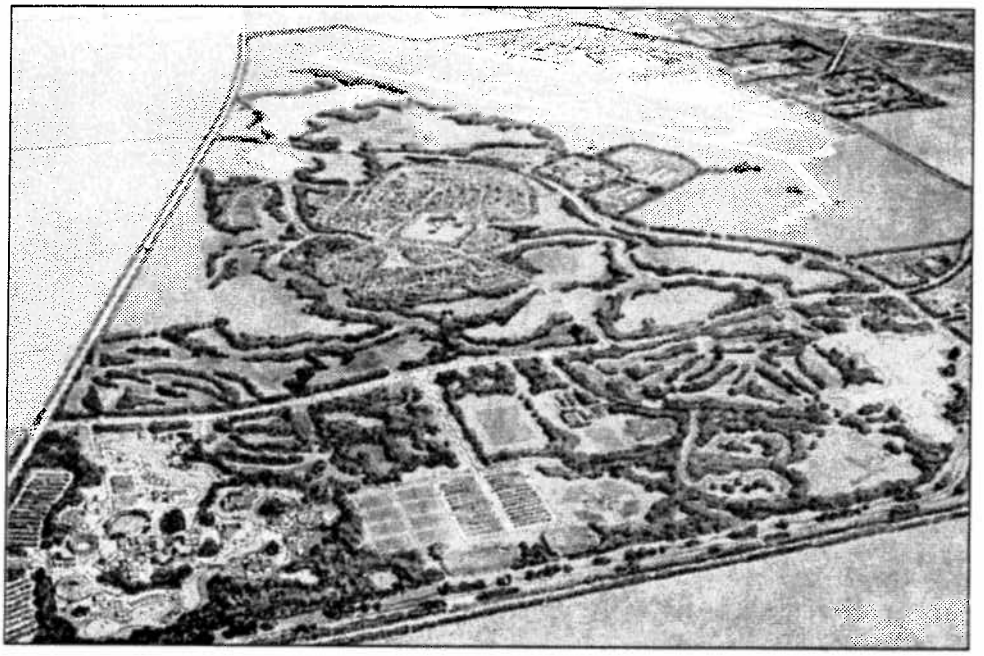
• SACRAMENTO COUNTY •

Mather Field Specific Plan



May 1997

Amended September 2016

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May 1997

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Plan Overview

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Plan Overview text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

The Mather Field Specific Plan provides a vision for a large area of Sacramento that is making a significant transition from military to civilian activities. The purpose of this plan is to guide the evolution of this area in a way that will encourage coordinated development and reuse of the site in a manner that responds to local and regional objectives. The intent of the Specific Plan is to encourage new investment and revitalization of Mather through a clearly expressed vision that is supported by a clear land use plan, design strategy and implementation program. Towards this end, the plan recognizes that new development and investment will occur on an incremental basis, but this development must be coordinated so that the area does not end up as a patchwork of disparate uses that have no relationship to one another or to the place as a whole.

More specifically, the objectives of the Mather Field Specific Plan include:

- The creation of an airport business complex oriented to aviation-related activities, such as parcel shipment and other "just-in-time" businesses that rely on convenient airport access. The existing airfield will be maintained as the centerpiece of this complex. The plan provides for approximately 11 million square feet of aviation support and industrial and distribution uses within existing and new buildings.
- The revitalization of the Main Base as the mixed-use activity center for Mather and its environs. The Main Base will be the front door of the airport and will include a variety of uses, including airport-related businesses, offices, retail uses, large institutional uses, as well as transitional housing. The plan provides policies and guidelines that will maintain the pedestrian scale and village quality of this area.
- The creation of a major regional park, and an adjacent open space passive use preserve, that will improve the quality and livability of the Sacramento region. Like Tilden Park in Berkeley or Bidwell Park in Chico, The scale of the Mather regional park presents Sacramento with an unparalleled opportunity to create a facility that incorporates a variety of active and passive open space recreational facilities while preserving open space and environmental resources. **(Updated 2016)**
- The redevelopment of a former military base neighborhood into a new neighborhood of owner-occupied homes oriented to the

amenity of the regional park and passive use preserve. The plan proposes the replacement of the 1,271 units of military single-family homes (which were demolished and rebuilt in 2000-2001), the reuse of the existing schools, and the provision of new retail uses to serve the needs of the future residents. **(Updated 2016)**

- The preservation of environmental resources, including vernal pools and wetlands associated with Morrison Creek. Many of the sensitive environmental features of the site have been integrated into the 1,271-acre preserve to be maintained as natural open space. Additionally, mineral resources exist on the site, and managed extraction is allowed by the plan subject to issuance of a Conditional Use Permit by the Board of Supervisors and associated environmental review pursuant to applicable sections of the Sacramento County Zoning Code, with the exception of the dedicated open space preserve area. **(Updated 2016)**
- The plan looks to the beauty of Mather's natural setting to provide a landscape image for the area. The plan proposes the creation of a strong landscape framework established along streets, natural and active parks and open spaces, to unify the variety of uses and activities and enhance orientation and organization of the site.
- The creation of an Environmental Educational Campus use at the southeast corner of the site. This location is well served by regional arterials, including Sunrise Boulevard, Zinfandel Drive, and Kiefer Roads. A number of major users could be accommodated in this area, subject to future review and approval by the Board of Supervisors. **(Updated 2016)**
- An implementation program that utilizes existing infrastructure to the extent feasible. While there are deficiencies in the existing system of roads and utilities, upgrades to these facilities are costly and should be provided incrementally as new development occurs and financial resources become available. Through the approval of the Mather Field project (Control No. PLNP2013-00044), an extension of Zinfandel Drive from approximately 900 feet south of Douglas Road to approximately 2,100 feet south of Woodring Drive and the extension of a sanitary trunk sewer line within the right of way of Zinfandel Drive from North Mather Boulevard in the City of Rancho Cordova to approximately 2,100 feet south of Woodring Drive will occur. **(Added 2016)**

The Site and Its Context

Mather Field is comprised of 5,716 acres of land located at the heart of the Highway 50 corridor, one of the growing employment centers in the Sacramento Region. The site was once located on Sacramento's urban fringe, bounded on the north and west by urban development and on the east and south by undeveloped land. More specifically, areas to the west of the base primarily include light industrial and research and development uses, with some agricultural land. North of Mather Field, the City of Rancho Cordova contains commercial development along Folsom Boulevard and Mather Field Drive and commercial development located at the interchanges along US Highway 50. Active gravel mining and research and development occur to the southwest and to the northeast of the former military base. Lands east of the base within the City of Rancho Cordova are either developed or planned for future residential and support commercial areas. Lands south of the base are mostly agricultural or undeveloped. **(Updated 2016)**

The site is comprised of relatively level grassland and is traversed by Morrison Creek, which flows in a southwest direction to the Sacramento River. Morrison Creek has been dammed at its northwestern reach to form Mather Lake. Mather is bounded on the eastern edge by the Folsom South Canal, a man-made facility constructed for purposes of distributing water supply to points south. A significant distribution of vernal pools is established along Morrison Creek and its drainages; these resources have remained relatively undisturbed and are a unique ecological resource. The site also contains valued mineral resources, specifically deposits of construction-grade aggregates at the southwest corner of the site. These features are described in Figure 3.

Mather Field has been partially urbanized over the years to accommodate military uses. The site is organized around a large airfield with parallel runways. The main runway is approximately 11,300 feet in length, and there are more than 180 acres of heavily reinforced apron space adjacent to the runways. Much of the urban development occurred north of the runways in the Main Base Area, where administrative, education, training and support functions occurred, and in the North Airport Industrial Area, which functioned as an aircraft maintenance and support area. South of the runways, land was primarily devoted to housing and recreational functions, and much of the land is undeveloped. As shown in Figure 3, contamination by hazardous materials has occurred largely within the North Airport Industrial Area and around the airfield.

Planning Process

This Specific Plan represents the culmination of planning for the reuse of Mather Field which began following the base closure announcement in 1989. The planning for Mather has gone through several phases, as follows:

SACOMC Plan, 1989-1991

Following the base closure announcement, the Sacramento County Board of Supervisors initiated a comprehensive reuse planning effort and appointed a community-based advisory group, the Sacramento Commission on Mather Conversion (SACOMC). This group, over the course of two years, analyzed numerous alternatives and established a list of recommendations for consideration by the Board. Key recommendations of this plan included: preservation of the airport for the creation of a major aviation facility surrounded by mixed commercial, industrial, recreation and residential land uses; the protection of natural resources; and the use of base facilities for recreational, residential, education and business purposes.

MIST Plan, 1991

Upon receiving and approving the SACOMC recommendations, the Board established the Mather Internal Study Team (MIST) composed of County staff. MIST's goals were to refine and evaluate SACOMC's recommendations and to further examine both aviation and nonaviation reuse options. Working closely with members of the Rancho Cordova community, the MIST team confirmed that a civilian aviation facility provided Sacramento with the most advantageous economic opportunities considering both short-term liabilities and long-term benefits. Like the SACOMC plan, the MIST report called for a mixture of industrial, commercial, residential and educational uses in association with the airport, and for the protection of natural resources.

In the fall of 1991, the Board of Supervisors endorsed the MIST plan and forwarded it to the Air Force Base Disposal Agency (AFBDA) (now the Air Force Base Conversion Agency (AFBCA)) for consideration in its preparation of a Record of Decision (ROD) for the disposal of the base. The Air Force issued its ROD in March of 1993. Since that time, the County has been negotiating with the AFBCA to resolve their differences. A Supplemental Record of Decision (SROD) representing the Air Force and County agreement was issued in November 1994, and a Revised Supplemental Record of Decision (RSROD) was issued in October 1995. **(Updated 2016)**

Reuse Planning Process, 1993-1995

In April of 1993, the Sacramento Housing and Redevelopment Agency (SHRA), at the direction of the Board of Supervisors, selected a consultant team headed by ROMA Design Group to develop a more specific land use, marketing and recruitment strategy, consistent with the County's reuse concept. The Board also appointed a 17-member Mather Committee on Redevelopment (MCR) to serve as an advisory group for the planning process. The reuse planning undertaken during this process has guided the County in its deliberations with the Air Force; conversely, the negotiations with the Air Force have influenced the direction of the Reuse Plan. Subsequent to the SACOMC plan and the refinements provided by the MIST plan, the reuse planning process has progressed with the following three components:

- **The Vision**. During the summer of 1993, an overall vision for the future of the base was prepared, reflecting the major findings and recommendations of the SACOMC and MIST plans and incorporating new information from the public conveyance and negotiation processes. The Vision was also informed by broad community input obtained through a *series* of "stakeholder" interviews with a wide spectrum of interests, and through workshops hosted by the MCR, the Planning Commission and the Board of Supervisors. This first phase culminated in a community-wide presentation of The Vision plan on October 1, 1993, the day following the official closure of the base.
- **Development Strategy**. The second phase of work built upon The Vision and upon comments and input received from the MCR and the public at large. The purpose of this work was to provide a more specific development strategy, including: a recommended land use and development program informed by a comprehensive market analysis; a strategy for the phasing and financing of required infrastructure and transportation improvements; and a strategy for marketing the base and recruiting businesses and users.
- **Redevelopment Area Plan**. A portion of Mather Field was designated a Redevelopment Area, which allows the Sacramento. Housing and Redevelopment Agency special financial capabilities with respect to tax revenue generated in the area. By Legislative action in 2011/2012, the redevelopment authority was removed by the State of California (accomplished state-wide) and opportunities for agency related tax revenue generation have largely ceased. **(Updated 2016)**
- **Economic Development Conveyance Process**. Following the completion of the Development Strategy, the County began negotiating with the Air Force a request for an Economic Development Conveyance (EDC) for certain portions of the property.

An EDC is a mechanism of transferring property to local redevelopment authorities at or below fair market value with the objective of promoting economic development and job creation in areas impaired by a base closure. Typically, EDC agreements contain revenue sharing provisions between the Federal Government and the entity receiving the property. Through an EDC, the LRA can obtain properties and act as the developer of the property, utilizing proceeds from development or lease of the more marketable parcels at Mather to fund needed improvements on other parcels, thereby making these parcels attractive for new uses. The transfer of EDC parcels was completed in mid-2013. **(Updated 2016)**

- **Specific Plan**. The final phase of the planning process is the preparation of a Specific Plan which provides plan policies, standards and guidelines that will provide the regulatory mechanism for the implementation of the Specific Plan. This plan will provide overall direction for the development of public and private uses at Mather consistent with the Development Strategy and will provide the basis for amendments to the County's Zoning Ordinance.

General Plan Amendment and EIR

At the end of the Vision phase, the County initiated a General Plan Amendment process to incorporate the reconfigured land use plan. Parallel with this process, a Draft Environmental Impact Report (EIR) was prepared and circulated in the spring of 1994. Adoption of the General Plan Amendment and certification of the EIR occurred on August 24, 1994. As part of the Mather Field General Plan Amendment, Specific Plan Amendment, and Zoning Ordinance Amendment (Control No. PLNP2013-00044) for update of this plan, a Revised Final Environmental Impact Report (FEIR) was prepared and circulated on (add date). Adoption of the project entitlements and certification of the amended FEIR occurred on (add date). **(Added 2016)**

Scope of the Specific Plan

The Mather Field Specific Plan establishes the location, intensity and character of land uses; the circulation pattern and necessary infrastructure to support development; the location and general configuration of airport development, supporting industrial and commercial land uses, inclusion of a more balanced jobs/housing ratio by increasing the residential component of the plan, as well as parks, open space and community facilities necessary to support new development and contribute to the quality and livability of the region as a whole; and the implementing actions required to realize the plan's objectives. As such, this Specific Plan provides detailed policy direction that refines and elaborates on the Sacramento County General Plan, which is the principal tool that guides growth and development in the county. **(Added 2016)**

This Specific Plan has been organized into the following chapters which address the issues associated with Mather Field:

- *Land Use and Community Design,* which sets forth the extent, type and intensity of new development and provides standards and guidelines for new streets and development;
- *Circulation,* which focuses on the necessary on and offsite requirements for streets, transit, bicycle and pedestrian ways;
- *Utilities and Public Services,* which describes how the area will be served by utility systems and public services, including schools, parks and safety services;
- *Environmental Management,* which sets forth goals for the conservation of natural resources on the site; and

Implementation, which describes the program of regulatory and financial actions necessary to implement the plan. Detailed standards for new development are included in Appendix A. In addition, the conditions of approval, mitigation measures, and findings adopted for PLNP2013-00044 are contained in Appendix D. **(Added 2016)**

Land Use and Community Design

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Land Use and Community Design text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

This chapter of the Mather Field Specific Plan establishes the distribution, location and extent of land uses within the planning area and design guidelines for reuse and new development. The vision for Mather Field brings together emerging roles for reuse of the planning area-as an air transportation hub, as a center of business and education, as a residential community, as a regional park, a nature preserve, and recreational destination. Although Mather is planned as a cohesive and integrated environment, it can be organized into three primary subareas (Figure 5): **(Updated 2016)**

The *Airport Subarea* located at the heart of the base, including the airfield and aprons, the existing aviation support area, the Army National Guard facility, and significant sites on both the north and south sides of the airfield which provide unique opportunities for industrial, distribution and aviation-related uses. **(Updated 2016)**

The *Main Base Subarea.* With its finely scaled pattern of streets and buildings, this area provides the opportunity for the creation of a mixed-use pedestrian-oriented business and educational center. A majority of the Main Base Subarea is within the City of Rancho Cordova. **(Updated 2016)**

The *South Base Subarea,* which has experienced the establishment of a permanent open space preserve of 1,272 acres as well as redevelopment of the former single family base neighborhoods. Substantial portions of the area are currently undeveloped and planned for the creation of regional park facilities, a commercial recreational destination, an Environmental Educational Campus, and a mixed use residential neighborhood. **(Updated 2016)**

Market Overview

A market study was conducted at the outset of the planning process for Mather Field to identify the potential for new civilian uses to be established on the site. The study focused on aviation-related uses as well as office and industrial activities. The conclusions of the market study are summarized as follows:

- **Air Cargo—Integrated Parcel Carrier**. Mather Field is well suited for use by integrated parcel carriers (e.g., Federal Express, Airborne, Emory), and such carriers represent the best opportunity for initiating cargo operations at Mather, as exemplified by Emory's established operations at Mather. In the, short term, Mather will serve as a "spoke" in the "hub and spoke" system used by integrated carriers. As a spoke operation, Mather could likely service one or two planes per day from each carrier that locates there. Additional flights could be generated if Mather becomes a regional hub facility for one or more of the integrated carriers. Overall, the initiation of air cargo and related support services at Mather will enhance the marketing of other aviation uses as well as the office and industrial property at the site. **(Updated 2016)**
- **Air Cargo—International**. Due to the fragmented nature of traditional air cargo service, the dependence on passenger planes for cargo space and the historical basis of international air cargo activities around the San Francisco Airport, it may be more difficult to attract this component of the cargo market to Mather Field. Furthermore, the large investment by airlines and freight forwarders around San Francisco International (SFO) would deter the relocation of these firms to Sacramento.
- **Aircraft Maintenance**. Mather is a viable location of third party maintenance in terms of its location, climate, labor force, parts accessibility, and facilities. However, there is currently a lack of demand for aircraft maintenance facilities. The existing facilities are best suited to smaller scale specialized contractors which service engines, landing gear, auxiliary power, and particularly engine repair. Larger maintenance operations that can handle 747s and larger sized aircraft would require new construction.
- **Airline Training**. Mather's existing facilities are, well suited for a training school. The future demand for commercial pilot training is expected to increase since a large number of active pilots are approaching retirement and the number of military-trained pilots is diminishing. In terms of training for recreational pilots, the growing residential and employment base in the region is expected to provide market support for general aviation training.
- **Office.** Mather is located within the Highway 50 corridor, a growing regional center for regional headquarters and back office development. Mather has certain advantages in terms of proximity to the air cargo facility as well as obstacles to overcome, such as the phasing of infrastructure, a public image set by past military uses, and the timing of toxic remediation. Rather than attempting to compete with the Highway 50 market, Mather could encourage uses that will serve and complement the institutional, educational and training activities already planned for other areas of the base.
- **Industrial**. Industrial land at Mather will be extremely competitive with other sites in the region. The direct access to cargo operations and availability of large land tracts will be desirable to industries with a long-term development program. Industrial development at Mather is likely to attract new firms to the region, as well as influence the regional distribution of development.

Land Disposition Process

Many elements of the Land Use Plan reflect decisions made through the land disposition process set by the federal government for the reuse of military bases. In March 1993, the

Air Force executed a Record of Decision (ROD) which determined the disposition of property and facilities at Mather Field. Amendments to the ROD have subsequently been executed that modify or further refine the decisions regarding property disposition made in 1993. The ROD and subsequent documents specifically identify the organizations and agencies to receive property and facilities and the means of property conveyance. The current disposition of property is shown in Figure 6 and summarized in Table 1.

As shown in the property disposition map, the majority of Mather Field property has been conveyed to several public agencies and will be used for a variety of purposes. The single largest conveyance of land, 2,775 acres, representing nearly 50 percent of the site, has been conveyed to Sacramento County for the establishment of an airport and airport-related industries. Another one-quarter of the land area, 1,485 acres, has been conveyed to the County of Sacramento for development of recreational facilities, mixed use residential, commercial and economic development opportunities. The remaining land will go to a variety of agencies for various uses, including housing, medical facilities, recreational amenities and new development. **(Updated 2016)**

Planning Principles

The Land Use Plan for Mather Field is the result of a planning process which has incorporated extensive discussions with the community, plans of future users, and the results of the market study. This Specific Plan sets forth policies and guidelines that are aimed at weaving together the variety of uses into a cohesive plan that provides for: 1) uses and facilities planned by agencies and entities that have obtained property at Mather Field; 2) new uses that can spur economic development and revitalization of the site; and 3) uses that contribute to the identity and enjoyment of the Sacramento region as a whole.

The following planning principles provide the foundation for the Land Use Plan:

PRINCIPLE 1. Utilize the unique aviation facilities and resources of Mather Field to spur economic development and job replacement.

Mather Field, with its extensive runways, hangars, aprons and support facilities, is ideally suited for civil aviation use. These assets are of significant value and should be maintained and enhanced to achieve objectives related to economic development and job replacement. The creation of an air cargo airport facility and industrial business park at Mather can contribute to the diversification of the regional economy by attracting new uses and jobs that might otherwise locate elsewhere. In the short and intermediate term, Mather provides ideal opportunities for aviation uses, including integrated parcel carriers, major industrial activities, and "just-in-time" businesses that rely on convenient airport access.

PRINCIPLE 2. Ensure that new activities at Mather are complementary and supportive of adjacent and surrounding areas.

Now that the disposition process is complete, Mather Field is no longer a discrete installation fenced off from its surroundings, and must strive to become an integral part of the City of Rancho Cordova and the Highway 50 Corridor. The location, type and character of new uses at Mather should serve to reinforce the economic well being and quality of life of the adjacent community. The marketing of Mather's significant real estate should be aimed at users that will complement and reinforce the Highway 50 Corridor as an employment center. New activities at Mather should be compatible and complementary with adjacent residential and commercial areas within the City of Rancho Cordova. The opening up of Mather Field also provides a major opportunity to provide recreational, educational and cultural amenities that will contribute to the community. **(Updated 2016)**

General Plan policies LU-18, LU-19 and LU-36 call for new development to be compatible with surrounding development and methods of buffering that retain community character, do not consume large land areas or create pedestrian barriers. The land uses at Mather Field have been planned to buffer incompatible urban land uses as *described in these policies. The airfield at Mather does require buffering; however, the Specific Plan has identified* a *circulation pattern that accommodates protection of the airfield and greatly enhances circulation in the region and opens up the former Air Force Base to the surrounding community*. **(Updated 2016)**

PRINCIPLE 3. Ensure that new activities reinforce the primary role of Mather as an air transportation hub and business center.

As air transportation becomes increasingly significant as a means of shipping high value goods, cities and regions throughout the country are planning major airport industrial complexes aimed at attracting businesses that rely on convenient airport access. North Carolina's Global TransPark and the 7,500-acre Alliance Airport in Fort Worth are two examples of this emerging trend. Mather Field is well positioned to provide Northern California and the Sacramento region with a major airport industrial park that could compete on a regional, national and global level. In establishing itself as a premiere facility, it is important for Mather to continue to create a cohesive and distinctive identity; it should be perceived not as a complex of former military buildings, but as a vital business and aviation center of the twenty-first century. Equally important in securing the competitive position of Mather Field will be to limit the encroachment of incompatible land uses, which limit the growth and activity of the airport facility. **(Updated 2016)**

PRINCIPLE 4. Protect and enhance the unique natural resources of Mather Field.

The southern half of Mather Field is a grasslands setting that has remained mostly undisturbed since base closure in 1993. Although the area was used by the Air Force. The area has a significant distribution of vernal pools along Morrison Creek and its tributary drainages. The protection and restoration of these environmental features is important to the ecology of the region as well as to the identity and amenity of the place. In pursuing the significant economic development opportunities at Mather, the protection of these natural resources should be a primary consideration. Consistent with the policies found in the Conservation Element of the General Plan, a strategy for the protection, conservation and utilization of natural resources within the planning area should be developed. The Mather Stakeholder collaborative process identified the following consensus points related to protecting the unique natural resources: preservation of the critter pool and spadefoot pool and their associated watersheds, creation of a new east/west open space corridor in the Urban Development Area, as well as a new north/south connecting corridor from the east/west corridor to the critter pool area as conceptually shown in Figure 7.5, use of best management practices identified in the Revised Final Environmental Impact Report related to stormwater quality and erosion and sedimentation control, reduce overall project impacts to wetlands and special status species by identifying additional restoration and avoidance areas onsite, and possible restoration opportunities offsite. **(Updated 2016)**

PRINCIPLE 5. Allow for the extraction of aggregate resources in a manner that is consistent with environmental regulations and development objectives.

As an area that has been undisturbed by urbanization, the southern portion of Mather Field provides rich deposits of construction-grade aggregate. The mining of this aggregate could be pursued to the extent that this activity will contribute to the economic development of Mather and does not conflict with other development objectives, including reuse of housing and schools in the South

Base and the protection of other natural resources, including wetlands and vernal pools. Extraction of mineral resources would be completed in a manner consistent with all applicable environmental regulations.

PRINCIPLE 6. Provide a wide range of recreational opportunities that can serve the adjacent community and the region.

The opening up of this significant land resource has provided a once-in-a-lifetime opportunity to create ~~a~~ major regional recreational facilities that will further reinforce Sacramento's unique quality of life and its attractiveness as a center of business well into the twenty-first century. Organized sports as well as passive recreational facilities should be introduced to complement the existing golf course facility and the natural grassland and wetland environment. Commercial recreational uses are also set forth in the plan to reinforce Mather as an attractive visitor destination for the region. **(Updated 2016)**

PRINCIPLE 7. Utilize existing facilities at the Main Base for educational, training and human service purposes that will be complementary to the role of Mather Field as a business and aviation center.

The Main Base contains more than 800,000 square feet of existing administrative, dormitory, classroom, and specialized health and educational facilities that are well suited for ongoing use. The reuse of these facilities should be strategically programmed to promote the role of Mather Field in general, and the Main Base in particular, as a high quality educational and business environment. All of these facilities have been publicly conveyed; approximately 300,000 square feet of dormitory, classroom and child care facilities have been conveyed through the McKinney Act for transitional housing and training facilities (the Mather Community Campus). The County has received approximately one half of the Main Base, 89 acres, as part of an economic development conveyance, which would allow for private reuse and reinvestment opportunities. The Rancho Cordova Parks and Recreation District has received the existing 25,000 square feet Sports Complex and adjacent 30-acre park facility. The Air Force has retained the hospital facility for the continuation of medical services for active and retired military personnel; however, due to the closure of McClellan, this facility has been transferred to the Veterans Administration. Rather than an assemblage of disjointed uses, these health, educational and institutional facilities should be planned as a cohesive campus environment adjacent to the central core of the Main Base. **(Updated 2016)**

PRINCIPLE 8. Promote expansion of housing opportunity to bring housing into closer balance with the jobs capability of the planning area. (Updated 2016)

The first step in this process was accomplished by the redevelopment of the former base housing single-family homes into an attractive residential neighborhood. The second step in accomplishment of this principle will be the future development of a mixed use community within the South Base subarea. The former base residential neighborhood provided a unique opportunity for the creation of an attractive and affordable residential community. The County, in conjunction with a project developer, will plan future neighborhood development, as an integral part of the surrounding regional open space. The existing elementary schools continue to provide an educational and recreational focus to the residential community**.** Additional retail amenities remain dependent upon a market size sufficient to support retail activities. **Updated 2016)**

PRINCIPLE 9. The reuse of Mather Field should incorporate components that reflect the site's historical significance to the Sacramento region as a military airfield.

Development, including public areas, should incorporate some elements that recognize the military heritage of Mather Air Force Base. Examples might include appropriate design and art within the open space green (particularly at the entrance to Mather Field) and allowing for a military-related attraction, such as a military airplane of historic significance, within the regional park. **(Updated 2016)**

Land Use Plan

The Land Use Plan Map, shown in Figure 7, reflects the distribution of uses and activities proposed for the site. The land use designations set forth the permitted uses and intensities consistent with the County General Plan and are further refined by the land use policies, design guidelines and development standards described in this plan. Table 2 provides a summary of the range and intensity of uses within each of the land use designations.

More specifically, the applicable General Plan land use designations are:

- **Public/Quasi-Public**. This designation establishes areas for public facilities, such as educational campuses, transportation terminals, or fire stations. A large proportion of Mather Field Specific Plan falls within this category, including the airfield, the environmental educational campus area and the commercial recreational area at the southeast corner of the site**. (Updated 2016)**
- **Industrial-Intensive**. This land use category provides for office and light industrial activities, such as industrially related offices, campus-style office parks, limited production, product assembly, storage, warehousing and distribution, research and development, industrial services, and limited sales and distribution of items manufactured onsite. This designation is applied to a portion of land along Douglas Road at the eastern entrance to the planning area and would provide for aviation-related industries associated with the airport research and development uses, as well as a portion of land southwest of the Airfield area that will provide for mining activities. Allowable floor area ratios in this district range from 0.15 to 0.80. (**Updated 2016)**
- **Extensive Industrial (Aggregate Resource)**. This land use category provides for future mining operations subject to approval of a conditional Use Permit by the Board of Supervisors after receipt of a recommendation by the Planning Commission and upon approval of a reclamation plan and financial assurances pursuant to Chapter 20.04 of the County Code. This designation is primarily applied to the southwest corner property east of the airfield. Allowable floor area ratios range from 0.15 to 0.40. **Note: Due to potential incompatibility with the Natural Preserve (Resource Conservation-Protected) Designation to the east, it is intended to restrict mining at this location. (Added 2016)**
- **Commercial and Office**. This designation provides for a full range of neighborhood, community and regional shopping uses as well as a variety of business and professional offices. Permitted uses include locally oriented retail, professional offices and regional commercial operations. This designation is primarily applied within the Main Base Area. Allowable floor area ratios range from 0.25 to 2.5.
- **Low-Density Residential**. This designation provides for areas of predominantly single-family housing with some attached housing units. Typical low-density housing ranges from 1 to 12 dwelling units per acre, which equates to

approximately 2.5 to 30 persons per acre.[1] There are two distinct Low Density Residential areas within the South Base Area**.** Those areas are the Independence Neighborhood on approximately 386 acres with 1,271 housing units at a gross density of 3.3 units per acre. Future residential development within the South Base subarea will include a range of housing densities. **(Updated 2016)**

- **Natural Preserve (Resource Conservation – Protected).** This designation identifies areas of critical natural habitat for priority resource protection. This designation covers a large area of land surrounding the Low Density Residential development at Independence at Mather, south of the Airport Area, and west of Zinfandel Drive. **(Added 2016)**
- **Recreation**. This land use designation provides areas for active public recreational uses, including community parks, county parks and activity areas within the American River Parkway. At Mather, this designation is applied to the regional serving golf course, and Mather Lake, as well as the Mather Specific Plan Area, and the commercial recreational area site. **(Updated 2016)**
- **Urban Development Area**. This designation provides for development in Zoning Categories permitted in Residential, Commercial, Industrial and Public/Quasi Public land use categories. Consistent with the Master Plan Procedures and Preparation Guide adopted by the Board of Supervisors on January 24, 2012, submittal and approval of a Master Plan will be required for the portion of the Mather Field Specific Plan located east of Zinfandel Drive, and south of Mather Lake and the Mather Golf Course. The plan shall include an environmental education campus, preservation of the critter pool and spadefoot pool and their associated watersheds, creation of a new east/west open space corridor in the Urban Development Area, as well as a new north/south connecting corridor from the east/west corridor to the critter pool area as conceptually shown in Figure 7.5 (Added 2016)

The variety of land uses *identified through the Land Use Plan addresses requirements of several General Plan policies. General Plan LU-21 promotes* a *balance of employment, neighborhood services and different housing types wherever feasible so that they maintain or improve the mix of uses in the community. General Plan HE-1A4 promotes the adoption of master plans, including comprehensive and specific plans, in providing a variety of residential densities, including densities that support multifamily housing. The Specific Plan identifies locations for commercial, industrial, residential, recreational, open space and public/institutional uses. With regard to residential* uses, *the likely expansion of housing beyond the existing single-family and transitional housing areas is limited because of land use constraints posed by the regional park and the airport. However, these housing areas provide* a *unique residential opportunity targeted toward lower income populations.* **(Updated 2016**)

General Plan Policy LU-54 requires that the County provide an adequate industrial land supply to encourage industry to locate and provide diversification to the Sacramento County economy. The Mather Field Specific Plan identifies significant amounts of land for industrial development associated with the airport. In addition, portions of the Campus and the Main Base *Districts allow industrial office park uses along with other commercial and office development.* **(Updated 2016)**

Parcelization Plan and Development Program

- The parcelization plan, shown in Figure 8, depicts areas available for reuse at Mather. The illustrative development program for the site, summarized in Table 3, describes the development potential of the site

[1] County of Sacramento General Plan, 1993, Land Use Element, page 5.

assuming full buildout under assumed densities. It is important to note that the actual buildout of the site will likely vary from this projection, as new users enter into the process and existing users change or drop out. As envisioned, the full buildout of the site would allow for approximately 11 million square feet of commercial, office and institutional uses, as well as 1,271 residential dwelling units (excluding the transitional housing). The 1,271 housing units, known as Independence at Mather, were built south of the airport runaway. Future residential and commercial development is proposed within the Urban Development Area (UDA). The Parcelization Plan (Figure 8) has been developed for conceptual planning purposes as a means of accounting for the land, existing buildings, and estimating development potential. It does not represent a proposal for subdividing the land. **(Added 2016)**

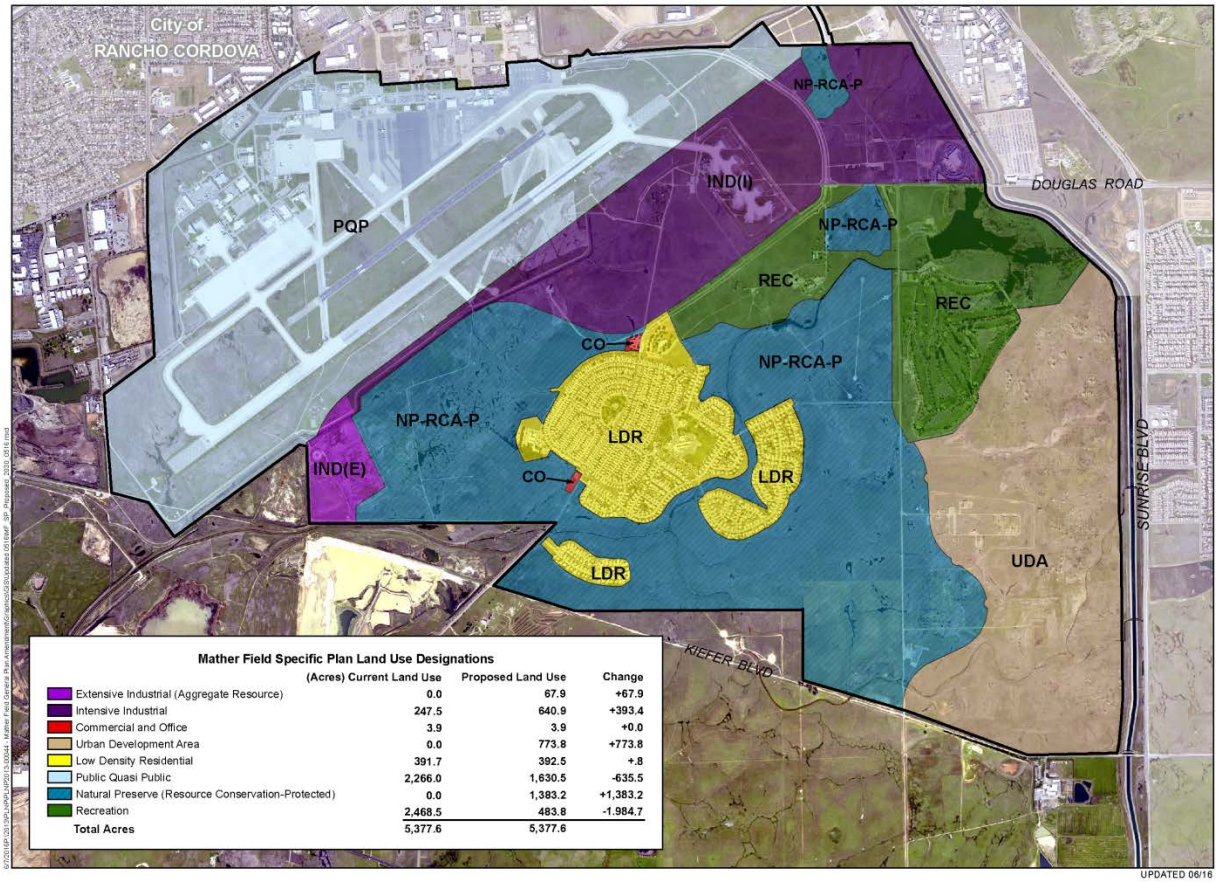
Table 2
Land Utilization by Subarea and Land Use

Land Use	Airport District and Industrial District		Main Base and Campus Districts		South Base (Other Districts)		Total	
	Acres	S.F.	Acres	S.F.	Acres	S.F.	Acres	S.F.
Public/Quasi-Public	2,565	8,232,667	67	581,526	—	—	2,632	8,814,193
Industrial Intensive	99	774,418	—	—	—	—	99	774,418
Commercial and Office	10	80,587	163	2,339,858	4	39,204	177	2,459,649
Low-Density Residential	—	—	—	—	383	—	383	—
Recreation	98	—	28	46,000	2,193	1,894,896	2,319	1,940,896
Total	**2,772**	**9,087,672**	**258**	**2,967,384**	**2,580**	**1,934,100**	**5,610**	**13,989,156**

All acreages are net, and do not include roadways.

Figure 7 (**Amended 2016**)

Mather Field Specific Plan Land Use Designations



Mather Field Specific Plan Land Use Designations

	(Acres) Current Land Use	Proposed Land Use	Change
Extensive Industrial (Aggregate Resource)	0.0	67.9	+67.9
Intensive Industrial	247.5	640.9	+393.4
Commercial and Office	3.9	3.9	+0.0
Urban Development Area	0.0	773.8	+773.8
Low Density Residential	391.7	392.5	+.8
Public Quasi Public	2,266.0	1,630.5	-635.5
Natural Preserve (Resource Conservation-Protected)	0.0	1,383.2	+1,383.2
Recreation	2,468.5	483.8	-1,984.7
Total Acres	5,377.6	5,377.6	

Figure 7.5

(Added 2016)

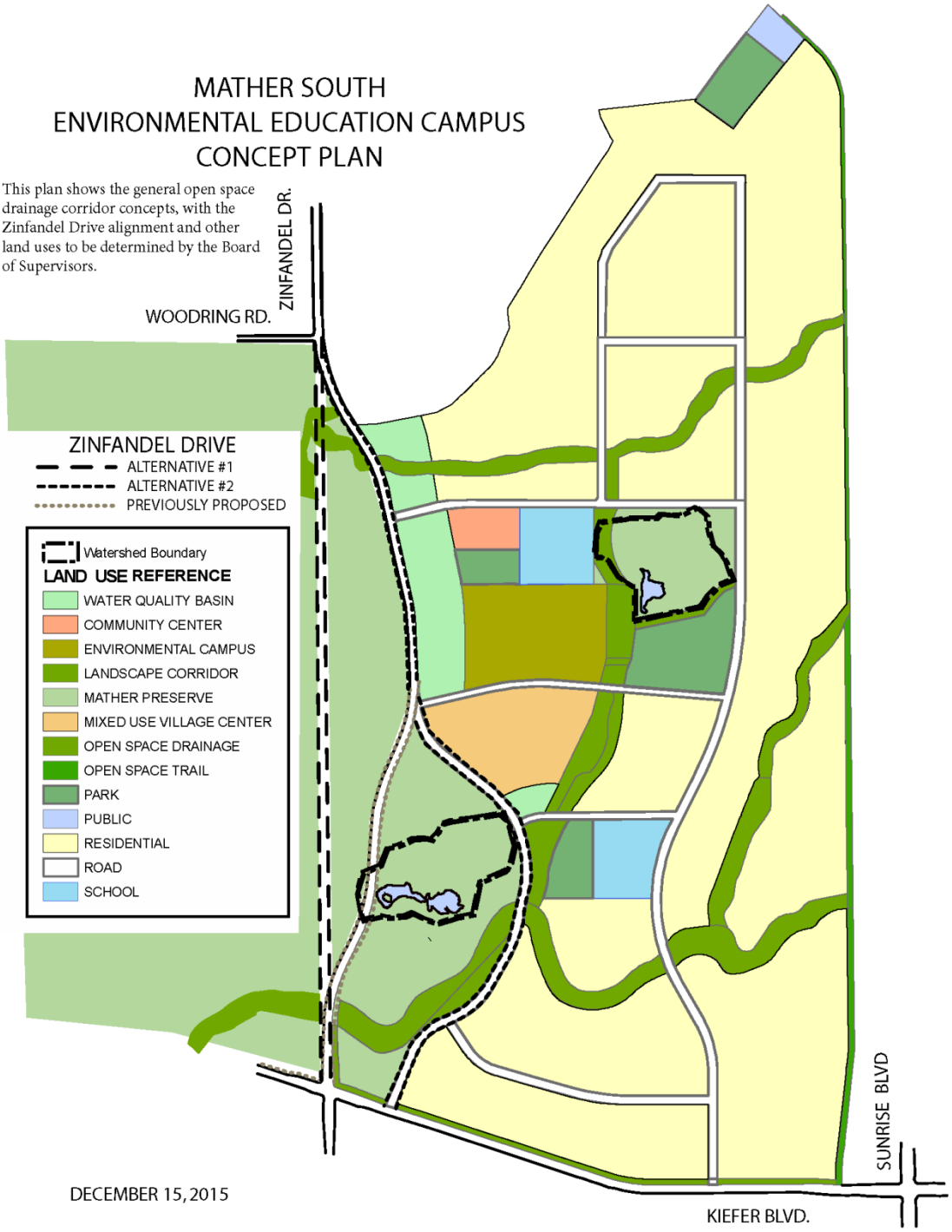


Table 3
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
Airport and Industrial Districts							
A0	Runways and Aprons	P/QP	County Airports	1,284.0	—	N/A	—
A1	Motor Vocation Training Pool	P/QP	Co. Office of Ed.	7.1	—	ETR	11,300
A2(a)	Calif. Dept. of Forestry Lease	P/QP	County Airports	1.8	—	ETR	12,263
A2(b)	Calif. Dept. of Forestry Lease	P/QP	County Airports	9.4	—	ETR	64,038
A3	Vacant Office	P/QP	County Airports	3.5	—	ETR	41,100
A4	Fire Station	P/QP	County Airports	4.8	—	ETR	21,200
A5	U.S. Forest Services Offices (portion)	P/QP	County Airports	8.3	—	ETR	31,200
A6	Fuel Farm	P/QP	County Airports	13.4	—	N/A	—
A7	Wash Rack	P/QP	County Airports	4.9	—	0.20	42,689
A8(a)	Air Terminal (partking lot)	P/QP	County Airports	1.0	—	N/A	—
A8(b)	Air Terminal	P/QP	County Airports	1.9	—	0.25	20,691
A9	Runway and Aprons	P/QP	County Airports	67.6	—	N/A	—
A10	Airport Control Tower	P/QP	County Airports	18.0	—	N/A	—
A11	To Be Determined	P/QP	County Airports	183.3	—	N/A	—
A12	Army National Guard	P/QP	Army Nat'l Guard	31.1	—	ETR	64,000
A13	Vacant Parcel	P/QP	County Airports	65.9	49.4	0.35	753,534
A14	Vacant Parcel	P/QP	County Airports	13.3	10.0	0.35	152,079
A15	Vacant Parcel	P/QP	County Airports	27.5	20.6	0.35	314,449
A16	Hangars	P/QP	County Airports	12.9	—	ETR	54,450
A17	Vacant Parcel	P/QP	County Airports	3.4	—	0.25	37,026
A18	Vacant Parcel	P/QP	County Airports	7.4	—	0.25	80,586
A19	Vacant Parcel	P/QP	County Airports	4.0	—	0.25	43,560
A20	Existing Warehouse	P/QP	County Airports	2.5	—	ETR	50,900
A21	Aircraft Maintenance	P/QP	County Airports	9.6	—	0.25	104,544
A22	Vacant Parcel	P/QP	County Airports	8.8	—	0.25	95,832
A23	Airborne Lease	P/QP	County Airports	3.2	—	0.25	34,848
A24	Aircraft Maint., Vacant	P/QP	County Airports	7.0	—	0.25	76,230
A25	Aircraft Maint., Vacant	P/QP	County Airports	28.4	—	N/A	—
A26	Aircraft Maint., Vacant	P/QP	County Airports	6.2	—	0.20	54,014
A27	Aircraft Maint., Vacant	P/QP	County Airports	14.9	—	0.20	129,809
A28	Vacant Parcel	P/QP	County Airports	8.5	—	0.25	92,565
A30	Existing Warehouse	P/QP	County Airports	13.7	—	ETR	23,140
A31	Existing Warehouse	P/QP	County Airports	7.2	—	0.25	78,408

