

P04-107 – Del Paso In-N-Out

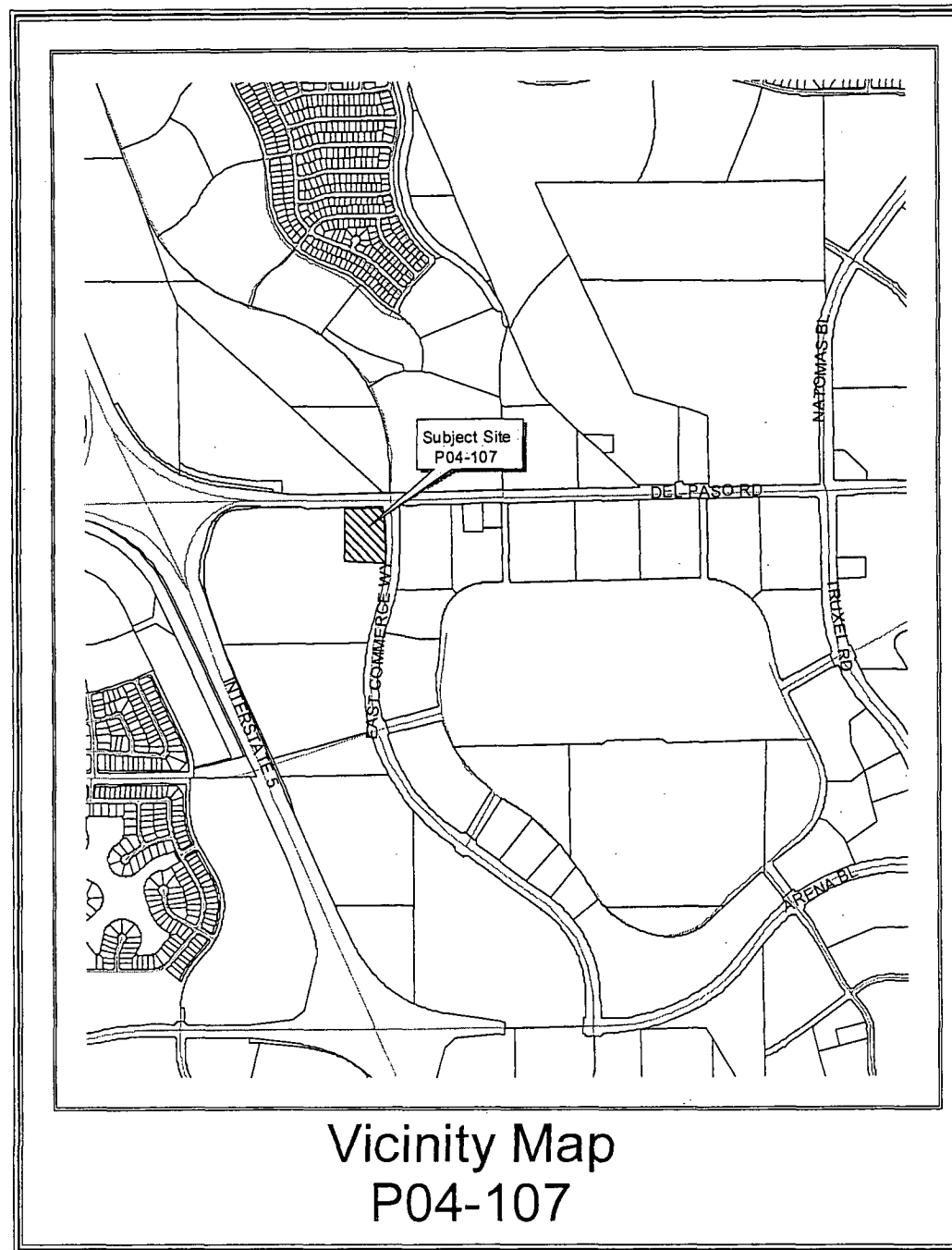
- REQUEST:
- A. **Environmental Determination:** Exempt
 - B. **Special Permit** to allow the construction of a 3,220± square feet restaurant on 1.2± acres Highway Commercial Planned Unit Development (HC-PUD) zone;
 - C. **Special Permit** for a drive-through facility located on the 1.2± acres site for a 3,220± sq.ft restaurant in the Highway Commercial Planned Unit Development (HC-PUD) zone;

LOCATION: South of Del Paso Road, west of East Commerce Way
APN: 225-0070-049
North Natomas Community Plan
Natomas Unified School District
Council District 1

APPLICANT:	Frank Tom Oley 1438 Deerfield Circle Roseville, CA 95747
OWNER:	Alleghany Properties, Inc 2150 River Plaza Drive, Sacramento, CA 95833
APPLICATION FILED:	December 9, 2003
STAFF CONTACT:	Kenny Wan, (916) 808-2222

SUMMARY:

The applicant is requesting entitlements to develop a 3,220 square-foot restaurant with a drive-through facility on a 1.2± net acre vacant parcel in the Highway Commercial Planned Unit Development (HC-PUD) zone. The North Natomas Community Plan designates the subject parcel as Highway Commercial, which is situated at interchanges of the freeway systems and is primarily intended to meet the auto travel needs of short-term visitors. The major issue of the project is the site plan configuration in that staff recommends the front of the building to face Del Paso Road and the drive-thru facility would be placed at the back of the building. Staff is recommending denial of the project because the project is in conflict with the design recommendation of the Natomas Crossing Planned Unit Development Guidelines and the General Plan policies regarding pedestrianways. The issues will be discussed in the site design section on page 6 of the report.



