



July 23, 2021

Metro Air Park Property Owners Association (MAPPOA)
555 Capitol Mall, Suite 900
Sacramento, CA 95814
Contact: Tom Ramos
SENT VIA EMAIL

SUBJECT: METRO AIR PARK UPDATED MASTER AIR QUALITY MITIGATION PLAN (AQMP)

Dear Mr. Ramos:

The Office of Planning and Environmental Review (PER) has received the updated Metro Air Park (MAP) Master Air Quality Mitigation Plan (AQMP), dated December 2020. Due to implementation challenges for individual projects, the intent of the December 2020 updated AQMP is to replace the prior version (adopted in 2008) with an AQMP that better addresses current buildout of MAP while maintaining the same level of air quality impact reductions. PER and the Sacramento Metropolitan Air Quality Management District (SMAQMD) reviewed the updated AQMP for technical adequacy to ensure that equivalent reductions in air quality will be realized through the revised menu of measures over the life of the plan.

SMAQMD provided a letter of endorsement to PER in December 2020 and further verified that the revised AQMP is technically adequate in a letter dated April 26, 2021. In their April letter, SMAQMD indicated that, "When implemented, the revised Master AQMP will achieve 15.625 mitigation points, exceeding the County required 15 mitigation points." PER hereby affirms SMAQMD's endorsement and approves the December 2020 Master AQMP for MAP.

In addition to their endorsement of the updated AQMP, SMAQMD provided PER with an "Implementation Guide" as a reference tool for reviewing project specific AQMPs in MAP. PER has slightly modified the "Implementation Guide" to act as a tool for applicants to be utilized at the time of submittal of project specific AQMPs for review and approval by PER staff.

Enclosed is the final Master AQMP, letter of endorsement from SMAQMD, and an AQMP Implementation Tool (Measure Table). The Measure Table summarizes the menu of measures in the AQMP and provides space for applicants to offer project compliance details, including potential justification for why a measure does not apply, and affords direction at the planning, implementation, and monitoring phases of each measure. PER is currently working on procedures for submittal and review of individual development projects, which will be provided under separate cover.

Please note that if project does not comply with the attached measures in full, a project-specific replacement to the existing Metro Air Park AQMP will be required to identify equivalent measures.

Sincerely,

Joelle Inman

Environmental Coordinator

Enclosures: April 2021 AQMP Addendum, SMAQMD letter of technical adequacy, AQMP Measure Table



April 26, 2021

Sent via Email

Todd Smith
Principal Planner and Acting Environmental Coordinator
Sacramento County Office of Planning and Environmental Review
827 7th Street, Room 225, Sacramento, CA 95814

Re: Clarification of Verification of Technical Adequacy- Revised Metro Air Park Master Air Quality Mitigation Plan (December 9, 2020)

Mr. Smith:

This letter clarifies our December 11, 2020 verification letter.

The Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) has been advising TDM Specialists in fulfilling the County's request to revise the December 2008 Master Air Quality Mitigation Plan (AQMP) for the Metro Air Park Special Planning Area. A revised AQMP was deemed necessary, as applicants of individual Metro Air Park projects have shown difficulty in meeting the 2008 AQMP requirements.

The Sac Metro Air District has reviewed the December 9, 2020 revised AQMP titled Metro Air Park Master Air Quality Mitigation Plan- Updated Addendum (Attachment 1), and hereby verifies its technical adequacy. In doing so, we find that it is consistent with the appropriate Recommended Guidance for Land Use Emissions Reductions in place when the Metro Air Park project was approved (Version 2.5). When implemented, the revised Master AQMP will achieve 15.625 mitigation points, exceeding the County-required 15 mitigation points. **This revised AQMP supercedes the 2008 AQMP and is controlling for all projects in Metro Air Park as of Dec 11, 2020.**

We have developed an implementation guide (Attachment 2) that County planners and mitigation monitoring staff can refer to when planning for and implementing the revised AQMP. Sac Metro Air District staff will also use this guide when reviewing Metro Air Park projects.

We thank the County and Metro Air Park proponents for working closely with the Sac Metro Air District to ensure that the project achieves Sacramento County's air quality

commitments. Please note that the Sac Metro Air District may conduct inspections to ensure compliance with the updated AQMP.

Sincerely,

A handwritten signature in black ink that reads "RDuBose". The letters are cursive and fluid.

Rachel DuBose
Air Quality Planner/Analyst

Attachments

cc:

Paul Philley, AICP, Sac Metro Air District
Elizabeth Hughes and Claudine Schneider, TDM Specialists
Joelle Inman and Chris Pahule, Sacramento County

METRO AIR PARK
MASTER AIR QUALITY MITIGATION PLAN
Updated Addendum

April 20, 2021

Prepared by



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Management Company*

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The County of Sacramento has requested an updated Master Air Quality Mitigation Plan (AQMP). This document is a companion piece to the 2020 updated Transportation Systems Management Plan (TSMP) and focuses on reducing emissions (NO_x and ROG) through campus design and trip reduction.

Metro Air Park closely coordinated the updated AQMP measures with the Sacramento Metropolitan Air Quality Management District (SMAQMD). It utilized mitigation strategies developed by the SMAQMD's Recommended Guidance for Land Use Emissions Reductions, Versions 2.5 and 4.2, and the California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures. Portions of the addendum measures and strategies are in the Metro Air Park Special Planning Area, and Design Guidelines amended December 17, 2019.

This AQMP addendum's function provides an updated master framework and outlines the responsibilities and requirements of Metro Air Park that will improve air quality. This updated AQMP addendum allows for successive projects to propose alternative measures; tiering off of the Master AQMP would seem to be of great benefit to the individual projects.

Below is a list of air quality mitigation measures pre-reviewed (and approved) by the Air District and Sacramento County. Air quality mitigation updates total 15.625 points which exceed the 15 point requirement. The Air District is preparing a letter of technical adequacy for this document. Following the list are descriptions of the updated measures.

Measure #	Title	Use	Measure as summarized from approved AQMP	Metro Air Park Approved Points
Bicycle/Pedestrian/Transit Measures				
1	Bike parking	C,M	Commercial uses provide 20% more Class I and Class II bicycle parking spaces than zoning requirement. 50% will be Class I, 50% will be Class II (frame locking style). Non-commercial uses will follow MAP's zoning. Parking is consistent with the Association of Pedestrian and Bicycle Professional's Bicycle Parking Guidelines.	0.625
2	End of trip facilities	C,M	Projects less than 80 employee parking spaces are exempt from this measure. For every 80 designated employee parking spaces: projects will provide one shower and four clothing lockers. For projects with 160 or more employee-designated parking spaces: provide separate facilities for each gender. This measure is optional for retail employers.	0.625
4	Proximity to bike path/bike lanes	R,C,M	Projects will provide safe cycling routes between bicycle parking facilities and nearest bike lanes/trails.	0.625
5	Pedestrian network	R,C,M	Projects will provide safe pedestrian routes internally linking project and connecting to all existing or planned external streets and pedestrian facilities contiguous with the project site. Pedestrian routes must meet certain standards including, but not limited to illumination, scale, orientation within parking lots and landscaping areas, visual cues for navigating pathways through multi-building complexes, crosswalks requirements at mid-block stops, connection to open spaces and trails and design thereof, masonry wall/fence length and articulation, access gate materials and orientation, and building clustering.	1
6	Pedestrian barriers minimized	R,C,M	Projects will provide pedestrian walkways and well-marked paths of travel through landscape areas. Hard surface areas shall not cover more than 25% of the required landscape areas. A barrier-free, 4-foot-wide paved walkway may be provided through the required planter at street and driveway intersections.	1
8	Bus shelter for planned transit service	R,C,M	Bus stop facilities will be located as development occurs. Shelters shall have seating and be made of durable materials providing shelter from rain, sun, and wind. Shelters provide visibility from the interior to aid in public security.	0.25
Parking Measures				
13	Pedestrian pathway through parking	R,C,M	Projects will include clearly marked pathways to business entries from public streets, sidewalks, transit stops, and trails. Pedestrian pathways will be distinguished from vehicular drive aisles through differing paving textures, colors, and materials. Provide delineated crosswalks where the pedestrian pathways cross vehicular drives. Provide adequate lighting for pedestrian safety. Design building footprints with offsets and recesses. Orient buildings to create courtyards and plazas to provide for a variety of gathering places.	0.5
Mixed-use Measures				
23	Suburban mixed-use	R,C,M	Suburban Mixed-Use Land uses in the MAP include airport-related uses, light manufacturing, high tech research and development, professional offices, retail, and recreation. Projects must follow MAP's zoning requirements.	3
TDM and Misc. Measures				
33	Transportation Management Association (TMA) membership	R,C,M	Employees working at projects within Metro Air Park have access to a TDM services funded by the Metro Air Park Property Owners Association and implemented by the MAP Transportation Systems Management Committee and private contracts with transit and trip reduction professionals acting as a TMA. Services will include: Guaranteed Ride Home, trip planning assistance, telework support, bike support, pedestrian support, Employee Transportation Coordinator, reporting/member feedback/advocacy. The funding is annual and assessed on developed properties with employees on-site per an approved TMA budget and apportioned on an FTE basis.	5
T-a	Anti-Idling/Congestion Strategies		Metro Air Park management has committed to engage in policies and awareness campaigns, targeting tenants, to minimize the time drivers idle company trucks and personal vehicles or visiting fleet vehicles. Outreach will include tenant-provided recommendations to limit engines' idling beyond what is required by regulation at loading docks or provide electrified loading docks.	0.5
99	Other	R,C,M		
99a	Campus Bike share program		Option 1: Private Metro Air Park Bikeshare program – The Metro Air Park Commuter Program will fund a private, parkwide bikeshare program Option 2: Public Bikeshare program – Metro Air Park will partner with Lime or JUMP to add electric bicycles at the Park. Employees can rent bikes as needed for travel to a transit connection, recreation, or commuting.	0.5
99b	Clean Fuel Shuttle		When Metro Air Park achieves access to transit connectivity (RT or Yolo bus, or light rail), they will implement a campus shuttle program. The shuttles will operate on electric or hydrogen fuel. Service routes will meet bus stops, Metro Air Park retail shops, and possibly nearby residential areas.	1
99c	Expand Transit Network		99c Payment and Dedication of Land for Light Rail Transit Network Fair share payment and land dedication	1
Total AQMP Mitigation Points				15.625

