

**DEPARTMENT OF COMMUNITY DEVELOPMENT
Planning and Environmental Review Division
NOTICE OF PREPARATION**

JULY 1, 2013

TO: ALL INTERESTED PARTIES

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR REVISED MATHER AIRPORT MASTER PLAN

Sacramento County will be the CEQA Lead Agency for preparation of an Environmental Impact Report (EIR) for a project known as REVISED MATHER AIRPORT MASTER PLAN. This Notice of Preparation has been sent to responsible and trustee agencies and involved federal agencies pursuant to Section 15082 of the CEQA Guidelines. Agencies should comment on the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

The project description, location, and the probable environmental effects are contained in the attached materials and may also be viewed online at: <http://www.DERA.SacCounty.net>.

Please send your Agency's response to this Notice to:

Catherine Hack, Environmental Coordinator
Department of Community Development
Planning and Environmental Review Division
827 7th Street, Room 220, Sacramento, CA 95814
or via e-mail at: DERA@saccounty.net.

Your response should include the name of a contact person in your agency.

Agencies with specific questions about the project should contact Marianne Biner, Environmental Review Project Manager, at (916) 874-7520 for further information.

PROJECT TITLE:

MATHER AIRPORT MASTER PLAN

CONTROL NUMBER:

2002-0325

PROJECT PROPONENT(S):

Sacramento County Department of Airports
6900 Airport Boulevard, Sacramento, CA 95837

PROJECT LOCATION:

Mather Airport is located approximately 12 miles east of downtown Sacramento in unincorporated Sacramento County (Plate NOP-1). The Airport occupies approximately 2,253 acres and is surrounded by a mix of land uses including: residential, commercial, industrial and open space.

PROJECT DESCRIPTION

The entire Mather Airport Master Plan, can be viewed at the following website under the Mather tab:

http://www.sacramento.aero/scas/about/planning_design/

The physical changes to the environment that are proposed in the Master Plan are outlined below.

Background

When the Mather Airport Master Plan DEIR was completed and circulated for public review and comment in September 2012, comments were received concerning the validity of the airport activity forecast baseline year (2007) relative to industry and airport activity trends that have occurred since the DEIR was initiated. Consideration of these concerns led to the determination that a new airport activity forecast, with a baseline year of 2012 and a planning horizon year of 2035 should be prepared and the Mather Airport Master Plan project description should be revised to accurately reflect current and anticipated air cargo and general aviation industry business conditions.

Description of Airport Activity Forecast

The updated forecast considers the growth of existing airline activity at Mather through 2035. The forecast also includes the addition of a second integrated air cargo carrier to Mather as Appendix A. The forecast for this scenario was built on an underlying assumption that the most likely case for a second carrier coming to Mather would be for integrated cargo activity occurring at Sacramento International Airport (International) to shift to Mather.

There is no known intent by International tenant(s) or other integrated air cargo carrier(s) to locate to Mather; however, given the capability of Mather Airport to accommodate demand for aircraft apron and landside facility development relative to International, it is reasonable to disclose and assess the impact of a scenario in which a second carrier chooses to operate from Mather during the 2035 planning horizon.

The new forecast reflects changes in current and future activity levels in air cargo and general aviation; these changes directed the Plan for Mather Airport away from the air cargo hub concept. The result is a 35 acre (29%) reduction in air cargo area and a 30 acre (37.5%) increase in general aviation use in the Revised Master Plan.

Master Plan Facilities

The airfield area and areas to the west and south of the runways have not been revised significantly in the Master Plan. The exception to this is the boundary of the airport was changed to exclude the proposed environmental preserve, which was intentionally not conveyed as part of Mather Airport by the US Air Force. Ownership of Mather Airport, comprised of 2,253 acres, was

transferred to Sacramento County from the United States government through the Secretary of the Air Force in September 2012.

Below are short term and long term projects for airport facilities at Mather Airport as identified in the Revised Mather Airport Master Plan. In addition, the lists identify structures to be demolished and projects that were deleted since the original 2003 Master Plan.

