	LOW	DRIP	128
2	LOW	DRIP	146
3	LOW	BUBBLERS	16
4	LOW	DRIP	1210
5	LOW	BUBBLERS	48
UPPER LOT 59			
6	LOW	DRIP	137
7	LOW	DRIP	240
8	LOW	BUBBLERS	16
9	LOW	DRIP	552
CITY PROPERTY			
10	MODERATE	DRIP	1000
11	MODERATE	BUBBLERS	80
12	LOW	DRIP	760
13	LOW	BUBBLERS	96
14	LOW	DRIP	135
15	LOW	DRIP	1864
16	LOW	BUBBLERS	64

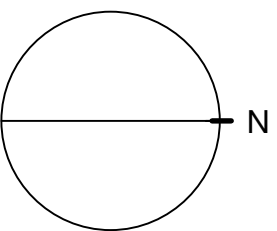
04/15/20 DESIGN REV. SUBMITTAL

DATE ISSUES & REVISIONS NO.

PROJECT# 2020.7 DRAWN BY: JM

ORIGINAL DRAWING SIZE: 24" X 36"

SCALE: 1" = 20' - 0"



IRRIGATION PLAN

SHEET #

L-3.1

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PRELIMINARY DRAWINGS ONLY - NOT FOR CONSTRUCTION

Maximum Applied Water Allowance

Enter Zip Code **94901** 37.33 Residential? **Yes**

Enter Project Information

Project Name: FRIEDMAN LOWER LOT 60, ZONES 1-5
Address: APN 012-141-060
Meter Number:
Location/Sheet No.
Date: 4/15/20

Maximum Applied Water Allowance (MAWA)

Landscaped Area: **1,548** sqft
 Special Landscaped Area: **0** sqft
 MAWA = **26** CCF

Estimated Total Water Use (ETWU)

Low water use plant **1,548** sqft
 Moderate water use plant **0** sqft
 High water use plant **0** sqft

Efficiency Factor **0.85**

% of Total Landscape Irrigated with Drip	Irrigation Efficiency Factor
0-33%	select 0.75
34-66%	select 0.80
67-100%	select 0.85

ETWU = **17** CCF

Water Use Table						
ETWU	Gallons:	12,716	CCF's:	17	AF:	0.04
Baseline Period	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Baseline CCF's	0	1	5	6	4	1
1 CCF = 748 Gallons; 1 AF = 435.6 CCF's						
For more information please contact 415-945-1497 or see our website at www.marinwater.org						

Maximum Applied Water Allowance

Enter Zip Code **94901** 37.33 Residential? **Yes**

Enter Project Information

Project Name: FRIEDMAN UPPER LOT 59 ZONES 6-9
Address: APN 012-141-059
Meter Number:
Location/Sheet No.
Date: 4/15/20

Maximum Applied Water Allowance (MAWA)

Landscaped Area: **945** sqft
 Special Landscaped Area: **0** sqft
 MAWA = **16** CCF

Estimated Total Water Use (ETWU)

Low water use plant **945** sqft
 Moderate water use plant **0** sqft
 High water use plant **0** sqft

Efficiency Factor **0.85**

% of Total Landscape Irrigated with Drip	Irrigation Efficiency Factor
0-33%	select 0.75
34-66%	select 0.80
67-100%	select 0.85

ETWU = **10** CCF

Water Use Table						
ETWU	Gallons:	7,480	CCF's:	10	AF:	0.02
Baseline Period	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Baseline CCF's	0	1	3	4	2	0
1 CCF = 748 Gallons; 1 AF = 435.6 CCF's						
For more information please contact 415-945-1497 or see our website at www.marinwater.org						

Maximum Applied Water Allowance

Enter Zip Code **94901** 37.33 Residential? **Yes**

Enter Project Information

Project Name: CITY PROPERTY ZONES 10-16
Address:
Meter Number:
Location/Sheet No.
Date: 4/15/20

Maximum Applied Water Allowance (MAWA)

Landscaped Area: **3,999** sqft
 Special Landscaped Area: **0** sqft
 MAWA = **68** CCF

Estimated Total Water Use (ETWU)

Low water use plant **2,919** sqft
 Moderate water use plant **1,080** sqft
 High water use plant **0** sqft

Efficiency Factor **0.85**

% of Total Landscape Irrigated with Drip	Irrigation Efficiency Factor
0-33%	select 0.75
34-66%	select 0.80
67-100%	select 0.85

ETWU = **55** CCF

Water Use Table						
ETWU	Gallons:	41,140	CCF's:	55	AF:	0.13
Baseline Period	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Baseline CCF's	0	6	15	18	13	3
1 CCF = 748 Gallons; 1 AF = 435.6 CCF's						
For more information please contact 415-945-1497 or see our website at www.marinwater.org						

04/15/20 DESIGN REV. SUBMITTAL

DATE ISSUES & REVISIONS NO.

PROJECT# 2020.7 DRAWN BY: JM
 ORIGINAL DRAWING SIZE: 24" X 36"

IRRIGATION CALCULATIONS

SHEET #

L-3.2

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**PEDERSEN ASSOCIATES
LANDSCAPE ARCHITECTS**

2 4 H S T R E E T
SAN RAFAEL, CA 94901-1792
P 415 456 2070 F 415 456 2088
CA REG # 23 00 HI REG # 7273
PA@PEDERSENASSOCIATES.COM

**NEW
RESIDENCE**

COBY FRIEDMAN
SAN RAFAEL, CA

APN: 012-141-059,
012-141-060

PRELIMINARY DRAWINGS ONLY - NOT FOR CONSTRUCTION

04/15/20 DESIGN REV. SUBMITTAL

DATE ISSUES & REVISIONS NO.

PROJECT# 2020.7 DRAWN BY: JM

ORIGINAL DRAWING SIZE: 24" X 36"

LANDSCAPE IMAGES

SHEET #

L-4.1

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PERMEABLE NARROW MODULAR PAVER, FRENCH GRAY COLOR



ARBUTUS UNEDO - MULTI



CERCIS OCCIDENTALIS (STANDARD TREE)



LYONOTHAMNUS FLORIBUNDUS
SSP ASPLENIIFOLIUS



MAGNOLIA GRANDIFLORA 'LITTLE GEM'



QUERCUS AGRIFOLIA



ARBUTUS UNEDO 'ELFIN KING'



FRANGULA CALIFORNICA 'MOUND SAN BRUNO'



GARRYA ELLIPTICA 'JAMES ROOF'



HETEROMELES ARBUTIFOLIA



MAHONIA REPENS



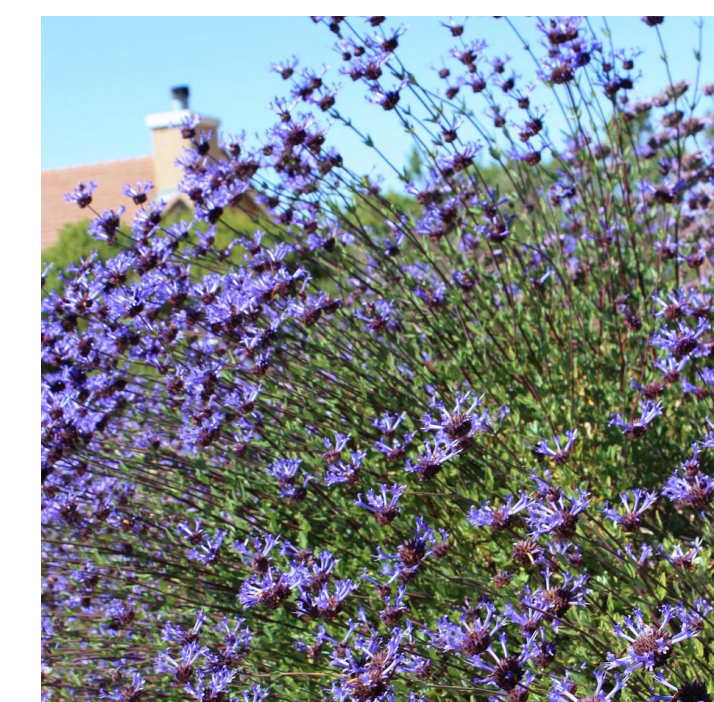
RIBES SANGUINEUM GLUTINOSUM



RIBES SPECIOSUM



RIBES VIBURNIFOLIUM



SALVIA CLEVELANDII 'WINNIFRED GILMAN'



TRACHELOSPERMUM JASMINOIDES ESPALIER



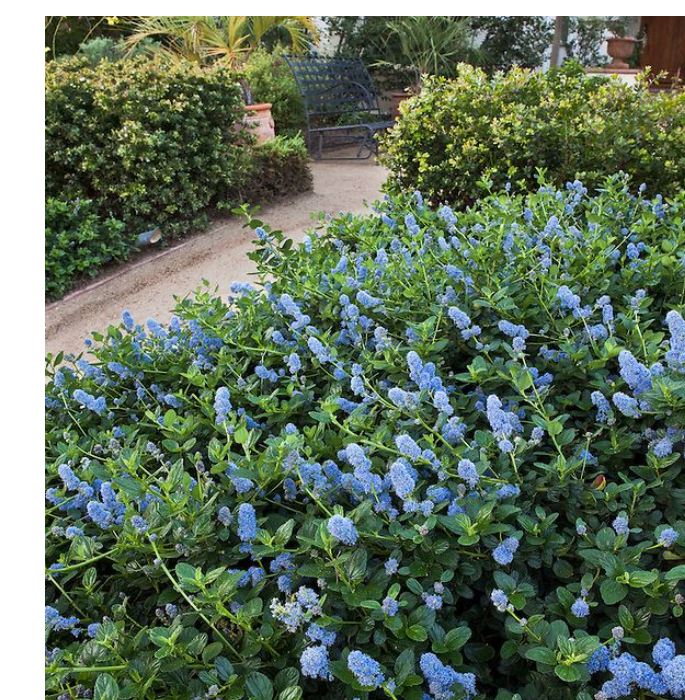
CHONDROPETALUM TECTORUM



MUHLENBERGIA DUBIA



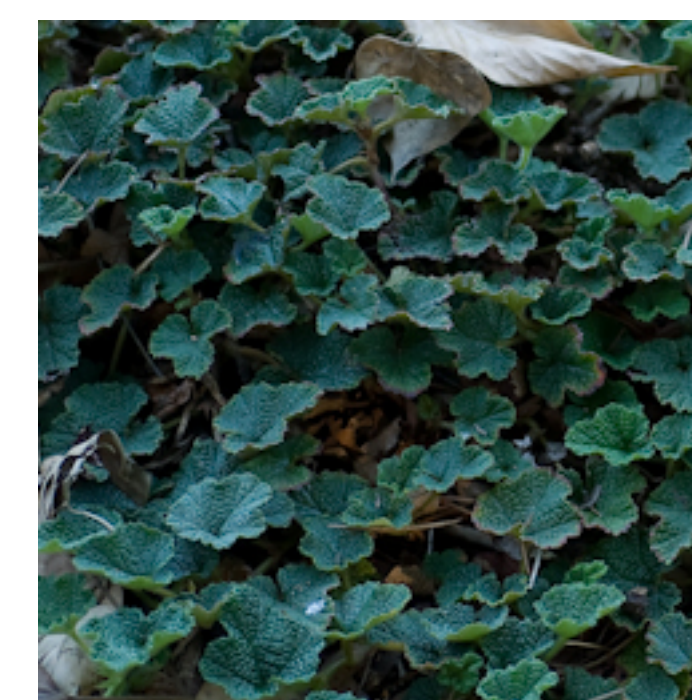
NO MOW LAWN



CEANOTHUS GRISEUS HORIZONTALIS
'YANKEE POINT'



LANTANA SELLOWIANA 'MONMA' (WHITE)



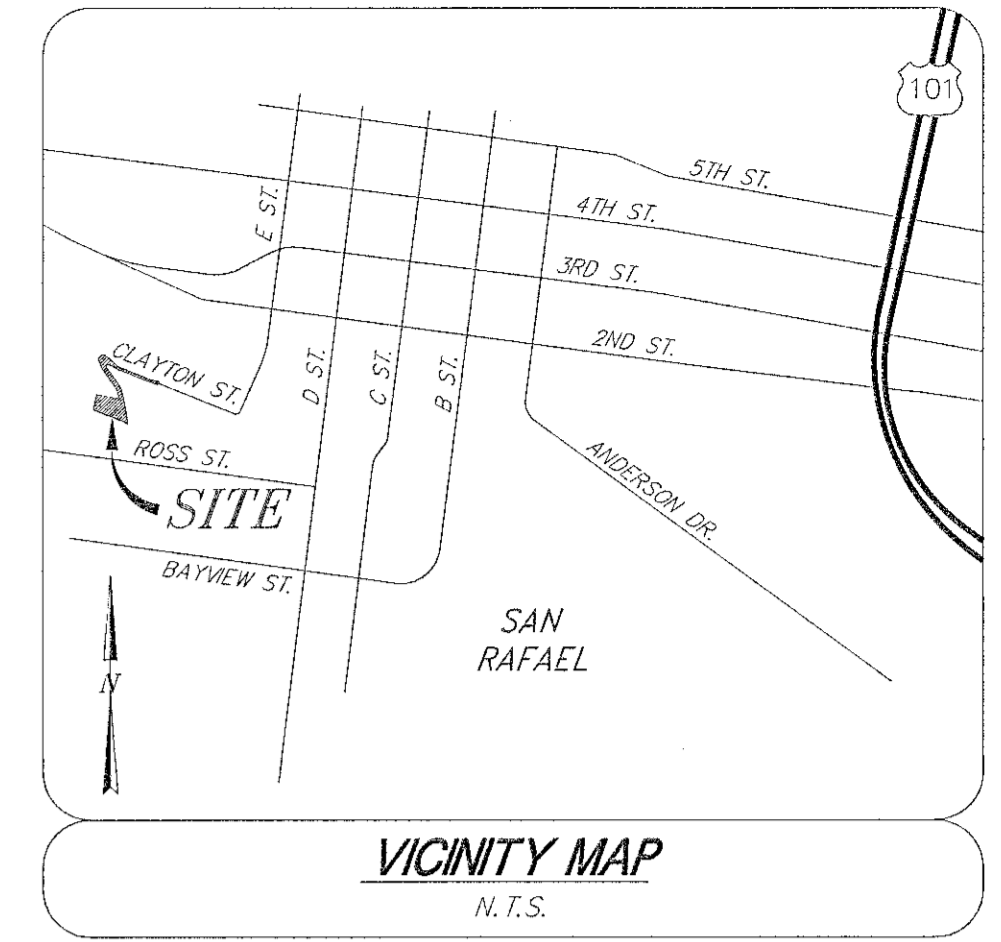
RUBUS ROLFEI

LOT AVERAGE SLOPE CALCULATION

AVERAGE SLOPE PARCEL A
 $S = 0.00229 \times l \times L / A$
 $S = 36.7\%$
 $l = 2'$
 $L = 1,075'$
 $A = 0.1343$

AVERAGE SLOPE PARCEL B
 $S = 0.00229 \times l \times L / A$
 $S = 40.3\%$
 $l = 2'$
 $L = 1,016'$
 $A = 0.1154$

AVERAGE SLOPE
 $S = 0.00229 \times l \times L / A$
 $S = \text{AVERAGE SLOPE}$
 $l = \text{CONTOUR INTERVAL IN FEET (2 FT)}$
 $L = \text{SUMMATION OF LENGTH OF CONTOUR LINES IN FEET}$
 $A = \text{AREA OF LOT IN ACRES}$



NOTES

OWNER: JACOB FRIEDMAN
 96 FORREST AVENUE
 FAIRFAX CA, 94930
 (415) 310-5442

LOT AREAS:

APN 012-141-59 5851 SQ. FT.
 PARCEL A 5851 SQ. FT.
 APN 012-141-60 5028 SQ. FT.
 PARCEL B 5028 SQ. FT.