Bicycle/Pedestrian/Transit Measures

M1 Bike Parking – (.625)

Metro Air Park's commercial projects will provide 20% more Class I and Class II bicycle parking than the County of Sacramento zoning require and what the SMAQMD recommends (one bike rack space per 20 vehicle spaces). Fifty Percent (50%) of the storage spaces will be Class I, with the remaining spaces allocated for Class II parking (frame locking style). Other uses will follow the current zoning requirements. Subsequent project site plans will identify a location, type, and amount of storage.

Bike parking must be consistent with the Association of Pedestrian and Bicycle Professional's Bicycle Parking Guidelines.

M2 End of Trip Facilities – (.625)

Projects will provide shower and clothing locker facilities for both genders. One shower and four clothing lockers will serve every 80 designated employee parking spaces. Separate facilities for each gender will be required when projects have 160 or more designated employee parking spaces. This measure will be optional for retail employers. Subsequent project site plans will identify location and amounts.

M4 Proximity to Bike Path/Bike Lanes – (.625)

Metro Air Park will build bicycle lanes throughout the development. Adequate connections include a designated bicycle route connecting on-site bicycle parking facilities, off-site bicycle facilities to existing Class I or Class II bike lanes(s) within ½ mile. Bicycle route connects to all streets contiguous with campus site. All roads internal to the project wider than 75 feet have class II bicycle lanes on both sides.

M5 Pedestrian Network – (1.0)

The project provides a pedestrian access network (walkable street network) that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. As described in the Metro Air Park Special Plan Area, pedestrian facilities and features include the following:

- Add mid-block stops between roadway intersections. Mid-block stops will accompany a pedestrian crosswalk.
- Pedestrian walkways, plazas, and other activity points shall be illuminated.
- Pedestrian-scale light standards shall be used adjacent to buildings and within parking areas.



Provide pedestrian-scale lighting along walkways

- Required landscape areas should include pedestrian walks and well-marked paths of travel and connections, steps, and similar hard surface areas, provided that such hard surface areas do not cover more than 25 percent of the required landscape areas.
 - Interior landscaping at the ends of parking rows or within islands between parking spaces with rows of parking. Landscaped areas at the end of aisles shall not obstruct the driver's vehicle and pedestrian cross-traffic vision.
-
- Landscaped drive aisles to direct vehicles and pedestrians
- Surface parking in large parking areas shall be divided into smaller, landscaped lots or courts with well-defined and safe pedestrian connections from the public street to the buildings, landscaping, shade trees, and lighting as needed.
 - Long spans of masonry walls or fences shall provide breaks for pedestrian connections at least every 300 feet.
 - Site planning and building orientation guidelines require
 - Buildings located at corners and vehicle entries should frame the street and provide pedestrian connections between streets and buildings.
 - Multi-building complexes will establish visual links using landscaping and other site design elements that allow pedestrians to easily navigate complex buildings.
 - Pedestrian and vehicular access gates to restricted areas visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid, durable material, tubular steel, or similar material.
 - To provide maximum safety for pedestrian and vehicular movement along pathways, lighting shall meet the requirements of Sacramento County. A concentration of light sources shall be focused on intersections, crosswalks, pedestrian travel ways, and connections.
 - The office component of industrial buildings, key entries, or pedestrian areas such as lunchrooms or plazas are encouraged to connect with the open and provide trail linkages. The open space corridor will provide a recreational trails system that aids in pedestrian circulation and reduces automobile reliance within Metro Air Park.
 - A system of trails shall be provided in the recreation and open space corridor. Trails or pathways may be used by either pedestrians or bicyclists within the corridor. An eight-foot (8') bike/pedestrian trail with a two-foot (2') decomposed granite shoulder on each side of the pavement shall be provided through the recreation and open space corridor.

- Drive aisles should be oriented perpendicular to the buildings to provide easy pedestrian access to the buildings. In large commercial developments, a pedestrian pathway should be incorporated into the parking field to provide a linkage and clear pathway for safe pedestrian access between buildings. Buildings should be clustered to create plazas and framed spaces for seating, fountains, and other design amenities.

M6 Pedestrian Barriers Minimized – (1.0)

Required landscape areas should include pedestrian walks and well-marked paths of travel and connections, steps, and similar hard surface areas, provided that such hard surface areas do not cover more than 25 percent of the required landscape areas. A barrier-free, four (4) foot wide paved walk may be provided through the required planter at street and driveway intersections to offer unencumbered access for people with disabilities from the sidewalk to the parking lot. Such a walkway shall facilitate persons' most direct movement using sidewalk curb ramps if such are provided.