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
A32	Vacant Parcel	P/QP	County Airports	3.0	—	0.25	32,670
A33	Vacant Parcel	P/QP	County Airports	5.5	—	0.25	59,895
A34	Vacant Parcel	P/QP	County Airports	1.9	—	0.25	20,691
A35	Vacant Parcel	P/QP	County Airports	1.3	—	0.25	14,157
A36	Vacant Parcel	P/QP	County Airports	2.7	1.4	0.25	14,702
A37	Vacant Parcel	P/QP	County Airports	1.0	—	N/A	—
A38	Vacant Parcel	P/QP	County Airports	2.7	1.4	0.25	14,702
A39(a)	Vacant Parcel	P/QP	County Airports	1.2	—	0.25	13,068
A39(b)	Vacant Parcel	P/QP	County Airports	3.5	—	0.25	38,115
A40	Existing Hangar	P/QP	County Airports	6.6	—	ETR	97,413
A41	Gen. Aviation Structures	P/QP	County Airports	3.1	—	0.20	27,007
A42(a)	Gen. Aviation, Vacant	P/QP	County Airports	2.6	—	0.25	28,314
A42(b)	Gen. Aviation Structures	P/QP	County Airports	2.8	—	0.20	24,394
A43(a)	Gen. Aviation, Vacant	P/QP	County Airports	1.3	—	0.25	14,157
A43(b)	Gen. Aviation, Vacant	P/QP	County Airports	2.3	—	0.20	20,038
A44(a)	Gen. Aviation, Vacant	P/QP	County Airports	1.3	—	0.25	14,157
A44(b)	TRAJEN	P/QP	County Airports	2.3	—	0.20	20,038
A45	Gen. Aviation, Vacant	P/QP	County Airports	3.8	—	0.25	41,382
A46	Gen. Aviation, Vacant	P/QP	County Airports	4.2	—	ETR	50,400
A47	Gen. Aviation, Vacant	P/QP	County Airports	15.5	—	0.20	135,036
A48	Vacant Parcel	P/QP	County Airports	66.1	—	N/A	—
A49	Vacant Parcel, to be TRACON	Ind.	FAA	29.5	—	N/A	100,000
A50	Vacant Parcel	Ind.	County/SHRA via EDC	19.6	—	0.25	213,444
A51	Vacant Parcel	Ind.	County/SHRA via EDC	49.8	42.3	0.25	460,974
A52	Vacant Parcel	P/QP	County Airports	127.4	108.3	0.25	1,179,278
A54	Vacant Parcel	P/QP	County Airports	125.0	106.3	0.25	1,157,063
A55	Vacant Parcel	P/QP	County Airports	143.6	122.1	0.25	1,329,233
A56	Vacant Parcel	P/QP	County Airports	160.2	136.2	0.25	1,482,891
A57	Open Space	Rec.	County Airports	97.7	—	N/A	—
Subtotal Airport and Industrial Districts				2,772.0			9,087,674

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Disposition of Land	Acres	Parcel Reuse Acres	Assumed Intensity (FAR)	Parcel Dev. Pot.
Main Base and Campus Districts							
B1	Enlisted Men's Quarters	C&O	County/SHRA via EDC	27.3	—	0.35	416,216
B2(a)	Cordova Community Park	Rec.	Cordova P&R	26.0	—	ETR	25,000
B2(b)	Cordova Community Park	Rec.	Cordova P&R	2.4	—	N/A	—
B3	Hospital	P/QP	Air Force	26.0	—	0.35	396,396
B4(a)	Transitional Housing, Families	P/QP	SHRA	6.4	—	ETR	—
B4(b)	Transitional Housing, Singles and Dining	P/QP	SHRA	17.8	—	ETR	—
B4(c)	Transitional Housing, Classrooms	P/QP	SHRA	3.1	—	ETR	33,759
B4(d)	Transitional Housing, Classrooms	P/QP	SHRA	12.6	—	ETR	137,214
B4(e)	Child Care Center	P/QP	Co. Office of Ed.	1.3	—	0.25	14,157
B5(a)	Vacant Parcel	C&O	County/SHRA via EDC	17.3	—	0.35	263,756
B5(b)	Vacant Parcel	C&O	County/SHRA via EDC	3.6	—	0.35	54,886
B6	Flight Sim./Classrooms	C&O	County/SHRA via EDC	7.2	—	0.35	109,771
B7	Office/Classrooms	C&O	County/SHRA via EDC	4.7	—	0.35	71,656
B8	Officers' Club/Mess	C&O	County/SHRA via EDC	2.8	—	0.35	42,689
B9	Vacant Parcel	C&O	County/SHRA via EDC	1.5	—	0.35	22,869
B10	Vacant Parcel	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B11	Office/Classrooms	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B12	Classrooms/Museum	C&O	County/SHRA via EDC	6.6	—	ETR	90,200
B15	Museum	C&O	County/SHRA via EDC	3.8	—	0.35	57,935
B17	Water Tower	C&O	County/SHRA via EDC	1.5	—	N/A	—
B18	County Office of Ed.	C&O	Co. Office of Ed.	2.4	—	0.35	36,590
B19	Marketing Office	Rec.	County/SHRA via EDC	2.3	—	ETR	10,000
B20	Open Space	Rec.	County/SHRA via EDC	1.8	—	N/A	—
B21	Chapel	Rec.	Private (SCC)	2.4	—	ETR	11,000
B22	Open Space	Rec.	County/SHRA via EDC	1.3	—	N/A	—
B23	Commissary Site	C&O	County/SHRA via EDC	14.9	—	0.35	227,165
B24	Theater	C&O	County/SHRA via EDC	2.4	—	0.35	36,590
B25	Vacant Parcel	C&O	County/SHRA via EDC	18.0	—	0.35	274,428
B26	Vacant Parcel	C&O	County/SHRA via EDC	2.9	—	0.35	44,213
B27	Vacant Parcel	C&O	County/SHRA via EDC	5.3	—	0.35	80,804

Table 3 (continued)
Illustrative Land Use Program by Parcel

Parcel	Parcel Description	Land Use	Designated Owner	Acres	ReUse Acres	Assumed Intensity (FAR)	Parcel Development Potential
					--		
B30	County Office of Ed.	C&O	Co. Office of Educ.	2.4	--	0.35	36,590
B31	Vacant Parcel	C&O	County/SHRA via EDC	2.1	--	0.35	32,017
B32	Vacant Parcel	C&O	County/SHRA via EDC	2.8	--	0.35	42,689
B33	Vacant Parcel	C&O	County/SHRA via EDC	3.4	--	0.35	51,836
B34	Vacant Parcel	C&O	County/SHRA via EDC	1.9	--	0.35	28,967
B35	Vacant Parcel	C&O	County/SHRA via EDC	3.2	--	0.35	48,787
B36	Vacant Parcel	C&O	County/SHRA via EDC	2.2	--	0.35	33,541
B37	Mather Credit Union	C&O	Mather Credit Union	1.2	--	ETR	9,980
B38	Base Exchange Site	C&O	County/SHRA via EDC	10.0	--	ETR	55,000
B40	County of Sacramento Office	C&O	County/SHRA via EDC	0.6	--	0.35	9,148
B41	Vacant Parcel	C&O	County/SHRA via EDC	4.8	--	0.35	73,181
Subtotal Main Base and Campus Districts				266.0			2,967,457
C1	Golf Course	Rec	County Parks and Rec.	162.7	--	N/A	--
C2	Regional Park	Rec	County Parks and Rec.	637.3	--	see note	925,000
C3	Regional Park	Rec	County Parks and Rec.	868.7	--	N/A	--
C4	Mather Heights School	LDR	FCUSD	12.4	--	ETR	--
C5	Kitty Hawk School	LDR	FCUSD	11.7	--	ETR	--
C6	Shoppette	C&O	County/SHRA via EDC	0.9	--	0.25	9,801
C7	Church	LDR	Private	15.5	--	ETR	--
C8	Storage	C&O	County/SHRA via EDC	2.7	--	0.25	29,403
C9	Residential	LDR	SHRA/Lewis/Elliott	243.2	--	ETR	989 du's
C10	Residential	LDR	SHRA/Lewis/Elliott	77.4	--	ETR	225 du's
C11	Residential	LDR	SHRA/Lewis/Elliott	22.3	--	ETR	67 du's
C12	Commercial/Rec. Area	Rec	County/SHRA via EDC	523.9	445.315	0.05	969,896
Subtotal Other Districts (South Base)				2,578.7			1,934,100 1,281 du's
Total				**5,616.7**			**13,989,236**

Table 3 (continued)

Illustrative Land Use Program by Parcel

Notes:

This table represents an estimate of development potential for planning purposes only. Actual buildout of the site will likely vary from this projection.

Parcel denotes parcel number as designated in Figure 8.

Land Use denotes General Plan Land Use category as depicted in Figure 7. The categories are as follows: Public/Quasi-Public (P/QP); Recreation (Rec.); Industrial Intensive (Ind.); Commercial and Offices (C&O); and Low-Density Residential (LDR).

Disposition of Land indicates the entity that received the property based on the Revised Supplemental Record of Decision issued by the Department of the Air Force dated September 1995. These decisions may be revised in the future.

Acres denote total parcel acres. Acres are based on the County's GIS system mapping and are subject to change.

Parcel Reuse Acres denotes estimated acres of a parcel available for reuse or new development, after considering (1) existing conditions of the parcel and the user; and (2) any existing development to remain on the parcel.

FAR or Floor Area Ratio is calculated as the ratio of the gross building area to the site acreage.

ETR denotes existing buildings expected to remain and be reused.

Parcel Development Potential is the product of Reuse Acres (in square feet) and FAR or square footage of existing buildings to remain.

The *Mather Park Regional Plan* calls for 925,000 square feet of office uses on Parcel C3.

AIRPORT AREA

Introduction

The Airport Area consists of 2,900 acres including and surrounding the airfield, providing development opportunities for aviation, industrial and distribution uses. As shown in Figure 6, the majority of this area has been transferred to Sacramento County through a Public–Benefit Conveyance (PBC) for use as a civilian cargo and general aviation airport and industrial aviation center. A 10-acre site within the airport has been conveyed to the Sacramento County Office of Education for its vehicle maintenance facility and a vocational training center. Thirty-one acres on the northern edge of the airfield have been transferred to the Department of the Army for use by the California Army National Guard. Thirty-two acres at the eastern edge of the site on the northern edge of Douglas Road have been conveyed to the Federal Aviation Administration (FAA) for use as the Northern California Terminal Radar Approach Control Facility (TRACON). Approximately 64 acres surrounding the FAA site have been conveyed to the County as part of an Economic Development Conveyance (EDC).

Land Use Policies

The primary objective for the Airport Area is to reuse the airfields and related facilities to create an airport business complex oriented to air cargo, aircraft maintenance general aviation and support uses. The airfield and the related apron, hangar and shop buildings represent a tremendous resource that can provide the basis for a new business complex oriented to aviation uses. These facilities, particularly the airfield, would be very costly to build new. There are also opportunities to build new facilities to suit new users in the area south of the runways.

POLICY M-LU-1: Encourage the concentration of air cargo operations immediately adjacent to the large apron on the southern edge of the aviation support area.

Land around the 40-acre reinforced concrete apron along the southern edge of the aviation support area should be reserved primarily for air cargo operations. Related facilities for integrated parcel carriers, freight forwarders, and other air cargo operations should be located adjacent to the apron (e.g., Parcels A-13, A-22, A-23). This location provides the most capacity for growth, direct access to the Highway 50/Bradshaw interchange via Old Placerville and Neely Roads, and unobstructed apron areas with direct runway access. Airborne Express is currently planning its facility within this area (Parcel A-23).

POLICY M-LU-2: Allow the establishment of sites for a major aircraft maintenance complex east of Neely Road, in the vicinity of the existing hangar facilities.

Several major parcels (A-24, A-25, A-26, A-27) exceeding 120 acres have been identified for the future construction of modern aircraft maintenance facilities. These parcels enjoy direct apron and runway adjacency, convenient vehicular access to Highway 50, and could utilize the two major hangar facilities that exist within the area.

POLICY M-LU-3: Promote the use of the existing "nose" hangars for aircraft maintenance and aviation uses.

The existing nose hangars in the area east of Neely Road provide more than 130,000 square feet of space and are suitable for the maintenance and manufacturing of small to intermediate-sized aircraft. The California Department of Forestry already utilizes two of these buildings (Parcel A-2) for the maintenance and repair of its aircraft; other governmental and civilian aviation users should be sought to expand and consolidate aircraft maintenance as a viable activity at Mather.

POLICY M-LU-4: Utilize existing shop, warehousing and office facilities at the heart of the aviation support area to support aviation uses.

The aviation support area around Neely Road includes numerous buildings that offer potential reuse opportunities for administrative, storage and service support functions for airport operations. To the extent feasible, these buildings should be preserved for interim or ongoing use, and as a means of attracting new users to the area. Current users identified for the area include: the County Office of Education Motor Vocation Training Pool (Parcel A-1), the Office of Emergency Services (Parcel A-3), and the Airport Fire Station (Parcel A-4).

POLICY M-LU-5: Create new development parcels along the south side of Old Placerville Road, and along the southern extension of Routier Road.

The northwestern portion of the Airport Area offers attractive opportunities for the creation of large development parcels with direct access to Old Placerville and Routier Roads. The configuration of roadways and the realignment of the West Ditch (if economically feasible) should be undertaken to maximize the development potential of these parcels. As indicated in the Parcelization Plan (Figure 8), this area, including Parcels A-13, A-14 and A-15, could provide in excess of 120 acres suitable for major industrial and distribution uses desiring convenient airport and freeway access.

POLICY M-LU-6: Consolidate fuel farm activities along Perimeter Road between Spaatz Way and the West Cargo Apron.

A new fuel farm was constructed along Perimeter Road, east of the West Cargo Apron. The new fuel farm is an important resource for airport operations, and should be preserved and consolidated at its current location. Landscaping along Perimeter Road, between Spaatz Way and the West Cargo Apron, should be enhanced to screen views to the fuel facility, and to ensure that a cohesive image and identity is created ~~along~~ at this location. **(Updated 2016)**

POLICY M-LU-7: Concentrate general aviation uses immediately south of the Main Base, along the perimeter of the main apron.

Many general aviation businesses have expressed a strong interest in relocating to Mather. These users include aviation sales and services, aerial photography and surveying companies, flight training schools, etc. The plan provides that these businesses be situated along the southern edge of the Main Base between the apron and Vigilant Avenue, with aviation sales and “T” hangars located immediately east of the Army National Guard enclave. Administrative and general aviation office uses should be concentrated between Skytrain and Vigilant Avenues to ensure a compatible relationship with the commercial, research and development, and institutional uses of the Main Base.

POLICY M-LU-8: Locate an airport terminal and fixed base operator (FBO) facility at the visual terminus of the Whitehead/Von Karman corridor.

A single FBO operates and provides services to the general aviation airport. The terminal building was envisioned as both the headquarters for the FBO as well as an important landmark, visible from the main

entry to Mather Field along the Von Karman and Whitehead corridor. **(Updated 2016)**

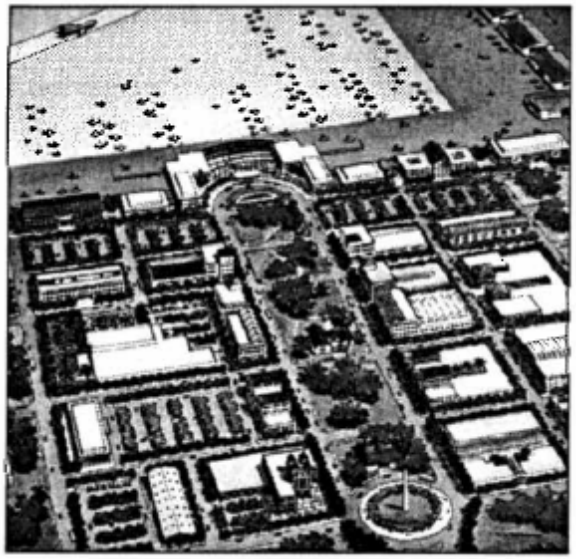
POLICY M-LU-9: Maximize opportunities for major public and private sector aviation and industrial uses along the southern edge of the airfield.

In order to implement the vision of a major airport employment center that will be attractive to large industrial and distribution users, significant development parcels with immediate runway access will need to be set aside. To this end, approximately 700 acres of land immediately south of the airfield have been identified for large public and private sector industrial and distribution uses. This area includes the former Sac Alert facility (Parcel A-9), the existing air traffic control tower, and approximately 63 acres of land north of Douglas and east of the existing Mather Field Road conveyed to the County as a part of the Economic Development Conveyance. These large parcels can be marketed to large single users, and can be subdivided to meet market needs and opportunities.

POLICY M-LU-l0: Preserve, protect and utilize the natural resources within the Airport Area.

Within the Airport Area, there is a significant distribution of vernal pools along Morrison Creek and its tributary drainages. This area represents a grasslands setting that has been relatively undisturbed by limited military use and is of unique ecological value. In addition, the southern portions of the Airport Area contain valued deposits of construction-grade aggregate. The development of the Airport Area should allow for the preservation and protection of the vernal pools and natural habitat in a way that extends and enhances the regional park concept. Land use policies should also allow for the extraction of aggregate resources in this area. **(Added 2016)**

THE MAIN BASE AREA



Introduction

Although the Main Base Area is located in the City of Rancho Cordova, this section is still included to provide context.

The Main Base Area is located north of the airport and includes a gridiron of streets that creates a village-like environment. Many buildings remain within the area, offering attractive reuse opportunities for commercial, educational and institutional activities. As shown in Figure 6, the land within this area has been conveyed to a number of users:

a) The 28-acre Mather Medical Center (Parcel B-3) has been maintained by the Air Force and is operated for use as an administrative facility. This facility has been transferred to the Veterans Administration**. (Updated 2016)**

b) Approximately 40 acres of land (Parcel B-4) with dormitory and classroom facilities have been transferred to SHRA under McKinney Act legislation for use by various providers offering transitional housing and training programs. This area includes two acres of land transferred to Sacramento County as a Public Benefit Conveyance for a child care facility.

c) An area of approximately 22 acres (Parcel B-5) has been transferred to the Veterans Administration for the development of an outpatient clinic and convalescent hospital. This land has been conveyed to the County as part of its Economic Development Conveyance. **(Updated 2016)**

d) The Rancho Cordova Parks and Recreation Department received approximately 30 acres, which have been developed into a recreational complex. **(Updated 2016)**

e) The County Office of Education received nine acres (Parcels B-18 and B-30) within the Main Base for use as an administrative facility.

f) Two facilities, the existing chapel within the central open space (Parcel B-21) and the Mather Credit Union (Parcel B-37), were sold through a public sale and are currently in private use. **(Updated 2016)**

g) The remainder of the Main Base, approximately 89 acres, has been conveyed to the County of Sacramento as a part of its Economic Development Conveyance.

Land Use Policies

The land use objective for the Main Base is to establish this area as the "hub" of commercial activity at Mather Field. The area will be maintained as the major activity center of Mather Field, and will be developed as a center of business, education, culture and recreation that will support the planned aviation uses and, at the same time, complement the adjacent City of Rancho Cordova. General Plan policy AQ-8 promotes mixed-use developments and increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips: This policy is addressed by the provision of several mixed-use zoning categories, including the Main Base and Campus Districts. **(Updated 2016)**

POLICY M-LU-11: Preserve, enhance and intensify the pedestrian-oriented core of

the Main Base as the major commercial and activity center of Mather Field.

The core of the Main Base, generally defined by DeBellevue Street on the west, Lower Placerville Road on the north, Vigilant Avenue on the south and Black Swallow Street on the east, should be preserved and intensified as the major commercial and activity center of Mather Field. Within this area, the existing retail complex comprised of the Base Exchange and Credit Union (Parcels B-37 and B-38) should be reused and intensified for commercial retail use. Within the existing block pattern, new public and private sector buildings should be configured in a manner that promotes an interesting and vital pedestrian environment, as well as an attractive mixed use destination. Buildings should be intensified from the existing one and two-story structures to a pattern of three to five-story buildings. Surface parking should be located away from the core of the Main Base, and provided within shared lots.

POLICY M-LU-12: Preserve the fine-scaled pattern of streets within the core, and enhance the open space spine between Whitehead and Von Karman Streets as a major visual entry to Mather Field.

The character and identity of the Main Base depends to a great extent upon the fine-scaled grid pattern of landscaped streets within the area. Within the core, the existing grid pattern should be retained, to the greatest extent possible, to promote a friendly pedestrian and village-like environment. The need for major east-west and north south arterial streets through the Main Base should be accommodated within the existing rights-of-way, by means of one-way couplets along Mather Boulevard and Norden Avenue and Von Karman and Whitehead Streets. Between Von Karman and Whitehead Streets, a continuous green should be created (interrupted only by public buildings or facilities like the chapel) to provide a distinctive entry to Mather Field, an attractive amenity at the heart of the commercial core, and a visual axis leading to the airport terminal building. Improvements to these key roadways and the central open space were completed in the early 2000s and greatly improve the image and appearance of the Main Base. **(Updated 2016)**

General Plan LU-48 discourages the establishment and buildout of linear, strip pattern commercial centers, while LU-49 discourages the creation of excessive amounts of retail shopping facilities. The Mather Field Specific Plan is consistent with these policies and allows retail uses in the Main Base *District, the commercial/office portion of the Main* Base, *and in two small limited commercial sites adjacent to the single-family residential area. New commercial* uses *in the Main* Base *Area would be oriented to the sidewalk in keeping with the overall pedestrian orientation of the district, and possibly as ground floor retail developed in conjunction with larger mixed-use office buildings. In the commercial/office portion of the Main Base*, *both retail commercial and office uses are allowed on larger parcels.* **(Updated 2016)**

POLICY M-LU-13: Consolidate the public and institutional uses of the Main Base within an attractive and cohesive campus environment.

A wide range of educational, recreational and institutional uses are being established around the commercial core of the Main Base, including: the McKinney Act transitional housing facility, the park and sports complex operated by the Rancho Cordova Parks and Recreation Department, McClellan Hospital, and the planned VA outpatient facility. As these uses develop, it is important that they be planned and designed to have a strong relationship with one another, and to be perceived as an integrated and cohesive campus environment. The activities within this campus should be carefully programmed to provide maximum support and activity to the commercial core. Educational and training facilities that provide an onsite resident population are particularly desirable from both an economic and activity standpoint.

POLICY M-LU-14: Provide larger contiguous development parcels adjacent to the commercial core for the creation of a research and development campus.

Within the Main Base Area, larger private development parcels should also be created for light industrial activities compatible with adjacent commercial and institutional uses. Of particular interest in this area is the creation of a research and development campus that could support businesses and institutions specializing in environmental remediation research and/or the conversion of military and defense technology to industrial purposes. Land immediately west of the existing sports complex (Parcels B-1 and 8-23) would be particularly attractive for such a use, as it encompasses a large contiguous land area in an attractive setting adjacent to the park and existing buildings that could provide excellent reuse opportunities for a wide range of activities, including the creation of a conference/meeting facility that would be an integral part of the research and development campus.

General Plan policy LU-32 requires that new development located within one-half mile of a *transit stop/station identified in Regional Transit's Master Plan or a County-adopted plan comply to specific density requirements, while AQ-8 promotes mixed-use development and providing increased development intensity along existing and proposed transit corridors to reduce the length and frequency of vehicle trips. While there are currently no transit corridors serving Mather Field, RT's Master Plan identifies* a *future bus corridor serving Mather Field along Mather Boulevard. Consistent with General Plan policy LU-32, the Main* Base *District increases development intensities* as *called for in the General Plan through reduced building setbacks, reduced onsite parking requirements, and allowing for taller buildings. Due to the unique characteristics of certain land uses at Mather, it may be infeasible to increase intensities in portions of Mather Field, for example, in the areas around the airfield and environs and in the regional park.* **(Updated 2016)**

THE SOUTH BASE AREA

Introduction

With the exception of the existing single-family enclave, the southern portion of Mather Field has been largely undeveloped, even though there was limited use by the Air Force. As discussed, much of it is undisturbed California grasslands with some vernal pools, wetlands and natural habitat. The area also includes Mather Lake and the adjacent golf course facility south of Douglas Road. As shown in Figure 6, is designated as follows:

a) Approximately 1,272 acres of open space have been conveyed to the Sacramento County for the creation of a regional park.

b) The 168-acre golf course has been sold to the County.

c) The 389 acre residential enclave has been conveyed to the SHRA through a negotiated sale.

d) Approximately 46 acres of land containing Kitty Hawk and Mather Heights Elementary Schools have been transferred to the Folsom Cordova Unified School District for continued use as school facilities.

e) The 1,038 acres south of Douglas Road, north of Kiefer Boulevard, west of Folsom South Canal, and east of the realigned Zinfandel Drive, exclusive of the Mather Golf Course, have been conveyed to the County for a future master planned community.

f) A 16-acre church facility within the residential neighborhood has been sold to a private user through a negotiated sale, and an additional 8 acres, including the Shoppette and gas station sites and two small storage buildings adjacent to the residential neighborhood, have also been conveyed to the County through the EDC. **(Updated 2016)**

Land Use Policies

The southern portion of Mather is envisioned as a major recreational/outdoor destination that contains an open space preserve, a recreational golf course and a soccer/rugby complex, a commercial recreational visitor destination, a future master plan community, and the existing enclave of single-family homes. **(Updated 2016)**

POLICY M-LU-15: Protect and enhance natural resources to the extent possible, including vernal pools and wetlands west of Eagles Nest Road.

The southern portion of Mather Field west of Zinfandel Drive and south of Woodring Road includes a significant grassland area undisturbed by urban development with some limited military activity. The area includes a concentration of vernal pools and wetlands and, as such, provides a unique natural and educational resource that should be protected. The area is linked together by Morrison Creek and its tributaries, which should be preserved as a functioning drainage system and habitat. This area is subject to a management plan for the Mather Wetland Preserve. The Plan maintains the viability of the natural resources and, at the same time, promotes recreational educational opportunities. **(Updated 2016)**

POLICY M-LU-16: Concentrate active recreational uses east of Zinfandel Drive. (Updated 2016)

As illustrated in Figure 9, the Mather Regional Park Land Use Plan concentrates the more

active recreational facilities primarily in the area east of Zinfandel Drive where there are fewer natural features of note. In this area, new recreational facilities can build on the scenic character and recreational attractions of Mather Lake and the adjacent golf course. A wildlife preserve is planned around two-thirds of the lake. **(Updated 2016)**

POLICY M-LU-17: Redevelop the former site of base housing with single-family homes as a complement to the Mather Wetland Preserve. (Updated 2016)

The Independence neighborhood has been well integrated with the Mather Wetland Preserve. The transition between the housing and the wetland preserve has been carefully considered. Open fencing (e.g., 3-foot block plus 3-foot wrought-iron fencing) is in place to allow surveillance of the wetland area and provide the residents views of the open grassland area. **(Updated 2016)**

POLICY M-LU-18: Introduce local-serving convenience retail uses to serve residents and employees.

As the residential and employment population south of the airport develops, there will be a need for convenience retail uses. These should be concentrated at the northern and southern edges of the residential neighborhood (Parcels C-6 and C-8), directly adjacent to the planned industrial and business park and to the existing Shoppette and gas station sites. Intensification of the storage site into a small retail complex of up to 50,000 square feet should be encouraged.

POLICY M-LU-19: Allow an Environmental Educational Campus in the southeastern portion of Mather Field. (Updated 2016)

A site has been set aside adjacent to the southernmost branch of Morrison Creek for an Environmental Educational Campus. Approximately 25 gross acres of land are available for such a development. The site is close to a branch of Morrison Creek, which will provide an amenity to the proposed Environmental Educational Campus use. Any uses of this site are subject to further review by the Board of Supervisors. **(Updated 2016)**

POLICY M-LU-20: Develop the approximately 869-acre Urban Development Area between Mather Lake/Mather Golf Course and Kiefer Boulevard consistent with the Mather Stakeholder consensus points. Future development shall include an environmental education campus, preservation of the critter pool and spadefoot pool and their associated watersheds, creation of a new east/west open space corridor in the Urban Development Area, as well as a new north/south connecting corridor from the east/west corridor to the critter pool area, use of best management practices identified in the Revised Final Environmental Impact Report related to stormwater quality and erosion and sedimentation control, reduce overall project impacts to wetlands and special status species by identifying additional restoration and avoidance areas onsite, and possible restoration opportunities offsite. The development of the site is subject to preparation, review, and approval of a Master Plan for the area, including additional environmental review pursuant to CEQA. **(Added 2016)**

Design Guidelines

Introduction

For more than 70 years, the 5,716 acres within Mather Field have been set aside under single federal ownership, operating relatively independently of the surrounding community. As Mather sheds its military trappings, the challenge will be to reintegrate the facility within the community and create a new civilian identity for Mather Field. The purpose of these guidelines is to create a framework for existing and new development that will help to:

- Create an attractive setting that can assist in marketing new uses and activities.
- Establish an identity that is clear and coherent but, at the same time, can be adaptable to changes as development occurs over time.
- Provide a framework for development that is unified and coordinated in appearance, but which allows for a diversity of uses and users, as well as different districts.
- Strengthen linkages to the surrounding community and the larger landscape, and enhance the sense of place. **(Updated 2016)**

Overview

The Mather Field design guidelines are intended to address those elements that most directly affect the character of the place as it transitions from military to civilian use over an extended period of time. In general, the approach that is reflected in these guidelines recognizes the relatively limited role of buildings to shape the environment, considering that some may or may not be reused and many others will be built. Guidelines are set forth for color, materials, and wall and window treatment, recognizing that in some areas, such as the Main Base, buildings will have a more significant impact on the image of Mather. In other areas, however, the approach taken toward buildings does not focus on the design of buildings to carry forth a new image and identity for Mather Field. Rather, the greater emphasis is placed on the landscape to transform and provide structure to the environment. New landscaped roads and open spaces will provide shade and amenity to the environment, create stronger and more attractive entries, weave the developed areas into a broader pattern with the surrounding grasslands, and link the larger Mather Field with the City of Rancho Cordova. **(Updated 2016)**

More specifically, the general guidelines for Mather Field as a whole are intended to address the following:

Landscape Framework. Landscaping of streets and open space will be used to provide amenity, organize the site, and unify disparate uses and activities. Along streets, trees will be planted along the curb in a parkway strip, with large deciduous trees placed 24 to 40 feet on center. On individual parcels, all areas not covered by structures or used for parking and circulation should be planted with trees, shrubs, turf (in special areas) and/or groundcovers. All landscape areas should be provided with a complete automatic irrigation system to establish new planting and, as a guideline, a minimum 24-inch box size is recommended for all new trees. In areas where mature trees are established a 15-gallon (minimum) size tree may be planted.

The landscape focus of the base will be the entry open space in the Main Base Area, which will be designed as a shaded park with active playfields and community buildings that will serve social and community functions as well as provide recreational and visual open space. The landscape character that is envisioned for the remainder of the base is that of the classic California grassland environment, with careful transitions between developed and undeveloped areas.

The entry open space will be the focus of the Main Base and will be designed as a shaded park with community buildings.

Street tree planting will be used to provide hierarchy and continuity throughout the site. Large native tree species, such as oaks and sycamores, are recommended to extend the sense of the grassland environment into the site and to provide corridors of green that help define the various districts within the base. Trees are not emphasized in areas adjacent to the airfield to discourage bird nesting.

Existing Buildings. There are a number of existing buildings that are expected to remain at Mather Field, both within the short term and into the future. These include buildings of many different forms and serving many different functions; however, they all share a military look, primarily because they all date from a similar era and are painted the same color. Therefore, one of the most simple and effective ways of transforming the military character of these buildings is to change their uniform appearance by repainting the exteriors. Building color should shift from one single color to many different ones that are generally light in intensity to better reflect light and heat. Large, uninterrupted and unarticulated monochromatic expanses should be avoided, if possible; however, the use of more than two colors should be carefully considered. New users of existing buildings are encouraged to also make other improvements where these would be most effective in changing the image and character of the place. For instance, facade treatments, such as the use of window awnings, the incorporation of arcades, or the improvement of the entry areas, should be considered to provide greater articulation of the facade, as well as to provide shade and amenity. Additions that are made to existing buildings should also consider how they can best add to the individuality and space-making qualities of the building, as well as how they may accommodate specific functions. New building walls should be located in such a fashion so that they break up the mass of large buildings and create forms, such as courtyards.

New Buildings. In addition to the existing buildings, a number of potential new buildings will be built in the future, ranging from commercial and airport industrial to institutional, research and development, and office. These new buildings should consist of simple, integrated geometric forms that create attractive, usable and meaningful open spaces. Buildings will be predominantly one to four stories in height; all building heights shall conform to the rules and regulations of the County and federal aviation regulations governing height around navigable airspace. Exterior building materials are to be of a contemporary nature that expresses a high technology image. High quality materials should be employed (e.g., precast concrete, stucco, wood, high quality metal siding or panels), and accent materials, such as stone, ceramic tile or bronze, are encouraged to give a human scale within the pedestrian realm. Extensive use of wood composites or thin weather-resistant skin over nondurable backing and other nondurable materials should be avoided. Awnings, belt courses, transom windows and/or moldings are encouraged to provide visual relief and to clearly articulate the building base from the upper level portions of the building. The use of mirrored and/or reflective glass and glass curtain walls is discouraged. Colors should be light and coordinated to achieve continuity of design. Fenestration of all buildings should employ a "punctured" wall treatment, with high quality window casings that are recessed from the building face to provide shade and detail. Service and loading areas should be designed as an integral part of the structures, and should not be oriented to any public right-of-way or open space amenity. All exterior garbage and refuse facilities and mechanical equipment should also be screened from public view in a manner that is compatible with the overall building design. Roof mounted mechanical equipment should be concealed from view.

Signage. Like landscaping, signs are an important element contributing to the identity of Mather. All signage should be consistent in character and express a sense of hierarchy. In addition, all signs should be compatible in design, size, proportion, color and materials with the architecture they serve. Signs visible from the exterior of any building may be lighted, although no canned or backlit signs will be permitted, and no signs or any other contrivances may be devised or constructed so as to rotate, gyrate, blink, flash, or move in any fashion. One permanent sign should be permitted per parcel frontage. Ground signs should not exceed 4 feet in height above grade nor more than 56 square feet in area. If signs are placed upon landscaped berms, their maximum height above the road should be no more than six feet. Signs placed on street side berms should not be located within vehicular sight distance zones for intersections and entry drives. All signs attached to buildings should be surface mounted. Building address numbers should be displayed as close as possible to the main entrance lobby, and numerals should always face the street or pedestrian approach. No general or advertising signs will be allowed.

Fencing, Walls and Hedges. Although it is recognized that fencing will be required for security in some areas (in particular, surrounding the airfield), fencing should be discouraged to the extent feasible between parcels and kept as low as possible, generally no higher than six feet. Walls should also be kept as low as possible, no higher than six feet. Perimeter fencing, where necessary, should be planted with vines or concealed from view by plantings. Where a more open fencing is desired around the airfield, plastic-coated, chain link fencing of dark colors should be encouraged. Fencing is discouraged altogether in the Main Base.

Lighting. All exterior lighting should comply with the requirements of the FAA. It should be shielded and confined within site boundaries and no direct rays or glare is permitted to shine onto public streets or adjacent lots. Security lighting should be restricted to service areas and may not be substituted for parking lot or pedestrian circulation lighting. High-pressure sodium

vapor lighting should be used for the best representation of natural colors.

Parking Areas. Parking areas should be well landscaped to moderate the effects of the climate. Tree planting should be planned to achieve 50 percent coverage in 15 years. A minimum of three-inch caliper trees should be planted. The use of drought-tolerant and disease-resistant native plant materials is encouraged. Planting areas should be protected from cars by incorporating a six-inch raised curb around the planting area. Driveways should be limited to generally no more than two per parking area, and curb cuts should be minimized in length so as not to interrupt the continuity of street tree landscaping. Pedestrian scale lighting should be utilized in parking areas. Light standards should be 16 to 18 feet in height.

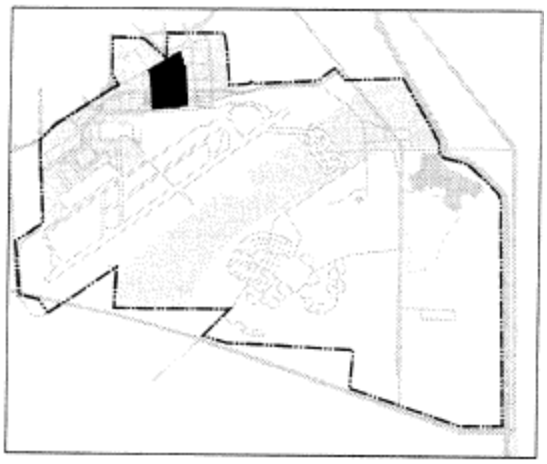
Design Districts

For purposes of developing more specific design guidelines, Mather Field has been divided into four basic districts. Although the Main Base Area and Campus Area are primarily located in the City of Rancho Cordova, these districts are still included to provide context. As identified in Figure 10, these include:

- The Main Base Area, which constitutes the urbanized core of Mather Field;
- The Campus Area which surrounds the Main Base;
- The North Airport Industrial Area, which encompasses the undeveloped airport oriented area to the north of Douglas Road; and
- The South Airport Area, which encompasses the undeveloped airport-oriented are to the north of Douglas Road.
- The Urban Development Area north of Kiefer Boulevard, west of the Folsom South Canal, east of Zinfandel Drive, and south of the Mather Lake/Golf Course will be developed as a master plan community. This Master Plan will be an amendment to this plan. **(Added 2016)**

These areas are defined by similar characteristics: use, location, relationships and access. These guidelines specifically are applicable to the Main Campus area and the north industrial area lands and exclude the commercial recreational area, the residential neighborhood, golf course, open spaces, and the airport itself. **(Updated 2016)**

THE MAIN BASE



Overall District Role and Character

The Main Base represents the core of the Mather complex. It is situated at the heart of the most developed area and at the gateway to the airfield and adjacent support areas. With direct access from the freeway off Mather Field Road, this portion of the property is more immediately visible and accessible, both within the region and to the adjacent City of Rancho Cordova. **(Updated 2016)**

The Main Base is the most compact area, and is characterized by a relatively small-scale grid of streets and blocks that creates a village-like environment. It is anticipated that it will be maintained as the major activity center of Mather Field, and will be developed as a center of business, culture, recreation and shopping that will support the planned aviation uses and, at the same time, complement the adjacent community. A number of buildings have been identified as likely to remain or as suitable for interim and future reuse. Currently, the green between Whitehead and Von Karman creates a strong entry feature to Mather Field.

The following topics address design issues and set forth guidelines that are intended to build upon the role of the Main Base as the gateway and activity center of the Mather Field complex:

Entry Open Space

- The existing landscaped green between Von Karman and Whitehead Streets should be reinforced and improved as public open space by development along the edge; by landscape improvements at the entry and along the green; by recreational improvements and pedestrian amenities within; and by the placement of the airport terminal at the southerly end (see Figure 11). The gateway open space is envisioned as a landscaped amenity and feature that helps to organize and orient the surrounding Main Base uses and it can be used as a public gathering space for the development. It should also create opportunities for recreation, social gathering and civic/cultural activities.

  The entry circle should be planted in a manner that reinforces the circular form, incorporating a landmark or vertical element to provide a sense of focus and arrival and a welcoming feature at the primary gateway into Mather Field. The current vehicular access to the Administration Building should be closed and pedestrian access from the street emphasized. An evergreen frame of shade trees should be considered, along with more vertical deciduous trees within the center of the circle for both contrast and diversity.

- Continuous street tree planting should be provided on both sides of the entry streets (Von Karman and Whitehead) within a parkway strip, with trees planted on average 24 to 40 feet on center, and of a consistent species in a memorable pattern for both shade and color. Recommended species are noted in Figure 12.

New uses will be organized around the central open space in the Main Base.

- Landscape material, including grasses, should be drought tolerant. Turf is allowed under special circumstances, namely within the central green and parkway strips.
- Corner radii should be limited to the extent feasible, to encourage pedestrian movement and to reduce the perceived scale of streets. Curb radii should match to create a well-balanced intersection.
- The military gates should be removed and the entry island landscaped with special plantings that mark the entry to Mather Field. Signage for orientation and direction should be located within the island to provide an overview of facilities and their general location within the development.
- Buildings within the landscaped linear green will be limited, and they should have a strong civic presence and public orientation. Entries should be oriented to the green, and the green should be designed to receive "spillover" activities from the buildings that take advantage of the open space setting and the opportunity for special events and festivities. No new buildings will be allowed within the green.
- Each of the blocks should include a continuity of landscape materials and elements, but individuality within each block should also be encouraged.
- Within the Main Base, and specifically along Von Karman and Whitehead Streets, buildings should orient to the open space. Curb cuts to adjacent parcels should be limited to the minimum necessary in order to provide for a continuity of landscape and pedestrian treatment. Although the open space will be crossed by streets, the cross sections of these streets should be minimized, and their treatment should be park-like in character.
- Visual continuity from the north to the south should be emphasized, and views and visual access should be enhanced to the industrial park, the airport, and the planned airport terminal building.
- The airport terminal building should be of the highest design quality, and should be designed to become the landmark signaling the edge of the airport and the end of the entry access corridor and landscaped green.

Parcelization and Parking

- The fine-grained fabric of the Main Base is one of its most appealing qualities, and should be maintained through parcelization patterns that enhance the sense of a pedestrian-oriented village. More specifically, the existing block dimensions should be retained; aggregation of parcels into superblocks beyond the existing block pattern should be discouraged.
- Parking within the Main Base should be provided in such a fashion that it does not visually dominate the parcels and the blocks, and thus diminish the pedestrian orientation and village character of the area.

Parking standards should generally comply with the County of Sacramento Zoning Code; however, the full off-street parking requirement need not be accommodated onsite. A portion of the required parking for the central core could be located within a remote parking lot(s) located on the periphery of the Main Base core (see the Main Base Design Framework Map). Opportunities for shared parking between parcels and uses should be encouraged.

- No new surface parking should be permitted within the central green, and existing parking areas should be re-landscaped so they do not visually dominate what should become a park-like setting.
- Surface parking should be oriented away from streets and pedestrian areas, and screened from predominant view by buildings, landscaping and low walls. Parking areas should be distributed through the area rather than concentrated into large lots, if feasible. Parking areas should avoid fronting on Von Karman and Whitehead Streets, and access should be limited, to the extent possible, along Mather Boulevard and Norden Avenue.
- Parking areas should be shared between uses and located so as to minimize curb cuts. In general, curb cuts and driveways should meet County standards. Driveways should be a minimum of 50 feet from the nearest intersection. No more than 150 parking spaces should be served from a single driveway or parking access point. Parking areas should have no more than two access points, and entryways should be minimized in width.
- On-street parking should be permitted where allowed by existing street rights-of-way.

Building Orientation

- Buildings within the central core should be oriented to the main streets—that is, Whitehead and Von Karman. Along these streets, buildings should be built to the property line, so that building entries open directly onto the sidewalk; curb cuts should be prohibited (if allowed by parcelization) to provide for a continuity of landscaping along these streets.
- Uninterrupted and untreated blank walls and surface parking areas should be discouraged along the open space frontage (Von Karman and Whitehead Streets). If a large user (e.g., office or large retailer) is established along this frontage, the building siting should orient storefronts and entries along Von Karman and Whitehead Streets. Frequent pedestrian entries should be encouraged along these streets. To the extent practical, such entries should be located within 50 feet of one another to avoid long expanses of inactive frontage.

Building Height, Bulk and Configuration

- Dramatic contrasts in building height and bulk should be avoided, and buildings should be kept relatively low in scale (no more than 40 feet in height).
- Buildings over two stories should incorporate step backs to address building mass and bulk. Buildings should have a maximum street wall height of 40 feet. Buildings above this height should be stepped back by approximately five feet for a minimum of 50 percent of the frontage and be accompanied by architectural expression (e.g., loggia, balcony, cornice, sloping roof, etc.).