EXISTING BUILDING: NONE

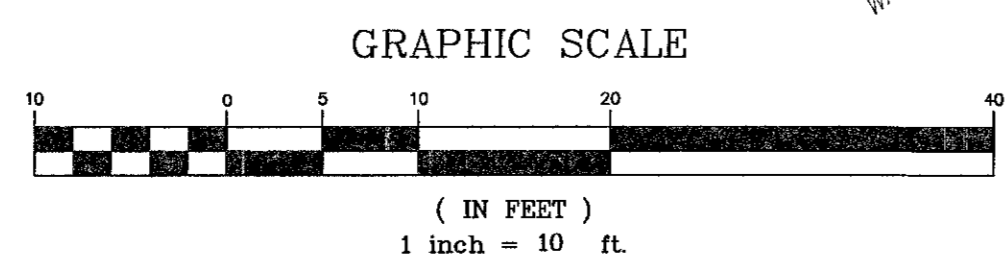
PROPOSED GRADING & ACCESS: SEE ACCESS PLAN

LEGEND

- RANDOM CONTROL FOR SURVEY
- EXISTING GUY ANCHOR
- EXISTING JOINT POLE
- ASPHALT CONCRETE
- EXISTING TREE
- EXISTING CONTOURS
- EXISTING PROPERTY LINE TO REMAIN
- PROPERTY LINE - OF ADJOINERS
- EXISTING PROPERTY LINE TO BE REMOVED
- NEW PROPERTY LINE

SURVEY NOTES

1. VERTICAL DATUM IS ASSUMED.
2. HORIZONTAL DATUM IS BASED UPON FIELD SURVEY AND 2005 RS 091.
3. CONTOUR INTERVAL IS 2'.
4. (NO.) 1753 OR 247



LOT LINE ADJUSTMENT

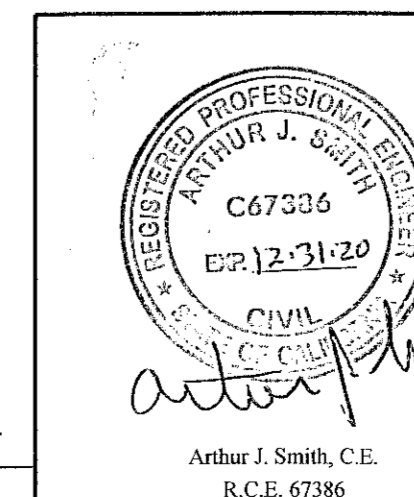
ILS ASSOCIATES, INC.
 CIVIL ENGINEERING AND LAND SURVEYING

79 GALLI DRIVE, SUITE A NOVATO, CA 94949-5717 (415)883-9200 FAX (415)883-2763

33 & 41 CLAYTON STREET

SAN RAFAEL CALIFORNIA

LOT LINE ADJUSTMENT MAP

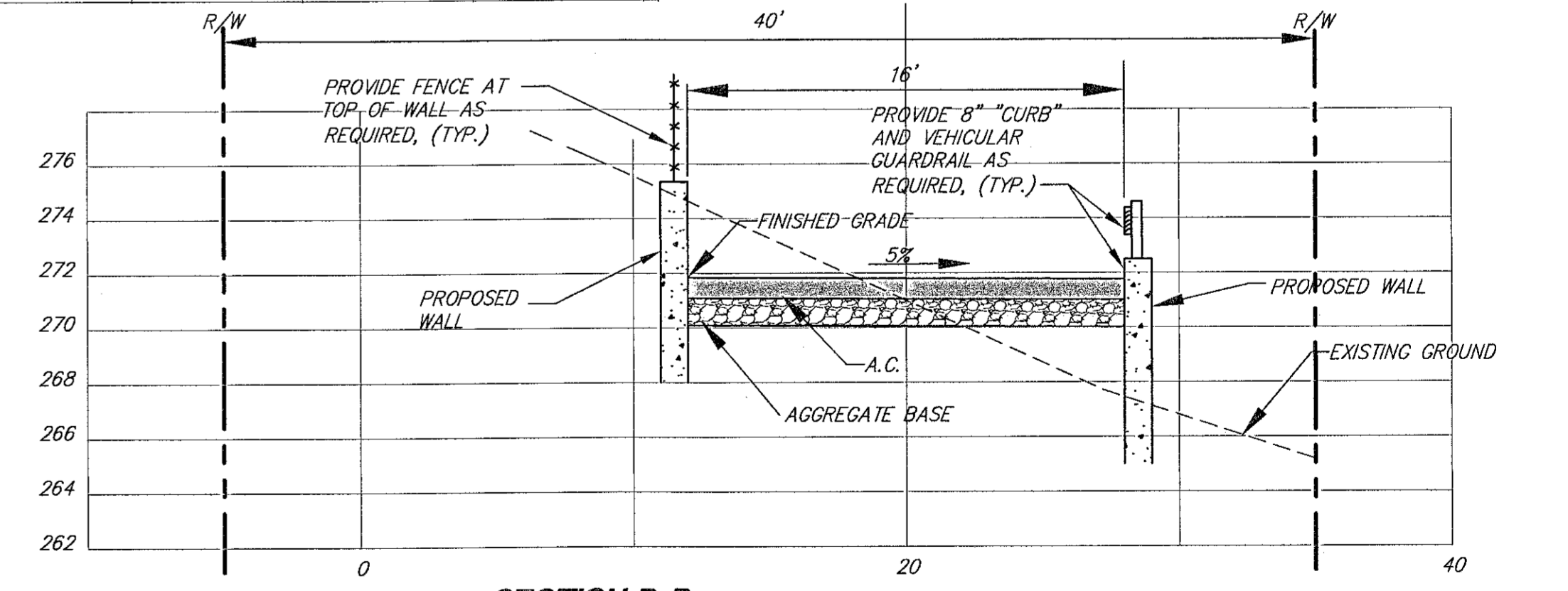
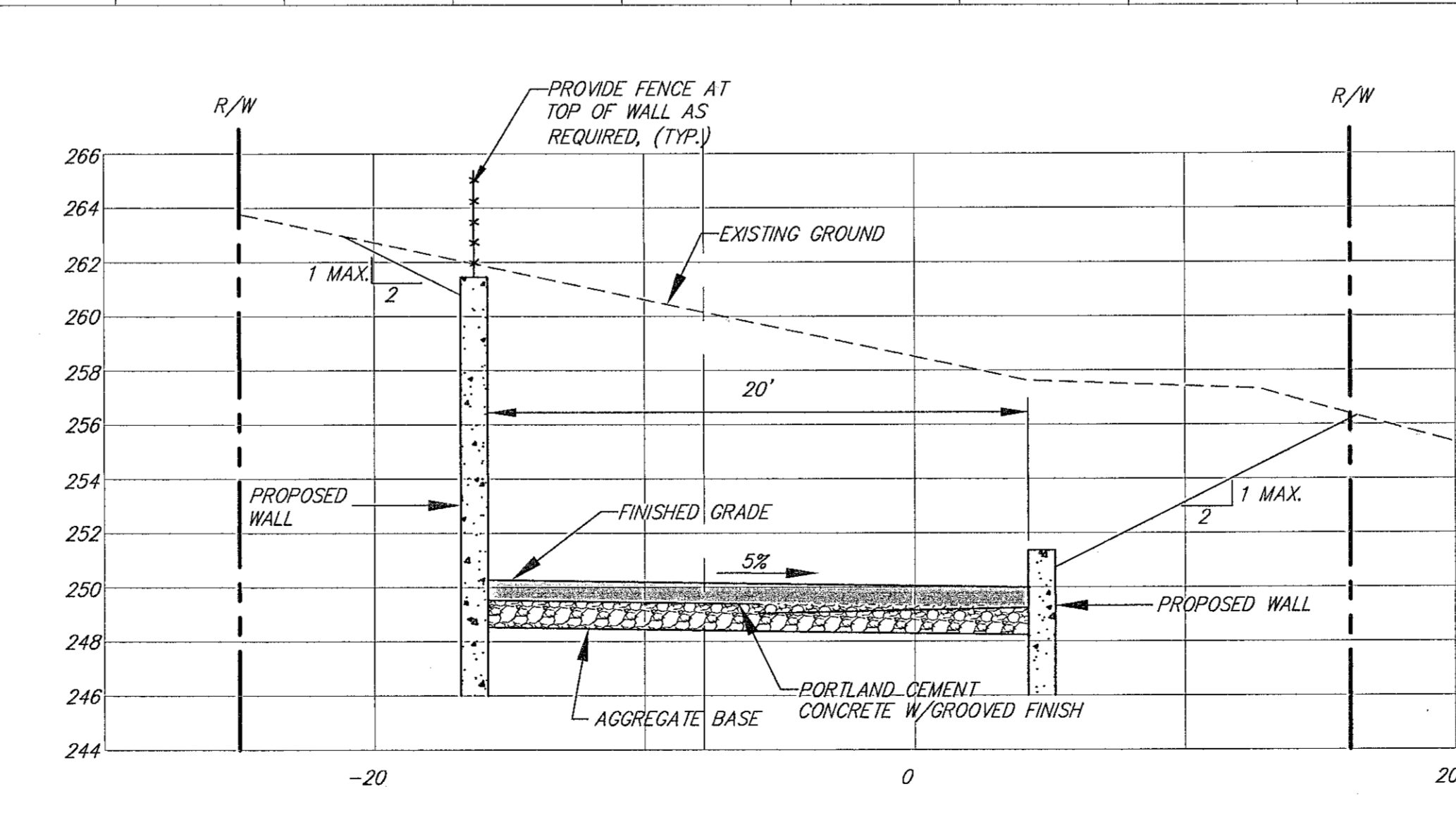
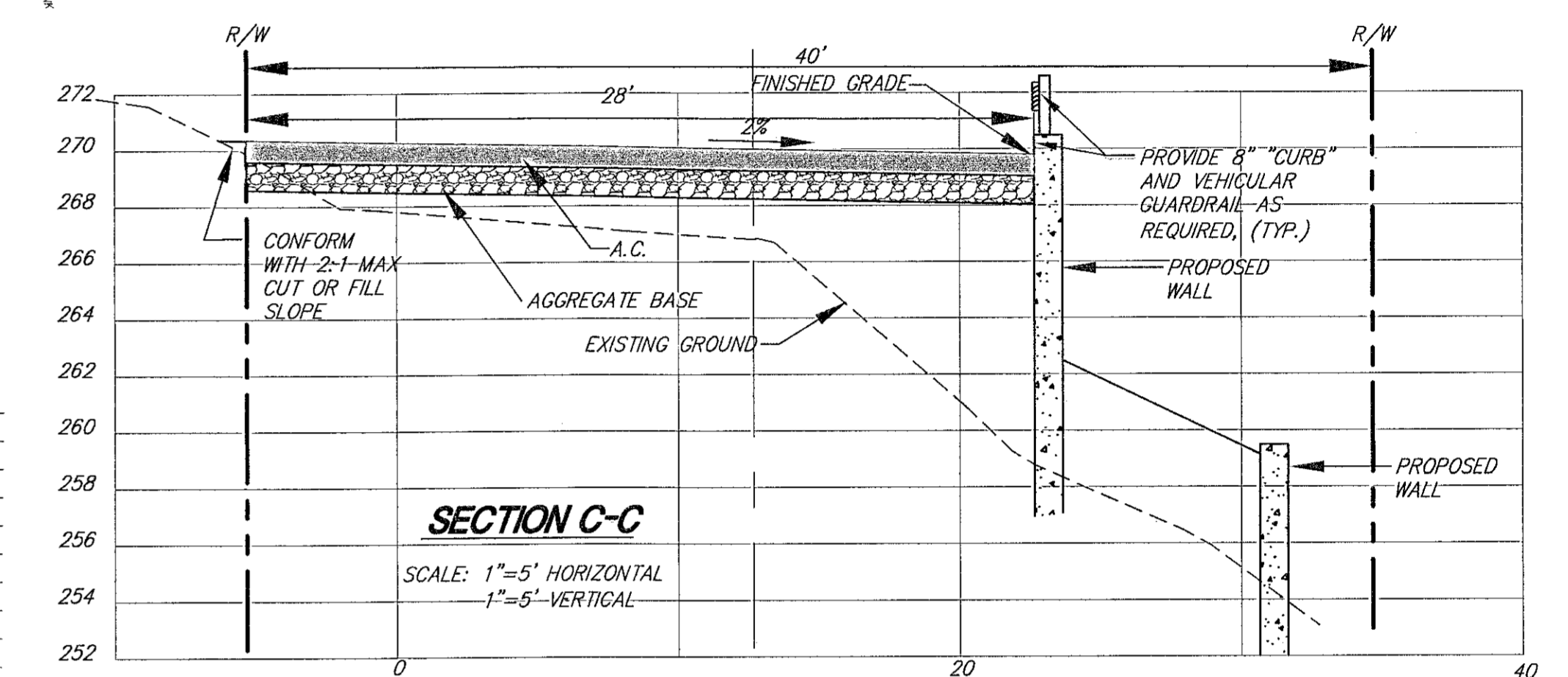
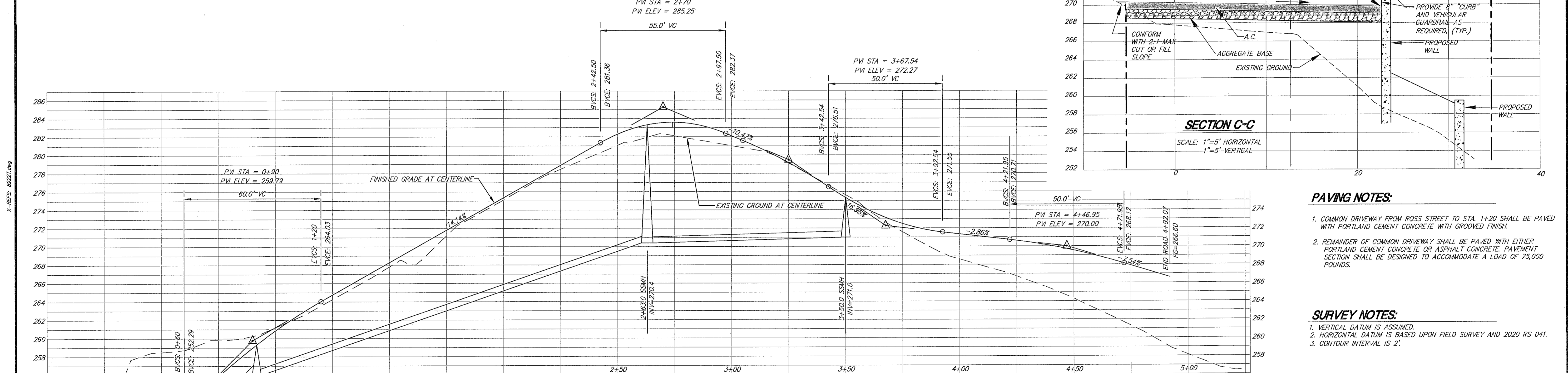
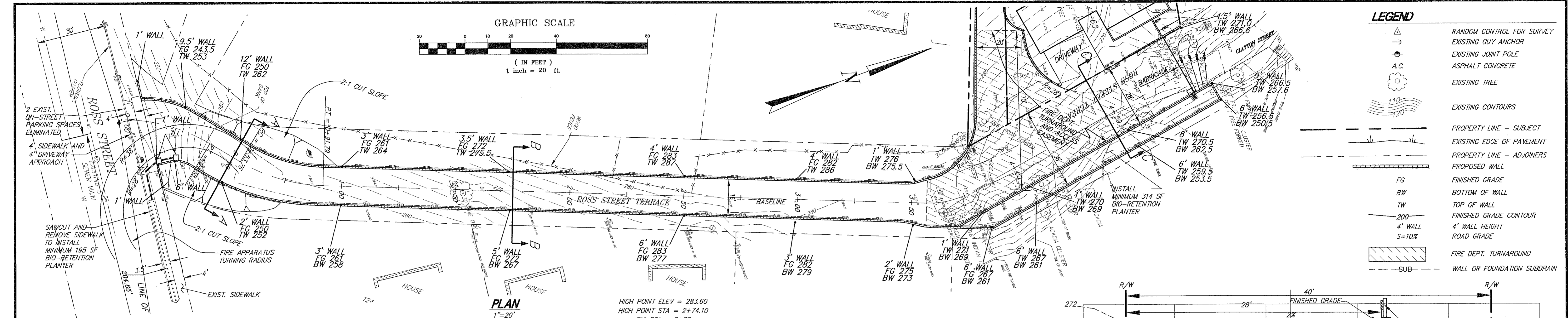