Provide lighting for pedestrian safety

M8 Bus/Shuttle Shelter for Planned Transit Service – (0.25)

Placing attractive shuttle (and transit) shelters along the shuttle routes at key stops provides a passenger amenity and will attract riders to the shuttle system. Shelters shall be designed using the overall Metro Air Park concept and made of durable materials providing shelter from rain, sun, and wind. These shelters shall have seating and be visible in-side to aid in public security. Shuttle and bus shelters can be located within a minimum twelve (12) foot wide planter excluding curbing, between the edge of parking areas and: 1) sidewalks, where sidewalks are detached from curb gutter, and 2) street right-of-way where sidewalks are attached. Also, where the right-of-way is located behind a public sidewalk or curb, any area within the street right-of-way shall be developed as a planter or landscaped area. Bus stop facilities will be located as development occurs.

It is expected that Sacramento Regional Transit and/or YoloBus will provide transit connectivity to the Park, and Metro Air Park will contract for electric or hydrogen shuttle services.

Parking Measures

M13 Pedestrian Pathway Through Parking – (0.50)

Pedestrian circulation guidelines require clear, convenient pedestrian connections to business entries from public streets, sidewalks, transit stops, and trails. Distinguish pedestrian pathways from vehicular drive aisles through differing paving textures, colors, and materials.

The pedestrian pathways cross vehicular drives, provide delineated crosswalks, and consider raising the pedestrian paving surface for more visual differentiation. Provide adequate lighting for pedestrian safety—design building footprints with offsets and recesses. Orient buildings to create courtyards and plazas to provide for a variety of gathering places.

Mixed-Use Measures

M23 Suburban Mixed-use and Increased Diversity of Land Uses – (3.0)

Metro Air Park is a high-quality, multi-use, commercial, and industrial business park. Land uses in the Metro Air Park include airport-related uses, light manufacturing, high tech research and development, professional offices, retail, and recreation. This balanced mix of uses will ensure economic viability while providing an economic business environment complementary to the airport. Metro Air Park is composed of the following nine land use districts:

1. District 1: Light Manufacturing and Distribution District

Purpose: This district intends to provide for permitted light industrial uses, which include fabrication, manufacturing, assembly, distribution, processing, or storage of materials that, for the most part, are already in processed form and which do not result in their maintenance, assembly, manufacture, or plant operation create smoke, gas, odor, dust, sound, or other objectionable influences which might be obnoxious to persons conducting business in this or any other zone. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is M-1 (Light Industrial).

2. District 2: Airport Manufacturing and Distribution District

Purpose: This district intends to provide most of the uses permitted in Districts 1, plus the permitted light industrial uses directly related to airport functions. This includes both those uses which do and do not require physical adjacency to the airport. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is M-1 (Light Industrial).

3. District 3A: Office - Retail/High Tech/R & D District Core

Purpose: This district intends to provide well-designed and controlled high-tech office space and limited commercial services supporting the surrounding uses. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is MP (Industrial/Office Park).

4. District 3B: Office - High Tech/R&D District Periphery
Purpose: This district intends to support the High Tech/R & D District Core by providing the space needed for larger high-tech/research and development use. Limited manufacturing and assembly of products will be permitted. A mix of industrial, manufacturing, research and office uses are expected to develop. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is M-1 (Light Industrial).
5. District 4: Office/Hotel/Retail Services District - East/West:
Purpose: This district intends to provide office space and commercial services supporting the airport and the Metro Air Park users. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is GC (General Commercial).
6. District 5A: Office/Hotel/Retail Services District - Core
Purpose: This district intends to serve as the focus of business activity in Metro Air Park by providing small office uses and retail uses for visitors and employees. It is envisioned as a pedestrian-oriented, campus-like environment with direct connections to the surrounding districts, open space system, and future light rail transit system. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is GC (General Commercial).
7. District 5B: Office/Hotel/Professional Services District - North
Purpose: This district intends to provide for various general and professional office uses and supplemental services. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is GC (General Commercial).
8. District 5C: Office/Hotel/Retail/Services District - Central
Purpose: This district intends to provide office space and commercial services that support the airport and the Metro Air Park users. With its visually prominent location at the main gateway off Interstate 5, strong environmental and architectural controls are necessary. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is GC (General Commercial).
9. District 6: Recreation and Open Space District
Purpose: This district intends to meet on-site drainage requirements while providing aesthetic, recreation and land use buffering purposes. As referenced in the Sacramento County Zoning Code, the corresponding underlying zone is O (Recreational).

TDM and Miscellaneous Measures

M33 Transportation Management Association¹ – (5.0)

Metro Air Park Property Owners Association's (MAPPOA) Board of Directors adopted a Resolution to establish and implement a Transportation Systems Management Committee (Committee) on October 6, 2020. This Resolution authorizes the Committee to review, update, manage, and implement the Transportation Systems Management Plan (TSMP). The TSMP focuses on trip reductions, and it will also reduce criteria pollutants.

The MAPPOA TSM Committee contracted with the Jibe Transportation Management Association and TDM Specialists, Inc. (Commuter Concierge) to expand commuter resources and provide Commuter Concierge amenity services to tenants and employees working within the Park. Metro Air Park's Property Owners Association funds TMA services under private contracts with Jibe and TDM Specialists, Inc. The first year's TSM/Commuter Program and TMA budget total \$65,000. As the Park builds-out, and more employees occupy projects, the TSM and TMA services budget will increase.

Jibe TMA and Commuter Concierge provide a minimum level of TDM services to employees within the area covered by the AQMP. These services are sufficient to achieve the emission reductions claimed by the measure. Services may include, but are not limited to, the following:

1. **Guaranteed Ride Home (GRH):** This is a program that provides an occasional subsidized ride to commuters who primarily commute via bicycle, carpool, public transit, or another alternative mode when the commuter has an emergency or unscheduled overtime. The Metro Air Park GRH programs (via Jibe) uses taxies and rental cars. The GRH service offers three (3) rides annually to any location within 50 miles of the project to every employee within the area covered by the AQMP. The TMA will ensure the program is available to members and Metro Air Park commuters.
2. **Trip Planning Assistance:** The Jibe TMA and Commuter Concierge will help employers create and implement various trip reduction programs and policies (information, encouragement, telework options) that encourage mode shift. The Jibe TMA and the Commuter Concierge will also serve as a resource to individuals interested in using different modes. This may include vanpool and carpool matching systems that consider each commuter's origin, destination, schedule, special needs, or assistance in utilizing the Sac Region 511 ride-matching program.
3. **Telework Support:** Telework replaces the need for physical travel to the workplace. Telework can improve services, reduce costs, reduce vehicle travel, or help achieve other objectives. Jibe and the Commuter Concierge will provide support implementing telework policies and plans. Employers will receive the following information:

¹ TRT 1 and 2 on page 26:

<http://www.airquality.org/LandUseTransportation/Documents/LandUseEmissionReductions4.2Final.pdf>.

- Job categories suitable for teleworking.
 - Examples of typical equipment, support, and benefits employers will provide to telecommuting employees.
 - Model contracts and forms to establish and track telecommuting.
4. **Bike Support:** The TMA will offer a commuter bicycle program or an Earn-a-Bike program to assist members with the purchase of a bicycle or electric bicycle for commuting, as well as training courses on bike handling, maintenance, and road rules.
 5. **Walk/Pedestrian Support:** The TMA will implement programs to encourage walking and support a safe pedestrian network.
 6. **Employee Transportation Coordinator (ETC) Support:** An ETC is a designated employee responsible for assisting other employees in utilizing alternative modes of transportation such as bicycle, walking, rideshare, or public transit for travel to and from the place of business. The TMA and Commuter Concierge will encourage employers to have an ETC and provide materials, training, and information to support ETC effectiveness.
 7. **Reporting, Member Feedback, and Advocacy:** A Metro Air Park TSM Committee will seek regular feedback from the members, ensuring they are heard from Jibe and the Committee. The Metro Air Park Commuter Concierge will conduct events and programs, surveys and utilize social media to obtain feedback. The Metro Air Park TSM Committee, in coordination with Jibe and Commuter Concierge, will annually report activities and the effectiveness of their services.

T-a Anti-Idling Strategies – (0.50)

To reduce criteria pollutants and hydrocarbons, Metro Air Park will engage in policies and awareness campaigns targeting tenants to minimize the time drivers idle company trucks and personal vehicles or visiting fleet vehicles. Anti-idling campaigns typically include education efforts, anti-idling signs in loading/unloading zones, and pledges to change behavior. Outreach will include recommendations to limit engines' idling beyond what is required by regulation at loading docks or provide electrified loading docks. Electrified loading docks reduce the need for auxiliary diesel engines to run to keep refrigerated transportation unit's temperature controlled. The installation of on-site anti-idling signage is a requirement for all building projects.

Other Measures

99a Campus Bikeshare Program – (0.50)

- Option 1: Private Metro Air Park Bikeshare program – The Metro Air Park Commuter Program will fund a private, parkwide bikeshare program for use by those who work at the Park. A campus bike fleet would be branded for Metro Air Park and managed by a third-party vendor (e.g., Zagster). Campus micro-mobility gives employees safer, more affordable transportation options, gets them out of their single-occupancy cars, and can fundamentally change the way they get around their communities.
- Option 2: Public Bikeshare program – Metro Air Park will partner with Lime or JUMP to add electric bicycles at the Park. Employees can rent bikes as needed for travel to a transit connection, recreation, or commuting. Bikeshare micro-mobility gives employees safer, more affordable transportation options, gets them out of their single-occupancy cars, and can fundamentally change the way they get around their communities.

99b Clean Fuel Shuttle Program – (1.0)

When Metro Air Park achieves access to transit connectivity (RT or Yolo bus, or light rail), they will implement a campus shuttle program. The shuttles will operate on electric or hydrogen fuel. Service routes will meet bus stops, Metro Air Park retail shops, and possibly nearby residential areas.

99c Payment and Dedication of Land For Light Rail Transit Network – (1.0)

Metro Air Park funded 3.5 million dollars as a "fair share" contribution to the Board of Supervisors' satisfaction for provision of public transit/light rail to the SPA site based on improvements identified in the Transit Master Plan adopted by Regional Transit.

Also, Metro Air Park dedicated right-of-way for the extension of light rail service through the SPA. Dedication of land encompassed space for a double-track right-of-way, stations, and ancillary facilities.

Implementation Guide for all projects in the Metro Air Park Special Planning Area, from the revised (Dec 2020) Metro Air Park Master Air Quality Mitigation Plan (AQMP)

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M1: Bike Parking/Storage: Commercial uses provide 20% more Class I and Class II bicycle parking spaces than zoning requirements. 50% will be Class I, 50% will be Class II (frame locking style). Non-commercial uses will follow MAP's zoning. Parking is consistent with the Association of Pedestrian and Bicycle Professional's Bicycle Parking Guidelines. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify the location, type, and amounts of bicycle storage. <i>Initial / Date:</i></p>	<p>The Applicant Project installs bicycle parking. <i>Initial / Date:</i></p>	<p>Facilities remain in good repair with easy access. <i>Initial / Date:</i></p>
<p>M2: End-of-Trip Facilities: For every 80 designated employee parking spaces: The Project will provide one shower and four clothing lockers. For projects with 160 or more employee-designated parking spaces: provide separate facilities for each gender. This measure is optional for retail employers. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify end-of-trip facility location(s) and amounts where applicable. <i>Initial / Date:</i></p>	<p>The Applicant Project constructs end-of-trip facilities. <i>Initial / Date:</i></p>	<p>Facilities remain in good repair and are kept available to employees. <i>Initial / Date:</i></p>
<p>M4: Proximity to Bike Path/Bike Lanes: Individual projects provide safe cycling routes between bicycle parking facilities and nearest bike lanes/trails. (pg. 3 AQMP) Metro Air Park installed bike lanes on all streets and will install bike/ped trails in the recreation corridor.</p>	<p><u>Applicant:</u> Site plans identify bicycle connections. <i>Initial / Date:</i></p>	<p>The Applicant Project constructs bicycle connections. <i>Initial / Date:</i></p>	<p>Connections remain in good repair. <i>Initial / Date:</i></p>
<p>M5: Pedestrian Network: Project provides safe pedestrian routes internally linking Project and connecting to all existing or planned external streets and pedestrian facilities contiguous with the project site, as described in the Metro Air Park SPA. Pedestrian routes must meet specific standards including, but not limited to illumination, scale, orientation within parking lots and landscaping areas, visual cues for navigating pathways through multi-building complexes, crosswalks requirements at mid-block stops, connection to open spaces and trails and design thereof, masonry wall/fence length and articulation, access gate materials and orientation, and building clustering. For more details, see the AQMP and SPA documents. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify pedestrian routes. <i>Initial / Date:</i></p>	<p>The Applicant Project constructs pedestrian routes. <i>Initial / Date:</i></p>	<p>Pedestrian routes remain in good repair. <i>Initial / Date:</i></p>
<p>M6: Pedestrian Barriers Minimized: Project provides pedestrian walkways and well-marked paths of travel through landscape areas. Hard surface areas shall not cover more than 25% of the required landscape areas. A barrier-free, 4-foot-wide paved walkway may be provided through the required planter at street and driveway intersections. (pg. 5 AQMP)</p>	<p><u>Applicant:</u> Site and landscape plans show pedestrian routes through landscaping areas. <i>Initial / Date:</i></p>	<p>The Project constructs pedestrian routes through landscaping areas: <i>Initial / Date:</i></p>	<p>Pedestrian routes through landscaping areas remain in good repair. <i>Initial / Date:</i></p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M8 Bus/Shuttle Shelter for Planned Transit Service: Installed as development occurs will be bus stop facilities. Shelters shall have seating and be made of durable materials protecting from rain, sun, and wind. Shelters offer visibility from the interior to aid in public security. (pg. 5 AQMP)</p>	<p><u>Applicant:</u> The project applicant will coordinate with the transit agency and MAP in creating a project site that accommodates any shuttle and transit facilities if the site and street plans show any shuttle and transit facility needs. <i>Initial / Date:</i></p> <p><u>MAP:</u> As the Project builds, the MAP TSM Committee creates a plan identifying shuttle routes and shuttle stops.</p> <p>The MAP TSM Committee will coordinate the installation of public bus stops in desired locations requested by the transit agency if bus stop sites are not located at applicant projects. <i>Initial / Date:</i></p>	<p>The Applicant Project and transit provider constructs shuttle/transit facilities as directed by transit provided and County. <i>Initial / Date:</i></p> <p>As it develops, the MAP TSM Committee and transit provider constructs shuttle/transit facilities as directed by transit provider and County. <i>Initial / Date:</i></p>	<p>Shuttle and transit facilities remain in good repair. <i>Initial / Date:</i></p>