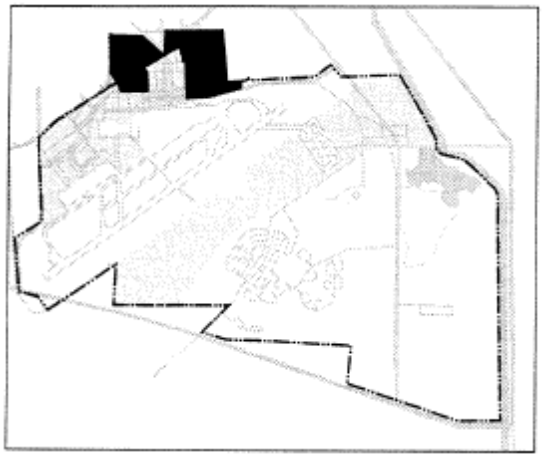
Signage, Fencing, Walls and Hedges

- The Main Base Area should emphasize an open character, with a close relationship between buildings and the street. Fencing should be strongly discouraged between parcels. Rather, landscaped berms and short walls (no greater than 24 inches) should be encouraged to screen parking areas from the street.
- In the Main Base Area, signage should be oriented to the pedestrian in terms of size, location, lettering and lighting. Awnings and window signs are encouraged to provide variety along the street. Retail signs shall not be located above the ground floor building eave or first story plate line. All signs should meet the standards described on page 40 in the Specific Plan Design Guidelines section. **(Updated 2016)**
- Freestanding signs should be limited to retail users.
- A system of directional and orientation signs should be established to provide direction to the FBO Terminal and other significant base destinations (i.e., cargo handling area, maintenance area, etc.). Directory signage should not use company names, such as "Federal Express," but rather "air cargo area." Specific business names and signage should be placed on buildings.

Streets

- Streets within, the Main Base should be developed as gracious tree-lined corridors.
- To encourage bicycle movement, bike lanes are provided for throughout Mather Field on designated streets (see Circulation chapter). The typical street sections for Whitehead and Von Karman and Stratotanker and Skytrain Avenues are illustrated in Figure 12.
- Shade trees should be consistently planted throughout the Main Base streets at 24 to 40 feet on center within a minimum 6-foot planting strip on the curb side of the sidewalk. A double row of trees should be planted along the central green.
- Large shade trees (e.g., native sycamore, London Plane trees, maples, hackberry) should be used to provide amenity and protection from the elements.
- Curb cuts should be limited to one per frontage for standard blocks, and two per frontage for larger blocks.
- Light standards that are pedestrian in scale (no greater than 16 to 18 feet in height) and compatible in design with the character of the area are encouraged. New light standards will be included as part of the street and landscape improvements implemented as part of the EDA grant on the Main Base couplets. New light standards on the remaining streets should also use these standards for consistency within the district.
- Suitable longitudinal root barriers should be installed in conjunction with new tree planting adjacent to curbs and sidewalks.

CAMPUS AREA



Overall District Role and Character

The Campus Area surrounds the central core of the Main Base, and is planned for a wide range of educational, recreational, commercial and institutional uses. This area will be developed as a campus that utilizes large open space areas to unify the various entities. The Campus Area will be home to large users and a major community park, and will be composed of existing as well as new buildings. A number of design guidelines have been developed to create a high quality landscaped image that can unify and create a cohesive development (see Figure 13).

Entry Road

- Mather Field Road should be well landscaped, with trees planted 25 feet on center on both sides of the street to mark the arrival at the facility, create a positive and attractive appearance, and extend the entry sequence into the base.

Landscape Setbacks

- New development should incorporate generous landscaped setback areas between the street and parking areas. As a guideline, a 25-foot minimum landscaped setback should be provided adjacent to all streets.
- Landscaping within the setback area could incorporate berms (no higher than three feet) and/or walls (no greater than 24 inches) that screen parking areas from view. The setback areas should include at least two rows of shade trees as well as groundcover and shrubbery, as appropriate. Pedestrian pathways should also be included, to connect parcels with one another.

Parcelization and Parking

- The Campus Area should be composed of larger parcels that can accommodate large institutional and R&D users. Buildings should be encouraged to create open spaces that are related to one another. Minor roads within the area, (i.e., south of the transitional housing area) should be eliminated, where possible, to create larger, more efficient parcels, and to create opportunities for more innovative site planning and campus design. **(Updated 2016)**
- To the extent possible, parking areas should be concentrated away from building complexes, so as to create a more park-like and pedestrian character within the parcel.
- An “orchard” planting consisting of trees in tight rows, or as part of a larger open space pattern, is encouraged in surface parking areas.

Buildings within the Campus Area should be organized around open spaces and courtyards.

Building Orientation and Organization

- Buildings should be organized within clusters around open spaces linked by walks and pathways. Major entryways and public functions should be oriented to the open space and interconnected with pathways that link from parcel to parcel and weave the entire district together. Buildings should express the entryways through windows, primary doorways and landscape treatment.
- To the extent feasible, people-oriented activities, such as administrative offices, should be located toward the internal open space. Loading and storage areas should be located toward the interior of the site and screened from view by buildings, if possible.
- Buildings and clusters of buildings should be organized around open spaces and linked to one another. Pathways and pedestrian easements should provide access between parcels, and should be tied to the system and organizational structure provided by streets and open spaces.
- New and existing groups of buildings should be configured to reinforce or create quadrangle and courtyard areas between buildings. Within the open space areas, special plantings, fountains, benches, and other amenities should be encouraged in order to create usable places to sit, socialize and gather.

Fencing, Walls and Hedges

- Fencing should be discouraged between parcels and buildings to the extent feasible (except around the transitional housing), to maximize the amenity of the campus open space areas.

Landscaping

- A landscape master plan should be prepared for each of the parcels within the Campus Area, and should be an intrinsic part of the overall site planning for each parcel. The master plan should address not only onsite issues, but also establish pedestrian pathways between buildings within the Campus and the park, between the Campus and the Main Base Area, and internal connections between Campus buildings. Landscape plans should be reviewed as part of the design review process (described in the Implementation chapter).
- The master plan should also specify a planting palette, specifying trees, shrubs and groundcover to be used in the area, and planting specifications.
- Several parcels on the east side of the base are being used for McKinney Act housing. These areas should be well landscaped for privacy and amenity.

Employee Eating Areas

- Outdoor eating areas for employees should be encouraged for all new institutional and office buildings containing more than 5,000 square feet and located more than 1,000 feet from the park. As a guideline, a minimum of 300 square feet of outdoor space shall be provided for every 5,000 square feet of building area.

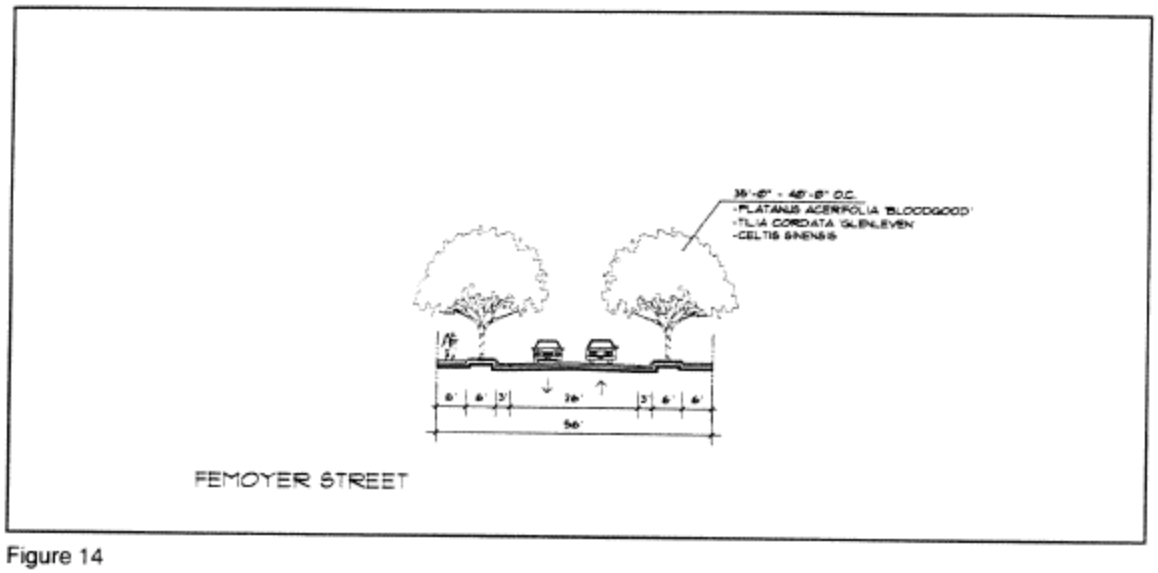


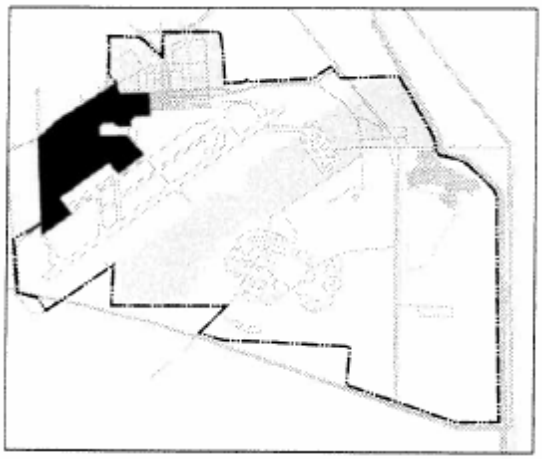
Figure 14

Cross Section – Femoyer Street

Streets

- Streets within the Campus Area should provide a continuation of the surrounding landscape and use large shade trees planted in a regular configuration to accent movement corridors.
- Bicycles should be provided for within the street system, as diagrammed in the circulation plan. The typical street section for Femoyer Street is diagrammed in Figure 14.
- Light standards which are pedestrian in scale (no greater than 16 to 18 feet in height) and compatible in design with the character of the area are encouraged. New light standards will be included as part of the street and landscape improvements implemented as part of the EDA grant on the Main Base couplets. New light standards on the remaining streets should also use these standards for consistency within the district.
- Large shade trees should be consistently planted along roads at 40 feet on center within a minimum 6-foot planting strip on the curb side of the sidewalk.
- Large shade trees (e.g., native sycamores, oaks, elms) should be used to provide amenity and protection from the elements.

NORTH AIRPORT INDUSTRIAL AREA



Overall District Role and Character

The North Airport Industrial Area contains many of the hangars, maintenance and support buildings that are associated with the airfield. Air cargo operations will be concentrated in this area, and it will continue to have a strong orientation to aviation and related activities, and will utilize many of the existing buildings and facilities. The intent in this area is to emphasize the functional industrial nature of the place through honesty in building types, completion of a logical service road system, organization of uses within the district, and institution of property maintenance requirements. As many buildings will be reused and rehabilitated, emphasis will be placed on providing facade improvements to ameliorate the appearance of the area. Since Macready Avenue will be the principal truck entry for air cargo uses, landscaping should be used to create a strong entry as well as to screen existing fuel farm activities (see Figure 15).

Landscape and Facade Improvements

- Improvements to building frontages should be provided as buildings are reused. At a minimum, new paint, awnings and/or building entrance improvements should be encouraged, as well as landscaping where possible.
- Landscaping on private parcels should include trees as well as shrubbery and groundcover that have function in providing shade and protecting against erosion.
- If economically feasible, the west drainage ditch should be realigned to the edge of the parcels and incorporated into a landscaped treatment along Old Placerville and Routier Roads to encourage more efficient use of the property as well as to establish a more attractive edge.

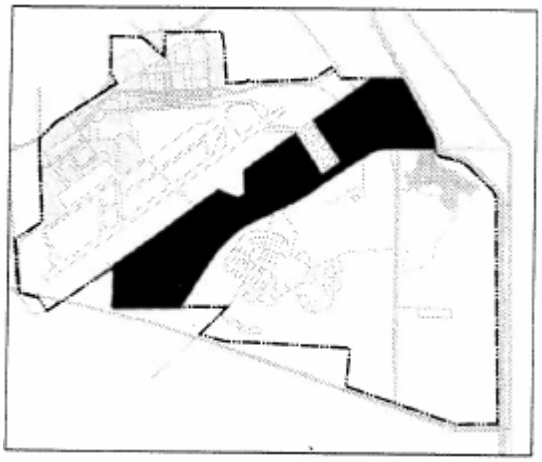
Industrial Character and the Visibility of Activities

- For new development, architectural treatment should be expressive of service and industrial activities and provide visual interest to users and visitors to the area, to the extent possible. Consideration should be given to the introduction of significant window openings that reveal indoor activities and machinery within buildings. Similarly, architectural expression of major functional or structural elements should be considered to create a more interesting building silhouette and elevation. Portions of buildings adjacent to streets should be treated with particular care to ensure visual interest and a compatible scale and streetscape relationship.
- View corridors directly into the airfield should be maintained.
- Buildings should employ durable, high quality materials appropriate to the functions and requirements of the planned activities. Innovative use of standard materials (e.g., corrugated metal, steel and masonry) and large metal sash window openings is encouraged.

Streets

- Macready Avenue at Old Placerville Road will serve as the primary entry street to the North Airport area. This street (planned for improvement as part of the EDA grant roadway project) is considered a two-lane collector. The existing pavement width, at Old Placerville, is wider than assumed in the typical Mather standard, shown in Figure 24. This entrance should incorporate not only sidewalks, as shown in the cross section, but also an on-street bikeway linking bikeways on Mather Boulevard and Neely Way with Old Placerville Road.
- Sidewalks should be provided adjacent to streets throughout the North Airport industrial Area.

SOUTH AIRPORT AREA



Overall District Role and Character

The area south of the airport contains both large areas for new airport-related development and areas for open space preservation and managed extraction of mineral resources. In this area, the design objectives include extending the surrounding California grassland landscape into the development parcels to avoid an abrupt transition between manicured and natural landscape elements. The area with the highest concentration of vernal pools has been maintained in open space, and landscape buffers and transitions between the new development and this parcel will be provided as appropriate. Douglas Road should be developed as a boulevard which incorporates a native plant palette emphasizing stately trees, such as oaks and native sycamores, to create a high quality image for the area (see Figure 16). **(Updated 2016)**

Parcelization

- Parcels in the South Airport Area are planned to be large, to allow flexibility for potential users. It is anticipated that these will be subdivided into smaller 10 to 12-acre parcels. As this occurs, roadways should be extended to connect parcels and to provide access.
- Roadways throughout the area should be encouraged to serve larger areas in order to help create a more cohesive district, and to help reduce local traffic congestion.

Landscape Character

- The landscape character of the South Airport Area should draw from the open and expansive qualities of the surrounding grasslands, with a predominant planting of grasses with oaks and other native trees.
- Buffers should be maintained, with a minimum average width of 40 feet adjacent to natural areas and a transitional planting palette established, so that sharp boundaries between developed and undeveloped areas are not reinforced through landscape treatments.
- Porous pavement treatments and storm water basins should be incorporated into the planting plan for the area, utilizing meaningful approaches to ecological design and creating opportunities for diversity and interest.
- Irrigation should be installed to establish landscaping, but not to support a water-consumptive planting scheme.

Streets

- Douglas Road will be developed as an important connecting boulevard that will provide a transition between uses as well as landscape amenity and the image for the area. The design concepts for the street are diagrammed in Figure 17. Douglas Road will be a, four-lane street with a strong landscape character derived from a planted median and curbside landscape strip. Stately native trees that reference the surrounding landscape, such as oaks and native sycamores, are recommended.
- Large trees should be planted within the median and in planting strips in a regular configuration at 40 feet on center. Native and/or drought-tolerant species, such as oak, madrone, sycamore and alder, should be encouraged, as well as groundcover composed of native grasses and wildflowers.

Circulation

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Circulation text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

The conversion of Mather Field from military to civilian use offers opportunities to enhance the region's transportation network through the creation of additional roadway linkages, transit connections, and bicycle and pedestrian facilities. The proposed transportation improvement plan has been developed to contribute to regional mobility and access, as well as to the viability and marketability of Mather Field as a major aviation/employment center and regional recreational destination.

This chapter of the Specific Plan describes the program of transportation improvements planned for Mather Field as required to support new use and redevelopment of Mather. The phasing and financing of the circulation system is described in the Implementation chapter, and more specific guidance regarding street landscaping and design objectives is found in the Land Use and Community Design chapter.

Roadway System

As shown in Figure 18, Mather Field is highly accessible from the regional highway system. From Highway 50, the site is served primarily by an interchange at Mather Field Road which leads to the northern entry to the site. Other portions of the site are served by interchanges at Bradshaw Road, Zinfandel Drive, and Sunrise Boulevard. Connections to Highway 16, which is south of the site, are made by Bradshaw Road, Excelsior Road, Eagles Nest Road, and Sunrise Boulevard. **(Updated 2016)**

General Plan policy CI-9 requires that urban roads meet a *specified level of service standard. The General Plan Amendment Environmental Impact Report traffic analysis concluded that significant and unavoidable impacts would occur to area roads, particularly American River crossings. Feasible measures were evaluated and incorporated into the project, such as a requirement for participation in a TMA. Feasible measures were not available, however, that would mitigate impacts to a less-than-significant level.* **(Updated 2016)**

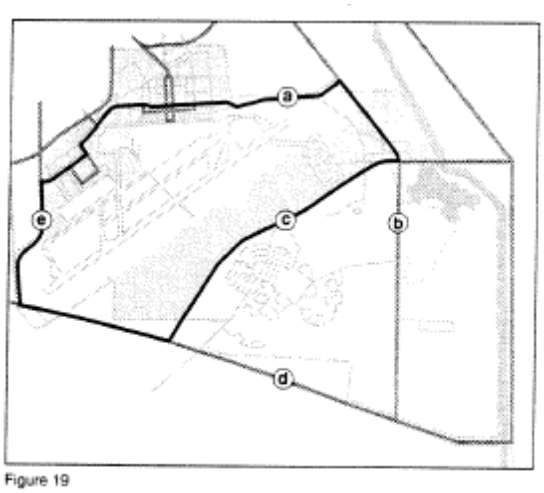


Figure 19
Loop Road System

POLICY M-CI-1: Provide for roadway connections through Mather Field to improve regional mobility.

The opening of Mather Field provides the opportunity to introduce new roadway linkages that will serve future traffic activities and, at the same time, provide relief for existing congested corridors. Key new regional linkages proposed by the plan include the following (see Figure 19):

a) **Mather Boulevard:** An east-west linkage north of the airfield, providing access between Zinfandel and Routier with connections to the Highway 50 interchange via Sunrise, Zinfandel, Mather Field and Old Placerville Roads.

b) **Eagles Nest/Zinfandel:** A north-south link parallel with Sunrise Boulevard through Mather Field, connecting Kiefer Boulevard on the south with Highway 50 on the north via Eagles Nest Road and a new segment of Zinfandel Drive between Douglas Road and International Drive.

c) **Douglas Road Extension:** An east-west linkage south of the airfield which extends Douglas Road, providing access between Sunrise Boulevard and Kiefer Road.

d) **Kiefer Boulevard Extension:** An east-west linkage along the southern boundary of Mather Field via an extension of Kiefer Boulevard from Bradshaw to Sunrise Boulevard.

e) **Routier Road Extension:** A north-south linkage along the western boundary of Mather Field via the southern extension of Routier Road between Old Placerville Road and Kiefer Boulevard.

General Plan Circulation Element policy CI-9 requires mitigation measures when traffic impacts from new development do not meet certain level of service criteria analysis. The traffic analysis for the General Plan Amendment EIR identified specific impacts and mitigation measures. Feasible measures are included in this Circulation chapter and in the Implementation chapter. **(Updated 2016)**

POLICY M-CI-2: Align roadways in a manner that maximizes access to, and the development potential of, future activities at Mather Field.

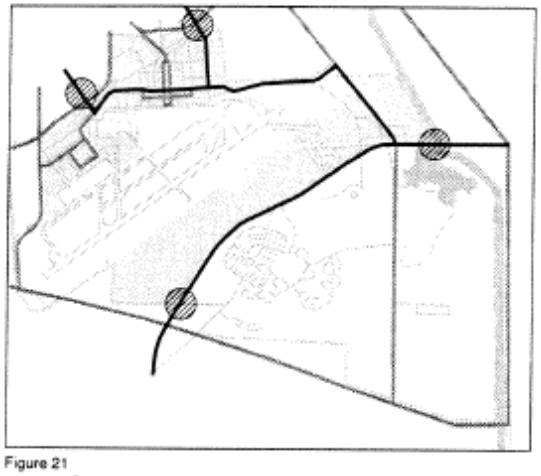


Figure 21
Truck Routes

TRUCK LOOP

TRUCK ENTRIES

In addition to improving regional access, the roadway system for Mather Field has been configured in a manner that will promote the marketability of the area as a high quality industrial/aviation employment center. More specifically:

a) **Continuity and Linkage**: If the roadway system for Mather Field were to be designed primarily to promote the site as an industrial park and business center (not taking into consideration the above regional linkages), a continuous onsite loop road linking the disparate development areas around the airfield would be the preferred approach. Given the dual role of the system, the alignment of roadways has been designed to provide internal continuity north and south of the airfield using the major connectors described above, including Mather Boulevard, Douglas Road, Zinfandel Drive, Kiefer Boulevard and Routier Road, to connect all of the development areas (see Figure 19). In addition, streets are designed to provide a cohesive identity throughout the Mather planning area.

b) **Additional Entries**: With the closing of the Air Force Base, additional access opportunities to the area are made possible. In addition to the existing gates at Mather Field Road, Douglas Road, Old Placerville at Macready Avenue (the West Gate) and Schriever Avenue, new entries are proposed at: International Drive and either Bleckley or Femoyer Road; Kiefer Boulevard at Eagles Nest, Douglas and Routier Roads; and along Old Placerville at Routier Road. These additional entry/egress points will improve access to the development areas of Mather Field and provide regional traffic with alternative routes through the area.

c) **Airfield Access**: Recognizing that aviation and cargo uses in the northwest quadrant of Mather Field will require convenient and direct truck access and specialized security requirements, the roadway system has been aligned to allow for a separation between on and offsite vehicular and service traffic. Trucks and other service traffic destined for the airfield and aviation uses within the aviation support area will be able to utilize the existing West Gate link to Macready Avenue along the north edge of the airfield (see Figure 21).

d) **Main Base Access**: Recognizing the small-scale block pattern of the Main Base and the desire to maintain the character and identity of the area, the east-west and north-south roadway connections through the Main Base have been designed within the existing street rights-of-way as one-way couplets.

   Mather Boulevard and Norden Avenue will operate as one-way westbound and eastbound roadways, connecting to a new two-way roadway (Mather Boulevard) east of Femoyer Road. Whitehead and Von Karman Streets will continue to operate as one-way north and southbound streets, linking Mather Field Road with the Mather Boulevard/Norden Avenue couplet. The core road system for the Main Base Area is shown in Figure 20.

POLICY M-C1-3: Design roadways to promote an attractive image and identity for Mather Field.

The design of roadways within Mather Field should create a well-landscaped image that provides amenity and identity to the area as a, major employment center and regional recreational destination. To this end, roadways are proposed to include landscaped parkway strips along the curb edge and planted medians along major streets that are four lanes or wider. Street sections are shown in Figures 22 through 24. More specifically:

a) **Six-Lane Thoroughfares:** Two six-lane segments are proposed within Mather Field to satisfy projected regional as well as onsite demand: Douglas Road between Zinfandel and Sunrise; and Zinfandel between Douglas and Mather Boulevard. These will be built to County road standards. As shown in Figure 22, the overall right-of-way for these segments (within Mather Field) is 108 feet, including a 14-foot wide landscaped median.

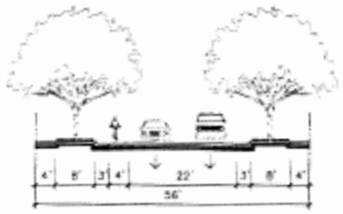
b) **Four-Lane Arterials:** The remainder of the onsite roadway system that comprises the "loop road" concept (Mather Boulevard east of Femoyer, Douglas Road west of Eagles Nest, Kiefer between Douglas and Routier, and Routier Road), as well as Eagles Nest Road as it traverses the regional park, are proposed as four-lane arterials. Routier and Kiefer Roads, which are primarily offsite, will be built to the County road standard, shown in Figure 22.

   A Mather standard has been identified for those arterials within Mather, also shown in Figure 22. This standard identifies a 100-foot right-of-way with a 12-foot wide landscaped median and 8-foot landscaped parkways along the curb. The segment of Zinfandel Drive between Douglas Road and Kiefer Boulevard will be constructed consistent with the design presented by the Department of Transportation to the Mather Stakeholder Group and as approved by the Board of Supervisors. However, the funding of curbs, gutters, sidewalks and landscaping has not been included in the Mather Infrastructure Financing Plan. These roadways may initially be developed as more rural roadways without curbs, gutters, sidewalks and landscaping. For those roads adjacent to the Mather Regional Park, alternative pedestrian routes through the park may replace the need for sidewalks. Where these roads abut adjacent development property, that development shall be responsible for the construction of curbs, gutters, sidewalks, and landscaping. Where there is no adjacent development, future mechanisms for addressing the construction and maintenance of urban improvements, including landscaping, must be evaluated as buildout of Mather Field occurs. **(Updated 2016)**

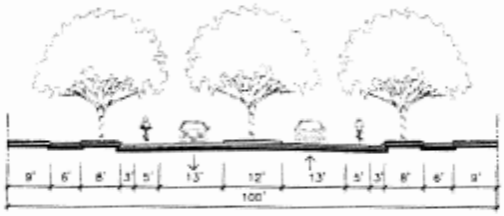
c) **Main Base Couplets:** The Whitehead/Von Karman and Mather Boulevard/Norden couplets traversing the Main Base will be designed within a 50-foot right-of-way, utilizing the existing 26-foot carriageway and planting strips along the curbs. Each of the couplets will function as a four-lane arterial.

d) **Two-Lane Arterial:** The street section for Mather Boulevard (west of Von Karman) will be developed as a two-lane arterial with a 12-foot median, as shown in Figure 23.

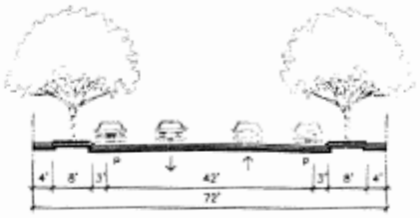
e) **Two-lane Collectors:** The remaining streets will be two-lane collectors. There are two potential street sections, as diagrammed in Figure 24, including a 56-foot section and a 72-foot section.



MATHER STANDARD : TYPICAL ONE WAY STREET
VON KARMAN & WHITEHEAD, MATHER BOULEVARD
(ECKNES TO FEMOYER) & NORDEN AVENUE



MATHER STANDARD : 2 - LANE ARTERIAL WITH NO PARKING
MATHER BOULEVARD (WEST OF ECKNES)



MATHER STANDARD : 2 - LANE COLLECTOR WITH PARKING

Figure 23

Street Cross Sections

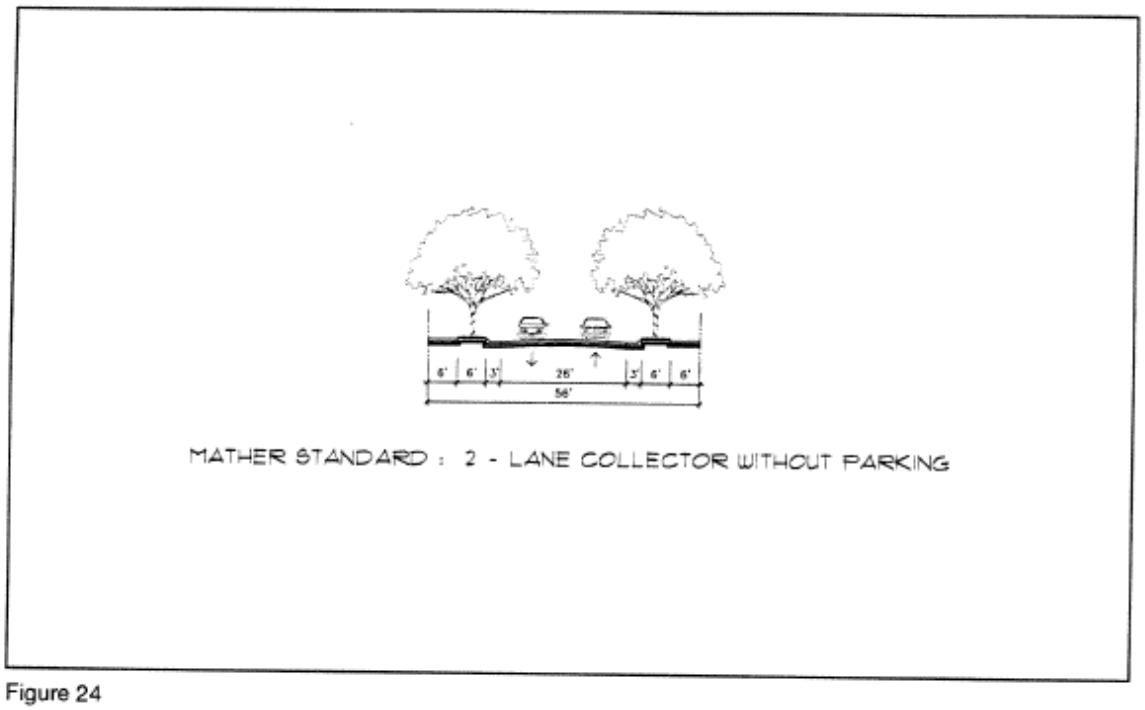


Figure 24

Street Cross Sections

POLICY M-CI-4. Establish a tiered system for roadway maintenance and improvement standards within the Main Base.

The majorities of existing streets at Mather were constructed over 40 years ago and have significant deficiencies that present maintenance and financial concerns for their continued use. These deficiencies include inadequate or a complete lack of drainage facilities, inadequate structural sections to accommodate projected traffic loads, inadequate road widths and corner radii to accommodate truck and emergency vehicle maneuvers, deteriorated pavement condition, inadequate street lighting, a lack of landscape irrigation systems, and pedestrian facilities out of compliance with ADA standards. In addition, maintenance costs for streets at Mather are expected to be significantly higher that the county average, due to these deficiencies.

Recognizing extremely limited revenues to correct these deficiencies as well as the need to make improvements to attract new development and investment in the site, the County is establishing a tiered system of roadway maintenance and improvement standards for existing streets north of the runway, as follows:

- **Primary Streets**. The primary streets have been identified as those streets that are essential for circulation throughout Mather Field. The upgrade of frontage improvements, landscape and lighting should be required in conjunction with all new construction. The cost of upgrading the frontage improvements may be reimbursable from the financing district. Where existing buildings are to be occupied, frontage improvements could be deferred, and instead an in-lieu fee would be taken for construction of the improvements. The Transportation Department would then make the improvements as part of a larger project, where larger sections can be addressed.
- **Secondary Streets**. Secondary streets incorporate the concept of retaining the fine-grained pattern of streets in the Main Base Area to enhance the sense of a pedestrian-oriented community. Secondary streets generally parallel the primary streets and provide site-specific access. The upgrade of frontage improvements, landscape and lighting would not be reimbursable through the financing district, and these streets would be improved and maintained to a lower standard than primary streets. These requirements will be defined in the implementing ordinance of the Specific Plan. Developers could choose to upgrade the streets to primary street standards and then receive a higher level of maintenance.
- **Tertiary Streets.** Tertiary streets would not have specific requirements, and the level of improvement would be at the discretion of the developer. Maintenance would be minimal, with the objective of keeping the road passable. In all cases, the street could be upgraded and receive a higher maintenance standard. The developer would also have the option to completely abandon a tertiary street, if larger parcels are desired and the utility easements are not needed.

The proposed street improvement and maintenance plan is diagrammed in Figure 25. A summary of street maintenance and improvement standards by category can be found in Appendix B.

Transit

Mather Field is within the boundaries of the Sacramento Regional Transit District (RT); however, there is currently no transit service with the boundaries of the site The Butterfield LRT terminal station is located approximately three miles west of the site at Butterfield Way. Regional Transit plans extended the existing Butterfield light rail service eastward along the Highway 50 Corridor to Mather Field Road and beyond to Folsom. As shown in Figure 20, the station at Mather Field Road is

approximately one and one-half miles north of the core of the Main Base Area. **(Updated 2016)**

Although a rail spur exists between the Butterfield light rail corridor and Mather Field (between Routier and Mather Field Road), the prospect of extending light rail service to the base in the immediate or mid-term is not likely because of limited patronage forecasts.

Limited regional and local bus routes are currently established within the area. These routes generally link to the Butterfield LRT station, but do not currently extend within the boundaries of Mather Field.

Regional Transit completed its Transit Master Plan, which provides an evaluation of transit improvements. This plan identifies potential bus routes through Mather Field and along the area's eastern boundary along Sunrise Boulevard. **(Updated 2016)**

POLICY M-CI-5: Extend regional transit service to onsite residential and employment activity centers.

As employment and educational uses intensify within the Main Base, and as residential units are rehabilitated in the southern portion of Mather and development is established in surrounding areas, there will be increasing demand for transit service. The following facilities will be needed to accommodate this demand:

a) Bus and shuttle access to the Mather Field LRT station at Mather Field Road and Folsom Boulevard. **(Updated 2016)**

b) Added transit lines accessing and circulating within the project site (e.g., around the roadway "loop" and connecting to LRT).

c) Transit bays and shelters for bus stops along existing and proposed roadways.

POLICY M-CI-6: Reserve the right-of-way of the entire rail spur linking Mather Field with Folsom Boulevard for future use as a potential bicycle or transit route.

An existing north-south railroad spur line extends into the Mather and links north to Folsom Boulevard. This spur is identified as a Feeder Line transit facility in the County General Plan. The County has the right to use this facility for heavy rail. If heavy rail is not established on this route or ceases service in the future, this spur should be maintained for use as an off-street bicycle or transit route. Depending on the status of the heavy rail service, this alignment could be used for an off-street bicycle route on an interim basis or in the near term, and could ultimately be converted to an exclusive bus lane or light rail alignment, depending on ridership, the availability of funding, and the buildout of land uses in the service area.

Bicycle Access and Circulation

The level topography of the site as well as proximity to important regional bicycle routes provides significant opportunities to provide a bicycle network within Mather Field that contributes significant linkages to the County's system of commuter and recreational bicycle routes. Figure 26 illustrates the existing and proposed on and off-street bikeways of the 2010 Sacramento City/County Bikeway Master Plan (Draft, Volume 2, Rancho Cordova area map).

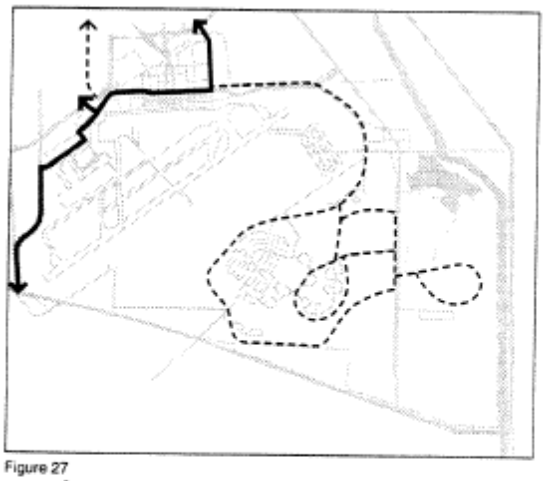


Figure 27

Mather Bikeway Plan

PROJECT (OR PROPOSED) ON-STREET BIKEWAYS

PROJECT (OR PROPOSED) OFF-STREET BIKEWAYS

POLICY M-CI-7: Provide for enhanced commuter and recreational bicycle access and linkages through Mather Field.

On-street bicycle lanes currently exist north of Mather Field along Old Placerville, Bradshaw and Mather Field Roads. Off-street paths exist along the American River Parkway approximately three miles north of the site, along the Folsom South Canal on the eastern edge of the site, and along Douglas Road between the Main Base and the residential area. The adopted Bikeway Master Plan identifies additional on-street bikeways through Mather Field connecting Mather Field Road via Von Karman and Whitehead to Mather Boulevard, Zinfandel, Douglas Road and Eagles Nest Road. New roadways within the site are designed to accommodate curbside bicycle lanes that will provide commuter and recreational bike routes across and around the 5,700-acre site. Figure 27 identifies additional on-street bikeways for proposed inclusion in the Bikeway Master Plan. Bike links to Goethe Park and the American River Parkway could also be achieved through enhancements to Routier Road, which is a proposed County bicycle route.

POLICY M-CI-8. Maintain, and upgrade as necessary, the existing off-street bicycle/pedestrian path along Mather Boulevard.

A paved off-street path exists alongside the Mather Boulevard loop. This path has been maintained as a recreational trail that provides a strong linkage between the housing area, regional park, and the Main Base. Future alignments of Mather Boulevard and Zinfandel Drive will build upon the basic system established by this path. **(Updated 2016)**

POLICY M-CI-9: Provide bicycle routes through the Urban Development Area that link to the Folsom South Canal path and the Independence housing areas, as well as to internal public use (park and schools) destinations. **(Updated 2016)**

As a major recreational destination, the regional park area should incorporate a bikeway system that provides both access to the park from existing regional routes and bicycle connections between various park facilities. The preliminary bikeway routes are diagrammed in Figure 27; however, the actual alignment of these routes may be modified in conjunction with the implementation of the Mather Regional Park Master Plan Land Use Plan. **(Updated 2016)**

Pedestrian Circulation

New development within Mather will be accommodated within activity areas separated by large areas devoted to airfield and open space uses. Based on planned land uses, densities and existing development patterns, the greatest concentration of pedestrian activity can be expected within the Main Base and residential neighborhood. The plan seeks to encourage pedestrian movement throughout the planning area by providing sidewalks along shady, tree-lined streets.

POLICY M-C-10: Maintain the small block pattern and pedestrian orientation of the Main Base Area.

The development pattern of the Main Base is distinguished by the pedestrian scale of

existing streets and blocks and the canopy of street trees. The plan provides for the continuation and strengthening of this pattern by maintaining existing street widths and rights-of-way to the extent feasible, discouraging the merging of blocks, controlling the location of driveway access (curb cuts) and parking areas, as well as strengthening the quality of the landscaping of the central open space and streets.

General Plan policy LU-38 states development design shall meet the needs of pedestrians and bicyclists. The Mather Field Specific Plan provides for pedestrian activity through the site layout and street design as *well* as *bikeway access along on and off-street bikeways. Pedestrian activity is particularly enhanced with street landscaping* as *well as the configuration and design of development* (*see also the Design Guidelines).* **(Updated 2016)**

Transportation Systems Management

The General Plan for Sacramento County sets forth specific policies aimed at reducing automobile dependence and improving air quality conditions through the development of alternative transportation modes. These policies focus on:

a) The development of plans consistent with achieving air quality goals through the use of alternative fuels, low-emission vehicles, transit, intercity rail, and bike and pedestrian facilities;

b) The coordination of land use decisions throughout the region to promote orderly and balanced growth and an efficient transportation system;

c) The funding of transportation systems and alternative modes through special taxes, assessment districts, and developer dedications to aid in trip reduction; and

d) The full and accurate analysis of alternative transportation modes, including expanded bus service, private carrier operations, road capacity improvements, and rail transit, prior to funding roadway improvements.

POLICY M-CI-11: Develop a Transportation Systems Management (TSM) program aimed at achieving regional objectives related to improved air quality, the reduction of automobile trips, and the use of alternative modes.

It is recommended that Mather be incorporated into the Folsom-Cordova-El Dorado Hills Transportation Management Association (TMA) to develop and coordinate a comprehensive TSM program aimed at implementing these General Plan policies. This group would be responsible for establishing a specific TSM program through coordination with the County and regional agencies (Regional Transit, SACOG, Caltrans) as well as individual developers and tenants within Mather Field. The TSM program would include a range of measures aimed at reducing auto dependence, including transit incentives, carpooling, preferential parking policies, the development of refueling or recharging facilities for low-emission vehicles, etc. The precise combination of measures adopted by various businesses will depend upon the nature of the operations; however, the TMA should prescribe a minimum trip reduction goal as a threshold.

Each project developer and tenant within the planning area would be required to join the TMA and to financially support the organization. The TMA should be staffed by an Executive Director responsible for providing assistance to project developers and tenants in meeting TSM goals. The Executive Director will work closely with the area developers and tenants to establish employee subsidy programs for encouraging the use of carpools, vanpools and transit. Telecommuting and the use of staggered work hours or compressed work week programs will also be encouraged.

Utilities and Public Services

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Utilities and Public Services text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

At its peak, Mather Air Force Base supported more than 9,000 jobs and 3,000 residents, and provided infrastructure and utility services to the developed portions of the base. As new activities are being planned for Mather Field, optimum use should be made of the existing facilities to reduce up-front capital costs and to promote economic development. However, it is recognized that the existing systems will require substantial upgrades and extensions over the life of the project to meet current County standards and the demands projected by the development program.

This chapter of the Specific Plan describes the program of planned utility improvements required to support the buildout of Mather Field. The Implementation chapter addresses the strategy for their phased implementation over the life of the project.

POLICY M-UT-I: Plan for utility upgrades that meet current County standards over the long term. Place a priority on improvements that meet life safety and minimum performance standards.

Ideally, infrastructure systems at Mather would be replaced or upgraded to meet current County standards. However, such upgrades would be extremely costly to implement up front. In order to allow new revenue generating uses to be established at Mather, priority should be placed in the near term on infrastructure improvements that address minimum life safety standards and meet reasonable levels of performance. Over the long term, as revenue is generated on the site, improvements to achieve County standards would be implemented.

Wastewater System[1]

Existing System

The existing wastewater system serving Mather Field consists of three major subsystems serving the Main Base, residential, and the golf course area at the southeast corner of the site. Collected wastewater is conveyed to the abandoned treatment plant site, where it is combined and transported through the Mather Outfall to the Mather Pump Station, which is operated by the Sacramento Regional County Sanitation District (SRCSD). Wastewater flow is pumped through a 12-inch force main to an interceptor at Kiefer Boulevard and Mayhew Road. At this point, the wastewater is conveyed through the regional interceptor system to the regional treatment plant located in Freeport on the Sacramento River, approximately 13 miles west of the base.

The main sewage outfall facilities consist of one 18-inch and one 21-inch pipe from the Main Base, two 12-inch lines from the base housing area, and one 8-inch line from the golf course. These lines all terminate at the old treatment facilities near the southwest corner of the property. The treatment facilities are no longer in use with the exception of the equalization ponds, which store excess wet weather flows, and a metering station to meter flows which discharge to the county regional system.

Many of the current wastewater facilities are over 50 years old and do not meet existing County standards for new development. However, the system has operated adequately to serve military activities, and portions of the system will be able to serve new development during the initial phases of the project, if adequate rehabilitation work is undertaken to resolve problems of inflow and infiltration. The Mather outfall, pump station and force main facilities are of recent construction and are in good condition, but may not provide sufficient capacity to service buildout of the proposed project.

Several General Plan policies provide guidance regarding the provision of sewer and water service. LU- 73 specifies that sewer and water systems not provide greater capacity than authorized by the General Plan. PF-9 requires that the sewer system accommodate flows for full urban development within the ultimate service area. **(Updated 2016)**

The primary concern regarding upgrades to sewer service at Mather is improving the system to serve projected development. The system does assume inflow from development to the east of Mather Field consistent with the General Plan.

POLICY M-UT-2: Upgrade wastewater facilities as new development occurs

Onsite Collection System. The Main Base is served by adequately sized, but mostly old, sewage collection pipes. In this area, the majority of upgrades to the system will be implemented as new development occurs. Several area wide trunk lines (12 inches or greater), however, will be needed to serve larger areas.

The existing outfall equalization ponds and discharge metering facilities will remain in service for the early development period and be phased out as facilities are repaired or replaced. It is anticipated that the level of proposed development will not create flows in excess of the current base discharge limits contracted with SRCSD. Proposed improvements to the "backbone" wastewater system are described in Figure 28.