RECOMMENDATION:

Staff recommends denial of the request for special permits to allow the construction of a 3,220± square feet restaurant with a drive-through facility located on the 1.2± acres site. This recommendation is based on the project's site design being conflict with the General Plan policies regarding pedestrianways and the Natomas Crossing Planned Unit Development Guidelines regarding building orientation.

PROJECT INFORMATION:

General Plan Designation: Community/Neighborhood Commercial & Offices
 Community Plan Designation: Highway Commercial
 Existing Land Use of Site: Vacant
 Existing Zoning of Site: HC-PUD

Surrounding Land Use and Zoning:

North: Vacant; EC-40-PUD
 South: Vacant; HC-PUD
 East: Vacant; EC65-PUD
 West: Vacant; HC-PUD

Setbacks:	Required	Provided
South:	15.0'	>100.0'
West:	15.0'	>100.0'
North:	12.5'-30.0'	30.0'
East:	12.5'-30.0'	27.5'

Property Area: 1.2+ net acres (51,866 s.f.)
 Square Footage of Building: 3,220 square feet
 Height of Building: One story, 27'6" to highest point
 Exterior Building Materials: Plaster, aluminum storefront, fabric awning, cultured stone
 Roof Material: concrete tile at pitched roof
 Flat roof
 Auto Parking Provided: 54
 Auto Parking Required: 34
 Bicycle Parking Provided: Not shown on the site plan
 Bicycle Parking Required: 2 (one locker, one bike racks)
 Topography: Flat
 Street Improvements: Existing
 Utilities: Existing

OTHER APPROVALS REQUIRED: In addition to the entitlements requested, the applicant will also need to obtain the following permits or approvals, including, but not limited to:

<u>Permit</u>	<u>Agency</u>
Building Permit	Building Division
Sign Permit	Building Division
Off-Site Improvement Plan Check	Development Engineering & Finance
Plan Review & Health Permit	County Environmental Health Division

BACKGROUND INFORMATION:

On May 22, 1997, the Planning Commission approved the Tentative Master Parcel Map and Tentative Subdivision Map for the Natomas Crossing project (P96-083) and subsequently on June 24, 1997, the City Council adopted Resolution 1997-370 to establish the Natomas Crossing Planned Unit Development (PUD) with PUD Guidelines and Schematic Plan; additionally, City Council also approved the Development Agreement, General Plan Amendment, North Natomas Community Plan Amendment and Rezone. On June 6, 2002, the Planning Commission approved the Tentative Subdivision Map, among other entitlements, for Natomas Crossing Area 3 (P01-028) and subsequently on June 25, 2002, the City Council approved the Community Plan Amendment, Rezone, PUD Guidelines Amendment, PUD Schematic Plan Amendment for the project.

The subject site is currently vacant and is adjacent to several other proposed fast food restaurants. The applicant is now requesting a special permit to develop a 3,220± square-foot restaurant with drive-through services on 1.2± acre in the Highway Commercial Planned Unit Development (HC-PUD) zone.

STAFF EVALUATION: Staff has the following comments:A. Policy Considerations***General Plan Goals and Policies:***

The General Plan designates subject parcel as Community/Neighborhood Commercial & Offices which includes shopping centers (less than 200,000 square feet), commercial strips, and smaller office developments which offer goods and services for the daily needs of adjacent residential areas. The proposed development is **consistent** with the goals of the General Plan regarding promotes efficient growth patterns and public service extensions in the City's new growth area, and the policies on land use element that ensure all areas of the City are adequately served by neighborhood/community shopping districts.

However, the proposed development is **inconsistent** with the following goals of the General Plan. It forms the basis for our recommendation of denying the project and will be discussed under the Special Permit portion of this report:

Circulation Element, Sec 5-28, Goal A

Increase the use of pedestrian mode as a mode of choice for all areas of the city.

Circulation Element, Sec 5-28, Goal A, Policy 2

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

North Natomas Community Plan:

The Community Plan designates subject parcel as Highway Commercial, which is situated at interchanges of the freeway systems and is primarily intended to meet the auto travel needs of short-term visitors in the area and secondarily, to meet the travel needs of the residents and workers. The proposed development is **consistent** with the following goals and policies of the NNCP:

Commercial Guiding Policies A, page 25

Provide commercial facilities that meet the daily and weekly needs of and are convenient to North Natomas residents, workers, and visitors.

Commercial Guiding Policies C, page 25

Confine commercial to designated sites to avoid strip commercial.

Zoning Ordinance:

The project site is zoned Highway Commercial Planned Unit Development (HC-PUD). This is a zone in which the principal use of land is for establishments offering accommodations or services to motorists, and for certain other specialized non-merchandising activities. The proposed restaurant provides a service destination for motorists traveling on the nearby major highway and also for the residents of the surrounding community. The proposed use is **consistent** with the City's Zoning Ordinance

Natomas Crossing PUD Guidelines:

The project site is within the Natomas Crossing Planned Unit Development (PUD). The project's is in conflict with the Development Standard of the PUD Guidelines regarding building orientation and parking lot location and will be discussed under the Special Permit portion of this report. The proposed development is in conflict with the following policies of the Natomas Crossing PUD Guidelines:

Development Area Standards C-1d: page: 45

Orient building entrances toward the adjacent streetscape and celebrated the connection between public and private uses.

Development Area Standard C-2a: page 45

Where reasonable, locate parking lot away from the primary adjacent roadways, behind buildings, or within the buildings as structured parking.

Site Specific Design Criteria for Development Area 3 – 1d: Circulation and Parking

3. Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings.

Natomas Habitat Conservation Plan (Natomas HCP):

The 1994 North Natomas Community Plan required the development and implementation of a Habitat Conservation Plan as mitigation for development in North Natomas. In 1997, the NBHCP was approved by the City of Sacramento, USFWS, and CDFG.

The NBHCP is a conservation plan supporting application for incidental take permits (ITP's) under Section 10(a)(1)(B) of the Endangered Species Act and under Section 2081 of the California Fish and Game Code. The purpose of the NBHCP is to promote biological conservation while allowing urban development and continuation of agriculture within the Natomas Basin. The NBHCP establishes a multi-species conservation program to mitigate the expected loss of habitat values and incidental take of protected species that would result from urban development, operation of irrigation and drainage systems, and rice farming. The goal of the NBHCP is to preserve, restore, and enhance habitat values found in the Natomas Basin.

To support the issuance of an ITP, an Environmental Assessment was prepared by the USFWS for the National Environmental Policy Act requirement and a Negative Declaration was prepared by the City of Sacramento for the California Environmental Quality Act (CEQA) requirement. The USFWS and CDFG issued ITP's to the City of Sacramento. The NBHCP and ITP were subsequently challenged, and on August 15, 2000, the United States District Court, Eastern District, ruled that the ITP was invalid and an EIS was required for the project. Based on this ruling, the City of Sacramento and Sutter County jointly prepared a revised NBHCP and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for use by the USFWS and CDFG. The USFWS is the lead federal agency for the preparation of the EIS and the City of Sacramento and Sutter County are co-lead agencies for the preparation of the EIR. The Sacramento City Council adopted the revised NBHCP and EIR/EIS on May 13, 2003. On June 27, 2003 the USFWS issued a new Incidental Take Permit for the NBHCP for development within the Natomas Basin. This project is subject to the requirements of the revised HCP/ITP. HCP fees have been paid for this site (2002) and the site has been graded.

B. Special Permit**1. Setbacks**

In addition to the setback requirements in the City's zoning code, the Natomas Crossing PUD Guidelines for Development Area III has the following criteria regarding building setback: For service retail and convenience commercial, the building setback shall be a minimum of 12.5 feet and a maximum of 30 feet (page 65). The proposed site plan meets these requirements by providing 30 feet building setback to the north (Del Paso Road) and 27 feet building setback to the east (East Commerce Way).

2. Building Orientation

Moreover, the PUD guidelines mentioned three criteria related to building orientation. These criteria are consistent with the City's General Plan principles discussed on page 4:

1. Orient building entrances toward the adjacent streetscape and celebrate the connection between public and private uses (page 45).
2. Select a building orientation that minimizes the need for extensive screen walls (page 45).
3. Buildings should have pedestrian access and visual orientation to the adjacent roadways (page 65).

The proposed service retail building is situated on the corner parcel at the eastern portion of the site. The building is about 87 feet long by 43 feet wide siding Del Paso Road and oriented toward the west so that the front entry faces onto the interior parking lot and the back faces East Commerce Road. The drive-thru entrance is located at the southwest corner of the site next to the project entrance. The drive-thru lane wraps around the eastern half portion of the parcel that indicated a configuration where the drive-thru lane was placed in between the street and the restaurant. There are sidewalks around the perimeter of the parcel for pedestrian access. However, the sidewalk to the building has been separated by the drive-thru travel lane. After reviewing this initial plan, planning staff recommended that the site be reconfigured so the building front faces Del Paso Road and the drive thru lane and parking is placed to the rear of the restaurant.

Alternative (Exhibit F)

The applicant has actually provided a revised site plan (Exhibit F) which meets the City's goals and policies regarding building orientation, as well as other city requirements such as stacking distances. As shown in Exhibit F, the building is reoriented to face Del Paso Road and side on East Commerce Way. This alternative has the building fronting on the major street and reduces the chance of pedestrian conflict with the drive-thru traffic. The revised plan not only improves the aesthetic of Del Paso Road, but also encourages the use of pedestrian mode as a mode of choice as recommended in the City's general plan policy.

However, the applicant has decided not to move forward with the revised site plan due to their business concerns with the shorter drive-thru lane and potential internal pedestrian conflict with the drive-thru traffic within the parking lot. Staff is aware that the internal drive-thru lane concept will increase conflict between the parking lot users and the drive-thru lane customers, since most customers who park at the parking lot will have to cut through the drive-thru lane before entering into the restaurant.