A.P.N.: 012-141-59 & -60
 FIELD BOOK NO.: 253

8922LLA4.dwg

Arthur J. Smith, C.E.
 R.C.E. 67386

DRAWN: U/AUS
 DATE: 05/05/2020
 JOB NO.: 8922
 SHEET NO.: 1 OF 6



- PAVING NOTES:**
- COMMON DRIVEWAY FROM ROSS STREET TO STA. 1+20 SHALL BE PAVED WITH PORTLAND CEMENT CONCRETE WITH GROOVED FINISH.
 - REMAINDER OF COMMON DRIVEWAY SHALL BE PAVED WITH EITHER PORTLAND CEMENT CONCRETE OR ASPHALT CONCRETE. PAVEMENT SECTION SHALL BE DESIGNED TO ACCOMMODATE A LOAD OF 75,000 POUNDS.
- SURVEY NOTES:**
- VERTICAL DATUM IS ASSUMED.
 - HORIZONTAL DATUM IS BASED UPON FIELD SURVEY AND 2020 RS 041.
 - CONTOUR INTERVAL IS 2'.

X:\0923\8822T.dwg 8/22/2020 12:47:11 PM ILS Associates, Inc. - A.S.

PROFILE
SCALE: 1"=20' HORIZONTAL
1"=5' VERTICAL

SECTION A-A
SCALE: 1"=5' HORIZONTAL
1"=5' VERTICAL

SECTION B-B
SCALE: 1"=5' HORIZONTAL
1"=5' VERTICAL

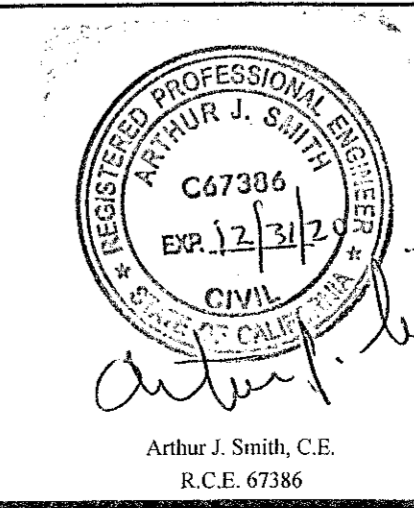
LOT LINE ADJUSTMENT

ILS ASSOCIATES, INC.
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33 & 41 CLAYTON STREET

SAN RAFAEL CALIFORNIA

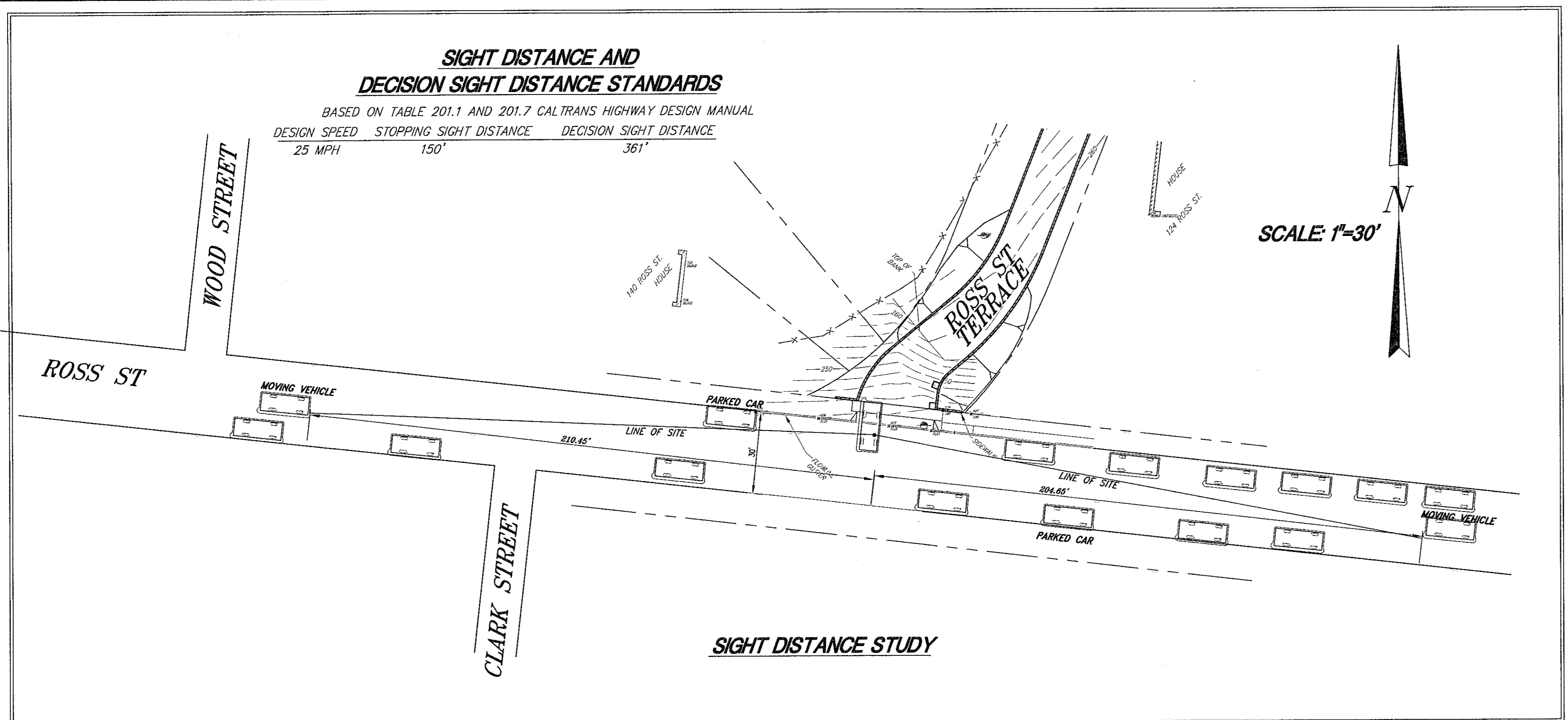
DR: L/AJS
DATE: 5/05/2020
JOB NO.: 8922
SHEET NO.: 2 OF 6



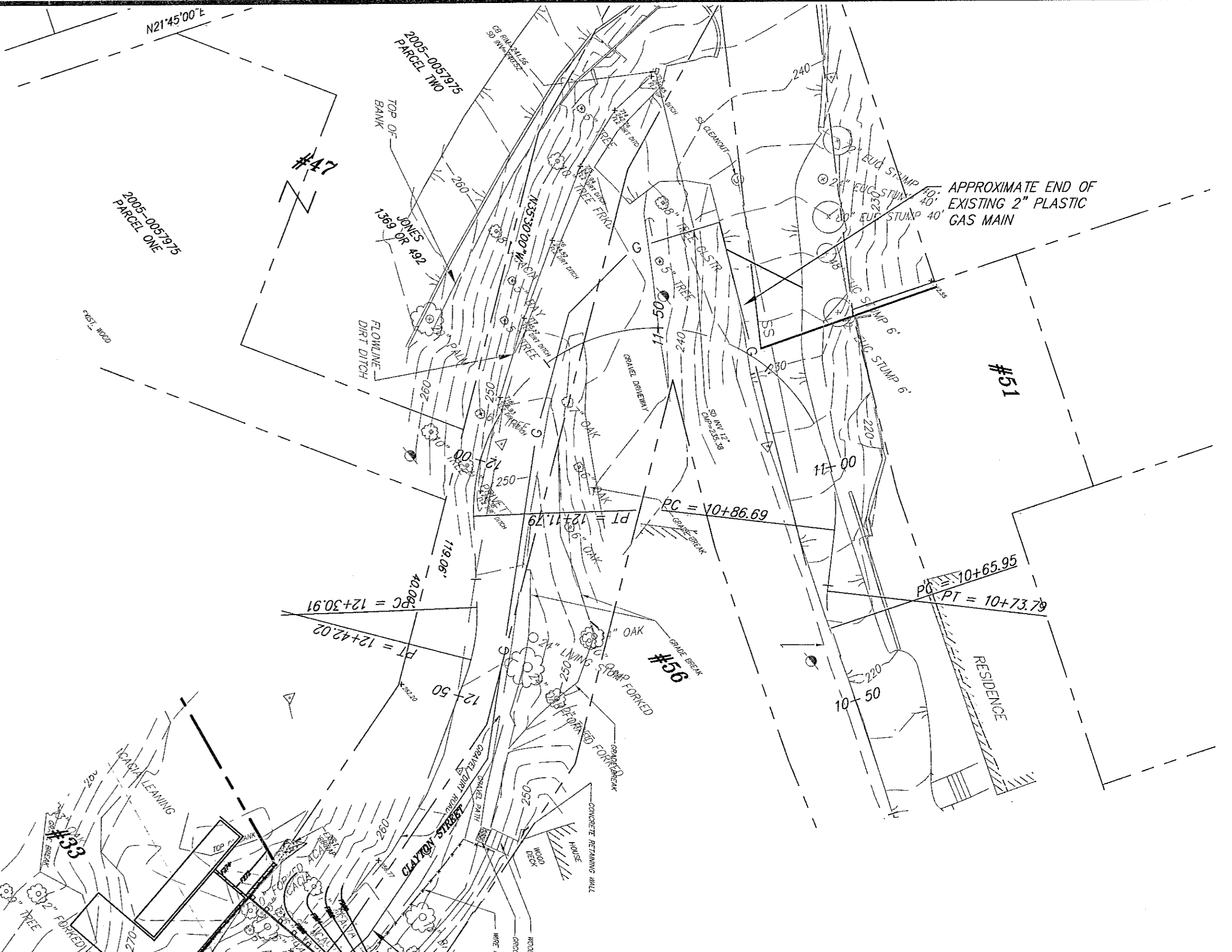
A.P.N.: 012-141-59 & -60
FIELD BOOK NO.: 253
8922IMP10.dwg

**SIGHT DISTANCE AND
DECISION SIGHT DISTANCE STANDARDS**

BASED ON TABLE 201.1 AND 201.7 CALTRANS HIGHWAY DESIGN MANUAL
 DESIGN SPEED STOPPING SIGHT DISTANCE DECISION SIGHT DISTANCE
 25 MPH 150' 361'



