



**CITY OF SACRAMENTO PLANNING COMMISSION
RECORD OF DECISION**

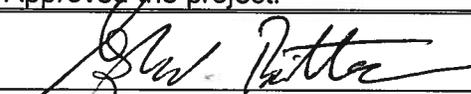
New City Hall, 915 I Street, 3rd Floor, Sacramento, CA 95814

Project Name: Greyhound Bus Terminal
Project Number: P10-020
Project Location: 420 Richards Boulevard
Assessor's Parcel No.: 001-0210-045, -046, -047, -048, -049, -053
Applicant: Craig Stradley
Action Status: Approved with Conditions Action Date: 5-27-10

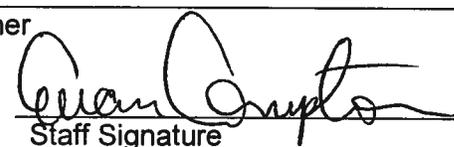
REQUESTED ENTITLEMENT(S): A request to construct a bus terminal on 1.74± acres in the Office Building (OB-PUD SPD) zone and located in the Discovery Centre Planned Unit Development and Richards Boulevard Special Planning District.

- A. Environmental Determination: Subsequent Mitigated Negative Declaration;
- B. Mitigation Monitoring Plan;
- C. PUD Guidelines Amendment to allow a bus terminal use in the Discovery Centre Planned Unit Development (PUD);
- D. Special Permit to construct a bus terminal in the OB-PUD SPD zone.

ACTIONS TAKEN: On 05/27/2010, the Planning Commission took the following actions based on the attached findings of fact and subject to the attached conditions of approval: Approved the project.

Action certified by: 
Gregory Bitter, Principal Planner

Sent to Applicant: 05/28/2010

By: 
Staff Signature

NOTICE OF PROTEST RIGHTS

The above conditions include the imposition of fees, dedications, reservations, or other exactions. Pursuant to California Government Code section 66020, this Notice of Decision serves as written notice to the project applicant of (1) the amount of any fees and a description of any dedications, reservations, or exactions imposed, and (2) that the applicant may file a protest against the imposition of those fees, dedications, reservations, or other exactions within 90 days of the date of this approval, which is deemed to be the date that the fees, dedications, reservations, or other exactions are imposed. If the payment of a fee is imposed as a condition of approval, but the amount of the fee is not stated in this Notice of Decision and is not otherwise available to the applicant on a fee schedule or otherwise, the 90

days protest period will begin to run when the applicant is notified of the amount of the fee.

For purposes of this notice, the following fees are deemed to be imposed upon approval of the first discretionary entitlement for the subject development project and are subject to the protest procedures set forth in Title 18 of the Sacramento City Code as indicated: North Natomas Public Facilities Fee, Transit Fee, and Drainage Fee (SCC 18.24.160); North Natomas Land Acquisition Fee (SCC 18.24.340); North Natomas School Facilities Fee (SCC18.24.710); Jacinto Creek Planning Area Facilities Fee (SCC18.28.150); Willow Creek Project Area Development Fee (SCC 18.32.150); Development Impact Fees for the Railyards, Richards Boulevard, and Downtown Areas (SCC 18.36.150); Habitat Conservation Fee for the North and South Natomas Community Plan Areas (18.40.090); and Park Development Impact Fee (18.44.140).

The time within which to challenge a condition of approval of a tentative subdivision map, including the imposition of fees, dedication, reservation, or other exaction, is governed by Government Code section 66499.37

EXPIRATION

TENTATIVE MAP: Failure to record a final map within three years of the date of approval or conditional approval of a tentative map shall terminate all proceedings.

SPECIAL PERMIT: A use for which a Special Permit is granted must be established within three years after such permit is issued. If such use is not so established, the Special Permit shall be deemed to have expired.

VARIANCE: Any variance involving an action which requires a building permit shall expire at the end of three years unless a building permit is obtained within the variance term.

PLAN REVIEW: Any plan review shall expire at the end of three years unless a building permit is obtained within the plan review term.