Regional Trunk Facilities. The SRCSD Sewerage Expansion Study has identified major future trunk facilities adjacent to and passing through Mather which will serve all future planned development within Mather Field as well as the surrounding region. Timing of these facilities will be crucial for the development of areas that are more remote (e.g., south of the airfield, northeastern quadrant of the base, commercial

[1] The findings and recommendations of this section are based on the “Mather Reuse Infrastructure Analysis” prepared by Nolte and Associates, September 1994.

recreational parcel) and for phased development after the existing system reaches capacity. The proposed trunk lines consist of 33 to 39-inch pipelines within Mather Field.

The Bradshaw Interceptor is anticipated to reach the project site within the next 5 to 10 years, and therefore will be available to assist in intermediate phased development (Phase Two, as described below). The Mather Interceptor, which will convey most of the wastewater flow from south of the airfield, is not planned for future construction until 2004 to 2009. Any areas south of the airfield requiring sewage outfall before this time period may either need an interim outfall or will require early construction and later reimbursement for the regional lines.

POLICY M-UT-3: Rehabilitate or replace, as necessary, the sewer collection system in the residential area prior to reuse of the housing.

The existing sewer collection system in the single-family housing area must be rehabilitated or replaced prior to reuse of the homes. The process for approval of reuse of the housing area should address any maintenance issues that may exist where existing sewer lines are located in the backyard areas of houses, including obtaining sewer easements.

Water System Facilities[2]

Mather has historically been served with groundwater supplied from onsite wells and treatment facilities. The Main Base and housing areas are two distinct geographical service areas in Mather Field. The Strategic Air Command Center is a remote geographic area (south of the runways) served from the Main Base system; the golf course clubhouse is served from the housing system, but the golf course irrigation system is a separate system operated and maintained by the Parks Department. There is an intertie, with limited capacity, between the housing and Main Base systems which has been used only in emergencies.

The water supply facilities consist of four wells within the Main Base Area, five wells within the existing housing area, and centralized treatment in each area where the well water is pumped before entering the distribution system. The treatment consists of iron and manganese filtration at the housing system only, and chlorination at both the housing and the Main Base systems. The base was granted a 1993 permit renewal from the State Department of Health Services to operate the supply system. Storage facilities consist of one 650,000-galion reservoir in the Main Base Area and one 300,000-gallon water tower in the northwestern portion of the base. The housing area is also equipped with a single 500,000-gallon tank.

As of April 1997, not all of the existing water supply and storage facilities are available for use. One housing area well is no longer in service because of concern about movement of a nearby trichloroethylene plume, while another well is offline because of a mechanical failure. In March and April of 1997, three of the four Main Base Area wells tested positive for the chemical perchlorate, and per State Department of Health Services (DHS) directive, cannot be used as a source of drinking water. Therefore, a single well is presently (April 1997) supplying all of the drinking water for this service area. In addition, the 650,000-galion reservoir cannot be used in its existing condition, also per DHS directive.

[2] The findings and recommendations of this section are based on the "Mather Reuse Infrastructure Analysis" prepared by Nolte and Associates, September 1994.

The County has initiated an immediate effort to address supply and storage facility problems. Several projects are scheduled for completion by midsummer of 1997, including: connecting presently underutilized housing area water system to the Main Base system to provide additional capacity to the Main Base Area; replacing the 650,000-galion Main Base reservoir with a one million gallon steel tank; and connecting the hospital to the Arden-Cordova Water Service. Long-term source replacement alternatives for the affected wells are also being evaluated.

Fire flow capacity is also an area of concern related to the water supply and storage systems. The proposed system upgrades (Figure 29) will provide the level of protection required by the local fire district to most locations in the Main Base and housing areas. Capacity is currently limited by pipe size and location, and by insufficient storage. Distribution system improvements are being made with the EDA grant roadway project, and the proposed one million-gallon storage tank will substantially improve storage, thereby improving fire flow capacity.

Future additional supply and storage facilities to meet buildout demand of the project have been projected to include five new wells, each with an average capacity of 1.5 million gallons per day (mgd), and the addition of approximately 4.5 mgd of storage capacity.

POLICY M-UT-4: Provide adequate water supply, storage and distribution facilities to serve existing and new development. Upgrade existing facilities to meet County standards, including those for fire flow.

To convey the ultimate system demands while maintaining adequate system pressures will require a properly sized and looped distribution system. The distribution grid within each development area of Mather will be made up of mostly 10 and 12-inch pipelines, while larger transmission mains up to 16 inches in diameter will be necessary to move demand flows between the supply and storage facilities. In addition to the "backbone" system diagrammed in Figure 29, additional facilities may be required to meet fire flow water pressure requirements.

The condition of the existing distribution system is suspect; operators report frequent leaks, and the age of the system (averaging about 40 years) puts it near the end of its expected life. Numerous valves and fire hydrants are broken and operate poorly. Backflow prevention devices will also be required on all service connections per the County Code. The production, treatment, and storage facilities will require extensive modification just to meet health and safety requirements, and even more extensive upgrades would be required to meet County standards for new facilities.

POLICY M-UT-5: Require water meters to be installed with each new use.

Water meters do not currently exist on the site, and should be installed by each *new* user as development occurs or as land is leased (i.e., retrofit existing services with a change of use).

POLICY M-UT-6: Encourage the use of low-flow fixtures to reduce water consumption.

In order to reduce water consumption and wastewater flows, plumbing fixtures and other water-conserving appliances should be installed in new development and retrofitted in existing development, particularly in the housing area. Water-conserving landscaping will be required per the existing County Code.

General Plan policy CO-35 requires that new development that will generate additional water demand shall not be approved and building permits shall not be issued if sufficient water supply is not available, as demonstrated by Water Supply Assessment and Written Verification processes. Water supply facilities currently allow a *maximum of* 4.6 *mgd of groundwater to be extracted at Mather Field. Based on the historic use of groundwater at Mather and existing facility capacity, it is recommended that the Board of Supervisors find that development commensurate with the existing facility capacity of* 4.6 *mgd be allowed. New water production facilities that would increase water usage beyond this level will not be permitted prior to meeting the requirements of CO-35. The Specific Plan design guidelines provide for the use of drought-tolerant landscaping throughout Mather Field and for the continuation of areas of native grasslands in portions of the Mather Field Regional Park. Some areas of turf and more heavily irrigated landscaping will occur, including in landscape corridors between the street and sidewalk in the active use areas of the Regional Park. Some areas of turf and more heavily irrigated landscaping will also occur in the Main Base open space corridor and in some areas of the Cordova Sports Park. Water conservation in these areas will be encouraged; however, these exceptions should be allowed to meet specific objectives, including active park areas for public use. Mather Lake in the Mather Regional Park will include* a *turfed area on the western edge of the lake, with the remaining north, east and south sides of the lake planned* as a *wildlife preserve, landscaped with native vegetation.* **(Updated 2016)**

Drainage Facilities[3]

Existing Facilities

The existing drainage system for Mather consists of a series of storm sewers, culverts and channels which ultimately discharge into Morrison Creek. Drainage from the northern portion of the project site discharges into a ditch located near Old Placerville Road at the western edge of the site. Drainage flows from the runways are routed through a series of storm sewers which discharge to either a channel parallel to and south of the runways (East Ditch) or a box culvert which runs perpendicular to the western edge of the runways. Offsite drainage flows, generated by properties adjacent to the northern boundary of Mather Field, enter a box culvert that runs under the eastern end of the runways. Runoff from the grassland surrounding the existing runways flows through a network of roadside ditches, culverts and channels, ultimately discharging into Morrison Creek. Drainage from the existing residential housing area is collected by a storm drain system which releases into Morrison Creek. Existing drainage pipelines are located in the streets of the Main Base and the existing housing areas. Existing outfall facilities consist of natural and man-made channels and ditches.

[3] Ibid

In the developed areas of Mather and in the vicinity of the runways, localized flooding does occur due to inadequate and undersized pipes, the lack of drainage facilities (drop inlets, gutters) along existing roadways, and inadequate surface drainage near the southwestern runway approach zone. Overall, the majority of drainage problems at Mather stem from inadequate street grading and drop inlets. Few of the existing streets are graded to drain to drop inlets, and the inlets that do exist are substandard in terms of capacity or design, and generally impede the flow of water into them. One facility of special concern is the West Ditch at the western edge of the aviation support area, consisting of a large open channel discharging to a 7-foot by 11-foot box culvert beneath the airfield. While this facility is adequate for drainage purposes, relocation of the channel would greatly enhance the efficient use and development of the area. The relocation of the West Ditch should be considered, if economically feasible, for creating a larger, more useable parcel.

POLICY M-UT-7: Upgrade and extend existing storm drainage facilities to provide a level of protection that meets current County standards.

Studies undertaken in 1987 indicate that the existing drainage facilities within the Main Base and aviation support area are generally adequate to convey storm runoff from the more frequent two and five-year storms with only moderate ponding. However, the studies determined that the majority of existing facilities within the Main Base and the aviation support area do not have the capacity to convey more intense runoff of the 10-year and 100-year storm events without the occurrence of significant flooding. Other existing systems, including drainage facilities in the existing housing area, were found to be almost entirely inadequate to convey even the two and five-year runoff. In order to meet basic health and safety requirements, most of the local systems will require parallel or replacement facilities.

The existing outfall facilities, including the culvert beneath the runways, are generally adequate to serve the development program. However, peak reduction facilities are recommended upstream of outfall facilities where protection from the 100-year runoff is inadequate. Large diameter pipelines, concrete box culvert structures and improved channels will be necessary to allow higher intensity development to occur in some areas where outfall facilities are undersized or exist as natural swales. Storm water detention ponds are recommended to mitigate increased runoff due to added impervious surfaces. These ponds may also be designed to act as storm water quality facilities for the resulting urban storm runoff.

Proposed improvements to the drainage system are shown in Figure 30. Local improvements (drop inlets, gutters, street grades) will be undertaken as streets are improved. In the interim period, ponding and flooding of streets will occur.

General Plan policy SA-12 requires all new urban development and redevelopment projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans. The proposed drainage system does identify drainage improvements, including potential locations of detention basins, consistent with this policy. Direction provided by the General Plan policies shall be carried out during implementation of the Specific Plan.

Much of the Morrison Creek and its tributaries is within the Regional Park and is planned as a natural area. However, if any development is to occur within the 100-year floodplain, primarily in the commercial recreation district or in the South Airport Industrial area, the requirement of SA-5 must be met. **(Updated 2016)**

Policy M-UT-8: Encourage the realignment of the West Ditch within the North Airport Area to the edge of the site.

A drainage ditch bisecting several parcels in the North Airport Area (parcels A6, A15, A14, A13) diminishes the usable area and efficiency of the parcels. This ditch receives surface water from the entire base and is a site of significant contamination by waste oil and solvents.[4] It is recommended that the drainage channel ultimately be relocated to the northern and western edges of the parcels and be incorporated within the landscape treatment for the adjoining roadways. In addition to improving the useable land area, a realigned facility may also incur less damage to water quality resulting from runoff of adjacent industrial activities. Because realignment is not necessary for drainage requirements, funding of this improvement would be provided by a lessee or site user.

Gas, Electric and Communication Services[5]

The on-base services have been operated and maintained by base personnel, with points of connection from local purveyors at main meters near entrances to Mather Field. It is intended that local purveyors take over or replace the existing facilities, and that the operation and maintenance of the gas and electric services will become the responsibility of these utility companies.

Policy M-UT-9: Provide gas, electric and telecommunication services support to development. The undergrounding of utilities is encouraged, particularly as utility and street upgrades occur.

[4] EIP Associates, "Mather Field General Plan Amendment FEIR", 1994.
[5] Ibid.

Gas. The existing gas system has been reviewed by private utility providers, which have indicated that the existing gas system is inadequate or substandard, and must be replaced and/or upgraded. These upgrades will be provided by the utility company or future developers.

Electricity. Electrical service to Mather will be provided by SMUD, with typical requirements to provide the necessary trenching and conduit. These improvements will be undertaken in conjunction with roadway improvements. Meters to specific buildings will have to be installed by new users as buildings are reused or constructed.

Telecommunications. Communication services to Mather Air Force Base have been provided by Pacific Bell up to the property line, at which point Pacific Bell equipment ends and military equipment begins. There are a fixed number of phone lines available to the site from this boundary. When all of the existing phone lines have been assigned, additional equipment will need to be installed to provide service to users. In order to continue using the existing communications equipment, a private contractor would need to be retained to maintain the system as the military personnel did in the past.

Tenants may also have a telephone company install equipment that better meets their communications needs. This is a common practice with military base conversions. Secondary equipment can be installed off the existing equipment at the property line. Due to regulations, this equipment can only be sized for the applicant's existing service needs.

When public streets are constructed on the property, communications equipment can then be installed that will allow for multiple hookups. Developers would then pay for any necessary equipment beyond 200 feet of the hookup site, along with normal service charges. Until that time, new equipment must be paid for by individual applicants.

Overhead utilities should be placed underground in conjunction with major street improvement projects. Currently, as part of the upgrading of the core circulation system, utilities are being placed underground along the Main Base couplets: Whitehead and Von Karman Streets, and Norden Avenue and Mather Boulevard.

Table 4

Proposed Parks and Recreational Facilities

	Acres
Mather Regional Park	133
Mather Community Park	35
Mather Golf Course	174
Main Base Park	0,004
Total	346

Parks

Mather is planned to become an important focus of parks and recreational activity within the region. An existing 18 hole golf course is incorporated within this park. At the northern edge of the property, the Cordova Recreation and Parks District has obtained a sports complex of approximately 35 acres, including ball fields and recreation buildings. In addition, the central space within the Main Base will be developed as a linear park that will total approximately 4.5 acres (excluding the chapel) for active and passive recreational use. In total there will be nearly 503 acres of parks within Mather Field (See Table 4).

Policy M-UT-10: Establish a regional park that addresses the growing needs for recreational resources in the Sacramento region.

The proposed system of active use parks and open spaces provide a significant contribution to the enjoyment and quality of life experienced within the region. As Sacramento continues to grow and expand, new areas for outdoor recreation and the

preservation of environmental resources will be demanded. **(Updated 2016)**

POLICY M-UT-11: Establish community and neighborhood parks that meet the needs of Mather residents.

When completed, housing will add approximately 12,000 new residents to the site. Based on the Quimby Act standard of 5 acres of community and neighborhood parks per 1,000 residents, 60 acres of community and neighborhood parks must be provided to serve these residents. There will be a significant amount of parkland available to new residents with the surrounding regional parks, as well as the Cordova Recreation and Park District's 35-acre existing sports complex. The provision of neighborhood parks will be reviewed as part of the application for housing development. **(Updated 2016)**

Schools[6]

The two existing schools at Mather Field have been conveyed to the Folsom Cordova Unified School District (FCUSD). The Mather Heights Elementary School is centrally located on approximately 12 acres within the housing area. The capacity of the school is 629 students. The Kitty Hawk Elementary School is located on approximately 11 acres with an associated school open space area of approximately 6 acres. The capacity of this school is estimated to be 212 students.

School capacity for the mixed use development east of Zinfandel Drive will require the construction of new elementary schools. **(Updated 2016)**

POLICY M-UT-12: Ensure that adequate school facilities are available to Mather residents.

Using FCUSD student generation rates, the reuse of the 1,271 housing units and the renovation of 60 single-family transitional housing units at Mather Field would create a demand for 507 elementary school students, 131 junior high students, and 157 high school students (see Table 5). The reuse of the existing elementary school facilities is sufficient to accommodate the demand for elementary school students onsite. The estimated 131 grade 7 and 8 students could be absorbed into existing facilities. The 157 high school students would exceed current facility capacity by an estimated 65 students; however, the District is planning to develop a new high school in the future which would accommodate demand from Mather Field as well as surrounding areas.

Table 5
Projected Student Generation Rates

	Single-Family	Multi-Family	Total
Primary Grades K-6	495	12	507
Junior Grades 7 and 8	127	4	131
High School Grades 9-12	153	4	157
Total	**775**	**20**	**795**

School Generation Rates:
K-6: SF = 0.39; MF = 0.20.
7-8: SF = 0.10; MF = 0.06.
9-12: SF = 0.12; MF = 0.07.

Residential units include 1,271 single-family dwelling units and 60 multi-family transitional housing units.

Source: EIP Associates, Inc.

Public Safety[7]

Fire Protection

Mather Field is within the jurisdiction of the Sacramento Metropolitan Fire District (SMFD). The SMFD has three fire stations that serve Mather Field (with three more as backup within a reasonable proximity). Station 61, located on Folsom Boulevard near Coloma Road, is approximately 2.2 miles from the front gate, with an estimated emergency response time of 6.5 minutes. **(Updated 2016)**

Station 62 is located on Bradshaw Road near Old Placerville Road, and has an estimated response time of almost five minutes to the Old Placerville Road Gate and seven minutes to the main gate. Station 66 is located on Kilgore Road south of White Rock Road, and has a response time of almost five minutes to the property line at International Drive and Data Drive, and a response time of almost six minutes to the front gate. The Insurance Services Office (ISO), the entity that rates fire districts on their ability to defend against major fires, recommends that fire stations be located within 2.5 miles from residential development and 1.5 miles from commercial development.

[6] The data and findings of this section are based on the "Mather Field General Plan Amendment FEIR" prepared by EIP Associates, 1994.

[7] Ibid.

POLICY M-UT-13: Establish adequate fire station facilities onsite in order to service the airport and associated functions, and the remaining industrial, and recreational and housing areas both north and south of the runways.

Adequate fire protection is an important consideration for airports. Most airports with passenger service typically have onsite fire and safety personnel that have specialized training and equipment. Even though Mather is not planned for commercial passenger service, existing station locations outside of Mather Field have response times that would provide a reduced level of protection to the airfield compared with that which would be available with an onsite location. It is recommended that a new fire station be established at Mather Field, either through rehabilitation of the existing fire station located on the airfield apron at the end of Neely Road or at another location deemed suitable by the Sacramento Metropolitan Fire District. **(Updated 2016)**

Fire protection is also of concern for the residential area, which is surrounded by grasslands to be maintained as open space. Use of the existing fire station would necessitate an eventual tie-in of the south end of either Zinfandel Drive or Kilgore Road to Mather Boulevard, to provide an adequate response time to the residential area south of the runways.

The SMFD has recommended that a new station located near Douglas Road and Mather Boulevard may be able to adequately serve all areas of the base from a single location. Establishment and operation of any onsite fire station will be conditional upon adequate capital and operational funding. **(Updated 2016)**

Law Enforcement

POLICY M-UT-14: Provide adequate law enforcement services to Mather.

Law enforcement at Mather will be provided by the Sacramento County Sheriff's Department. The response times for law enforcement services are typically measured as critical calls, which are defined as potentially life threatening situations. Three factors influence average response times: telephone operations, officer transit time, and dispatch queue time. The Peace Officer Standards and Training Commission has set a one to two-minute benchmark for queue time. Sacramento County's queue time increased from 1987 to 1989 from 2.84 to 3.77 in a single minute, indicating a need for additional staff to handle calls. The Department uses an overall goal of one officer per 1,000 population to meet law enforcement demands. Assuming this goal, three new officers would be required to serve the projected resident population of 3,000 persons. Staffing assumes existing resources. Over time, as revenues are generated at the site, law enforcement staff levels at Mather, as well as for the county as a whole, may increase.

Environmental Management

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Environmental Management text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

Introduction

This chapter of the Mather Field Specific Plan addresses issues related to environmental conditions and constraints, including natural resources, hazardous materials, airport noise and safety. Mather Field is composed of nearly 3,000 acres of annual grassland habitat, portions of which remain in open space, while other areas have been intensively used and converted to urban land during its use as an airfield. The open space portions support a diversity of plant and animal species, including sensitive habitats associated with vernal pools, seasonal wetlands and riparian corridors. Mather also contains valuable mineral resources, including construction-grade aggregate deposits. Due to a history of industrial and aviation uses, portions of the site have been contaminated by hazardous materials and wastes. These sites must be remediated consistent with applicable laws prior to reuse. Finally, airport operations will result in noise and safety considerations that will affect land use and development in the vicinity of the airfield. **(Updated 2016)**

Biologic Conditions[1]

Undeveloped portions of Mather Field are composed primarily of annual grassland and Valley-Foothill riparian habitats. Vernal pools and seasonal wetland swales occur within the grasslands, and small amounts of riparian habitats occur along portions of Morrison Creek, Mather Lake, and the several ephemeral tributary drainages that traverse the site. Figure 32 depicts the natural habitats on the site.

[1] This section is based on information contained in the *Mather Field General Plan Amendment Final Environmental Impact Report* prepared by EIP Associates, 1994.

Mather is home to several special status plant and animal species, including species that are listed as threatened or endangered by either the California or Federal Endangered Species Acts. More specifically, in terms of birds and raptors, the Burrowing owl, Northern harrier, Tricolored blackbird and Black-shouldered kite are known to have occurred on the site. In general, these species use the grassland areas for foraging and riparian areas and the margins of Mather Lake for nesting. Several species of concern area associated with vernal pool and seasonal wetland habitats have been observed on the site, including the *Legenere limosa* (plant taxa), *California linderiella* (fairy shrimp), vernal pool tadpole shrimp and Western spadefoot toad. Other special status plant and animal species are suspected to occur on the site, but have not been observed.

POLICY M-EM-1: A policy determination regarding the preservation of vernal pool resources and/or mining of aggregate resources in the South Airport Industrial Subarea shall be made by the Board of Supervisors after completion of both a basewide biological resource study and the Mather Field aggregate resource study.

POLICY M-EM-2: Conserve and enhance habitat for sensitive species consistent with state, federal and local regulations and agreements.

POLICY M-EM-3: Encourage the development of a restoration plan for Morrison Creek within the Regional Park.

POLICY M-EM-4: Utilize grade separations and vegetation rather than fencing to restrain the public from uncontrolled access in open space areas wherever feasible.

POLICY M-EM-5: Provide permanent mitigation for wetlands lost at Mather due to development or aggregate resource extraction.

Several General Plan Conservation Element policies address habitat issues related to the Specific Plan. These include policies CO-70 (include the location, extent, proximity, and diversity of existing natural habitats and special status species to establish preserves, mitigation banks, and restore natural habitats); CO-94 development in the floodway shall be consistent with policies to protect marsh and riparian habitat); and Implementation Measure A (identify suitable habitat for special status species in conjunction with State and Federal Resource Agencies). The General Plan amendment EIR includes a comprehensive discussion of natural biologic resources based on several studies, including a 1990 wetland delineation study conducted for the entire Mather Field project area and additional field reconnaissance done for the environmental document. In addition, further surveys are being conducted as *required by the Specific Plan SEIR. These field studies meet the requirements of policy C0-70. While much of Morrison Creek and its tributaries are part of the regional park, those portions in the commercial recreation/institutional area and South Airport Area must meet the requirements of CO-94. The Specific Plan does not preclude either vernal pool preservation or aggregate mining in the portion of the airport property where both resources coexist. If aggregate mining is to occur other environmental regulations must be met. To meet policies CO-70 and Implementation Measure A, suitable habitat areas are identified in the Specific Plan, including the natural areas in Mather Regional Park and the airport open space area in the vicinity of Morrison Creek.* **(Updated 2016)**

Hydrologic Conditions and Water Quality[2]

Mather Field is located in the Morrison Creek Drainage Watershed. The Morrison Creek stream group is composed of 10 creeks which combine to flow into Beach Lake, approximately 11 miles southwest of Mather Field. Morrison Creek is an intermittent

[2] Ibid.

stream which has been dammed in the northeastern corner of the base property to form Mather Lake. During the summer months, Mather Lake is supplied with water from the Folsom South Canal in order to maintain a stable water level.

Mather Field is not mapped on the Federal Emergency Management Agency (FEMA) September 1988 Flood Insurance Rate Map (FIRM) for Sacramento County. Sacramento County does have water surface elevation information for the portion of Morrison Creek which flows through Mather; however, accurate topographical information is necessary in order to determine base flood elevations on the property.

POLICY M-EM-6: Delineate the 100-year floodplain in consultation with the Army Corps of Engineers prior to reuse of the existing housing or approval of new development.

General Plan policies CO-106 through CO-110 provide direction regarding modifications to channels and watercourses The Specific Plan does not propose specific modifications to any of the channels or watercourses at Mather Field; however, any future development resulting from adoption of the Specific Plan must be consistent with these policies.

In addition to policies on stream channels, the General Plan identifies several policies related to the design of development along Urban Stream Corridors. This policy does not appear to be applicable to creeks within Mather; however, the Land Use Plan for Mather Regional Park identifies the land adjacent to Morrison Creek as a *"natural area," therefore addressing the General Plan policy design concerns associated with urban development. With respect to floodplains, General Plan policies SA-*18 *and SA-19 call for vehicular access to be at or above the 10-year flood elevation and for watercourse crossings not to be allowed unless a detailed hydraulic study is approved by Water Resources and there is found no adverse impact in accordance with the County Floodplain Management Ordinance. These policies must be met for newly created lots. (However, lotting of the existing single-family homes would not be subject to this requirement.)* **(Updated 2016)**

Air Quality[3]

Mather Field lies within the Sacramento Valley Air Basin, which has been classified as a nonattainment area for Ozone by the United States Environmental Protection Agency and a nonattainment area for Ozone and Particulate Matter pursuant to State of California air quality standards. In addition, Sacramento County is designated a nonattainment area for Carbon Monoxide. Regulation of stationary sources and implementation of emissions standards and other requirements of federal and State laws fall under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD).

Historically, Mather criteria air pollutant emissions resulted from aircraft operation and maintenance, use of motor vehicles and support services. New development at Mather will similarly create air quality emissions from construction and operation of new land uses. At buildout, it is estimated that emissions of three "criteria" pollutants, specifically particulate matter, reactive organic gases and nitrogen oxide, will exceed historical emission levels.

Former General Plan policy AQ-15 required that all new major indirect sources of emissions (primarily from automobiles in the Sacramento Valley) be reviewed and modified or conditioned to achieve a *reduction in emissions. A model ordinance ("Indirect Source Review Program, Implementation Guidelines," February* 1995, *SMAQMD) was prepared, reviewed, revised, and brought forward for adoption. The model ordinance* was *used to estimate compliance of the Mather Field Specific Plan with policy AQ-15. As detailed in Table 6, the project meets the 15 percent emission reduction requirement.* **(Updated 2016)**

[3] Ibid

Mineral Resources[4]

The area of Sacramento County immediately surrounding Mather Field is particularly rich in mineral resources. Numerous sand and gravel excavation operations exist in the vicinity of the project site that provide materials suitable for Portland cement concrete, which is demanded by the construction industry. At Mather, construction-grade aggregate deposits have been identified throughout the base property, particularly around the existing runways. It is estimated that 40 million tons, representing a five to eight-year supply of aggregates, could be extracted from the area south of the runways. There are no estimates available for the other sites.

As shown in the Natural Resources map, mining of Mather could degrade sensitive habitat areas, specifically vernal pool complexes and intermittent drainages. Any mining on this site should be done only after more detailed environmental evaluation of the site and preparation of the appropriate mitigation consistent with state and federal regulations.

An additional consideration with respect to potential future mining activity involves noise and, possibly, air quality impacts on future residents. Future mining activity would be undertaken after appropriate noise and air quality studies.

POLICY M-EM-7: Maintain options for extraction of construction-grade aggregate resources.

POLICY M-EM-8: Require environmental review and the preparation of appropriate mitigation plans prior to allowing mineral extraction.

POLICY M-EM-9: Mining activity at Mather shall be preceded by a mining reclamation plan which complements existing and proposed land uses.

[4] Ibid.

Hazardous Waste

Installation Restoration Program (IRP) Sites

There are 69 known contaminated sites at Mather Field, including contaminated groundwater plumes but excluding underground storage tanks. Sources of contamination stem from maintenance and refueling of aircraft and ground support equipment, as well as other base activities, such as fire protection training, disposal and land filling. Contaminated areas on the site include landfills, maintenance and refueling areas, drainage ditches, septic tanks, portions of the industrial sewer system, firing ranges, and leaking underground storage tanks. Primary contaminants on the site include solvents, petroleum products, and various solid wastes. In addition, pesticides, herbicides, asbestos, PCBs, radon, ordnance metals, low-level radioactive waste, landfill gases and medical waste have been identified as potential sources of contamination The U.S. Air Force has successfully remediated the majority of contaminated sites. **(Updated 2016)**

Groundwater

Currently, efforts are underway to determine the extent of groundwater contamination. These efforts have defined the Aircraft Control and Warning (AC&W), Site 7, and the Northeast Plume boundaries as shown in Figure 33; however, the west and south boundaries of the Main Base Plume have not been defined.

Asbestos

Buildings were tested for the presence of asbestos in 1990. Buildings were given a hazard rating of 1 through 6, with 6 requiring no action and lower ratings requiring monitoring, repair or abatement. Most buildings in the airport industrial complex were given ratings of "5 - monitoring" or "6 - no action." The existing housing, educational facilities and enlisted bachelor's quarters (BEQs) were also evaluated for asbestos.

The housing was not rated, as the presence of asbestos is almost exclusively found in floor tiles, which are not considered hazardous unless they are disturbed by sawing or grinding. Educational facility buildings were given ratings of 5, 6 and 3. The BEQs were rated as 5 and 6.

Lead-Based Paint

The housing and BEQs were tested for lead-based paint. Lead-based paint was identified in the existing housing, products, and various solid wastes but did not appear to present a significant hazardous situation. Cinder block wall in the BEQs registered lead concentration levels above the threshold at which abatement is recommended. This study recommended further testing of this area as well as testing of certain child care facilities.

Toxic Remediation Process

As a federal military installation, the Environmental Protection Agency (EPA), Department of Defense (DOD), United States Air Force (USAF), and California EPA will oversee the investigation and remediation of hazardous substances on the site. The DOD oversees its own Installation Restoration Program (IRP) which identifies, characterizes, and remediates environmental contamination at military facilities. In July 1989, the entire base was added to the National Priorities List (NPL) due to the contamination of a potable groundwater aquifer. The California EPA Department of Toxic Substance Control is the lead agency responsible for overseeing the remediation program, consistent with the requirements of federal regulations.

Federal regulations do not permit the conveyance by deed or transfer of title of a contaminated property until remedial systems are in place and demonstrated to be working properly.

POLICY M-EM-10: The County shall work with the Air Force and regulatory agencies to expedite hazardous materials remediation.

POLICY M-EM-11: The County shall work with the Air Force to prioritize areas for remediation based on planned reuse activities.

POLICY M-EM-12: Ensure that sites are remediated to levels consistent with planned land uses.

Airport Noise[5]

Existing Flight Facilities and Aviation Uses

Flight facilities at Mather Field include two parallel runways. The primary runway is 11,301 feet long and 300 feet wide, and the second runway is 6,040 feet in length and 150 feet wide. Both runways are lighted, and the primary runway is equipped with precision navigation systems for all-weather operations. Other flight facilities include an integrated system of taxiways, aprons, and parking aprons. A control tower facility also exists.

Aviation uses currently located at Mather Airport include Trajen Flight Services, the California Air National Guard, the California Department of Forestry, the United States Forest Service and the Sacramento County Sheriff's Operation Bureau.

Sacramento Mather Jet Center is the airport's Fixed Base Operator (FBO) providing aviation gasoline and jet fuel, tie-down and hangar space, and arranging for rental car and other related pilot and aircraft services for general aviation and other civil aviation users. Sacramento Mather Jet Center also manages the general aviation tie-down ramp and provides periodic ramp and runway safety inspections. **(Updated 2016)**

The California Department of Forestry (CDF) Aviation Center is located at Mather Airport. Operations located at the airport include administrative headquarters, a support facility, aviation safety office and a maintenance center. Fixed-wing aircraft are based here in the winter months, when annual inspections and required maintenance are performed. During fire season, May through November, they are dispatched to various air attack centers throughout the state and return only for repairs and maintenance necessary prior to routine maintenance. Helicopters are based at air attack centers throughout the state year-round and come in to the maintenance center for annual inspections.

The United States Forest Service aircraft currently utilize Mather Airport in support of fire-fighting and other emergency operations. Day-to-day personnel are limited to approximately 60 people. When emergencies such as earthquakes, floods or forest fires occur, all necessary emergency response personnel would report to the facility. Additionally, some fire-fighting aircraft would be positioned at the facility during the summer months to respond to forest fires in this vicinity.

The Sacramento County Sheriff Operations Bureau operates a helicopter and fixed wind aerial support functions including helicopter and aircraft maintenance support.

The California Air National Guard (CA ARNG) currently operates an Army Aviation Support Facility at Mather Airport. The CA ARNG aviation program trains aviation crew members and maintains aircraft to ensure readiness for both state and federal emergencies. Approximately 40 helicopters are based at the CA ARNG facility.

Future aviation uses at Mather are planned to include an air cargo center, heavy aircraft maintenance facilities, corporate aircraft

[5] This section is based on information contained in the Draft Mather Airport Comprehensive Land Use Plan, Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties, 1996.

hangars/business offices and helicopter service areas.

Project Noise Contours

Figure 34 illustrates the projected noise levels in decibels Community Noise Equivalent Level (dB CNEL) for the airport at Mather Field. These contours reflect the "worst case" scenario, or a buildout level of 295,000 operations. This level of flight operations is not projected to occur until after the year 2025. State noise standards have deemed residential dwellings, public and private schools, hospitals and convalescent homes, and churches, synagogues, temples, and other places of worship to be incompatible within areas of 65 dB CNEL or greater. As shown in Figure 34, this requirement would not affect the proposed land uses at Mather Field. It has significant implications for areas offsite, specifically to the northeast and southwest of Mather Field.

POLICY M-EM-13: Prevent the encroachment of incompatible land uses on Mather Field.

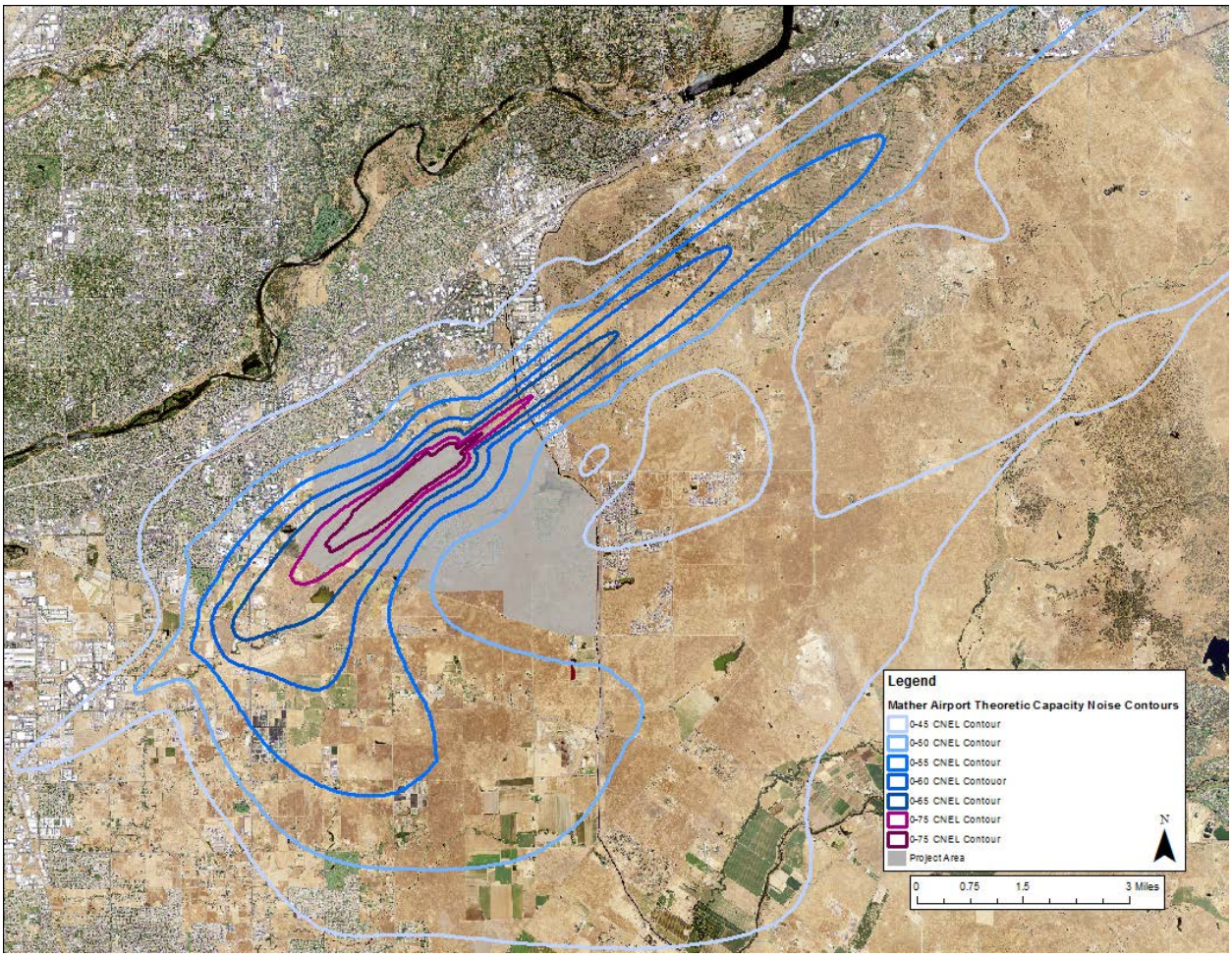
Much of the land affected by the noise associated with aviation operations at Mather Field is currently undeveloped or in uses which are less noise sensitive, such as agriculture or industrial. However, proposals for new development are pending for areas surrounding Mather Field. New uses in these areas should be permitted in conformance with appropriate noise criteria, to ensure the continued viability of the Mather airport.

Airport Safety[6]

In addition to concerns about noise, areas around the runways are a particular safety concern with respect to aircraft operations. These areas are subject to special land use and development controls to ensure that areas around the runways are kept free of obstructions and other hazards to aircraft operations. The Airport Land Use Commission is currently updating the Mather Airport Comprehensive Land Use Plan, which will define airport safety zones and corresponding development restrictions (e.g., height limits, lighting standards) for areas around the airfield.

[6] This section is based on information contained in the Draft Mather Airport Comprehensive Land Use Plan, Airport Land Use Commission for Sacramento, Sutter, Yolo and Yuba Counties, 1996.

Figure 34
(Updated 2016)
Airport Noise Contours



Implementation

Unless otherwise noted as "(added 2016") or "(updated 2016"), the Implementation text and maps were not updated as part of the September 13, 2016 amendment of the Mather Field Specific Plan.

Introduction

This section of the Specific Plan summarizes the regulatory changes, process for approving development requests and the phasing and financing strategy for implementing the plan. This section is a mandatory part of a specific plan as defined by State law, which requires that specific plans include "a program of implementation, measures including regulations, programs, public works projects, and financing measures necessary..." to: 1) achieve the land use plan; 2) build necessary public facilities; and 3) conserve natural resources (Government Code Sec. 65451).

Regulatory Changes

Upon conveyance by the United States Air Force, land use jurisdiction over Mather Field changed from federal jurisdiction to the County of Sacramento. **(Updated 2016)**

POLICY M-IM-1: Establish the regulatory changes and review procedures necessary to implement the Mather Field Specific Plan.

General Plan

This Specific Plan will serve as the basis for changes to the General Plan and zoning for Mather Field to allow new uses and development to be established as described in this plan. A general plan amendment was adopted for the planning area in 1994, setting forth the general nature and extent of development consistent with the policies of this plan. Minor modifications, reflecting changes in property disposition by the federal government, will be made as part of the approval process of this Specific Plan.

Zoning

This Specific Plan includes a zoning component that will allow for unique land use regulations, taking into consideration environmental, historic, architectural, and other site conditions that are not amenable to standard zoning categories. The Special Planning Area will be adopted by ordinance as part of the overall Specific Plan. The requirements for the Special Planning Area (SPA) must include the following provisions as set forth in Chapter 35, Article 6 of the County of Sacramento Zoning Code:

a) A list of permitted uses.

b) Performance and development requirements relating to yards, lot area,

intensity of development on each lot, parking, landscaping, and signs.

c) Other design standards appropriate for the specific site and development.

d) Legal description of property covered by the ordinance.

e) Reasons for establishment of a Land Use Zone on the particular property.

Due to the range of planned land uses and variety in types of new development, the Mather Field planning area has been divided into eight districts for purposes of establishing development standards. These districts correspond with the land use and development considerations associated with the land use plan. Some of the larger districts are further divided into subareas which account for differences in proposed land uses or development types within a larger related district, such as the Airport.

Figure 35 describes the proposed development standard districts for Mather Field. Each district describes requirements for new development with respect to the following:

- Underlying Zoning
- Permitted Uses
- Appeals or Exceptions
- Height
- Lot Size
- Lot Frontage, Width and Depth
- Setbacks: Front and Side Street Yards
- Setbacks: Rear and Interior Side Yards
- Landscaping
- Parking
- Signs Offsite Sign Provisions
- Signs Onsite Sign Provisions
- Perimeter Fencing
- Trash and Recycling Container Enclosures

The specific development standards for each zone are included in Appendix A.

The conditions of approval, mitigation measures, and findings adopted for PLNP2013-00044 are contained in Appendix D. **(Added 2016)**

Development and Design Review Process

In order to implement the provisions of this Specific Plan, a design review process has been established for Mather Field. The purpose of design review is to ensure that all public and private development within the planning area conform to the provisions of this plan, with focus on new construction, exterior improvements, landscaping, signage, lighting and parking. The following discussion summarizes an approach to design review procedures for Mather, which will be refined and developed in more detail as implementation of the plan proceeds. Please contact the Community Development Department, Planning and Environmental Review Division (PER) for a complete description of procedures and' submittal requirements. **(Updated 2016)**

Figure 35 **(Amended 2016)**

No Design Review Required. Interior improvements requiring building permits or exterior improvements of less than $1,000.

Level 0: *Staff Design Review.* This level of review would be conducted by a selected staff committee. Projects reviewed would likely include new building construction under 10,000 square feet; improvements to sites with existing buildings where the value of the improvement is between $1,000 and $100,000; and certain specified stand-alone projects, such as signs. The makeup of the committee may include representatives from SHRA, County PER, and the County Executive's Office.

Level 1: *Design Review Advisory Committee.* The highest level of design review would involve a Design Review Committee appointed by the Board of Supervisors to review more significant development proposals. This would likely include new building construction over 10,000 square feet; improvements to sites with existing buildings where the value of the improvements is greater than $100,000; and all projects requesting an exception from the Development Standards. The composition of the Design Review Committee will likely include representatives of the Mather Committee on Redevelopment (MCR) and the Cordova Planning Advisory Council (CORPAC) as well as an architect or landscape architect, either from SHRA or an outside professional. **(Updated 2016)**

Mitigation Monitoring Report Program

The California Environmental Quality Act (CEQA) requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is the Community Development Department, Planning and Environmental Review Division (PER).

Many of the mitigation measures of the Subsequent FEIR will be incorporated as Performance Standards of the Special Planning Area (SPA) Ordinance. However, some measures were not addressed in the SPA Ordinance, such as measures requiring actions by a public agency or entity independent of project review and development. Therefore, the existing Mitigation Monitoring Report Program (MMRP) will be rescinded, and those mitigation measures not included in the SPA Ordinance will be addressed through adoption of a new MMRP. Monitoring and documenting the implementation of MMRP will be coordinated by PER staff. **(Updated 2016)**

The conditions of approval, mitigation measures, and findings adopted for PLNP2013-00044 are contained in Appendix D. **(Added 2016)**

Processing of Project Development Requests

Application Process

Applications for development, such as rezones, tentative maps, commercial or industrial development plans, use permits and variances, will be reviewed using established Planning and Environmental Review (PER) Division procedures. **(Updated 2016)**

Projects submitted for consideration will be reviewed for consistency with the General Plan and any development standards, design

guidelines, mitigation measures, and other applicable conditions of approval adopted as part of the Specific Plan. Future development proposals on property adjacent to the wetlands preserve shall be reviewed using a surface watershed methodology consisting of modeling vernal pool surface watersheds and flow lines to determine potential effects to vernal pools and associated habitat in the Mather Preserve**. (Updated 2016)**

Environmental Review

Individual project applications must also be reviewed by PER for compliance with CEQA. The Subsequent Environmental Impact Report (SEIR) prepared for the Mather Field Specific Plan will serve as a "master" environmental assessment document. Individual project applications will be reviewed for consistency with the Specific Plan SEIR. If the project is consistent with the Specific Plan and meets the criteria established in Section 15182 of the CEQA guidelines, PER may determine that a separate environmental document is not required, and other appropriate environmental documentation would be prepared. In all other cases, PER shall process the application for preparation of an environmental document pursuant to established procedures. In some cases, individual project applications may require beyond what was provided for in the Specific Plan environmental document. PER will make a determination, after preparing an initial study, as to whether further environmental review is required or whether a Negative Declaration or other appropriate documentation may be used to meet CEQA requirements. **(Updated 2016)**

Design Review and Development Plan Review

Projects may be required to undergo design review as described in the previous section and as adopted in the SPA Ordinance. Where no design review is required, development plan review could be required pursuant to adopted County procedures.

Amendment Procedures

Circumstances may arise where amendments to the adopted Specific Plan should be considered. Amendments to the plan might be required for a variety of reasons, including:

- A new type of land use not discussed in the Specific Plan is introduced.
- Significant changes to the distribution of land uses or other changes affecting land use which may substantially affect the key planning concepts set forth in the Specific Plan.
- Significant changes to the street circulation that would substantially alter the land use or circulation concepts set forth in the Specific Plan.
- Changes to the design guidelines and/or development standards which, if adopted, would substantially change the physical character of the plan area as envisioned by the Specific Plan.
- Any change to the plan which could significantly increase environmental impacts.

Exceptions to the development standards, and interpretations of the design guidelines as approved through the adopted design review process, are not considered an amendment of the Specific Plan.

Amendments to the Specific Plan may be requested by either individual applicants and property owners or by the County. Applications for amendments made by private applicants shall be accompanied by a Specific Plan processing fee to be determined by the Board of Supervisors.

This fee would be in addition to existing fees for accompanying development applications.

Applications for amendments to the adopted Specific Plan shall conform to the requirements set forth in, the Specific Plan Ordinance and Procedures Preparation Guide, Chapter 21.14 of the Sacramento County Code. Plan amendments require approval by the Board of Supervisors after

Planning Commission review and recommendation.

Enforcement

A variety of development regulations and environmental mitigation measures are contained in the Specific Plan, the Mather Field Special Planning Area Ordinance (SPA), and the MMRP adopted for the SEIR. Enforcement of these regulations will be carried out through adopted County procedures as well as through the design review process.

Infrastructure Financing Strategy

The infrastructure financing strategy for Mather establishes a policy framework for financing the infrastructure required to serve new development in the Specific Plan area. A detailed financing plan will also be needed to establish the steps needed to finance public improvements at Mather. The purposes of the financing strategy are to:

1. establish the policy framework for financing the required major public infrastructure;
2. specify the major public facilities to be upgraded, constructed or acquired in association with the development of the plan area;
3. identify a strategy for phasing the construction of facilities associated with the market demand for development;
4. provide assurance that facilities needed to serve the plan area are constructed when they are needed over the buildout time frame; and
5. describe the sources of funding to pay for the infrastructure.

Former General Plan policy LU-8 required that infrastructure financing plans be approved together with the approval of zoning for any urban uses in urban growth areas. Furthermore, the resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas. The Infrastructure Financing Strategy that will be adopted along with the Mather Field Specific Plan will address a portion of this requirement. In addition, existing Mather Field is a former military base, and has urban uses and infrastructure in place. This existing infrastructure meets the intent of former Policy LU-8 for development of existing urban areas. Therefore, some development has and will continue to occur utilizing existing infrastructure prior to *adoption of the Financing Plan. However, prior to the approval of actions that would constitute an entitlement (including parcel maps, subdivision maps, use permits or variances); the Mather Field Public Facilities plan must be adopted.* **(Updated 2016)**.

The implementation of the infrastructure financing strategy will be controlled by several significant funding factors:

- Ability of early development phases to use existing infrastructure prior to the funding of new or reconstructed infrastructure;
- Ability of the infrastructure to be phased so public and private land uses within Mather can financially support the planned improvements;
- Ability to apply lease, sale, and conventional development fee and special tax revenue to the infrastructure program;
- Timing of funding from tax increment revenue to a fund portion of the improvements;
- Ability of Mather to receive state and federal funding (such as the EDA grant to be used for infrastructure improvements in the Main Base area) in a timely manner and to fund some of the infrastructure improvements; and
- Timing of toxic remediation of affected parcels by the federal government.

As a result of these factors, the objectives of the implementation strategy of the Mather Field Specific Plan are to:

- Initiate development to begin generating lease, fee, special tax, and increment revenue without significant infrastructure cost;
- Phase infrastructure in manageable and fundable increments; and
- Leverage revenue from state, federal, and other nondevelopment sources.

Phasing

POLICY M-IM-2: Phase infrastructure improvements in accordance with new development and the reuse of existing facilities in order to minimize up-front investment.

Infrastructure phasing is a critical component of this capital financing plan for Mather. In order to implement the Specific Plan, the initial infrastructure investment must be minimized to keep initial cost burdens within feasible limits. The County has received an EDA grant of almost $8.8 million to fund the upgrade of existing roadways, construction of new roadways, relocation or replacement of utilities, construction of an airport terminal building, and the improvement of landscaping at the entry to the project in the Main Base Area. This represents the first major infrastructure improvement at Mather.

The phasing strategy is to utilize the existing infrastructure to the greatest extent possible. The phasing of the improvements is planned to be implemented opportunistically and minimize up-front, speculative infrastructure improvements.

The pace of development will respond to market conditions. The installation of the infrastructure will be phased to correspond with the pace of development and the requirements of the County. As part of the development process, the planned phasing of infrastructure will be continually updated to make sure that adequate traffic, sewer, water and storm drainage capacity is in place to serve each increment of development.

Public-Private Development Approach

POLICY M-IM-3: Ensure that all development (new and existing) at Mather contributes to the funding of the infrastructure improvements and maintenance regardless of public or private ownership.

The Mather Field Specific Plan is a true public-private venture. The land has been conveyed to and operated by various County departments, including the Department of Airports, Department of Parks and Recreation, and Department of Military Base Reuse, as well as other government entities. The reuse of the base will require a joint effort between these public agencies and the private sector. The Specific Plan reflects a diverse mixture of public-oriented and revenue-generating land uses through the combination of the commercial and industrial land, the operation of the airport, and the vast amount of parkland included in the Specific Plan.

The Mather Field Specific Plan has a variety of features that will require a unique approach to implementation. Some of the key features include:

1. A substandard utility system.
2. A majority of the land is, or will be, owned by the County.
3. The land converted through a Public Benefit Conveyance must remain in ownership by the County (or other relevant public entity), and can only be developed through a land or building lease.
4. The infrastructure improvements, management, maintenance and other costs must be funded, to a large degree, out of proceeds generated by the sale or lease of property.
5. Revenues generated by airport property must be used to subsidize future airport operating costs.

In light of the unique elements of a military base conversion and the key features at

Mather, the implementation of the Mather Field Specific Plan will be driven by a combination of public policy and private market forces. A coordinated strategy of public and private financing undertaken in an orderly sequence will be required to implement the plan. Overall, the implementation strategy for the Mather Field Specific Plan strives to leverage limited public and private resources in a way that achieves the most beneficial and cost-effective results over the life of the project.

The Capital Improvement Program

The Capital Improvement Program (CIP) provided in Appendix C contains a summary of the major public facilities to be constructed, upgraded or rehabilitated to accommodate the development of the plan area, associated facilities costs and funding sources. Phasing of the infrastructure improvements included in the CIP will be dependent upon market conditions and available funding.

POLICY M-IM-4: Allocate infrastructure costs among properties based on the principle of benefit received. A fair share cost allocation shall be established for all development that benefits from required infrastructure. These allocated costs should either be covered by direct construction and dedication, "in-kind" contributions and/or participation in financing entities and mechanisms.

The total backbone infrastructure and facility costs for Mather Field are estimated to be approximately $114.6 million, as shown below. These are planning level estimates that are subject to change as more information is made available and as the Public Facilities Financing Plan is reviewed and adopted.

Backbone Infrastructure And Facility Costs	**$ Millions**
Roads	$53.1
Wastewater	19.9
Water	24.0
Drainage	6.3
Fire Protection	2.3
Electric	3.8
Natural Gas	3.5
Telecommunications	1.7
Total Backbone Infrastructure And Facilities Costs	**$114.6**

The infrastructure cost estimates above include only the backbone infrastructure costs, and not necessarily local parcel-serving infrastructure. For example, costs of local/collector roads which are expected to be constructed (upgraded or new) to provide direct access to individual development parcels are excluded from the above costs. Also, local collector sewer laterals and local water lines under 10 inches are not included in the cost estimates. Local infrastructure costs are typically funded by development at the time of development.

Included in the proposed roadway improvements are accommodations for future transit service by Regional Transit. The accommodations generally consist of bus turnouts at major intersections, but also include a transfer station area on Armstrong Avenue between Von Karman Street and Whitehead Street, bus turnouts on Mather Boulevard, Norden and Whitehead Streets, and provisions for bus stops on MacReady and Superfortress Avenues. The latter improvements are being completed as part of the EDA grant project.

Sources of Funding

POLICY M-IM-5: Use "pay-as-you-go" financing whenever possible. Debt financing shall be limited to circumstances where other methods are unavailable, inappropriate, or not cost effective for infrastructure financing.

POLICY M-IM-6: Establish mechanisms for assuring the timely construction of public improvements, dedication of necessary public lands and right-of-way, and reimbursement of disproportionate costs. Over sizing of public improvements, if required to serve planned development, shall be reimbursed from future development as provided by County ordinances or other provisions, such as Area of Benefit fees, an Integrated Financing District, or Cost Reimbursement Program.

POLICY M-IM-7: Fund, in part, the rehabilitation of existing substandard infrastructure systems conveyed to the County through the countywide utility rate base.

POLICY M-IM-8: Use net proceeds from development at Mather to finance improvements to the infrastructure system. Net proceeds represent all lease and sale proceeds after expenses. The reinvestment of development proceeds will help spur additional development at Mather.

POLICY M-IM-9: Establish the necessary institutional framework for proposed financing entities and arrangements.

Table 7 presents a matrix showing the costs and potential revenue sources. Tax increment revenue is projected to generate $26 million funding, and the EDA grant has generated $6.9 million for roadway improvements.

The Mather Field Public Facilities Cost Burden column of Table 7 shows the net required funding for the infrastructure system at Mather. After deducting projected revenue from tax increment, the EDA grant and the remaining funding sources, the County must generate $32 million to finance the infrastructure improvements at Mather. This funding is traditionally generated through a development impact fee program or a debt financing program, such as a special assessment district or a Mello-Roos Community Facilities District. However, in the case of Mather; where the County is the primary land owner, an alternative funding strategy must be utilized. The primary funding to cover the net infrastructure costs will be generated through the following three sources:

1. Net development proceeds generated from the sale or lease of County property at Mather;
2. State and federal grants; and,
3. Infrastructure charges assessed to development on County property.

The infrastructure charge can be collected as a one-time charge at the time of development or be financed as part of the land or building lease. The net development proceeds (profits) must also be used to finance new infrastructure improvements which, in turn, should help spur additional development on the base.

The following subsection identifies specific funding sources associated with the County's infrastructure upgrade responsibilities. This discussion is followed by an overview of federal, state and local revenue sources that should be pursued by the County as well as other entities in funding Mather's capital upgrades.

The financing and implementation of required improvements will depend on the availability of state and federal funds, the economic climate at the time the funding source is implemented, the willingness of governing bodies and local citizens to fund the region-serving improvements, and the success of the County in generating surplus operating revenues that can be leveraged to provide bonding capacity. Given the range of available instruments, this subsection profiles key sources of capital financing. Specific details regarding debt structure must be determined through subsequent analysis. The following represents a general discussion of each source and its potential for Mather's capital improvement needs.

Debt-Financing Sources. The County and other entities servicing Mather may use land-secured financing measures to fund infrastructure for which it is responsible. The State Assembly is proposing a new source of debt financing for military base reuse projects. Assembly Bill 3060, the Military Base Conversion Bond Act would authorize a State General Obligation Bond for the purpose of financing infrastructure improvements at closed military bases. Loans would be provided to the Local Reuse Authority. Other debt financing measures potentially include Mello Roos and assessment district financing.

- **Debt Financing Districts**: Overall, this analysis assumes that it will be difficult to burden future property owners with traditional land-secured assessments, given market considerations and potential values. If land-secured assessments are used at Mather, the building and land leases should include a provision that earmarks a share of the revenue for bond payments. Furthermore, a share of land sale proceeds should be used to retire a portion of the debt at the time the property is sold. The following discussion of debt financing districts and assessments is for general information. The appropriateness of each individual item discussed will need to be considered in more depth once construction and financing are initiated.

  Debt financing districts can be used by a jurisdiction to obtain up-front financing for projects benefiting defined areas or developments. The two most commonly formed districts are special assessment districts and Mello-Roos Community Facility Districts (CFDs). The advantage of an assessment district or a Mello-Roos CFD is that facilities can be built ahead of the development that causes the need for those facilities.

- **Special Assessment Districts:** Special assessments have been extensively used in California to fund public improvements and services. Assessments are not considered to be taxes, since they are used to pay for improvements that directly benefit land. As such, assessment methodologies should assess land owners in proportion to the benefits they derive from the subject improvement or service. General economic principals of special assessments include:

  - Money raised must be for a public purpose.
  - The subject improvement must benefit a defined and limited land area.
  - The assessment should not exceed the cost of the improvement (including bond financing if applicable).
  - The assessment on an individual parcel must be proportional to the benefit received.

  The Benefit Assessment Act of 1982 allowed for the development of assessments for drainage, flood control and street lighting. A 1989 amendment to the Act added street maintenance assessments. A special assessment district encompassing the entire plan area (excluding or exempting existing residential units) could be formed to finance major backbone infrastructure, including road, water, sewer and drainage improvements. This method could be particularly useful for financing up-front costs.

- **Mello-Roos CFD Special Tax**: A Mello-Roos Community Facilities District is similar to an assessment district, except that it is funded through a special tax rather than an assessment secured by a property lien. Also, Mello-Roos districts can be used to finance improvements that are of "general benefit," such as schools and fire stations. Since a Mello-Roos tax is defined as a special tax under Article XIII(A) of the State Constitution, it requires a two-thirds approval by landowners or registered voters in the district.

- **Enterprise Revenue-Based Funding**: In addition to land-secured techniques as discussed above, the County can capitalize user fees and/or lease revenue for purposes of funding capital improvements.

Potential revenue sources for this purpose include the golf course green fees, land and building lease revenues, monthly sewer and water charges, and user fees. This subsection briefly outlines several potential funding mechanisms for nonproperty-secured debt.

- **Lease Revenue Bonds:** The County or, a nonprofit corporation may issue lease revenue bonds to finance capital improvements for facilities that are leased to a public agency. For example, if the County enters into a long-term lease with a public agency on any part of Mather, lease revenue bonds could be issued to finance improvements whereby debt service is paid through lease revenue. The bonds are considered to be direct debt of the lessor and are payable solely from lease payments received from a public agency other than the issuer. Typically, full title to the improved facility reverts to the lessee after the debt is retired.
- **Public Enterprise Revenue Bonds**: These bonds may be paid from the revenues of the enterprise that issues the bonds. Typical enterprises issuing such bonds include water and sewer districts and bridges. Revenues typically include connection fees and tolls. Issuers include public corporations, cities, counties, special districts, and public utility districts. In some cases, a majority vote may be required.

Local Revenue Sources

- **Sale of Mining Rights**: Significant opportunities exist during the development program to generate revenue from aggregate extraction for the infrastructure program and to fund airport operations. If aggregate extraction is allowed in the planning area, it may be possible to use a portion of the revenues generated from this activity or have the company extracting the aggregate directly fund a portion of the Douglas Road extension. Environmental issues must be addressed if aggregate extraction is pursued.
- **County-Allocated Funding**: The County has access to several funding sources for financing Mather's infrastructure requirements. These sources include a loan from the Fixed Asset Allocation Fund, gas tax revenue, and other County discretionary funds. Other state and federal funding sources typically available to counties may become available. However, several of these programs are currently underfunded. Although state and federal sources are not assumed to be available for Mather, it is recommended that the County pursue such funding with all due diligence**.**
- **Landscape and Lighting Maintenance District**: Landscape and lighting districts (LLDs) may be used for installation, maintenance and servicing of landscaping and lighting through annual assessments on benefiting properties. LLDs can be used to fund the construction and maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or paving, and drainage facilities. LLDs are currently used in other parts of the county**.**
- **Redevelopment Tax Increment Funding:** A redevelopment area was established in 1995 for portions of the former Mather AFB. The tax increment funding revenue available from the Mather AFB Redevelopment Project Area will play a significant role in the overall infrastructure funding package. Tax increment revenue is the property tax increment derived from the assessed value growth over the base assessed value at the time the Redevelopment Area was established. Twenty percent of the tax increment is required to be set aside for low and moderate-income housing. Other portions of the tax increment are committed to other agencies or for specific projects. The remaining uncommitted increment is available for public improvements, housing, or other related projects in the Redevelopment Area. However, tax increment revenue is limited in the early years of development and will not be available to fund a significant amount of infrastructure during this period.

State Revenue Sources: There are several State programs and funding sources for transportation improvements that could be targeted for funding Mather Field transportation improvements. These include the State Transportation Improvement Program (STIP), Interregional Road System (IRRS) Program, the Flexible Congestion Relief Program, the Congestion Management Program, and the State-Local Transportation Partnership. These programs are important sources of funding for local governments in California and are very competitive and limited relative to need. This analysis does not assume that revenue from these sources would be available, but the County is encouraged to apply for any or all of these funds to the extent possible.

Federal Revenue Sources

- **Air Force Funding**: The Air Force is assumed to fund remediation of contaminated sites before conveyance. In addition, the Air Force and other federal tenants are widely expected to pay a pro-rata share of operations and maintenance related to ongoing tenancy at Mather.
- **Federal Base Closure-Related Funding**: Research by the National Commission for Economic Conversion and Disarmament (ECD) suggests that communities hosting base closures in the 1990s have access to fewer federal economic development grants than did communities subject to base closures in the 1960s and 1970s. Compounding this issue is the recent emphasis on environmental cleanup, which was not addressed to the same degree in the first generation of base closures in the 1960s and 1970s.

  It is assumed that the federal government, via the Air Force, will be responsible for funding environmental remediation. Beyond remediation, the availability of federal funds is unknown. Thus far, the County's receipt of federal funds for Mather Reuse has been limited to Office of Economic Adjustment (OEA) grants for "soft costs" such as surveys, land use planning, local staffing, and feasibility studies. The County should continue to pursue federal planning grants and other funds that are targeted to base reuse communities.

Appendix A

Mather Field Development Standards

SPA ZONING CATEGORIES

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Underlying zone	Shopping Center (SC), Business and Professional Office (BP), Industrial Office Park (MP)	Open Space (O) zone	Limited Commercial (LC) zone
Permitted uses	Commercial, office, and residential uses.	Open space and passive recreational uses, and existing buildings.	Those uses permitted in the LC zone as listed in Section 225-41.
Appeals or exceptions	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.
Existing structures	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.	All existing structures shall be considered legal nonconforming.
Height	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards, Section 315-44 **except Section 315-44(c) shall have a maximum height limit of 65 feet.** **Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.** *… if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels … may have structures and buildings erected to a height not to exceed 65 feet … exceptions may be allowed to a 150-foot maximum, however, cannot exceed 2.5 FAR as provided in Section 301-22.*	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards, Section 315-44. **Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.** *… if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels … may have structures and buildings erected to a height not to exceed 40 feet … exceptions may be allowed to a 150-foot maximum, however, cannot exceed 2.5 FAR as provided in Section 301-22.*	General height standards, Section 301-20 through 301-25 and the Commercial Development Standards, Section 315-44. **Deviations related to height standards and restrictions shall be made in accordance with the Mather Design Review process.** *… if contiguous to a residential parcel, structures or buildings may not exceed 24 feet in height. All other parcels … may have structures and buildings erected to a height not to exceed 40 feet … exceptions may be allowed to a 150-foot maximum, however, cannot exceed 2.5 FAR as provided in Section 301-22.*
Lot size	*No minimum w/ water & sewer per commercial standards.*	*No minimum w/ water & sewer per commercial standards.*	*No minimum w/ water & sewer per commercial standards.*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Lot frontage, width & depth	**Each lot shall have at least 50 feet of public or private street frontage and lot width and adequate building area to serve the intended use.** (New standard written to encourage frontage on streets in the main base subarea.)	No minimums required.	LC Standards, Section 225-42 *Individual lot frontage on a public street is not required; however, lots shall have sufficient width & depth to maintain yard areas & adequate building area to serve the intended uses.*
Setbacks: Front & side street yards	**Along all streets in the main base subarea, setbacks may vary between 13 feet and 25 feet. A minimum side street yard setback of 13 feet is required; however, no maximum side street yard setback is required. Setbacks are measured from the back of the public street right-of-way.** **New off-street parking areas must be set back a minimum of 50 feet from Whitehead and Ecknes Streets, unless lot depth is less than 50 feet.** (Parking requirement is proposed to encourage frontage of buildings along Whitehead and Eknes as no other use is allowed.)	Commercial Standards, Section 315-42(b). *There shall be a front and side street yard of at least 50 feet between any structure or use … and the public street right-of-way. Such yard may be reduced to a minimum of 25 feet provided that for each square foot of additional buildable area created …, an equivalent area of planter or landscaped area is provided in the corresponding front or side street yard. Such planter or landscaped areas shall be in addition to the planter and landscaped areas required in Section 315-45 of this Article and shall be subject to all the provisions of this Section.*	Commercial Standards, Section 315-42(b) *There shall be a front and side street yard of at least 50 feet between any structure or use … and the public street right-of-way. Such yard may be reduced to a minimum of 25 feet provided that for each square foot of additional buildable area created …, an equivalent area of planter or landscaped area is provided in the corresponding front or side street yard. Such planter or landscaped areas shall be in addition to the planter and landscaped areas required in Section 315-45 of this Article and shall be subject to all the provisions of this Section.*
Setbacks: Rear yard & interior side yard	Commercial Standards, Section 315-43(b, c, d, e, & f) *There shall be a rear yard and an interior side yard of at least 25 feet between any structure … and the boundary line of any adjacent residential, … recreation, agricultural, or agricultural-residential … zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.*	Commercial Standards, Section 315-43(b, c, d, e, & f) *There shall be a rear yard and an interior side yard of at least 25 feet between any structure … and the boundary line of any adjacent residential, … recreation, agricultural, or agricultural-residential … zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.*	Commercial Standards, Section 315-43(b, c, d, e, & f) *There shall be a rear yard and an interior side yard of at least 25 feet between any structure … and the boundary line of any adjacent residential, … recreation, agricultural, or agricultural-residential … zone; otherwise a rear or interior side yard is not required. Exceptions allowed including for mechanical equipment.*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Landscaping	Commercial Standards, Section 315-45 all other commercial zones **The 5-foot wide planter or landscaped area may be within the street right-of-way between the edge of the street and the sidewalk. Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. Trees must be planted no further apart than 25 feet on center. Delete requirement to increase planter size to 8 feet for at least 7 feet of every 50 feet of frontage along street rights-of-way. No curbing is required to bound the planter.** *A planter or landscaped area is required 5 feet wide adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the 5 feet area above. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk. The planter shall be bounded by a curb at least 6 inches high, & shall include shrubs, hedges, and other natural growth, or other features such as berms designed to form a partial visual screen at least 3 feet in height. Landscaping near street & driveway intersections shall not exceed 2.5 feet in height.*	Institutional Standards, Section 320-05 **The 25-foot landscape area shall be measured from the edge of the street pavement. Sidewalks may be included within the setback area.** **Landscaping shall be installed in the street right-of-way from the back of curb, excluding the sidewalk. If approved by the Community Development Director, or his designee, a portion of the required 25-foot landscape corridor may be within the public street right-of-way.** **The requirement for landscaping forming a visual screen shall not apply.** *A planter or landscaped area at least 25 feet wide adjacent to all public street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and the outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the 25 feet area above, unless waived by the Community Development Director. A planter or landscaped area is required at least 6 feet wide adjacent to the interior boundary lines of all adjoining residential, recreation, agricultural-residential, or agricultural zones or uses.*	Commercial Standards, Section 315-45 *A planter or landscaped area is required 5 feet wide adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the 5 feet area above, unless this requirement is waived by the Community Development Director or his designee. The planter width shall be increased to at least 8 feet for at least 7 feet of every 50 feet of frontage along street rights-of-way. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk. The planter shall be bounded by a curb at least 6 inches high & shall include shrubs, hedges, and other natural growth, or other features such as berms designed to form a partial visual screen at least 3 feet in height. Landscaping near street & driveway intersections shall not exceed 2.5 in height.* *For landscaped areas:* *--an irrigation system & live landscaping shall be provided & maintained.* *--shall be protected from vehicle encroachment.* *--may be combined with appropriate pedestrian walks & similar hard surface areas if not >25%.* *Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surfaces.*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Parking	**Sections 330-01-through 330-150 with the following exceptions:** **Section 330-20. Retail Stores & Shopping Centers. On-site parking shall be provided at a minimum ration of at least 3.0 spaces and a maximum ratio of not more than 5 spaces for every 1,000 square feet of gross floor area. Any on–street parking spaces immediately adjacent to the commercial use may be counted in the total parking requirements.** **Section 330-22. Offices. On-site parking shall be provided at a minimum ration of 3.0 spaces and a maximum ratio of 5 spaces for every 1,000 square feet of gross floor area.** **See setback section for setback requirements for new parking areas.** **Any additional parking may be located off-site in a County designated parking area. However, the County retains the right to develop these off-site parking lots for future development and to ultimately eliminate these parking spaces.** **For all other uses, up to 25% of the on-site parking requirements may be met if off-site County designated parking areas are available; however, the County retains the right to develop these off-site parking areas for future development and to ultimately eliminate these parking spaces.** **Joint use parking is allowed pursuant to Section 33-92.5. A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.**	**Newly constructed parking lots and spaces are not permitted; however, parking lots and spaces associated with existing uses and structures are permitted and may be upgraded. The standards of the zoning code shall apply unless an exception is granted through the adopted Mather Field Specific Plan design review process.**	Parking Standards, Sections 330-01 through 330-150. *Addressed by use in the zoning code Sections 330-20 to 330-69. For example, retail stores require 4.5 spaces for every 1,000 sq. ft. of gross floor area. See Sections 330-90 through 330-100 for development standards.*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Signs: Off-site sign provisions	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**
Signs: On-site sign provisions	Special Sign District Standards, Section 335-60 through 66 with the stated modifications. **The maximum sign area of the monument sign shall be 56 square feet. The maximum height shall be 5 feet. No minimum setbacks are required as long as minimum landscaping requirements are met pursuant to Section 335-63(e) and the sign is in proportion to the scale of the building and the setback.** Section 335-20(a) for Commercial and Industrial Standards for signs attached to buildings. *In summary, monument signs are allowed; off-site directional signs are not permitted and signs attached to buildings are allowed. See the text of the sign standards for a more complete description of requirements.*	Special Sign District Standards, Section 335-60 through 66 with the stated modifications. **The maximum sign area of the monument sign shall be 56 square feet. The maximum height shall be 5 feet. No minimum setbacks are required as long as minimum landscaping requirements are met pursuant to Section 335-63(e) and the sign is in proportion to the scale of the building and the setback.** Section 335-20(a) for Commercial and Industrial Standards for signs attached to buildings. *In summary, monument signs are allowed; off-site directional signs are not permitted and signs attached to buildings are allowed. See the text of the sign standards for a more complete description of requirements.*	Commercial and Industrial Standards, Section 335-20 and 21. **The maximum square footage of any individual sign shall not exceed 56 square feet. In addition, the maximum square footage of all signs combined shall not exceed 56 square feet.** *See zoning code text for complete description. The following is a very brief summary only.* *In general, for signs attached to buildings, the total area of all signs attached to a building … with a 50-foot or greater setback from the street right-of-way line, … shall not exceed 3 square feet per foot of building frontage. No sign … shall project above the roof of a building … with some exceptions allowed.* *In general, directory signs shall not exceed 56 square feet. Directory pole/monument signs … shall be set back not less than 10 feet from*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
			existing public street improvements or right-of-way line… The maximum height … shall be 25 feet. *In general, non-directory signs shall be allowed an area of 1 square foot per foot of the public street frontage with a maximum of 56 square feet. Nondirectory pole signs … shall be set back not less than 10 feet from existing public street improvements of right-of-way line … The maximum height … with a 10-foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.* *See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.*
Perimeter fencing	**Only open ornamental fencing is permitted. Any deviations from this standard shall be subject to the Mather Design Review process.**	**Only open ornamental fencing is permitted. Any deviations from this standard shall be subject to the Mather Design Review Committee.**	Section 301-60 through 66. *Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.*

	SPA ZONING CATEGORIES		
	Main Base District		
	Main Base District	**Open Space Subarea**	**Limited Commercial District**
Trash & recycling containers, enclosures	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property*.	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
Underlying zone	Industrial Office Park (MP), Light Industrial (M-1)	Industrial Office Park (MP), Light Industrial (M-1). See also the Mather Field Airport Master Plan.	See the SPA text and the Mather Field Airport Master Plan.
Permitted uses	Those uses permitted in the M-P and M-1 zones as listed in Section 230-11.	Those uses permitted in the M-P and M-1 zones as listed in Section 230-11 and other airport related activities.	Airport related activities.
Existing structures	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.	All existing structures shall be considered legal non-conforming.
Appeals or exceptions	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.
Height	General height standards, Section 301-20 through301-25 and the Industrial Development Standards, Section 325-04. *No building or structure … shall have a height greater than 100 feet. …(if) contiguous to a … (residential parcel), said structure or building may not exceed 24 feet in height … or a use permit is required. See zoning code for complete text.*	General height standards, Section 301-20 through 301-25 and the Industrial Development Standards, Section 325-04. *No building or structure … shall have a height greater than 100 feet. …(if) contiguous to a … (residential parcel), said structure or building may not exceed 24 feet in height … or a use permit is required. See zoning code for complete text.* Section 325-04(b). If no other site or development plan review process is required, th**e** height exceptions may be permitted pursuant to Section 301-22. If an equivalent design or development plan review process is required, height exceptions up to 150 feet may be permitted through that review process.	Pursuant to the review and approval of the Department of Airports.
Lot size	M-1 Land Use Zone Standards, Section 2302-24. *No minimum w/water & sewer per industrial standards.*	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
Lot frontage, width & depth	M-1 and M-2 Industrial Standards, Sections 230-25 & 34. *Adequate depth to provide the setbacks and yards as required & reasonable buildable area to serve the intended use.*	No minimums required. Not applicable under sublease situations.	No minimums required. Not applicable under sublease situations.
Setbacks: Front & side street yards	**There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way.**	**There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way. Where landscaping is not otherwise required, the remaining portions of either the front or side street yard may be used for off-street parking.**	**There shall be a front and side street yard of at least 25 feet between any structure or use and the public street right-of-way. Where landscaping is not otherwise required, the remaining portions of either the front or side street yard may be used for off-street parking.**

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
Setbacks: Rear yard & interior side yard	Industrial Standards, Section 325-02 (b & c) **These setback requirements shall not apply to the adjacent Specific Plan Airport District but shall be interpreted to apply to the adjacent Recreation District.** *Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not less than 15 feet.* *Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.*	Industrial Standards, Section 325-02 (b & c) **These setback requirements shall be interpreted to apply to the adjacent Main Base District.** *Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not less than 15 feet.* *Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.*	Industrial Standards, Section 325-02 (b & c) **These setback requirements shall be interpreted to apply to the adjacent Main Base District, Office Subarea and Recreation District.** *Rear Yard: A rear yard shall not be required except where the rear of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a rear yard of not less than 15 feet.* *Side Yard: A side yard shall not be required except where the side of a lot in the M-1 or M-2 zone abuts a lot in any residential zone …, O, C-O, AR-1, AR-2, or BP zone, in which case there shall be a side yard of not less than 10 feet.*
Landscaping	**A planter or landscaped area is required at least 25 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 25-**	**A planter or landscaped area is required at least 5 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 5-foot area above, unless this requirement is waived by the Director of Community Development or his designee. Trees shall be planted no further apart than 50 feet on center, at least 5 feet but no further than 10 feet from the back of the sidewalk or, if no sidewalk, edge of right-of-**	**A planter or landscaped area is required at least 5 feet wide, measured on a horizontal plane and excluding curbing, adjacent to all street rights-of-way, excluding approved driveway entrances. Any area within the street right-of-way between the edge of the sidewalk and outer edge of the right-of-way shall be developed as a planter or landscaped area in conjunction with the required 5-foot area above,**

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
	foot area above, unless this requirement is waived by the Director of Community Development or his designee. Trees shall be planted no further apart than 50 feet on center either between the curb and sidewalk or within the landscaped area adjacent to the edge of the roadway right-of-way subject to the approval of the Mather Design Review process. The planter shall include native landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height. **The requirements of Section 315-45 (c, d, e, f, and g) shall apply.** *Requirements include:* – *an irrigation system and live landscaping shall be provided & maintained.* – *protected from vehicle encroachment.* – *may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas.* – *they shall be cared for and*	**way. The planter shall include landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.** **The requirements of Section 315-45 (c, d, e, f, and g) shall apply.** *Requirements include:* – *an irrigation system and live landscaping shall be provided & maintained.* – *protected from vehicle encroachment.* – *may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas.* – *they shall be cared for and maintained.*	**unless this requirement is waived by the Director of Community Development or his designee. The planter shall include landscape plantings as described in the Mather Field Specific Plan Design Guidelines. Landscaping near street and driveway intersections shall not exceed 2.5 feet in height.** **The requirements of Section 315-45 (c, d, e, f, and g) shall apply.** *Requirements include:* – *an irrigation system and live landscaping shall be provided & maintained.* – *protected from vehicle encroachment.* – *may be combined with appropriate pedestrian walks & similar hard surface areas if not > 25%. Ornamental rock or gravel areas, artificial turf etc. are hard surface areas. Transit passenger waiting shelters are not hard surface areas.* – *they shall be cared for and maintained.*

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
	maintained.		
Parking	Parking Standards, Sections 330-01 through 330-150. **A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.** *Addressed by use in the zoning code Sections 330-20 to 330-69. For example: Section 330-56, manufacturing plants, requires the greater of either 1 space for each employee and each company operated vehicle or 1 space for every five hundred square feet of gross floor area and each company operated vehicle; Section 330-58, warehouses, warehouses and storage buildings shall provide 1 space for each employee plus 1 space for each company operated vehicle or 1 space for every 2,000 square feet of gross floor area, whichever is greater; or Section 330-60(c), other industrial uses, requires the number of parking spaces determined to be necessary by the Director of Community Development or his designee based upon the anticipated maximum occupant load. See Sections 330-90 through 330-100 for development standards.*	Parking Standards, Sections 330-01 through 330-150. **A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.** *Addressed by use in the zoning code Sections 330-20 to 330-69. For example: Section 330-56, manufacturing plants, requires the greater of either 1 space for each employee and each company operated vehicle or 1 space for every five hundred square feet of gross floor area and each company operated vehicle; Section 330-58, warehouses, warehouses and storage buildings shall provide 1 space for each employee plus 1 space for each company operated vehicle or 1 space for every 2,000 square feet of gross floor area, whichever is greater; or Section 330-60(c), other industrial uses, requires the number of parking spaces determined to be necessary by the Director of Community Development or his designee based upon the anticipated maximum occupant load. See Sections 330-90 through 330-100 for development standards.*	Pursuant to regulation by the Department of Airports.

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
Signs: Off-site sign provisions	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**
Signs: On site sign provisions	Commercial and Industrial Standards, Sections 335-20 and 21. **Unless otherwise specified in these Specific Plan Standards, all other provisions of the zoning code applicable to M-1 zoning shall apply.** *See zoning code text for complete description. The following is a very brief summary only.* *In general, for signs attached to buildings, the total area of all signs attached to a building … with a 50-*	Commercial and Industrial Standards, Sections 335-20 and 21. **Unless otherwise specified in these Specific Plan Standards, all other provisions of the zoning code applicable to M-1 zoning shall apply.** *See zoning code text for complete description. The following is a very brief summary only.* *In general, for signs attached to buildings, the total area of all signs attached to a building … with a 50-foot or greater setback from the street right-of-way line, … shall not exceed 3 square feet per foot of building frontage … No sign … shall project above the roof of a building … with some exceptions allowed.*	Pursuant to regulation by the Department of Airports.

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
	foot or greater setback from the street right-of-way line, … shall not exceed 3 square feet per foot of building frontage … No sign … shall project above the roof of a building … with some exceptions allowed. *In general, directory signs shall not exceed 200 square feet. Directory pole/monument signs … shall be set back not less than 10 feet from existing public street improvements or right-of-way line…. The maximum height … shall be 25 feet.* *In general, non-directory signs shall be allowed an area of 1 square foot per foot of the public street frontage with a maximum of 200 square feet. Nondirectory pole signs … shall be set back not less than 10 feet from existing public street improvements of right-of-way line … The maximum height … with a 10-foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.* *See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.*	*In general, directory signs shall not exceed 200 square feet. Directory pole/monument signs … shall be set back not less than 10 feet from existing public street improvements or right-of-way line…. The maximum height … shall be 25 feet.* *In general, non-directory signs shall be allowed an area of 1 square foot per foot of the public street frontage with a maximum of 200 square feet. Nondirectory pole signs … shall be set back not less than 10 feet from existing public street improvements of right-of-way line … The maximum height … with a 10-foot setback from the street right-of-way line shall be 10 feet. The height of the sign may be increased one foot for each foot the setback of the sign is increased, provided, however, the maximum height of the sign shall not exceed 25 feet in any case.* *See zoning code for spacing, illumination and off-site sign requirements. Illuminated signs are allowed as specified.*	

SPA ZONING CATEGORIES			
	Industrial District	**Mather Airport District**	
		North Airport Industrial Subarea	**Airport Runway and Environs**
Perimeter fencing	Section 301-60 through 66. *Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.*	Section 301-60 through 66. *Open security fences are permitted such as wrought iron or chain link; however, adjacent to streets shall be wrought iron only. Fences or walls are (generally) not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.*	Pursuant to regulation by the Department of Airports.
Trash& recycling containers, enclosures	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*	Section 315-50 and 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*

SPA ZONING CATEGORIES		
	The Recreation District (*The Mather Regional Park*)	**The Single Family Housing District**
Underlying zone	See the SPA text and the Mather Regional Park Land Use Plan.	See the SPA text.
Permitted uses	Passive and active recreation uses and commercial and office uses related to recreational activities as identified in the Mather Regional Park Land Use Plan.	Residential uses.
Existing structures	All existing structures shall be considered legal non-conforming.	Per private application.
Appeals or exceptions	All deviations to the Development Standards shall be subject to the Mather Design Review Process. Use permits and variances shall be processed according to adopted zoning code standards.	Per private application and existing zoning code standards.
Height	Commercial Development Standards, Section 315-44. **These standards shall apply to structures within 100 feet of a residential parcel. In the active recreation areas, structures up to 150 feet may be approved without an exception if approved as part of the Mather Design Review process.** *If contiguous to a residential parcel, 24-foot maximum or a use permit is required. Otherwise, 40-foot maximum, exceptions allowed to a 150-foot maximum, however, cannot exceed 2.5 FAR.*	Per private application.
Lot frontage, width & depth	Not applicable.	Per private application.
Setbacks: Front & side street yards	Commercial Standards, Section 315-42(b) *At least 50 feet between any structure & the public street right-of-way. Can be reduced to 25 feet if for each square foot of additional buildable area created, an equivalent square foot of additional planter or landscaped area is provided in the corresponding front or side street yard.*	Per private application.
Setbacks: Rear yard & interior side yard	**Pursuant to the requirements of the Mather Regional Park Land Use Plan except where adjacent to a residential use, a 25-foot setback is required for all structures, active use areas, parking areas or similar or related uses.**	Per private application.
Lot Size	Not applicable.	Per private application.
Landscaping	Pursuant to the Mather Regional Park Land Use Plan	Per private application.

SPA ZONING CATEGORIES		
	The Recreation District (*The Mather Regional Park*)	**The Single Family Housing District**
Parking	Parking Standards, Sections 330-01 through 330-150. **A request for a parking reduction may be processed and approved in conjunction with approval through the adopted Mather Field Specific Plan design review process.** *Addressed by use in the zoning code Sections 330-20 to 330-69. See Sections 330-90 through 330-100 for development standards.*	Per private application.
Signs: Off-site sign provisions	**Any off-site directional signs must be a part of a Mather Field-wide coordinated sign program developed by Sacramento County unless a conditional use permit is approved by the Planning Commission. The findings listed in Section 335-33(b) shall apply. Any off-site sign must be a monument type sign; each sign may not exceed 56 square feet in area and 6 feet in height.** **Any existing off-site directional signs in existence at the time of adoption of the Mather Field Specific Plan will be considered a non-conforming use and must be removed within 60 days of written request from the Sacramento County Department of Military Base Conversion.**	Per private application.
Signs: On-site sign provisions	**The number of signs shall be determined by Sacramento County consistent with provisions of the Mather Regional Park Land Use Plan. Each individual sign (free-standing or signs attached to buildings) shall not exceed 60 square feet (computation of area pursuant to zoning code section 130-160). The maximum height of any sign shall be 6 feet. All signs shall be setback a minimum of 10 feet from the public street right-of-way. Setbacks from non-public streets shall be determined by the Sacramento County Park and Recreation District.**	Per private application.
Fencing	Section 301-60 through 64. *Open security fences are permitted such as wrought iron or chain link. Fences or walls are not permitted within the setback areas of the front and side streets. Screened fences are required for outside storage of materials and equipment. See zoning code for complete description.*	Per private application.
Trash & recycling containers, enclosures	Section 315-50 through 51. **For the purposes of interpreting this section, residential uses are equivalent to residentially zoned property.** *Trash & recycling containers shall be within an enclosed masonry area, with a surrounding wall of at least 6 feet but no higher than 8 feet. The enclosure shall be consistent with the architecture of the area in which it is located. The enclosure shall be located at least 25 feet from any public street and 15 feet from the edge of pavement of a private street and 25 feet from any residentially zoned property.*	Per private application.

Appendix B

Road Improvement and Maintenance Standards

Road Improvement and Maintenance Standards

Road Maintenance Standards

Tertiary Roadways

Signs and Markings. Perform periodic inventory for adequacy of existing traffic control devices; recommend warning and regulatory signs as necessary. Replace signs that have lost their reflective quality. Replace striping that is seriously below standard. Demarcate fixed objects. Repair or replace damaged signs with the standard response level.

Street Lights and Traffic Signals. Many street lights have low wattage and obtain their service from buildings. These lights may be considered as non-county lights. Perform an inventory of those lights that may have systems. Maintain the function of those systems that fall wholly within the right-of-way with the standard response level.

Pavement. Response priority for pavement repair can be considered low and will concentrate on maintaining the pavement in a sage, passable condition. A programmed resurfacing or rehabilitation treatment shall not be applied unless there are economic advantages as determined by the Department of Transportation.

Sweeping. For significant spills only.

Curb, Gutter and Sidewalk. Do not include in replacement inventory. Make temporary repairs with asphalt concrete.

Trees. Trim as necessary for passage of vehicles. Remove limbs in roadway. Low response priority.

Culverts and Bridges. Remove debris as specific flooding is identified. Low response priority.

Roadside Ditches. Mow or spray for visibility and when vegetation prevents storm water from leaving the roadway only. Clean ditches as specific flooding is identified. Low response priority.

Litter Removal. Remove debris in roadway. No roadside pickup. Low response priority.

Drain Inlets and Laterals. Respond to inlet blockage as specific flooding is identified. Low response.

Fencing and Walls. Remove damaged structures for pedestrian safety concerns only.

Toxic Spills. Same response as normal County roads.

Graffiti Removal. None.

Landscaping. Maintain the function of those irrigation systems that fall wholly within the right-of-way worth the standard response level. Perform periodic mowing or spraying to keep growth to a 6-inch maximum height. No applications of fertilizers, weed controls. aeration or edging.