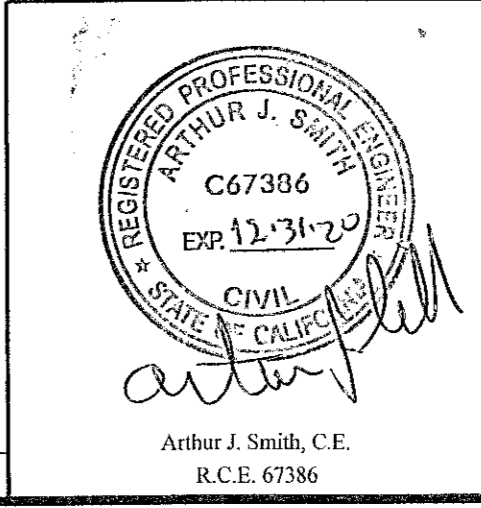
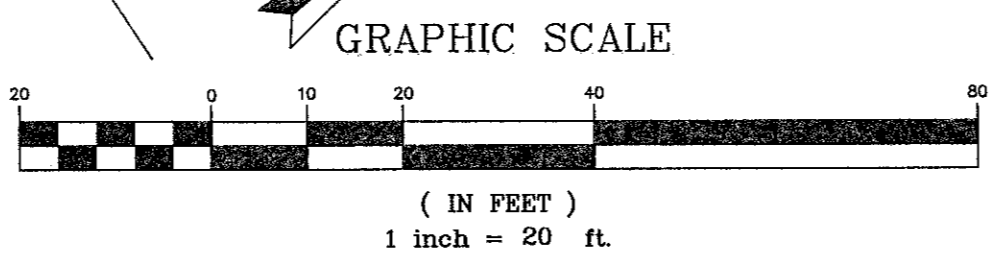
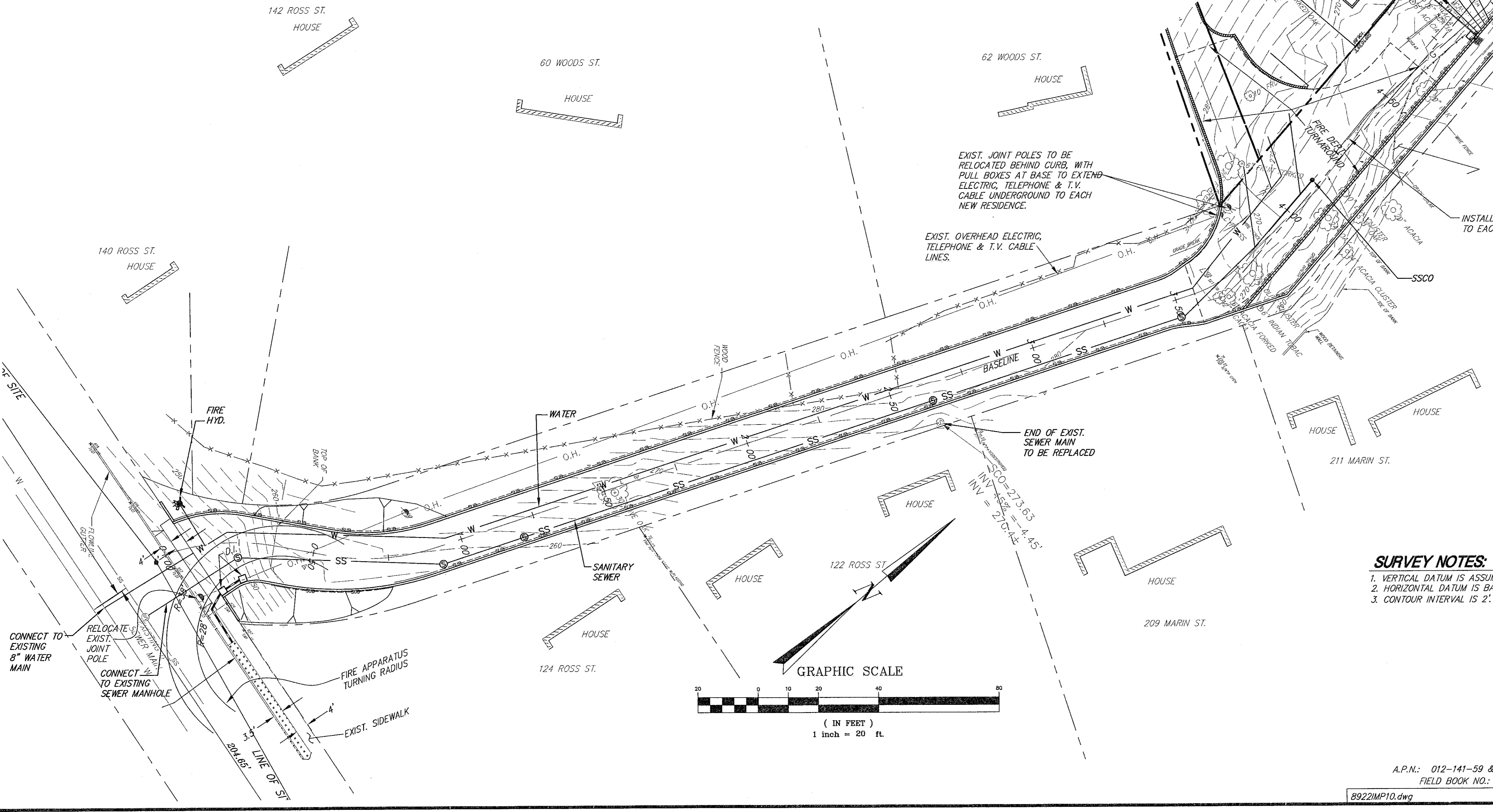
SCALE 1"=30'



LEGEND

	RANDOM CONTROL FOR SURVEY
	EXISTING GUY ANCHOR
	EXISTING JOINT POLE
	ASPHALT CONCRETE
	EXISTING TREE
	EXISTING CONTOURS
	PROPERTY LINE - SUBJECT
	EXISTING EDGE OF PAVEMENT
	PROPERTY LINE - ADJOINERS
	PROPOSED WALL
	PROPOSED SEWER LINE
	PROPOSED WATER LINE
	PROPOSED GAS LINE
	EXISTING OVERHEAD LINES
	EXISTING GAS
	EXISTING SANITARY SEWER LINE
	EXISTING WATER LINE
	PROPOSED WALL BACKDRAIN (SUBDRAIN)
	SANITARY SEWER CLEANOUT
	SANITARY SEWER MANHOLE

SURVEY NOTES:
 1. VERTICAL DATUM IS ASSUMED.
 2. HORIZONTAL DATUM IS BASED UPON FIELD SURVEY AND 2020 RS 041.
 3. CONTOUR INTERVAL IS 2'.



LOT LINE ADJUSTMENT

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33 & 41 CLAYTON STREET

SAN RAFAEL CALIFORNIA

SCHEMATIC UTILITY PLAN & SITE STUDY

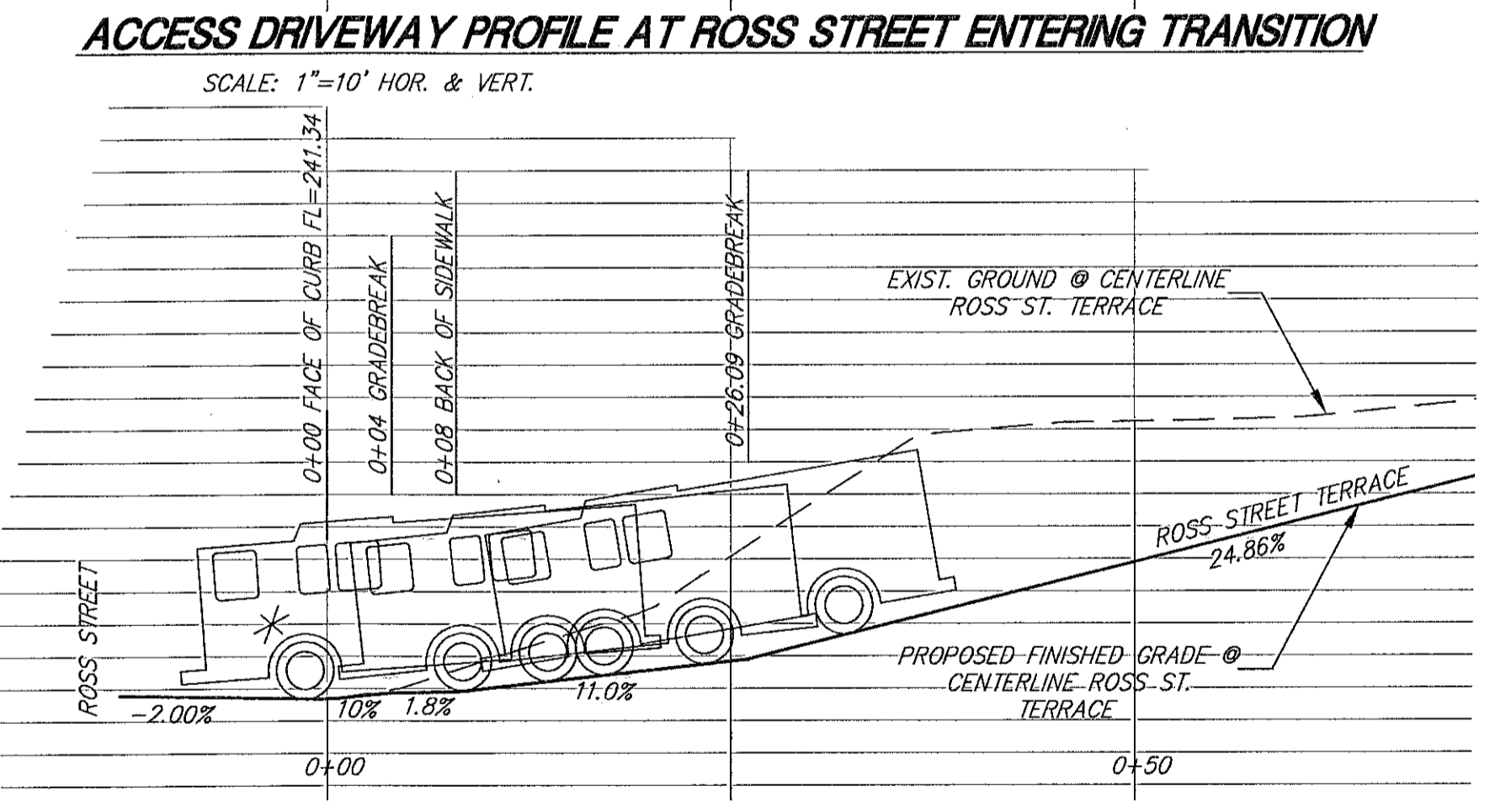
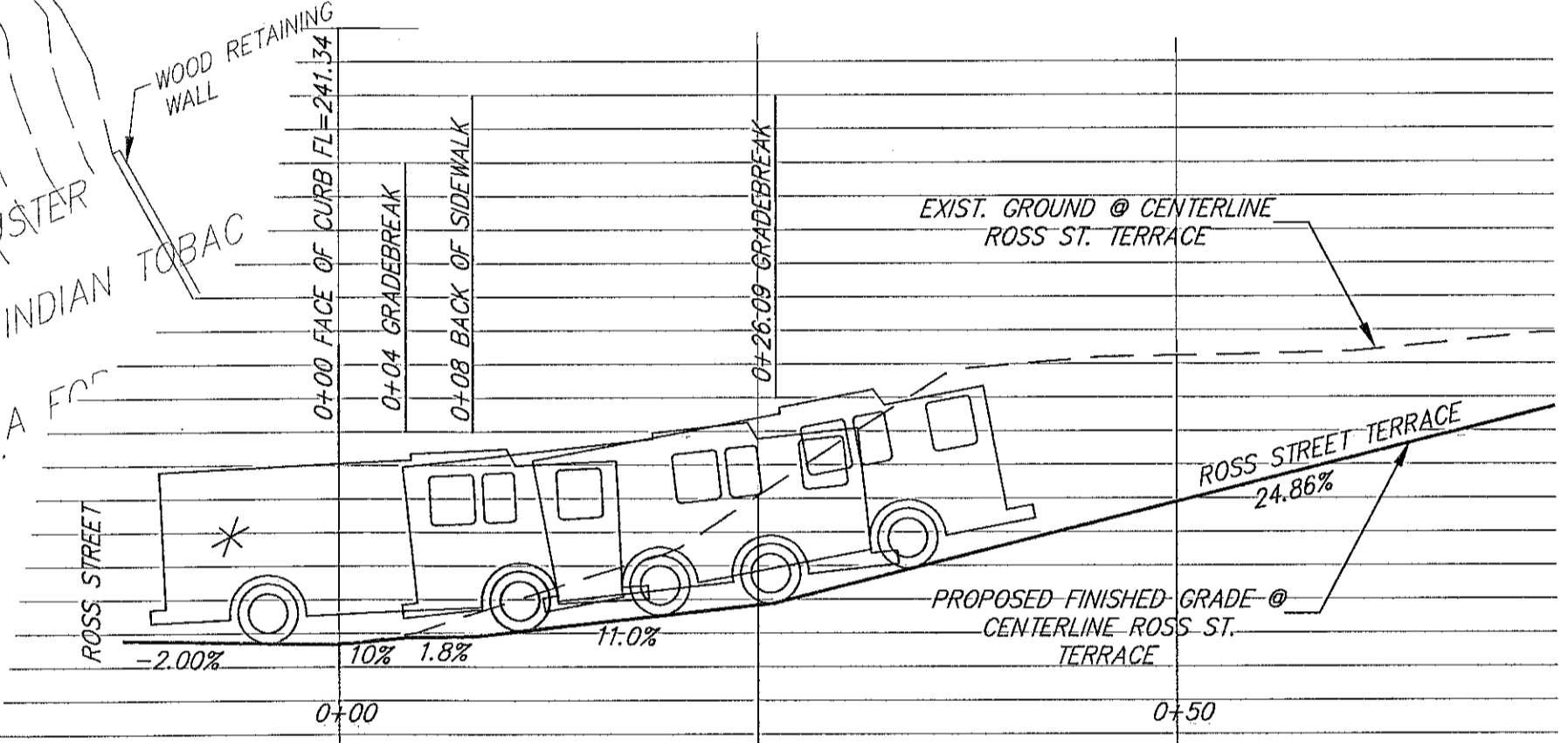
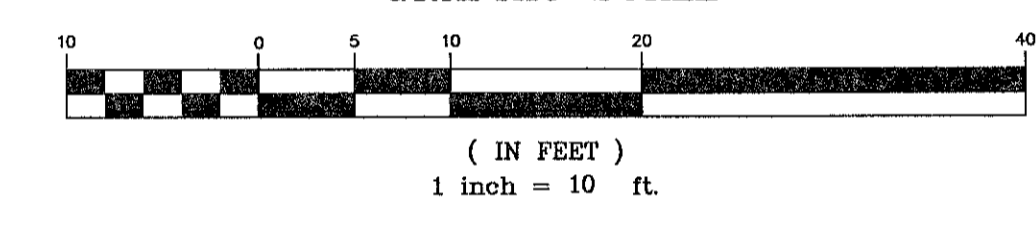
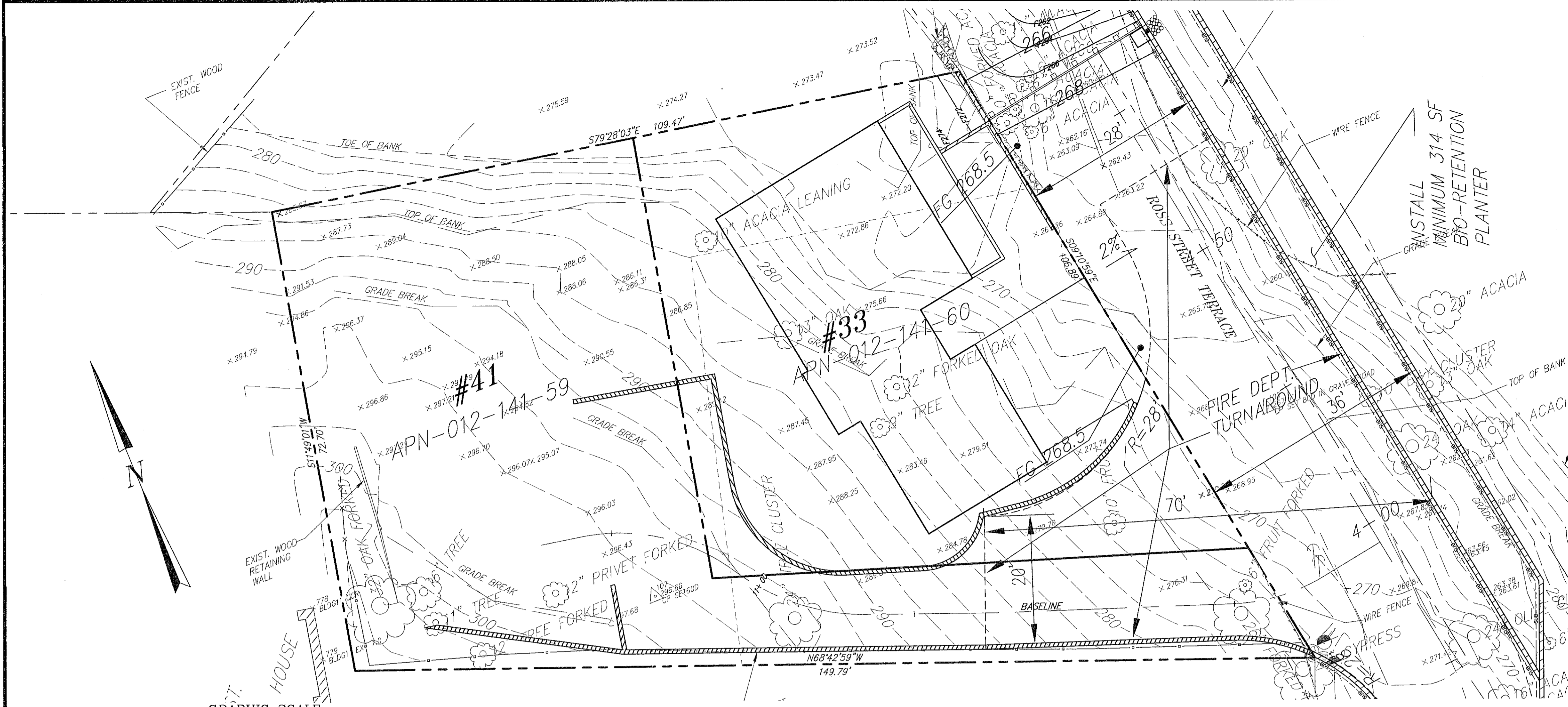
DATE: 05/05/2020
 JOB NO. 8922
 SHEET NO. 4 OF 6