NOTE: Violation of any of the foregoing conditions will constitute grounds for revocation of this permit. Building permits are required in the event any building construction is planned. The County Assessor is notified of actions taken on rezoning, special permits and variances.

APPEALS

Appeals of the Planning Commission decision of this item to the City Council must be filed at 915 I Street, New City Hall, 3rd Floor, within 10 calendar days of this meeting, on or before 10/04/2009. If the 10th day falls on a Sunday or holiday, the appeal may be filed on the following business day.

Findings Of Fact

A. and B. Environmental Determination: Subsequent Mitigated Negative Declaration and Mitigation Monitoring Plan: The Mitigated Negative Declaration for the original project was approved by the City Council on February 24, 2009. The Project initial study identified potentially significant effects of the Project. Revisions to the Project made by or agreed to by the Project applicant before the proposed mitigated negative declaration and initial study were released for public review were determined by City's Environmental Planning Services to avoid or reduce the potentially significant effects to a less than significant level, and, therefore, there was no substantial evidence that the Project as revised and conditioned may have a significant effect on the environment. A Mitigated Negative Declaration (MND) for the original Project was then completed, noticed and circulated in accordance with the requirements of the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the Sacramento Local Environmental Procedures.

Following approval of the Mitigated Negative Declaration, the Project was modified to include minor changes in the location of the terminal building on the site and internal traffic circulation, and to extend Sequoia Pacific Boulevard south to intersect with Bannon Street. These changes are substantial, and required the preparation of a Subsequent Mitigated Negative Declaration. The Subsequent Mitigated Negative Declaration was circulated for public comment as follows:

a. On April 21, 2010 a Notice of Intent to Adopt the Subsequent MND (NOI) dated April 21, 2010 was circulated for public comments for 20 days. The NOI was sent to those public agencies that have jurisdiction by law with respect to the proposed project and to other interested parties and agencies, including property owners within 500 feet of the boundaries of the proposed project. The comments of such persons and agencies were sought.

b. On April 21, 2010 the project site was posted with the NOI, the NOI was published in the Daily Recorder, a newspaper of general circulation, and the NOI was posted in the office of the Sacramento County Clerk.

2. The Planning Commission has reviewed and considered the information contained in the Subsequent MND, including the initial study, MND, the revisions and conditions incorporated into the Project, and the comments received during the public review process and the hearing on the Project. The Planning Commission has determined that the Subsequent MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project.
6. Based on its review of the Subsequent MND and on the basis of the whole record, the Planning Commission finds that the Subsequent MND reflects the Planning Commission's independent judgment and analysis and that there is no substantial evidence that the Project, as revised with the incorporation of the mitigation measures, will have a significant effect on the environment.
7. The Planning Commission adopts the Subsequent MND for the Project.
8. Pursuant to CEQA section 21081.6 and CEQA Guidelines section 15074, and in support of its approval of the Project, the Planning Commission adopts the Mitigation Monitoring Program to require all reasonably feasible mitigation measures be implemented by means of Project conditions, agreements, or other measures, as set forth in the Mitigation Monitoring Program.
9. Upon approval of the Project, the City's Environmental Planning Services shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.
10. The documents and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the City of Sacramento Community Development Department, Environmental Planning Services, 300 Richards Boulevard, Sacramento, CA 95811-0218. The custodian of these documents and other materials is the Community Development Department, Environmental Planning Services.

C. PUD Guidelines Amendment: The PUD Guidelines Amendment to allow a bus terminal use in the Discovery Centre PUD is **approved** based on the following Findings of Fact:

1. The PUD amendment conforms to the 2030 General Plan and the Richards Boulevard Area Plan; and
2. The PUD amendments meet the purposes and criteria stated in the City Zoning Ordinance in that the PUD encourages mixed use that is healthy and of long-lasting benefit to the community and the City of Sacramento; and

3. The PUD Amendments will not be injurious to the public welfare, nor to other property in the vicinity of the development and will be in harmony with the general purposes and intent of the Zoning Ordinance in that the PUD establishes minimum development standards to facilitate new development which will revitalize the Richards Boulevard area.