Secondary Roadways

Signs and Markings. Perform periodic inventory for adequacy of existing traffic control devices; recommend warning and regulatory signs as necessary. Replace signs that have lost their reflective quality. Replace striping on a periodic cycle. Demarcate fixed objects. Repair or replace damaged signs with the standard response level. This is to County standards.

Street Lights and Traffic Signals. Maintain the function of those lighting systems that fall wholly within the right-of- way with the standard response level. A programmed rehabilitation schedule shall not be applied unless there are economic advantages to do so. Install safety lighting as necessary.

Pavement. Response priority for pavement repair can be considered moderate and will concentrate on maintaining the pavement in a sage, passable condition. A programmed resurfacing or rehabilitation treatment shall not be applied unless there are economic advantages as determined by the Department of Transportation.

Sweeping. For significant spills and periodic sweeping on designated bike routes only.

Curb, Gutter and Sidewalk. Do not include in replacement inventory. Make temporary repairs with asphalt concrete.

Trees. Trim as necessary for passage of vehicles, and trim limbs and roots that create potential hazards. Remove limbs in roadway. Low response priority.

Culverts and Bridges. Perform periodic safety inspections. Replace culverts as prioritized with other locations within the county. Remove debris as specific flooding is identified. Moderate response priority for flooding.

Roadside Ditches. Mow or spray for visibility and when vegetation prevents storm water from leaving the roadway only. Clean ditches as specific flooding is identified. Moderate response priority.

Litter Removal. Remove debris in roadway and from roadside. Moderate response priority.

Drain Inlets & Laterals. Respond to inlet blockage as specific flooding is identified. Moderate response priority.

Fencing and Walls. Remove damaged structures tor pedestrian safety concerns only.

Toxic Spills. Same response as normal County roads.

Graffiti Removal. Remove graffiti on County-owned facilities.

Landscaping. Maintain the function of existing irrigation systems with the standard response level. A programmed rehabilitation treatment of the existing irrigation system shall not be applied unless there are economic advantages as determined by the Department of Transportation. Perform periodic mowing or spraying to keep growth to a four-inch maximum height. No applications of fertilizers, weed controls, aeration, or edging.

Primary Roadways

It is assumed that the EDA roadway improvement project will upgrade those facilities within the project limits to the current County standards, maintained to the standard level. On those primary roadways not included in the EDA project, the following standards shall apply:

Signs and Markings. Same response as normal County roads.

Street Lights and Traffic Signals. Maintain the function of those lighting systems that fall wholly within the right-of way with the standard response level. A programmed rehabilitation schedule shall build upon the "backbone" system that will be installed by the EDA project and prioritized with other locations within the County.

Pavement. Same response as normal County roads. A programmed resurfacing schedule shall be prioritized with other locations within the County.

Sweeping. Same response as normal County roads.

Curb, Gutter and Sidewalk. Include damaged sections in replacement inventory and prioritized with other locations within the County.

Trees. Same response as normal County standards.

Culverts and Bridges. Perform periodic safety inspections. Replace culverts as necessary. Remove debris as specific flooding is identified. Same response as normal County roads.

Roadside Ditches. Same response as normal County roads, including upgrades to enhance drainage.

Litter Removal. Same response as normal County roads.

Drain Inlets and Laterals. Same response as normal County roads.

Fencing and Walls. Same response as normal County roads, including replacement.

Toxic Spills. Same response as normal County roads, including graffiti that is visible from the street.

Landscaping. Maintain the function of existing irrigation systems with the standard response level. A programmed rehabilitation schedule shall build upon the "backbone" system that will be installed by the EDA project and prioritized with other locations within the County. Perform increased mowing cycles and the applications of fertilizers, weed controls, aeration or edging.

Road Improvement Standards

Primary Roadways

In general, the County Improvement Standards will apply as modified by the road configuration and landscaping shown in the Specific Plan. These improvements could be deferred for a short time when existing buildings are occupied; however, an in-lieu fee would be taken for construction of the improvements with a larger future project, where the whole block can be addressed.

Street Lights. The installation of decorative streetlights that are consistent with the EDA roadways should be encouraged in the Main Base Area. On the remainder of the streets, standard streetlights would be installed.

Frontage Improvements. Install road widening to the ultimate width identified in the Specific Plan and construct standard curb and gutter with appropriate longitudinal profile to establish road drainage and provide a variable overlay to transition the new lip of curb to the existing road grade. Install or augment existing sidewalks and ramps to comply with Americans with Disabilities Act standards. Improve corner radii so that bus turning movements can be accommodated. Small radii should be installed on intersections with one-way streets to discourage wrong-way turns and shorten the crosswalk length.

Landscape Improvements. A landscape master plan should be prepared for each design district, and the plantings and irrigation should be installed per that plan.

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made, and the adequacy of the existing facilities shall be made by the various County departments.

Secondary Roadways

Street Lights. The installation of decorative streetlights that are consistent with the EDA roadways should be encouraged in the Main Base Area. On the remainder of the streets, standard streetlights would be installed

Frontage Improvements. Install or augment existing sidewalks and ramps to comply with ADA standards.

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made, and the adequacy of the existing facilities shall be made by the various County departments.

Tertiary Roadways

Water Distribution, Sanitary Sewer and Stormwater Drainage. Assessment of the existing facilities for condition and capacity will be made and the adequacy of the existing facilities shall be made by the various County Departments.

APPENDIX C

Capital Improvement Program

Capital Improvement Program

MATHER FIELD ROADWAY SYSTEM

Proposed roadway projects that are needed to accommodate traffic with build out of the Mather Field Specific Plan land uses and costs allocated to Mather Field are identified below and shown in Exhibit No. 1. The proposed funding sources for the roadway projects are as follows:

1.	Mather Field Public Facilities Financing Plan Fees	$20,061,683
2.	Economic Development Administration (EDA) grant	$6,919,451
3.	Tax Increment	$26,000,000
4.	Sacramento Housing and Redevelopment Agency	$108,433
5.	Rancho Cordova Recreation and Parks District	$33,433
	Total	$53,123,000

MATHER FIELD ROADWAY SYSTEM CAPITAL IMPROVEMENT PLAN

Projects	Limits	Improvement (share of cost)	Financing Plan Cost
1. Mather Blvd/Norden Ave	Macready Ave to Bleckley St	One way couplet/2-lane arterial 100%)*	$2,900,000
2. Von Karman St/Whitehead St	Lower Placerville Rd to Macready Ave	One way couplet (100%)	$2,300,000
3. Airport Terminal Access	Macready Ave to Superfortress Ave	One way couplet (100%)	$700,000
4. Mather Blvd	Bleckley St to Douglas Rd	2-lane arterial/overlay (100%)	$1,000,000
5. Femoyer St extension	Lower Placerville Rd to International Dr	2-lane collector (100%)	$800,000
6. Excelsior Rd/Douglas Rd	Kiefer Blvd to Jackson Rd	4-lane arterial (100%)**	$2,200,000
7. Douglas Rd	Zinfandel Dr to Property Line	6-lane thoroughfare (100%)*	$1,300,000
8. Zinfandel Dr	Douglas Rd to Mather Blvd (new)	6-lane thoroughfare (100%)*	$2,300,000
9. Mather Blvd	Femoyer St to Zinfandel Dr	4-lane arterial (100%)*	$4,000,000
10. Eagles Nest Rd	South of Douglas Rd	realignment (100%)	$500,000
11. Spaatz Way	Neely Way to Routier Rd	2-lane collector (100%)	$1,800,000
12. Routier Rd	Old Placerville Rd to Kiefer Blvd	4-lane arterial (100%)**	$4,000,000
13. Douglas Rd	Mather Blvd to Kiefer Blvd	4-lane arterial (100%)*	$4,300,000
14. Main Base Collector Streets	Various locations	2-lane collectors (100%)	$6,800,000
15. Eagles Nest Rd	Douglas Rd to Kiefer Blvd	4-lane arterial (100%)*	$3,700,000
16. Mather/Whitehead & Macready/Mather	Intersections	traffic signals (100%)	$80,000
17. Mather Field Rd	International to Lower Placerville Rd	Reconstruct entrance (100%)	$130,000
18. Kiefer Blvd	Routier Rd to Sunrise Blvd	2-lane arterial (11%)	$990,000
19. Douglas Rd	Property Line to Sunrise Blvd	6-lane thoroughfare (45%)*	$3,500,000
20. Eagles Nest Rd	Kiefer Blvd to Jackson Rd	2-lane arterial (75%)**	$2,100,000
21. Sunrise Blvd/Jackson Rd	Intersection	Widening/Signal modification (15%)	$110,000
22. Excelsior Rd/Kiefer Blvd	Intersection	Widening/Signal installation (41%)	$160,000
23. Sunrise Blvd/Kiefer Blvd	Intersection	Widening/Signal installation (27%)	$60,000
24. Florin Rd	Bradshaw Rd to Grant Line Rd	4-lane arterial (27%)**	$3,140,000
25. Jackson Rd (SR 16)	Bradshaw Rd to Grant Line Rd	4-lane arterial (9%)**	$1,320,000
26. Douglas Rd	Sunrise Blvd to Grant Line Rd	4-lane arterial (4%)**	$300,000
27. International Dr	Current end to Sunrise Blvd	6-lane thoroughfare (45%)*	$2,500,000
28. Entry Kiosk & Corridor Improvement	Mather Field Rd. & Block S. of Armstrong Ave.	Landscaping & Kiosk Turnout (100%)	$133,000
		GRAND TOTAL	**$53,123,000**

Notes: * Indicates Raised Median

** Indicates Striped Median with Two Way Left Turn Lane

Prepared by: Public Infrastructure Planning and Financing Section 2/20/97

Source: Transportation Division

Capital Improvement Program

MATHER FIELD SANITARY SEWER SYSTEM

Proposed sanitary sewer system improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 2.

SRCSD FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
Folsom - Bradshaw Interceptor	3,600 LF	$4,320,000
Mather Interceptor	13,300 LF	$7,980,000
	TOTAL	**$12,300,000**

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
replace manhole frame & cover	4 EA	$5,200
reset manhole frame & cover	17 EA	$14,900
construct inside drop (manhole)	35 EA	$41,200
treat manhole for roots	6 EA	$1,600
reconstruct manhole components	30 EA	$38,400
reconstruct manhole	2 EA	$11,300
remove manhole steps	50 Manholes	$24,900
cured-in-place point repair	119 LF	$133,400
mechanical point repair	29 EA	$56,700
treat pipe for roots	29,800 LF	$68,000
sliplining	11,500 LF	$829,900
replace pipe < 20 feet	141 Locations	$233,300
replace pipe > 20 feet	6,100 LF	$575,700
cut protruding lateral	3 EA	$1,900
construct access road	1 LS	$143,700
	TOTAL	$2,180,100

Capital Improvement Program

MATHER FIELD WATER SUPPLY SYSTEM

Proposed water supply improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 3.

SACRAMENTO COUNTY WATER AGENCY ZONE 40 FACILITIES & COSTS		
Item	**Quantity**	**Estimated Cost**
10" water line	28,500 LF	$1,111,500
12" water line	20,300 LF	$913,500
14" water line	8,500 LF	$459,000
16" water line	4,000 LF	$264,000
1 MGD Well w/Treatment	5 EA	$7,312,500
1.0 MG storage tank	1 EA	$1,275,000
1.5 MG storage tank	2 EA	$3,825,000
	sub-total*	$15,160,500
ZONE 40 48" Transmission Main	15,000 LF	$2,000,000
	TOTAL	**$17,160,500**

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

SACRAMENTO COUNTY WATER MAINTENANCE DISTRICT FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
water meter and cross-connection retrofit	1 LS	$230,000
	TOTAL	**$230,000**

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
10" water line	2,500 LF	$165,000
upgrade wells	5 EA	$112,500
	sub-total*	$277,500
distribution system rehabilitation with valves and hydrants	1 LS	$175,000
mechanical and electrical system rehabilitation	1 LS	$85,000
	TOTAL	**$537,500**

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

Capital Improvement Program

MATHER FIELD WATER SUPPLY SYSTEM (CONTINUED)

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS**		
Item	**Quantity**	**Estimated Cost**
10" water line	4,000 LF	$156,000
10" water line (existing street)	38,600 LF	$2,547,600
12" water line	3,000 LF	$135,000
12" water line (existing street)	4,200	$302,400
14" water line (existing street)	4,700 LF	$430,500
16" water line	6,000 LF	$396,000
upgrade wells	4 EA	$90,000
add booster pump	1 EA	$67,500
0.5 million gallon storage tank	1 EA	$750,000
	sub-total*	$4,875,000
distribution system rehabilitation with valves and hydrants	1 LS	$175,000
mechanical and electrical system rehabilitation	1 LS	$85,000
replace 0.65 million gallon reservoir	1 EA	$1,000,000
	sub-total	$1,260,000
	TOTAL	**$6,135,000**

*Estimated using "MATHER REUSE INFRASTRUCTURE ANALYSIS" BY Nolte & Associates (June 1994)

**Improvements & rehabilitation of existing Sacramento County Water Maintenance District facilities in developed areas or associated with EDA Grant Roadway Project

Prepared by: Public Infrastructure Planning and Financing Section 3-14-97
Source: Water Resources Division

Capital Improvement Program

MATHER FIELD STORM DRAINAGE SYSTEM

Proposed storm drainage improvements that are needed to accommodate Mather Field Specific Plan land uses are identified below and shown in Exhibit No. 4.

SINGLE FAMILY HOUSING AREA FACILITIES AND COSTS (Project Area "B")		
Item	**Quantity**	**Estimated Cost**
36" Concrete pipe	3,000 LF	$282,700
drop inlet	60 EA	$165,300
overland release	1 LS	$507,500
	TOTAL	**$955,500**

SACRAMENTO COUNTY WATER AGENCY ZONE 11A FACILITIES AND COSTS (Project Area "C")		
Item	**Quantity**	**Estimated Cost**
54" Concrete drain pipe	2,000 LF	$307,400
48" Concrete drain pipe	7,700 LF	$960,190
36" Concrete drain pipe	9,700 LF	$914,200
concrete channel	2,000 LF	$435,000
earth channel	2,800 LF	$203,000
5' x 5' box culvert	1 LS	$18,850
6' x 8' box culvert	1 LS	$244,180
detention basins	1 LS	$1,327,180
	TOTAL	**$4,410,000**

Capital Improvement Program

MATHER FIELD STORM DRAINAGE SYSTEM (CONTINUED)

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS*		
Item	**Quantity**	**Estimated Cost**
15" Concrete drain pipe	220 LF	$13,400
18" Concrete drain pipe	370 LF	$23,100
24" Concrete drain pipe	1,340 LF	$85,500
30" Concrete drain pipe	680 LF	$51,300
36" Concrete drain pipe	2,640 LF	$248,900
42" Concrete drain pipe	1,800 LF	$196,800
54" Concrete drain pipe	400 LF	$61,500
Manhole	18 EA	$49,600
drop inlet	80 EA	$220,500
Pipe outfall structure	1 EA	$2,900
	TOTAL	**$953,500**

*Stormwater Utility facilities within Project Area "A"

Prepared by: Public Infrastructure Planning and Financing Section 2-25-97
Source: Water Resources Division

Capital Improvement Program

MATHER FIELD FIRE PROTECTION FACILITIES & EQUIPMENT

Proposed fire protection facilities and equipment needed to accommodate Mather Field Specific Plan land uses are identified below.* The fire station site location has not been established.

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN COSTS FOR FIRE PROTECTION INFRASTRUCTURE INCLUDING FIRE STATION, ENGINE COMPANY AND GRASS UNIT*

ON-SITE FIRE STATION

• Building	$1,500,000
• Land	$ 500,000
• Furnishings	$ 50,000
sub total	$1,825,000

ENGINE COMPANY

• Apparatus	$250,000
• Equipment	$ 50,000
sub total	$300,000

GRASS UNIT

• Apparatus	$150,000
• Equipment	$ 25,000
sub total	$175,000

TOTAL	**$2,300,000**

*Note: Operation of the new fire station is conditional upon the availability of either sufficient fire district general funds for ongoing personnel and other operational costs, or an independent decision by the fire district to relocate personnel from other community fire stations to Mather Field, as part of an overall comprehensive Fire Station Master Plan process, which is currently under development. Furthermore, costs listed do not include funds for aircraft crash/fire/rescue equipment for use in protecting Mather Airport.

Prepared by: Public Infrastructure Planning and Financing Section 3-8-97
Source: Sacramento Co. Fire Protection District

Capital Improvement Program

MATHER FIELD ELECTRIC DISTRIBUTION FACILITIES

Proposed electric distribution facilities relocations needed to accommodate the EDA Grant Roadway Project and system improvements needed to accommodate Mather Field Specific Plan land uses through 1998 are identified below.

SACRAMENTO MUNICIPAL UTILITIES DISTRICT (SMUD) FACILITIES & COSTS

SMUD Electric System Improvements Through 1998 $3,216,000

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS

SMUD Facilities Relocations (identified below and shown in Exhibit No. 5) to Accommodate EDA Grant Roadway Project $600,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
Aerial to Underground Relocation of Overhead Electric Distribution Lines	4,200 LF	$344,500
Raise Manhole Lids	6 EA	$6,000
Relocate Cubicle (switch gear)	1 EA	$20,000
Relocate Transformer	1 EA	$10,000
Reroute or Remove Overhead Electric Distribution Lines	4,000 LF	$115,000
Relocate Overhead Electric Distribution Lines	4,000 LF	$88,000
Relocate Overhead Electric Distribution Lines (double feeder)	550 LF	$16,500
	TOTAL	**$600,000**

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97
Source: Sacramento Municipal Utilities District

Capital Improvement Program

MATHER FIELD TELECOMMUNICATIONS FACILITIES

Proposed telecommunications facilities relocations needed to accommodate the EDA Grant Roadway Project and system upgrades and system improvements needed to accommodate Mather Field Specific Plan land uses through 1996 are identified below.

ELECTRIC LIGHTWAVE, INC. (ELI) FACILITIES & COSTS
System Purchase Price, New Fiber, Cable, And Electronics
Through End Of 1996 $925,000

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS
ELI and Sacramento County Department of Airports Facilities Relocations (identified below and shown in Exhibit No. 5) to Accommodate EDA Grant Roadway Project $818,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
ELI Facilities Relocations to Accommodate EDA Grant Roadway Project		
Adjust, Remodel, Relocate or Reconstruct Manhole to Conform to Roadway Grade	25 EA	$35,000
Relocate Pole	5 EA	$2,000
Relocate Manhole	7 EA	$133,000
Relocate Duct (conduit) Structure	3,600 LF	$144,000
Relocate Copper Cable	3,600 LF	$46,000
Place Copper Splices Associated with Relocation of Copper Cable	38 EA	$32,000
Aerial to Underground Relocation of Overhead Pole Lines	9,041 LF	$360,000
Aerial to Underground Relocation of Overhead Service Laterals	1,200 LF	$48,000
	sub total	$800,000
Sacramento Co. Dept. of Airports Facilities Relocations to Accommodate EDA Grant Roadway Project		
Aerial to Underground Relocation of Overhead Deluge System Fire Alarm Circuit	900 LF	$18,000
	TOTAL	**$818,000**

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97
Source: Electric Lightwave, Inc. and Sacramento County Department of Airports

Capital Improvement Program

MATHER FIELD NATURAL GAS FACILITIES

Proposed natural gas facilities relocations needed to accommodate the EDA Grant Roadway Project and system improvements needed to accommodate Mather Field Specific Plan land uses are identified below.

MATHER FIELD UTILITIES (MFU) FACILITIES & COSTS

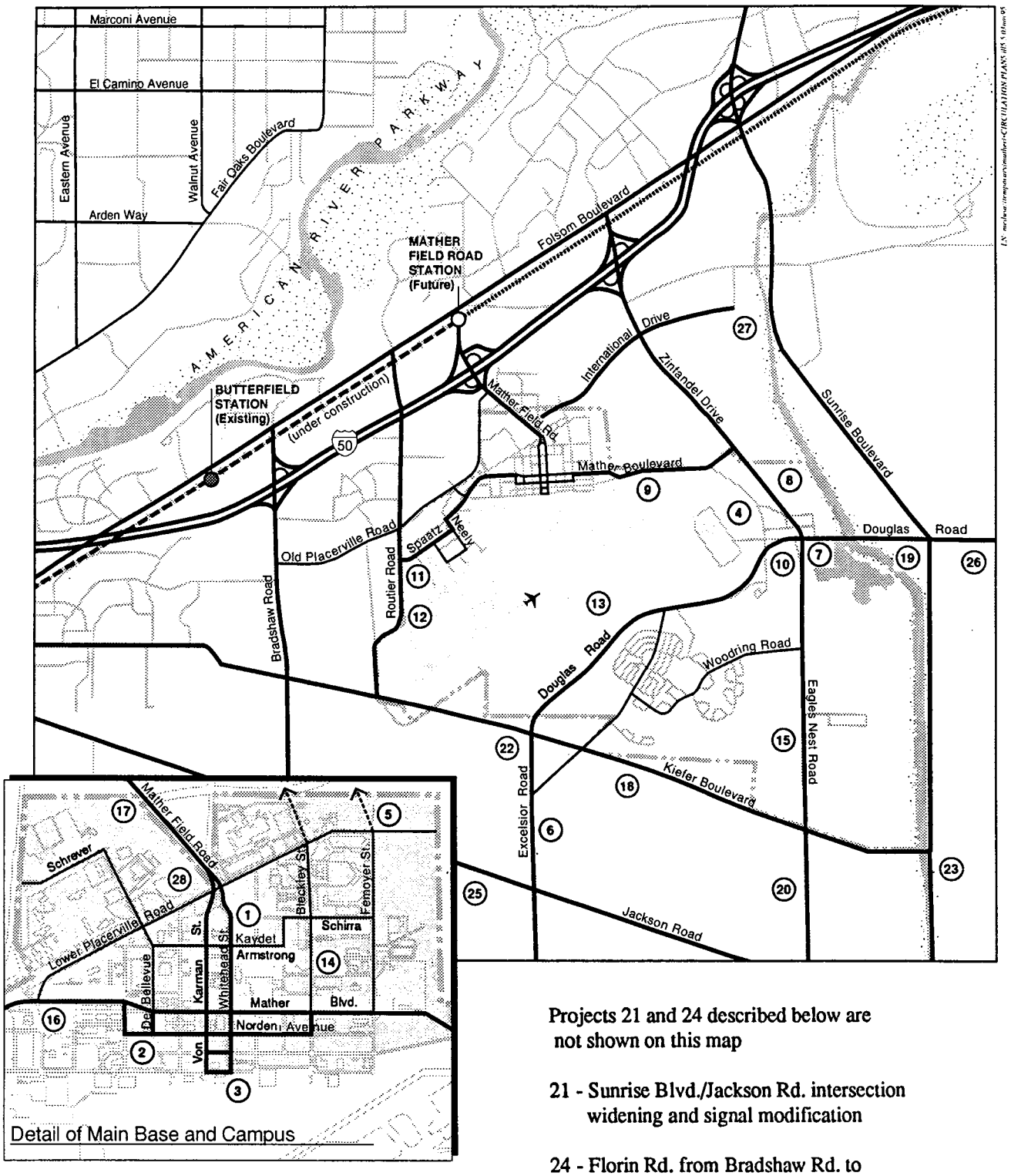
System Upgrades (source: ***Reuse Plan for Mather AFB 9/91,*** Alternative No. 1. Cost estimate from ***Reuse Plan*** was increased by 15 percent for Financing Plan Purposes) $2,800,000

MATHER FIELD PUBLIC FACILITIES FINANCING PLAN FACILITIES & COSTS

MFU Facilities Relocations (identified below and shown in Exhibit No. 5) Associated With EDA Grant Roadway Project $700,000

PUBLIC FACILITIES FINANCING PLAN FACILITIES AND COSTS		
Item	**Quantity**	**Estimated Cost**
Aerial to Underground Relocation of Overhead Cathodic Protection System Conductors	8,200 LF	$201,400
Relocate Gas Line (Up To 4" Diameter)	22 Locations	$110,000
Relocate Gas Line (Greater Than 4" Diameter)	21 Locations	$262,500
Adjust Gas Valve Cover To Grade	18 EA	$8,300
Relocate Gas Line	600 LF	$45,000
Aerial to Aerial Relocation of Overhead Cathodic Protection System Conductors	4,550 LF	$72,800
	TOTAL	**$700,000**

Prepared by: Public Infrastructure Planning and Financing Section 3-24-97
Sources: Application for proposed EDA Financial Assistance Award Amendment No. 2, ***Reuse Plan for Mather AFB 9/91***



Projects 21 and 24 described below are not shown on this map

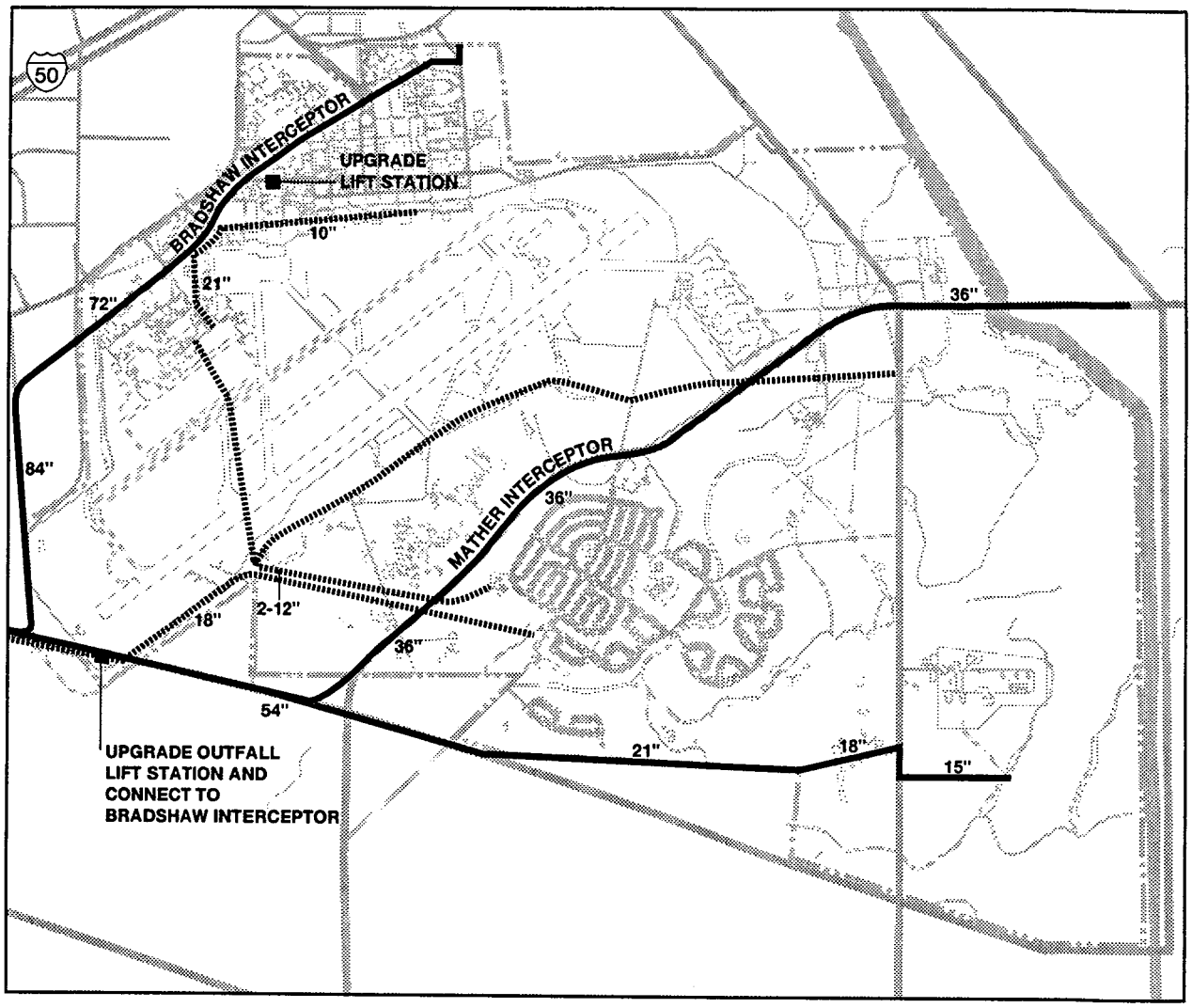
21 - Sunrise Blvd./Jackson Rd. intersection widening and signal modification

24 - Florin Rd. from Bradshaw Rd. to Grant Line Rd. (4-lane arterial)

Circulation Plan

- LOCAL STREETS
- COLLECTOR STREETS (2 LANES)
- ARTERIAL / THOROUGHFARE STREETS (4-6 LANES)
- EXISTING TRANSIT LINE
- FUTURE TRANSIT LINE

Exhibit No. 1



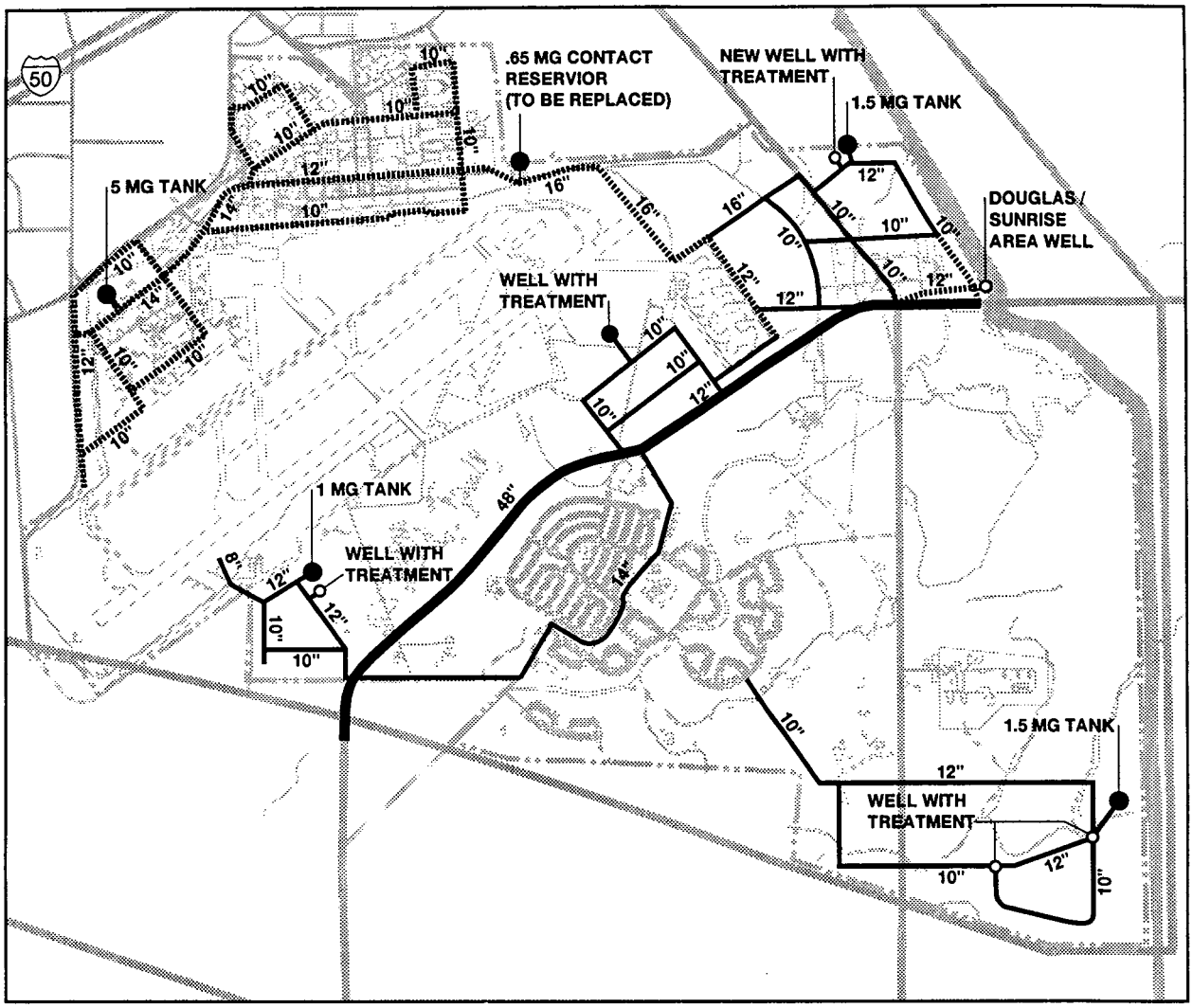
Wastewater System

PROPOSED SEWERS

EXISTING LINES TO BE USED OR REPAIRED

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

Exhibit No. 2



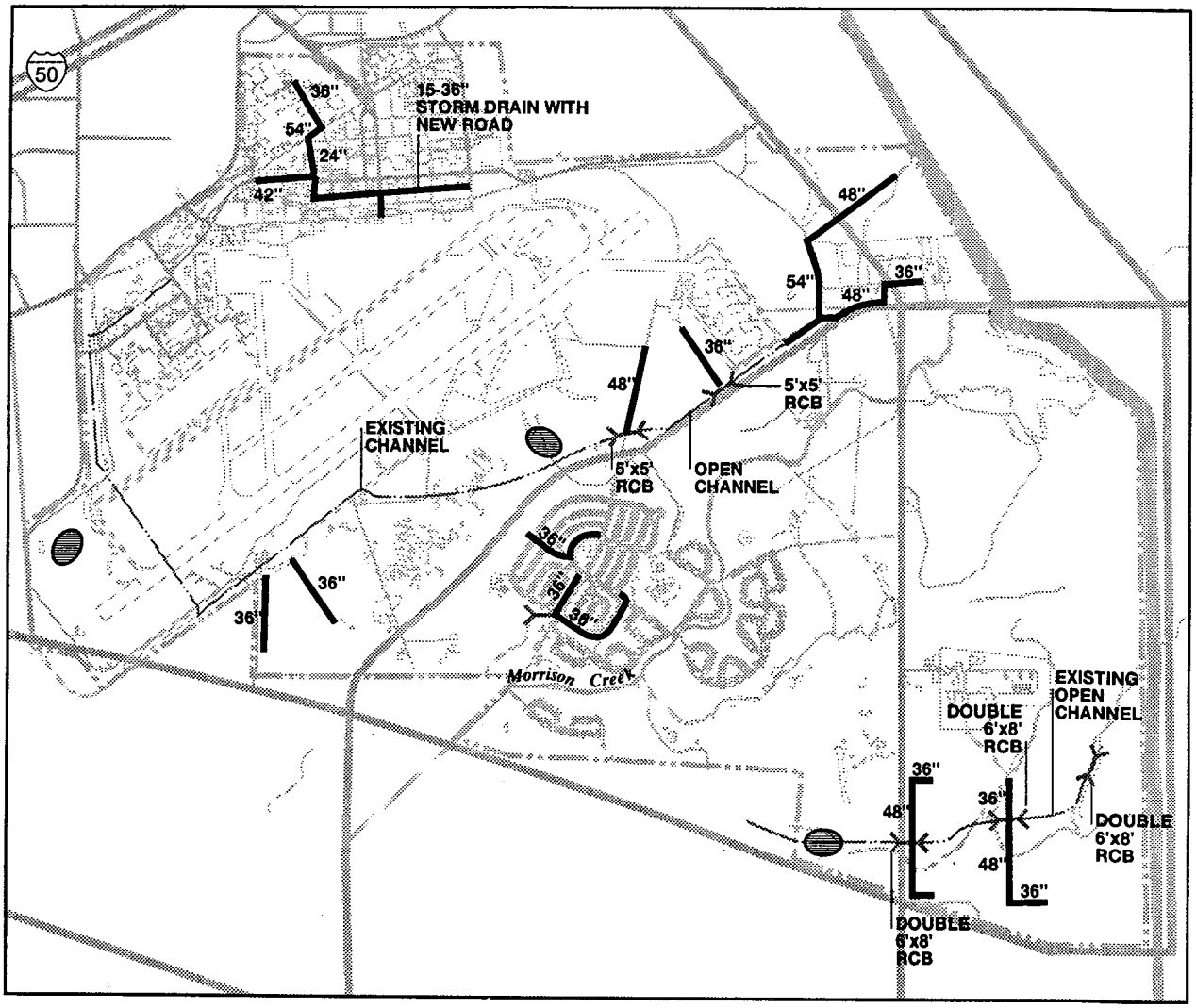
Water System

PROPOSED WATER LINES

- ZONE 40 TRANSMISSION MAIN
- ZONE 40 IMPROVEMENTS
- MFPFFP IMPROVEMENTS

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area. Additional water system lines in the main base area are not shown due to the scale of this map

Exhibit No. 3



Drainage System

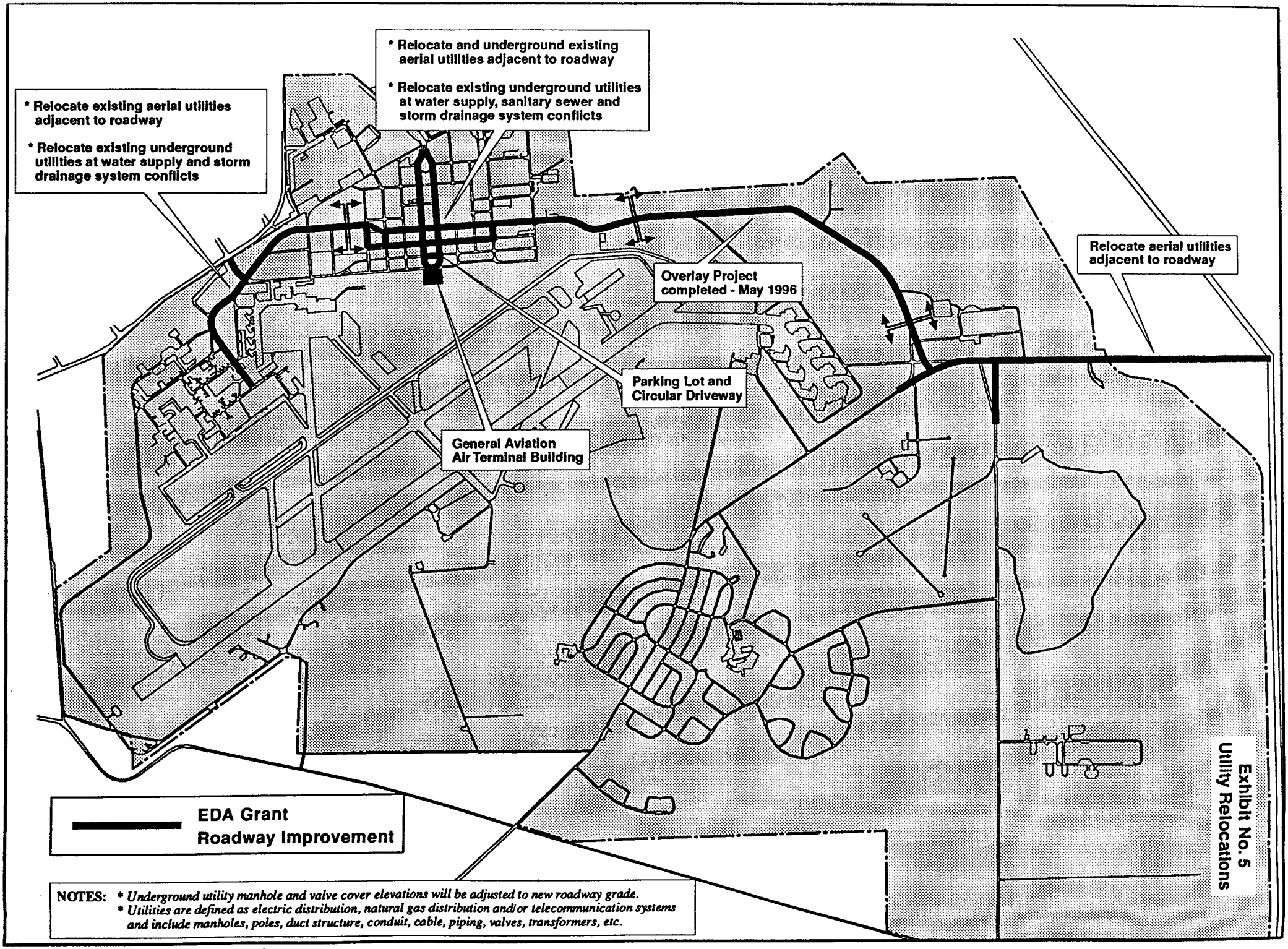
PROPOSED DRAINAGE IMPROVEMENTS

DETENTION BASIN (POSSIBLE LOCATION)

RCB

NOTE: Pipeline locations are schematic and are intended to show the extent and quantity (LF) of facilities necessary to serve development within each area. The actual locations of facilities will be driven by where development is proposed in each area.

Exhibit No. 4


* Relocate and underground existing aerial utilities adjacent to roadway
* Relocate existing underground utilities at water supply, sanitary sewer and storm drainage system conflicts
* Relocate existing aerial utilities adjacent to roadway
* Relocate existing underground utilities at water supply and storm drainage system conflicts
Relocate aerial utilities adjacent to roadway
Overlay Project completed - May 1996
Parking Lot and Circular Driveway
General Aviation Air Terminal Building
EDA Grant
Roadway Improvement
NOTES: * Underground utility manhole and valve cover elevations will be adjusted to new roadway grade.
* Utilities are defined as electric distribution, natural gas distribution and/or telecommunication systems and include manholes, poles, duct structure, conduit, cable, piping, valves, transformers, etc.
Exhibit No. 5
Utility Relocations

Appendix D
Conditions of Approval and Findings
Control Number: PLNP2013-00044

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Sacramento County Department of Planning and Environmental Review			
1.	This action does not relieve the applicant of the obligation to comply with all ordinances, statutes, regulations, and procedures. Any required subsequent procedural actions shall take place within 36 months of the date on which the permit became effective or this action shall automatically be null and void.		GPB-SFB-ZOB	..
2.	The final development plans shall be in substantial compliance with Exhibit "1" (General Plan Amendment Exhibit), "2" (General Plan Transportation Diagram Amendment Exhibit), "3" (Specific Plan Amendment Exhibit), "4" (Special Planning Area [SPA] Land Use Districts Amendment Exhibit).	Upon adoption of entitlements	GPB-SFB-ZOB	
	Mitigation Measures			
3.	**Mitigation Measure AC-1: Airport Noise:** Proposed uses within the Mather Field Special Planning Area shall be in compliance with the uses and standards included in Table 4: *Land Use Compatibility for Airport Noise* found within the Noise Element of the Sacramento County General Plan.	Upon adoption of entitlements	ZOB	
4.	**Mitigation Measure AC-2: Navigable Airspace:** The following language shall be added to the Mather Field SPA Development	Upon adoption of entitlements	ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Standards: All development and redevelopment projects within the Mather Field SPA shall be in compliance with the Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*.			
5.	**Mitigation Measure AC-3: Mather Airport Safety Zones:** The following language shall be added to the Mather Field SPA Development Standards: All development or redevelopment within the Mather Airport Approach/Departure and Overflight Safety Zones shall be consistent with the allowed land uses detailed in the "Land Use Compatibility for Airport Safety" table.	Upon adoption of entitlements	ZOB	
6.	**Mitigation Measure AC-4: Future Development Applications:** Future development applications within the Mather Airport safety zones shall be reviewed by the Airport Land Use Commission in order to ensure that proposed projects are compatible with the safety zones.	Upon adoption of entitlements	GPB-SFB-ZOB	
7.	**Mitigation Measure AQ-1: Programmatic Level Construction Emissions:** All future construction projects in the Mather Field SPA shall include an ozone precursor analysis. If the analysis results indicate that the project will generate ozone precursors that exceed the current Sacramento Metropolitan Air Quality Management District thresholds, this mitigation shall apply. This mitigation may be modified if guidance from the Sacramento Metropolitan Air Quality Management District changes in the future.	Upon adoption of entitlements	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
a. The project applicant shall provide a plan for approval by the lead agency and the District, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average of 20 percent NO_X reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction. b. The project representative shall submit to the lead agency and District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The District's Model Equipment List can be used to submit this information. c. The project shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Non-compliant equipment will be documented and a summary provided to the lead agency and District monthly. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other District, state or federal rules or regulations. d. If at the time of construction, the District has adopted a			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the District prior to construction will be necessary to make this determination. e. To mitigate any additional emissions that cannot be offset through implementation of measures above, the following shall apply: Prior to the approval of improvement plans or the issuance of grading permits, the proponent will submit proof that the off-site air quality mitigation fee has been paid to SMAQMD, consistent with the version of the Sacramento Metropolitan Air Quality Management District Guide to Air Quality Assessment in effect at the time of plan submittal.			
8.	**Mitigation Measure AQ-2: Programmatic Level Operational Emissions:** In order to reduce operational emissions related to development associated with the proposed project the following language shall be added into the Mather Field SPA: a. Prior to the issuance of building or use permits or the approval of improvement plans or tenant improvements or the execution of lease agreements associated with development, redevelopment or reuse within the Mather Field Special Planning Area, property owners, developers or tenants shall be active participants in and financially support the 50 Corridor TMA or other similar transportation management association endorsed by SMAQMD.	Upon adoption of entitlements	ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
b. Prior to the issuance of building or use permits or the approval of improvement plans or tenant improvements or the execution of lease agreements associated with development, redevelopment or reuse within the Mather Field Special Planning Area, property owners, developers or tenants shall demonstrate that proposed projects are consistent with the Mather Field Transportation Systems Management Plan to the satisfaction of SMAQMD. c. Prior to the issuance of building or use permits or the approval of improvement plans or tenant improvements or the execution of lease agreements associated with development, redevelopment or reuse within the Mather Field Special Planning Area, property owners, developers or tenants shall demonstrate that proposed projects are in compliance with the Mather Field Air Quality Plan to the satisfaction of SMAQMD or other Air Quality Management Plan deemed adequate by SMAQMD. d. All new tenant lease agreements or agreements for sale of on-site buildings or land within the Mather Field Special Planning Area shall state that tenants/operators are required to adhere to the Mather Field Transportation Systems Management Plan to the satisfaction of SMAQMD and the Mather Field Air Quality Plan or other Air Quality Management Pan deemed adequate by SMAQMD. e. An annual report shall be submitted to the Environmental			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Coordinator and to SMAQMD detailing the actions taken that year to comply with the Mather Field Transportation Systems Management Plan and appropriate Air Quality Management Plan. The report shall be due by October 1 each year, and shall cover the prior fiscal year. The requirement to submit a report to the Environmental Coordinator may be terminated by the Environmental Coordinator once the mitigation is completed, or after three concurrent reporting years demonstrate full compliance, to the satisfaction of the Environmental Coordinator. The requirement to submit an annual report to SMAQMD shall continue in perpetuity.			
9.	**Mitigation Measure AQ-3: Project Level Construction Emissions** a. The project applicant shall provide a plan for approval by the lead agency and the District, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average of 20 percent NO_X reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or	Upon adoption of entitlements	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
other options as they become available. The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction. b. The project representative shall submit to the lead agency and District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The District's Model Equipment List can be used to submit this information. c. The project shall ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. Non-			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
compliant equipment will be documented and a summary provided to the lead agency and District monthly. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other District, state or federal rules or regulations. d. If at the time of construction, the District has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the District prior to construction will be necessary to make this determination. e. To mitigate any additional emissions that cannot be offset through implementation of measures above, the following shall apply: Prior to the approval of improvement plans or the issuance of grading permits, the proponent will submit proof that the off-site air quality mitigation fee has been paid to SMAQMD, consistent with the version of the Sacramento Metropolitan Air Quality Management District Guide to Air			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Quality Assessment in effect at the time of plan submittal.			
10.	**Mitigation Measure BR-1: Programmatic/ Project Level Impacts to Wetlands and Other Waters:** To compensate for the permanent loss of wetlands and waters, the applicant shall perform one or a combination of the following prior to issuance of building permits, and shall also obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Wildlife: a. Where a Section 404 Permit has been issued by the Army Corps of Engineers, or an application has been made to obtain a Section 404 Permit, the Mitigation and Management Plan required by that permit or proposed to satisfy the requirements of the Corps for granting a permit may be submitted for purposes of achieving a no net-loss of wetlands. The required Plan shall be submitted to the Sacramento County Environmental Coordinator, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service for approval prior to its implementation. b. If regulatory permitting processes result in less than a 1:1 compensation ratio for loss of wetlands, the Project applicant shall demonstrate that the wetlands which went unmitigated/ uncompensated as a result of permitting have been mitigated through other means. Acceptable methods include payment into a mitigation bank or protection of off-site wetlands	Prior to development that would impact wetlands and/or other waters	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	through the establishment of a permanent conservation easement, subject to the approval of the Environmental Coordinator. c. Prior to the issuance of building permits, grading permits or approval of improvement plans, all areas within the Mather Field SPA designated as Natural Preserve or Riparian buffer shall be placed within a permanent conservation easement, which shall be reviewed and approved by the Environmental Coordinator. At a minimum, the permanent conservation easements must cover all areas which are required to be preserved as part of the Section 404 and 401 wetland permits.			
11.	**Mitigation Measure BR-2: Programmatic/ Project Level Natural Preserve and Riparian Buffer Conservation Easements:** Prior to issuance of building permits, the Natural Preserve and Riparian Buffer shall be placed within a permanent conservation easement, which shall be reviewed and approved by the Environmental Coordinator. At a minimum, the permanent conservation easements must include at least 1,284.79 acres (including 12.79 acres for the proposed Riparian Buffer) and cover all areas which are required to be preserved as part of the Section 404 and Section 401 wetland permits.	Prior to issuance of building permits	GPB-SFB-ZOB	
12.	**Mitigation Measure BR-3: Programmatic/Project Level Native Tree Protection and Compensation:** Prior to execution of redevelopment/development projects within Mather Field	Prior to execution of redevelopment/	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
(including the Zinfandel Drive/ trunk sewer improvements); the project proponent(s) shall submit an arborist report for the project impact areas when appropriate habitat exists. The report shall include the species, diameter, dripline, and health of all trees 6 inches in diameter at breast height or larger, and shall be prepared by an ISA certified arborist. The report shall include an exhibit that shows the trees and their driplines in proximity to the project improvements. The report shall identify any tree proposed for removal and shall quantify any encroachment from project equipment or facilities within driplines of native trees. a. With the exception of the native trees removed and compensated for through Part B below, all healthy native trees that are six inches dbh or larger on the project site, all portions of adjacent off-site healthy native trees that are six inches dbh or larger which have driplines that extend onto the project site, and all off-site healthy native trees that are six inches dbh or larger which may be impacted by utility installation and/or improvements associated with this project, shall be preserved and protected as follows: (1) A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the dripline protection area of the tree. Limbs must not be cut back in order to change the dripline. The area beneath the dripline is a critical portion of the root zone and defines the minimum protected area of the tree.	development projects		

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
Removing limbs which make up the dripline does not change the protected area. (2) Chain link fencing or a similar protective barrier shall be installed one foot outside the driplines of the native trees prior to initiating project construction, in order to avoid damage to the trees and their root systems. (3) Any removal of paving or structures (i.e. demolition) that occurs within the dripline of a protected native tree shall be done under the direct supervision of a certified arborist. To the maximum extent feasible, demolition work within the dripline protection area of the native tree shall be performed by hand. If the certified arborist determines that it is not feasible to perform some portion(s) of this work by hand, then the smallest/lightest weight equipment that will adequately perform the demolition work shall be used. (4) No signs, ropes, cables (except cables which may be installed by a certified arborist to provide limb support) or any other items shall be attached to the native trees. (5) No vehicles, construction equipment, mobile home/office, supplies, materials or facilities shall be driven, parked, stockpiled or located within the dripline of the native trees. (6) Any soil disturbance (scraping, grading, trenching, and			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
excavation) is to be avoided within the dripline of the native trees. Where this is necessary, an ISA Certified Arborist will provide specifications for this work, including methods for root pruning, backfill specifications and irrigation management guidelines. (7) Before grading, excavation or trenching within five feet outside the driplines of protected native trees, root pruning shall be required at the limits of grading or excavation to cut roots cleanly to a depth of the excavation or 36 inches (whichever is less). Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades or other approved root-pruning equipment under the supervision of an ISA Certified Arborist. (8) All underground utilities and drain or irrigation lines shall be routed outside the driplines of native trees. If lines must encroach upon the dripline, they should be tunneled or bored under the tree under the supervision of a certified arborist. (9) Any herbicides placed under paving materials must be safe for use around trees and labeled for that use. Any pesticides used on site must be tree-safe and not easily transported by water. (10) Drainage patterns on the site shall not be modified so			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
that water collects or stands within, or is diverted across, the dripline of the native tree. (11) No sprinkler or irrigation system shall be installed in such a manner that it sprays water within the dripline of the native tree. (12) Tree pruning required for clearance during construction must be performed by an ISA Certified Arborist or Tree Worker. (13) Landscaping beneath the native tree may include non-plant materials such as boulders, decorative rock, wood chips, organic mulch, non-compacted decomposed granite, etc. Landscape materials shall be kept two feet away from the base of the trunk. The only plant species which shall be planted within the dripline of the native tree are those which are tolerant of the natural semi-arid environs of the trees. Limited drip irrigation approximately twice per summer is recommended for the understory plants. b. To the maximum extent feasible, all on-site healthy native trees shall be protected and preserved. Any substantial (>20 percent) encroachment and/or removal of native trees shall be compensated by planting native trees equivalent to the dbh inches lost, based on the ratios listed below, at locations that are authorized by the Environmental Coordinator. On-site preservation of native trees that are less than six inches			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
(<6 inches) dbh, may also be used to meet this compensation requirement. Encroachment of over 20 percent within the dripline radius of native trees will require compensatory mitigation based on the percentage of encroachment multiplied by the dbh. Encroachment over 50 percent will require compensation for the entire tree. Equivalent compensation based on the following ratio is required: • one preserved native tree < 6 inches dbh on-site = 1 inch dbh (subject to the approval of the Environmental Coordinator) • one D-pot seedling (40 cubic inches or larger) = 1 inch dbh • one 15-gallon tree = 1 inch dbh • one 24-inch box tree = 2 inches dbh • one 36-inch box tree = 3 inches dbh Replacement tree planting shall be completed prior to the issuance of building permits or a bond shall be posted by the applicant in order to provide funding for purchase, planting, irrigation, and three-year maintenance period, should the applicant default on replacement tree mitigation. The bond shall be in an amount equal to the prevailing rate of the County Tree Preservation Fund. Prior to the approval of Improvement Plans or building permits, a Replacement Native Tree Planting Plan shall be			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
prepared by a certified arborist or licensed landscape architect and shall be submitted to the Environmental Coordinator for approval. The Replacement Native Tree Planting Plan(s) shall include the following minimum elements: (1) Species, size and locations of all replacement plantings and < 6-inch dbh trees to be preserved; (2) Method of irrigation; (3) The Sacramento County Standard Tree Planting Detail L-1, including the 10-foot deep boring hole to provide for adequate drainage; (4) Planting, irrigation, and maintenance schedules; (5) Identification of the maintenance entity and a written agreement with that entity to provide care and irrigation of the trees for a three-year establishment period, and to replace any of the replacement oak trees which do not survive during that period. (6) Designation of 20-foot root zone radius and landscaping to occur within the radius of oak trees < 6 inches dbh to be preserved on-site.			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
No replacement tree shall be planted within 15 feet of the driplines of existing native trees or landmark size trees that are retained on-site, or within 15 feet of a building foundation or swimming pool excavation. The minimum spacing for replacement native trees shall be 20 feet on-center. Examples of acceptable planting locations are publicly owned lands, common areas, and landscaped frontages (with adequate spacing). Generally unacceptable locations are utility easements (PUE, sewer, storm drains), under overhead utility lines, private yards of single-family lots (including front yards), and roadway medians. Native trees < 6 inches dbh to be retained on-site shall have at least a 20-foot radius suitable root zone. The suitable root zone shall not have impermeable surfaces, turf/lawn, dense plantings, soil compaction, drainage conditions that create ponding, utility easements, or other overstory tree(s) within 20 feet of the tree to be preserved. Trees to be retained shall be determined to be healthy and structurally sound for future growth, by an ISA Certified Arborist subject to the approval of the Environmental Coordinator. If native tree replacement plantings are demonstrated to the satisfaction of the Environmental Coordinator to be infeasible for any or all trees removed, then compensation shall be through payment into the County Tree Preservation Fund. Payment shall be made at a rate of $325.00 per dbh inch removed but not			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	otherwise compensated, or at the prevailing rate at the time payment into the fund is made.			
13.	**Mitigation Measure BR-4: Programmatic/ Project Level Non-Native Tree Canopy:** Prior to execution of redevelopment/development projects within Mather Field (including the Zinfandel Drive/ trunk sewer improvements), the project proponent(s) shall submit an arborist report for the project impact areas when appropriate habitat exists. The report shall identify all non-native tree canopy in and adjacent to work areas that may be affected by project related construction activities and identify non-native tree canopy that will be removed as a result of the project. The removal of non-native tree canopy shall be mitigated for with the creation of new tree canopy equivalent to the acreage of non-native tree canopy removed. New tree canopy acreage shall be calculated using the Sacramento County Department of Transportation 15-year shade cover values for tree species. Preference is given to on-site mitigation, but if this is infeasible, then funding shall be contributed to the Sacramento Tree Foundation's Greenprint program in an amount proportional to the tree canopy lost (as determined by the 15-year shade cover calculations for the tree species to be planted through the funding, with the cost to be determined by the Sacramento County Tree Foundation).	Prior to execution of redevelopment/development projects	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
14.	**Mitigation Measure BR-5: Project Level Riparian Habitat** To mitigate for 0.608 acres of riparian habitat removal, an equivalent amount of existing habitat removed shall be placed into a permanent conservation easement, or an equivalent amount of habitat within an existing protected area shall be revegetated/restored. Revegetation/restoration shall consist of locally native riparian plant and tree species. To ensure species diversity, a single species shall not comprise more than 50 percent of the total number of trees planted. Restoration activities shall commence prior to or concurrent with removal of riparian habitat in the construction area and shall be monitored for three years from the date of planting. The success criteria for plant survival shall be 80 percent throughout the monitoring period. If the survival rate falls below the success criteria during the monitoring period, in-kind replacement plantings are required. Any new plantings shall be monitored for a further three years. Prior to commencement of restoration activities, a planting plan shall be submitted to and approved by the Environmental Coordinator. The planting plan shall include plant species, planting locations, spacing, maintenance provisions, monitoring requirements, success criteria and plant replacement provisions should a plant die within the monitoring period. Where appropriate riparian habitat exists, the project proponent shall submit a biological resources report to the Environmental Coordinator prepared by a qualified biologist or botanist	Prior to construction that would affect riparian habitat	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
delineating the extent of on-site riparian habitat. a. Prior to initiating project construction, install chain link fencing or a similar protective barrier that maximizes preservation of any on site riparian zone as dictated by the biological report in order to protect and preserve the riparian habitat to the maximum extent feasible. No earthwork shall be conducted within the protection area and fencing shall remain in place for the duration of all construction work. Or, b. Where earthwork is necessary to construct the Zinfandel Drive/ trunk sewer improvements and riparian habitat preservation is not possible, prior to the issuance of grading or other improvement permits, also prepare a re-vegetation plan for any altered riparian habitat, consistent with General Plan Policies that compensates for riparian habitat removals. The re-vegetation plan shall include an implementation program and quantifiable success criteria. Disturbed riparian herbaceous areas of the project site shall be re-planted with a combination of creeping wild rye seed, willow plants, or other suitable native species. Replanting shall compensate the removal of riparian vegetation. All tree stock shall be standard six-inch tree pots (6-inch x 16-inch containers), and shall be chosen from the following native species:			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
Acer negundo californicum (California box elder) *Alnus rhombifolia* (White alder) *Fraxinus latifolia* (Oregon ash) *Juglans californica var. hindsii* (California black walnut) *Populus fremontii* (Fremont cottonwood) *Quercus lobata* (Valley oak) *Salix. lasiolepis* (arroyo willow) *S. exigua* (narrow leaf sandbar willow) The tree plantings shall be monitored for three years from the date of planting. The success criteria for tree survival shall be 80 percent throughout the monitoring period. If at any time during the monitoring period the survival rate falls below the success criteria, in-kind replacement trees shall be planted to achieve the success criteria. Any new trees required shall be monitored for three years after planting. Or, c. Any mitigation required by the state or federal permitting agencies that compensates for the loss of riparian vegetation, functions and values and that provides for a native re-vegetation plan consistent with or exceeding the requirements of measure “a” above shall be deemed mitigation sufficient to			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	reduce impacts to a less than significant level and may be utilized in place of items “a” and “b” above.			
15.	**Mitigation Measure BR-6: Programmatic Level Impacts to Vernal Pool Habitat:** To compensate for the direct impacts to 36.48 acres of suitable vernal pool habitat and indirect impacts to 3.5 acres of suitable vernal pool habitat the following measures shall apply: ***COMPREHENSIVE DRAINAGE PLAN.*** In order to ensure that the proposed development would not result in detrimental increases in stormwater flow or flooding on site or downstream the project proponent would prepare and adhere to a Comprehensive Drainage Plan. The comprehensive drainage plan would include engineered facilities, such as retention basins, flood control channels, storm drainage facilities, and other features needed to ensure no net increase in stormwater discharge under a minimum 20-year, 24-hour storm event, as a result of the development. Development related increases in stormwater flows would be assessed based on proposed changes in impervious surface coverage on site, as well as proposed grading and related changes in site topography. ***COMPENSATE FOR THE LOSS OF HABITAT FOR VERNAL POOL SPECIES.*** The project proponent proposes on-site habitat preservation in perpetuity, purchase of habitat creation credits at an USACE and	Upon adoption of entitlements	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
USFWS approved mitigation bank, and/or restoration/enhancement of habitat within the designated Preserve areas upon USFWS approval to fully compensate for direct and indirect effects to habitat for federally listed vernal pool species. **Ratios**. Final ratios will be determined by the Corps using their mitigation ratio checklist process. Ratios will also be coordinated with USFWS. In the interim, the project proponent has used standard vernal pool mitigation ratios developed by USFWS for planning purposes. Using these preliminary ratios as a minimum, compensation would be as follows: • A minimum ratio of two acres of vernal pool preservation for each acre of direct impact to habitat for federally listed vernal pool species; • A minimum ratio of one acre of vernal pool creation/restoration/ rehabilitation for each acre of direct impact to habitat for federally listed vernal pool species; and • A minimum ratio of two acres of vernal pool preservation for each acre of indirect impact on habitat for vernal pool species. ***COMPENSATION FOR DIRECT IMPACTS.*** To meet the partial preservation requirements of direct fill resulting from the proposed project, an easement (acceptable to USACE and USFWS) shall be recorded over the Mather Preserve			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
and proposed Riparian Corridor. On site preservation of habitat capable of supporting vernal pool species within the Preserve and Riparian Corridor shall total no less than 68.88 acres. An additional 4.08 acres of preservation shall occur at an offsite location (acceptable to the USACE and USFWS) in order to satisfy the remaining preservation requirements of the project through one or a combination of the following: • Purchase preservation credits for habitat for federally listed vernal pool species at an approved wetland mitigation bank; • Record a conservation easement over lands designated for preservation in perpetuity, which include preserved habitat for federally listed vernal pool species; and/or • Apply acres of restored/created/rehabilitated habitat for federally listed vernal pool species resulting from the functional increase of habitat of vernal pool species within the Mather preserve. The acreage of functional lift will be applied to either preservation for indirect impacts component of the mitigation or to the creation/restoration/ rehabilitation component of the mitigation, but not to both. In addition to the preservation requirements noted above, the creation requirements of the project, totaling no less than 36.48 acres, shall be accomplished by one or a combination of the			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
following methods: • Purchase credits for created/restored/rehabilitated habitat for federally listed vernal pool species at an approved wetland mitigation bank; • Record a conservation easement over lands which include created/restored/rehabilitated habitat for federally listed vernal pool species, including the implementation of a final preserve management plan and designation of a preserve manager; • Increase the area of the Mather Preserve to accomplish additional preservation of habitat for federally listed vernal pool species; and/or ***COMPENSATION FOR INDIRECT IMPACTS.*** To meet the preservation requirements of indirect impacts resulting from the proposed project totaling no less than seven acres shall occur through one or a combination of the following methods: • Purchase preservation credits for habitat for federally listed vernal pool species at an approved wetland mitigation bank; • Record a conservation easement over lands designated for preservation in perpetuity, which include preserved habitat for federally listed vernal pool species; and/or			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
ADDITIONAL LIMITS UPON COMPENSATION. • Any purchase of created/restored/rehabilitated vernal pool species habitat must occur at an USACE and USFWS approved mitigation bank. Any purchase of preserved vernal pool species habitat must occur at a USFWS approved mitigation bank. • Within the Mather Preserve the restoration goal shall be to restore and enhance habitat for vernal pool species such that their ultimate functions and services are equal to or greater than the wetland features directly or indirectly affected as the case may be. This effort could include restoring vernal pools and/or other suitable aquatic features that have been damaged by prior activities. The accomplishment of restoration shall be based upon the Preserve Management approved by the USACE/USFWS with establishment of the Preserve. The plan will include monitoring requirements to ensure the long term success of restored and enhanced habitats. ***USE BEST MANAGEMENT PRACTICES (BMPS) TO PROVIDE EFFECTIVE EROSION AND SEDIMENT CONTROL.*** Use of BMPs for stormwater control is expected to reduce the potential for protected and avoided habitat for vernal pool species to be indirectly affected by sediment-laden discharges from construction sites. The performance and effectiveness of these			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
BMPs would be determined either by visual means, where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where the verification of containment reduction or elimination is required to determine the adequacy of the measures. BMPs to be implemented would include, but are not limited to, the following: • All disturbed surfaces or stockpile areas would be protected with erosion control measures in place during the period of October 1 through April 30, or as appropriate based on weather conditions. • BMPs for temporary erosion control (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) would be employed per the product specifications for disturbed areas, stockpiled soil, and along culverts and drainage ditches on active construction sites and in downstream areas that may be affected by construction activities. Requirements for the placement and monitoring of the BMPs would be part of the contractor's project specifications. Performance and adequacy of the measures would be determined visually by site construction management and verified by the County Department of Water Resources and Central Valley Regional Water Quality Control Board as appropriate. • Dirt and debris would be swept from paved areas in			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
construction zones on a daily basis as necessary to remove excessive accumulations of silt, mud or other debris. Sweeping and dust removal would be implemented by the contractor and oversight of these operations the responsibility of the construction site superintendent. • All exposed/disturbed areas, left barren of vegetation due to project related activities, would be seeded, mulched and fertilized with a blend of native and/or naturalized grass and forb species. Locally obtained native wildflower seeds may be included in the seed mix. Planted areas must achieve an 80 percent acreage coverage rate to be considered successful. All exposed areas where seeding is considered unsuccessful after 90 days, would receive appropriate soil preparation and a second application of seed/mulch/fertilizer. Quarterly monitoring would be conducted for a period of one year or until the target goal is met. The application, schedule, and maintenance of the vegetative cover would be the responsibility of the contractor and requirements to establish a vegetative cover would be included in the construction contractor's project specifications. • If discharges of sediment or hazardous substances to drainage ways are observed, construction would be halted until the source of contamination is identified and remediated. Visual indications of such contamination			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
include an oily sheen or coating on water, and noticeable turbidity (lack of clarity) in the water. ***CONDUCT WORKER ENVIRONMENTAL AWARENESS TRAINING (WEAP).*** A Worker Environmental Awareness Program (WEAP) training for construction crews and construction forepersons shall be conducted before any construction activities begin. The WEAP training would be conducted by a qualified wildlife biologist. The training would include a brief review of the special status species and other sensitive resources that could occur in the project area and their legal status and protection. The program would also cover all relevant mitigation measures, permit conditions and BMP plans, such as the Stormwater Pollution Prevention Plan (SWPPP) and/or erosion control and sediment plan. During WEAP training, construction personnel would be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. A designated environmental inspector would be responsible for ensuring that construction personnel adhere to the guidelines and restrictions and that all persons working on site have attended a WEAP training session. WEAP training sessions would be conducted as needed for new personnel brought onto the job throughout the duration of construction. ***LIMIT PROJECT ACCESS ROUTES/STAGING AREAS.*** The total number of access routes, number and size of staging areas, and the total area of construction activity would be limited			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	to those areas identified in the approved construction drawings and/or plans or as otherwise approved per permit conditions. Access routes and project boundaries would be clearly marked at all times. Access routes for heavy equipment to and from the project site would be restricted to established roadways to minimize habitat disturbance. The storing of construction equipment, vehicles, and supplies would be restricted to the designated construction staging areas outside of Preserve(s), designated avoided and riparian buffer areas. All fueling, cleaning and maintenance activities of vehicles and other equipment would be performed only in designated areas and at least 250 feet away from avoided/protected habitats. As part of WEAP training, all workers would be informed of the importance of preventing spills and appropriate measures to take in the event of a spill. All spills would be cleaned up immediately. ***PROTECT HABITAT IN CONSERVATION AREAS AND AVOIDED HABITATS.*** Avoided and protected habitat, including habitat within the Preserve and Riparian Buffer areas, would be protected at all times from construction activities. Habitat protection measures would include the following: • A USFWS-approved biologist (monitor) would inspect all			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
construction-related activities at the project site to ensure that no unauthorized take of listed species or destruction of their habitat occurs. The biologist would have the authority to stop any activities that may result in such take or destruction until appropriate corrective measures have been completed. The biologist also would be required to report immediately any unauthorized impacts to the USFWS and the CDFW. • Adequate fencing would be placed and maintained around all avoided and protected habitat for vernal pool species to prevent direct impacts from construction. **Or,** In the event that the proposed protection and compensation methodology is approved, to mitigate for direct impacts to 36.48 aces of vernal pool habitat and indirect impacts to 3.50 acres of vernal pool habitat, suitable habitat at Mather Field shall be protected and managed consistent with the following measures. ***COMPREHENSIVE DRAINAGE PLAN.*** In order to ensure that the proposed development would not result in detrimental increases in stormwater flow or flooding on site or downstream, the project proponent shall prepare and adhere to a Comprehensive Drainage Plan. The Comprehensive Drainage Plan shall include engineered facilities, such as retention basins, flood control channels, storm drainage facilities, and other features			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	needed to ensure no net increase in stormwater discharge under a minimum 20-year, 24-hour storm event, as a result of the development. Development related increases in stormwater flows shall be assessed based on proposed changes in impervious surface coverage on site, as well as proposed grading and related changes in site topography. ***COMPENSATE FOR THE LOSS OF HABITAT FOR VERNAL POOL SPECIES.*** **CONDITIONED CONVEYANCE** As part of the base conveyance process for the 5,716-acre former Mather Air Force Base, a 1,272-acre portion has been identified as having significant natural resource values (waters of the United States, and federally threatened and endangered species and their designated critical habitat). This 1,272-acre area will be set aside as a preserve ("Mather Preserve") and will be held in trust by the County of Sacramento for the people of the United States of America (US). The conveyance process provided for preparation of a plan for active management of the 1,272-acre Mather Preserve for the benefit of waters of the US and/or for species listed as threatened and/or endangered under the Endangered Species Act. **TWO STEP ADAPTIVE MANAGEMENT PLAN** In furtherance of the proposal to minimize adverse effects to listed species resulting from loss of habitat, the County proposes to fund the development and implementation of a comprehensive adaptive			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	management program for the 1,272-acre Mather Preserve in perpetuity. The adaptive management program will be for the purposes of maintaining and improving wetland function and habitats for listed crustaceans and plants. The plan will be implemented in two steps. The first step is an Interim Wetlands Management Plan (IWMP). The second step is a Long Term Management Plan (LTMP) which will proceed from the conclusions of the first step. **FIRST STEP MANAGEMENT PLAN** The County has developed, and the Agencies have approved, the first step, the IWMP (2013/2014). Funding for this first step will be provided by the County of Sacramento as described in Chapter 12 and Appendix J of the IWMP. **LONG TERM MANAGEMENT PLAN** Funding for completion and perpetual implementation of the LTMP will be an endowment or an alternative mechanism subject to approval from the U.S. Fish and Wildlife Service and acceptable to the County of Sacramento. The County will place a USFWS approved conservation easement on the 1,272-acre Mather Preserve and will select a non-profit land trust accredited by the Land Trust Accreditation Commission to hold the conservation easement. The conservation easement will be recorded within 90 days from the recordation date of the last federal property transfer to the County at Mather Field.			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
ABOVE AND BEYOND It is recognized by all stakeholders that implementation of this two-step active management plan, will be of significant benefit to the values and functions of these natural resources. As a result, we propose these actions as measures that are "above and beyond" what was required in the conveyance process. Implementation of the active management effort will begin with the IWMP and will be considered measures that minimize the adverse effects to species listed under the FESA which may occur as a consequence of development/fill activities occurring within the remaining 4,444 acres of the Mather conveyance. The implementation of the IWMP, the LTMP, the recordation of the conservation easement, and the funding of perpetual management, will ensure the Mather Field Specific Plan Project (as defined previously on pages nine and ten of this BA) will conserve listed vernal pool invertebrate species and is proposed in-lieu of preservation of vernal pool wetlands offsite. ***USE BEST MANAGEMENT PRACTICES (BMPS) TO PROVIDE EFFECTIVE EROSION AND SEDIMENT CONTROL.*** Use of BMPs for stormwater control is expected to reduce the potential for protected and avoided habitat for vernal pool species to be indirectly affected by sediment-laden discharges from construction sites. The performance and effectiveness of these BMPs would be determined either by visual means, where			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where the verification of containment reduction or elimination is required to determine the adequacy of the measures. BMPs to be implemented would include, but are not limited to, the following: • All disturbed surfaces or stockpile areas would be protected with erosion control measures in place during the period of October 1 through April 30, or as appropriate based on weather conditions. • BMPs for temporary erosion control (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) would be employed per the product specifications for disturbed areas, stockpiled soil, and along culverts and drainage ditches on active construction sites and in downstream areas that may be affected by construction activities. Requirements for the placement and monitoring of the BMPs would be part of the contractor's project specifications. Performance and adequacy of the measures would be determined visually by site construction management and verified by the County Department of Water Resources and Central Valley Regional Water Quality Control Board as appropriate. • Dirt and debris would be swept from paved areas in construction zones on a daily basis as necessary to remove			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
excessive accumulations of silt, mud or other debris. Sweeping and dust removal would be implemented by the contractor and oversight of these operations the responsibility of the construction site superintendent. • All exposed/disturbed areas, left barren of vegetation due to project related activities, would be seeded, mulched and fertilized with a blend of native and/or naturalized grass and forb species. Locally obtained native wildflower seeds may be included in the seed mix. Planted areas must achieve an 80 percent acreage coverage rate to be considered successful. All exposed areas where seeding is considered unsuccessful after 90 days, would receive appropriate soil preparation and a second application of seed/mulch/fertilizer. Quarterly monitoring would be conducted for a period of one year or until the target goal is met. The application, schedule, and maintenance of the vegetative cover would be the responsibility of the contractor and requirements to establish a vegetative cover would be included in the construction contractor's project specifications. • If discharges of sediment or hazardous substances to drainage ways are observed, construction would be halted until the source of contamination is identified and remediated. Visual indications of such contamination include an oily sheen or coating on water, and noticeable			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
turbidity (lack of clarity) in the water. ***CONDUCT WORKER ENVIRONMENTAL AWARENESS TRAINING (WEAP).*** A Worker Environmental Awareness Program (WEAP) training for construction crews and construction forepersons would be conducted before any construction activities begin. The WEAP training would be conducted by a qualified wildlife biologist. The training would include a brief review of the special status species and other sensitive resources that could occur in the project area and their legal status and protection. The program would also cover all relevant mitigation measures, permit conditions and BMP plans, such as the Stormwater Pollution Prevention Plan (SWPPP) and/or erosion control and sediment plan. During WEAP training, construction personnel would be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. A designated environmental inspector would be responsible for ensuring that construction personnel adhere to the guidelines and restrictions and that all persons working on site have attended a WEAP training session. WEAP training sessions would be conducted as needed for new personnel brought onto the job throughout the duration of construction. ***LIMIT PROJECT ACCESS ROUTES/STAGING AREAS.*** The total number of access routes, number and size of staging areas, and the total area of construction activity would be limited to those areas identified in the approved construction drawings			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
and/or plans or as otherwise approved per permit conditions. Access routes and project boundaries would be clearly marked at all times. Access routes for heavy equipment to and from the project site would be restricted to established roadways to minimize habitat disturbance. The storing of construction equipment, vehicles, and supplies would be restricted to the designated construction staging areas outside of Preserve(s), designated avoided and riparian buffer areas. All fueling, cleaning and maintenance activities of vehicles and other equipment would be performed only in designated areas and at least 250 feet away from avoided/protected habitats. As part of WEAP training, all workers would be informed of the importance of preventing spills and appropriate measures to take in the event of a spill. All spills would be cleaned up immediately. ***PROTECT HABITAT IN CONSERVATION AREAS AND AVOIDED HABITATS.*** Avoided and protected habitat, including habitat within the Preserve and Riparian Buffer areas, would be protected at all times from construction activities. Habitat protection measures would include the following: • A USFWS-approved biologist (monitor) would inspect all construction-related activities at the project site to ensure that no unauthorized take of listed species or destruction of their habitat occurs. The biologist would have the authority to stop any activities that may result in such take			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	or destruction until appropriate corrective measures have been completed. The biologist also would be required to report immediately any unauthorized impacts to the USFWS and the CDFW. • Adequate fencing would be placed and maintained around all avoided and protected habitat for vernal pool species to prevent direct impacts from construction.			
16.	**Mitigation Measure BR-7: Project Level Impacts to Vernal Pool Habitat** To compensate for direct and indirect impacts to suitable vernal pool habitat the following measures shall apply: ***COMPREHENSIVE DRAINAGE PLAN.*** In order to ensure that the proposed development would not result in detrimental increases in storm water flow or flooding on site or downstream the project proponent would prepare and adhere to a Comprehensive Drainage Plan. The comprehensive drainage plan would include engineered facilities, such as retention basins, flood control channels, storm drainage facilities, and other features needed to ensure no net increase in storm water discharge under a minimum 20-year, 24-hour storm event, as a result of the development. Development related increases in storm water flows would be assessed based on proposed changes in impervious surface coverage on site, as well as proposed grading and related changes in site topography.	Upon adoption of entitlements, during construction of Zinfandel Drive extension and trunk sewer line extension	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
COMPENSATE FOR THE LOSS OF HABITAT FOR VERNAL POOL SPECIES. The project proponent proposes on-site habitat preservation in perpetuity, purchase of habitat creation credits at an USACE and USFWS approved mitigation bank, and/or restoration/enhancement of habitat within the designated Preserve areas upon USFWS approval to fully compensate for direct and indirect effects to habitat for federally listed vernal pool species. **Ratios**. Final ratios will be determined by the Corps using their mitigation ratio checklist process. Ratios will also be coordinated with USFWS. In the interim, the project proponent has used standard vernal pool mitigation ratios developed by USFWS for planning purposes. Using these preliminary ratios as a minimum, compensation would be as follows: • A minimum ratio of two acres of vernal pool preservation for each acre of direct impact to habitat for federally listed vernal pool species; • A minimum ratio of one acre of vernal pool creation/restoration/ rehabilitation for each acre of direct impact to habitat for federally listed vernal pool species; and • A minimum ratio of two acres of vernal pool preservation for each acre of indirect impact on habitat for vernal pool			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
species. **COMPENSATION FOR DIRECT IMPACTS** To meet the preservation requirements of direct fill resulting from the Zinfandel Drive and trunk sewer extension, an easement (acceptable to USACE and USFWS) shall be recorded over the proposed Natural Preserve and proposed Riparian Corridor. On site preservation of habitat capable of supporting vernal pool species within the Natural Preserve and Riparian Corridor shall total no less than 4.02 acres. In addition to the preservation requirements noted above, the creation requirements of the Zinfandel Drive/ trunk sewer extension, totaling no less than 2.31 acres, shall be accomplished by one or a combination of the following methods: • Purchase credits for created/restored/rehabilitated habitat for federally listed vernal pool species at an approved wetland mitigation bank; • Record a conservation easement over lands which include created/restored/rehabilitated habitat for federally listed vernal pool species, including the implementation of a final preserve management plan and designation of a preserve manager; • Increase the area of the Mather Preserve to accomplish additional preservation of habitat for federally listed vernal			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
pool species; and/or **COMPENSATION FOR INDIRECT IMPACTS** To meet the preservation requirements of indirect impacts resulting from the Zinfandel Drive/ trunk sewer extension totaling no less than 2.90 acres shall occur through one or a combination of the following methods: • Purchase preservation credits for habitat for federally listed vernal pool species at an approved wetland mitigation bank; • Record a conservation easement over lands designated for preservation in perpetuity, which include preserved habitat for federally listed vernal pool species; and/or **ADDITIONAL LIMITS UPON COMPENSATION** • Any purchase of created/restored/rehabilitated vernal pool species habitat must occur at an USACE and USFWS approved mitigation bank. Any purchase of preserved vernal pool species habitat must occur at a USFWS approved mitigation bank. • Within the Mather Preserve the restoration goal shall be to restore and enhance habitat for vernal pool species such that their ultimate functions and services are equal to or greater than the wetland features directly or indirectly affected as the case may be. This effort could include			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
restoring vernal pools and/or other suitable aquatic features that have been damaged by prior activities. The accomplishment of restoration shall be based upon the Preserve Management approved by the USACE/USFWS with establishment of the Preserve. The plan will include monitoring requirements to ensure the long term success of restored and enhanced habitats. ***USE BEST MANAGEMENT PRACTICES (BMPS) TO PROVIDE EFFECTIVE EROSION AND SEDIMENT CONTROL.*** Use of BMPs for storm water control is expected to reduce the potential for protected and avoided habitat for vernal pool species to be indirectly affected by sediment-laden discharges from construction sites. The performance and effectiveness of these BMPs would be determined either by visual means, where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where the verification of containment reduction or elimination is required to determine the adequacy of the measures. BMPs to be implemented would include, but are not limited to, the following: • All disturbed surfaces or stockpile areas would be protected with erosion control measures in place during the period of October 1 through April 30, or as appropriate based on weather conditions. • BMPs for temporary erosion control (such as silt fences,			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) would be employed per the product specifications for disturbed areas, stockpiled soil, and along culverts and drainage ditches on active construction sites and in downstream areas that may be affected by construction activities. Requirements for the placement and monitoring of the BMPs would be part of the contractor's project specifications. Performance and adequacy of the measures would be determined visually by site construction management and verified by the County Department of Water Resources and Central Valley Regional Water Quality Control Board as appropriate. • Dirt and debris would be swept from paved areas in construction zones on a daily basis as necessary to remove excessive accumulations of silt, mud or other debris. Sweeping and dust removal would be implemented by the contractor and oversight of these operations the responsibility of the construction site superintendent. • All exposed/disturbed areas, left barren of vegetation due to project related activities, would be seeded, mulched and fertilized with a blend of native and/or naturalized grass and forb species. Locally obtained native wildflower seeds may be included in the seed mix. Planted areas must achieve an 80 percent acreage coverage rate to be			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
considered successful. All exposed areas where seeding is considered unsuccessful after 90 days, would receive appropriate soil preparation and a second application of seed/mulch/fertilizer. Quarterly monitoring would be conducted for a period of one year or until the target goal is met. The application, schedule, and maintenance of the vegetative cover would be the responsibility of the contractor and requirements to establish a vegetative cover would be included in the construction contractor's project specifications. • If discharges of sediment or hazardous substances to drainage ways are observed, construction would be halted until the source of contamination is identified and remediated. Visual indications of such contamination include an oily sheen or coating on water, and noticeable turbidity (lack of clarity) in the water. ***PREPARE A HARDPAN RESTORATION PLAN*** Prior to the start of construction activity for the sewer trunk line, a hardpan restoration plan shall be developed by a qualified hydrogeologist and geotechnical expert and implemented for sewer trunk line construction adjacent to the proposed preserve. The detailed plan shall include identification and documentation of the hardpan depths during excavation of the sewer trench, and appropriate backfill material to restore the hardpan functionality. The detailed hardpan restoration plan shall be included in the			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
construction specifications for the proposed sewer trunk line. ***CONDUCT WORKER ENVIRONMENTAL AWARENESS TRAINING (WEAP).*** A Worker Environmental Awareness Program (WEAP) training for construction crews and construction forepersons shall be conducted before any construction activities begin. The WEAP training would be conducted by a qualified wildlife biologist. The training would include a brief review of the special status species and other sensitive resources that could occur in the project area and their legal status and protection. The program would also cover all relevant mitigation measures, permit conditions and BMP plans, such as the Stormwater Pollution Prevention Plan (SWPPP) and/or erosion control and sediment plan. During WEAP training, construction personnel would be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. A designated environmental inspector would be responsible for ensuring that construction personnel adhere to the guidelines and restrictions and that all persons working on site have attended a WEAP training session. WEAP training sessions would be conducted as needed for new personnel brought onto the job throughout the duration of construction. ***LIMIT PROJECT ACCESS ROUTES/STAGING AREAS.*** The total number of access routes, number and size of staging areas, and the total area of construction activity would be limited to those areas identified in the approved construction drawings			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
and/or plans or as otherwise approved per permit conditions. Access routes and project boundaries would be clearly marked at all times. Access routes for heavy equipment to and from the project site would be restricted to established roadways to minimize habitat disturbance. The storing of construction equipment, vehicles, and supplies would be restricted to the designated construction staging areas outside of Preserve(s), designated avoided and riparian buffer areas. All fueling, cleaning and maintenance activities of vehicles and other equipment would be performed only in designated areas and at least 250 feet away from avoided/protected habitats. As part of WEAP training, all workers would be informed of the importance of preventing spills and appropriate measures to take in the event of a spill. All spills would be cleaned up immediately. ***PROTECT HABITAT IN CONSERVATION AREAS AND AVOIDED HABITATS.*** Avoided and protected habitat, including habitat within the Preserve and Riparian Buffer areas, would be protected at all times from construction activities. Habitat protection measures would include the following: • A USFWS-approved biologist (monitor) would inspect all construction-related activities at the project site to ensure that no unauthorized take of listed species or destruction of their habitat occurs. The biologist would have the authority to stop any activities that may result in such take			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
or destruction until appropriate corrective measures have been completed. The biologist also would be required to report immediately any unauthorized impacts to the USFWS and the CDFW. • Adequate fencing would be placed and maintained around all avoided and protected habitat for vernal pool species to prevent direct impacts from construction. **Or,** In the event that the proposed protection and compensation methodology is approved, to mitigate for direct and indirect impacts to vernal pool habitat, suitable habitat at Mather Field shall be protected and managed consistent the following measures. ***COMPREHENSIVE DRAINAGE PLAN.*** In order to ensure that the proposed development would not result in detrimental increases in storm water flow or flooding on site or downstream, the project proponent shall prepare and adhere to a Comprehensive Drainage Plan. The Comprehensive Drainage Plan shall include engineered facilities, such as retention basins, flood control channels, storm drainage facilities, and other features needed to ensure no net increase in storm water discharge under a minimum 20-year, 24-hour storm event, as a result of the development. Development related increases in storm water flows shall be assessed based on proposed changes in impervious surface coverage on site, as well as proposed grading and related changes			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
in site topography. ***COMPENSATE FOR THE LOSS OF HABITAT FOR VERNAL POOL SPECIES.*** **CONDITIONED CONVEYANCE** As part of the base conveyance process for the 5,716-acre former Mather Air Force Base, a 1,272-acre portion has been identified as having significant natural resource values (waters of the United States, and federally threatened and endangered species and their designated critical habitat). This 1,272-acre area will be set aside as a preserve ("Mather Preserve") and will be held in trust by the County of Sacramento for the people of the United States of America (US). The conveyance process provided for preparation of a plan for active management of the 1,272-acre Mather Preserve for the benefit of waters of the US and/or for species listed as threatened and/or endangered under the Endangered Species Act. **TWO STEP ADAPTIVE MANAGEMENT PLAN** In furtherance of the proposal to minimize adverse effects to listed species resulting from loss of habitat, the County proposes to fund the development and implementation of a comprehensive adaptive management program for the 1,272-acre Mather Preserve in perpetuity. The adaptive management program will be for the purposes of maintaining and improving wetland function and habitats for listed crustaceans and plants. The plan will be implemented in two steps. The first step is an Interim Wetlands			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
Management Plan (IWMP). The second step is a Long Term Management Plan (LTMP) which will proceed from the conclusions of the first step. **FIRST STEP MANAGEMENT PLAN** The County has developed, and the Agencies have approved, the first step, the IWMP (2013/2014). Funding for this first step will be provided by the County of Sacramento as described in Chapter 12 and Appendix J of the IWMP. **LONG TERM MANAGEMENT PLAN** Funding for completion and perpetual implementation of the LTMP will be an endowment or an alternative mechanism subject to approval from the U.S. Fish and Wildlife Service and acceptable to the County of Sacramento. The County will place a USFWS approved conservation easement on the 1,272-acre Mather Preserve and will select a non-profit land trust accredited by the Land Trust Accreditation Commission to hold the conservation easement. The conservation easement will be recorded within 90 days from the recordation date of the last federal property transfer to the County at Mather Field. **ABOVE AND BEYOND** It is recognized by all stakeholders that implementation of this two-step active management plan, will be of significant benefit to the values and functions of these natural resources. As a result, we propose these actions as measures that are “above and beyond”			