<p>M13 Pedestrian Pathway Through Parking: The Project includes well-marked pathways to business entries from public streets, sidewalks, transit stops, and trails. Ppedestrian pathways will be distinguished from vehicular drive aisles through differing paving textures, colors, and materials. Provide delineated crosswalks where the pedestrian pathways cross vehicular drives. Provide adequate lighting for pedestrian safety—design building footprints with offsets and recesses. Orient buildings to create courtyards and plazas to provide for a variety of gathering places. (pg. 6 AQMP)</p>	<p><u>Applicant:</u> Site plans show buildings oriented toward courtyards and plazas. Pedestrian pathways are well marked. <i>Initial / Date:</i></p>	<p>The Applicant Project constructs buildings toward courtyards and plazas, with clearly marked pedestrian pathways. <i>Initial / Date:</i></p>	<p>Pedestrian pathways are maintained in good repair. <i>Initial / Date:</i></p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M23: Suburban Mixed-Use Land uses in the MAP include airport-related uses, light manufacturing, high tech research and development, professional offices, retail, and recreation. Projects must follow MAP's zoning requirements. Rezoning may compromise the AQMP. (pg. 6 AQMP)</p>	<p><u>Applicant:</u> The project plans are consistent land-use zoning code (zoning is SPA). <i>Initial / Date:</i></p>	<p>The Applicant Project is built consistent with land-use zoning. <i>Initial / Date:</i></p>	<p>Use remains consistent with zoning. <i>Initial / Date:</i></p>
<p>M33 Transportation Management Association (TMA): Employees working at projects within Metro Air Park have access to a minimum level of transportation demand management (TDM) services funded by the Metro Air Park Property Owners Association and implemented by the MAP Transportation Systems Management Committee and private contracts with transit and trip reduction professionals acting as a TMA. Services include Guaranteed Ride Home, trip planning assistance, telework support, bike support, pedestrian support, Employee Transportation Coordinator, reporting/member feedback/advocacy. The funding is annual and assessed on developed properties with employees on-site per an approved TMA budget and apportioned on an FTE basis. (pg. 8 AQMP)</p>	<p><u>Applicant:</u> Applicant coordinates with MAP TSM Committee during a preliminary project design review and receives TMA and trip reduction requirement information. The Project application is submitted to the County. <i>Initial / Date:</i></p>	<p>All property owners are members of the MAP TSM Committee. The property owner pays the MAP TSM Committee (TMA) assessment. <i>Initial / Date:</i></p>	<p>The property owner continues active participation in the TSM Committee programs and engages their tenants in programs. Provided to all employers and commuters is the MAP Commuter Concierge as an amenity service. <i>Initial / Date:</i></p> <p><u>MAP TSM Committee (TMA):</u> SMAQMD receives an annual report of TSM activities and services. <i>Initial / Date:</i></p>
<p>T-a Anti-Idling: Metro Air Park management has committed to engage in policies and awareness campaigns to minimize the time drivers idle company trucks and personal vehicles or visiting fleet vehicles. Anti-idling campaigns typically include education efforts, anti-idling signs in loading/unloading zones, and pledges to change behavior. Outreach will include recommendations to limit engines' idling beyond what is required by regulation at loading docks or provide electrified loading docks. (pg. 9 AQMP)</p>	<p><u>Applicant:</u> Applicant receives information on anti-idling strategies from the MAP TSM Committee at building design review. <i>Initial / Date:</i></p>	<p>The Applicant Project has electrified loading docks and/or signage at loading docks. <i>Initial / Date:</i></p>	<p>Continuous anti-idling program. Signage is intact, and electric loading docks are kept in good repair. <i>Initial / Date:</i></p>
<p>99a Campus Bikeshare Program Option 1: Private Metro Air Park Bikeshare program – The Metro Air Park Commuter Program will fund a private, parkwide bikeshare program for use by those who work at the Park. A campus bike fleet would be branded for Metro Air Park and managed by a third-party vendor (e.g., Zagster).</p>	<p><u>Applicant:</u> Site plans show that bikeshare bicycles can easily access the project site,</p>	<p>The MAP TSM Committee creates and operates the bikeshare program. <i>Initial / Date:</i></p>	<p>The bikeshare program remains intact, and bicycles and infrastructure are maintained in good</p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>Option 2: Public Bikeshare program – Metro Air Park will partner with Lime or JUMP to add electric bicycles at the Park. Employees can rent bikes as needed for travel to a transit connection, recreation, or commuting. (pg. 10 AQMP)</p>	<p>and bike parking is conveniently located. <i>Initial / Date:</i></p>		<p>repair. Bikes are available to all employees. <i>Initial / Date:</i></p>
<p>99b Clean Fuel Shuttle When Metro Air Park achieves access to transit connectivity (RT or Yolo bus, or light rail), it will implement a campus shuttle program. The shuttles will operate on electric or hydrogen fuel or other zero-emission technology.</p> <p>The shuttle system will service commuters by providing internal circulation, thereby making transit a viable option for employees throughout the Park; to provide off-peak trips to the restaurants, supporting commercial facilities and visitors. Service routes will connect to bus stops, Metro Air Park retail uses, and possibly nearby residential areas. (pg. 10 AQMP)</p>	<p><u>Applicant:</u> No action required</p>	<p><u>MAP:</u> The clean fuel shuttle service will commence as MAP is built. <i>Initial / Date:</i></p>	<p>Clean fuel shuttle program remains intact.</p> <p>Shuttle stops are kept in good repair.</p> <p>Shuttle vehicles remain zero-emission. <i>Initial / Date:</i></p>
<p>99c Payment and Dedication of Land for Light Rail Transit Network Fair share payment and land dedication (pg. 10 AQMP)</p>	<p>Already implemented by Metro Air Park</p>		

Implementation Guide for all projects in the Metro Air Park Special Planning Area, from the revised (April 2021) Metro Air Park Master Air Quality Mitigation Plan (AQMP)

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M1: Bike Parking/Storage: Commercial uses provide 20% more Class I and Class II bicycle parking spaces than zoning requirements. 50% will be Class I, 50% will be Class II (frame locking style). Non-commercial uses will follow MAP's zoning. Parking is consistent with the Association of Pedestrian and Bicycle Professional's Bicycle Parking Guidelines. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify the location, type, and amounts of bicycle storage.</p>	<p>The Project installs bicycle parking.</p>	<p>Facilities remain in good repair with easy access.</p>
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>
Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M2: End-of-Trip Facilities: For every 80 designated employee parking spaces: The Project will provide one shower and four clothing lockers. For projects with 160 or more employee-designated parking spaces: provide separate facilities for each gender. This measure is optional for retail employers. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify end-of-trip facility location(s) and amounts where applicable.</p>	<p>The Project constructs end-of-trip facilities.</p>	<p>Facilities remain in good repair and are kept available to employees.</p>
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M4: Proximity to Bike Path/Bike Lanes: Individual projects provide safe cycling routes between bicycle parking facilities and nearest bike lanes/trails. (pg. 3 AQMP) Metro Air Park installed bike lanes on all streets and will install bike/ped trails in the recreation corridor.</p>	<p><u>Applicant:</u> Site plans identify bicycle connections. :</p>	<p>The Project constructs bicycle connections. :</p>	<p>Connections remain in good repair. :</p>
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>
Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M5: Pedestrian Network: Project provides safe pedestrian routes internally linking Project and connecting to all existing or planned external streets and pedestrian facilities contiguous with the project site, as described in the Metro Air Park SPA. Pedestrian routes must meet specific standards including, but not limited to illumination, scale, orientation within parking lots and landscaping areas, visual cues for navigating pathways through multi-building complexes, crosswalks requirements at mid-block stops, connection to open spaces and trails and design thereof, masonry wall/fence length and articulation, access gate materials and orientation, and building clustering. For more details, see the AQMP and SPA documents. (pg. 3 AQMP)</p>	<p><u>Applicant:</u> Site plans identify pedestrian routes.</p>	<p>The Project constructs pedestrian routes.</p>	<p>Pedestrian routes remain in good repair.</p>
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M6: Pedestrian Barriers Minimized: Project provides pedestrian walkways and well-marked paths of travel through landscape areas. Hard surface areas shall not cover more than 25% of the required landscape areas. A barrier-free, 4-foot-wide paved walkway may be provided through the required planter at street and driveway intersections. (pg. 5 AQMP)</p>	<p><u>Applicant:</u> Site and landscape plans show pedestrian routes through landscaping areas.</p>	<p>The Project constructs pedestrian routes through landscaping areas:</p>	<p>Pedestrian routes through landscaping areas remain in good repair.</p>
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>
Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M8 Bus/Shuttle Shelter for Planned Transit Service: Installed as development occurs will be bus stop facilities. Shelters shall have seating and be made of durable materials protecting from rain, sun, and wind. Shelters offer visibility from the interior to aid in public security. (pg. 5 AQMP)</p>	<p><u>Applicant:</u> The project applicant will coordinate with the transit agency and MAP in creating a project site that accommodates any shuttle and transit facilities if the site and street plans show any shuttle and transit facility needs.</p> <p><u>MAP:</u> As the Project builds, the MAP TSM Committee creates a plan identifying shuttle routes and shuttle stops.</p>	<p>The Project and transit provider constructs shuttle/transit facilities as directed by transit provided and County.</p> <p>As it develops, the MAP TSM Committee and transit provider constructs shuttle/transit facilities as directed by transit provider and County.</p>	<p>Shuttle and transit facilities remain in good repair.</p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
	<p>The MAP TSM Committee will coordinate the installation of public bus stops in desired locations requested by the transit agency if bus stop sites are not located at applicant projects.</p>		
<p>Project Compliance:</p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>	<p><i>PER Staff Initial / Date:</i></p>

Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
<p>M13 Pedestrian Pathway Through Parking: The Project includes well-marked pathways to business entries from public streets, sidewalks, transit stops, and trails. Pedestrian pathways will be distinguished from vehicular drive aisles through differing paving textures, colors, and materials. Provide delineated crosswalks where the pedestrian pathways cross vehicular drives. Provide adequate lighting for pedestrian safety—design building footprints with offsets and recesses. Orient buildings to create courtyards and plazas to provide for a variety of gathering places. (pg. 6 AQMP)</p>	<p><u>Applicant:</u> Site plans show buildings oriented toward courtyards and plazas. Pedestrian pathways are well marked.</p>	<p>The Project constructs buildings toward courtyards and plazas, with clearly marked pedestrian pathways.</p>	<p>Pedestrian pathways are maintained in good repair.</p>
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Measure as paraphrased/summarized from AQMP. (Refer to AQMP or SPA guidelines for complete details.)	Planning Phase	Implementation Phase	Monitoring Phase
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Notes: