

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>
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<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>
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<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>
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<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>
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<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>
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<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>

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	<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>		
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<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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<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.</p>	<p><u>Applicant:</u> The project plans are consistent with the Specific Plan (zoning is SPA).</p>	<p>The Applicant Project is built consistent with land-use zoning.</p>	<p>Use remains consistent with zoning.</p>
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<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.</p>	<p>All property owners are members of the MAP TSM Committee. The property owner pays the MAP TSM Committee (TMA) assessment. :</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.</p> <p><u>MAP TSM Committee (TMA):</u> SMAQMD receives an annual report of TSM activities and services.</p>
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<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.</p>	<p><u>Applicant:</u> Applicant receives information on anti-idling strategies from the MAP TSM Committee at building design review.</p>	<p>The Applicant Project has electrified loading docks and/or signage at loading docks.</p>	<p>Continuous anti-idling program. Signage is intact, and electric loading docks are kept in good repair. :</p>
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<p>99a Campus Bikesare Program Option 1: Private Metro Air Park Bikesare program – The Metro Air Park Commuter Program will fund a private, parkwide bikesare 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). Option 2: Public Bikesare 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.</p>	<p><u>Applicant:</u> Site plans show that bikesare bicycles can easily access the project site, and bike parking is conveniently located.</p>	<p>The MAP TSM Committee creates and operates the bikesare program.</p>	<p>The bikesare program remains intact, and bicycles and infrastructure are maintained in good repair. Bikes are available to all employees.</p>
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<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.</p>	<p><u>Applicant</u>: No action required</p>	<p><u>MAP</u>: The clean fuel shuttle service will commence as MAP is built.</p>	<p>Clean fuel shuttle program remains intact.</p> <p>Shuttle stops are kept in good repair.</p> <p>Shuttle vehicles remain zero-emission.</p>
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<p>99c Payment and Dedication of Land for Light Rail Transit Network Fair share payment and land dedication</p>	<p>Already implemented by Metro Air Park</p>		

Notes: