

City of Sacramento
Planning and Design Commission Report
915 I Street Sacramento, CA 95814
www.cityofsacramento.org

File ID: 2026-01166

8/13/2026

United Cerebral Palsy (UCP) Transit Storage (P26-002) [Noticed 07/31/2026; Published 07/31/2026]

File ID: 2026-01166

Location: 2150 Harvard Street, APN: 277-0153-019-0000, District 2

Recommendation: Conduct a public hearing and upon conclusion, pass a **Motion** to approve: 1) Addendum to adopted Environmental Impact Report and Mitigation Monitoring Plan (Per Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15164; 2) Conditional Use Permit to establish a Transit Vehicle-service, repair, storage use; and 3) Site Plan and Design Review to construct a new transit vehicle storage area to support a transit facility consisting of 72 bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements at an existing office building on a 5.44-acre parcel in the Office Business Low-Rise Mixed Use (OB) Zone.

Contact: Deja Harris, Associate Planner, (916) 808-5853, DNHarris@cityofsacramento.org; Zachary Dahla, Senior Planner, (916) 808-5584, ZDahla@cityofsacramento.org; Community Development Department

Presenter: Deja Harris, Associate Planner, (916) 808-5853, Community Development Department

Applicant: Eric Ciampa, UCP of Sacramento and Northern California, 4350 Auburn Boulevard, Placerville, CA 95667

Property Owner: Franklin Business Park LLC, PO Box 895, Carmichael, CA 95609

Attachments:

1-Description/Analysis

2-Background

3-Findings of Facts and Conditions of Approval for Conditional Use Permit, and Site Plan and Design Review

4-Exhibit A: Project Plans

5-Exhibit B: UCP of Sacramento and Northern California Project Narrative

Description/Analysis

Issue Detail: The applicant is requesting to establish a transit vehicle storage and repair facility on a

5.44-acre parcel developed with an existing office building in the Office Business Low-Rise Mixed-Use (OB) zone. This site will serve as the main transit facility for the local non-profit United Cerebral Palsy of Sacramento and Northern California (UCP). UCP provides programs and services, including door-to-door transportation services, to individuals with developmental disabilities and older adults in Sacramento County and intends for this facility to house their transportation service operation and administrative services. This project requires the following entitlements:

1. Conditional Use Permit to establish a transit vehicle-service, repair, storage use.
2. Site Plan and Design Review for 72 paved bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements on a 5.44-acre parcel developed with an existing office building in the Office Building (OB) Zone.

Public/Neighborhood Outreach and Comments: As part of the application review process, the proposed project was routed to Swanston Estates Neighborhood Association, Woodlake Preservation, Rancho Del Paso Neighborhood Association, Rancho Del Paso Neighborhood Association, North Sacramento Chamber Of Commerce, Preservation Sacramento, Civic Thread, and Sacramento Area Bicycle Advocates. Staff received no comments.

Staff posted the site with an early notice at time of planning application submittal. Staff also mailed hearing notices to all property owners and residents within 500 feet of the project site and posted the site 10 days prior to the public hearing. At the time of writing this report, staff has not received any comments on the project in response to the hearing notice.

Policy Considerations:

2040 General Plan

The 2040 General Plan designation for the subject site is "Office Mixed Use". The General Plan recognizes that Office Mixed Use designation areas are intended to provide space for job centers, office buildings, and business parks, with complementary commercial and service uses that cater to employees throughout the day. This designation applies in areas with good access to the regional transportation system outside of the Central City. The Plan area is envisioned to include professional and service-oriented offices, commercial support uses such as restaurants, coffee shops, dry cleaners, gyms and fitness centers, markets, hotels, and business support services, and residential development in either a mixed-use or standalone format. The project is consistent with the OMU designation as it activates a vacant office building with a community-serving use that expands the availability of specialized transit options for people with developmental disabilities and older adults in an area close to office and commercial centers.

In addition to the project's consistency with the OMU designation, staff also finds that the project is consistent with the following General Plan goals and policies:

Goal LUP-2. Balanced and connected community with thriving neighborhoods and centers and development intensities linked to transit.

Policy LUP-2.1 Overall Balance of Uses. The City should encourage a balance and a mix of employment, residential, commercial, cultural, and tourism-related uses, as well as a full range of amenities and services necessary to support a thriving city.

Staff Response: The project is consistent with the goal and policy above in that the proposed transit vehicle-service, repair, and storage use allows for the establishment of a community-serving transit facility that contributes positively to the surrounding mix of commercial and employment developments. The project expands critical amenities and services in the community by allowing for the storage and repair of vehicles that provide transit services for older residents and community members with developmental disabilities who may not be able to conveniently utilize other public transit options. Its central location and proximity to office and commercial centers and freeways allows for the facility to serve the community effectively and enhance the overall balance of uses in the area without impacting any sensitive uses.

Goal LUP-10. Sustainable building and “green” design practices in public and private development that reduce per capita energy use, waste, and pollutants.

Policy LUP-10.1 Existing Structure Reuse. The City shall encourage the retention of existing structures and promote their adaptive reuse and renovation with green building technologies to retain the structures’ embodied energy, sequester carbon, increase energy efficiency, and limit the generation of waste.

Staff Response: The project is consistent with the goal and policy above in that the proposal includes the retention and reuse of the existing structures on-site. The existing building accommodates the proposed use without the need for modifications, as the building currently includes an office space and vehicle inspection area with existing vehicle services bays. The reuse of the building as an administrative office and transit vehicle maintenance area, to support the transit storage, will make efficient use of existing infrastructure, optimize the City’s investment in infrastructure in an existing urbanized area, and will activate a previously developed site located in a business complex.

Goal M-1. An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero

emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

Goal M-2. Reduce reliance on single-occupant vehicles.

M-2.1 Transportation Demand Management (TDM). The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and active transportation modes by 2030 and 23 percent of all trips are made by transit and active transportation modes by 2045.

Staff Response: The project is consistent with the goals and policies above in that the proposal utilizes high-occupancy vehicles to provide reliable transit options to residents with a range of developmental disabilities. Further, the integration of alternative modes, such as high-occupancy transit vehicles, contributes to the reduction of vehicle miles traveled (VMT) and traffic congestion and improves air quality.

Arden Arcade Community Plan

The project site is located within the Arden Arcade Community Plan Area of the 2040 General Plan. The vision of the Community Plan Area is to exemplify a clean and safe community with bustling businesses and job centers, well-connected transportation systems, and charming residential areas. The Arden Arcade Community Plan does not have any applicable goals or policies for the proposed transit storage use and project site.

Environmental Considerations: On June 27, 1991, the City Council approved the California Plaza Project (P90-009) and certified an environmental impact report (EIR) that evaluated the environmental effects of the project (State Clearinghouse [SCH] #1990020516). The project proposal included construction of a 162,235 square foot, five story office building, with 630 parking spaces (390 within a parking structure and 240 surface). Since approval of the original California Plaza Project, there have been subsequent entitlement applications and environmental review documents prepared in accordance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* ("CEQA")), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines.

The current project, United Cerebral Palsy Transit Storage (P26-002), proposes to develop a portion of the remaining property for transit vehicle storage, service, and repair. The proposal does not include changes (other than signage) to the exterior of the existing 14,417 square foot office space building, that will be used for administrative staff, general office, and meeting space. The existing 6,949 sf shop space is planned for repair and maintenance of transit vehicles. UCP also proposes construction of a new secure transit vehicle yard in the southwest undeveloped portion of the

property for approximately 75 transit vehicles. Construction of the yard includes the addition of a 6,000 gallon above-ground petroleum storage tank (gasoline) at the south end of the property in an existing secured parking area.

Environmental Planning Services reviewed the project and the previously certified EIR and determined that none of the circumstances set forth in CEQA Guidelines section 15162 were present. An Addendum to the previously certified EIR was prepared consistent with CEQA Guidelines Section 15164. The analysis contained within this Addendum relies upon and incorporates by reference the said EIR (SCH#1990020516) and the subsequent environmental reviews prepared in accordance with the California Environmental Quality Act (Public Resources Code §21000 *et seq.* (“CEQA”), the CEQA Guidelines (14 California Code of Regulations §15000 *et seq.*), and the City of Sacramento environmental guidelines. The current UCP proposal consists of uses that were previously evaluated in the California Plaza Project EIR, and subsequent environmental reviews. No further environmental review is required.

200-Year Flood Protection: State Law (SB 5) and Planning and Development Code chapter 17.810 require that the City must make specific findings prior to approving certain entitlements for projects within a flood hazard zone. The project site is within a flood hazard zone and is an area covered by SAFCA’s Improvements to the State Plan of Flood Control System, and specific findings related to the level of protection have been incorporated as part of this project. Even though the project site is within a flood hazard zone, the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection. This is based on the SAFCA Urban Level of Flood Protection Engineer’s Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

Rationale for Recommendation: Staff recommends the Planning and Design Commission make a motion to approve the requested entitlements based on the findings of fact and subject to the conditions listed within Attachments 3. The proposal complies with the goals and policies of the 2040 General Plan in that the project is appropriate for the site characteristics and is compatible with surrounding uses in the community. Planning Staff supports the transit vehicle use as the project will reuse an existing office building to provide a community-focused use that expands transit opportunities for older residents and community members with development mental disabilities, contributes to the reduction of single-occupant vehicles, and has been designed to place operations away from the public right-of-way.

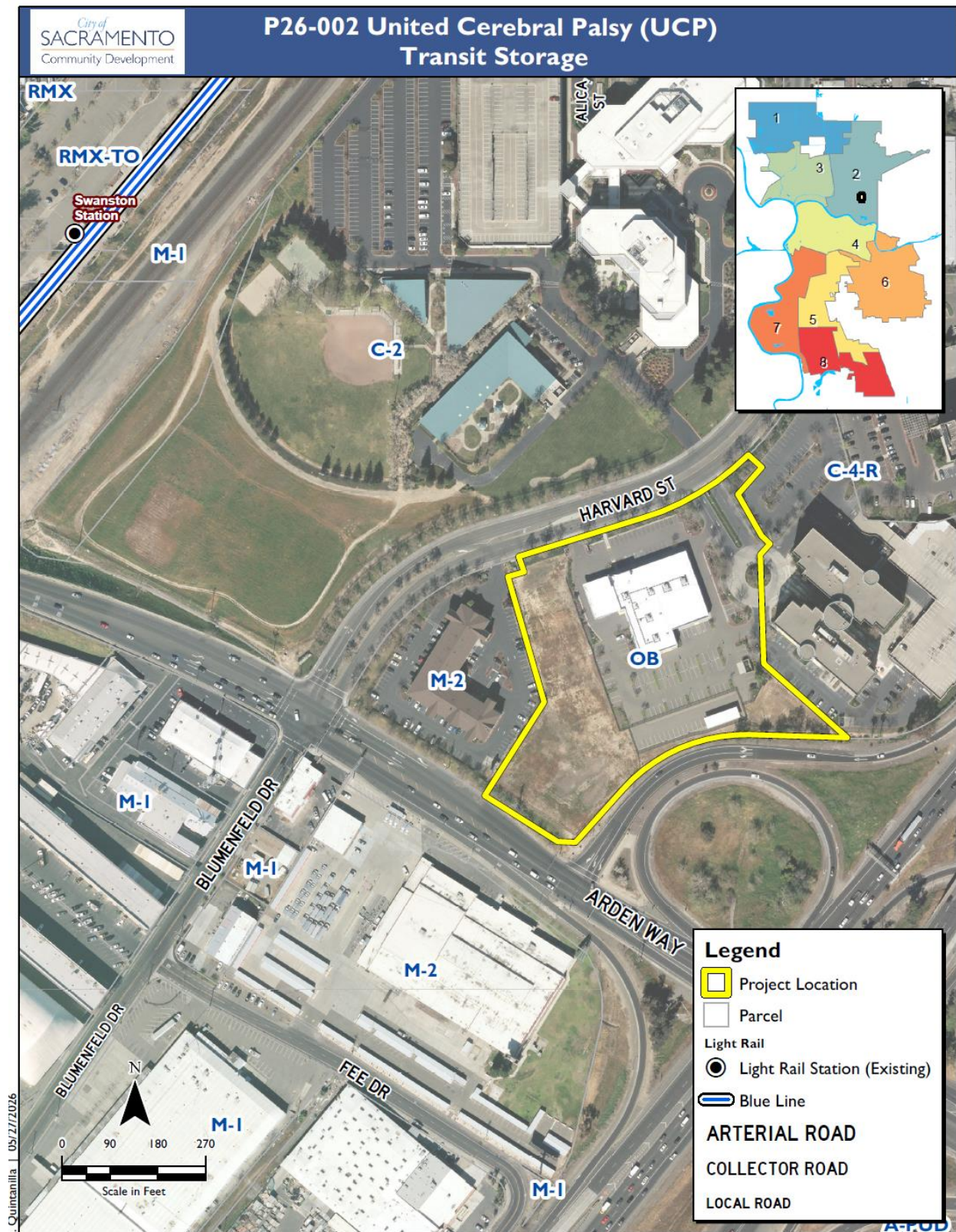
Financial Considerations: Not applicable.

Economic Impacts: Not applicable.

Sustainability: Not applicable.

Commission/Committee Action: Not applicable.

Figure 1: Vicinity Map



Background Information

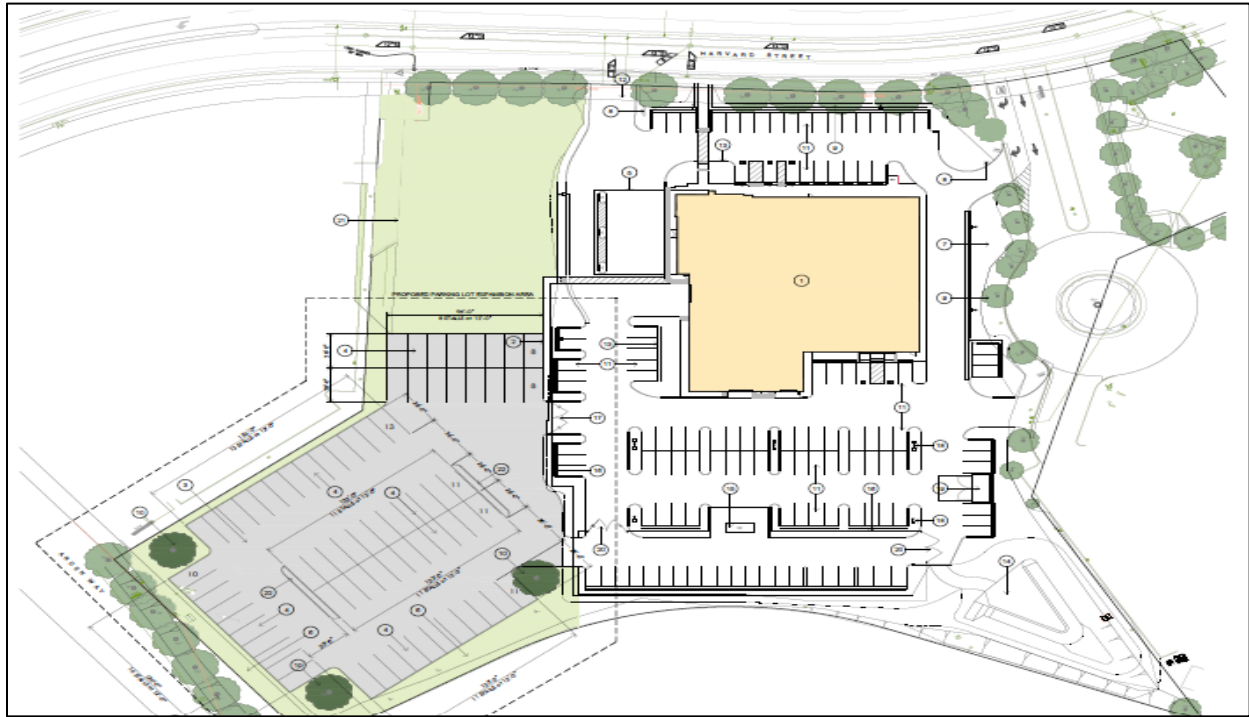
The project site is in the Erickson Industrial Park east of the intersection of Arden Way and Harvard Street on a 5.41-acre parcel in the Office Business Low-Rise Mixed-Use (OB) zone. The project site is generally bound by Harvard Street to the north, a hotel to the west (Extended Stay America Hotel), the Interstate – 80 Business southbound off ramp and Arden Way to the south, and an office business complex to the east. The subject site has been developed with an office building since 2013 and has sat vacant since the former Progressive Insurance Regional Claim Center ceased operations in 2025. The building is currently divided into a 14,417-square-foot office space and a 6,949 square vehicle inspection space.

Table 1: Site and Project Information	
General Plan Designation:	Office Mixed Use (OMU) <i>Floor Area Ratio: 0.25– 2.0</i>
Community Plan Area:	Arden Arcade
Housing Element Inventory Site:	No
Zoning of Site:	Office Building (OB)
Total Parcel Area:	5.41 gross acres
Existing Use of Site:	Office/Vacant
Parking District:	Urban
Design Review District:	Swanston Station

Figure 2: Existing Conditions – Harvard Street



Figure 3: Site Plan



Entitlement Review

The applicant (United Cerebral Palsy of Sacramento and Northern California, known as UCP) is proposing to establish a transit vehicle storage and repair facility at a vacant office building. The interior of the office space building will be used for administrative staff, general office, and meeting space while the existing vehicle inspection space is planned for repair and maintenance of transit vehicles. The project includes the construction of a new secure transit vehicle yard on a 1.3-acre undeveloped portion of the property. To accommodate the request, the project requires approval of a Conditional Use Permit (CUP) and Site Plan and Design Review.

Conditional Use Permit

The CUP process is designed to evaluate a project's potential impact on a site and the surrounding area and to ensure that all uses function harmoniously with one another. Staff has determined that the proper land use classification for the proposed project is a "Transit Vehicle -- Service, Storage, Repair" use. Per Sacramento City Code section 17.216.110, approval of a Conditional Use Permit (CUP) is required to authorize a transit vehicle-service, repair, storage use in the OB zone.

Transit Vehicle – Service, Storage, Repair

The applicant (UCP) is requesting to establish a transit vehicle storage and repair facility at the site. UCP provides door-to-door transportation services for people with developmental disabilities and older adults, transporting individuals to various community

locations, educational programs, service locations, employment locations, medical appointments, and other essential trips throughout Sacramento. Though UCP was established to support clients and their families with cerebral palsy, UCP serves clients with a range of developmental disabilities including down syndrome, autism, epilepsy, and more. The mission of UCP of Sacramento and Northern California is to provide programs and services that improve the independence, productivity, and quality of life for people with developmental disabilities and their families. Further information on the mission and operations can be found in Exhibit B, UCP Operations and Mission Statement.

To establish the facility, the applicant proposes to improve approximately 1.3-acres of vacant land, located at the southern end of the subject site, to construct 72 paved bus and van parking stalls, new site lighting, and perimeter fencing, as well as install a 6,000 gallon above ground fueling tank at the southern end of the existing parking area for use by the operator. The existing office space will be used for administrative staff, and the internal vehicle inspection area will be used for repair and maintenance of transit vehicles. UCP employs 55 drivers and aids and 12 administrative and support staff. Drivers and aids report to work onsite but do not remain onsite during the workday, as they are actively operating transit routes. UCP currently operates a fleet of 66 vehicles, including approximately 40 large buses and 16 small buses and vans. On a typical weekday, UCP currently dispatches between 35 to 45 transit vehicles per weekday with minimal services on holidays and weekends, providing an average of approximately 500 passenger trips per day. Transit vehicle operations generally occur between 5:45 AM and 7:00 PM, while administrative offices and shop operations are conducted between 7:30 AM and 6:00 PM.

The site layout, operations, and design of the “transit vehicle – storage, service, repair” use were reviewed as part of this CUP request. In evaluating the request, staff found the potential impacts generated by the facility to be minimal as the site was previously occupied by a vehicle insurance claim center and is designed for office and vehicle inspection and services purposes. The interior layout can accommodate the proposed use without any changes. Additionally, no exterior building modifications are required. The project has been designed to complement nearby land uses by placing the new transit vehicle storage yard in the southwest corner of the site near the Interstate-80 off-ramp and away from Harvard Street. The site is not within ½ mile walking distance of a light rail station. Staff supports the CUP for a transit vehicle storage and repair facility because the proposed use and its operating characteristics are consistent with general plan goals that encourage an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities. The project sites location in an industrial business park adjacent to the Interstate-80 on- and -off ramps is also ideal, as the site is not immediately adjacent to sensitive uses and transit vehicles can easily access the site and freeway.

Site Plan and Design Review

Site Plan and Design Review is required for the project to ensure compliance with applicable development standards and design guidelines. The project is in the Office

Business Low-Rise Mixed-Use zone (OB).and contains an existing office building and associated parking area. No changes are proposed to the exterior of the building or the layout of the existing parking lot.

Approximately 1.3 acres of vacant land at the rear of the subject site will be developed, providing 72 bus and van parking stalls. Site improvements include parking lot paving, landscaping, fencing, lighting, and a 6,000 gallon above ground fueling tank. The vehicle spaces in the parking lot, at the front and rear of the property will remain for use by staff. Primary access to the site will be from the two existing driveways on Harvard Street. The project does not propose any modifications to the existing onsite circulation, driveways, or parking facilities. The proposed project has been reviewed by the Department of Public Works to evaluate on-site circulation, traffic patterns and possible impacts to the surrounding right-of-way and found that the site is physically suitable for the proposed operations.

Because the existing parking lot is not being expanded, and the proposed bus maneuvering and parking areas are unconnected to and exclusive of vehicle parking, this project is exempt from tree shading requirements (City Code, § 17.612.040.A). There is no minimum or maximum parking requirement for this development, consistent with Policy LUP-4.14 of the 2040 General Plan. The subject site is located in Urban Parking District which does not establish bicycle parking requirements for this use. Currently, 4 short-term bicycle racks are existing, and are proposed to remain. Staff has confirmed that the project complies with the applicable development standards and no deviations to development standards are requested.

FINDINGS OF FACT AND CONDITIONS OF APPROVAL
United Cerebral Palsy (UCP) Transit Storage (P26-002)
2150 Harvard Street; APN: 277-0153-019-0000

FINDINGS OF FACT

A. Environmental: Environmental Impact Report Addendum and Mitigation Monitoring Program

1. The Planning and Design Commission of the City of Sacramento finds as follows:
 - a. On June 27, 1991, pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. ("CEQA"), the CEQA Guidelines (14 California Code of Regulations §15000 et seq.), and the City of Sacramento environmental guidelines, the City Council certified an environmental impact report (EIR) and, having reviewed and considered the information contained in the EIR, adopted findings of fact and findings of overriding consideration, adopted a mitigation monitoring program, and the California Plaza project (Original Project, P90-009).
 - b. The United Cerebral Palsy Transit Storage Project (Project Modification, P26-002) is requesting entitlements to establish a Transit Vehicle-service, repair, storage use; and 3) Site Plan and Design Review for 72 bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements on a 5.44 acre parcel developed with an existing office building in the Office Business Low-Rise Mixed Use (OB) Zone.
 - c. Based on its review of the evaluation of the Project Modification determined that the proposed changes to the Original Project did not require the preparation of a subsequent EIR. An addendum to the previously certified EIR was then prepared to address the modification to the Original Project.
2. The Planning and Design Commission has reviewed and considered the information contained in the previously certified EIR for the Original Project, the previously adopted findings of fact and findings of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification. The Planning and Design Commission has determined that the previously certified EIR and the addendum constitute an adequate, accurate, objective, and complete review of the proposed Project Modification and finds that no additional environmental review is required

based on the reasons set forth below:

- a. No substantial changes are proposed by the Project Modification that will require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - b. No substantial changes have occurred with respect to the circumstances under which the Project Modification will be undertaken which will require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
 - c. No new information of substantial importance has been found that shows any of the following:
 - i. The Project Modification will have one or more significant effects not discussed in the previously certified EIR;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previously certified EIR;
 - iii. Mitigation measures previously found to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the Project Modification; or
 - iv. Mitigation measures which are considerably different from those analyzed in the previously certified EIR would substantially reduce one or more significant effects on the environment.
3. Based on its review of the previously certified EIR for the Original Project, the previously adopted findings of fact and findings of overriding consideration, the addendum, and all oral and documentary evidence received during the hearing on the Project Modification, the Planning and Design Commission finds that the EIR and addendum reflect the Planning and Design Commission's independent judgment and analysis, and approves the addendum for the Project Modification.
4. The mitigation monitoring program for the Original Project is adopted for the Project Modification, and the mitigation measures shall be implemented and

monitored as set forth in the program, based on the following findings of fact:

- a. The mitigation monitoring program has been adopted and implemented as part of the Original Project;
 - b. The addendum to the EIR does not include any new mitigation measures, and has not eliminated or modified any of the mitigation measures included in the mitigation monitoring program;
 - c. The mitigation monitoring program meets the requirements of CEQA section 21081.6 and CEQA Guidelines section 15091.
5. Upon approval of the Project, the City Manager shall file or cause to be filed a Notice of Determination with the Sacramento County Clerk and 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.
6. The documents and other materials that constitute the record of proceedings upon which the Planning and Design 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.

B. **Conditional Use Permit** to establish a Transit Vehicle-service, repair, storage use in the Office Business Low-Rise Mixed-Use (OB) zone is **approved** based on the following findings:

1. The proposed use and its operating characteristics are consistent with the goals and policies of the general plan land use designation of Office Mixed Use which allows service-oriented office and support commercial uses. Further, the transit vehicle-service, repair, and storage use utilizes high-occupancy vehicles to provide expanded transit options to residents with a range of developmental disabilities thereby supporting General Plan policies to reduce reliance on single-occupant vehicles and support alternative modes of transportation and goals that encourage an equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.
2. The proposed use and its operating characteristics are consistent with the applicable standards, requirements, and regulations of the Office Business Low-Rise Mixed-Use (OB) zone, and of all other provisions of this title and this code, in that the use is allowed in the OB zone with the approval of a Conditional Use Permit. Further, the only construction proposed to

accommodate the use is a new vehicle storage yard which complies with the necessary lighting, fencing, and parking lot maneuvering requirements of the Planning and Development Code.

3. The proposed use is situated on a parcel that is physically suitable in terms of location, size, topography, and access, and that is adequately served by public services and utilities, in that the project will maintain vehicular ingress/egress from Harvard Street via existing driveways. Additionally, the site has an existing office building with a vehicle service shop that is able to accommodate the proposed use and will be reused. The site is also served by existing utilities; and
4. The proposed use and its operating characteristics are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance. The transit storage use provide neighborhood serving and employment generating uses in a compatible location and integrates with the surrounding urban fabric without creating a nuisance. Further, the proposed use is conditioned such that the operator maintains the site free of litter and makes themselves available to respond to neighbor concerns.

C. **Site Plan and Design Review** to construct a new transit vehicle storage area to support a transit facility consisting of 72 bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements at an existing office building on a 5.44-acre parcel in the Office Business Low-Rise Mixed-Use (OB) is **approved** based on the following findings:

1. The design, layout, and physical characteristics of the proposed development are consistent with the general plan and any applicable specific plan or transit village plan. The project is consistent with the goals and policies of the general plan and the general plan land use designation of Office Mixed Use in that the proposed project occupies a vacant building and enhances the property appearance with landscape improvements and site lighting. The subject is not located in a specific plan or transit village plan area.
2. The design, layout, and physical characteristics of proposed development are consistent with applicable design guidelines and with all applicable development standards. The proposed transit service, repair, and storage use incorporates landscape planters to screen the operations of the business. The project has been designed to store transit vehicles and an above ground fuel tank away from Harvard Street, to the extent possible in order to further screen the operations of the site. No deviations from applicable standards are requested.

3. All streets and other public access ways and facilities, parking facilities, and utility infrastructure are adequate to serve the proposed development and comply with all applicable design guidelines and development standards in that parking facilities, driveways, and adequate utility infrastructure will be provided.
4. The design, layout, and physical characteristics of the proposed development are visually and functionally compatible with the surrounding neighborhood in that the existing building integrate with adjacent office, hotel, and commercial uses. Its architectural design, landscaping, and screening of parking areas create a cohesive and attractive development that enhances the area's character.
5. The design, layout, and physical characteristics of the proposed development ensure energy consumption is minimized and use of renewable energy sources is encouraged. The project will occupy an existing building in an urban area connected to existing road and utility networks.
6. The design, layout, and physical characteristics of the proposed development are not detrimental to the public health, safety, convenience, or welfare of persons residing, working, visiting, or recreating in the surrounding neighborhood and will not result in the creation of a nuisance. The project has been designed to place operations away from Harvard Street and to the extent possible hide the majority of operations with adequate landscaping and fencing.

D. 200-Year Flood Protection Finding Consistent with State Law (SB 5) and Planning and Development Code Section 17.810:

1. The project site is within an area for which the facilities of the State Plan of Flood Control or other flood management facilities protect the project to the urban level of flood protection, as demonstrated by the SAFCA Urban Level of Flood Protection Engineer's Reports accepted by the City Council on October 21, 2025 (Resolution No. 2025-0283).

Conditions of Approval

- B. Conditional Use Permit** to establish a Transit Vehicle-service, repair, storage use in the Office Business Low-Rise Mixed-Use Building (OB) zone is **approved** subject to the following conditions of approval:

Planning

- B1. This approval is effective for three years and subject to City Code Section 17.808.400. Time extensions to establish a use, construct a development project, or to demolish a structure may be granted as provided in Section 17.808.400.B. Time extensions are discretionary and not the automatic right of the applicant.
- B2. Any expansions/modifications to the operations shall require Planning Division review and approval and may result in the need for additional planning entitlements.
- B3. The following “Good Neighbor” measures shall be implemented by the applicant and any operator:
 - a. Establish a process for neighbors to communicate directly with the management staff of the restaurant should there be any problems or issues.
 - b. Provide signage at the building storefront that includes a 24-hour emergency contact person and phone numbers on-site that is located in a clearly identified place and kept up to date.
- B4. Repair work on transit vehicles shall occur in the internal shop area of the existing building.
- B5. Transit vehicle storage shall occur in the fenced storage area as shown on the final approved plans.
- B6. The operator shall be responsible for the daily removal of all litter from the site.
- B7. The applicant shall maintain all onsite trees and landscaping.

Public Works

- B8. Fuel tank truck deliveries shall be prohibited during the weekdays between 7:00 am to 9:00 am and 4:00 pm to 6:00 pm.
- B9. The applicant shall monitor the operations of the transit storage, service and repair to ensure that no vehicle will spill back onto the adjacent public right-of-way as a result of this project’s on-site maneuvering to the satisfaction of the Department of Public Works.

Fire

- B10. Any modifications to the facility must be made under permit by way of plan review for compliance to the Fire and Building Codes.
- B11. Obtain a Fire Clearance by requesting a fire and life safety inspection from the Sacramento City Fire Prevention Division. Contact # 916-808-1300.
- B12. Obtain any required operational permits from the Sacramento City Fire Prevention Division. Contact # 916-808-1300.

- B13. Provide documentation to verify that any fire and life safety systems such as fire suppression and fire alarm systems have been serviced, maintained and certified in accordance with the required maintenance schedules as may be applicable (quarterly, annual and 5-year service).

C. Site Plan and Design Review to construct a new transit vehicle storage area to support a transit facility consisting of 72 bus/van parking stalls, a 6,000 gallon above ground fueling tank, and associated site improvements at an existing office building on a 5.44-acre parcel in the Office Business Low-Rise Mixed-Use (OB) zone is **approved** subject to the following conditions of approval:

Planning

- C1. This approval is for the construction of 72 bus/van parking spaces and associated site improvements as shown on the final approved plans.
- C2. Development of the site shall be in compliance with the approved plans and these conditions of approval. Any modification(s) to the project shall be subject to review and approval by Planning staff (and may require additional entitlements) prior to the issuance of building permits.
- C3. The applicant shall obtain all necessary building and encroachment permits prior to the commencement of construction.
- C4. The project is approved per final approved plans and these conditions of approval.
- C5. All newly installed ground-mounted and roof-mounted mechanical equipment must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior mechanical equipment, along with any necessary screening and details, must be shown on site plans, roof plans, and exterior elevations. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material shall be less than 10%. Louvered material shall be positioned so spacing does not align with line of sight views. All material shall be painted to match elements of building exterior finish.
- C6. All newly installed exterior wall-mounted and ground-mounted electrical service equipment, excluding transformers, must be completely concealed from all adjacent and approaching right-of-way views. Construction documents shall clearly illustrate compliance. Placement of all exterior electrical equipment, along with any necessary screening and details, must be shown on site plans, floor plans, and exterior elevations, while maintaining all service clearance requirements. Permanently supported solid, slatted, or louvered metal panel material only may be used. Openings in slatted material

shall be less than 10%. All material shall be painted to match elements of building exterior finish.

- C7. Landscaping shall be provided as indicated on the approved plans, including, ornamental trees, shrubs, and grass as shown on the landscape plan.
- C8. All landscaping and planting shall conform to City standards for sight line requirements at intersections and driveways.
- C9. Parking lot layout shall be consistent with approved plans; parking stalls and drive aisle shall comply with Title 17 development standards.
- C10. Signs were not reviewed as part of the review and approval of the proposed project. All signs shall require review and approval by Design Review and shall conform to the sign ordinance and require sign permit issuance.
- C11. A photometric plan shall be provided for all outdoor lighting in and around the site at the time of plan check. The type and location of the outdoor and exterior lighting (buildings, parking areas, etc.) shall be approved by Planning and Design Review staff during building plan check. Lighting shall be provided at the ground-level on all sides of the building and at each building entry.
- C12. Per Section 17.612.030(B), exterior lighting shall reflect away from public streets. Fixtures shall be unobtrusive and complementary to the architectural design of the building. Lighting shall be designed so as not to produce hazardous and annoying glare to motorists and building occupants, adjacent residents, or the general public.
- C13. This approval is effective for three years and subject to City Code Section 17.808.400. Time extensions to establish a use, construct a development project, or to demolish a structure may be granted as provided in Section 17.808.400.B. Time extensions are discretionary and not the automatic right of the applicant.
- C14. Planning In-progress inspections (93) shall be called for **prior** to the following Building Inspections: 10 Bldg-Foundation Forms, 12 Bldg-Concrete Slab Forms, and 19 Bldg-Frame. An 89 Planning Final shall be called for prior to 29 Building Final. Please coordinate with your assigned Planning Inspection Team reviewer.

Public Works

- C15. Construct standard public improvements as noted in these conditions pursuant to Title 17 of the City Code. Improvements shall be designed to City Standards and assured as set forth in Section 17.502.130 of the City Code. All improvements shall be designed and constructed to the satisfaction of the Department of Public Works. Any public improvement not specifically noted in these conditions shall be designed and constructed to City Standards. This

shall include the repair or replacement/reconstruction of any existing deteriorated curb, gutter and sidewalk along Harvard Street adjacent to the subject property per City standards to the satisfaction of the Department of Public Works.

- C16. All new and existing driveways shall be designed and constructed to City Standards to the satisfaction of the Department of Public Works.
- C17. The site plan shall conform to the parking requirements set forth in City Code 17.608.040 (Development standards for off-street parking facilities, Zoning Ordinance).
- C18. Fuel tank truck deliveries shall be prohibited during the weekdays between 7:00 am to 9:00 am and 4:00 pm to 6:00 pm.
- C19. The applicant shall monitor the operations of the transit storage, service and repair to ensure that no vehicle will spill back onto the adjacent public right-of-way as a result of this project's on-site maneuvering to the satisfaction of the Department of Public Works.
- C20. 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 Public Works.

Department of Utilities

- C21. Per City Code Section, 13.04.070, multiple water service to a single lot or parcel may be allowed if approved by DOU Development Review and Operations and Maintenance staff. Any new water services (other than fire) shall be metered. Excess services shall be abandoned to the satisfaction of the DOU. (Note: City records show an existing 2-inch domestic service, 1.5-inch irrigation service, 8-inch fire service, and a 10-inch fire service for the building at 2150 Harvard Street.)
- C22. Prior to or concurrent with the submittal of the building permit application, the applicant shall prepare a project specific drainage study meeting the criteria specified in the current Onsite Design Manual and/or the Design and Procedures Manual, for review and approval by the DOU. Per the current DOU Onsite Design Manual, either a static or dynamic analysis for mitigating sizing and drainage system design may be used. Using the static analysis and per

the DOU onsite project storage method, an estimated 6,300 cubic feet of detention must be provided per each additional acre of impervious area. The maximum discharge rate must be limited to an estimated 0.23 cfs/acre. The applicant is advised to contact the City of Sacramento Utilities Department Development Review Section (916-808-7890) at the early planning stages to address any drainage related requirements. Failure to submit the drainage study may delay review and approval. (Note: A maintenance agreement will be required for detention. The existing stormwater quality and detention basin on site was only designed for the existing development. The proposed parking lot expansion will need to construct its own stormwater quality/detention system or modify/expand the existing basin to accommodate the project's needs.)

- C23. This project is in Drainage Basin 152 which is subject to the new Drainage Pumped Impact Fee per City Council Resolution 2023-0368.
- C24. The onsite water and storm drain systems shall be private systems maintained by the property owner or other approved entity.
- C25. All on-site drainage systems shall be designed to the standards specified in the DOU onsite design manual.
- C26. The lot shall be graded so that drainage does not cross property lines or private drainage easements shall be dedicated.
- C27. A grading plan showing existing and proposed elevations is required. Adjacent off-site topography shall also be shown to the extent necessary to determine impacts to existing surface drainage paths. No grading shall occur until the grading plan has been reviewed and approved by the DOU.
- C28. This project will disturb more than one acre of land; therefore, the project is required to comply with the State's "Construction General Permit". To comply with the State Permit, the applicant must file a Notice of Intent (NOI) through the State's Storm Water Multiple Application and Report Tracking System (SMARTS). A valid WDID number must be obtained and provided to the DOU prior to the issuance of any grading permits.
- C29. The applicant must comply with the City of Sacramento's Grading, Erosion and Sediment Control Ordinance. This ordinance requires the applicant to show erosion and sediment control methods on the construction drawings. These plans shall also show the methods to control urban runoff pollution from the project site during construction.

- C30. Post construction (permanent), stormwater quality control measures shall be incorporated into the development to minimize the increase of urban runoff pollution caused by development of the area. The project is an area not served by an existing regional water quality control facility and/or the project has more than one-acre of new or modified impervious area, therefore, Low Impact Development (LID), certified full capture trash control devices and on-site treatment control measures will be required. The on-site storm water treatment control measures required may affect site design and site configuration and should be considered during early planning stages. (Note: The existing stormwater quality and detention basin on site was only designed for the existing development. The proposed parking lot expansion will need to construct its own stormwater quality/detention system or modify/expand the existing basin to accommodate the project's needs.)
- C31. A maintenance agreement will be required for both on-site treatment control measures and full capture control devices. Contact DOU for a list of accepted proprietary devices considered for treatment control and full capture trash control. Construction drawings must include all proposed source controls and on-site water quality measures selected for the site. Refer to the latest edition of the "Stormwater Quality Design Manual for the Sacramento Region" for appropriate measures. A maintenance plan and guidelines will be required for all City owned and maintained basins.

Police Department

Lighting:

- C32. Install type IV exterior parking lot lighting in new parking lot. Lighting shall be white light using LED lamps with full cutoff fixtures to limit glare and light trespass. Color temperature shall be between 2700K and 4100K with a color rendering index of 80 or higher and a light loss factor of .95 or better. When choosing lamps, the applicant shall look for efficiency of 110 lumens per watt or better. All existing exterior fixtures shall be replaced with fixtures that meet this requirement.
- C33. Light poles, if applicable, shall be no higher than 16'.
- C34. Exterior lighting shall be shielded or otherwise designed to avoid spill-over illumination to adjacent streets and properties.

- C35. Exterior lighting shall be designed in coordination with the landscaping plan to minimize interference between the light standards and required illumination and the landscape trees and required shading.

Landscaping:

- C36. All mature landscaping shall follow the two-foot, six-foot rule. All landscaping shall be ground cover, two feet or less, and lower tree canopies of mature trees shall be above six feet.

- C37. Tree canopies shall not interfere with or block lighting.

Urban Forestry

Required Tree Preservation Measures for City and Private Protected Trees

- C38. This project shall contract with a Project Arborist experienced with tree protection and construction that is required to:
- a) Attend preconstruction meetings to approve of and inform contractors of all tree protection measures.
 - b) Visit the site before and after demolition, grading, and landscaping as well as at least twice each month during construction to ensure that tree protection measures are implemented and maintained.
 - c) Be responsible for correcting any site conditions that may negatively impact the trees and revisit the site to ensure that corrective action was properly implemented.
 - d) The Project Arborist shall report in writing to Urban Forestry all violations and tree protection failures along with corrective action taken and expected outcomes.
- C39. All concrete sidewalks and driveways shall be retained throughout construction to protect the roots and soil from the impacts of construction activities.
- a) Existing driveways shall be used as the sole access to the site. Where there are no existing driveways, access shall be limited to a one or two locations outside the dripline of protected trees that have protection from soil compaction with the use of one or more of the following: A 6-inch layer of hardwood chips covered by $\frac{3}{4}$ -inch plywood or trench plates, geotextile fabric covered by a 6-inch layer of hardwood chips or an alternative that is approved by the City Arborist.
- C40. Right-of-way planters and City trees shall be separated from the construction site with a six-foot high chain link fence that shall remain throughout the duration of the project to protect trees and to prevent construction traffic from compacting the soil in the planters.

- C41. Construction trailers and port-a-potties shall be placed on existing hardscape or bridged over the tree protection zone or planter so as not to compact soil.
- C42. Any Regulated Work within the dripline or Tree Protection Zone of a protected tree shall be separately permitted prior to the start of construction and supervised by a Certified Arborist. Submit a tree permit application and a tree protection plan created by a Certified Arborist to UrbanForestry@cityofsacramento.org and refer to the planning project number or off-site project number.
- C43. All excavation, grading, or trenching within the dripline of a protected tree for the purpose of utility installation, constructing foundations, footings, sidewalks, curbs, gutters, or any other reason shall employ one of the following methods: Hydro-excavation, pneumatic excavation or hand digging and shall be directly supervised by a Certified Arborist.
- C44. There shall be no excavation deeper than the existing excavation for sidewalks within the dripline of protected trees.
- C45. There shall be no grade changes within the dripline of protected trees. All grade changes shall be accommodated onsite.
- C46. There shall be no soil compaction within the dripline of protected trees.
- C47. There shall be no non-native soil, non-organic matter or structural soil added to the right-of-way planter.
- C48. The following is a list of activities that require a tree permit if they are to occur or be used within the right-of-way planter and/or within the tree protection zone of protected trees: any regulated work as defined in SCC 12.56, including excavation, grade changes, trenching, root or canopy pruning, or boring.
- C49. The following is a list of activities that are prohibited within the right-of-way planter and/or tree protection zone of protected trees: pedestrian and equipment traffic that could compact the soil or physically damage roots, parking vehicles, equipment and/or port-a-potties, storing of soil, construction materials, petroleum products, water or building refuse, disposing of wash water, paint, cement, fuel or other potentially damaging liquids, and any other activities that may have negative impacts on the trees and soil.
- C50. All trees shall be watered regularly according to the recommendation of the Project Arborist.
- C51. The applicant shall be financially responsible for any damage to City trees associated with the project. Accidental or negligent actions that damage City trees may result in a penalty. The monetary value of any such damages will be appraised by the City Urban Forester or his authorized representative and shall be expressed as the monetary equivalent of all labor and materials

required to bring the tree in question to a state of comparable utility with regards to its condition and function prior to the beginning of the project.

SMUD

- C52. SMUD has existing underground 12kV facilities along Harvard Street and on the parcel that will need to remain. The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
- C53. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. Applicant shall be responsible for confirming with SMUD appropriate/acceptable landscaping including placement within the easement area. SMUD reserves the right to prune & remove trees that encroach into the easement area. New landscaping improvements shall be restricted to a maximum height of fifteen feet tall at full maturity.
- C54. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. Applicant is further made aware that the proposed location of any relocated facilities will be subject to SMUD's vegetation management practices including restrictions of 15 feet high at full maturity and placement of trees within SMUD easements. Applicant shall bear cost to remove vegetation or trees located within proposed new facilities area and SMUD retains the right to engage in customary vegetation management practices at proposed new location after facility relocation.
- C55. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs, including but not limited to vegetation management, tree pruning or removal, weed abatement and application of weed abatement material, and a height restriction of fifteen feet tall at full maturity.
- C56. The Applicant shall not place any building foundations within 5-feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).
- C57. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and

appurtenances adjacent to the City's IOD. Landscaping improvements placed within the IOD or 12.5-foot PUE shall be subject to SMUD's landscaping and tree placement guidelines and SMUD's regular vegetation management practices including but not limited to restriction of 15 feet high at maturity and spacing as well as tree pruning, removal, or other standard vegetation management activities.

- C58. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors). Information regarding SMUD siting requirements can be found at: <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>.
- C59. The Applicant shall dedicate any private drive, ingress and egress easement, and 10-feet adjacent to each side thereof as a public utility easement for overhead and/or underground facilities and appurtenances. All access roads shall meet minimum SMUD requirements for access roads. The private drive and 10-foot adjacent PUE shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's landscaping and tree placement guidelines including but not limited to tree pruning, removal, and weed abatement and a maximum allowable height of fifteen feet at full maturity.
- C60. The Applicant shall locate, verify, and provide a drawing to SMUD identifying all electrical utility infrastructure for the existing structures. If necessary, any existing onsite electrical infrastructure that serves existing structures shall be relocated to the satisfaction of SMUD.
- C61. The Applicant shall dedicate and provide all-weather vehicular access for service vehicles that are up to 26,000 pounds. At a minimum: (a) the drivable surface shall be 20-feet wide; and (b) all SMUD underground equipment and appurtenances shall be within 15-feet from the drivable surface.
- C62. The Applicant shall disclose existing or proposed 69kV electrical facilities to future and/or potential owners.
- C63. The Applicant shall grant to SMUD a Grant of Easement to cover the existing electrical facilities on the premises. Prior to the Map Recordation of the final map, the Applicant shall prepare and submit the subject map for SMUD's review and acceptance. The subject map shall be prepared in accordance with SMUD's standard underground right-of-way form — a 5-foot wide right-of-way for existing underground electrical facilities. The Grant of Easement shall be subject to SMUD's landscaping and tree placement guidelines within the easement area and such landscaping shall be subject to SMUD's vegetation management practices including but not limited to tree pruning, removal, a height restriction of fifteen feet at full maturity, and weed abatement. Applicant

shall submit landscape improvement plans with tentative or final map as a condition of approval.

Note – if necessary, SMUD will mark the ground with the location of underground facilities. Please call 811 to have these facilities marked.

Sacramento Area Sewer District

- C64. Prior to the APPROVAL OF IMPROVEMENT PLANS. If any proposed garbage enclosure will contain a drain to the sewer, the enclosure must have a roof.
- C65. Prior to the APPROVAL OF IMPROVEMENT PLANS: All onsite sewer plans and offsite sewer plans must be submitted separately to SacSewer via Sacramento County Site Improvement and Permit Section (SIPS) for review and approval.
- C66. Prior to the APPROVAL OF IMPROVEMENT PLANS: SacSewer requires the DI at the fueling area must have a grade break to direct water away from the inlet. The inlet must be below the roof of the fueling area. A sand / oil separator must be installed for the DI connection. These improvements must be shown on the plans.
- C67. Prior to the ISSUANCE OF A BUILDING PERMIT: The owner must contact Permit Services Unit at PermitServices@sacsewer.com or by phone at (916) 876-6100 to determine if SacSewer impact fees are due. Fees are to be paid prior to the issuance of building permits. Programs are available that support the economic vitality and job growth in the region by reducing sewer impact fees for eligible commercial and industrial customers. Please visit www.sacsewer.com/confluence-regional-partnership-program to learn more.

Advisory Notes:

Department of Utilities

- ADV1. On October 24, 2023, and November 14, 2023, City Council adopted Resolutions 2023-0338 and 2023-0368, respectively, to adjust the Water System, Sewer, and Combined Sewer Development Fees, as well as, establish the Storm Drainage Development Fee to align with updated Nexus Studies. These resolutions provide for an effective date for the new Utility Development Fees as of January 22, 2024.
- ADV2. The proposed development is located within the Sacramento Area Sewer District (SacSewer). Satisfy all SacSewer requirements.
- ADV3. The proposed project is located in Zone X on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Accordingly, the project site lies in an area with no requirements to elevate or flood proof.

Building

- ADV4. The plans are required to comply with the applicable sections of the California Building Standards Code (California Code of Regulations Title 24 Volumes 1-12)
- ADV5. CGBC 5.106.5.4 Additions or alterations to existing buildings or parking facilities
- ADV6. Existing buildings or parking facilities being modified by one of the following shall comply with Section 5.106.5.4.1 or 5.106.5.4.2. When EVSE is installed, accessible EVCS shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.
- When the scope of construction work includes an increase in power supply to an electric service panel as part of a parking facility addition or alteration.
 - When a new photovoltaic system is installed covering existing parking spaces.
 - When additions or alterations to existing buildings are triggered pursuant to code Section 301.3 and the scope of work includes an increase in power supply to an electric service panel.

Parks

- ADV7. As per City Code, the applicant will be responsible to meet his/her obligations regarding:
- b) Title 18, 18.56 Park Development Impact Fee, due at the time of issuance of building permit. The Park Development Impact Fee is estimated at \$1,386. This project proposes a total of 6,929 square feet of industrial development. The Park Development Impact Fee due for this project is based on the Housing Incentive Zone Rate of \$0.20 per square foot for industrial projects. 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.

Sacramento Area Sewer District

- ADV8. ONGOING: Public lower laterals must not be smaller than the upper laterals, sized according to the California Plumbing Code requirements.
- ADV9. ONGOING: The existing building is currently connected to the public sewer. Any required construction and/or modification to the public sewer system must be to the satisfaction of SacSewer prior to the approval of

improvement plans. SacSewer Design Standards and Specifications apply to any onsite and offsite public sewer construction.

- ADV10. ONGOING: Construction of a grease trap or a sand oil separator may be required. The applicant must verify with the applicable jurisdiction's building department.
- ADV11. ONGOING: Lateral repair or replacement is required if the current lateral is damaged or deemed unmaintainable.

Sacramento Metro Air District

- ADV12. The project would include a 6,000 gallon above-ground petroleum storage tank (gasoline) and dispenser. Gasoline dispensing facilities (GDFs) are required to obtain an Authority to Construct and Permit to Operate from the Sac Metro Air District. The installation of a California Air Resources Board certified vapor recovery system is also required. The Sac Metro Air District will conduct a health risk assessment for the GDF which may limit the gasoline throughput to meet allowable health risk levels. For GDF application instructions and forms visit: <http://www.airquality.org/businesses/permits-registration-programs/permit-applications-recordkeeping-advisories/gasoline-dispensing-facility>. If you have any questions on GDFs, please contact Ali Othman, Program Supervisor with Sac Metro Air District's Permitting Section, at 279-207-1142 or aothman@airquality.org.
- ADV13. The urban heat island effect presents a serious challenge for our region. Developed areas in Sacramento range 3 to 9 degrees Fahrenheit warmer than surrounding areas, which results in decreased air quality and associated public health impacts. The urban heat island results from the conversion of undeveloped land to developed land. The following recommendation is consistent with policies in the [City Climate Action & Adaptation Plan](#) associated with Goal A-2 to reduce the urban heat island effect: In addition to meeting the [City's commendable parking lot shade requirements](#), utilize "cool pavement" for new outdoor pavement. This is particularly important because shading may be infeasible for much of the proposed paved area, due to vehicle sizes. Please see the attached cool pavement overview fact sheet for more information, including cool pavement cost comparisons.
- ADV14. Due to the health risks posed by public exposure to asbestos, demolition and renovation of existing buildings is subject to Sac Metro Air District Rule 902, to limit asbestos exposure during these activities. Sac Metro Air District staff is available to review notifications and answer asbestos related questions, either by emailing asbestos@airquality.org, or calling 279-207-1122.

Table of Contents

Exhibit A: Project Plans

Exhibit B: UCP of Sacramento and Northern California Project Narrative

CONDITIONAL USE PERMIT
SUBMITTAL
NEW PARKING LOT EXPANSION
UCP OF SACRAMENTO
2150 HARVARD STREET
SACRAMENTO, CA 95815

JOHN KRISTEDJA
ARCHITECT
ARCHITECTURE ■ PLANNING
6288 BUTTERFIELD WAY
PLACERVILLE, CA 95667
(916) 933-7633 T
(916) 933-7650 F

ARCHITECT'S STAMP


CONSULTANT

PROJECT NAME
UCP SACRAMENTO
TRANSIT BUILDING

PROJECT ADDRESS
2150 HARVARD STREET
SACRAMENTO, CA 95815

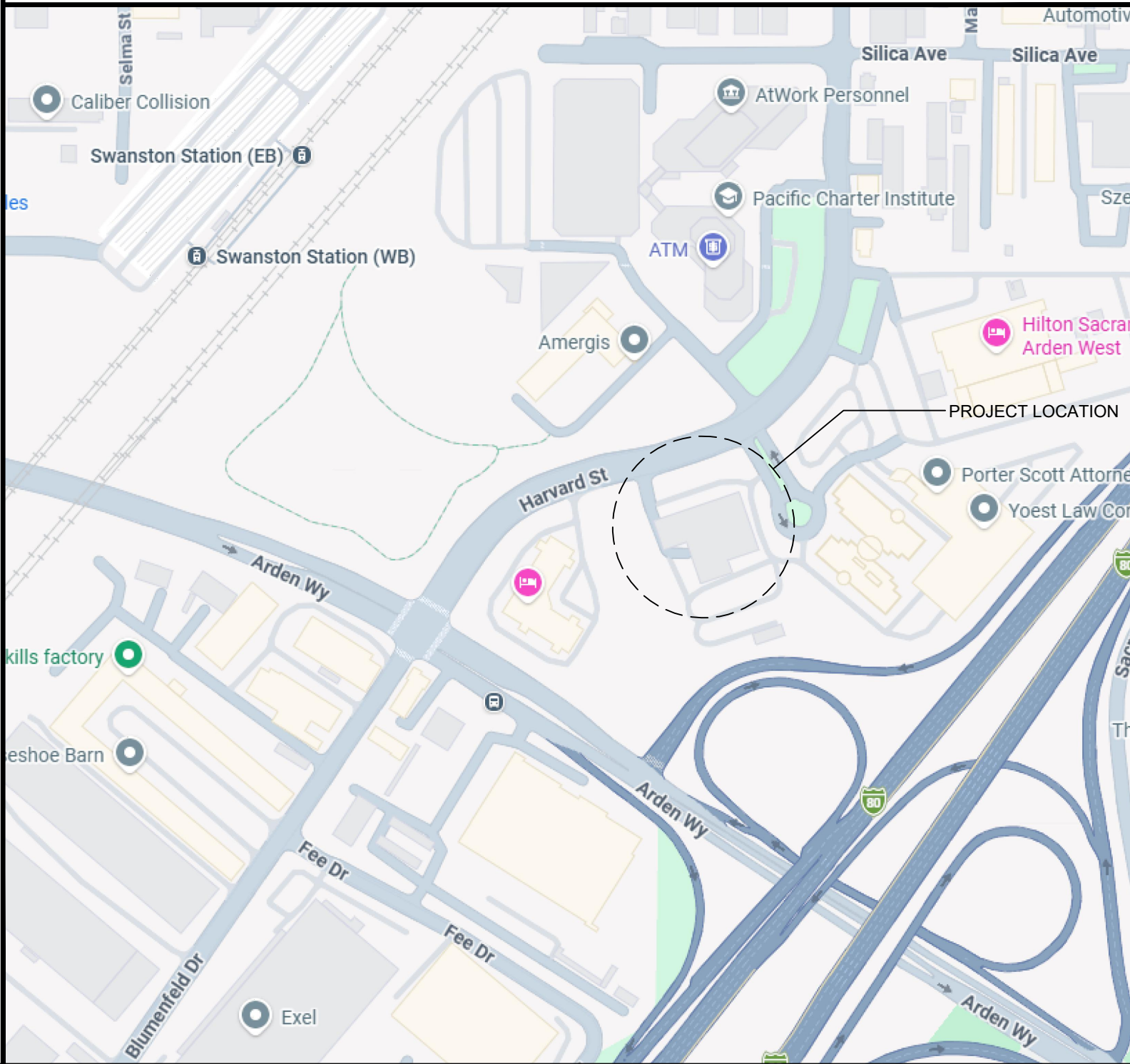
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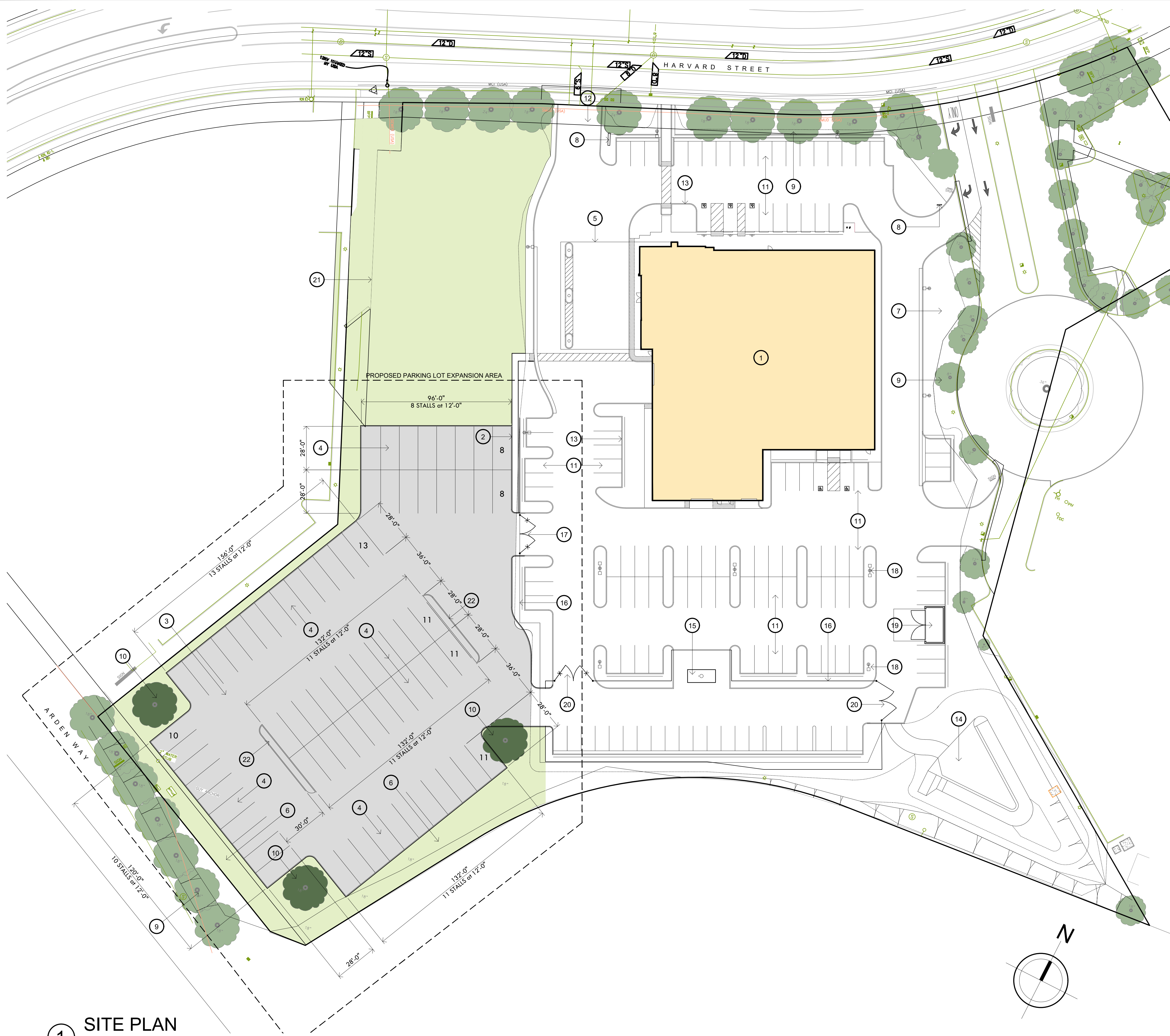
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PROJECT TEAM:	PROPERTY ADDRESS:	DRAWING INDEX:
APPROVING AGENCY: CITY OF SACRAMENTO PLANNING DEPARTMENT 300 RICHARDS BLVD., 3RD FLOOR SACRAMENTO, CA 95811 OWNER: UNITED CEREBRAL PALSY OF SACRAMENTO 4350 AUBURN BLVD. SACRAMENTO, CA 95841 ARCHITECT: JOHN KRISTEDJA ARCHITECT 6288 BUTTERFIELD WAY PLACERVILLE, CA 95667 916-933-7633 JOHN KRISTEDJA, PRINCIPAL ARCHITECT john@jk-architects.com CIVIL ENGINEER: BAKER WILLIAMS ENGINEERING GROUP 6939 SUNRISE BLVD., SUITE 112 CITRUS HEIGHTS, CA 95610 916-331-4336 BRANDON MORLAND, PRINCIPAL ENGINEER bmorland@bwengineers.com	APN # 277-0153-016 2150 HARVARD STREET SACRAMENTO, CA 95815 VICINITY MAP 	ARCHITECTURAL A0 TITLE SHEET A1 SITE PLAN A2 SITE PHOTOGRAPHS CIVIL C1.0 TOPOGRAPHY AND BOUNDARY EXHIBIT C2.0 PRELIMINARY GRADING PLAN C3.0 PRELIMINARY UTILITY PLAN SCOPE OF WORK THE PROPOSED SCOPE OF WORK IN THE EXPANSION OF THE EXISTING PARKING AREA TO BE USED FOR BUS PARKING. THE PROPOSED IMPROVEMENTS WILL INCLUDE THE ADDITION OF 72 BUS PARKING SPACES, AND ASSOCIATED DRIVE AISLES, SITE LIGHTING EXPANSION OF THE EXISTING SYSTEM, DRAINAGE EXPANSION ON THE EXISTING SYSTEM, MINOR LANDSCAPE IMPROVEMENTS AND THE ADDITION OF A 6,000 GALLON ABOVE-GROUND FUELING TANK. NO PROPOSED EXTERIOR MODIFICATIONS TO THE EXISTING BUILDING EXCEPT FOR SIGNAGE CHANGE FOR NEW OWNER.



- KEYNOTE LEGEND
- 1 EXISTING BUILDING TO REMAIN
 - 2 NEW 6" HIGH CONC. CURB / SIDEWALK - SEE CIVIL DWGS
 - 3 NEW A.C. PAVING at DRIVEWAY and PARKING AREAS
 - 4 NEW BUS / VAN PARKING SPACES
 - 5 EXISTING CANOPY STRUCTURE
 - 6 NEW LANDSCAPED AREA
 - 7 EXISTING LANDSCAPED AREA
 - 8 EXISTING SIGNAGE W / NEW OWNER NAME
 - 9 EXISTING TREES TO REMAIN - TYP.
 - 10 PROPOSED TREES AT NEW PARKING AREA
 - 11 EXISTING PARKING AREA
 - 12 EXISTING AC PAVED ENTRY DRIVEWAY
 - 13 EXISTING CURBS TO REMAIN U.N.O.
 - 14 EXISTING RETENTION BASIN
 - 15 NEW ABOVE-GROUND FUEL TANK
 - 16 EXISTING 6" HIGH WROUGHT IRON FENCING TO REMAIN
 - 17 NEW VEHICULAR GATES - 6" HIGH OPEN VIEW WROUGHT IRON TO MATCH EXISTING GATES
 - 18 EXISTING SITE LIGHTING TO REMAIN
 - 19 EXISTING TRASH / RECYCLE COLLECTION AREA
 - 20 EXISTING VEHICULAR GATES TO REMAIN
 - 21 EXISTING OPEN AREA
 - 22 STRIPED PARKING ISLAND



ARCHITECTURE ■ PLANNING

6288 BUTTERFIELD WAY
PLACERVILLE, CA 95667

(916) 933-7633 T
(916) 933-7650 F

ARCHITECT'S STAMP



CONSULTANT

PROJECT NAME

UCP SACRAMENTO
TRANSIT BUILDING

PROJECT ADDRESS

2150 HARVARD STREET
SACRAMENTO, CA 95815

DRAWING NAME

SITE PLAN

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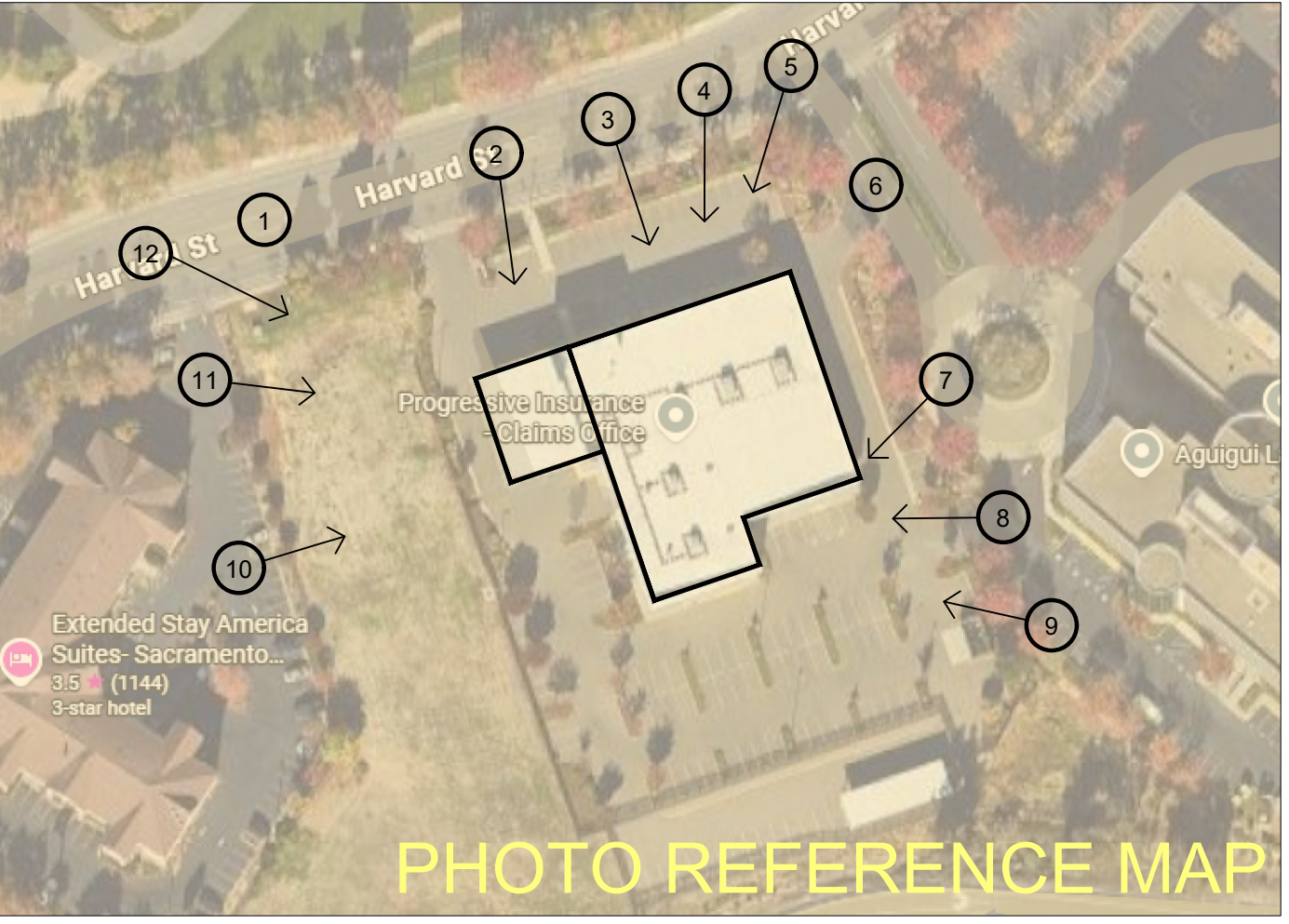
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JOHN KRISTEDJA



ARCHITECT

ARCHITECTURE ■ PLANNING

6288 BUTTERFIELD WAY
PLACERVILLE, CA 95667

(916) 933-7633 T
(916) 933-7650 F

ARCHITECT'S STAMP



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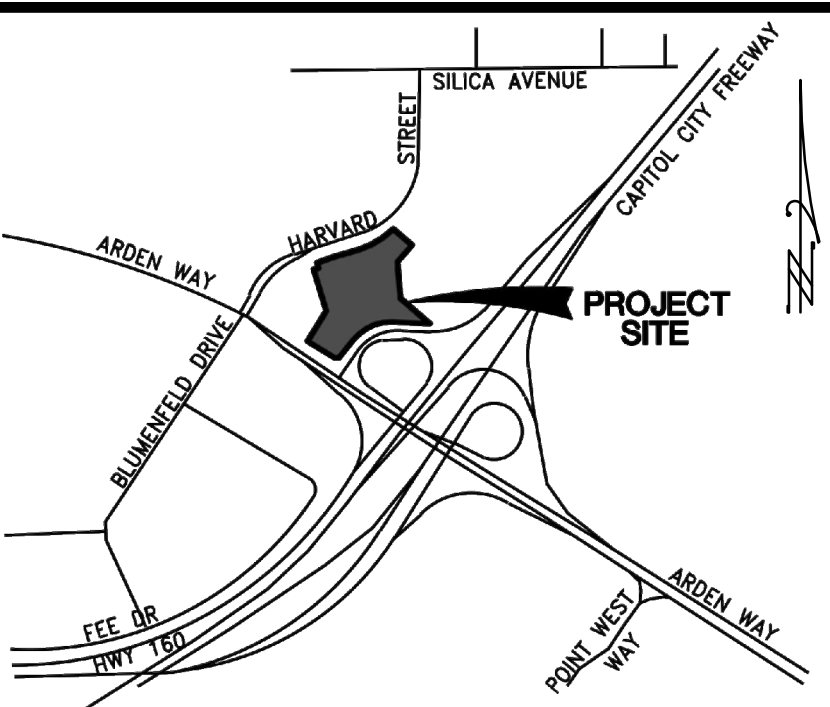
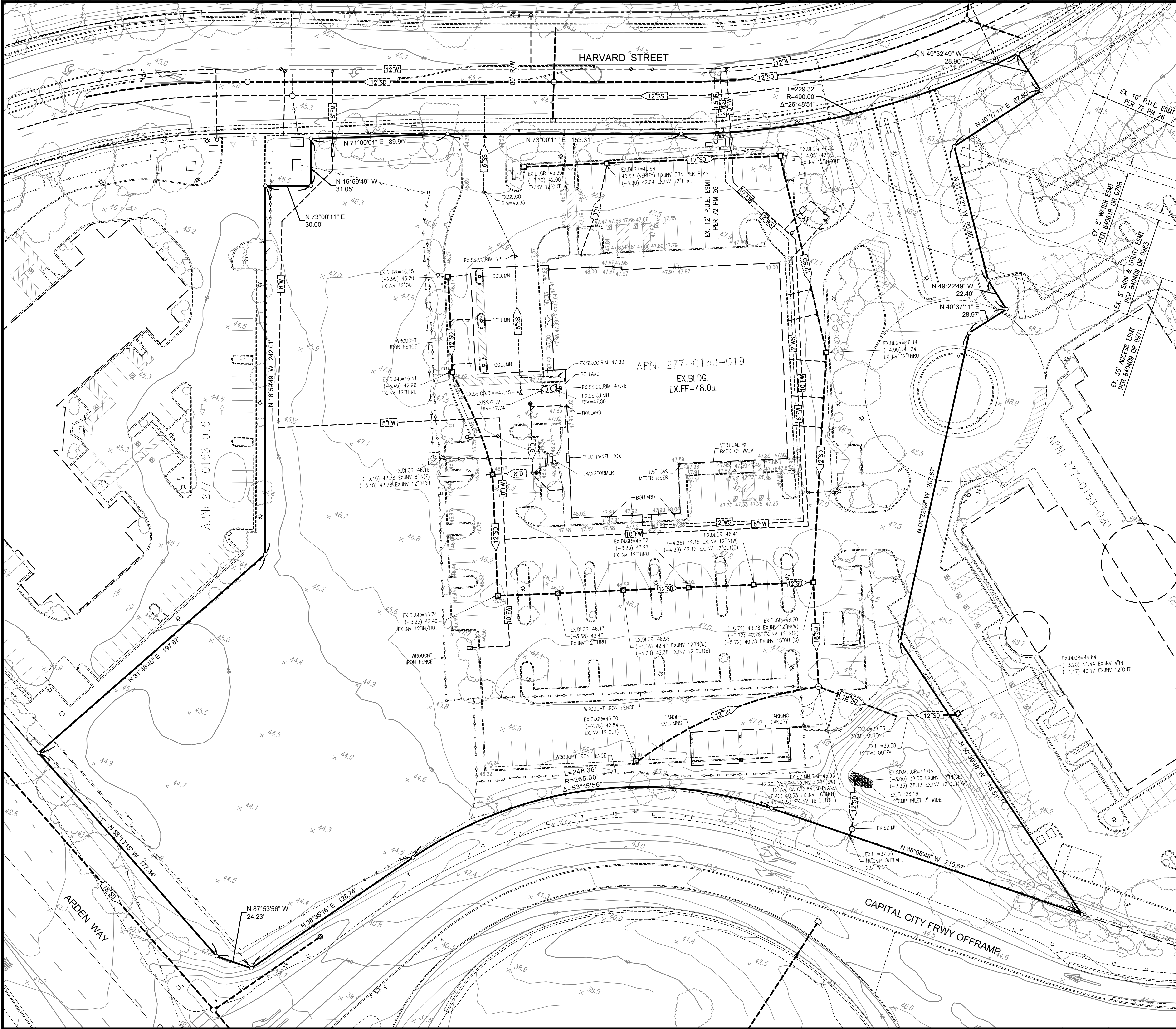
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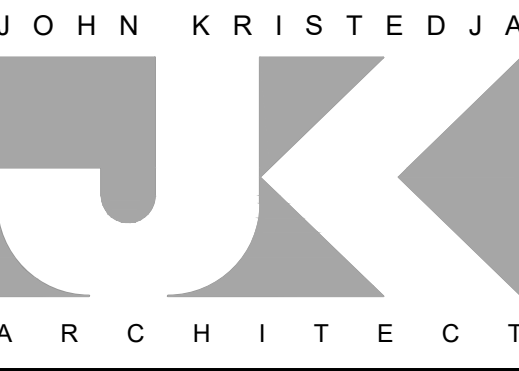
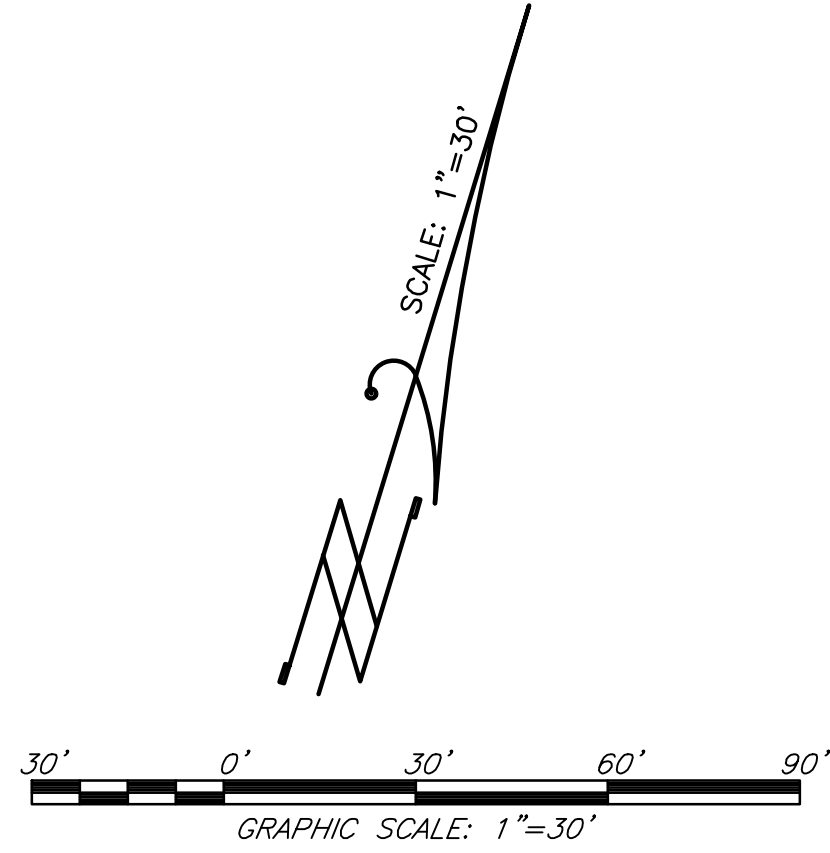
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VICINITY MAP
NOT TO SCALE



JOHN KRISTEDJA
ARCHITECT
ARCHITECTURE ■ PLANNING
6288 BUTTERFIELD WAY
PLACERVILLE, CA 95667
(916) 933-7633 T
(916) 933-7650 F

ENGINEER'S STAMP



CONSULTANT

BW ENGINEERING
SURVEYING
PLANNING
BAKER-WILLIAMS ENGINEERING GROUP
6939 Sunrise Blvd., Suite 112 (916) 331-4336
Citrus Heights, CA 95610 Fax (916) 331-4430

PROJECT NAME

UCP SACRAMENTO
TRANSIT BUILDING

PROJECT ADDRESS

2150 HARVARD STREET
SACRAMENTO, CA 95815
APN 277-0153-019

DRAWING NAME

TOPOGRAPHY & BOUNDARY
EXHIBIT

SUBMITTAL	DATE

NO	DATE	REVISION
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△		
△		
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DRAWN BY: STAFF CHECKED BY: BJM

DATE: 2-17-2026 SCALE: NOTED

PROJECT NUMBER: 25-12-043

DRAWING NUMBER:

C1.0

TOPOGRAPHY & BOUNDARY EXHIBIT

1"=30'

1



ARCHITECTURE ■ PLANNING

6288 BUTTERFIELD WAY
PLACERVILLE, CA 95667

(916) 933-7633 T
(916) 933-7650 F

ENGINEER'S STAMP



CONSULTANT



ENGINEERING
SURVEYING
PLANNING

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DRAWING NAME

PRELIMINARY
GRADING PLAN

SUBMITTAL	DATE

NO	DATE	REVISION
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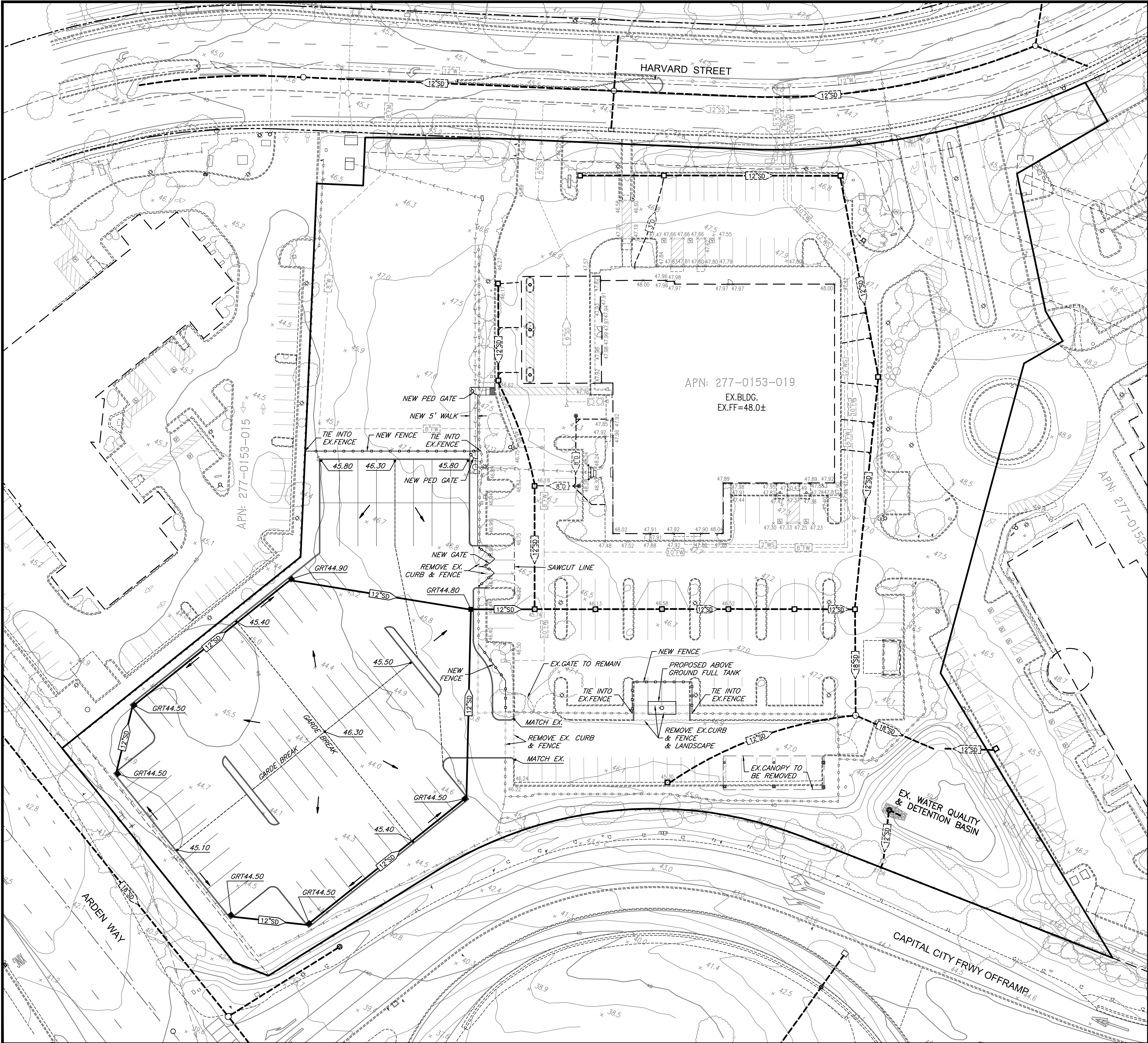
DRAWN BY: STAFF CHECKED BY: BJM