Planning Activity Level One (PAL 1)

Projects in PAL 1, the first 5 years of the Master Plan, focus on the upgrade of Runway 22L to Category IIIb, increased general aviation presence and the gradual reclamation of approximately 54 acres of exiting apron and ramp areas for non-aviation development. See Plate NOP-2.

| <u>PAL 1 Project Number</u> | <u>Land Use</u> | <u>Project Name</u> |
|-------------------------------------|------------------|--|
| 1 | Airfield | Upgrade Instrument Landing System on Runway 22L to Category IIIb |
| 2 | Airfield | Install PAPI on Runway 22R |
| 3 | Airfield | Install PAPI on Runway 22L |
| 4 | Air Cargo | Construct Two Sort and Warehouse Facilities |
| 5 | Air Cargo | Two Assorted Vehicle Parking/Circulation |
| 6 | Air Cargo | Remove North Cargo Apron form Air Cargo use |
| 7 | General Aviation | Construct three aircraft storage hangars |
| 8 | General Aviation | Construct two GA T-Hangar Rows – Phase 1 |
| 9 | Roadway | Upgrade Truemper Way |
| 10 | Roadway | Extend DeBellevue Street onto Apron Area |
| 11 | Roadway | Extend Truemper Way (Phase 1) |
| 12 | Roadway | Neely Way Upgrade |
| 13 | Demolition | Demolish Four Buildings (Two warehouse and two old hangars in the GA Area) |
| 14 | Demolition | Demolish Old Fuel Farm |

Planning Activity Level Two (PAL 2)

Projects in PAL 2, years 6-20 of the Master Plan, include airfield improvements, support buildings and continued development of the general aviation facilities and roadways. See Plate NOP-3.

| <u>PAL 2 Project Number</u> | <u>Land Use</u> | <u>Project Name</u> |
|--|------------------------|---|
| 1 | Airfield | Extend Runway 4L/22R (1,160 feet to taxiway F) |
| 2 | Airfield | Construct Exit Taxiway (from Runway 4R/22L to Taxiway A) |
| 3 | Airfield | Runway 4L/22R Safety Area Grading |
| 4 | Airfield | Runway Overlay 4L/22R |
| 5 | Airfield | Construct High-Speed Exit Taxiway (from Runway 4R-22L to Taxiway E) |
| 6 | Airfield | Pave Shoulders for Runway 4R/22L |
| 7 | Airfield | Downsize/Close Taxiway E-1 and Close/Replace taxiway D |
| 8 | General Aviation | Construct One Aircraft Storage Hangar |
| 9 | General Aviation | Construct Two GA T-Hangar Rows – Phase 2 (East Apron) |
| 10 | Support | Construct Airfield Maintenance Facility |
| 11 | Support | Construct ARFF Facility (South Side of Airport) |
| 12 | Support | Construct Administration and Operations Building |
| 13 | Roadway | New Airport Ingress/Egress Access via Routier Road |
| 14 | Roadway | Truemper Way Extension |
| 15 | Demolition | Demolish Three Hangars, One Building North of Air Cargo Apron |
| 16 | Demolition | Demolish One Existing ARFF Building |
| 17 | Demolition | Demolish Five Small Buildings (North Apron) |
| 18 | Demolition | Demolish One Building Between Spaatz and Missile |

Projects Deleted From Original Master Plan

The sixteen projects identified below have been removed from the Master Plan. A majority of these projects were additional air cargo apron and sort and warehouse facilities.