A.P.N.: 012-141-59 & -60
 FIELD BOOK NO.: 253

8922IMP10.dwg

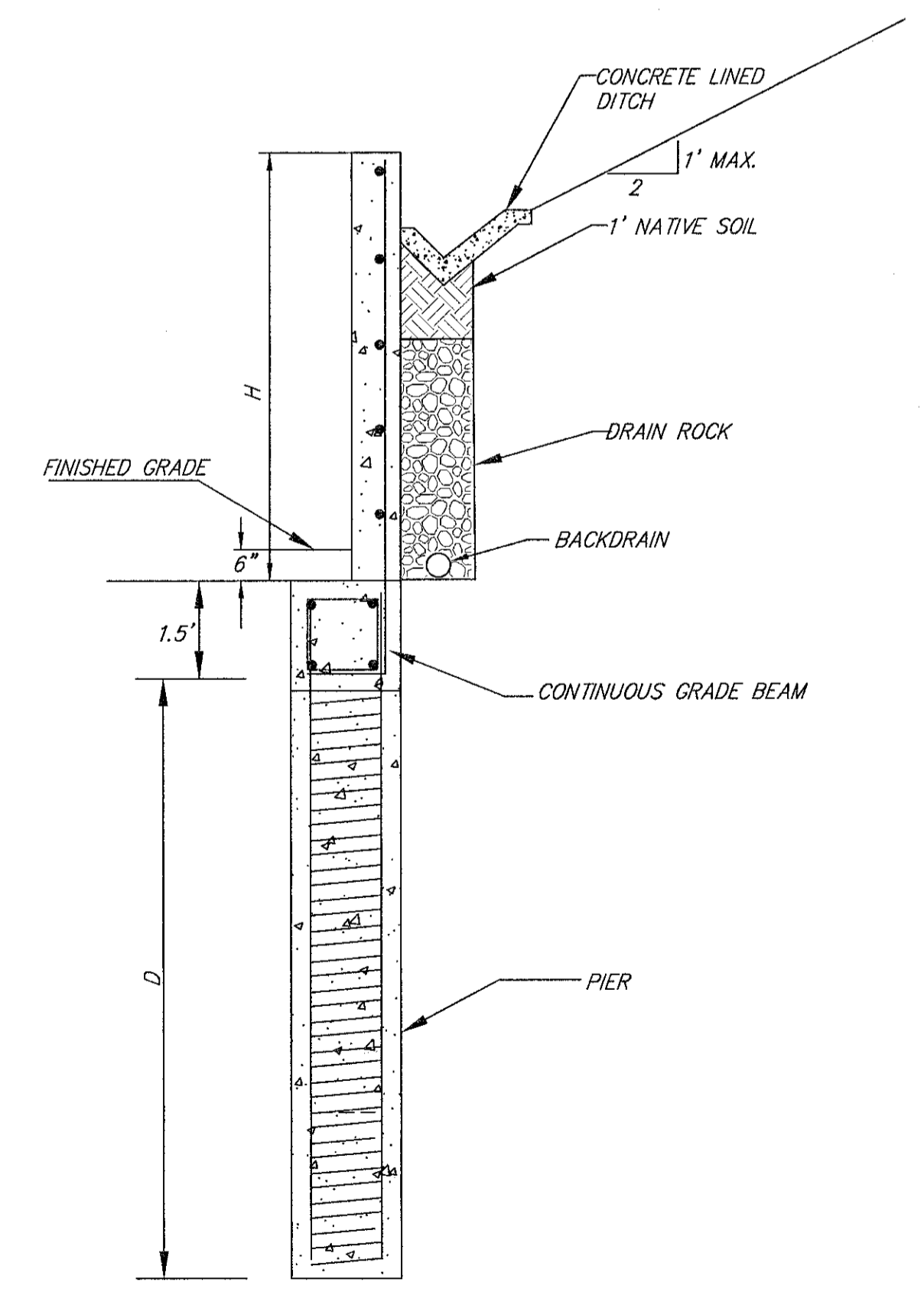
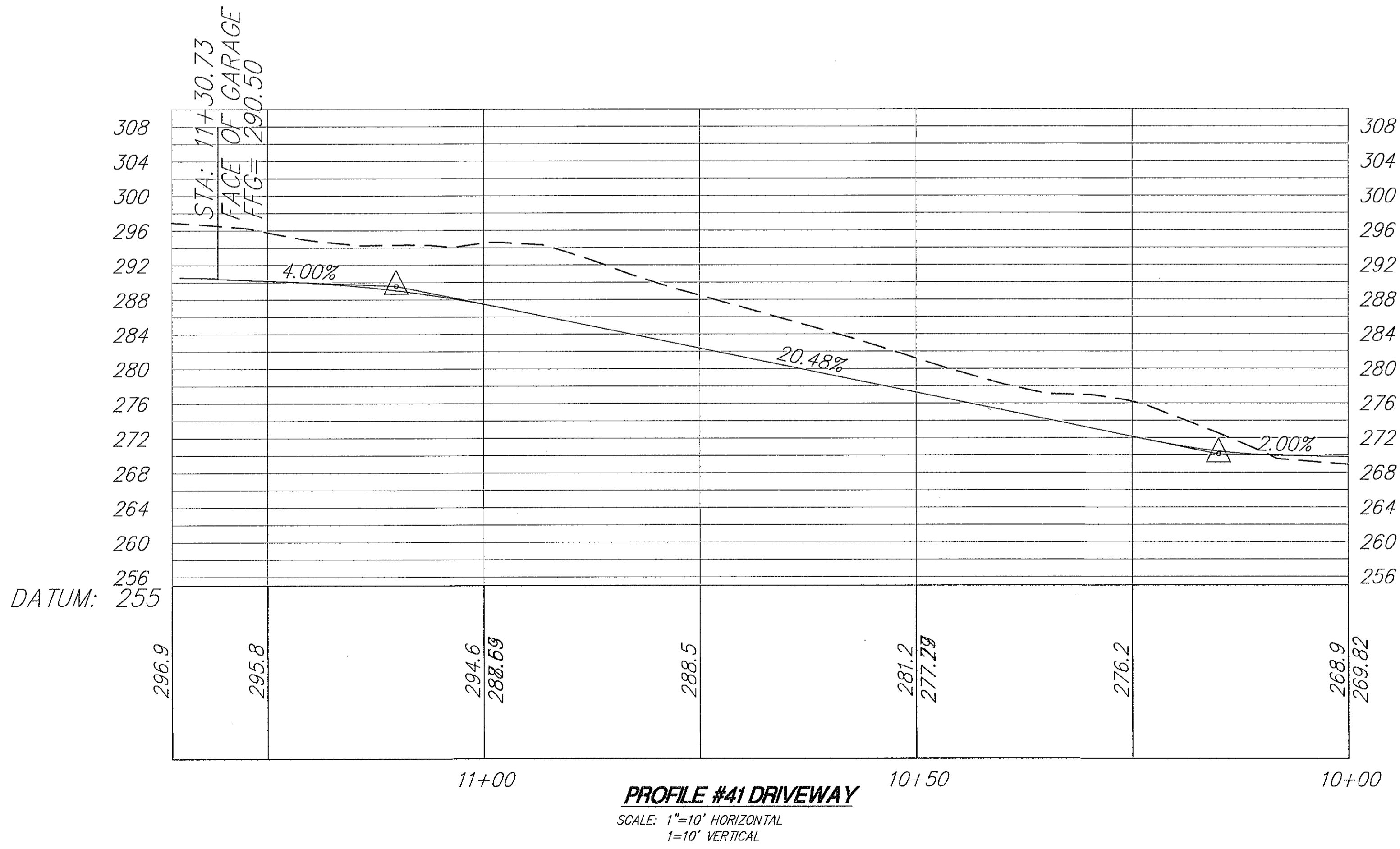
X:\RETS_86221.dwg
 N:\P8500\8922.dwg
 I:\P8500\8922.dwg
 Time: May 05, 2020 - 12:59pm Login: Arthur Dinosaur 20

- LEGEND**
- RANDOM CONTROL FOR SURVEY
 - EXISTING GUY ANCHOR
 - EXISTING JOINT POLE
 - ASPHALT CONCRETE
 - BEGINNING OF VERTICAL CURVE
 - END OF VERTICAL CURVE
 - EXISTING TREE
 - EXISTING CONTOURS
 - PROPERTY LINE - SUBJECT
 - EXISTING EDGE OF PAVEMENT
 - PROPERTY LINE - ADJOINERS
 - PROPOSED WALL



* APPARATUS #1997-E87
ENGINE 54 DIMENSIONS USED

SURVEY NOTES:
1. VERTICAL DATUM IS ASSUMED.
2. HORIZONTAL DATUM IS BASED UPON FIELD SURVEY AND 2020 RS 041.
3. CONTOUR INTERVAL IS 2'.



LOT LINE ADJUSTMENT

ILS ASSOCIATES, INC.
CIVIL ENGINEERING AND LAND SURVEYING

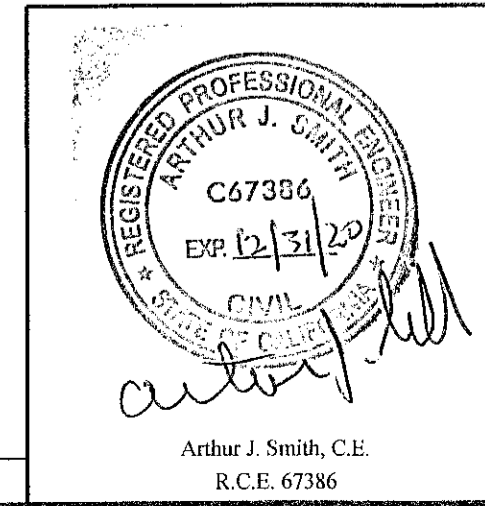
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33 & 41 CLAYTON STREET

SAN RAFAEL CALIFORNIA

DRIVEWAY PROFILES AND WALL DETAIL

DATE: 05/05/2020
JOB NO.: 8922
SHEET NO.: 5 OF 6



A.P.N.: 012-141-59 & -60
FIELD BOOK NO.: 253
8922IMP10.dwg

N:\198500\8922\Imp10.dwg Time: May 05, 2020 - 12:46pm Login: Arthur, Dimascale: 20
 N:\198500\8922\Imp10.dwg Time: May 05, 2020 - 12:45:08 PM ILS Associates, Inc. - A.S.

NOTE:
RECORD OF SURVEY SHOWS BOUNDARY RESOLUTION AND LOT AREAS. NEW LOT LINES WILL BE ADDED FOLLOWING APPROVAL.

BASIS OF BEARINGS

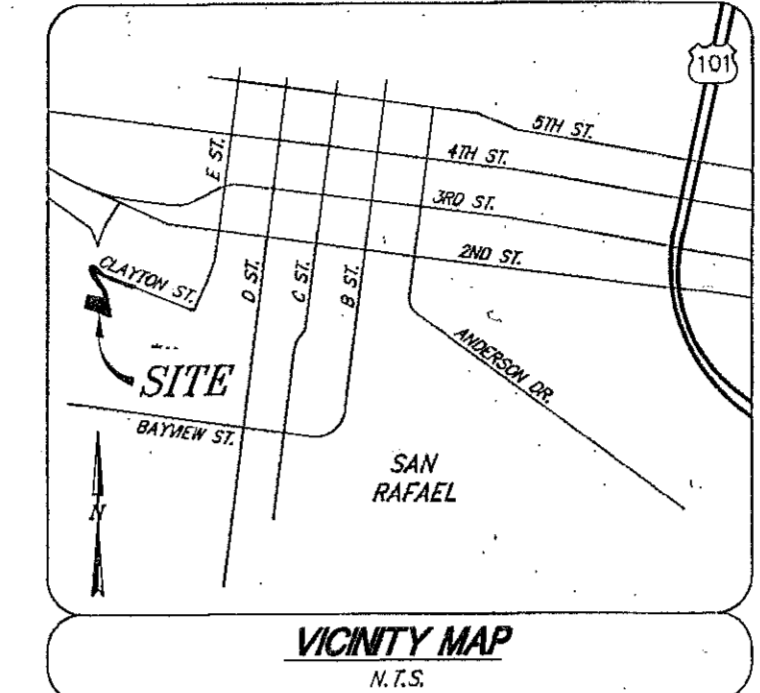
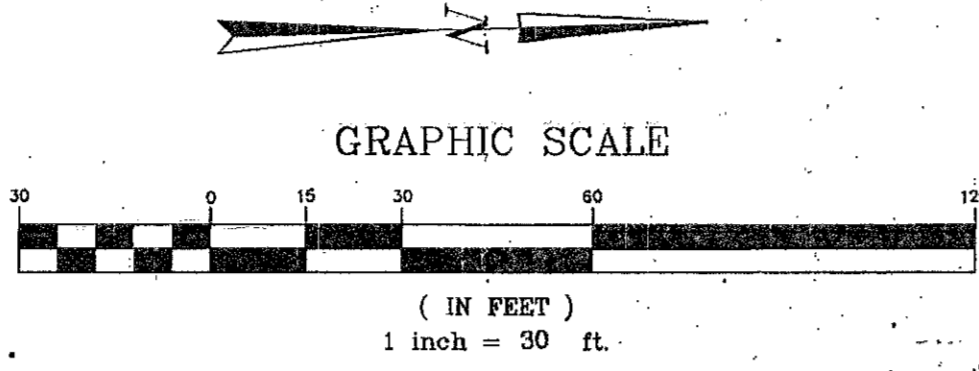
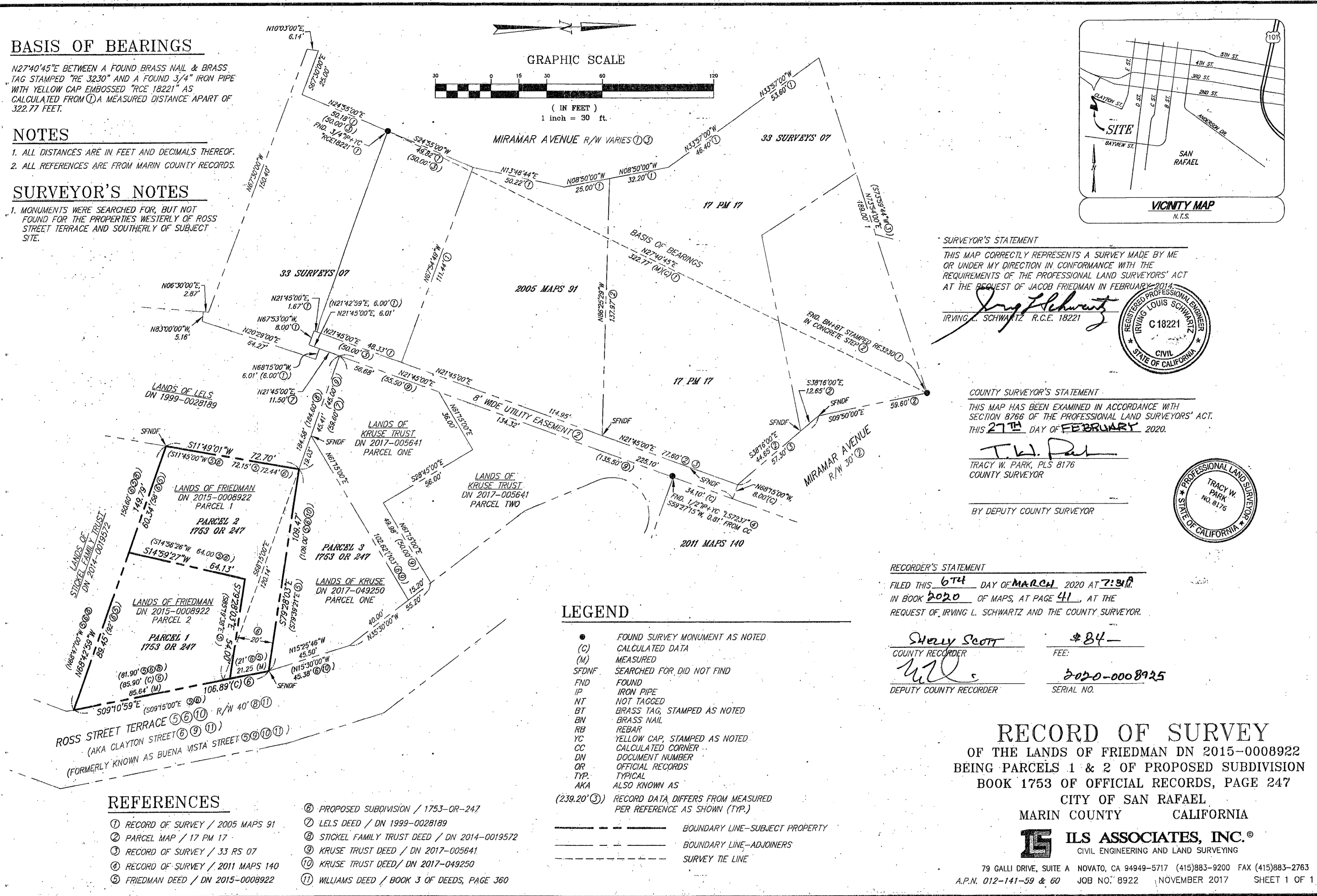
N27°40'45"E BETWEEN A FOUND BRASS NAIL & BRASS TAG STAMPED "RE 3230" AND A FOUND 3/4" IRON PIPE WITH YELLOW CAP EMBOSSED "RCE 18221" AS CALCULATED FROM (C) A MEASURED DISTANCE APART OF 322.77 FEET.

NOTES

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. ALL REFERENCES ARE FROM MARIN COUNTY RECORDS.

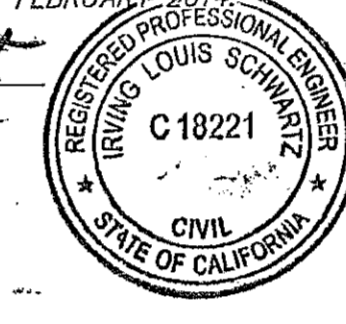
SURVEYOR'S NOTES

1. MONUMENTS WERE SEARCHED FOR, BUT NOT FOUND FOR THE PROPERTIES WESTERLY OF ROSS STREET TERRACE AND SOUTHERLY OF SUBJECT SITE.



SURVEYOR'S STATEMENT
THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF JACOB FRIEDMAN IN FEBRUARY 2014.

Irving L. Schwartz
IRVING L. SCHWARTZ R.C.E. 18221



COUNTY SURVEYOR'S STATEMENT
THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8786 OF THE PROFESSIONAL LAND SURVEYORS' ACT. THIS 27TH DAY OF FEBRUARY 2020.

Tracy W. Park
TRACY W. PARK, PLS 8176
COUNTY SURVEYOR



BY DEPUTY COUNTY SURVEYOR

RECORDER'S STATEMENT
FILED THIS 6TH DAY OF MARCH 2020 AT 7:30 P.
IN BOOK 2020 OF MAPS, AT PAGE 41, AT THE REQUEST OF IRVING L. SCHWARTZ AND THE COUNTY SURVEYOR.

Sherry Scott \$84-
COUNTY RECORDER FEE:
Will 2020-0008925
DEPUTY COUNTY RECORDER SERIAL NO.

LEGEND

- FOUND SURVEY MONUMENT AS NOTED
- (C) CALCULATED DATA
- (M) MEASURED DATA
- SFDF SEARCHED FOR DID NOT FIND
- FND FOUND
- IP IRON PIPE
- NT NOT TAGGED
- BT BRASS TAG, STAMPED AS NOTED
- BN BRASS NAIL
- RB REBAR
- YC YELLOW CAP, STAMPED AS NOTED
- CC CALCULATED CORNER
- DN DOCUMENT NUMBER
- OR OFFICIAL RECORDS
- TYP TYPICAL
- AKA ALSO KNOWN AS
- (239.20' (C)) RECORD DATA DIFFERS FROM MEASURED PER REFERENCE AS SHOWN (TYP.)
- BOUNDARY LINE-SUBJECT PROPERTY
- BOUNDARY LINE-ADJOINERS
- SURVEY TIE LINE

REFERENCES

- (1) RECORD OF SURVEY / 2005 MAPS 91
- (2) PARCEL MAP / 17 PM 17
- (3) RECORD OF SURVEY / 33 RS 07
- (4) RECORD OF SURVEY / 2011 MAPS 140
- (5) FRIEDMAN DEED / DN 2015-0008922
- (6) PROPOSED SUBDIVISION / 1753-OR-247
- (7) LELS DEED / DN 1999-0028189
- (8) STICKEL FAMILY TRUST DEED / DN 2014-0019572
- (9) KRUSE TRUST DEED / DN 2017-005641
- (10) KRUSE TRUST DEED / DN 2017-049250
- (11) WILLIAMS DEED / BOOK 3 OF DEEDS, PAGE 360

RECORD OF SURVEY
OF THE LANDS OF FRIEDMAN DN 2015-0008922
BEING PARCELS 1 & 2 OF PROPOSED SUBDIVISION
BOOK 1753 OF OFFICIAL RECORDS, PAGE 247
CITY OF SAN RAFAEL,
MARIN COUNTY CALIFORNIA

ILS ASSOCIATES, INC.®
CIVIL ENGINEERING AND LAND SURVEYING

79 GALLI DRIVE, SUITE A NOVATO, CA 94949-5717 (415)883-9200 FAX (415)883-2763
A.P.N. 012-141-59 & 60 JOB NO. 8922 NOVEMBER 2017 SHEET 1 OF 1

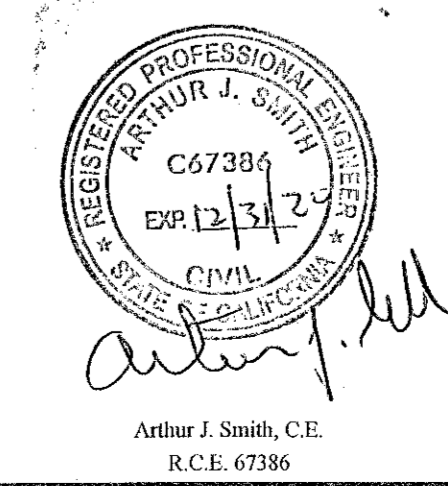
SURVEYOR'S COPY

LOT LINE ADJUSTMENT

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DRAWN:	MM/SW
DATE:	05/05/2020
JOB NO.:	8922
SHEET NO.:	6 OF 6

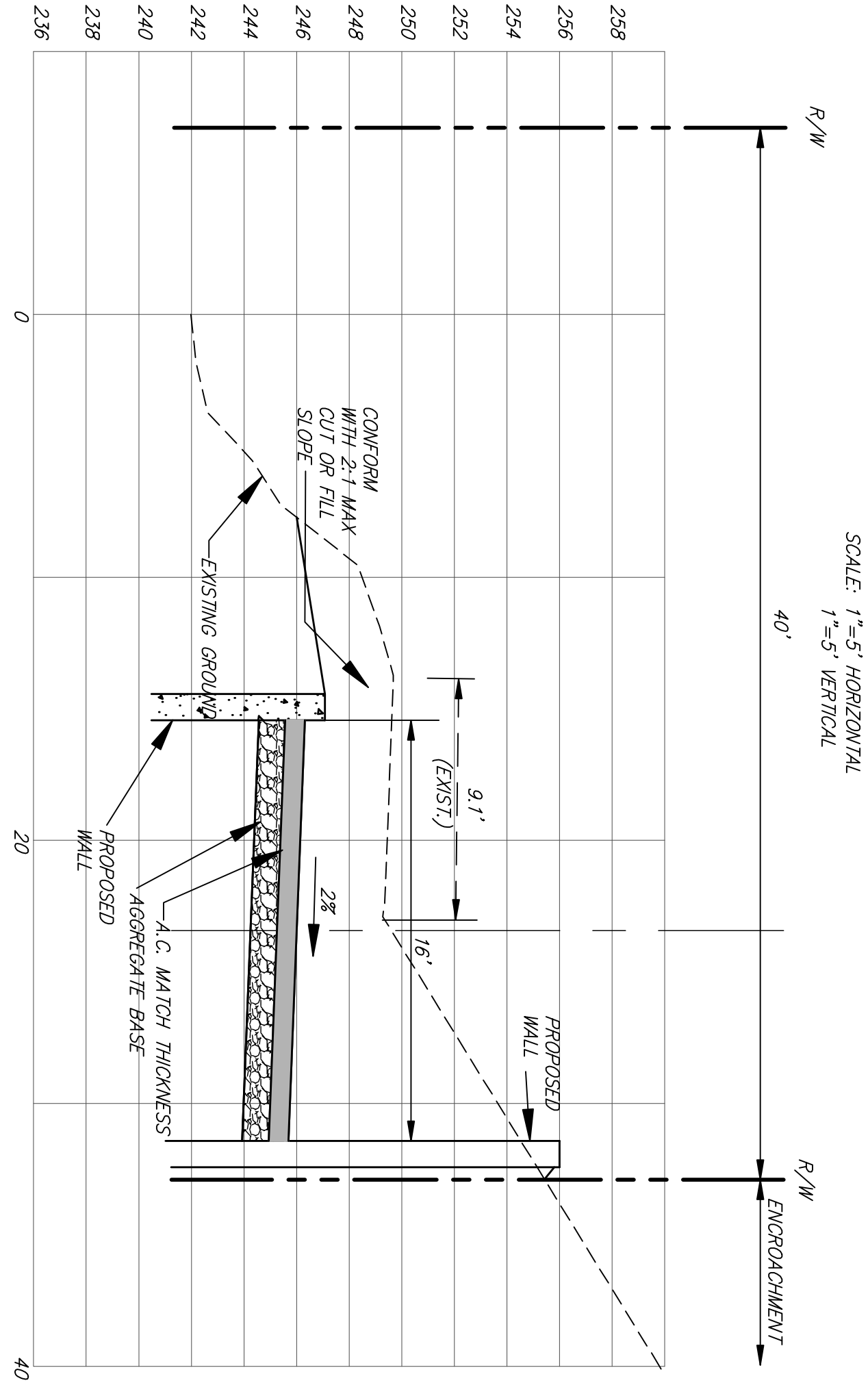
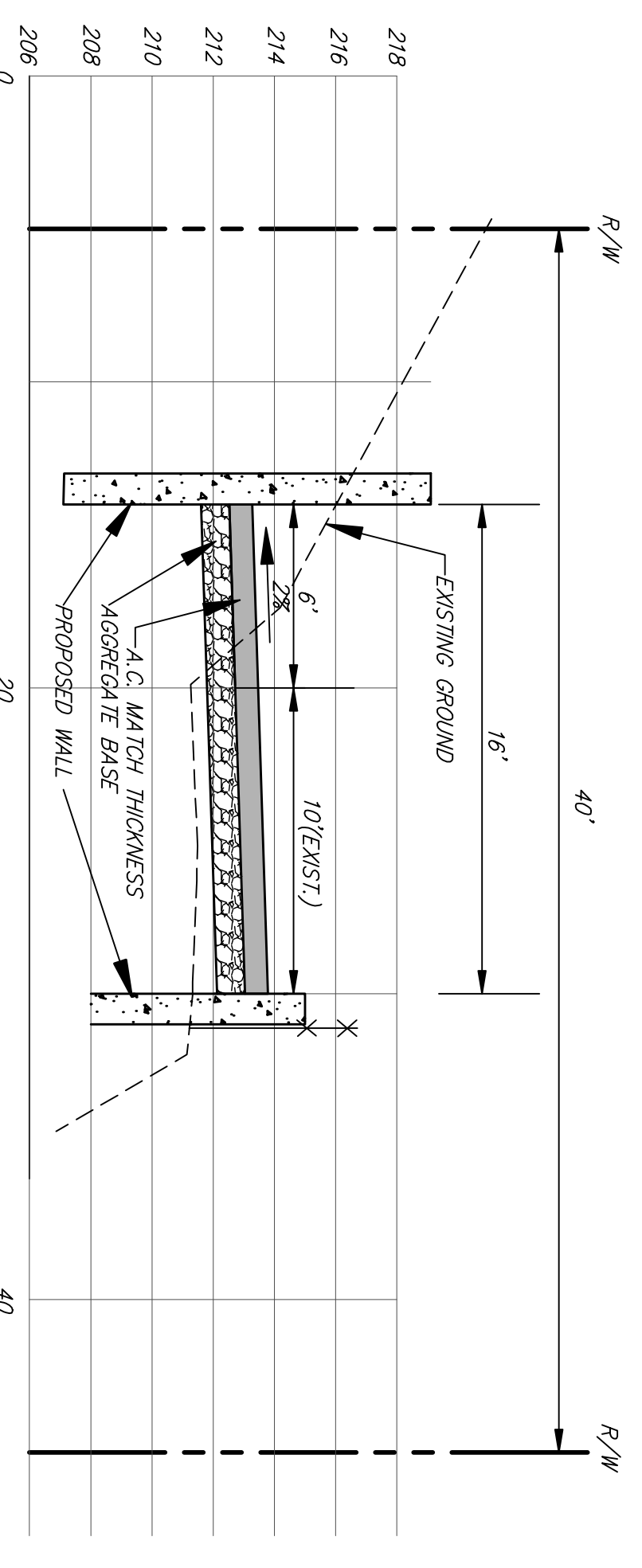


A.P.N.: 169-051-04 & 169-051-18
FIELD BOOK NO.: 241
8922BD.dwg

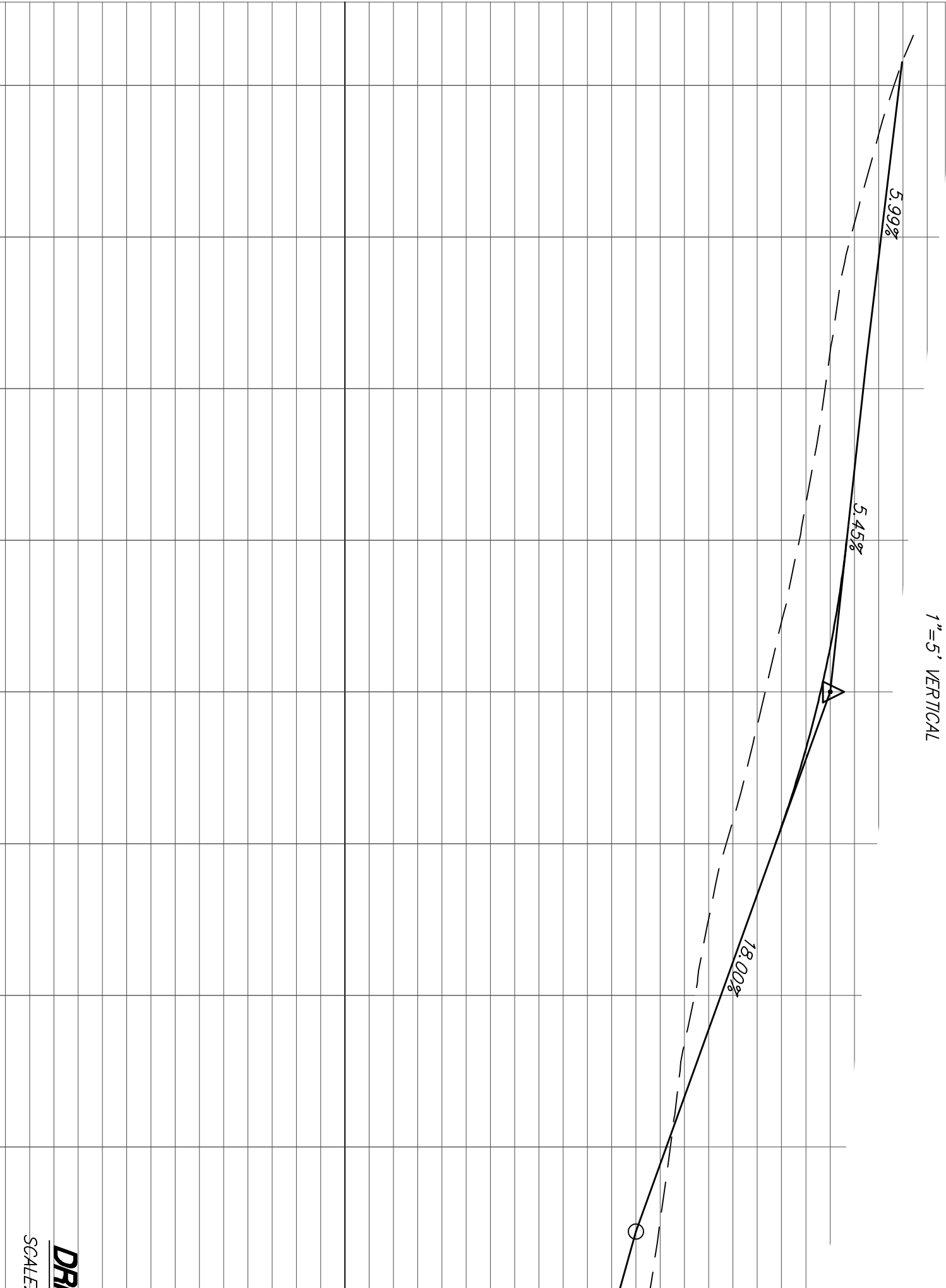
BOUNDARY SURVEY

SAN RAFAEL CALIFORNIA

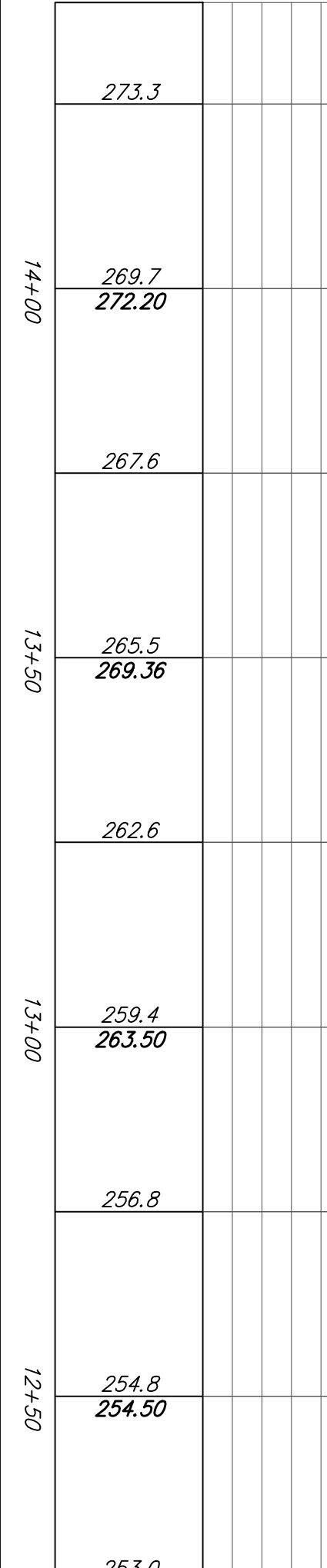
33 & 41 CLAYTON STREET



SECTION E-E
SCALE: 1"=5' HORIZONTAL
1"=5' VERTICAL



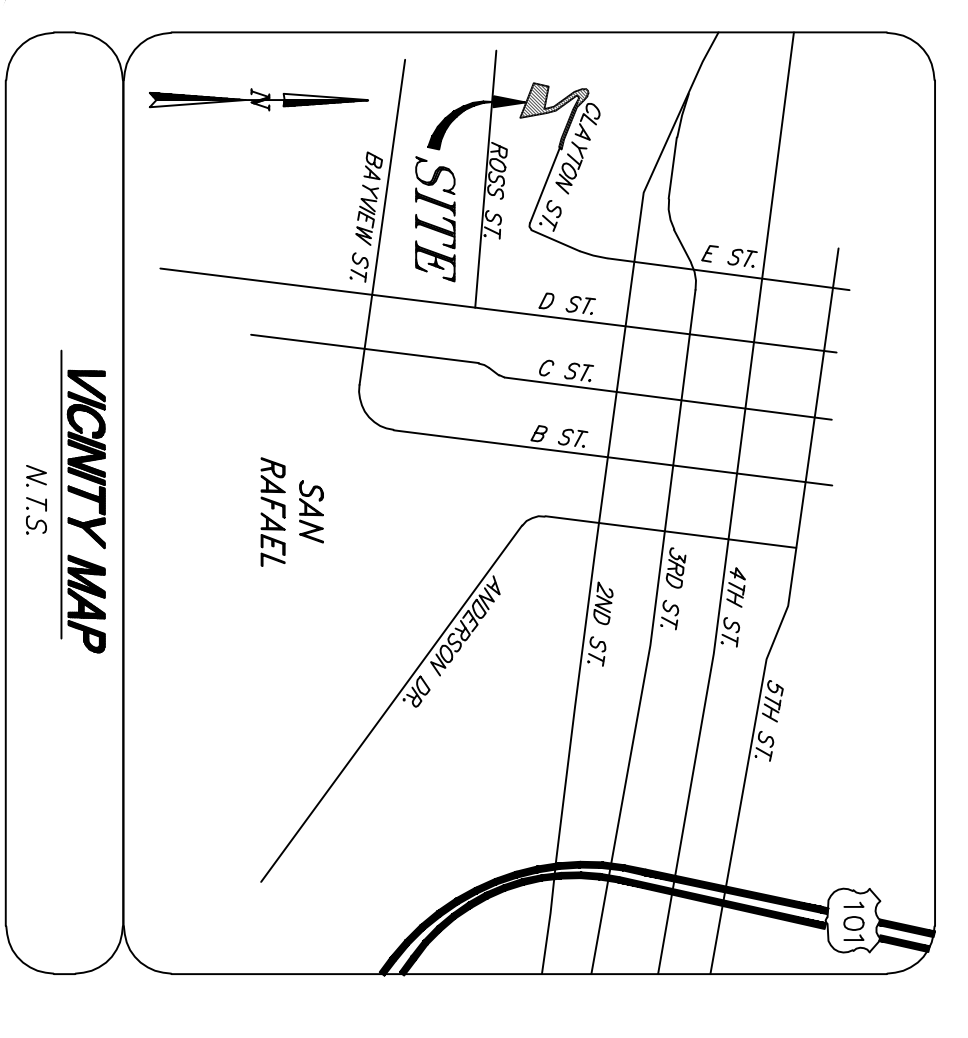
DRIVEWAY PROFILE
SCALE: 1"=20' HORIZONTAL
1"=10' VERTICAL



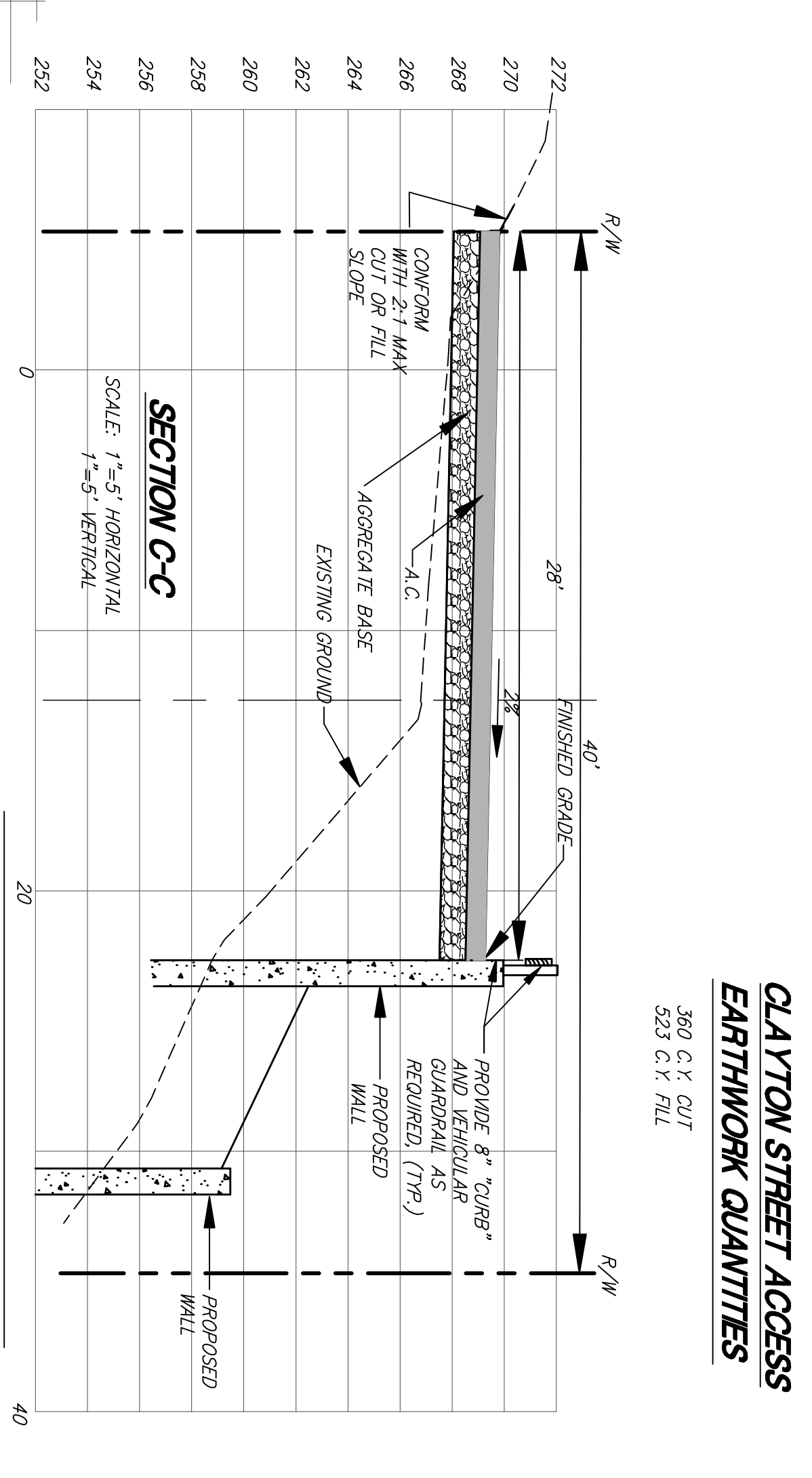
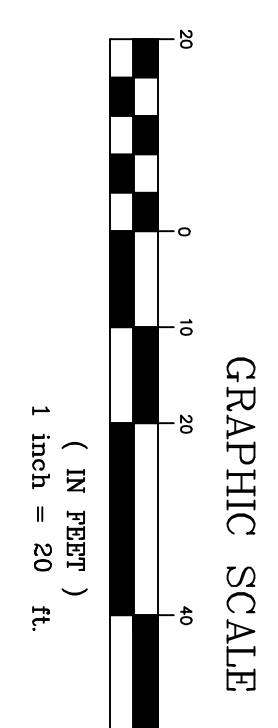
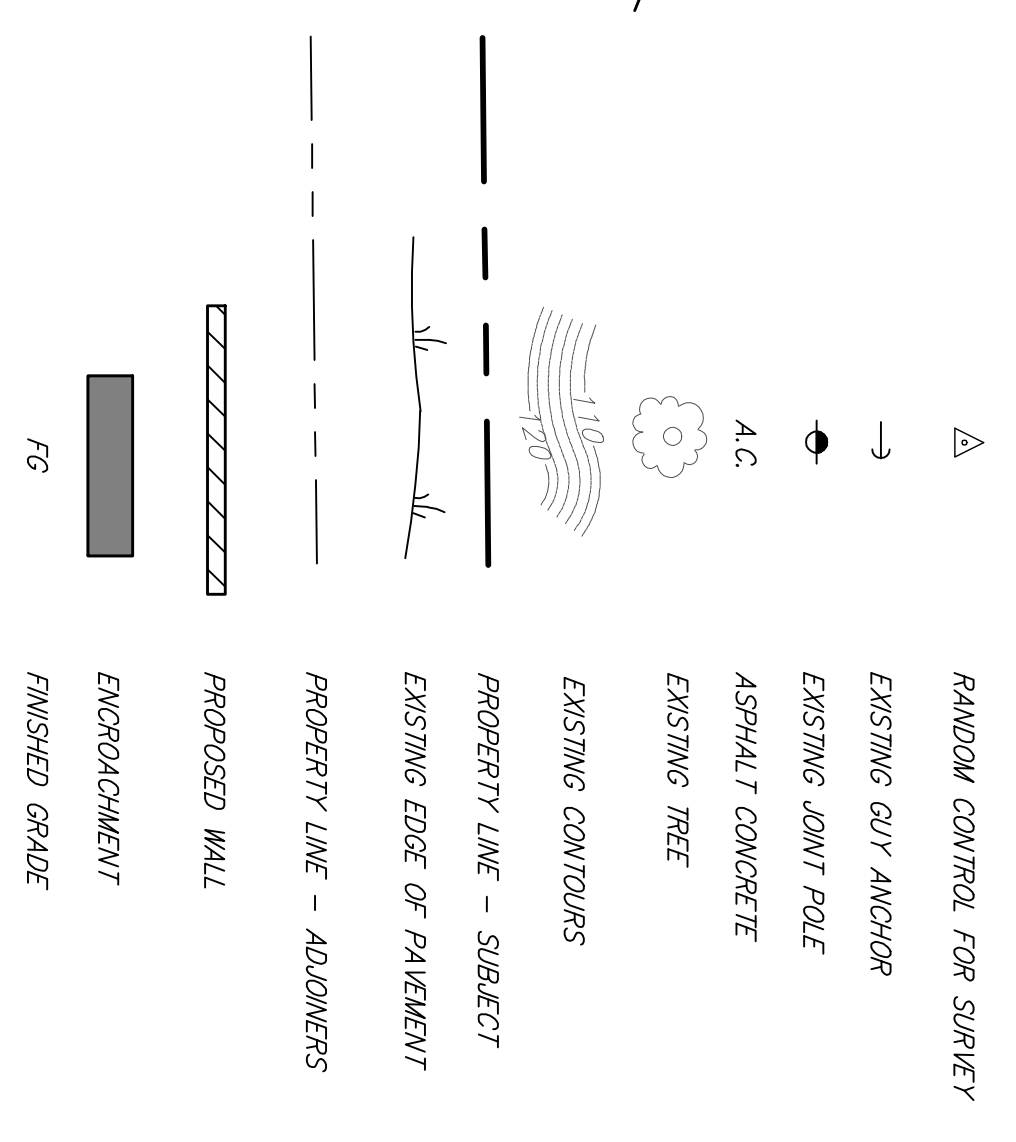
SURVEY NOTES:
1. VERTICAL DATUM IS ASSUMED.
2. HORIZONTAL DATUM IS BASED UPON FIELD SURVEY AND 2020 NS 041.
3. CONTOUR INTERVAL IS 2'.

ACCESS NOTE:
VEHICULAR ACCESS TO BE TAKEN FROM CLAYTON STREET.

NOTE:
INSIDE RADIUS IS 28' AND WIDTH SHOWN IS 16' AS REQUIRED BY FIRE DEPARTMENT.



VICINITY MAP
N.T.S.



SECTION C-C
SCALE: 1"=5' HORIZONTAL
1"=5' VERTICAL

LOT LINE ADJUSTMENT

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33 & 41 CLAYTON STREET

CLAYTON STREET ACCESS STUDY

SAN RAFAEL CALIFORNIA

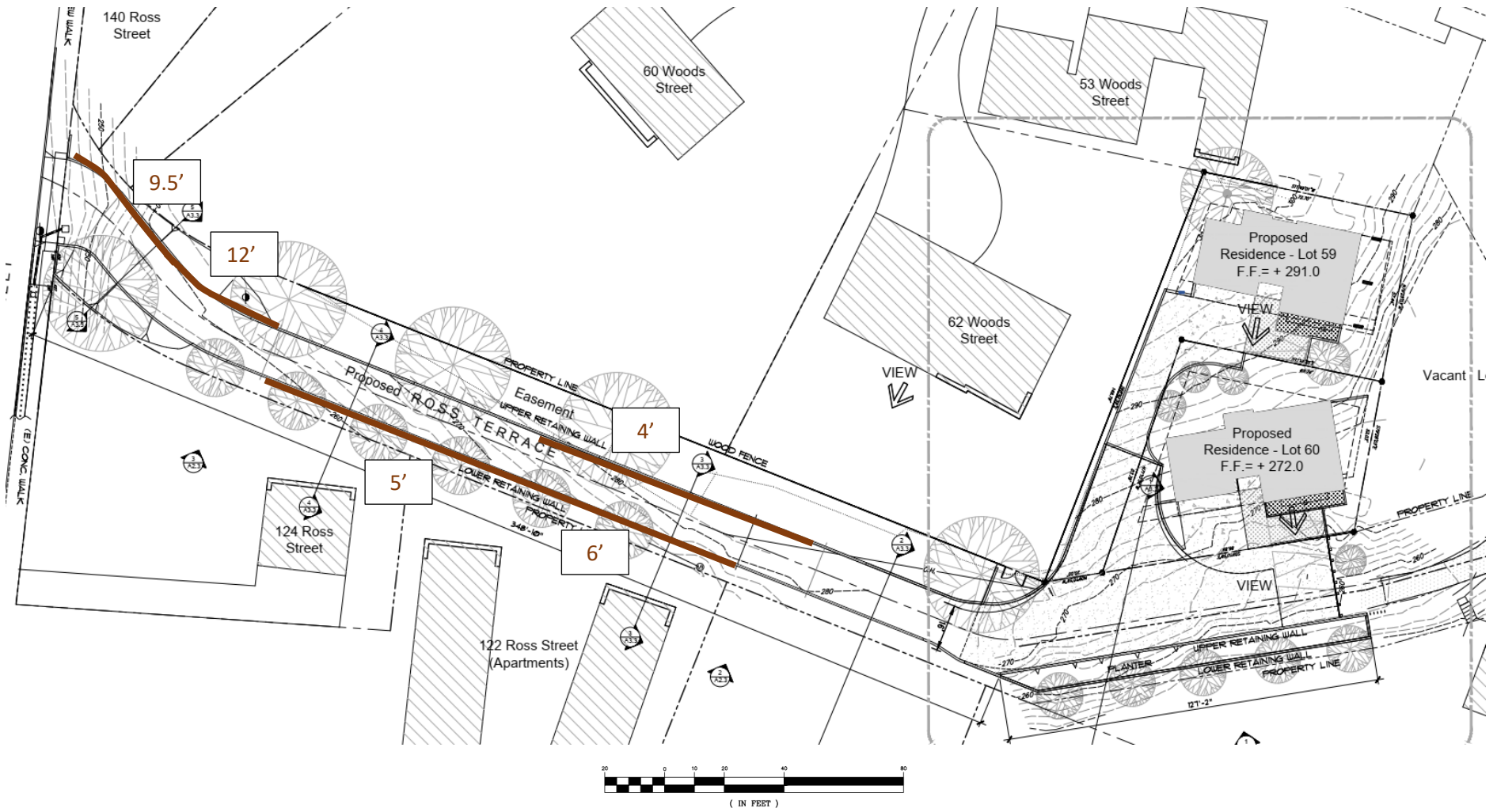
check print

Arthur Dimascale
R.C.E. 6796

DATE: 1/19/2021
JOB NO: 8922
SHEET NO: 3 OF 6

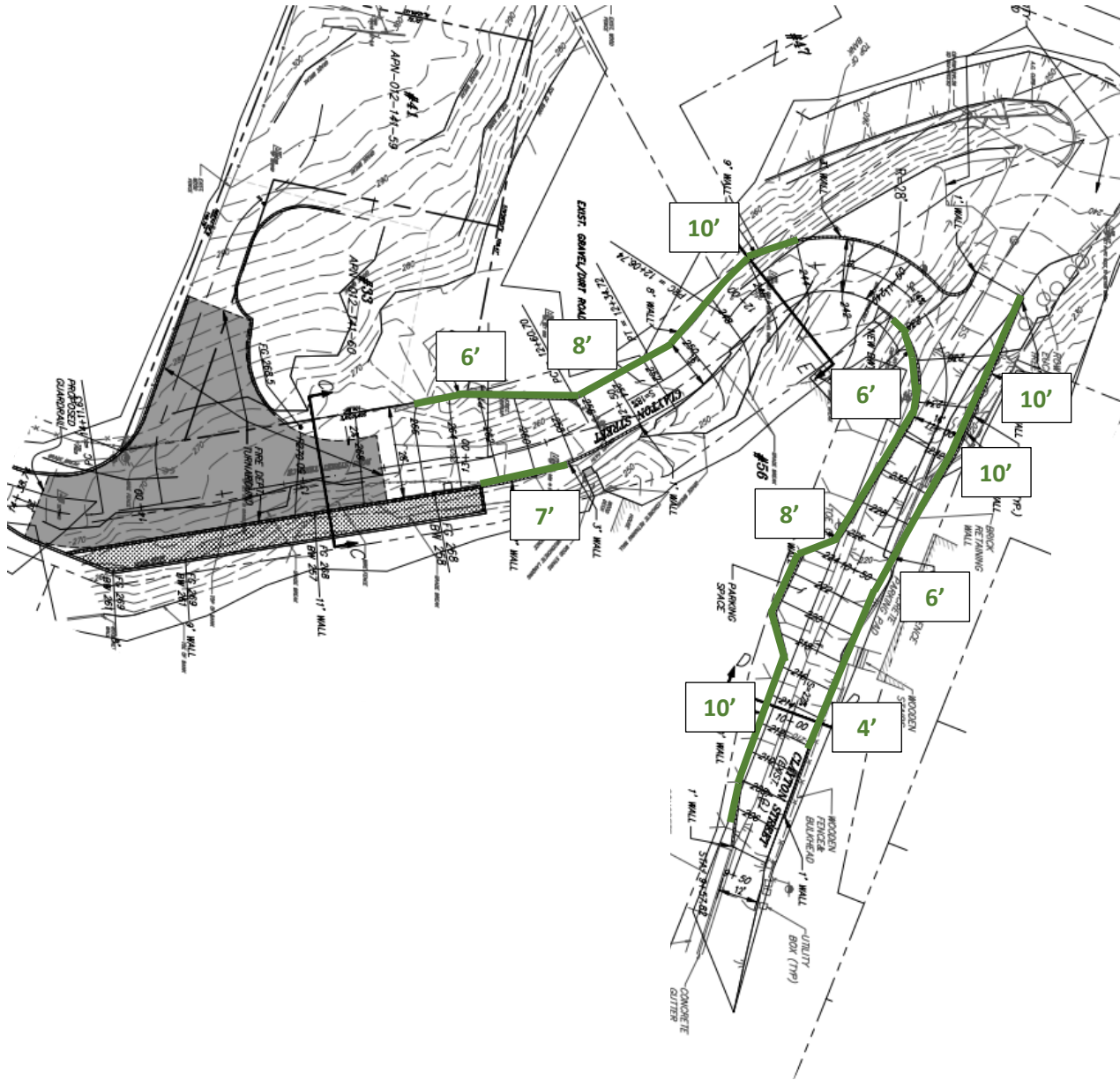
Exhibit 5

PROPOSED RETAINING WALLS – ROSS STREET ACCESS



Note: While pictorially accurate (i.e. approximate and generally in these locations) the location of the retaining walls taller than four feet are not exact.

PROPOSED RETAINING WALLS – CLAYTON STREET ACCESS



Note: While pictorially accurate (i.e. approximate and generally in these locations) the location of the retaining walls taller than four feet are not exact.