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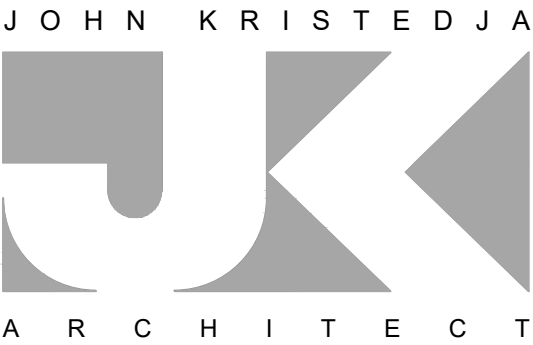
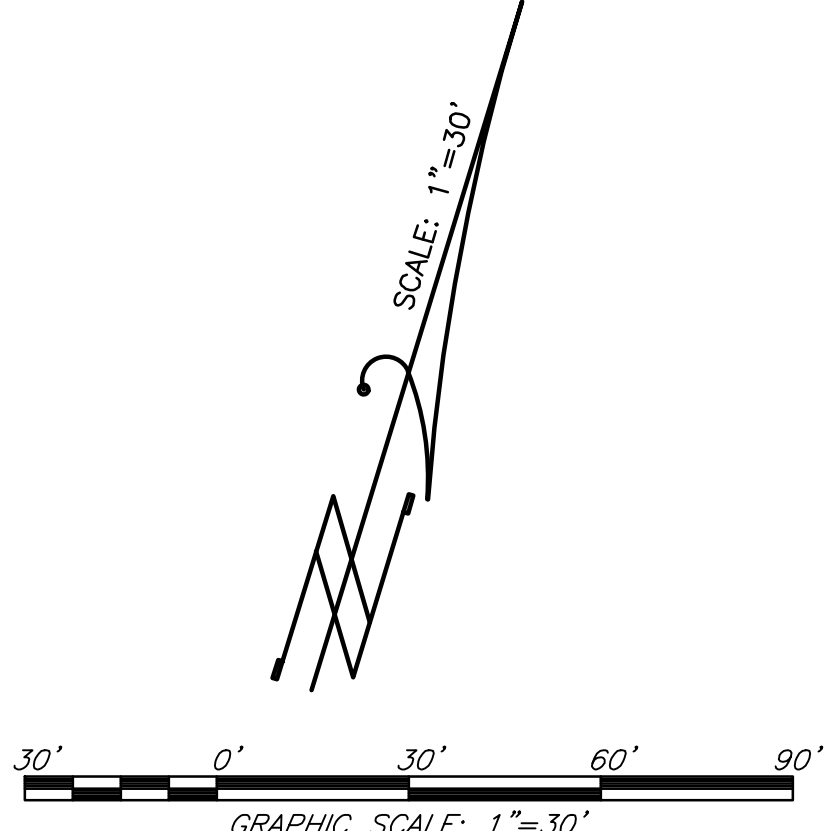
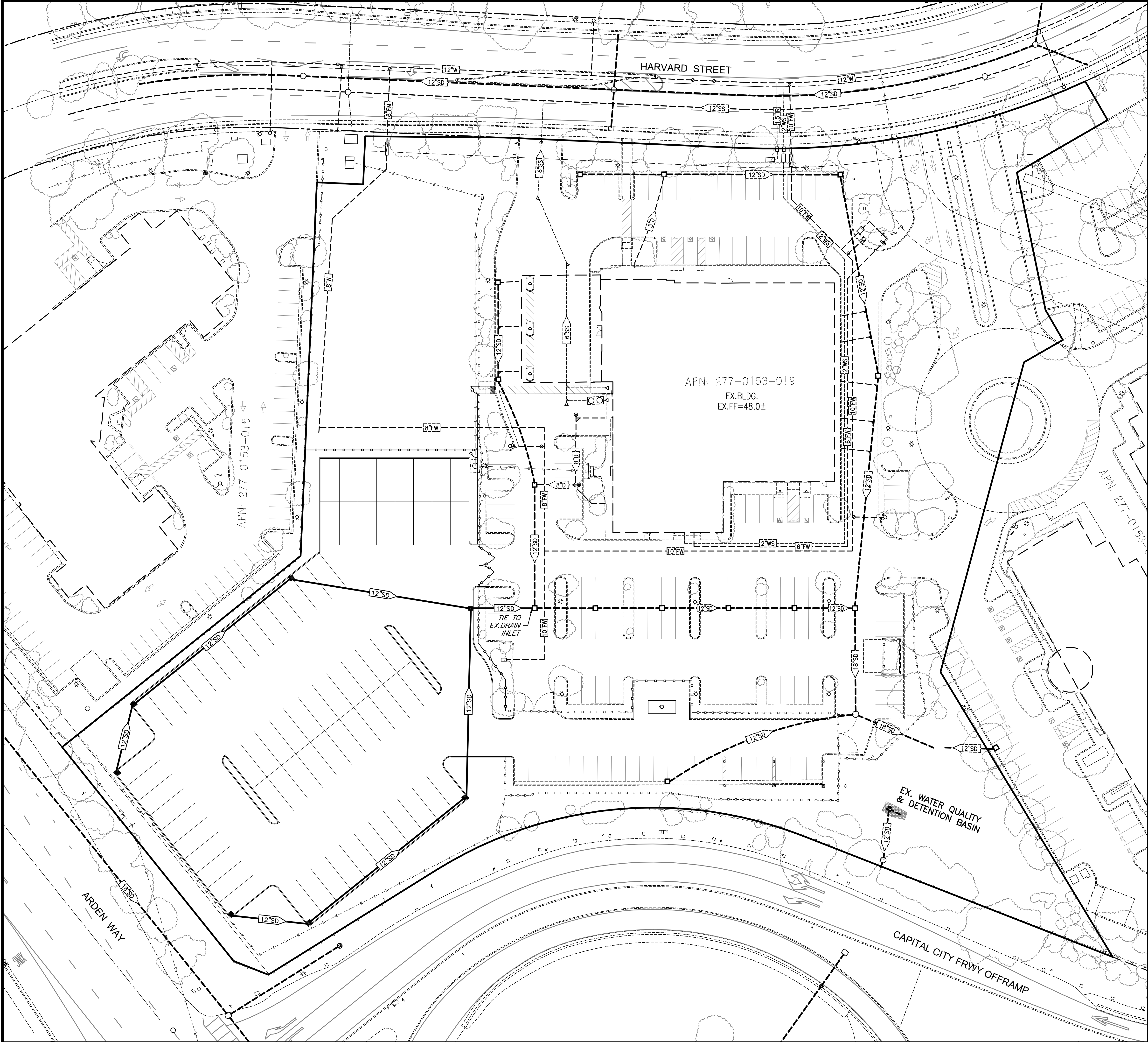
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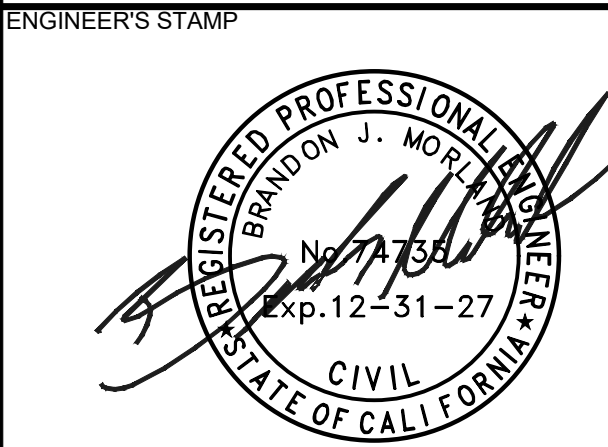
PRELIMINARY GRADING PLAN

1"=30'

1



ARCHITECTURE ■ PLANNING
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BW ENGINEERING
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PROJECT NAME
UCP SACRAMENTO
TRANSIT BUILDING

PROJECT ADDRESS
2150 HARVARD STREET
SACRAMENTO, CA 95815
APN 277-0153-019

DRAWING NAME
PRELIMINARY
UTILITY PLAN

SUBMITTAL	DATE

NO	DATE	REVISION
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DRAWN BY: STAFF CHECKED BY: BJM

DATE: 2-17-2026 SCALE: NOTED

PROJECT NUMBER: 25-12-043

DRAWING NUMBER:

C3.0



2150 Harvard Street
APN/Parcel ID: 277-0153-016

Proposed Project Narrative

UCP of Sacramento and Northern California

ABOUT UCP

UCP of Sacramento and Northern California (UCP) is a local non-profit leader serving the community for 70 years providing essential programs and services that improve the independence and quality of life for more than 3,600 individuals and families with disabilities throughout the Greater Sacramento Region.

ABOUT UCP TRANSPORTATION

UCP currently is the region's largest specialized, non-public transportation provider for individuals with developmental disabilities in Sacramento County. Local residents rely on UCP Transportation to maintain their independence and connection with their local community. The importance of UCP's services is documented in [SACOG's Coordinated Plan](#) (updated June 2024).

PROPOSED PROJECT AT 2150 HARVARD STREET

UCP has outgrown our current transportation facility off Florin Road, and we are searching for a new suitable location to support UCP's transportation services and other administrative support staff. The property located at 2150 Harvard Street is ideally suited for this project and is already approved for a similar use. UCP's use of this site will increase support for local residences and businesses in the area and throughout the county.

PROPOSED USE AND SITE PLAN SUMMARY

- UCP requests a Conditional Use Permit (CUP) to allow additional transit uses to be approved at this site within the existing OB zone. Specifically, UCP request approval for transit vehicle storage, service, and repair. General office use will continue at the site.
- UCP's Site Plan includes no changes (other than signage) to the exterior of the current building.
- UCP proposes expanding parking at the property to include a new secure transit vehicle yard in the southwest undeveloped portion of the property for approximately 75 transit vehicles.
- UCP requests approval to install a 6,000 gallon above-ground petroleum storage tank (gasoline) at the south end the property in the secured lot.

DESCRIPTION OF PROPOSED DAILY OPERATIONS

- Transit Staff: UCP's proposed operations consists of a team of 55 drivers and aids and 12 administrative and support staff. Drivers and aids report to work onsite but do not remain onsite during the workday.
- Transit Fleet Size: UCP currently operates a fleet of 66 vehicles, approximately 40 of those vehicles are larger buses with the remaining 16 vehicles comprising of smaller buses and vans.
- Daily Vehicle Trips: UCP currently dispatches 35-45 transit vehicles per weekday with minimal services on holidays and weekends. UCP's transit vehicles provide on average approximately 500 passenger trips per weekday.
- Hours of Operations: Transit vehicle operations typically occur between 5:45 AM and 7:00 PM. UCP administrative offices and shop operations typically occur between 7:30 AM and 6:00 PM.

- Peak Vehicle Activity: Peak vehicle activity in the morning is between 6:30 AM to 7:30 AM as drivers arrive at work and depart in UCP transit vehicles. Peak vehicle activity in the evening is between 5:30 PM to 7:00 PM when drivers return transit vehicles to the yard and return home.
- Largest UCP Transit Vehicle: The largest vehicles in UCP's current fleet are Ford E-450 cutaway buses approximately 26.5 ft long and 8 ft wide with a gross vehicle weight rating of 14,500. A sample vehicle spec sheet and photos have been provided.
- Other UCP Transit Vehicles: UCP also operates a variety of smaller vehicles which include smaller transit buses, transit vans, and mini vans. Sample vehicle spec sheets and photos have been provided.
- Building Uses: The current building will be used for a mix of transit and other UCP administrative and office needs. The existing 14,417 FT of office space will be used for transportation administrative staff, general office, and meeting space. The existing 6,949 SF shop space is planned for repair and maintenance of transit vehicles.
- Non-transit related uses: UCP proposes to use remaining existing office space for other UCP program and administrative support staff, general meeting and training space, and other uses currently allowed under existing zoning and permits.
- Total Vehicle Trips: the total number of vehicles, including transit vehicles and employee vehicles, expected to come and leave the site per day is estimated at 120.