| <u>Land Use</u> | <u>Project Name</u> |
|------------------------|--|
| Air Cargo | Construct Sort and Warehouse Facility (38,000 sq ft – common use facility) |
| Air Cargo | Associated Vehicle Parking Lot (60,000 sq ft) |
| Air Cargo | Upgrade Apron Pavement (on Air Cargo Feeder Ramp) |
| Air Cargo | Construct Apron Extension (460,000 sq ft) |
| Air Cargo | Construct Cargo Facility (North Apron 38,000 sq ft) |
| Air Cargo | Associated Vehicle Parking Lot (60,000 sq ft) |
| Air Cargo | Construct Cargo Facility (Air Cargo Apron 38,000 sq ft) |
| Air Cargo | Associated Vehicle Parking Lot (60,000 sq ft) |
| General Aviation | Construct Five Aircraft Storage Hangars (90,000 sq ft total) |
| General Aviation | Upgrade Building 4260 (for Maintenance/Support Activity) |
| General Aviation | Construct Aircraft Storage Hangar (60,000 sq ft) |
| Roadway | Upgrade Macready Avenue |
| Roadway | Upgrade Rickenbacker Street |
| Roadway | Construct Two 60,000 sq ft parking lots (along Macready) |
| Roadway | Construct 60,000 sq ft Parking lot (on Macready Ave) |
| Roadway | Upgrade Truemper Way |

PROJECT GOALS AND OBJECTIVES:

The following are identified as the *Master Plan Goals and Objectives* in the Mather Airport Master Plan (Revised 2013).

This Master Plan is intended to assist the County in preparing for the challenges and opportunities associated with: (1) changes in aviation activity, (2) trends and factors affecting the air cargo market, (3) community desires for economic generation, and (4) potential benefits to and effects on the community. In support of these goals, the following Master Plan-specific objectives were established:

- *Assess the market—identify trends in air cargo and general aviation. Inventory existing conditions, and project trends and future needs.*
- *Identify issues and opportunities.*
- *Coordinate analyses, findings, and recommendations with users and tenants, and involve the public.*
- *Provide flexible recommendations—recommend facilities, phasing, and a financial plan that allows the Airport to accommodate users under alternative roles.*

ENVIRONMENTAL/LAND USE SETTING:

Mather occupies approximately 2,253 acres at an elevation of 98.5 feet above mean sea level (MSL). The site includes two parallel runways, 55 acres of cargo ramp space, 73 acres of general aviation aircraft parking ramp, 251,345 square feet of aircraft storage and maintenance hangars, and about 49,000 square feet of office space. The majority of these facilities were constructed when the site was an active Air Force base.

Plate NOP-1 illustrates land uses within the airport boundary and identifies key airfield facilities. As shown, development is concentrated on the north side of the airport. General aviation and air cargo land uses are divided by a triangular airfield turf area formed by Taxiways A, E1, and D1. The area immediately south of Runway 4R-22L is essentially un-developed and affords opportunity for development of airport dependent, aviation related and compatible non-aviation development. This area amounts to approximately 555 acres, or about 25 percent of the airport property.

Plate NOP-3 and Plate NOP-4 illustrate the existing buildings, roadways, public parking areas, and aprons on the east and west sides of the Airport, respectively.

The Sacramento County Department of Airports uses approximately 33,600 square feet of existing building space for various uses including offices, storage, and equipment maintenance shops.

PROBABLE ENVIRONMENTAL EFFECTS/EIR FOCUS:

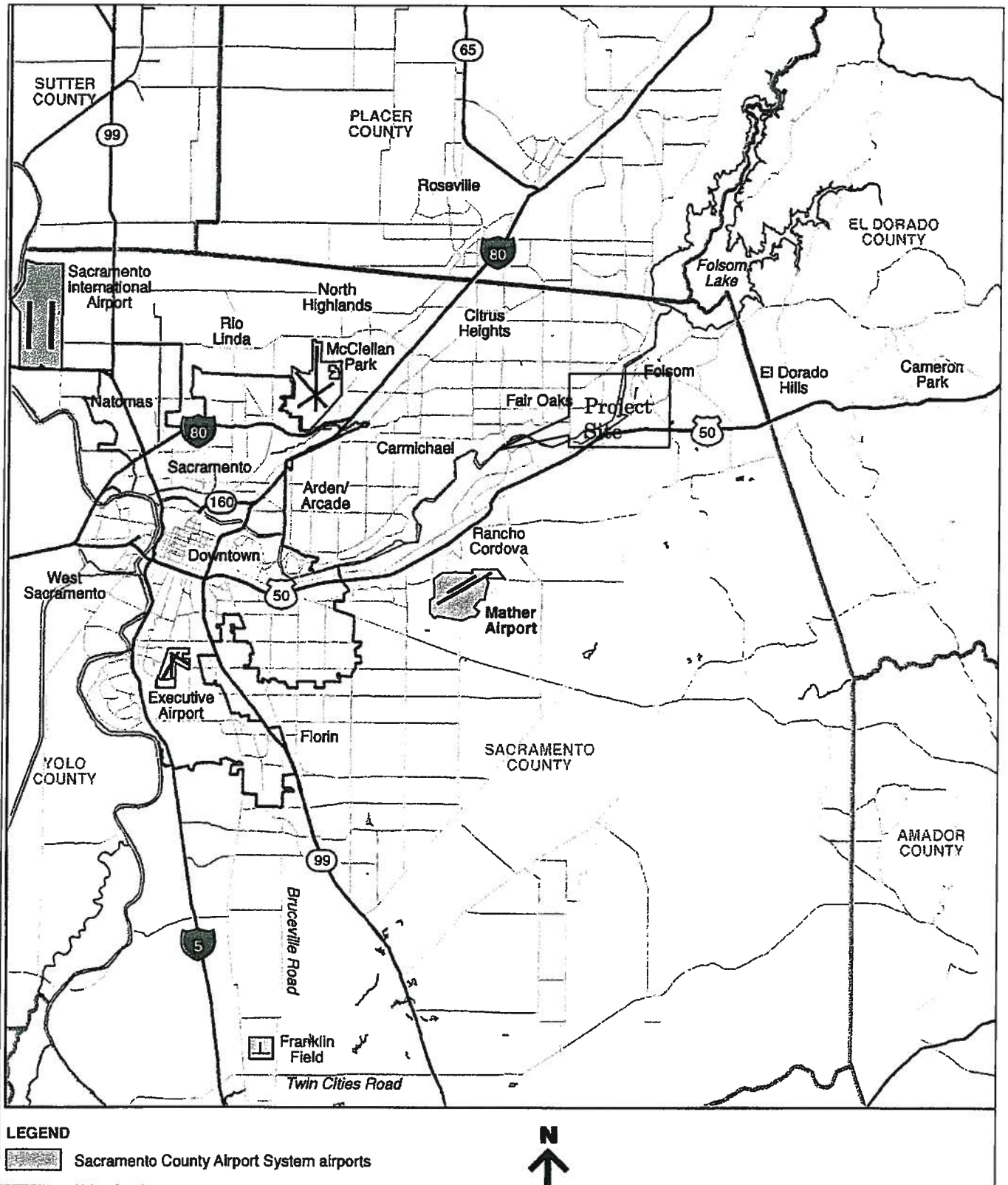
The EIR will evaluate potential impacts of the Master Plan alternatives on all aspects of the physical environment. Major environmental issues identified for the proposed Master Plan developments include possible noise, wetland, air quality, and traffic impacts.