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
	what was required in the conveyance process. Implementation of the active management effort will begin with the IWMP and will be considered measures that minimize the adverse effects to species listed under the FESA which may occur as a consequence of development/fill activities occurring within the remaining 4,444 acres of the Mather conveyance. The implementation of the IWMP, the LTMP, the recordation of the conservation easement, and the funding of perpetual management, will ensure the Mather Field Specific Plan Project (as defined previously on pages nine and ten of this BA) will conserve listed vernal pool invertebrate species and is proposed in-lieu of preservation of vernal pool wetlands offsite. ***USE BEST MANAGEMENT PRACTICES (BMPS) TO PROVIDE EFFECTIVE EROSION AND SEDIMENT CONTROL.*** Use of BMPs for storm water control is expected to reduce the potential for protected and avoided habitat for vernal pool species to be indirectly affected by sediment-laden discharges from construction sites. The performance and effectiveness of these BMPs would be determined either by visual means, where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where the verification of containment reduction or elimination is required to determine the adequacy of the measures. BMPs to be implemented would include, but are not limited to, the following:			

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Agency			
• All disturbed surfaces or stockpile areas would be protected with erosion control measures in place during the period of October 1 through April 30, or as appropriate based on weather conditions. • BMPs for temporary erosion control (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) would be employed per the product specifications for disturbed areas, stockpiled soil, and along culverts and drainage ditches on active construction sites and in downstream areas that may be affected by construction activities. Requirements for the placement and monitoring of the BMPs would be part of the contractor's project specifications. Performance and adequacy of the measures would be determined visually by site construction management and verified by the County Department of Water Resources and Central Valley Regional Water Quality Control Board as appropriate. • Dirt and debris would be swept from paved areas in construction zones on a daily basis as necessary to remove excessive accumulations of silt, mud or other debris. Sweeping and dust removal would be implemented by the contractor and oversight of these operations the responsibility of the construction site superintendent.			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
• All exposed/disturbed areas, left barren of vegetation due to project related activities, would be seeded, mulched and fertilized with a blend of native and/or naturalized grass and forb species. Locally obtained native wildflower seeds may be included in the seed mix. Planted areas must achieve an 80 percent acreage coverage rate to be considered successful. All exposed areas where seeding is considered unsuccessful after 90 days, would receive appropriate soil preparation and a second application of seed/mulch/fertilizer. Quarterly monitoring would be conducted for a period of one year or until the target goal is met. The application, schedule, and maintenance of the vegetative cover would be the responsibility of the contractor and requirements to establish a vegetative cover would be included in the construction contractor's project specifications. • If discharges of sediment or hazardous substances to drainage ways are observed, construction would be halted until the source of contamination is identified and remediated. Visual indications of such contamination include an oily sheen or coating on water, and noticeable turbidity (lack of clarity) in the water. ***PREPARE A HARDPAN RESTORATION PLAN*** Prior to the start of construction activity for the sewer trunk line, a			

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Agency			
hardpan restoration plan shall be developed by a qualified hydrogeologist and geotechnical expert and implemented for sewer trunk line construction adjacent to the proposed preserve. The detailed plan shall include identification and documentation of the hardpan depths during excavation of the sewer trench, and appropriate backfill material to restore the hardpan functionality. The detailed hardpan restoration plan shall be included in the construction specifications for the proposed sewer trunk line. ***CONDUCT WORKER ENVIRONMENTAL AWARENESS TRAINING (WEAP).*** A Worker Environmental Awareness Program (WEAP) training for construction crews and construction forepersons would be conducted before any construction activities begin. The WEAP training would be conducted by a qualified wildlife biologist. The training would include a brief review of the special status species and other sensitive resources that could occur in the project area and their legal status and protection. The program would also cover all relevant mitigation measures, permit conditions and BMP plans, such as the Stormwater Pollution Prevention Plan (SWPPP) and/or erosion control and sediment plan. During WEAP training, construction personnel would be informed of the importance of avoiding ground-disturbing activities outside of the designated work area. A designated environmental inspector would be responsible for ensuring that construction personnel adhere to the guidelines and restrictions and that all persons			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	working on site have attended a WEAP training session. WEAP training sessions would be conducted as needed for new personnel brought onto the job throughout the duration of construction. ***LIMIT PROJECT ACCESS ROUTES/STAGING AREAS.*** The total number of access routes, number and size of staging areas, and the total area of construction activity would be limited to those areas identified in the approved construction drawings and/or plans or as otherwise approved per permit conditions. Access routes and project boundaries would be clearly marked at all times. Access routes for heavy equipment to and from the project site would be restricted to established roadways to minimize habitat disturbance. The storing of construction equipment, vehicles, and supplies would be restricted to the designated construction staging areas outside of Preserve(s), designated avoided and riparian buffer areas. All fueling, cleaning and maintenance activities of vehicles and other equipment would be performed only in designated areas and at least 250 feet away from avoided/protected habitats. As part of WEAP training, all workers would be informed of the importance of preventing spills and appropriate measures to take in the event of a spill. All spills would be cleaned up immediately. ***PROTECT HABITAT IN CONSERVATION AREAS AND AVOIDED HABITATS.*** Avoided and protected habitat, including habitat within the Preserve and Riparian Buffer areas, would be protected at all times			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	from construction activities. Habitat protection measures would include the following: • A USFWS-approved biologist (monitor) would inspect all construction-related activities at the project site to ensure that no unauthorized take of listed species or destruction of their habitat occurs. The biologist would have the authority to stop any activities that may result in such take or destruction until appropriate corrective measures have been completed. The biologist also would be required to report immediately any unauthorized impacts to the USFWS and the CDFW. Adequate fencing would be placed and maintained around all avoided and protected habitat for vernal pool species to prevent direct impacts from construction.			
17.	**Mitigation Measure BR-8: Programmatic Level Impacts to Valley Elderberry Longhorn Beetle:** Prior to construction within Mather Field where elderberry shrubs may be located, the project site shall be surveyed for the presence of the beetle and its elderberry host plant by a qualified biologist in accordance with USFWS protocols. If elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground surface level occur on or adjacent to the construction site, or are otherwise located where they may be directly or indirectly affected by the Project, minimization and compensation measures, which include transplanting existing shrubs and planting replacement habitat	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
	(conservation plantings), would be undertaken (see below). Elderberry plants with no stems measuring 1.0 inch or greater in diameter at ground level are unlikely to provide habitat for the beetle because of their small size and/or immaturity. Therefore, no minimization measures are required for removal of elderberry plants with all stems measuring 1.0 inch or less in diameter at ground level. For shrubs with stems measuring 1.0 inch or greater, the project proponent shall ensure that elderberry shrubs within 100 feet of proposed construction be protected and/or compensated for in accordance with the *U.S. Fish and Wildlife Services' (USFWS) Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS, 1999) and the *Programmatic Formal Consultation Permitting Projects with Relatively Small Effects on the Valley Elderberry Longhorn Beetle Within the Jurisdiction of the Sacramento Field Office* (USFWS, 1996b). Avoid and Protect Habitat Whenever Possible: If suitable habitat for the beetle occurs on the project site or within close proximity where beetles will be affected by the project, these areas must be designated as avoidance areas and must be protected from disturbance during the construction and operation of the project. When possible, projects should be designed such that avoidance areas are connected with adjacent habitat to prevent fragmentation and isolation of beetle populations. Any beetle habitat that cannot be avoided as described below should be considered impacted and			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
appropriate minimization measures should be proposed as described below. Avoidance: Establishment and Maintenance of a Buffer Zone: Complete avoidance (i.e., no adverse effects) may be assumed when a 100-foot (or wider) buffer is established and maintained around elderberry plants containing stems measuring 1.0 inch or greater in diameter at ground level. Firebreaks may not be included in the buffer zone. In buffer areas, construction-related disturbance should be minimized, and any damaged area should be promptly restored following construction. The USFWS must be consulted before any disturbances within the buffer area are considered. In addition, the USFWS must be provided with a map identifying the avoidance area and written details describing avoidance measures. Protective Measures a. Fence and flag all areas to be avoided during construction activities. In areas where encroachment on the 100-foot buffer has been approved by USFWS, provide a minimum setback of at least 20 feet from the drip line of each elderberry plant. b. Brief contractors on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. c. Erect signs every 50 feet along the edge of the avoidance area			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction. d. Instruct work crews about the status of the beetle and the need to protect its elderberry host plant. <u>Restoration and Maintenance:</u> Restore any damage done to the buffer area (area within 100 feet of elderberry plants) during construction. Provide erosion control and re-vegetate with appropriate native plants. Buffer areas must continue to be protected after construction from adverse effects of the project. Measures such as fencing, signs, weeding, and trash removal are usually appropriate. No insecticides, herbicides, fertilizers, or other chemicals that might harm the beetle or its host plant should be used in the buffer areas, or within 100 feet of any elderberry plant with one or more stems measuring 1.0 inch or greater in diameter at ground level. The applicant must provide a written description of how the buffer areas are to be restored, protected, and maintained after construction is completed. Mowing of grasses/ground cover may occur from July through			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
April to reduce fire hazard. No mowing should occur within five feet of elderberry plant stems. Mowing must be done in a manner that avoids damaging plants (e.g., stripping away bark through careless use of mowing/trimming equipment). <u>Transplant Elderberry Plants That Cannot Be Avoided:</u> Elderberry plants must be transplanted if they cannot be avoided by the proposed project. All elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level must be transplanted to a conservation area. At the discretion of the USFWS, a plant that is unlikely to survive transplantation because of poor condition or location, or a plant that would be extremely difficult to move because of access problems, may be exempted from transplantation. In cases where transplantation is not possible, the minimization ratios may be increased to offset the additional habitat loss. Trimming of elderberry plants (e.g., pruning along roadways, bike paths, or trails) with one or more stems 1.0 inch or greater in diameter at ground level, may result in take of beetles. Therefore, trimming is subject to appropriate minimization measures. a. Monitor. A qualified biologist (monitor) must be on-site for the duration of the transplanting of the elderberry plants to insure that no unauthorized take of the valley elderberry longhorn beetle occurs. If unauthorized take occurs, the monitor must have the authority to stop work until corrective measures have been completed. The monitor must			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
immediately report any unauthorized take of the beetle or its habitat to the USFWS. b. Timing. Transplant elderberry plants when the plants are dormant, approximately November through the first two weeks in February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success. c. Transplanting Procedure. (1) Cut the plant back three to six feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. The trunk and all stems measuring 1.0 inch or greater in diameter at ground level should be replanted. Any leaves remaining on the plant should be removed. (2) Excavate a hole of adequate size to receive the transplant. (3) Excavate the plant using a Vermeer spade, backhoe, front end loader, or other suitable equipment, taking as much of the root ball as possible, and replant immediately at the conservation area. Move the plant only by the root ball. If the plant is to be moved and transplanted off site, secure the root ball with wire and wrap it with burlap. Dampen the burlap with water, as necessary, to keep the root ball wet. Do not let the roots			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
dry out. Care should be taken to ensure that the soil is not dislodged from around the roots of the transplant. If the site receiving the transplant does not have adequate soil moisture, pre-wet the soil a day or two before transplantation. (4) The planting area must be at least 1,800 square feet for each elderberry transplant. The root ball should be planted so that its top is level with the existing ground. Compact the soil sufficiently so that settlement does not occur. As many as five additional elderberry plantings (cuttings or seedlings) and up to five associated native species plantings may also be planted within the 1,800-square-foot area with the transplant. The transplant and each new planting should have its own watering basin measuring at least three feet in diameter. Watering basins should have a continuous berm measuring approximately eight inches wide at the base and six inches high. (5) Saturate the soil with water. Do not use fertilizers or other supplements or paint the tips of stems with pruning substances, as the effects of these compounds on the beetle are unknown. (6) Monitor to ascertain if additional watering is necessary. If the soil is sandy and well-drained, plants may need to be watered weekly or twice monthly. If the soil is			

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
clayey and poorly-drained, it may not be necessary to water after the initial saturation. However, most transplants require watering through the first summer. A drip watering system and timer is ideal. However, in situations where this is not possible, a water truck or other apparatus may be used. <u>Plant Additional Seedlings or Cuttings:</u> Each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected (i.e., transplanted or destroyed) must be replaced, in the conservation area, with elderberry seedlings or cuttings at a ratio ranging from 1:1 to 8:1 (new plantings to affected stems). Stock of either seedlings or cuttings should be obtained from local sources. Cuttings may be obtained from the plants to be transplanted if the project site is in the vicinity of the conservation area. If the USFWS determines that the elderberry plants on the proposed project site are unsuitable candidates for transplanting, they may allow the applicant to plant seedlings or cuttings at higher than the stated ratios for each elderberry plant that cannot be transplanted. <u>Plant Associated Native Species:</u> Studies have found that the beetle is more abundant in dense native plant communities with a mature overstory and a mixed understory. Therefore, a mix of native plants associated with the elderberry plants at the project site or similar sites will be planted at ratios ranging from 1:1 to 2:1 (native tree/plant species to each elderberry seedling or cutting).			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	These native plantings must be monitored with the same survival criteria used for the elderberry seedlings. Stock of saplings, cuttings, and seedlings should be obtained from local sources. If the parent stock is obtained from a distance greater than one mile from the conservation area, approval by the USFWS of the native plant donor sites must be obtained prior to initiation of the revegetation work. Planting or seeding the conservation area with native herbaceous species is encouraged. Establishing native grasses and forbs may discourage unwanted non-native species from becoming established or persisting at the conservation area. Only stock from local sources should be used.			
18.	**Mitigation Measure BR-9: Project Level Impacts to Valley Elderberry Longhorn Beetle:** In order to reduce project impacts to the VELB habitat to a less than significant level the following mitigation measures, consistent with USFWS guidelines, will be required: a. For construction prior to obtaining the applicable permits allowing removal of the elderberry plants, protective measures shall apply. Prior to initiating construction, the following measures shall be completed: (1) Temporary construction fencing and flagging shall be installed at least 100 feet outside the edge of the driplines of the elderberry plants. In areas where encroachment on the 100-foot buffer has been approved by USFWS, provide a minimum setback of at least 20	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
feet from the dripline of each elderberry plant and provide documentation of USFWS approval of the reduced setback. (2) Brief contractors on the need to avoid damaging the elderberry plants and the possible penalties for not complying with these requirements. (3) Erect signs every 50 feet along the edge of the avoidance area with the following information: "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines and imprisonment." The signs should be clearly readable from a distance of 20 feet, and must be maintained for the duration of construction. (4) Instruct work crews about the status of the beetle and the need to protect its elderberry host plant. b. Prior to construction within the 100-foot buffer area (or lesser buffer, as approved by USFWS) established around the elderberry plants implement one of the following methods (or a combination of the following two methods) to reduce impacts to the Valley Elderberry Longhorn Beetle to a less than significant level: Either			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	(1) Elderberry plants with one or more stems measuring 1.0 inch or greater in diameter at ground level shall be transplanted to a conservation area approved by the U.S. Fish and Wildlife Service (USFWS). The project applicant shall consult with the USFWS on all transplantation activities and obtain all applicable permits. And/Or: (2) The project applicant shall compensate for the loss of elderberry plants on the site to the satisfaction of the USFWS and shall obtain any/all applicable permit(s) from the U.S. Army Corps of Engineers (Army Corps) and the USFWS.			
19.	**Mitigation Measure BR-10: Programmatic/ Project Level Impacts to Western Spadefoot Toad:** Prior to construction within or adjacent to wetlands or vernal pools, including construction activities related to the Zinfandel Drive/ trunk sewer extension, a qualified biologist shall conduct a survey for western spadefoot. The survey shall include transecting all suitable habitat that may be affected by proposed activities and identifying suitable burrows that may be used for aestivation. Suitable burrows shall be excavated using hand tools. If a spadefoot is found in a construction area, the biologist shall move the spadefoot from the area to suitable habitat within the proposed	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Natural Preserve.			
20.	**Mitigation Measure BR-11: Programmatic/Project Level Impacts to Western Pond Turtle:** Prior to the commencement of ground-disturbing activity within 1,650 feet of aquatic habitat, including construction activities related to the Zinfandel Drive/ trunk sewer extension, the project proponent shall consult with CDFW to establish appropriate avoidance procedures, and to establish procedures which would apply in the event that a turtle is found within the construction area. The developer shall submit written evidence of the consultation and its conclusions to the Environmental Coordinator. If CDFW recommends obtaining a permit, the applicant shall obtain the permit prior to the commencement of ground-disturbing activities. Unless California Fish and Wildlife recommends other mitigation, the following shall also apply: a. Twenty-four hours prior to the commencement of ground-disturbing activity (i.e. clearing, grubbing, or grading) within 1,650 feet of aquatic habitat, a qualified biologist shall perform a survey for western pond turtle. The survey shall include all suitable upland and aquatic habitat which is within 1,650 feet of all proposed construction areas. The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Environmental Coordinator prior to ground disturbing activity.	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	b. If western pond turtles are found during the survey, activities shall not commence until the animal has moved out of the construction area on its own. If the animal is injured or trapped, a qualified biologist shall move the animal out of the construction area and into a suitable habitat area. c. If a western pond turtle is encountered during active construction, all construction shall cease until the animal has moved out of the construction area on its own. If the animal is injured or trapped, a qualified biologist shall move the animal out of the construction area and into a suitable habitat area. California Fish and Wildlife and the Environmental Coordinator shall be notified within 24 hours that a turtle was encountered.			
21.	**Mitigation Measure BR-12: Programmatic Level/Project Level Swainson's Hawk Nesting habitat:** If construction, grading, or project-related improvements, including those related to the Zinfandel Drive/ trunk sewer extension, are to commence between March 1 and September 15, a focused survey for Swainson's hawk nests on the site and within ½ of the site shall be conducted by a qualified biologist no later than 30 days prior to the start of construction work (including clearing and grubbing). If active nests are found, the California Fish and Wildlife shall be contacted to determine appropriate protective measures, and these measures shall be implemented prior to the start of any ground-disturbing activities. If no active nests are found during the focused survey,	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	no further mitigation will be required.			
22.	**Mitigation Measure BR-13: Programmatic/Project Level Impacts Nesting Habitat:** If construction, grading, or other project-related improvements, including those related to the Zinfandel Drive/ trunk sewer extension, are to occur between March 1 and September 15, a focused survey for tree or ground nesting raptors within 500 feet of the construction site shall be conducted by a qualified biologist within 14 days prior to the start of construction work. If active nests are found, California Fish and Wildlife shall be contacted to determine appropriate protective measures. If no active nests are found during the focused survey, no further mitigation will be required.	Upon adoption of entitlements	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	
23.	**Mitigation Measure BR-14: Programmatic Level/Project Level Impacts to Tricolored Blackbird:** If construction activities, including those related to the Zinfandel Drive/ trunk sewer extension (which includes clearing, grubbing, or grading) are to commence within 300 feet of suitable nesting habitat between March 1 and July 31, a survey for nesting tricolored blackbirds shall be conducted by a qualified biologist. The survey shall cover all potential nesting habitat on-site and off-site up to a distance of 300 feet from the project boundary. The survey shall occur within 30 days of the date that construction will encroach within 300 feet of suitable habitat. The biologist shall supply a brief written report (including date, time of survey, survey method, name of surveyor and survey results) to the Environmental Coordinator prior to	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	ground disturbing activity. If no tricolored blackbird were found during the pre-construction survey, no further mitigation would be required. If an active tricolored blackbird colony is found on-site or within 300 feet of the project site the project proponent shall do the following: a. Consult with the California Fish and Wildlife to determine if project activity will impact the tricolored blackbird colony(s). Provide the Environmental Coordinator with written evidence of the consultation or a contact name and number from California Fish and Wildlife. Implement all protective measures recommended by California Fish and Wildlife. b. With California Fish and Wildlife permission, the applicant may avoid impacts to tricolored blackbird by establishing a 300-foot temporary setback, with fencing that prevents any project activity within 300 feet of the colony. A qualified biologist shall verify that setbacks and fencing are adequate and will determine when the colonies are no longer dependent on the nesting habitat (i.e. nestling have fledged and are no longer using habitat). The breeding season typically ends in July. c. If tricolored blackbird habitat is permanently destroyed follow California Fish and Wildlife procedure to mitigate for habitat loss, and submit documentation of the mitigation to the Environmental Coordinator.			

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
24.	**Mitigation Measure BR-15: Programmatic/Project level Impacts to Short Eared Owls:** If construction activities, including those related to the Zinfandel Drive/ trunk sewer extension (which includes clearing, grubbing, or grading) are to commence within 500 feet of suitable nesting habitat between March 1 and July 31, a survey for nesting short eared owls shall be conducted by a qualified biologist. 1. A survey for nests and owls should be conducted by walking through suitable habitat over the entire project site and in areas within 150 meters (~500 feet) of the project impact zone. 2. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be no more than 30 meters (~100 feet), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (~160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons. 3. If no occupied burrows or burrowing owls are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the Environmental Coordinator	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	and no further mitigation is necessary. 4. If occupied nests or short eared owls are found the project proponent shall contact the Environmental Coordinator and consult with California Fish and Wildlife prior to construction, and will be required to submit a Mitigation Plan (subject to the approval of the Environmental Coordinator and in consultation with California Fish and Wildlife). This plan must document all proposed measures, including avoidance, minimization, exclusion, relocation, or other measures, and include a plan to monitor mitigation success.			
25.	**Mitigation Measure BR-16: Programmatic/Project Level Impacts to Burrowing Owls:** Prior to the commencement of construction activities (which includes clearing, grubbing, or grading) within 500 feet of suitable burrow habitat, a survey for burrowing owl shall be conducted by a qualified biologist. The survey shall occur within 30 days of the date that construction will encroach within 500 feet of suitable habitat. Surveys shall be conducted in accordance with the following: a. A survey for-burrows and owls should be conducted by walking through suitable habitat over the entire project site and in areas within 150 meters (~500 feet) of the project impact zone. b. Pedestrian survey transects should be spaced to allow 100 percent visual coverage of the ground surface. The distance	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency			
between transect center lines should be no more than 30 meters (~100 feet), and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. To efficiently survey projects larger than 100 acres, it is recommended that two or more surveyors conduct concurrent surveys. Surveyors should maintain a minimum distance of 50 meters (~160 feet) from any owls or occupied burrows. It is important to minimize disturbance near occupied burrows during all seasons. c. If no occupied burrows or burrowing owls are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the Environmental Coordinator and no further mitigation is necessary. d. If occupied burrows or burrowing owls are found, then a complete burrowing owl survey is required. This consists of a minimum of four site visits conducted on four separate days, which must also be consistent with the Survey Method, Weather Conditions, and Time of Day sections of Appendix D of the California Fish and Wildlife "Staff Report on Burrowing Owl Mitigation" (March 2012). Submit a survey report to the Environmental Coordinator which is consistent with the Survey Report section of Appendix D of the California Fish and Wildlife "Staff Report on Burrowing Owl Mitigation" (March 2012). e. If occupied burrows or burrowing owls are found the			

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	applicant shall contact the Environmental Coordinator and consult with California Fish and Wildlife prior to construction, and will be required to submit a Burrowing Owl Mitigation Plan (subject to the approval of the Environmental Coordinator and in consultation with California Fish and Wildlife). This plan must document all proposed measures, including avoidance, minimization, exclusion, relocation, or other measures, and include a plan to monitor mitigation success. The California Fish and Wildlife "Staff Report on Burrowing Owl Mitigation" (March 2012) should be used in the development of the mitigation plan.			
26.	**Mitigation Measure BR-17: Programmatic/Project Level Impacts to American Badger:** Prior to the commencement of construction activities (which includes clearing, grubbing, or grading) within 500 feet of suitable habitat for American badger den sites, a survey for American badger shall be conducted by a qualified biologist. The survey shall occur within 30 days of the date that construction will encroach within 500 feet of suitable habitat. If badgers are detected, the biologist shall passively relocate badgers out of the work area prior to construction if feasible. Badgers shall be relocated to suitable areas within the proposed Natural Preserve. If an active den is located within an identified work area, the project proponent shall avoid the den, if feasible, until the qualified biologist determines the den is no longer active.	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Dens that are determined to be inactive by the qualified biologist shall be collapsed by hand to prevent occupation of the den between the time of the survey and the completion of construction activities.			
27.	**Mitigation Measure BR-18: Programmatic/ Project Level Impacts to Special Status Plants:** Prior to construction, vegetated portions of the project site including wetland habitats shall be surveyed by a qualified botanist for special-status plants following established CDFW *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities* which calls for protocol-level surveys during the appropriate flowering/identification period for each potentially affected species. Known populations of Bogg's Lake hedge-hyssop, Ahart's dwarf rush, and legenere shall be protected within the Natural Preserve. The project would also directly affect two known populations of legenere, and may affect additional, undocumented populations of special-status plants. Measures to compensate for the loss of special status species include: • Prepare a Mitigation and Monitoring Plan to relocate plants and/or seed banks or reintroduce new populations in suitable habitat and soil types within the on-site Preserve or at a CDFW or USFWS-approved off-site location; • Restore or enhance suitable habitat within the Natural	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	Preserve.			
28.	**Mitigation Measure BR-19: Programmatic/ Project Impacts to Sanford's Arrowhead:** Surveys shall be performed by a qualified botanist during the species non-dormant, flowering period (June – October) prior to work within suitable habitat. If the species is not found during the survey, no further mitigation would be required. If plant(s) are found the botanist shall establish distribution of the colony(s) and estimate the number of individuals in the population. Unless deemed infeasible by the Environmental Coordinator, all plants or tuber/rhizomes shall be removed from the area of impact and transplanted to a new or existing preserve or, if the impact is temporary, replanted in the same location after the disturbance. Surveys shall be performed annually at the transplant location for a period of three years, to ensure success. If survival is not meeting a minimum 60 percent survivorship, transplantation will be deemed failed. In cases where transplanting is deemed infeasible, or where transplanting has failed, compensatory mitigation shall be provided. Compensatory mitigation shall consist of placement of a conservation easement over a known, unprotected population of the species.	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	
29.	**Mitigation Measure BR-20: Programmatic Level Impacts to Suitable Habitat Within Designated Critical Habitat and Mather Core Recovery Areas:** To mitigate for direct impacts to 4.98 aces of critical habitat for vernal pool species and indirect impacts to critical habitat totaling 2.89 acres, suitable habitat shall	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	compensated for consistent with Mitigation Measure BR-6 above. However, all impacts to critical habitat shall be compensated for within the designated critical habitat area and Mather Core Recovery Area.			
30.	**Mitigation Measure BR-21: Project Level Impacts to Suitable Habitat Within Critical Designated Critical Habitat and Mather Core Recovery Areas:** To mitigate for direct impacts to 0.66 aces of critical habitat for vernal pool species and indirect impacts to critical habitat totaling 1.28 acres, suitable habitat shall compensated for consistent with Mitigation Measure BR-7 above. However, all impacts to critical habitat shall be compensated for within the designated critical habitat area and Mather Core Recovery Area.	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB Zinfandel Drive extension, trunk sewer line extension	
31.	**Mitigation Measure BR-22: Programmatic/Project Impacts to Nesting Migratory Birds:** To avoid impacts to nesting migratory birds the following shall apply: 1. If construction activity (including clearing, grubbing, or grading) is to commence within 50 feet of nesting habitat between February 1 and August 31, a survey for active migratory bird nests shall be conducted by a qualified biologist. 2. Trees slated for removal shall be removed during the period of September through January, in order to avoid the nesting season. Any trees that are to be removed during the nesting	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	season shall be surveyed by a qualified biologist and will only be removed if no nesting migratory birds are found.			
32.	**Mitigation Measure CR-1: Unanticipated Discoveries of Cultural Resources**: If subsurface deposits believed to be cultural or human in origin are discovered during construction activities, including those activities related to and consistent with a wetlands management plan within the proposed Preserve area, then all work must halt within a 200-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained at the Applicant's expense to evaluate the significance of the find. If it is determined due to the types of deposits discovered that a Native American monitor is required, the Guidelines for Monitors/Consultants of Native American Cultural, Religious, and Burial Sites as established by the Native American Heritage Commission shall be followed, and the monitor shall be retained at the Applicant's expense. Work cannot continue within the 200-foot radius of the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either 1) not cultural in origin; or 2) not potentially eligible for listing on the National Register of Historic Places or California Register of Historical Resources. If a potentially-eligible resource is encountered, then the archaeologist and project proponent shall arrange for either 1) total	Upon adoption of entitlements	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	avoidance of the resource, if possible; or 2) test excavations or total data recovery as mitigation. The determination shall be formally documented in writing and submitted to the North Central Information Center (NCIC) as verification that the provisions of CEQA for managing unanticipated discoveries have been met. In addition, pursuant to Section 5097.97 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains.			
33.	**Mitigation Measure HM-1: Hazardous Materials Contingency Plan:** All public and private development proposals within Mather Field shall include a detailed Hazardous Materials Contingency plan to address contaminants or other hazardous materials that may be encountered during construction activities and in the event that construction activities (including redevelopment proposals) uncover unforeseen contamination or hazardous materials including radioactive waste at Site RW-016, munitions within the 3,000 foot safety zone of Site XU-403, unexploded ordinance at Site OT-69/XE-404 and contaminants related to landfills. The plan should include steps to contain any contamination, consultation with regulatory agencies and a work plan to evaluate	Upon adoption of entitlements	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	and characterize and remediate any contamination. In addition, all performance standards included in the Mather Field Special Planning Area Ordinance related to hazardous materials shall be incorporated into the Hazardous Materials Plan.			
34.	**Mitigation Measure HM-2: Remediation Systems:** Prior to any public or private development or ground disturbing activities within Mather Field, project proponents shall coordinate with the U.S. Air Force, the U.S. EPA, the California EPA, and other involved agencies, as appropriate, to assure that construction activities do not disturb the remedial system components in place including groundwater monitoring, extraction, and injection wells, and soil vapor extraction and bioventing facilities.	Upon adoption of entitlements, prior to construction	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension	
35.	**Mitigation Measure PS-1: Programmatic Level Impacts to Sewer Service:** Prior to development within Mather Field project proponents shall coordinate with SASD in order to determine appropriate sewer planning and infrastructure needs to ensure that existing and/or proposed conveyance facilities have adequate capacity.	Upon adoption of entitlements	GPB-SFB-ZOB	
36.	**Mitigation Measure CC-1: Residential Energy Sector Emission Reductions:** Add a policy to the Mather Field SPA requiring that future applicants for residential projects reduce residential GHG emissions to below the significance threshold of 1.33 MT per capita. In consultation with the Planning and Environmental Review Division and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing a set	Upon adoption of entitlements	ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	of quantitative and/or qualitative measures that achieve the reduction in CO_2 emissions per capita, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, residential energy-use emissions factors; however, the applicant will be required to provide adequate data to support the revised emission factor.			
37.	**Mitigation Measure CC-2: Commercial Energy Sector Emission Reductions:** Add a policy to the Mather Field SPA requiring that future applicants for commercial and industrial projects reduce commercial emissions to below the significance threshold of 7.87 MT CO_2 per Kft^2. In consultation with the Planning and Environmental Review Division and Sacramento Metropolitan Air Quality Management District, applicants shall submit a plan detailing a set of quantitative and/or qualitative measures that achieve the reduction in CO_2 emissions per Kft2, prior to the issuance of building permits or prior to obtaining any discretionary entitlements. This mitigation may be modified to conform with current Sacramento County climate change standards, including but not limited to a Green Building Program and Climate Action Plan. Additionally, applicants may choose to submit revised, project-specific, commercial energy-use emissions factors; however, the applicant will be required to provide	Upon adoption of entitlements	ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	adequate data to support the revised emission factor.			
	Sacramento County Department of Transportation			
38.	Grant the County right-of-way for Zinfandel Drive based on a standard 74-foot arterial including an adjacent pedestrian/landscape/public utility easement pursuant to the Mather Field Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: The County cannot dedicate right-of-way to itself; therefore, title needs to be transferred to a property owner other than the County for instrument to be legally viable.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
39.	Grant the County right-of-way for Douglas Road based on a standard 74-foot arterial including an adjacent pedestrian/landscape/public utility easement pursuant to the Mather Field Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: The County cannot dedicate right-of-way to itself; therefore, title needs to be transferred to a property owner other than the County for instrument to be legally viable.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
40.	Grant the County right-of-way for Kiefer Boulevard based on a standard 74-foot arterial including an adjacent pedestrian/landscape/public utility easement pursuant to the Mather Field Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: The County cannot dedicate right-of-way	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	to itself; therefore, title needs to be transferred to a property owner other than the County for instrument to be legally viable.			
41.	Grant the County additional right-of-way for Kiefer Boulevard and Zinfandel Drive for intersection widening pursuant to the Mather Field Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: The County cannot dedicate right-of-way to itself; therefore, title needs to be transferred to a property owner other than the County for instrument to be legally viable. Note: Consideration should be given to possible signal installation and bus turnouts.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
42.	Grant the County additional right-of-way for Zinfandel Drive and Woodring Drive for intersection widening pursuant to the Mather Field Specific Plan, the Sacramento County Improvement Standards, and to the satisfaction of the Department of Transportation. Note: The County cannot dedicate right-of-way to itself; therefore, title needs to be transferred to a property owner other than the County for instrument to be legally viable. Note: Consideration should be given to possible signal installation and bus turnouts.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
	Sacramento County Department of Water Resources			
43.	Coincident with the approval of the improvement plans, provide drainage easements as needed and pay any fee required by the Sacramento County Water Agency Code. Install facilities	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
	pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards. An approved drainage master plan shall be required prior to rezone.			
44.	Surveyed as-builts for basin and channel improvements, and an operation and maintenance manual for the detention basin(s) pursuant to County of Sacramento requirements, shall be required prior to plan approval.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
45.	Floodplain (or ditch or flowage) easement – Coincident with the approval of the improvement plans, provide a floodplain (or ditch or flowage) easement pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
46.	Coincident with the approval of the improvement plans, provide off-site drainage easements as needed and pay any fee required by the Sacramento County Water Agency Code. Install *off-site* facilities pursuant to the Sacramento County Floodplain Management Ordinance, Sacramento County Water Agency Code, and Sacramento County Improvement Standards.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
47.	If the roadside ditch extends beyond the dedicated right-of-way, the right-of-way shall be extended over the entire width of the ditch.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
48.	Minimum pad/floor elevations shall be required pursuant to the Sacramento County Floodplain Management Ordinance.	Prior to approval of Improvement	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
		Plans		
49.	A Conditional Letter of Map Revision, pursuant to the Sacramento County Floodplain Management Ordinance, and the Sacramento County Improvement Standards, must be approved by FEMA prior to final map recordation, approval of improvement plans, or grading plans, whichever comes first. Submit to FEMA for a Letter of Map Revision, prior to final map recordation.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
50.	Prior to lot recordation, annex to the County of Sacramento Storm Water Utility and Countywide Community Facilities District (CFD) pursuant to the Sacramento County Water Agency Code, and the Sacramento County Improvement Standards.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
51.	There shall be no net loss of storage for any fill placed within the 100-year floodplain without in-kind excavation.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
52.	Fencing in the floodplain shall be open style allowing the passage of water. Fencing in the floodway shall be limited to three-board or three-wire style.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
53.	Design the basins and drainage channels to be aesthetically pleasant and safe to accessing public.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
54.	Incorporate into the site improvement plans storm water quality measures in conformance with applicable County ordinances & standards, and state and federal law. The project may implement low impact development design pursuant to and consistent with	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	The Stormwater Quality Design Manual for the Sacramento & South Placer Regions. Such implementation may be able to reduce the storm water quality treatment requirement.			
55.	Provide a permanent concrete stamp, or other permanently applied message to the satisfaction of DWR not including paint, which reads "No Dumping-Flows to Creek" or other approved message at each storm drain inlet in the site improvement plans.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
56.	Provide hydromodification mitigation in accordance with applicable County ordinance & standards, and state and federal law.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
57.	Land credits a. The Water Agency may only compensate developers for the acquisition of land that is constructed into a regionally beneficial off-line peak flow detention basins pursuant to a Department of Water Resources approved Drainage Master Plan and the Zone 11 Drainage Impact Fee Plan. The Water Agency may only pay up to fair market value, hereby reserved pursuant to the California Subdivision Map Act, appraised at the date of the filing of the tentative parcel or subdivision map or use permit plus associated carrying costs. The Agency may terminate the reservation due to revised drainage master plan or disagreement of price. In no case will the compensation exceed the per acre value used in the Zone 11 Drainage Impact Fee Plan worksheet ($100,000 per acre plus ENR	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

	Condition/Mitigation Measure and Responsible Agency	Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
	Agency			
	inflator since 8/16/04). Land may only be acquired by credit agreement and only upon field acceptance of the constructed detention basin facility. b. At the discretion of the Director, the credit amount shall be adjusted by an appropriate percentage pursuant to Section 2.55.020 of the Sacramento County Water Agency Code to account for inefficiencies of the system. c. No payment shall be made for land acquisition for basins which only serve the needs of a single developer; such as but not limited to, a detention basin for storm water pump plant, a basin that mitigates for flood reclamation, or a basin that only mitigates the impacts of an in-fill development. d. No compensation shall be allowed for interim facilities. e. No credit is allowed for basin land associated with in-fill projects where peak flow attenuation is required, in order to accommodate the limitations of the downstream conveyance, pursuant to Section 9-1 of the County Improvement Standards. f. All basin and channel alignments shown on land use and master planning documents are to be deemed conceptual and subject to alternative analysis. Any SCWA funding is contingent upon a need by SCWA, pursuant to Title 2 of the SCWA Code. All drainage studies are subject to alternative analyses.			

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
	Sacramento Area Sewer District			
58.	SASD infrastructure serves partial project site (Independence at Mather and McCuen Business Park). Connection to the SASD sewer system for the remaining areas shall be required to the satisfaction of SASD. SASD Design Standards apply to any on-site and off-site sewer construction.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
59.	Each parcel with a sewage source shall have a separate connection to the SASD public sewer system. If there is more than one building in any single parcel and the parcel is not proposed for split, then each building on that parcel shall have a separate connection to a private on-site sewer line or SASD public sewer line.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
60.	In order to obtain sewer service for this project, construction of onsite and offsite sewer infrastructure will be required. Sewer infrastructure shall be constructed as per the approved sewer study.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	
61.	SASD will require an amendment to approved "Master Sewer Study South Mather Development" prior to submittal of improvement plans for plan check to SASD for trunk line within the right of way of Zinfandel Drive extending from the Rancho Cordova city limits to Kiefer Boulevard, whichever comes first. The sewer study shall demonstrate the quantity of discharge and any "flow through sewage" along with appropriate pipe sizes and related appurtenances from this subject and other upstream areas	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

Condition/Mitigation Measure and Responsible Agency		Timing/ Implementation	Applicability/ Entitlement	Status of Compliance
Agency				
	and shall be done in accordance with the SASD's most recent "Minimum Sewer Study Requirements". The study shall be done on a no "Shed-Shift" basis unless approved by SASD in advance and in compliance with the SASD Design Standards.			
62.	Developing these properties will require payment of sewer impact fees to both SASD and SRCSD, in accordance with each District's Ordinances. Applicant should contact Permit Services Unit at (916) 876-6100 for sewer impact fee information.	Prior to approval of Improvement Plans	GPB-SFB-ZOB	

Project Findings	Applicability/ Entitlement
The request is consistent with the County General Plan Map Proposed Extensive Industrial-Aggregate Resources, Intensive Industrial, Low Density Residential, Natural Preserve-Resource Conservation-Protected, Public Quasi-Public, Recreation, Commercial and Office and Urban Development Area Designations and Text in that no policy conflicts have been identified.	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension
The request is consistent with the Cordova Community Plan Map and Text.	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension
The proposed development will conform to applicable regulations of the Mather Field Special Planning Area (SPA) Ordinance.	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension
Identified environmental effects and suggested mitigation measures have been taken into consideration in the recommended actions and conditions of approval.	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension
Staff has identified no effects from the proposal which would result in a significant detrimental impact on adjoining or neighboring properties if the conditions, as recommended by staff, are adopted.	GPB-SFB-ZOB, Zinfandel Drive extension, trunk sewer line extension

Acronyms and Abbreviations

BRB BOARD REVIEW –BS
CPB COMMUNITY PLAN AMENDMENT-BS
CZB COMMUNITY PLAN AMEND & REZONE-BS
DAB DEVELOPMENT AGREEMENT AMENDMENT-BS
DGB DEVELOPMENT AGREEMENT-BS
DRB DEVELOPMENT AGREEMENT ANNUAL REVIEW-BS
DRS DESIGN REVIEW
DSP STREET DEDICATION-BS
GPB GENERAL PLAN AMENDMENT-BS
GPB AtoU Agricultural to Urban-BS
GPB RtoC Residential to Commercial / Industrial-BS
PAC- DESIGN REVIEW
PCN PUBLIC CONVENIENCE AND NECESSITY-BS
PMR PARCEL MAP –SRC
PSS DEVELOPMENT PLAN REVIEW
PWP PARCEL MAP WAIVER - CONDO – COPC
REB RECLAMATION PLAN-BS
RPR PARCEL MAP RESUBMISSION-SRC
RSP SUBDIVISION RESUBMISSION – COPC
RVB RESUBMISSION OF VESTING MAP-BS
RZB REZONE-BS
SDP SUBDIVISION TENTATIVE MAP – COPC
SFB SPECIFIC PLAN INITIATION-BS

BS BOARD OF SUPERVISORS
COPC PLANNING COMMISSION
ZA ZONING ADMINISTRATOR
SRC SUBDIVISION REVIEW COMMITTEE

SPP SPECIAL DEVELOPMENT PERMIT - COPC
SPZ SPECIAL DEVELOPMENT PERMIT - ZA
SVB SUBDIVISION VESTING MAP-BS
TAS SUBDIVISION MAP PLAN ANNUAL REPORT
TMB TRANSPORTATION SYSTEM PLAN - BS
TMP TRANSPORTATION SYSTEM PLAN - COPC
TMS TRANSPORTATION SYSTEM PLAN -
TMZ TEMPORARY MOBILE HOME-ZA
TRS TRANSPORTATION SYSTEM PLAN / RES PLAN
TUZ TEMPORARY USE PERMIT -ZA
UPB USE PERMIIT - BS
UPP USE PERMIT - COPC
UPZ USE PERMIT - ZA
UPM USE PERMIT - MINOR
UVB USE PERMIT - CONDO CONVERSION - BS
UVP USE PERMIT - CONDO CONVERSION - COPC
VAB VARIANCE-BS
XPR PARCEL MAP EXTENSION OF TIME - SRC
XSP SUBDIVISION EXTENSION OF TIME - COPC
XVB VESTING MAP EXTENSION OF TIME - BS
ZGB ZONING AGREEMENT AMENDMENT-BS
ZOB ZONING ORDINANCE AMENDMENT-BS