D. Special Permit: The Special Permit to allow a bus terminal in the Office Building (OB-PUD SPD) zone and located in the Discovery Centre PUD and Richards Boulevard SPD is **approved** based on the following Findings of Fact:

1. The project is based upon sound principles of land use in that a bus terminal is compatible with the surrounding properties in the neighborhood, since the area is currently in transition from industrial to mixed use and within the Richards Boulevard area there is a strong law enforcement presence given the current locations of the City of Sacramento Police Department and California Highway Patrol Campus to provide enhanced surveillance and discourage criminal activity on the site; and
2. The proposed use will not be detrimental to the public health, safety and welfare, nor result in a public nuisance in that the site will be well served by existing and future transit including Interstate 5 and Highway 160, three bus routes, and two future light rail stations located within ¼ mile; and
3. The project is consistent with the 2030 General Plan and Richards Boulevard Area Plan (RBAP) policies related to encouraging the continued operation of a private bus service within the city limits and allowing for a diverse mix of uses to further the revitalization of the Richards Boulevard area.

Conditions Of Approval

D. Special Permit: The Special Permit to allow a bus terminal in the Office Building (OB-PUD SPD) zone and located in the Discovery Centre PUD and Richards Boulevard SPD is **approved** subject to the following conditions of approval:

PLANNING:

- D1. The project shall conform to the attached plans. Any changes to the project shall require additional planning review and approval.
- D2. The applicant shall obtain all required building and/or encroachment permits prior to commencing construction.
- D3. A sign permit shall be obtained prior to construction or installation of any attached or detached sign.
- D4. The project shall meet the conditions of the Design Director (DR10-047).
- D5. A sign indicating a 24-hour emergency phone number and contact person shall be kept current and posted on the building.

- D6. A minimum of 2 bicycle facilities shall be provided. A minimum of one bicycle facility shall be Class I.
- D7. The applicant shall comply with the requirements of the Mitigation Monitoring Plan developed by and kept on file in the Community Development Department (P10-020.)
- D8. All parking spaces and maneuvering area (with the exception of the bus maneuvering and loading areas as noted in this staff report) shall meet the 50% tree shading requirements.
- D9. The designated spaces for employee parking shall be noted with striping or signage.
- D10. The project shall be LEED Certified Silver or equivalent unless the City Council approves a different standard.

UTILITIES

- D11. Any new domestic water services shall be metered. Only one domestic water service is allowed per parcel or lot. Excess services shall be abandoned to the satisfaction of the DOU. All water connections shall comply with the City of Sacramento's Cross Connection Control Policy. The existing water tap and backflow preventer serving 300 Richards Blvd. shall be relocated or modified such that water services do not cross property lines.
- D12. Provide a separate street tap for a metered irrigation service.
- D13. Per City Code, the point of service for water, sewer and storm drain service is located at the back of curb for separated sidewalks and at the back of sidewalk for attached sidewalks. The onsite water, sewer and storm drain systems shall be private systems maintained by the property owner with either a cleanout, manhole or backflow preventer installed at the point of service.
- D14. No trees or permanent structures (with the exception of a small corner of the proposed building as approved by the DOU) shall be located within a 20' wide area centered along the entire length of the existing 15" City Sewer Main that runs through the property.
- D15. Construct a 12" water main extension from the intersection of Richards and Sequoia Blvd., south in the proposed Sequoia Blvd. to the satisfaction of the DOU.
- D16. A drainage inlet or inlets (as needed) connected to the city drainage system shall be installed on the southeast corner of the intersection of Richards Blvd. and Sequoia Blvd. to the satisfaction of the DOU.
- D17. If the project requires a drainage connection to the city system at some point along the southern portion of the property a drainage main extension from Bannon Street shall be required to the satisfaction of the DOU.
- D18. The building pad elevation shall be approved by the DOU and shall be a minimum of 1.5 feet above the local controlling overland release elevation or a minimum of 1.2 feet above the highest adjoining back of sidewalk elevation, whichever is higher, or as approved by the Department of Utilities.
- D19. This project is served by the Combined Sewer System (CSS). Therefore, the developer/property owner will be required to pay the Combined Sewer System Development Fee prior to the issuance

of building permit. The Combined Sewer System fee at time of building permit is estimated to be \$792.89 plus any increases to the fee due to inflation. The fee will be used for improvements to the CSS.

- D20. The applicant shall comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance will require the applicant to prepare erosion and sediment control plans for both during and after construction of the proposed project, prepare preliminary and final grading plans, and prepare plans to control urban runoff pollution from the project site during construction.
- D21. Post construction, stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. Since the project is not served by an existing regional water quality control facility, both source control and on-site treatment control measures (e.g., stormwater planters, detention basin, infiltration basin and/or trench, media filters (Austin Sand Filter), multi-functional drainage corridors, vegetated filter strips and/or swales, and proprietary devices) are required. A maintenance agreement is required for all on-site treatment control measures. Contact DOU for a list of accepted proprietary devices if considered for treatment control. Specific source controls are required for (1) vehicle and equipment fueling areas, (2) loading/unloading areas, (3) outdoor storage areas, (4) outdoor work areas, (5) vehicle/equipment wash, repair and maintenance areas, (6) waste management areas and (7) Storm drain inlet (markings). Improvement plans must include the source controls and on-site treatment control measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions (May 2007)" for appropriate source control measures. Runoff reduction measures (e.g. porous pavement) are optional control measures. Refer to the Runoff Reduction Credit Worksheet in the above Manual for porous pavement design.
- D22. This project is greater than 1 acre in size; therefore, the project is required to comply with the State "NPDES General Permit for Stormwater Discharges Associated with Construction Activity" (State Permit). To comply with the State Permit, the applicant will need to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) prior to construction. A copy of the State Permit and NOI may be obtained from www.swrcb.ca.gov/stormstr/construction.html. The SWPPP will be reviewed by the DOU prior to issuing a grading permit. The following items shall be included in the SWPPP: (1) vicinity map, (2) site map, (3) list of potential pollutant sources, (4) type and location of erosion and sediment BMP's, (5) name and phone number of person responsible for SWPPP and (6) certification by property owner or authorized representative.

FIRE

- D23. All turning radii for fire access shall be designed as 35' inside and 55' outside.
- D24. Roads used for Fire Department access shall have an unobstructed width of not less than 20' and unobstructed vertical clearance of 13'6" or more.
- D25. Fire Apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. CFC 503.2.3
- D26. Provide the required fire hydrants in accordance with CFC 508 and Appendix C, Section C105.

- D27. Timing and Installation. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction.
- D28. Provide a water flow test. (Make arrangements at the Permit Center walk-in counter: 300 Richards Blvd, Sacramento, CA 95814). CFC 508.4
- D29. Provide appropriate Knox access for site
- D30. Roads used for Fire Department access that are less than 28 feet in width shall be marked "No Parking Fire Lane" on both sides; roads less than 36 feet in width shall be marked on one side.
- D31. An automatic fire sprinkler system shall be installed in any portion of a building when the floor area of the building exceeds 3,599 square feet.
- D32. Locate and identify Fire Department Connections (FDCs) on address side of building no further than 50 feet and no closer than 15 feet from a fire hydrant.
- D33. An approved fire control room shall be provided for all buildings protected by an automatic fire extinguishing system. Fire control rooms shall be located within the building at a location approved by the Chief, and shall be provided with a means to access the room directly from the exterior. Durable signage shall be provided on the exterior side of the access door to identify the fire control room. CFC 903.8
- D34. Vehicle gates shall be provided with a minimum 20' clear access. Gates shall be AC powered and provided with Key override switch (Knox) and Radio operated controller (Click2Enter).

DEVELOPMENT ENGINEERING:

- D35. Construct standard improvements as noted in these conditions pursuant to section 16.48.110 of the City Code. Improvements shall be designed and constructed to City standards in place at the time that the Building Permit is issued. All improvements shall be designed and constructed to the satisfaction of the Department of Transportation. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This shall include street lighting and the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk fronting the property along Richards Boulevard per City standards and to the satisfaction of the Department of Transportation;
- D36. All new driveways shall be designed and constructed to City Standards and to the satisfaction of the Department of Transportation. All site driveways shall be sized enough to accommodate a turning radius of the largest Greyhound bus in use at this terminal;
- D37. The site plan shall conform to A.D.A. requirements in all respects. This shall include the replacement of any curb ramp that does not meet current A.D.A. standards at the south-east corner of the intersection of Sequoia Boulevard and Richards Boulevard;
- D38. The site plan shall conform to the parking requirements set forth in chapter 17 of City Code (Zoning Ordinance);
- D39. The design of walls fences and signage near intersections and driveways shall allow stopping sight distance per Caltrans standards and comply with City Code Section 12.28.010 (25' sight triangle).

Walls shall be set back 3' behind the sight line needed for stopping sight distance to allow sufficient room for pilasters. Landscaping in the area required for adequate stopping sight distance shall be limited 3.5' in height at maturity. The area of exclusion shall be determined by the Department of Transportation;

- D40. The applicant shall dedicate and construct a bus turnout along Richards Boulevard as shown on the site plan (dated 3-9-2010) to the satisfaction of the Department of Transportation;
- D41. **Sequoia Pacific Boulevard / Bannon Street intersection.** The applicants shall dedicate and construct the intersection of Sequoia Pacific Boulevard and Bannon Street as depicted on the site plan (dated 3-9-2010). The applicant shall not be responsible for constructing the eastern leg of Bannon Street (shown on the site plan). This shall include the construction of the required roadway section, street lights, round corners and curb ramps to the satisfaction of the Department of Transportation.
- D42. **Richards Boulevard / Sequoia Pacific Boulevard intersection.** The applicant shall dedicate and construct the expanded intersection as shown on the site plan (dated 3-9-2010). This shall include any required modifications or relocations of any signal equipment (if needed), round corner reconstruction, etc. to the satisfaction of the Department of Transportation.

URBAN FOREST

- D43. The applicant shall coordinate with the Urban Forest Services Department to finalize the species selection of trees located within the public right-of-way.
- D44. The applicant shall ensure all onsite trees are consistent with the "Parking Lot Shading Design and Maintenance Guidelines." These guidelines list City approved tree species in which the Landscape Architect (Owner) can choose from for on-site use. The applicant has proposed tree species in the original landscape exhibit. The applicant shall provide further clarification of their intent while working with the Urban Forest Services Department.
- D45. All trees shall be planted in a gradual mound 2 inches to 3 inches higher than the surrounding grade and mulched w/ wood chips (playground fiber or coarser) to a depth of approximately 3 inches.
- D46. There shall be no understory planting within 4 feet of any tree trunk (5 feet for large canopy species trees).

ENGINEERING SERVICES – ELECTRICAL SECTION:

- D47. This project shall require street lighting. There is an existing street lighting system around this project area. Improvements of right-of-way may require modification to the existing system. Electrical equipment shall be protected and remain functional during construction.

POLICE DEPARTMENT:

- D48. A video camera system shall be installed to the satisfaction of the Police Department.
- D49. A real control point that limits access to the ticketed passenger area shall be established. (Either a door that requires someone to buzz people in or a person checking tickets.)
- D50. Any onsite video game machines shall be installed only in the ticketed passenger area.

ADVISORY NOTES ONLY:

Planning

- ADV1. If the site is transferred to another private user in the future who reuses the building and converts the bus loading and maneuvering area to vehicle parking, the exemption shall no longer apply and the project shall be required to meet the 50% tree shading requirements.
- ADV2. The applicant shall explore the feasibility of fencing the entire site with wrought iron fencing and if the budget allows for a fencing upgrade, the existing chain link fence along the interior property line shall be removed and replaced with wrought iron fencing.

Development Engineering

- ADV3. Richards Boulevard / Sequoia Pacific Boulevard intersection. (Future 2035 scenario) The applicant shall reserve sufficient right of way and reconstruct the expanded intersection to add an additional left turn pocket as shown on the 2035 site plan. This shall include the reconstruction of any round corners, curb ramps, relocation (if needed) of any signal equipment, and any signal timing changes to the satisfaction of the Department of Transportation.

Urban Forest Services

- ADV4. Trees should be ordered well in advance of anticipated planting date to ensure species availability.

Utilities

- ADV5. The proposed project is located in the Flood zone designated as a shaded X zone on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRMs), dated December 8th, 2008. Within the X zone, there are no requirements to elevate or flood proof.
- ADV6. Many projects within the City of Sacramento require on-site booster pumps for fire suppression and domestic water systems. Prior to design of the subject project, the DOU suggests that the applicant request a water supply test to determine what pressure and flows the surrounding public water distribution system can provide to the site. This information can then be used to assist the engineers in the design of the on-site fire suppression.
- ADV7. A looped 12" water main in Sequoia Blvd. is the preferred situation from both a water supply and water quality point of view. It is recommended that the main extension in Sequoia Blvd. be connected to the existing city water system both in Richards Blvd. as well as Bannon Street. If a looped system is not provided, it would be beneficial in respect to water quality to have the irrigation service tap for the project located at the end of the dead end main in Sequoia Boulevard.
- ADV8. The project must meet the Recycling and Solid Waste Disposal Regulations outlined in City Code Chapter 17.72 (http://www.qcode.us/codes/sacramento/view.php?topic=17-iii-17_72&frames=off).

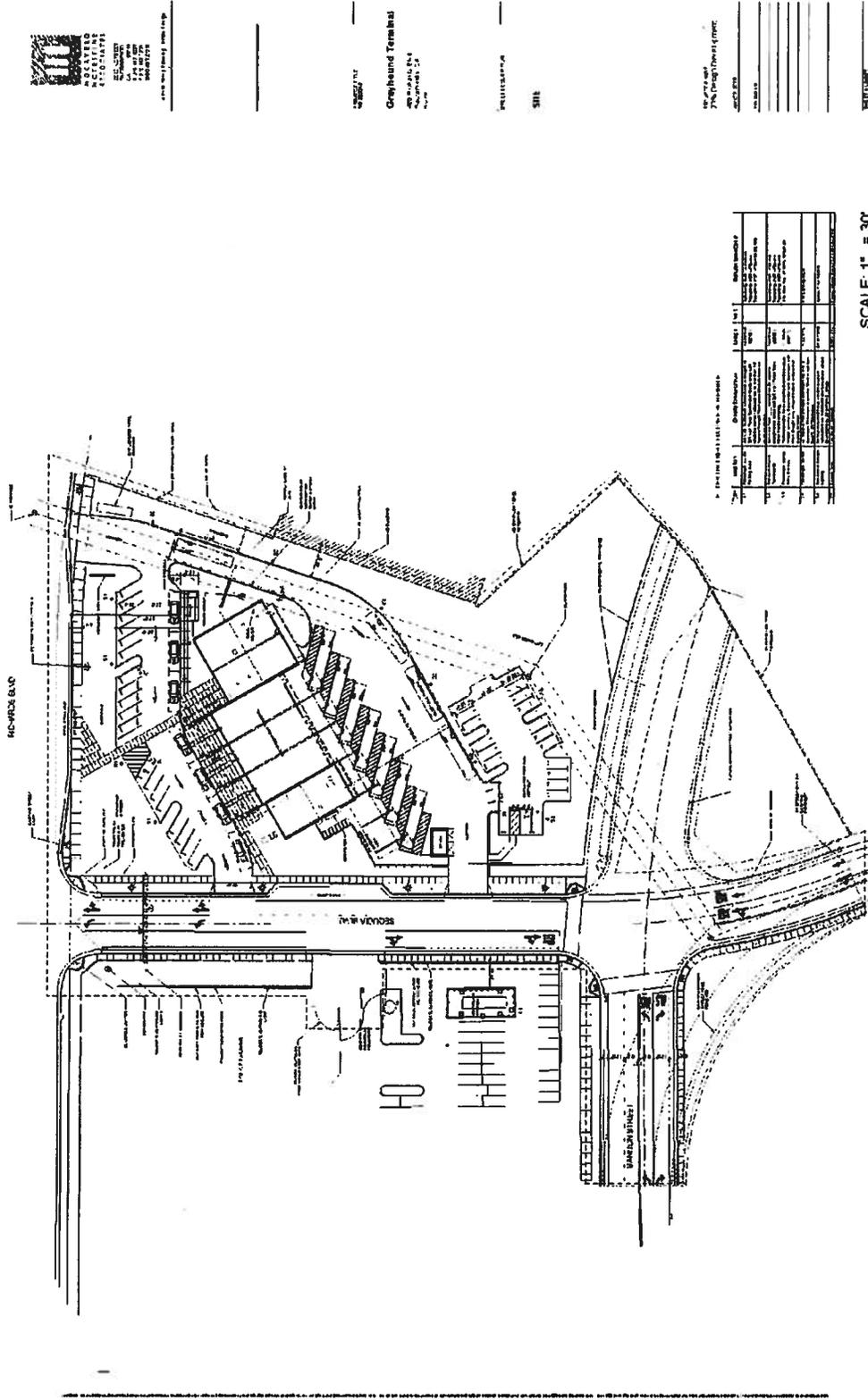
Parks

- ADV9. As per City Code, the applicant will be responsible to meet his/her obligations regarding Title 18, 18.44 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee due for this project is estimated at \$1,697. This is based on 9,980 sq. ft at the Specified Infill Retail/ Commercial Services/Other rate of \$ 0.17 per sq. ft. Any change in these factors will change the amount of the PIF due. The fee is calculated using factors at the time that the project is submitted for building permit.

Building

- ADV10. Provide accessible path of travel from bus stop to the entry of bus terminal per CBC section 1127B.1
- ADV11. Provide international symbol of accessibility sign along or leading to an accessible route of travel to entrance of facility per CBC section 1127B.3.
- ADV12. Provide accessible path of travel from employee parking stall to the bus terminal, and also provide detectable warning sign when crossing a vehicular way per CBC section 1133B.8.5
- ADV13. Provide building construction type & building occupancy groups, & specify separated occupancies or non-separated occupancies per CBC section 508 (mixed use & occupancy)
- ADV14. Provide occupant load in dining area, lobby area, waiting area, & ticket queuing area.
- ADV15. If occupancy separation is required, comply with CBC Table 508.3.
- ADV16. Provide 18" minimum on the strike side of exit access door in employee break room, & employee hallway area.
- ADV17. Provide panic hardware at lobby exit doors when occupant load of 50 or more.
- ADV18. Provide mixed occupancies allowable area computations per CBC section 508.3.3.2

Exhibit A: Site Plan



REGISTERED PROFESSIONAL ENGINEER
 STATE OF INDIANA
 License No. 12543
 Mechanical

DATE: 05/15/06

PROJECT NO.

Gray Beard Terminals
 10000 N. State St.
 Indianapolis, IN 46240

PREPARED BY

SITE

DATE: 05/15/06

PROJECT NO.

DATE: 05/15/06

SCALE: 1" = 30'

DATE: 05/15/06

PROJECT NO.

DATE: 05/15/06

Exhibit C: Building Elevations and Trash Enclosure Details

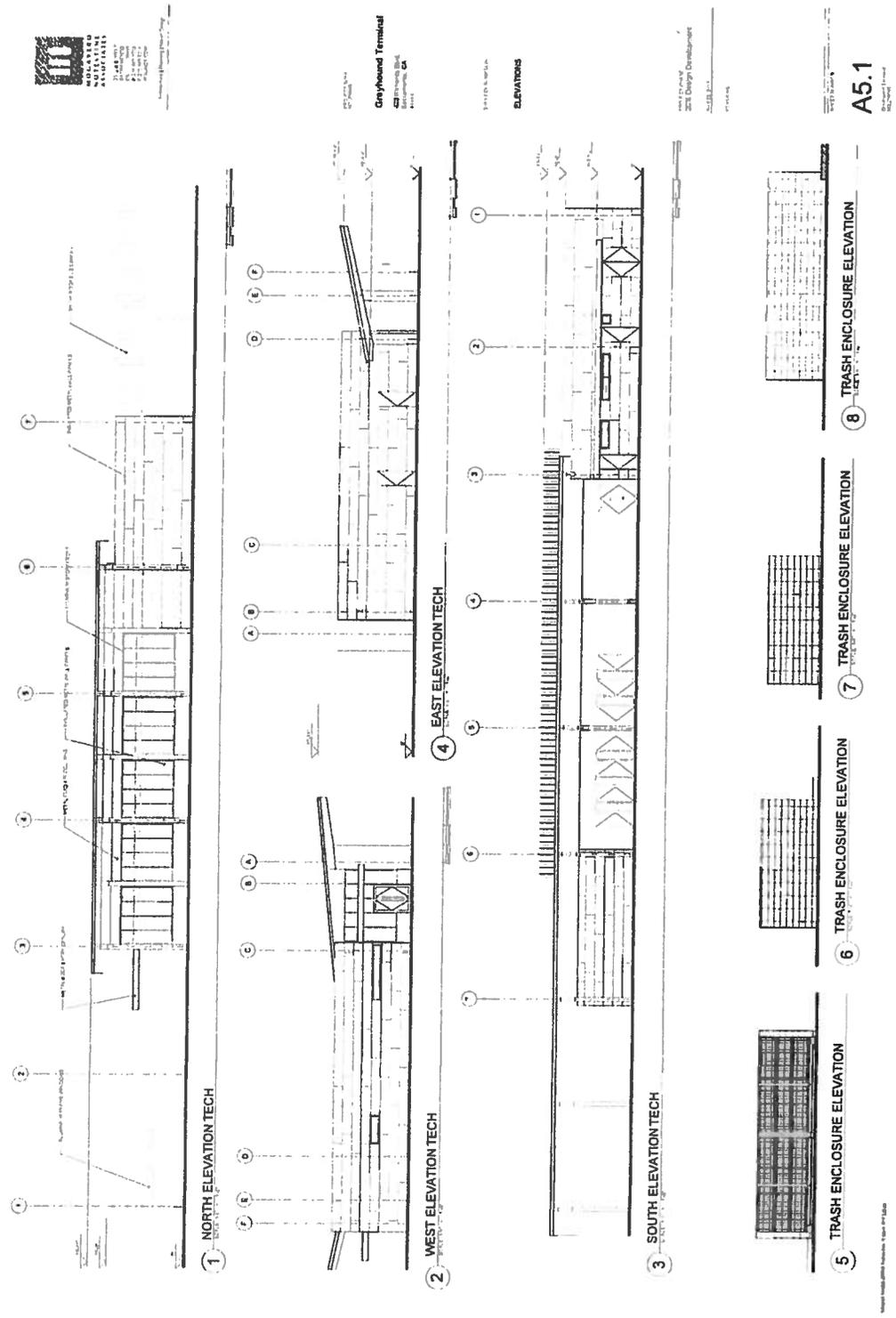


Exhibit D: Landscaping Plan



Tree ID	Species	Size	Shade Type	Area
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Tree ID	Species	Size	Shade Type	Area
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The RLA Group (architectural & Planner, Inc.)
 1001 Townsend Street, Suite 1000, Sacramento, CA 95811
 (916) 441-1600 FAX: (916) 441-1601

Greyhound Terminal
 Sacramento CA

Parking Lot Shade Exhibit



Exhibit E: North and South Perspectives



ENTRY VIEW FROM RICHARDS BLVD.



VIEW OF BUS ENTRY

GREYHOUND TERMINAL
400 RICHARDS BLVD., EVARD, SACRAMENTO, CA

EXTERIOR VII WA
2010.03.03