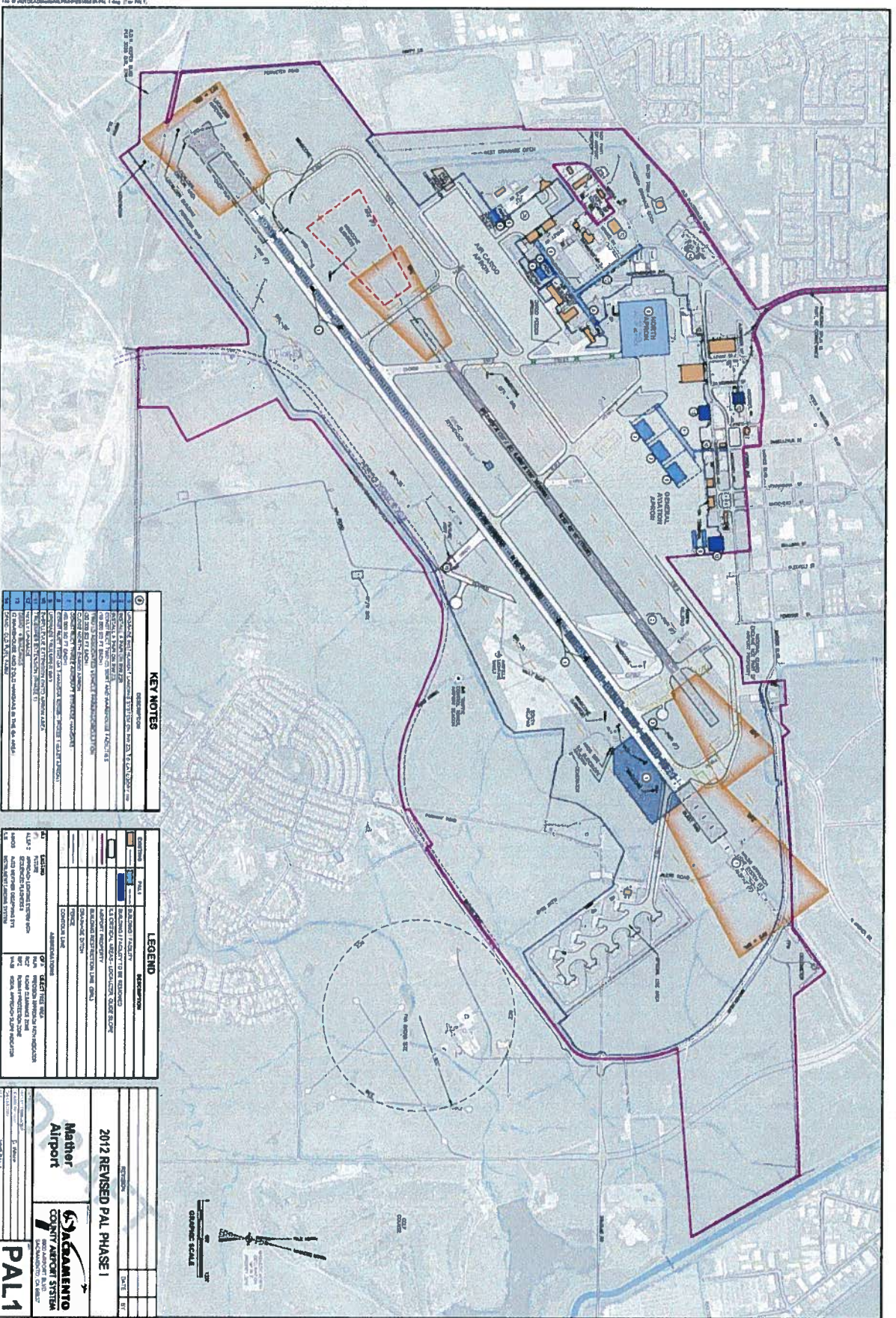
The environmental analysis for the Master Plan will be completed through the preparation of technical studies as well as a synthesis of existing reports and studies on the environmental conditions at Mather Airport and the surrounding area. Project specific noise, air quality and traffic technical studies will be prepared.

Intended Uses of the EIR:

The Sacramento County Board of Supervisors will use the information contained in the EIR in evaluating the Master Plan and rendering a decision whether to adopt the Plan. Responsible and cooperating agencies may also use the EIR as needed for their subsequent discretionary actions such as issuing permits for developments proposed in the Master Plan. The EIR will serve as an information document for the general public as well.

Plate NOP 1 Project Location





KEY NOTES

1. ALL EXISTING UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
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15. ALL EXISTING UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.

LEGEND

| SYMBOL | DESCRIPTION |
|-----------------|------------------------------|
| [Solid Blue] | EXISTING PAVEMENT |
| [Dashed Blue] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Blue] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Orange] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Orange] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Orange] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Purple] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Purple] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Purple] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Red] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Red] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Red] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Green] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Green] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Green] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Yellow] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Yellow] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Yellow] | EXISTING PAVEMENT (PROPOSED) |
| [Solid Grey] | EXISTING PAVEMENT (PROPOSED) |
| [Dashed Grey] | EXISTING PAVEMENT (PROPOSED) |
| [Dotted Grey] | EXISTING PAVEMENT (PROPOSED) |

2012 REVISED PAL PHASE I

Mather Airport

SACRAMENTO COUNTY AIRPORT SYSTEM

PAL 1

DATE: 12/11/12

SCALE: 1" = 100'

Plate NOP-4 Existing Building Inventory (East)

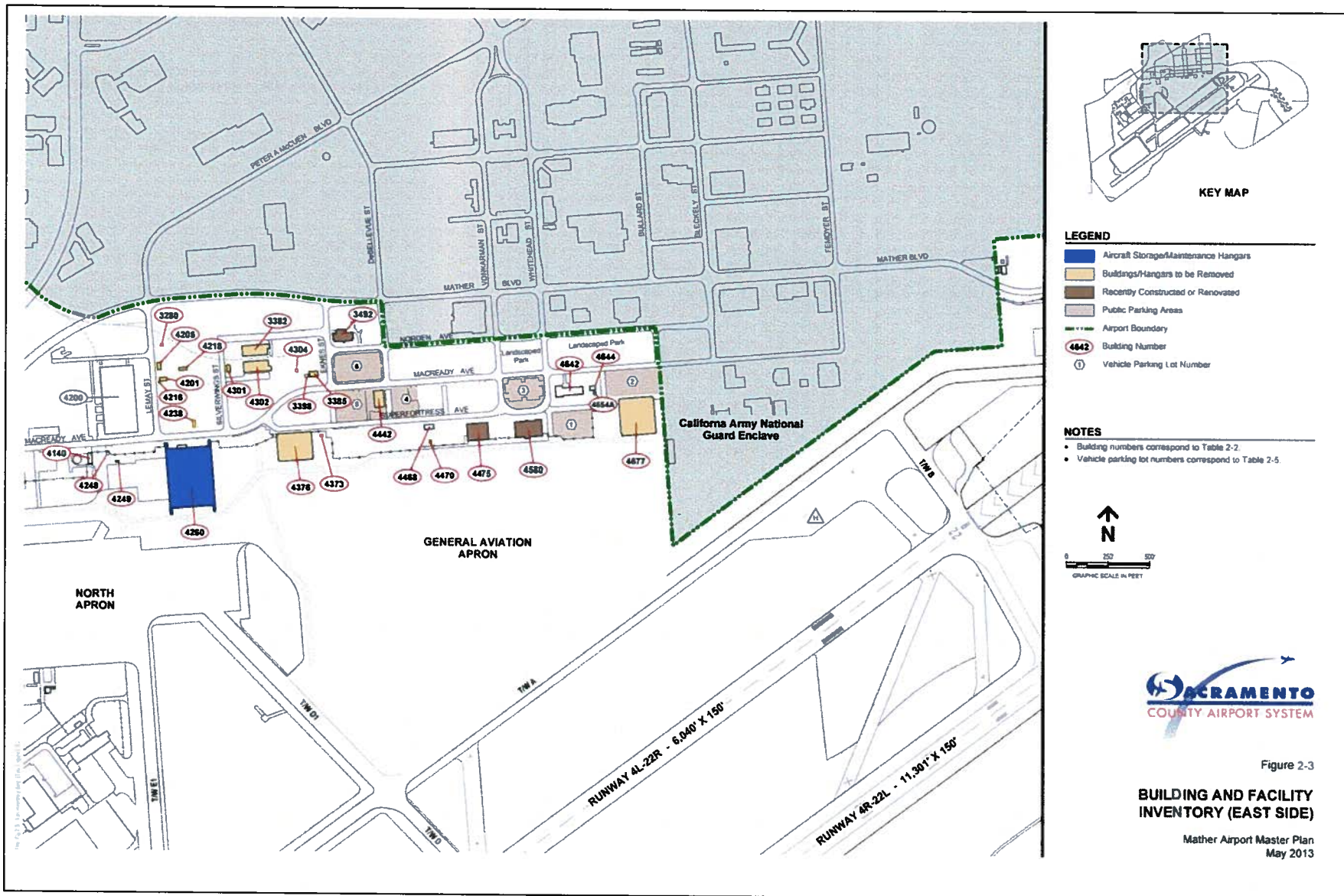


Plate NOP-5 Building Inventory (West)

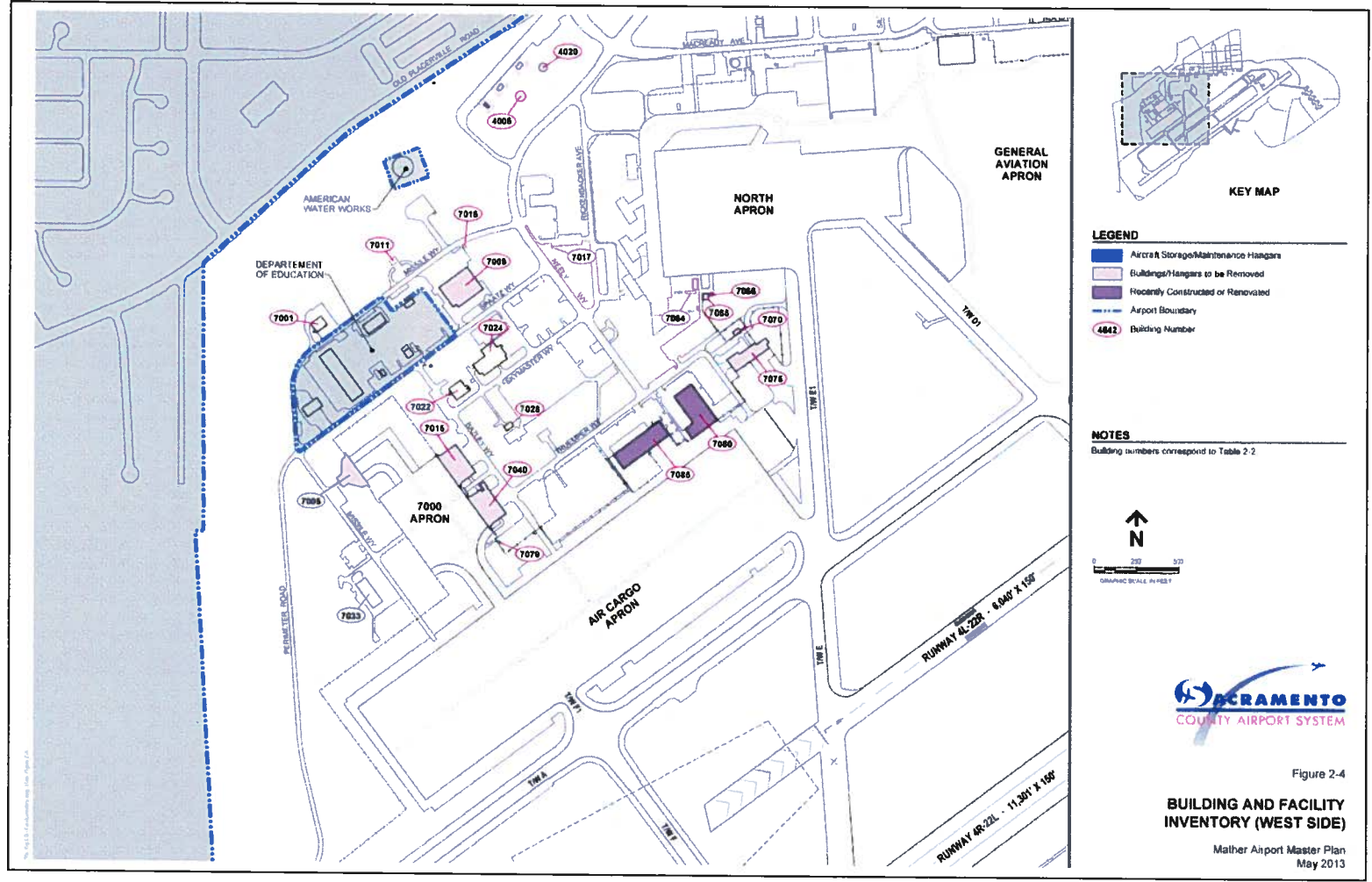


Plate NOP-5 Building Inventory (West)