Alternative (Exhibit G)

Understanding the applicant concern, city staff has asked for additional alternative site plans to address both the cities policies and that of the business concerns. Alternative site plan Exhibit G show that the building remains in the original proposed location, but a 3'6" feet tall screen wall and landscape berm will be provided along the street. Staff does not support this alternative because the building is not fronting Del Paso Road and the PUD Guidelines has clear direction on selecting a building orientation that minimizes the need for extensive screen walls (Natomas Crossing PUD Guidelines page 45).

As indicated above, staff received one alternative site plan (Exhibit F) which appears to meet city policies and standards; however, does not necessarily meet the operator's desire. Although staff is understanding of the operator's concern, the operator's standard's are not findings that staff can make when alternative is available to meet city policies.

Because the building design is part and parcel to the drive-thru lane, staff is recommending denial of the special permit for the construction of the restaurant in addition to the denial of the drive-through special permit as currently proposed.

3. Parking/Circulation

The Natomas Crossing PUD Guidelines for Development Area III has the following criteria applicable to the site:

- a. Primary entrances to commercial buildings shall be oriented to the adjacent public roadway with adequate pedestrian access and signage to identify it as the primary access.
- b. Surface parking lots should be located away from the adjacent roadways and to the rear of the buildings.**
- c. Internal surface parking lots should provide multiple pedestrian linkages to adjacent properties.
- d. Required parking count shall be determined by the current zoning ordinance.

The parking requirement for restaurant is 1 space per 3 seats. There are a total of 103 seats in the proposed project, therefore 34 stalls are required. A total of 51 standard stalls and 3 handicap stalls are shown on the site plan. The project is also required to provide two bicycle parkings as required by section 17.64.050 of the Zoning Ordinance and must meet the development standards per the section. The site plan does not indicate the location of the bicycle parking.

Access to the site is through a private alley off of Advantage way to the south. The site has only one entrance. The proposed drive-thru lane is shown that extends across the southern and eastern sides of the site. South

of the subject site is an approved seat down restaurant and east of the site is East Commerce way.

Pedestrian traffic is expected for the site as the site is near a bus stop situated on East Commerce Way and there are high density office and retail uses across the street of Del Paso and East Commerce Way. In addition, the site is in the vicinity of a proposed light rail station at the Town Center on Del Paso Road, therefore it is important to orient the building and the drive-thru lane to facilitate incoming pedestrian traffic.

There are sidewalks around the perimeter of the parcel for pedestrian access into the site. But the sidewalk is largely separated by the drive-thru travel lane. Walkers from the all directions have to travel through the drive-thru lane or enter into the parking lot before entering the restaurant. The current site plan does not encourage foot traffic and discourage pedestrians. Staff recommends internalizing the drive-thru facilities and the internal surface parking lots should provide multiple pedestrian linkages to adjacent properties.

In addition, the site plan is inconsistent with the city's policy because the surface parking lot is not located away from the adjacent roadways and to the rear of the buildings. Again, staff cannot support the site plan when alternative of relocating the parking lot to the rear of the building is available to meet the city policies.

C. Special Permit – Drive-through Service Facility

In the Highway Commercial (HC) zone, a drive-through service facility shall be permitted, subject to the granting of a special permit, only when incidental to a permitted use in the underlying zone. The proposed drive-through service facility is incidental to the underlying restaurant use.

The following standards shall be used by the planning commission in analyzing the adequacy of the design of the drive-through service facility as applicable to this project.

1. A minimum stacking distance of one hundred eighty (180) feet shall be provided to each pick-up window or automated machine.
2. A facility with a separate ordering point(s) and pick-up window(s) shall provide stacking space for at least four vehicles in advance of each ordering point and stacking space for at least four vehicles between each ordering point and pick-up window.
3. Entrances to drive-through lanes shall be at least twenty-five (25) feet from driveways entering a public or private street or alley.
4. Drive-through service facilities shall not be considered as justification for reducing the number of required parking spaces.

5. The minimum width of each drive-through lane shall be eleven (11) feet. The entrance to the lane and the direction of traffic flow shall be clearly designated by signs and pavement marking or raised curbs.

The special permit is revocable if congestion attributable to inadequate vehicle stacking space for the drive-through service facility regularly occurs on public or private streets or alleys, or the design of the facility creates a nuisance to adjacent properties and the management of the facility cannot alleviate the situation.

The drive through facility as proposed on this project includes the drive through lane, menu boards and food pick up/cashier window. The drive through lane entrance is at the southwest corner of the site and extends across the south and east side of the site and exits out to the parking lot of the site. One speaker and menu board will be erected at the landscaped island, and the pick up/cashier window is located on the east side of the building. Only one pedestrian walkway cuts through the drive through lane in the south to access to the site. There is no designated walkway is provide to access from East Commerce way.

The proposed drive through facility is consistent with the standard 1 to 5 mentioned above. Besides the location of the drive-thru facility, staff has no issues with the design of the drive-thru. However, since the drive-through service facility is part and parcel to the whole project and shall be permitted subject to the granting of a special permit. Staff is also recommending denial of this special permit based upon staff's analysis.

PROJECT REVIEW PROCESS:

A. Environmental Determination

The proposed project is exempt from environmental review pursuant to CEQA Guidelines (CEQA Section 15303).

B. Public/Neighborhood/Business Association Comments

The proposal was routed to the following neighborhood groups: Natomas Business Association (NBA); Natomas Chamber of Commerce; Natomas Community Association (NCA); Natomas Crossing Community Vision (NCCV); Natomas Crossing HOA; Natomas Journal; North Natomas Alliance (NNA); North Natomas Community Association (NNCA); North Natomas Study Group (NNSG); River Oaks Community Association (ROCA); West Natomas Community Association (WNCA); Westside Community Association (WCA).

No comment of opposition is received. However, staff has received comments from two neighborhood associations.

The North Natomas Alliance (NNA)– July 23, 04 :

The NNCA prefers a rear drive-thru, as much landscaping as feasible, a building that enhances the area, noise and air pollution reductions, and safe access.

Natomas Community Association (NCA) – July 13, 2004

Mami Leger: "I am reasonably sure that the group (NCA) would support staff's recommendation to relocate the drive-thru to the rear of the building as that position is consistent with our past comments".

Natomas Community Association (NCA) – November 10, 2004

1. Drive-through lanes must be well-landscaped and screened from adjacent uses and roads.
2. Integrate each site with adjacent uses so that parking is shared and pedestrian access between uses is safe and clearly marked.
3. Allow drive-thru access between parking lots of each restaurant use.
4. Ensure there is safe pedestrian access for office workers on the east side of Commerce Way

C. Summary of Agency Comments

The project has been reviewed by several City Departments and other agencies. Should the project be approved, sets of conditions would be added to the project Special Permits related to site.

PROJECT APPROVAL PROCESS: Of the entitlements below, Planning Commission has the authority to approve or deny A to C. The Planning Commission action may be appealed to the City Council. The appeal must occur within 10 days of the Planning Commission action.

RECOMMENDATION:

Staff recommends the Planning Commission take the following actions:

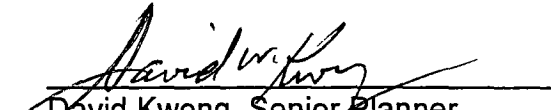
- A. Adopt the attached Notice of Decision and Findings of Fact, which finds that the project is Exempt pursuant to CEQA Section 15301;
- B. Adopt the attached Notice of Decision and Findings of Fact denying the **Special Permit** to allow the construction of a 3,220± square feet restaurant on 1.2± acres Highway Commercial Planned Unit Development (HC-PUD) zone;
- C. Adopt the attached Notice of Decision and Findings of Fact denying the **Special Permit** for a drive-through facility located on the 1.2± acres site for a

3,220± sq.ft restaurant in the Highway Planned Unit Development (HC-PUD) zone.

Report Prepared By,


Kenny Wan, Assistant Planner

Report Reviewed By,


David Kwong, Senior Planner

Attachments

Attachment 1	Notice of Decision & Findings of Fact
Exhibit A	Site Plan
Exhibit B	Preliminary Landscape Plan
Exhibit C	South and East Elevations
Exhibit D	North and West Elevations
Exhibit E	Floor Plan
Exhibit F	Alternative Site Plan (Building front on Del Paso)
Exhibit G	Alternative Site Plan (Landscape Berming option)
Attachment 2	Land Use & Zoning Map

**ATTACHMENT 1
NOTICE OF DECISION AND FINDINGS OF FACT FOR
DEL PASO IN-N-OUT, LOCATED AT THE SOUTHWEST CORNER OF DEL PASO
ROAD AND EAST COMMERCE WAY, NORTH NATOMAS, SACRAMENTO,
CALIFORNIA APN: 225-0070-049 (P04-107)**

At the regular meeting of December 9, 2004, the City Planning Commission heard and considered evidence in the above-entitled matter. Based on verbal and documentary evidence at said hearing, the Planning Commission took the following actions for the location listed above:

- A. Environmental Determination:** Exempt per CEQA Section 15301;
- B. Denied the Special Permit** to allow the construction of a 3,220± square feet restaurant on 1.2± acres Highway Commercial Planned Unit Development (HC-PUD) zone;
- C. Denied the Special Permit** for a drive-through facility located on the 1.2± acres site for a 3,220± sq.ft restaurant in the Highway Planned Unit Development (HC-PUD) zone;

These actions were made based upon the following findings of fact and subject to the following conditions:

FINDINGS OF FACT

- A. Environmental Determination: The City Planning Commission finds that the project is Exempt pursuant to CEQA Section 15301.
- B. Special Permit: The Special Permit to allow the construction of a 3,220± square feet restaurant on 1.2± acres Highway Commercial Planned Unit Development (HC-PUD) zone is hereby **denied** based on the following findings of fact:
 - 1. The project is not based upon sound principles of land use in that it is inconsistent with the General Plan goal regarding pedestrianways and the Natomas Crossing PUD Guidelines regarding building orientation;
 - 2. The project will be detrimental to the public general welfare.
- C. Special Permit: The Special Permit for a drive-through facility located on the 1.2± acres site for a 3,220± sq.ft restaurant in the Highway Planned Unit Development (HC-PUD) zone is hereby **denied** based on the following findings of fact:

1. The project is not based upon sound principles of land use in that it is inconsistent with the General Plan goal regarding pedestrianways and the Natomas Crossing PUD Guidelines regarding building orientation;
2. The project will be detrimental to the public general welfare.

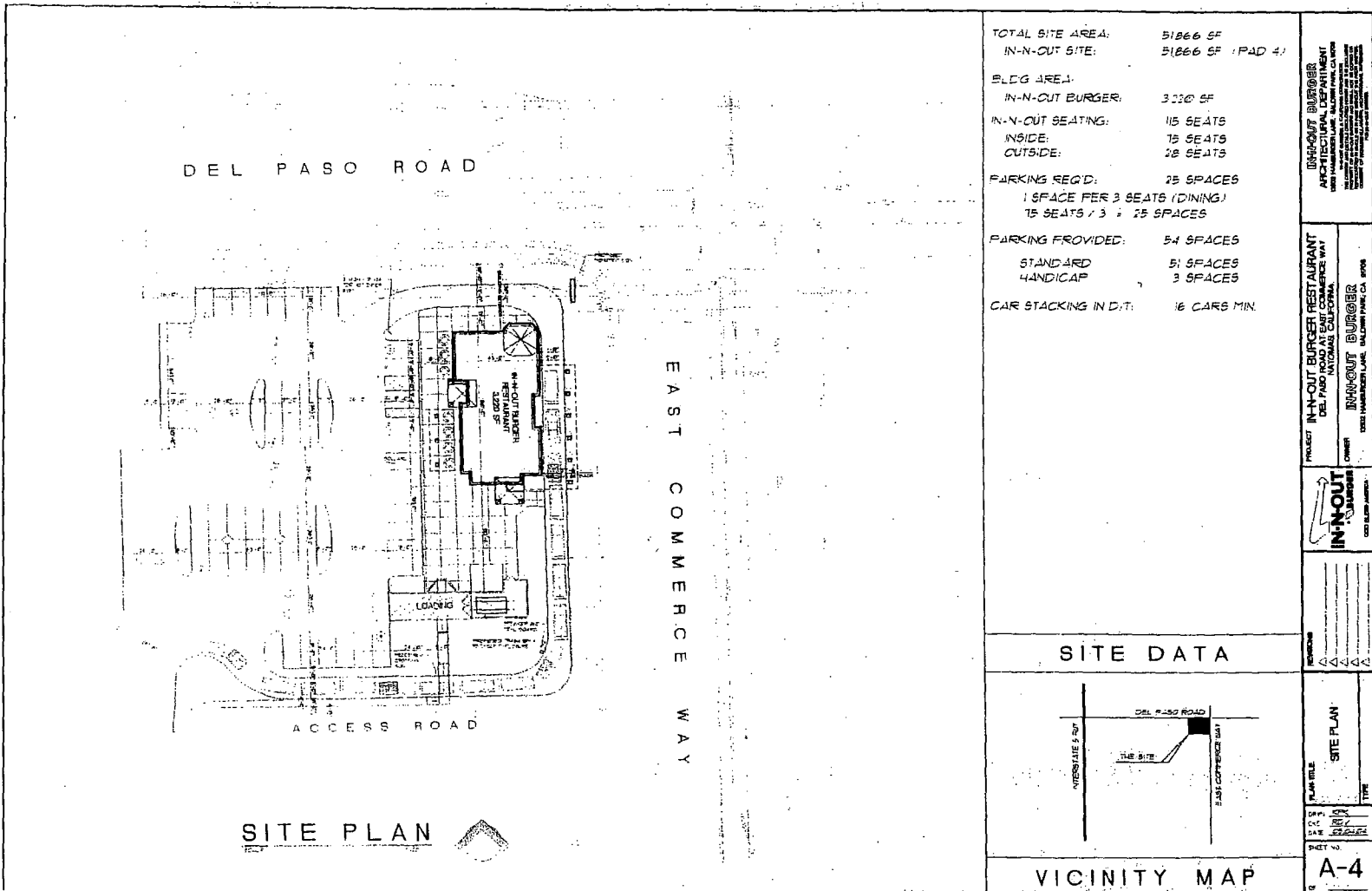
CHAIRPERSON

ATTEST:

SECRETARY TO CITY PLANNING COMMISSION

DATE (P04-107)

Exhibit A	Site Plan
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Exhibit G	Alternative Site Plan (Landscape Berming option)



P04-107

December 9, 2004

Exhibit A Site Plan

ITEM # 8
PAGE 15

IN-N-OUT BURGER
ARCHITECTURAL DEPARTMENT
1000 HARBOR LANE, SUITE 1000
SANTA ANA, CALIFORNIA 92705
TEL: 714.941.1000 FAX: 714.941.1001
WWW.IN-OUT.COM

PROJECT: IN-N-OUT BURGER RESTAURANT
DEL PASO ROAD AT EAST COMMERCE WAY
NATOMA CALIFORNIA
OWNER: IN-N-OUT BURGER
1000 HARBOR LANE, SUITE 1000
SANTA ANA, CALIFORNIA 92705

IN-N-OUT
BURGER

REVISIONS

PLAN TITLE: SITE PLAN
DATE: 12/9/04
SHEET NO.: A-4

A-4

KEY NOTES

1. ROOF TILE - RED TERRAZZO TILE BY HONER TILE CO. PERIOD: 2004-2005
2. STUCCO FINISH - SAND & GALT FINISH OVER PAINTED BRICK. COLOR: SAND & GALT FINISH.
3. ALUMINUM STOREFRONT DOORS AND WINDOWS - CLEAR ALUMINUM FRAME FINISH.
4. WOOD MATERIAL - UNPAINTED, GARDEN RED OAK. TWO COAT RED OAK FINISH. BRICKWORK FINISHES: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK.
5. WOOD COLUMN AND BENCHES - GARDEN RED OAK. UNPAINTED. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK. SANDLIGHTING: SANDS WITH PLASTERWORK.
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LEO A. LAURE & ASSOCIATES
ARCHITECTS

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ELEVATIONS

A-9

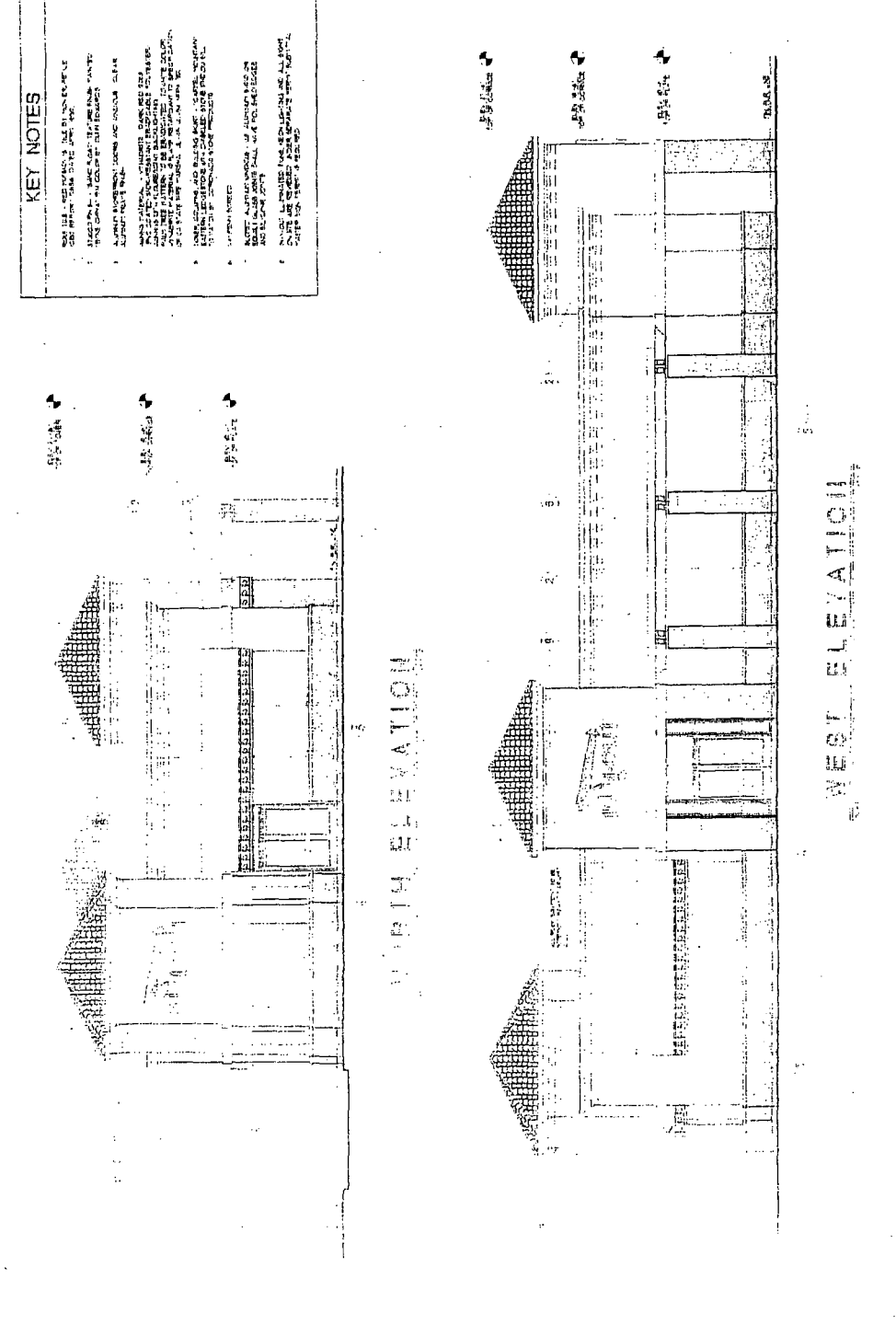
Exhibit D

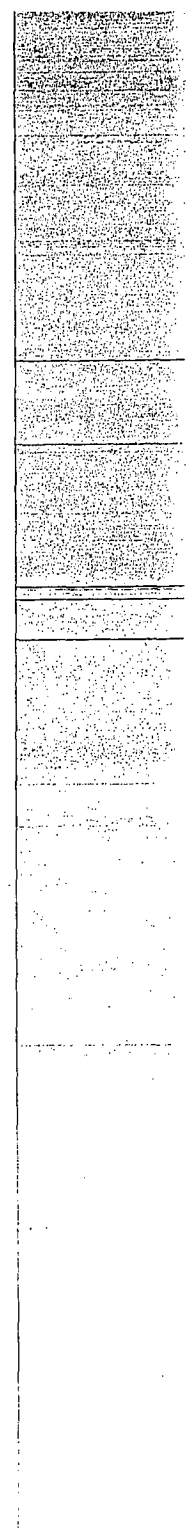
North and West Elevations

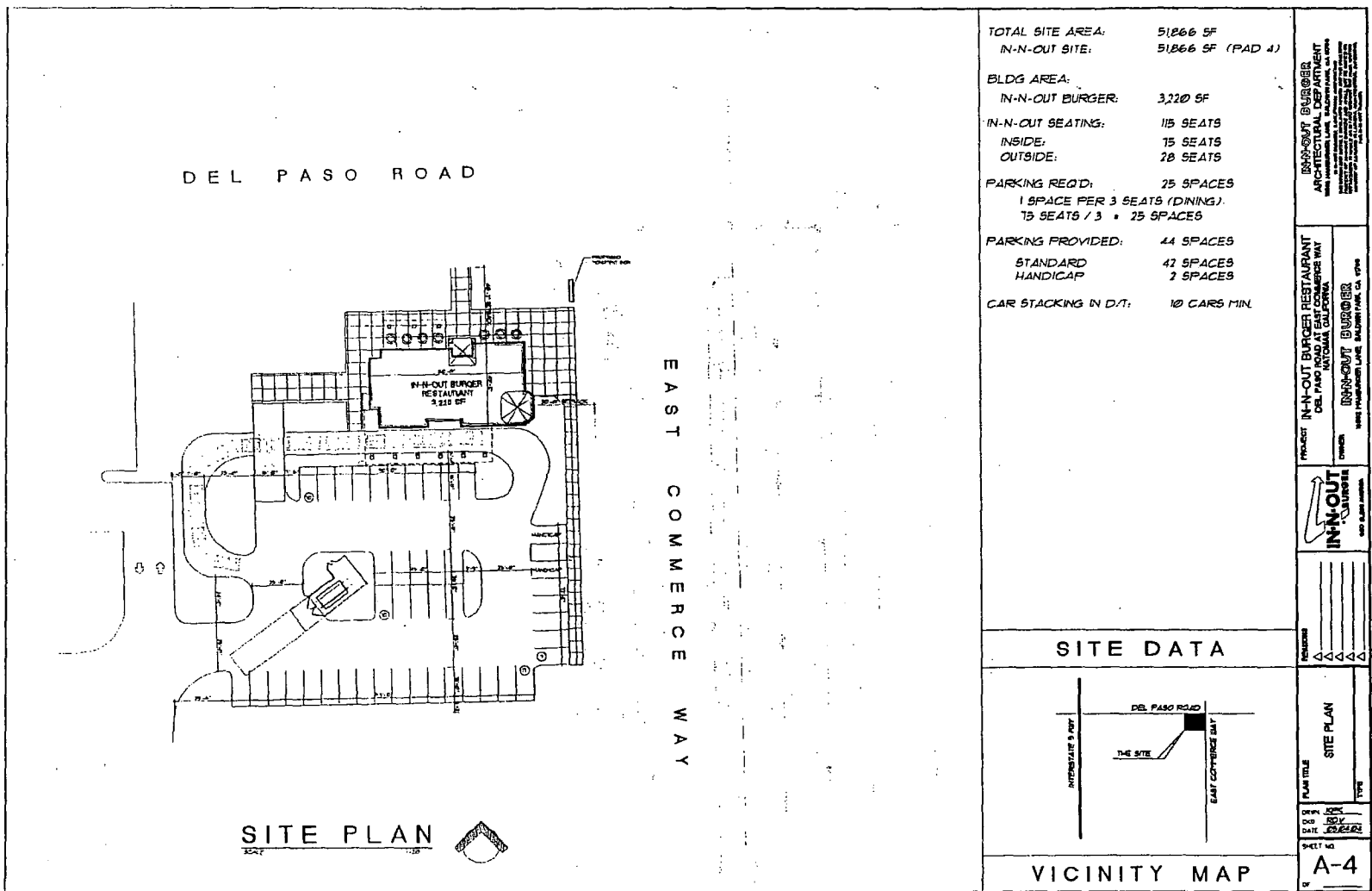
	PROJECT IN-N-OUT BURGER RESTAURANT ONE FIRST FLOOR AT FIRST CORNER UNIT NATIONAL CALIFORNIA	OWNER IN-N-OUT BURGER 1888 CALIFORNIA DRIVE, WEST PLACER, CALIF. 95670	DATE 12/09/04	TYPE ELEVATIONS 1-01 TO 2-01
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KEY NOTES

1. SEE ARCHITECT'S DESIGN DEVELOPMENT FOR THE RESTAURANT.
2. SEE ARCHITECT'S DESIGN DEVELOPMENT FOR THE RESTAURANT.
3. SEE ARCHITECT'S DESIGN DEVELOPMENT FOR THE RESTAURANT.
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9. SEE ARCHITECT'S DESIGN DEVELOPMENT FOR THE RESTAURANT.
10. SEE ARCHITECT'S DESIGN DEVELOPMENT FOR THE RESTAURANT.







P04-107

December 9, 2004

ITEM # 8
 PAGE 20

Exhibit F Alternative Site Plan (Building front on Del Paso)

