

MARE ISLAND SPECIFIC PLAN



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1.0 INTRODUCTION

1.1 THE VISION FOR MARE ISLAND

Mare Island has always had a very special role in the history of Vallejo. The conversion of Mare Island to civilian uses presents a tremendous challenge to and opportunity for the City of Vallejo. As described below, the transfer process has involved many years of coordinated community planning. The guiding vision for the initial Reuse Plan and Specific Plan, as well as for all subsequent amendments has held constant. That vision is to create new, well paying jobs and to restore to Mare Island the vitality that it brought to Vallejo through its recognized long period of significance—"91 years from the era of wooden sailing ships to the eve of the nuclear era, from the early American occupation of California through World War II."¹ A part of this vision is the growing recognition that the historic character of Mare Island, in and of itself, adds incalculably to the level of economic development opportunities and types of jobs that can be created, both for the City and the region.

It is not difficult to understand why job creation has been such a constant theme through the conversion planning. Until the base closure was approved in 1993, it was the primary economic engine for the City. During the second World War, it was one of the busiest shipyards in the world with more than 40,000 workers. Before downsizing in 1988, there were still more than 10,000 jobs. At the date of closure, the shipyard employed approximately 5,800 workers.

It is also widely recognized that the buildings and landscape setting of the former naval shipyard, which is appropriately designated as a national treasure, contains one of the richest collections of cultural resources within a relatively small area to be found anywhere in the country. Mare Island is a built record of the impact of the nation's presence on the edge of the continent. It is the oldest shipyard and naval facility on the West Coast, established six years after Mexico ceded the area to the United States and four years after California was admitted to the Union. It contains some of the oldest shipyard buildings in the country, as well as a diverse collection of industrial and military base architecture, with state-of-the-art examples of Civil War, Spanish War, World War I and World War II era structures that range from massive industrial plants to elegant single-family officer's quarters. These structures are a physical part of the legacy of the massive military investments that were made to maintain this very important naval base, which became an integral part of the economy of the City and the region.

The vision of Mare Island as a vital new place where people live and work within the context of a well-established, highly distinctive and historically significant fabric of buildings and landscape. It is a vision that acknowledges economic development and preservation as mutually inclusive goals of a Specific Plan to extend the former vitality of

¹ National Register of Historic Places Registration Form for the Mare Island Historic District, Vallejo, California. Engineering Field Activity, West Naval Facilities Engineering Command, San Bruno, California. January, 1996. Section Number 7, pp. 1-2.

the Mare Island Naval Base into the 21st Century, fostering a new district of the City within the existing fabric of a nationally recognized historic place of almost unparalleled significance.

1.2 PLANNING FOR THE REUSE OF MARE ISLAND

After presidential approval and congressional acceptance in 1993 of the Base Realignment and Closure Commission (BRAC) Report recommending closure of the Mare Island Naval Shipyard (referred to as Mare Island or the Shipyard), the City of Vallejo undertook an extensive community-based reuse planning process. The Shipyard had always been a vital part of the City's economy and character and there was particular concern over the loss of such an important employment base. The resulting Mare Island Final Reuse Plan (Reuse Plan) was accepted by the Vallejo City Council as the guiding document for reuse activities in 1994. The Reuse Plan was the basis for the Mare Island Specific Plan as adopted on March 30, 1999 (1999 Specific Plan), and remains the blueprint for this amendment and restatement of the Mare Island Specific Plan adopted on December 6, 2005, and subsequently amended and restated on July 10, 2007 (Specific Plan).² The Specific Plan replaces and supersedes the 1999 Specific Plan, as do all future amendments and restatements. Concurrently with the processing of this Specific Plan, the City is processing an amendment to its General Plan. The Specific Plan is consistent with the General Plan, as amended.

The 1999 Specific Plan established a vision for the geographic area of Mare Island as a vibrant civilian employment center and balanced new neighborhood for the City of Vallejo. 1999 Specific Plan goals were focused on the replacement of jobs and economic activity once provided by the military use of Mare Island. The 1999 Specific Plan designated land uses and established development standards for identified reuse areas and provided an implementation program to guide all subsequent planning activities for Mare Island.

Following selection of the Master Developer (Lennar Mare Island, LLC) for the majority of Mare Island and as part of the entitlement process, extensive studies were prepared on historic resources and environmental conditions as well as on the capacities of the transportation and service infrastructure. The studies, which also have been informed by the Final EIS/EIR (1998) for the base closure, are the basis for the amendments that have been incorporated into the Specific Plan. These amendments, as summarized below, maintain consistency with the goals and policies of both the Reuse Plan and the 1999 Specific Plan. The emphasis for both interim and ultimate land uses as described by the Specific Plan remains on job-creation and the integration of new uses into the historic fabric of Mare Island. The vision for the conversion to predominately civilian use of Mare Island continues to be the revitalization of a historic place that will provide interim and long-term regional recreational, employment and housing opportunities while

² Throughout this document, references to the "Specific Plan" should be understood to mean the amended and restated Specific Plan. References to the "1999 Specific Plan" should be understood to mean the Mare Island Specific Plan, as adopted on March 30, 1999.

maintaining the waterfront-related industrial activities associated with its past and present.

In summary, the reasons for amending and restating the 1999 Specific Plan are summarized as follows:

- State Lands Commission jurisdiction over Reuse Area 10A (*see Land Use Element, Section 3.5.13*), requires changing the land use designation from residential to industrial, and relocating residential uses to other areas.
- More detailed information on the location of environmental contamination, especially in Reuse Area 2, results in the need to relocate residential uses to more suitable Reuse Areas and to phase the development plan according to the cleanup process.
- Modifications in Reuse Area boundaries, including sub-divisions of several Reuse Areas, are made to provide logical planning units based on more accurate land surveys and to recognize current boundaries for the State Lands Commission, U.S. Fish and Wildlife Service, and other jurisdictional entities.
- Updated studies on land use programming, marketing, economic feasibility, employment, housing demand, education and other comparable topics that inform development planning decisions have been conducted.
- Additional analyses of historic and archaeological resources provide detailed information, including a survey of, and guidelines for, the preservation and reuse of an increased number of historic structures and a reduced number of required demolitions, that results in opportunities for increased square footages in the overall development program.
- More detailed information on, and criteria for, the design of transportation and utility infrastructure is provided to support refined Specific Plan concepts.

1.3 REUSE GOALS AND CONCEPTS

The goals developed through the reuse planning process and incorporated into the 1999 Specific Plan are still the guiding principles for reuse. Some of these goals are not land use-related, but they are important to include as a context for the land use policies, standards and programs described in the Specific Plan. The goals include the following:

- Create jobs and other economic development opportunities to sustain and improve the economic conditions in Vallejo, the rest of Solano County, Napa County and the greater San Francisco Bay Area into the 21st century.
- Create a self-sustaining and multi-use community that is unified under a common design theme with a balance of industrial, office, commercial, residential, educational, recreation, cultural and open space uses that will meet the needs of future generations.

- Preserve and enhance the history of Mare Island as an integral part of the reuse.
- Use a variety of innovative economic development tools, including public-private partnerships and domestic-international partnerships, for marketing, financing and acquisition.
- Ensure that those impacted by closure are provided retraining and educational opportunities for careers that are high paying and highly skilled.
- Ensure that the human services needed by those impacted by downsizing and closure are easily accessible and available.

1.4 FRAMEWORK FOR CHANGE

The Mare Island Specific Plan is not a rigid plan or a final picture; instead it provides the foundation and the process for land use decisions that must be made as economic decisions present themselves. This framework for change provides the flexibility needed to respond to economic development and other opportunities that benefit Mare Island, the community and the region.

1.4.1 Policies

Based on the concepts set forth in the Reuse Plan, the following general development policies have been incorporated into the Specific Plan:

(A) Access

- Access on and to Mare Island should achieve a balance between automobile, transit, bicycle and pedestrian modes.
- The existing network of streets and the layout of Mare Island encourage pedestrian movement and transit usage and should therefore be reinforced.

(B) Buildings and Places

- The special heritage of Mare Island, which is expressed in its historic buildings and landscaping, will be preserved and made accessible to the public as a living, evolving environment within the Historic District according to the Secretary of the Interior's standards.
- The reuse of historic buildings and places on Mare Island, including proposed new construction, will provide a full range of land uses including for employment, residential, commercial, recreation and open space.

(C) Open Space

- The Mare Island community will continue to be characterized by the remarkable extent and quality of its open space and recreational amenities and by its natural resource areas.
- New development on Mare Island will preserve and expand existing open space areas and will provide access to a regional and local populace.

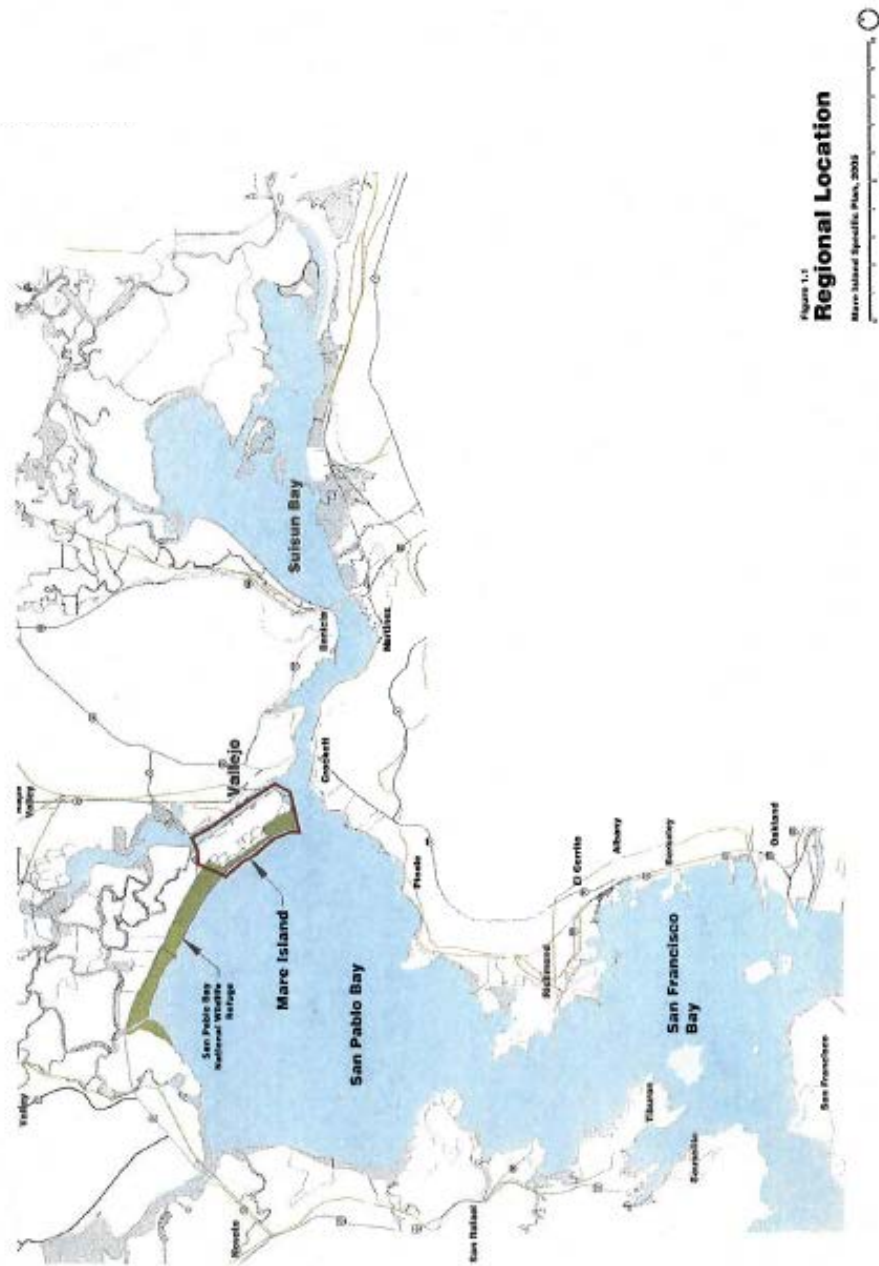
1.5 SETTING

1.5.1 Location

Mare Island is located on the western edge of the City of Vallejo in southwestern Solano County (*see* **Figure 1-1: Regional Location**). It is approximately 30 miles northeast of San Francisco and within easy travel distance of major cities within Solano County and adjoining counties. Mare Island is bounded by Mare Island Strait (part of the Napa River) on the east, San Pablo Bay on the west, Carquinez Strait on the south, and Napa Marsh, State Route 37 and San Pablo Bay National Wildlife Refuge on the north. The entire site lies within the incorporated boundaries of the City of Vallejo. The two existing points of access are from State Route 37, the primary route across the North Bay connecting U.S. Route 101 and Interstate 80, and across the Mare Island Causeway from Tennessee Street, one of Vallejo's main arterials and a primary connection with Interstate 80.

Mare Island is approximately 3.5 miles long by one mile wide. It comprises approximately 5,250 acres (revised from the historic recording of 5,460 acres to reflect more recent and accurate assessment of submerged lands by the Navy and not including the 29-acre Roosevelt Terrace property, as discussed below), of which 1,448 acres are Reuse Areas identified for development and recreational uses, including conservation easements, and 3,787 acres are dredge disposal ponds, wetlands and submerged lands. Generally speaking, the Island is relatively flat, ranging in elevation from sea level to 284 feet above sea level at the southern end. The "Hill", a large upland open space at the southern end of Mare Island, is part of the original Shipyard. At the time of transfer, the buildings on Mare Island totaled approximately 10.5 million square feet.

Figure 1-1: Regional Location



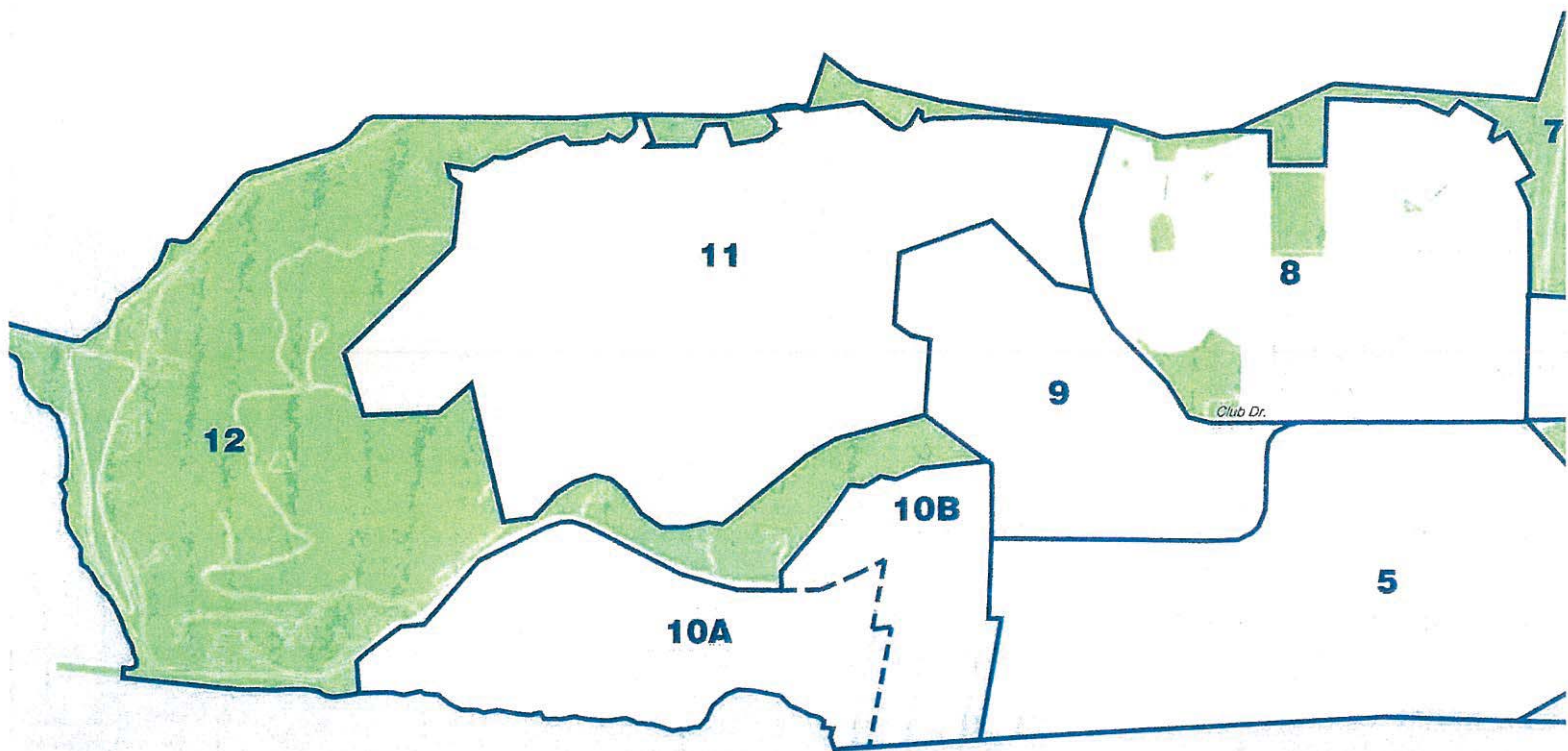
Plan Area

The Specific Plan Area for Mare Island, as illustrated in **Figure 1-2**, is bounded by Mare Island Strait on the east, San Pablo Bay on the west, Carquinez Strait on the south and the Napa Marsh and historic diked marshlands on the north. In addition, the Plan Area includes the following “complex” of Shipyard properties: (1) the Causeway from Mare Island to Tennessee Street, (2) Building 513 and the Main Entrance at the eastern end of the Causeway, (3) the rail spur that extends from Mare Island through the City of Vallejo to Broadway, and (4) the bulkhead extending from Sandy Beach into Mare Island Strait.

With one exception the Specific Plan Area remains the same as defined in the Reuse Plan and in the 1999 Specific Plan. The one amendment to the Specific Plan Area is that the on-shore Roosevelt Terrace property, a naval base housing complex containing 300 units located on Sacramento Street, is no longer included. Roosevelt Terrace is being privately developed and will be fully integrated into the City of Vallejo fabric.

Within the Specific Plan Area, there are 13 distinctive Reuse Areas or land use zones in addition to the wetland and dredge pond areas located on the west side of Mare Island. These areas were defined during the reuse planning process as a vehicle for understanding the complex nature of Mare Island and as “a way of thinking” about its management and reuse. It also was understood that these areas would evolve over time. It is the intent of the Specific Plan to allow limited flexibility in Reuse Area densities, uses and boundaries as more precise survey and site information becomes available and in response to the realities of reuse development, as discussed in the **Land Use Section (3.1.2)**. Subsequent to adoption of the 1999 Specific Plan, it should be noted that certain Reuse Area boundaries have been modified and some Reuse Areas have been subdivided in response to more detailed design and environmental studies. Current boundaries for the Reuse Areas are illustrated in **Figure 1-3**.

Figure 1-2: Specific Plan Area



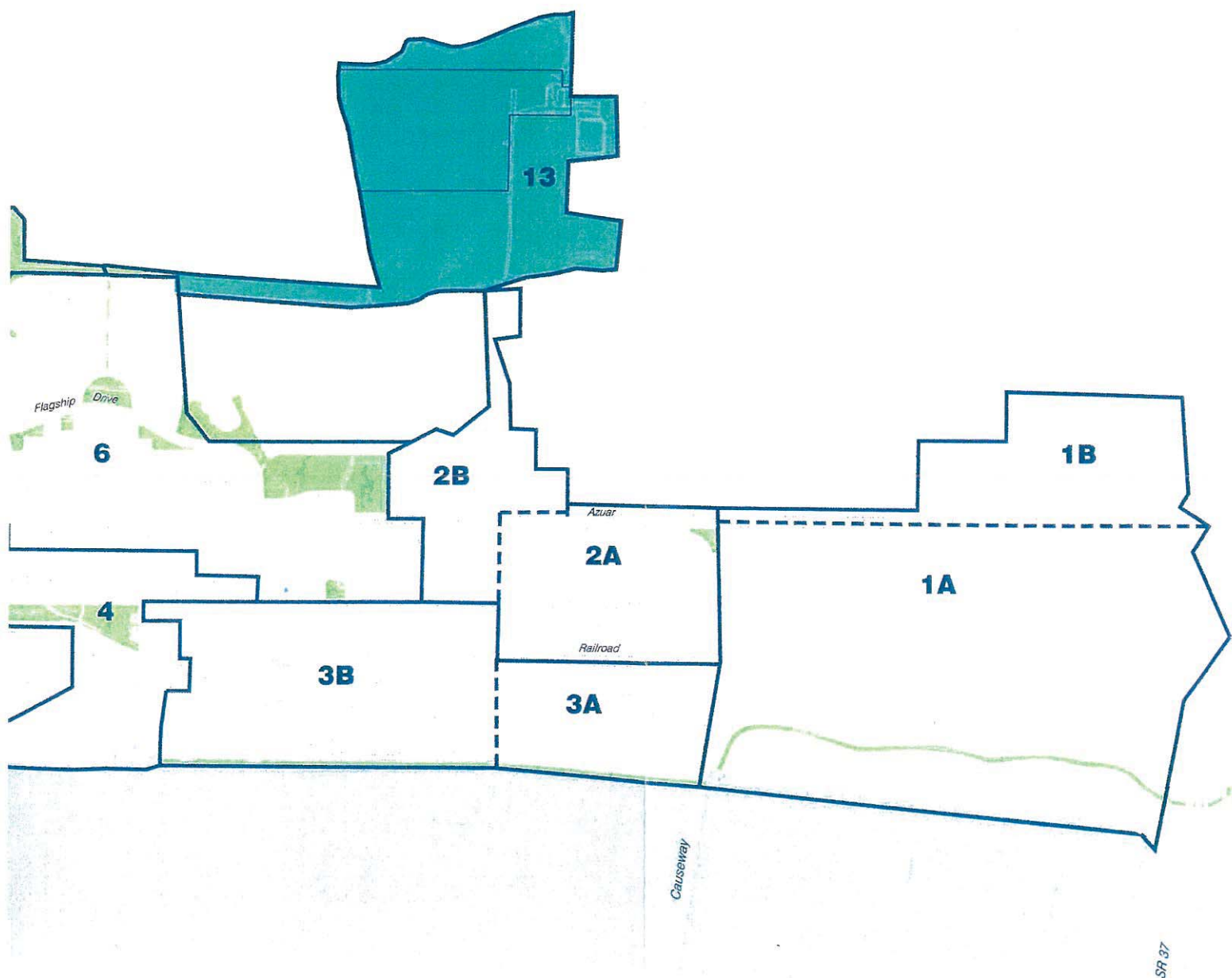


Figure 1.3
Reuse Areas

Mare Island Specific Plan, Revised January 2008

0 400 800 1200 1600 2000 2400 2800 3200 3600



Figure 1-3: Reuse Areas

1.5.2 Ownership

(A) Public Sector:

When the federal to federal transfer process is completed, the U.S. Army Reserve will retain a portion of Reuse Area 10B as well as Building 1294 in Reuse Area 9. The Veterans Administration operates an outpatient clinic in the former nuclear medical clinic building in Reuse Area 3B and will continue to do so under a long-term sublease with the City of Vallejo, which now owns the facility. The U.S Coast Guard will retain ownership of the communication tower in Reuse Area 12. Three other public ownerships of properties within the Specific Plan Area ultimately will include the following:

- In addition to the majority of the wetlands and dredge disposal pond areas, the State of California, through the California State Lands Commission (State Lands Commission), will own Reuse Area 12, which is identified for use as a regional park, and Reuse Area 13, which is identified for use as a city park. Reuse Area 10A, which will also be owned by the State of California, contains a number of warehouse facilities and other support infrastructure. Finally, the State of California also will own most of the Mare Island Strait waterfront, including portions of the Waterfront Promenade and the Waterfront Industrial Park.
- State Lands will own a small wetlands area bounded by Reuse Areas 2B and 6.
- As part of a public benefit transfer to the Department of Education, the Vallejo Unified School District will maintain and operate the school buildings in Reuse Area 6.

(B) Private Sector:

The following properties have been or ultimately will be owned or leased by private entities, as follows:

- Reuse Areas 1B through 9, which the Navy conveyed to the City of Vallejo with the exception of some Federally retained areas, subsequently has been conveyed for development purposes by the City to a private sector, Master Developer. In addition, most of Reuse Area 10A, as well as the Waterfront Promenade, will be leased by the State of California to the City, which will in turn sublease it to the Master Developer. Reuse Area 1A also will be conveyed for development purposes by the City to a selected, private sector developer. Ownership of the 18 hole golf course, Reuse Area 11, has been transferred to a private owner/operator following an Economic Development Conveyance (EDC) between the Navy and the City and a subsequent agreement between the City and the owner/operator. The agreement requires that the property continue to be used as a golf course.

These ownership patterns for Mare Island are illustrated in **Figure 1-4**.

1.6 HISTORY OF MARE ISLAND

1.6.1 History Prior to Base Realignment and Closure

At the time of the first European contact in 1775, Mare Island was occupied by the Patwin, who were descendents of the Miwok-Costanoans. Native American populations may have used Mare Island for as long as 2000 years before the European conquest.³ The first European settlers gave it the name “Isla Plana” or Flat Island. General Mariano Vallejo, the Mexican Commandante for Northern California, renamed the Island “Isla de la Yegua” (Mare Island) in 1835, it is reported, after his white mare fell off a raft and swam ashore. In 1852, Commander John Sloat recommended Mare Island to President Fillmore as the site for the first Pacific naval installation. It was established as such by Commander David Farragut in 1854.

The first ship built on Mare Island was launched in 1860. In all, 513 vessels, ranging from wooden sailing ships to nuclear-powered submarines, were constructed and as many as 1,227 were repaired or overhauled at the Shipyard facilities. The majority of this activity was during the five years of World War II, making the Shipyard one of the busiest in the world with a peak employment of over 41,000. In the 1950’s, the Navy designated the facility as a building and overhaul yard for submarines, which remained its primary use until the base was closed.

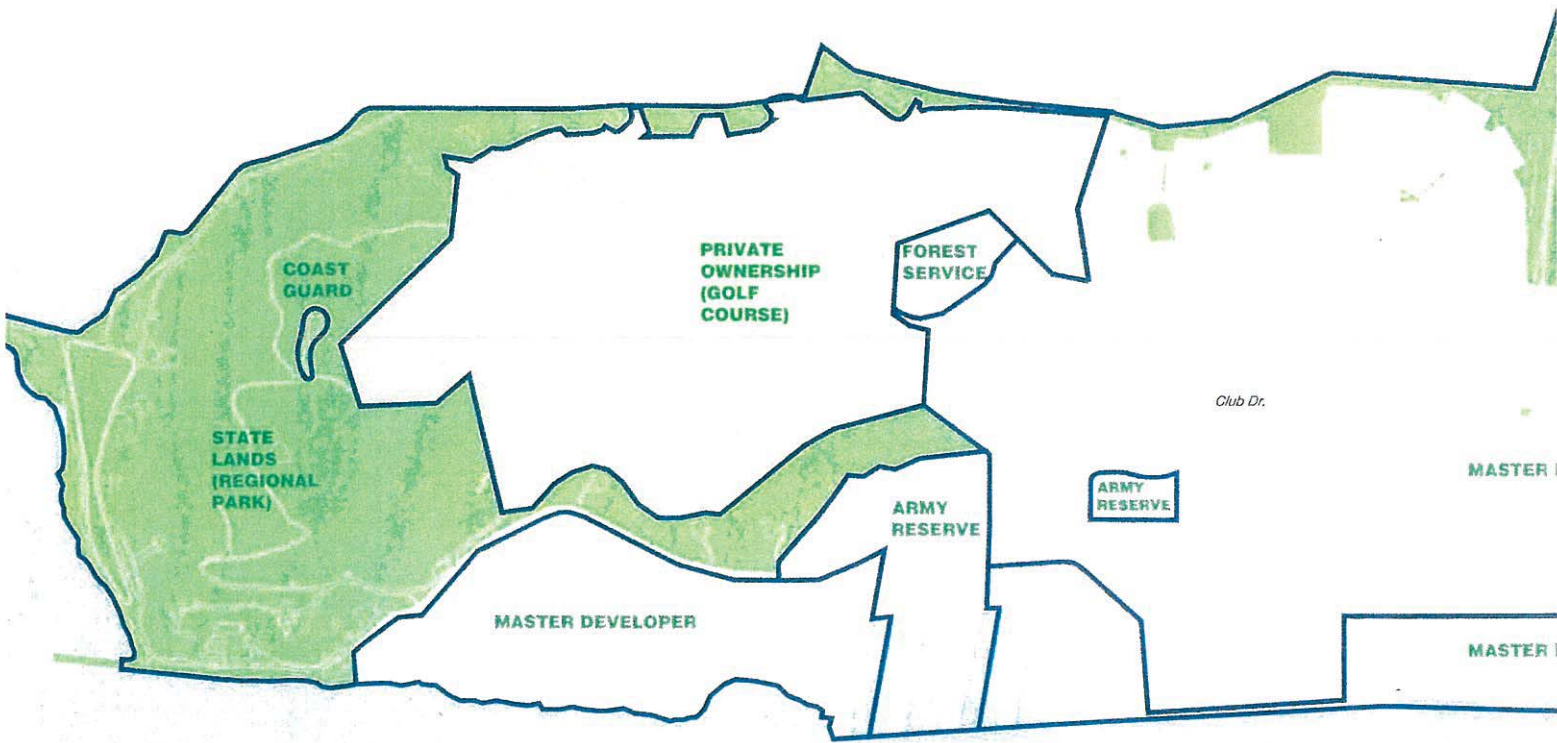
In 1988, there were approximately 10,000 employees on Mare Island. The downsizing of the Shipyard workforce began in 1989 due to a number of factors. Defense spending was cut to reduce the national deficit, newer naval vessels required less maintenance, and the end of the Cold War reduced the need for defense facilities and operations. When Congress confirmed closure in October 1993, Shipyard employment was approximately 5,800 civilians.

The BRAC Commission in its June 1993 report to President Clinton recommended the closure of Mare Island. President Clinton approved the Commission’s recommendations in July 1993, and the 103rd Congress accepted the decision. The Navy completed its scheduled work by the spring of 1995, and the Shipyard was closed on April 1, 1996.

³ James Allan and William Self, *"Evaluation of Prehistoric Archeological Resources, Mare Island Naval Shipyard, Vallejo, California,"* Prepared for Department of the Navy, Engineering Field Activity, West, April 1996b, p. 1; also see Allan and Self, *"Prehistoric Archeological Context Statement and site Prediction Model, Mare Island Naval Shipyard, Vallejo, California," 1996a,* for further discussion of prehistoric occupation and overview of prior archaeological studies, beginning with the 1907 Nelson study of recorded prehistoric shell midden sites.

Figure 1-4: Ownership

STATE LANDS



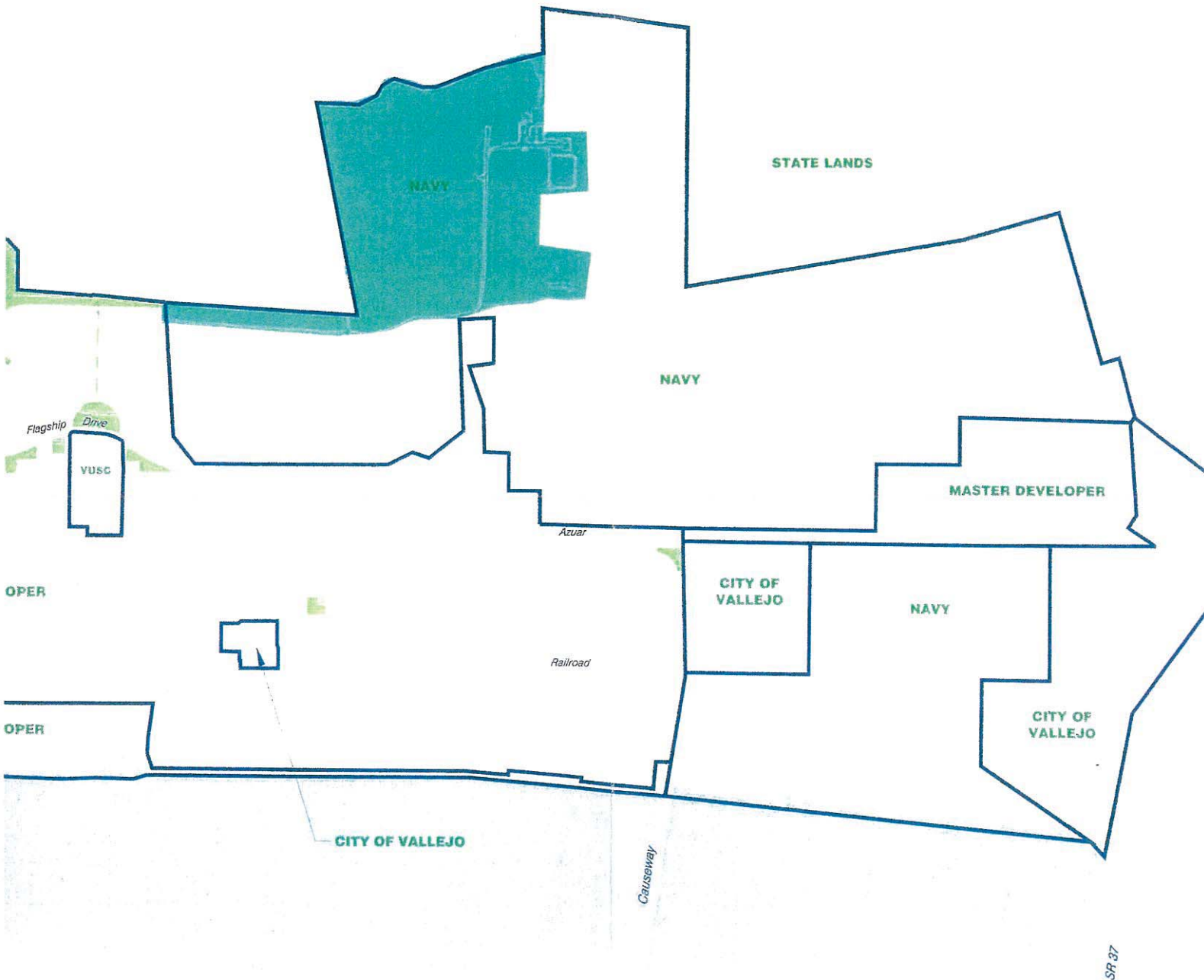


Figure 1.4

Ownership / Control

Mare Island Specific Plan

0 400 800 1200 1600 2000 2400 2800 3200 3600



1.6.2 Reuse Process

Following the decision to close the Shipyard in 1993, the City of Vallejo has been actively engaged in planning for reuse of Mare Island. The first step was to implement the conversion process known as the Mare Island Futures Project, which had two components. The Legislative Committee, comprised of federal, state and local elected officials, facilitated a timely and efficient conversion to civilian use. The Work Group included more than 50 representatives of labor, business, government, education, environmental organizations, and private citizens with interests in the reuse of Mare Island.

The Work Group had the responsibility for the development of the Reuse Plan and was assisted by four other interest groups, as follows:

- The first was from an Advisory Panel from the Urban Land Institute. A group of national real estate and land use professionals with experience in base closures and adaptive reuse analyzed the constraints and opportunities on Mare Island and made recommendations regarding its reuse.
- The second was a team of consultants with professional expertise in land use, infrastructure, transportation, market feasibility and fiscal analysis.
- The third were citizen-based resource groups.
- The fourth was the community, which actively participated in the reuse process through the Work Group's numerous public meetings and community forums. Finally, the Restoration Advisory Board (RAB) was established as a federally generated organization to provide the Navy with a process for informing the local community of the ongoing environmental cleanup process.

The Mare Island Specific Plan is the City's tool for implementing the Reuse Plan, which was adopted in 1994. Subsequently, the City selected master developers for both Mare Island and Roosevelt Terrace and is utilizing the Specific Plan to facilitate reuse, leasing, and property transfers. The entitlements that are part of the reuse process for the transfer and acquisition of Specific Plan Area properties, excluding Roosevelt Terrace, are described as follows:

(A) Transfer of Land Ownership

- Economic Development Conveyance Memorandum of Agreement (EDC MOA) between the Navy and the City: an agreement for transfer of property ownership from the Navy to the City
- Lease in Furtherance of Conveyance (LIFOC) between the Navy and the City: Interim lease of Navy property to the City for economic benefit prior to transfer

- Acquisition Agreement by and between the City of Vallejo and Lennar Mare Island, LLC
- State Lands Property Settlement and Exchange Agreement between the City and the California State Lands Commission to settle ownership disputes on land being transferred from the Navy to the City and the State (referred to as the Mare Island Property Settlement and Exchange Agreement)

(B) Planning and Development Entitlements

- General Plan Amendment (GPA); initiated by the City, amending the City's General Plan to include Mare Island per the Reuse Plan
- Specific Plan for Mare Island; initiated by the City under the Amended General Plan
- Zoning of Mare Island to Mixed Use Planned Development (MUPD) and Resource Conservation (RC) for zoning purposes; Initiated by the City to provide framework for subsequent entitlements and development of Mare Island
- Development Agreement; initiated between the City and the Master Developer.

(C) Environmental Cleanup Agreements

The EDC MOA was the initial agreement between the City and the Navy, not only for property transfer, but also for the environmental cleanup of Mare Island. As the "Early Transfer" option was selected by the City, the following are agreements and documentation related to the environmental cleanup for the 600 acre Eastern Early Transfer Parcel (EETP) under "Early Transfer (ET)."

- Environmental Services Cooperative Agreement (ESCA)
- Mare Island Remediation Agreement (MIRA) and, possibly, future ET Agreements
- Consent Agreements between the City, the Department of Toxic Substances Control (DTSC) and Lennar Mare Island, LLC
- Consent Agreement between the Environmental Protection Agency (EPA), the U.S. Navy, Lennar Mare Island, LLC and the City of Vallejo concerning PCBs on Mare Island (allows the fee simple transfer process to proceed for the Mare Island Eastern Early Transfer Parcel-EETP)
- Covenant Deferral Request from the Navy and the Governor of California's Letter of Agreement

1.7 RELATIONSHIP TO THE CITY OF VALLEJO GENERAL PLAN

The Reuse Plan was accepted by the Vallejo City Council in July 1994. The 1999 Specific Plan implements the vision and goals of the Reuse Plan. The 2005 amendment and restatement and future amendments and restatements further implement the Reuse Plan, while providing a level of analysis of physical conditions and of current economic considerations that allows it also to serve as the zoning and Planned Development Master Plan for Mare Island.

The Specific Plan is consistent with and implements those portions of the Vallejo General Plan that apply to the Specific Plan Area. The designations on the Land Use Map of the Vallejo General Plan for Mare Island, as amended on March 30, 1999, are shown in **Figure 1-5**.

In summary, the Vallejo General Plan contains the following goals and policies that are directly relevant to Mare Island:

- Urban Design Goal 1: To establish a strong city identity.

Policy: Use a specific plan and area plans as the development guide for the reuse of Mare Island.

- Industrial Development Goal 1: To maintain Mare Island as an economic asset – particularly in terms of industrial development – for the community.

Policy: Use a specific plan in evaluating new industrial development on Mare Island.

- Other Services Goal: To provide an efficient and financially sound system of urban services to protect the health, safety, and general welfare of Vallejo area residents.

Policy: Encourage revenue-generating uses on Mare Island to mitigate the costs of improving and maintaining public facilities and services on Mare Island.

In addition, there are other goals and policies, such as those to maximize the use of existing infrastructure and other assets, that are particularly relevant to the unique characteristics of Mare Island. Interim uses are allowed as required to respond to the closure of the Mare Island Naval Shipyard and to meet community needs for housing, employment and recreational activities. With City approval, existing interim, non-conforming uses can be allowed to remain on Mare Island until development is ready to proceed in conformance with the Mare Island Specific Plan. As documented in the City

of Vallejo Findings Related to Approval of the Mare Island Project, the 1999 Specific Plan is consistent with all relevant goals and policies of the Vallejo General Plan.

The Land Use Plan for Mare Island, as described in **Section 3.0** and illustrated by **Figure 3-1** (Land Use), is consistent with the Land Use Map of the Vallejo General Plan (**Figure 1-5**). As discussed in the **Implementation Section (8.0)**, the Specific Plan Area is zoned MUPD (Mixed Use Planned Development) and RC (Resource Conservation) in the City of Vallejo Zoning Ordinance, as illustrated in **Figure 1-6**.

The application process for all PD zoned projects is Master Plan approval and Unit Plan approval. For zoning purposes, the Specific Plan also serves as the Master Plan for Mare Island, allowing all Specific Plan development projects to be implemented through the City's Planned Development Unit Plan (Unit Plan) process, subject to the policies, standards, guidelines, and provisions of the Specific Plan. The Unit Plan describes the specific design and uses for the project, as proposed conceptually in the Master Plan, and is intended to give the City a more refined and detailed description of structures (both new buildings and rehabilitations), landscaping, design features and uses. The Unit Plan process is discussed in more detail in the **Implementation Section 8.3.1**.

Figure 1-5: General Plan Designations for Mare Island

SAN PABLO BAY

OPEN SPACE - WETLANDS

**RESIDENTIAL -
MEDIUM DENSITY**

OPEN SPACE - COMMUNITY PARK

**COMMERCIAL -
GENERAL**

Club Dr.

**COMMERCIAL -
WATERFRONT**

EMPLOYMENT

**OPEN SPACE -
WETLANDS**

MARE ISLAND STRAIT

14th St

15th St

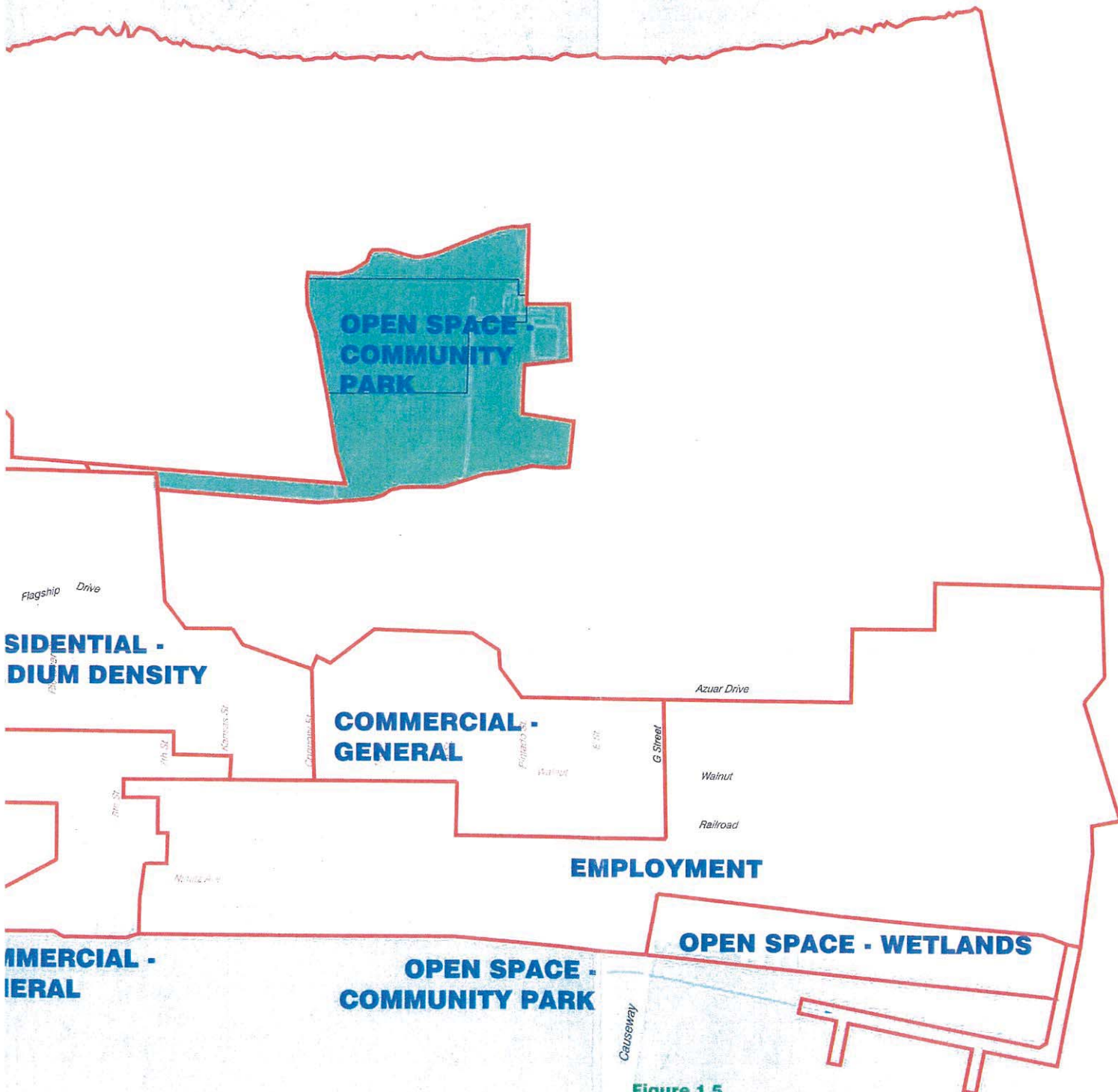


Figure 1.5
**General Plan
 Designations for
 Mare Island**
 Mare Island Specific Plan

Figure 1-6: Mare Island Zoning

1.8 JURISDICTIONAL RELATIONSHIPS

1.8.1 Federal Government

(A) United States Department of the Navy

The Navy retains ownership of certain portions of the Specific Plan Area. Therefore, pursuant to the Navy's interpretation of the National Environmental Policy Act (NEPA), the Navy, normally the federal lead agency with responsibility for environmental review and adoption of an Environmental Impact Statement (EIS), has delegated any NEPA analysis responsibility to the City of Vallejo, subject to Navy approval.

(B) United States Army Corps of Engineers (Corps)

Pursuant to Section 404 of the Clean Water Act, the Corps has jurisdiction over all wetlands and other waters of the United States on Mare Island. In the event of fill of these wetlands by any public agency or private party, a permit will be required from the Corps.

(C) United States Fish and Wildlife Service (USFWS)

The Endangered Species Act requires the USFWS to protect endangered plant and wildlife species and their habitat from disturbance. The USFWS has issued a biological opinion with a finding of "no jeopardy" for the transfer by the Navy of the Specific Plan Area to the City of Vallejo.

(D) United States Department of the Interior

The National Register is administered by the National Park Service (NPS), under the U.S. Department of the Interior. As part of a series of agreement documents prepared under Section 106 of the National Historic Preservation Act, federal jurisdiction over historic resources has, in effect, been transferred to the City of Vallejo. As discussed in the Cultural Resources section of the Plan (2.0), NPS will review and make recommendations for all buildings and other resources in the Historic District under consideration for tax-credit status.

1.8.2 State of California

(A) California Environmental Protection Agency and Department of Toxic Substance Control (Cal EPA and DTSC)

DTSC is the primary regulator overseeing environmental remediation on Mare Island.

(B) California State Lands Commission

In accordance with the executed Mare Island Property Settlement and Exchange Agreement between the City of Vallejo and the State Lands Commission, certain portions of the Specific Plan Area are under the jurisdiction of the State Lands Commission

following transfer from the Navy. As authorized by the State in August 2004 (SB 1481), the City of Vallejo holds, as trustee, all Public Trust Lands. The Settlement and Exchange Agreement obligates the City of Vallejo to reserve such lands for “public trust purposes” (e. g. commerce, navigation, fisheries, recreation, etc).

(C) California Office of Historic Preservation (OHP)

OHP is responsible for the administration of federal and state historic preservation programs in California. OHP’s mission includes encouraging economic revitalization through education and public awareness, fostering and maintaining relationships with local government agencies and preservation organizations, and ensuring compliance with federal and state regulations. At the local level, the role of OHP includes consultation on the Historic Resource Project Guidelines (the Project Guidelines) and review of historic resources impacts from reuse of Mare Island in accordance with CEQA. As director of the OHP, the California State Historic Preservation Officer (SHPO) may provide guidance to staff in review of Project Guidelines and CEQA compliance. California’s SHPO, who is appointed by the governor, also has certain responsibilities under federal law. Consultation with the Department of the Interior and the SHPO for Mare Island, as required under Section 106 agreement documents, is substantially complete.

(D) California State Department of Transportation (Caltrans)

Consultation with and approval from Caltrans will be required for any reconfiguration of the State Route 37 interchange.

(E) San Francisco Bay Conservation and Development Commission (BCDC)

Pursuant to the McAteer Petris Act, BCDC has jurisdiction over all development within 100 feet of the high water line of San Francisco Bay. A permit will be required from BCDC for development of the Waterfront Promenade and other areas within the 100-foot high water line band, including along the Mare Island Strait.

(F) San Francisco Regional Water Quality Control Board (RWQCB)

Under Section 401 of the Clean Water Act, the RWQCB has authority to certify that any actions taken pursuant to Section 404 of the Clean Water Act do not violate state water quality standards. The RWQCB also has the authority to issue a construction permit for storm water discharge as well as a permanent discharge permit.

1.8.3 City of Vallejo

(A) Development Agreement

In March 2001, the City entered into a development agreement with Lennar Mare Island, LLC for the development of Reuse Areas 1B-10A. At a future time, the City of Vallejo may also negotiate a development agreement with a private developer for the development of Reuse Area 1A, the North Island Industrial Park.

(B) City Staff

Reviews and acts on all Mare Island projects in accordance with the Development Agreement, the Specific Plan and Subsequent EIR. As directed, staff may approve certain types of projects or refer them for further review and action by the Architectural Heritage and Landmarks Commission or Planning Commission.

(C) Architectural Heritage and Landmarks Commission (AHLC)

The AHLC reviews and acts on projects requiring a certificate of appropriateness (COA) under the Vallejo Municipal Code (VMC) 16.38.

(D) Planning Commission

Reviews and acts on discretionary permits such as tentative maps and unit plans as per the General Plan and Specific Plan.

(E) City Council

Reviews and acts on matters referred by the PC or to be heard on appeal.

2.0 CULTURAL RESOURCES

2.1 INTRODUCTION

As the oldest shipyard and naval facility on the West Coast of the United States, Mare Island has been recognized for its historic significance by the federal, state and local governments. At the federal level, portions of the Mare Island Naval Shipyard were designated a National Historic Landmark (NHL) in 1975. Four years later, in 1979, the larger Naval Base was listed as a California State Historical Landmark (CSHL) as the “First U.S. Naval Station in the Pacific.” In 1997, the Naval Base was again honored for its historic significance by listing of the Mare Island Historic District (NRHD) on the National Register of Historic Places. Finally, in 1999, the City of Vallejo designated the Mare Island National Register Historic District as a local historic district containing 42 individual City Landmarks. These districts are collectively referred to as the Mare Island Historic District (Historic District).

As should be apparent from Section 1.0 of the Specific Plan, the City of Vallejo recognizes Mare Island’s historic character as an irreplaceable asset in the reuse planning process. Economic development and historic preservation are inextricably intertwined in the vision for creating a dynamic future for Mare Island. Preservation of Mare Island’s cultural resources is therefore an essential element of the Reuse Plan, which also supports and facilitates the achievement of the City’s economic development goals.

This section of the Specific Plan recognizes the central role which cultural preservation will play in the reuse of Mare Island. The first sub-sections describe the importance of the historic resources, and outline the considerations applicable to proposals for the conservation, reuse and new development within the Historic District, which will be implemented through the Historic Project Guidelines (**Appendix B.1**), and other implementing tools. The second sub-sections address protection of Mare Island’s archaeological resource, which will be implemented through the Archaeological Treatment Plan (**Appendix B.2**)

2.2 SIGNIFICANCE OF HISTORIC RESOURCES

The Historic District encompasses approximately 65 percent of the Mare Island Naval Shipyard and includes approximately 661 buildings, structures, and sites, 502 of which are identified as contributing resources, including 12 historic landscape areas, and one archeological site comprised of 27 discrete features. Of the 502 buildings and structures that are contributing resources, 396 are located within the area slated for reuse by the master developer under this Specific Plan.

2.3 HISTORIC DESIGNATIONS AND LISTINGS

Preservation planning on Mare Island starts with the existing designations, each of which recognizes and establishes the significance of the Historic District. Following is a summary of the designations and listings that have been made for Mare Island cultural

resources at the federal, state and local levels. Mare Island historic resource boundaries are illustrated on **Figure 2-1 (Historic Area Boundaries)**. This figure also illustrates how the Historic District boundaries relate to the Reuse Area boundaries which serve as basic planning units for all other aspects of the specific Plan. **Figure 2-2 (Historic Resources)** focuses on the types of resources that comprise the Historic District designated in 1997. The following text also describes some of the development opportunities and constraints resulting from this designation of historic resources.

2.3.1 Federal Designations and Programs

National Historic Landmark - National Historic Landmark designation is made by the Secretary of the Interior (Secretary) and is reserved for significant historic places that “possess exceptional value or quality in illustrating and interpreting the heritage of the United States.”⁴ This is the highest level of federal recognition available for historic resources.

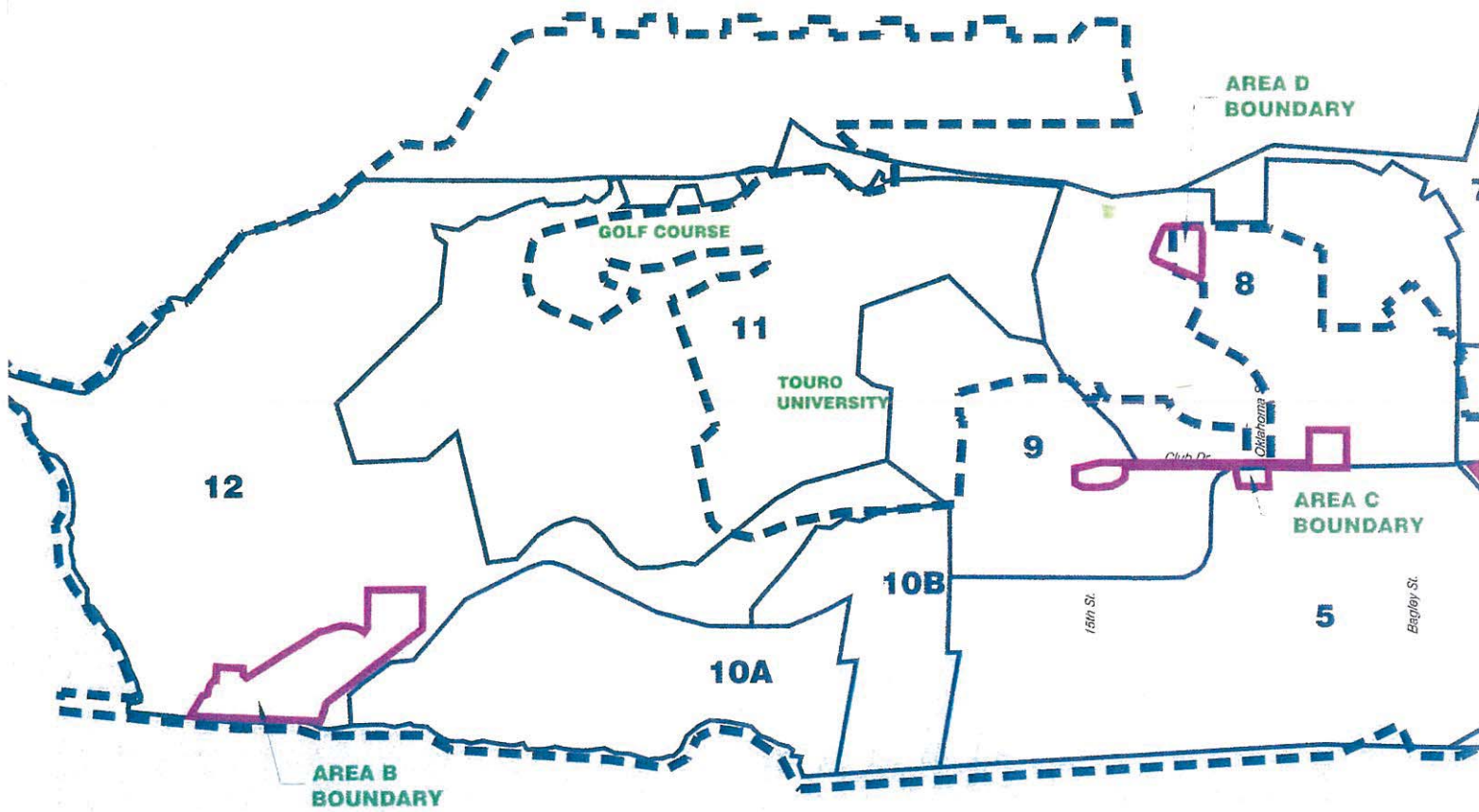
A portion of the “Mare Island Naval Shipyard,” was designated a National Historic Landmark (NHL) on May 15, 1975. This listing, which is divided into four geographically distinct areas or groupings, covers 50 buildings and structures, 42 of which are still extant. At the time that the NHL was designated, it was felt that “It was neither desirable nor possible to include all surviving historic edifices in a single district.” The NHL is comprised of four areas which are characterized as follows.

- Area A: The Historic Core, which contains some of the most significant structures on Mare Island, including the oldest shops, some of the oldest residences, the post chapel, the first drydock constructed on the West Coast, and the main administration building. The boundary was drawn to exclude as many modern structures as possible, but still includes more than two-dozen.
- Area B: The U.S. Naval Weapons Annex, which is located at the south end of the Island. It contains munitions storage facilities and the original base cemetery.
- Area C: The Hospital Complex, an elongated area containing three 19th Century buildings separated from the other historic shipyard structures. The three buildings are not physically contiguous, but were felt to have a visual connection along Azuar Drive (formerly Cedar Avenue).
- Area D: Relocated Officers’ quarters, which were moved to a small tract separated from the other historic areas in approximately 1953. The four quarters were originally sited on the north side of the Sanger Plan parade ground in 1888.

⁴ <http://www.cr.nps.gov/nr/about.htm>

Figure 2-1: Historic Area Boundaries

- HISTORIC DISTRICT BOUNDARY
- NATIONAL HISTORIC LANDMARK DISTRICT
- NATIONAL HISTORIC LANDMARK DISTRICT BOUNDARY
- REUSE AREA BOUNDARY



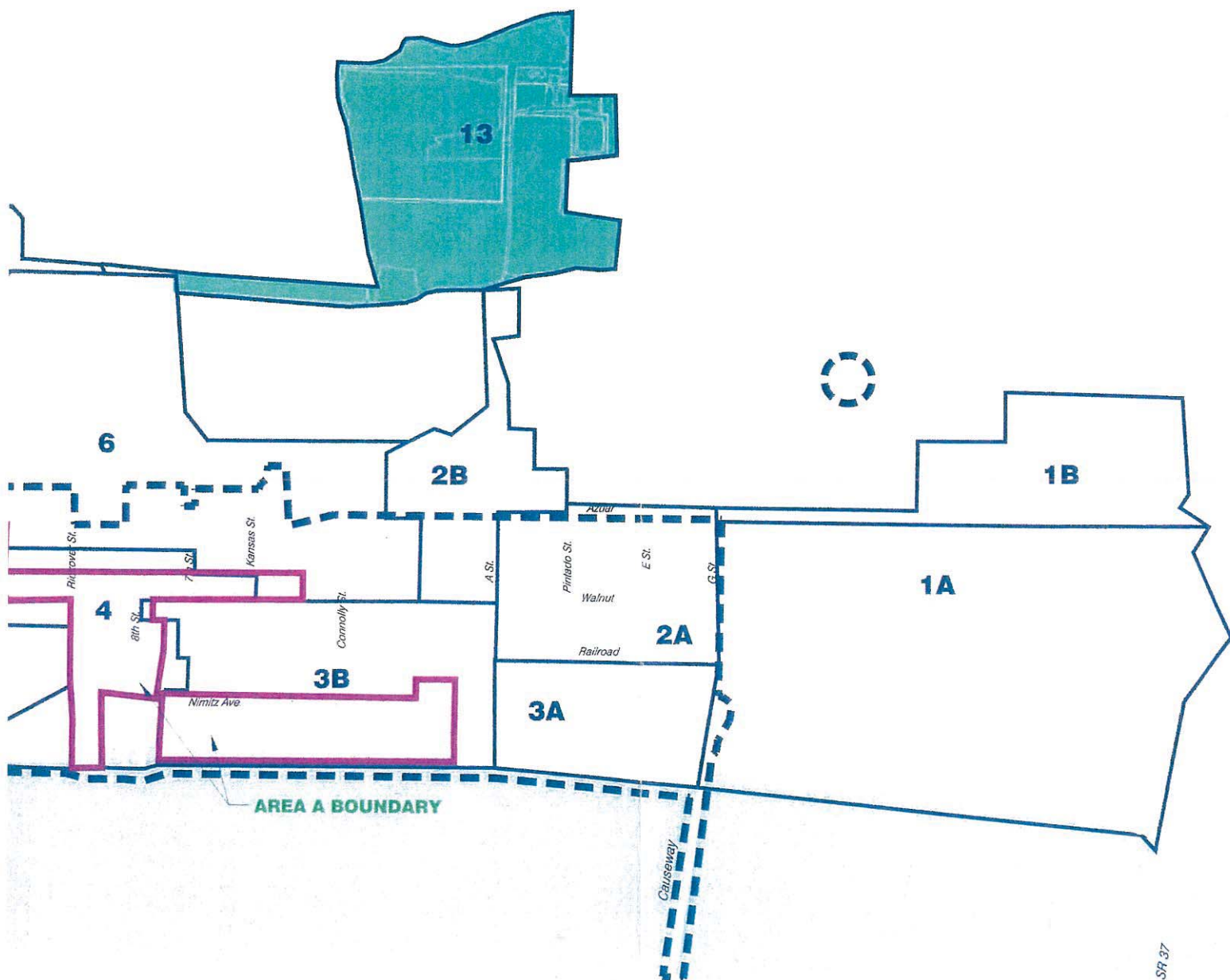


Figure 2.1
**Historic Area
 Boundaries**
 Mare Island Specific Plan

0 400 800 1200 1600 2000 2400 2800 3200 3600

Figure 2-2: Historic Resources

- CITY LANDMARKS
- CONTRIBUTING RESOURCES (NOTABLE)
- CONTRIBUTING RESOURCES (COMPONENT)
- HISTORIC LANDSCAPES
- UNCLASSIFIED HISTORIC RESOURCES
- HISTORIC DISTRICT BOUNDARY
- NATIONAL HISTORIC LANDMARK DISTRICT BOUNDARY



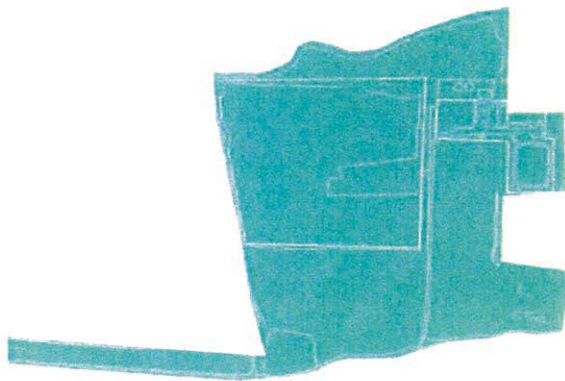


Figure 2.2

Historic Resources

Mare Island Specific Plan, Revised January 2008

0 400 800 1200 1600 2000 2400 2800 3200 3600



The four, non-contiguous NHL areas have a combined size of approximately 150 acres and, with one exception (a portion of Area D), are within the boundary of the Historic District that was established 22 years later, as discussed below. The entire National Historic Landmark District is located within the Historic District boundaries and Specific Plan Area.

National Register of Historic Places Historic District – The National Register of Historic Places (National Register) is the nation's official list of cultural resources identified as worthy of preservation. Authorized under the National Historic Preservation Act of 1966, as amended (the “National Historic Preservation Act”), the National Register is part of a nation-wide program to coordinate and support public and private efforts to identify, evaluate and protect the country's historic and archaeological resources. Listed properties include districts, sites, buildings, structures and objects that are significant in American history, architecture, archaeology, engineering and culture. The National Register is administered by the National Park Service (NPS) of the U.S. Department of the Interior and includes all designated historic areas in the National Park System as well as those designated properties that are determined to be significant to the nation, a state or a community⁵.

The “Mare Island Historic District,” was listed in the National Register on January 21, 1997. As nominated by the U.S. Navy, the Historic District contains 502 buildings, structures and landscapes (50 of which were within the boundaries of the National Historic Landmark) and one archaeological site comprised of 27 separate features. The buildings, structures and landscapes within the District are not individually listed on the National Register, but are identified as “contributing resources” on the Registration Form. The area covered by the master development plan (Reuse Areas 1B-10A) of the Specific Plan Area contains 396 of the “contributing resources.”

For the purposes of evaluating significance, the National Register Registration Form divided the Historic District into five historic periods and seven areas, corresponding to the discrete functions or missions of the Naval Base. The boundaries of the Historic District were drawn to include virtually all resources associated with the identified areas and built within the identified period of significance. While the Registration Form listed all pre-1945 buildings in their original condition as “contributing resources, it also contains extensive discussion of the setting and property types within the District, as well as descriptions of buildings with individual historic or architectural significance.

The National Register Nomination was based on a detailed survey of the Naval Base. As described in the Registration Form (Registration Form) for the Mare Island Historic District:

“The Mare Island Historic District includes a rich collection of buildings, structures, and sites that represent nearly a century of naval activities at this, the oldest shipyard and naval facility on the

⁵ From material on the National Register of Historic Places website: <http://www.cr.nps.gov/nr/about.htm>.

West Coast of the United States. The core of Mare Island has always been the shipyard, the *raison d'être* of the facility, and it is within the shipyard that the most precious and impressive aspects of the district may be seen – the oldest buildings on the base and some of the oldest shipyard buildings anywhere in the United States, as well as the huge shop buildings from the 20th century, some of which are larger than 300,000 square feet. The naval base, however, has always been more than shipyard, and the historic district is dotted with buildings, structures, and sites that reflect the presence of a naval community, as comparable to a municipality as to a military base.”⁶

According to the Registration Form, there is no “simple thematic unity” to the properties at Mare Island. In fact, “[t]he dominant characteristic of the historic district is its diversity,” both because of its 91-year period of significance and its multiple military functions. The conservation and development standards for reuse of Mare Island established under this Specific Plan have been developed to respond to and promote the diversity of the District.

2.3.2 State Designations and Programs

California State Historical Landmark – State Historical Landmarks are sites, buildings, features or events that are of statewide significance, including for their anthropological, cultural, military, political, architectural, economic or technical, religious, and experimental value.

The entire area within the Mare Island National Register Historic District was listed as California State Historical Landmark No. 751 in 1979 due to its status as the “First U.S. Naval Station in the Pacific.” To date, there are 1,100 State Historical Landmark designated properties. The State Historical Landmark designation is limited to the District and does not list any individual properties.

California Register of Historical Resources -- The California Register of Historical Resources (California Register) is the state version of the National Register program and provides an authoritative guide for state and local agencies to use in identifying historical resources for protection, “to the extent prudent and feasible, from substantial adverse change.”⁷ For the most part, the California Register parallels the National Register in the criteria it provides for listing and protection. Pursuant to enabling legislation enacted in 1992 (AB 2881), the California Register automatically includes “California properties formally determined eligible for or listed in the National Register of Historic Places,”⁸ as

⁶ From the: National Register of Historic Places Registration Form for the Mare Island Historic District, Vallejo, California. Engineering Field Activity, West Naval Facilities Engineering Command, San Bruno, California. January, 1996. Section Number 7, Pages 1 and 2.

⁷ California Public Resources Code, section 5024.1. Also see the California Register web page: <http://ohp.parks.ca.gov/landmarks/index/htm>.

⁸ California Public Resources Code, section 5024.1(d).

well as all local listings and all California State Historical Landmarks, beginning with listing No. 770.

The California Register listing for Mare Island essentially mirrors the National Register Historic District listing and includes 502 buildings, structures and landscapes (50 of which were within the National Historic Landmark District) and one archaeological site with 27 separate features. Technically, the California Register includes the National Register and City listings, but does not include the State Historical Landmark designation, described above, which was made prior to State enabling legislation. However, since the State Historical Landmark designation includes the entire National Register Historic District, this omission has no effect. Although the buildings and structures which make up the Historic District are discussed in the California Register listing, they are not considered to be individually listed.

2.3.3 Local Designations

City of Vallejo Historic District and City Landmark Designation — In 1999, the City of Vallejo Preservation Ordinance of the Vallejo Municipal Code (Chapter 16.38) was amended to include the Mare Island Amendment. The “Mare Island Historic District,” which is coterminous with the National Register Historic District, was then designated as a local historic district. . The City Historic District includes all structures listed as “contributing resources” to the National Register Historic District, as well the one “contributing resource” consisting of 27 separate archaeological features. For local regulatory purposes, all of the structures identified as “contributing resources” in the National Register Registration Form are also defined as contributing resources under the Mare Island Amendment, although there is no corresponding designation under the general City Ordinance. In addition, each of the 42 surviving structures of the original 50 within the boundaries of the National Historic Landmark District is also designated as a City Landmark.

Chapter 16.38 of the Vallejo Municipal Code required preparation of the Historic Resources Project Guidelines for Mare Island. These “project guidelines” were to specify that a Certificates of Appropriateness (COA) is required for construction of new structures or alterations to contributing resources or Landmarks; and the process for obtaining a COA or demolition permit. The Mare Island Amendment also allowed for the use of conservation easements and the incentives available under the Mills Act.

In 2007, Chapter 16.38 of the Vallejo Municipal was amended to reflect the completion and adoption of the Mare Island Historic Project Guidelines, which are contained in **Appendix B.1** as part of this Specific Plan.

2.3.4 Preservation Incentives

Due to its status as a designated historic district under federal, state and local law, the Mare Island Historic District is eligible for a number of economic incentive programs. Each of these programs has the added public benefit of requiring all exterior and, in some cases, interior alterations to comply with the stringent *Secretary of the Interior's Standards for the Treatment of Historic Properties*.⁹ (*Secretary's Standards*). The Mare Island developer may use a combination of preservation incentives in rehabilitating historic structures.

Federal Preservation Tax Incentive Program — The federal Historic Preservation Tax Incentives Program is available for buildings that are National Historic Landmarks, that are separately listed in the National Register, or that contribute to National Register historic districts and certain local historic districts or are eligible for the National Register Properties must be income-producing and must be rehabilitated according to the *Secretary's Standards*. One of the key incentives is a 20% income tax credit for the substantial rehabilitation of certified historic buildings for commercial, industrial, and rental residential purposes permitted under the Tax Reform Act of 1986.

California State Historical Building Code (SHBC) — The SHBC provides alternative building regulations for the rehabilitation, preservation, restoration, or relocation of buildings/structures designated as historic buildings or properties. The SHBC applies to all qualified historic structures, districts and sites, and allows for alternative site development design regarding open space, landscaping, pedestrian and vehicular access, sidewalks, driveways, parking spaces, service delivery access, grading, erosion control, and public utilities.

To qualify, designation must be under federal, state, or local authority. The intent of the SHBC is to protect California's architectural heritage by recognizing the unique construction problems inherent in historic buildings and offering an alternative code to deal with these problems. The SHBC is contained in Part 8, Title 24 of the California Code of Regulations.

Conservation Easements — Section 815 et. seq. of the California Civil Code provides for landowners to convey "conservation easements" to qualified non-profit organizations. In exchange for the conveyance, the landowner receives a tax benefit in the form of a charitable contribution deduction and an adjustment in the value of the property for income tax purposes is adjusted to account for the effect of the easement. The easement creates a restriction on the use of the property that is binding upon successive owners of the property. The purpose of a conservation easement is to ensure that land is retained predominately in its natural, scenic, historical, agricultural, forested or open space condition. A conservation easement may be held by qualified tax exempt non-profit

⁹ Kay D. Weeks and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, (Washington, D.C.; U.S. Department of the Interior), 1995, 1.

organizations whose primary purpose is the preservation, protection or enhancement of the resource in question, as well as the state or any city, county, district, or other state or local government entity. In the case of an historic resource, an easement can be created which protects the historic elements of a resource, while enabling continued use of the property.

State Mills Act — Under the Mills Act, property owners of historic buildings may qualify for potential property tax relief if they pledge to rehabilitate and maintain the historical and architectural character of their properties for at least a ten-year period.¹⁰ Owner-occupied single-family residences and income producing commercial properties may qualify for the Mills Act program. A formal agreement, generally known as a Mills Act contract or as an historic property contract, is executed between the local government and the property owner for a minimum ten-year term. Contracts are automatically renewed each year and are transferred to new owners when the property is sold. Property owners agree to protect, preserve, and maintain the property in accordance with specific historic preservation standards and conditions identified in the contract. The City of Vallejo is a participant in the Mills Act.

2.4 PRESERVATION GOALS AND POLICIES

The Specific Plan provides for the protection of the historic character of the former Naval Shipyard while allowing appropriate redevelopment. Change and adaptive reuse were the primary characteristics of the Shipyard during the Navy's occupancy and the Specific Plan anticipates that this process will continue into the future. The Specific Plan contemplates that Mare Island's function as an exemplar of industrial development from every decade since the 1850s will continue through implementation of the Reuse Plan and that Mare Island will continue to be characterized by a diversity of uses, architectural styles and eras into the future.

The Specific Plan has been designed with recognition of the special challenges associated with preserving industrial/military buildings, some of which are easily adapted to new requirements, and some of which are not. The challenges of adaptive civilian reuse are exacerbated by the prior "city within a city" role of the Naval Base as a home for officers and enlisted men, and the worksite of up to 41,053 military-sector workers, resulting in development, transportation and retail patterns which do not translate easily to civilian use.

For planning purposes, it is also important that all of the designations have focused on the significance of Mare Island as a district of national, state and local importance. While 42 buildings have been recognized as landmarks by the City, the real importance of Mare Island is as a district representing nearly 150 years of United States military history, and City of Vallejo economic and social history. Equally important, the district designation does not focus on any particular decade or era, but on the construction, use and adaptive reuse of buildings from every time period within its period of significance.

¹⁰ See Section 439 et. seq. of the Revenue and Taxation Code (Historic Property Restriction).

2.4.1 General Plan Goals

As described above, the City of Vallejo General Plan contains a variety of goals and policies relevant to reuse and development of Mare Island. In addition to the economic development goals, the General Plan establishes an *Historic Preservation Goal* of preserving and improving historically and architecturally significant structures and neighborhoods.

The City General Plan, therefore, recognizes that there is no inconsistency between the dual goals of economic development and historic preservation and, in fact, that they are mutually supportive.

2.4.2 Reuse Program Policies

The Historic Project Guidelines establish more specific goals and policies for incorporating historic preservation into implementation of the Reuse Plan, as reflected in this Specific Plan.

- A. Implement the goals and policies of the Vallejo General Plan as they pertain to Mare Island and the goals, standards and procedures of the Mare Island Specific Plan;
- B. Recognize the significance of Mare Island's role in the history of Vallejo, California and the United States through, among other implementation measures, an interpretive program (*see Section 8.3.3*);
- C. Incorporate contributing resources on Mare Island into the City's regulations and procedures so that these resources will be preserved and protected, and thereby continue to contribute to the city's cultural and aesthetic heritage;
- D. Encourage the adaptive reuse of contributing resources which is critical to meeting the needs of the community, including economic development, job creation, and additional cultural, educational and recreational opportunities;
- E. Enhance property values and increase economic benefits to the community through the exploration and implementation of creative incentives for preservation;
- F. Protect and enhance Mare Island's attraction to tourism and thereby economic development; and
- G. Integrate preservation of contributing resources into public and private development.

2.4.3 Additional Specific Plan Policies

In addition to the above goals and policies, the Specific Plan is intended to implement the following preservation policies applicable to the Mare Island Historic District:

- i Significant adverse impacts to the Historic District and to individual Landmarks shall be avoided. Any alteration, relocation or demolition of existing individual structures shall be conducted in a manner that does not significantly impact the Historic District or a Landmark structure. Any new construction shall be conducted in a manner that does not significantly impact the Historic District or a designated Landmark.
- ii New construction shall be consistent with the requirements of the Specific Plan, including **Section 4.0 (Urban Design)** and the Historic Project Guidelines (**Appendix B.1**), as well as the Design Guidelines for the Mare Island Historic District (**Appendix B.4**). The vision is that Mare Island will function as an exemplar of industrial development and will continue to be characterized by a diversity of uses and architectural styles and of eras both past and future.
- iii In making decisions that affect the character of the Historic District or a National Historic Landmark, the City shall follow the criteria and priorities set forth in the Historic Project Guidelines.
- iv The City will provide incentives to encourage removal of buildings or structures which were constructed outside the period of significance and which adversely affect the historic character of the District (*i.e.* intrusions).

2.5 HISTORIC PROJECT GUIDELINES

The City of Vallejo recognizes that many of the buildings within Mare Island are crucial to maintaining the significance of the Historic District, as well as being individually important. While the Historic District is both multi-faceted and resilient, certain changes cannot be allowed if the unique quality of the Historic District is to be preserved. As required by the former Mare Island Amendment, a primary role of the Historic Project Guidelines is to identify these areas and structures of high historic sensitivity or value, so that they can be given the necessary protections.

At the same time, the City also recognizes that not every structure within the Historic District can or should be preserved *in situ*. Some do not contribute to the historic character of the District; some have obsolete floor plans; some are in poor condition; and some interfere with the functionality of other structures. The Historic Project Guidelines (**Appendix B.1**) are designed to assist the City in making planning decisions about structures and landscapes within the Historic District that will protect the National Register status of the Historic District.

The Historic Project Guidelines are necessary because existing designations and regulations do not provide sufficient specific criteria or standards to guide City in making basic reuse decisions within the Historic District. For instance, the National Register listing designates virtually all pre-1945 structures as “contributing resources” without regard to quality, relative significance or presence of duplicate structures. . To make planning decisions, it is necessary for the City to establish both priorities and policies for preservation within the Historic District and to establish a framework for evaluating the impacts of proposed changes on the Historic District.

The Historic Project Guidelines, contained in Appendix B.1, are intended to guide all development planning for the City of Vallejo Mare Island Historic District. The Guidelines are required to provide specific and detailed standards for each contributing resource by providing recommended and not recommended actions in terms of alteration, new construction, demolition and relocation based on the *Secretary’s Standards*. The Guidelines are required to include the existing designation status for each resource, including identification of those resources designated as City Landmarks. For a catalogue of descriptions and classifications, see Appendix B.3. Preservation Considerations and Priorities.

2.5.1 Preservation Considerations and Priorities

For planning purposes, therefore, the City has developed a set of considerations or characteristics for evaluating development proposals within the Historic District. As explained in the National Register Registration Form, the resources can only be understood in the context in which they were built. Impacts therefore must also be reviewed in context. This approach is consistent with the *Secretary’s Standards*, which require consideration of “setting” in determining compatibility, and the Federal Tax Program Regulations, which require consideration of impacts to the “project site.”

As identified by the City, these considerations include the following: (1) district environment; (2) sub-area sensitivity and character; (3) individual historic significance; (4) property type; and (5) period of significance and eras. Every development proposal will be located on a continuum for each of these considerations from “most impactful” to “least impactful.” Depending on the location of the development proposal and the nature of the affected properties, one or more of these considerations will be significant to the decision-making.

(A) District Environment

According to the National Register Registration Form, there was no “simple thematic unity” to the Mare Island Historic District. Instead, the Historic District consists of five eras and seven subareas, each representing a different function within the Naval Base. The individual buildings within the subareas were not necessarily functionally related, though the subareas each served a different military mission within the Naval Base.

While the National Register Historic District was divided into seven subareas for analytic purposes, its boundaries were drawn to include as many pre-1945 buildings as possible. In contrast, the Mare Island National Historic Landmark was divided into four discrete groupings, each corresponding to a different function: the hospital district; the shipyard, the naval weapons annex and the historic core

For planning purposes, it is also important to remember that the Mare Island Historic District is a “snapshot” of the Naval Base as it existed at its 1975, 1997 and 1999 listings, not as it existed at any single point during its 91-year period of significance. In fact, the Mare Island “historic environment” was characterized by constant change, reuse, and replacement of resources. Many of the buildings were built as temporary structures, intended to be relocated as military needs changed.

For the purposes of the Registration Form, “integrity” was defined as of 1945, but the individual structures may have been modified many times between their construction and the end of World War II. Other buildings which remained in their pre-1945 locations were nonetheless altered significantly before completion of the National Register survey. Still other post-1945 buildings are intrusions into character of the Historic District, even though they may be highly functional.

(B) Sub-Area Sensitivity and Character

The following characteristics or development patterns are important in defining the “historic environment” of the Mare Island Historic District:

- The basic relationships among contributing resources were *ad hoc* and functional, reflecting the operational needs of the military at both the conclusion of World War II and in 1996 when the Shipyard closed. Historic structures which did not continue to meet military needs during the Cold War were altered, moved or demolished between 1945 and 1996, leaving only those pre-1945 structures which remained useful to the military.
- The Historic District also contains a number of repetitive resources, either in groupings or as individual outbuildings to larger, more significant structures.
- The Historic District is strongly characterized by a mix of periods, materials and architectural styles. Due to the unusually long period of significance, and the temporary nature of many of the buildings, the District is not visually cohesive in the manner of historic areas constructed over a shorter period of time or pursuant to a single plan.
- The Historic District is also strongly characterized by a mix of uses, including clearly identifiable industrial, administrative (*i.e.* office) and residential uses. Often, these original uses can be easily distinguished by their architecture.
- The Historic District as a whole is strongly characterized by a mix of eras, although the mix varies depending on the development patterns within the various planning sub-Areas. Area 4, for instance contains buildings from all 5 eras,

including 32 from 1898-1918, 19 from 1919-1948 and 27 from 1939-1945. In contrast, sub-Areas 2A, 2B, 3A, and 10B do not contain any buildings constructed before 1919.

- Residential uses are often located in close visual proximity to non-residential uses, including industrial buildings. Although residential areas are clearly identifiable, separation of uses is much weaker than in typical civilian developments.
- Setbacks for industrial and administrative buildings largely appear to be random, while many buildings are not oriented toward the street, all of which contributes to the *ad hoc*, unplanned character of the District.
- Differences between uses are often highlighted by landscaping. For instance, industrial areas have limited landscaping while residential areas are characterized by mature trees and grass.
- Outside of the Historic Core, industrial buildings are often widely spaced with paved areas between the structures.
- Structures along the waterfront are often strongly oriented toward the water, underscoring their Shipyard function, with a strong visual present from the mainland.
- In Reuse Areas 3B and 4, major building clusters and siting patterns form a streetwall that is essential to the establishment of historic character.
- The Historic District boundaries or edges are not strongly defined, and the casual visitor may not be conscious of entering an historic environment.

A comprehensive description of the characteristics and development patterns that define the “setting” is an important part of the Design Guidelines for the Historic District for use by property owners, architects, landscape architects and City staff (**Appendix B.4**).

(C) Individual Resource Significance

In addition to identifying district characteristics, the City has distinguished among the contributing resources in the Historic Project Guidelines based on their individual historic significance. Contributing resources are categorized as one of the following:

City Landmarks (Highly Significant) — this group consists of structures, buildings, or sites which have been determined by the City to be of outstanding historical or architectural significance. This group includes all 42 extant structures within the four National Historic Landmark groupings. If, in the future, additional City Landmarks were designated within the Historic District, they would be included in this group.

Notable Resources (Individually Significant) — this group consists of structures, buildings or sites identified as contributing resources in the National Register

Registration Form which are not listed as City Landmarks, but which are of noteworthy historical or architectural significance.

Component Resources (Not Individually Significant) — this group consists of structures, buildings or sites identified as contributing resources in the Registration Form which are not listed as City Landmarks and lack individual historical, engineering, or architectural significance, do not individually add to the District's sense of time and place and historical development, are repetitive property types or small secondary structures, or lack overall integrity due to alteration or deterioration of location, design, setting, materials, workmanship, feeling or association.¹¹ A more detailed description of the above classifications is provided in the Historic Project Guidelines (**Appendix B.1**), and descriptions and photographs of the individual resources are provided in the Historic Resources Catalogue, (**Appendix B.3**).

¹¹ This is consistent with 36 CFR § 67.4 and § 67.5(a) (2) definitions of a building that does not contribute to the historic significance of a district and 36 CFR § 67.5(b) (5)'s definition of the types of buildings in a functional grouping which may be demolished with the proper showing.

Plate 1: Examples of City Landmarks



Building A (Officer's Quarters, 1900)



Building 0104 (St. Peter's Chapel, 1901)



Building 0046 (Smithery, 1856)



Dry Dock #1 (1891)

Plate 2: Examples of Notable Resources



Building 0459 (Submarine Repair Base Barracks, 1931)



Building 0521 (Administrative Offices, 1941)



Building 0077 (Ordinance Storage, 1870)



Building 0483 (Storage, 1940)

Plate 3: Examples of Component Resources



Building S22-01 (Bomb Shelter, 1942)



Building 0376A (Enlisted Quarters, 1941)



Building 0671 (Electrical substation, 1942)



Building 0116 (Garage, 1938)

(D) Major Property Types

The Historic District contains a large number of resources that have been categorized by general property types. A list of the major property types is provided below. Detailed descriptions and designations are provided in **Appendix B.1**.

A – Single-Family Residential
B- Residential Garage / Shed
C – Duplex And Multi-Family Residential
D – Barracks
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility
F – Bomb Shelter
G – Latrine
H – Other Infrastructure
I – Landscape
J – Masonry Industrial/ Ordnance Storage/Warehouse
K – Wooden Industrial/ Ordnance Storage /Warehouse
L – Metal-Clad Industrial/ Ordnance Storage /Warehouse
M – Masonry Industrial Shops
N – Wooden Industrial Shops
O – Metal-Clad Industrial Shops
P – Masonry Administrative, Institutional Or Commercial
Q – Wooden Administrative, Institutional Or Commercial
R – Metal-Clad Administrative, Institutional Or Commercial
S- Berths/ Quays/ Causeways

(E) Period of Significance and Era

The Historic District includes buildings, sites and structures from five Eras: 1854-1865 (Founding of the Shipyard through Civil War), 1866-1897 (Civil War to the Spanish American War), 1898-1918 (Spanish-American War through World War I), 1919-1938 (the Interwar Years), and 1939-1945 (World War II). The defined period of significance for the National Register listing covers 91 years, from 1854-1945. More detailed information is provided in **Appendix B.1**.

(F) Area Resources and Character Defining Features

The contributing resources, including Landmarks are unevenly distributed throughout the Historic District and Reuse Areas. Reuse Areas 3B, 4 and 5, all of which access the Waterfront contain the heaviest concentration of resources. Landmark structures are primarily located within Reuse Area 4, in the area referred to as the “Historic Core,” which includes the dramatic row of Officers’ Quarters along Walnut Avenue. The Reuse Areas with the heaviest concentration of contributing resources are primarily intended for retail/commercial and industrial use, which take advantage of the character of the Navy’s use along the Waterfront.

To facilitate development review, the Historic Project Guidelines (**Appendix B.1**) provides a description of the contributing resources by Reuse Areas.

2.5.2 Development Review Process

During the reuse planning and project review process for Mare Island, the City will be faced with countless decisions about preservation, reuse, new construction and demolition within the Historic District. As described above, the City has made an overarching policy decision to manage reuse and development activities that may adversely affect the eligibility of the Historic District for the National Register of Historic Places or the State Register of Historical Resources. The development review criteriamust therefore be sufficient to protect the Historic District from potentially significant impacts, especially in connection with proposals for new construction and demolition.¹²

In addition, City policy requires that all reuse proposals within the Historic District comply with the *Secretary's Standards*, which are defined in **Appendix B.1**, to the extent applicable. As a result, all buildings to be retained on site and reused, all new construction and all relocations must meet the *Secretary's Standards*,.

The Specific Plan, therefore, is required to establish development review criteria for reuse of the Historic District, as defined in the Historic Project Guidelines, **Appendix B.1**, in accordance with the following:

- Ensure that retained resources are not impacted by reuse, by requiring that they be treated in a manner that is consistent with the *Secretary's Standards*.
- Ensure that new construction is compatible with the historic nature of the Historic District, by requiring that new construction be consistent with the *Secretary's Standards* and Urban Design Guidelines aimed at preserving the Historic District's feeling, setting, and association.
- Ensure that any relocation of resources be accomplished in a manner that is consistent with the *Secretary's Standards* (36 CFR part 68) and applicable guidelines or technical advisories, where appropriate;¹³
- Ensure that those physical characteristics which convey the historical significance of the District and justify its eligibility for inclusion in the National and California Registers are not lost through demolition or new construction.

The Historic Project Guidelines in **Appendix B.1** also provides the following:

¹² Throughout the planning process, the City has defined the primary historic resource as the Historic District. The policy decision that no significant adverse impacts should be permitted to the District as a whole mirrors the CEQA standard for determining whether significant adverse impacts have occurred for the purpose of environmental review. Decisions which meet the City's development review criteria should therefore not have a significant adverse impact on the District, as the primary historic resource under consideration.

¹³ See, e.g., John Obed Curtis, Moving Historic Buildings.

- Geographic scope of review and establishment of Project Sites and property lines within the Historic District;
- Standards for contributing resources that will be retained including treatments for Preservation, Rehabilitation, Restoration and Reconstruction;
- Standards for contributing resources that will be relocated;
- Standards for new construction within the Historic District;
- Criteria and requirements for contributing resources proposed for demolition; and
- Maintenance requirements for contributing resources.

2.6 DESIGN GUIDELINES FOR THE HISTORIC DISTRICT

Design Guidelines that describe and illustrate how to apply the Secretary of the Interior's Standards to the particularly complex nature of the Mare Island Historic District are an important tool for property owners and developers as well as for the City. Such design guidelines can provide clarity and predictability in the review and permitting process by informing the design of projects to be consistent with the Secretary of the Interior's Standards as well as with the goals and policies of the Specific Plan. The Design Guidelines that have been developed as part of the Specific Plan (**Appendix B.4**) include:

- Description of the design character of the Historic District, including architectural styles and key features;
- Description of individual "character area" and "sub-areas" that define the existing setting of the Historic District;
- Illustrative guidelines for established treatments of contributing resources, including preservation, restoration, reconstruction, and rehabilitation as well as for interim maintenance procedures; and
- Illustrative guidelines, including design principles, for new construction responsive to individual "character areas" and "sub-areas."

The Design Guidelines will be used by City staff, the AHLC and other City boards and commissions to evaluate the appropriateness of work proposed within the Historic District.

2.7 INTERIM MAINTENANCE OF RESOURCES

Under the City Preservation Ordinance, owners of any Landmarks and Contributing Resource within the District are required to "keep in good repair all exterior portions of such resource, all interior portions of City landmarks, and all interior portions thereof whose maintenance is necessary to prevent deterioration and decay of any exterior architectural feature." Nothing in the Mare Island Amendment "shall be construed to

prevent ordinary maintenance or repair of any exterior architectural feature of a contributing resource not involving a change in design, material or external appearance thereof.” Mare Island Amendment, Sections 16.38.048. and .049 of the Municipal Code.

Buildings in active use are generally maintained by their owners or occupants. However, vacant historic buildings often suffer from lack of appropriate maintenance and weather-proofing, especially if a reuse decision has not yet been made. All historic structures within the Mare Island Historic District, including vacant buildings, shall be maintained in accordance with standards referenced in the Historic GuidelinesHistoric Project Guidelines (Appendix B.1) and described in detail in the Design Guidelines for the Historic District (Appendix B.4).

2.8 ARCHAEOLOGICAL RESOURCES

As described in **Section 2.1**, above, cultural resources also include archaeological resources. Potential archaeological resources on Mare Island were surveyed as early as 1907,¹⁴ and as recently as 2000.¹⁵ This continued survey work resulted in the designation of 27 historic archaeological features, including remnants of early industrial technology and shipbuilding, seawalls, ship berths, and building foundations within the Mare Island Historic District, and in the identification of areas of prehistoric archeological sensitivity.

Given the potential number of archaeological resources on Mare Island, a Revised Predictive Archaeological Model and Archaeological Treatment Plan is included as part of the Specific Plan (**Appendix B.2**). Together, they summarize why each of 27 archaeological features is significant and describe appropriate treatment measures (TMs) based on potential impacts.

2.8.1 Archaeological Resources Protection Policy

Archaeological resources in the Plan Area are to be protected while allowing for construction and development activity to proceed in a timely manner. As part of the implementation of this policy, the predictive archaeological model was updated and a treatment plan was prepared for inclusion in the Specific Plan.

2.8.2 Summary of Archaeological Resources

Figure 2-3 (Archaeological Resources) shows all 27 archaeological features and identifies potential areas of high and medium prehistoric archaeological sensitivity. These archaeological resources and recommended treatments are described in detail in **Appendix B.2**.

¹⁴ Nelson, *Archaeological Site Survey Record for CA-SOL-232*.

¹⁵ Dougherty (PAR), *Monitoring of Historical Archaeological Sites for the Freshwater Fire Line Project*.

Figure 2-3: Archaeological Resources

■ ■ HISTORIC DISTRICT BOUNDARY

— REUSE AREA BOUNDARY

■ HIGH PREHISTORIC ARCHEOLOGICAL SENSITIVITY

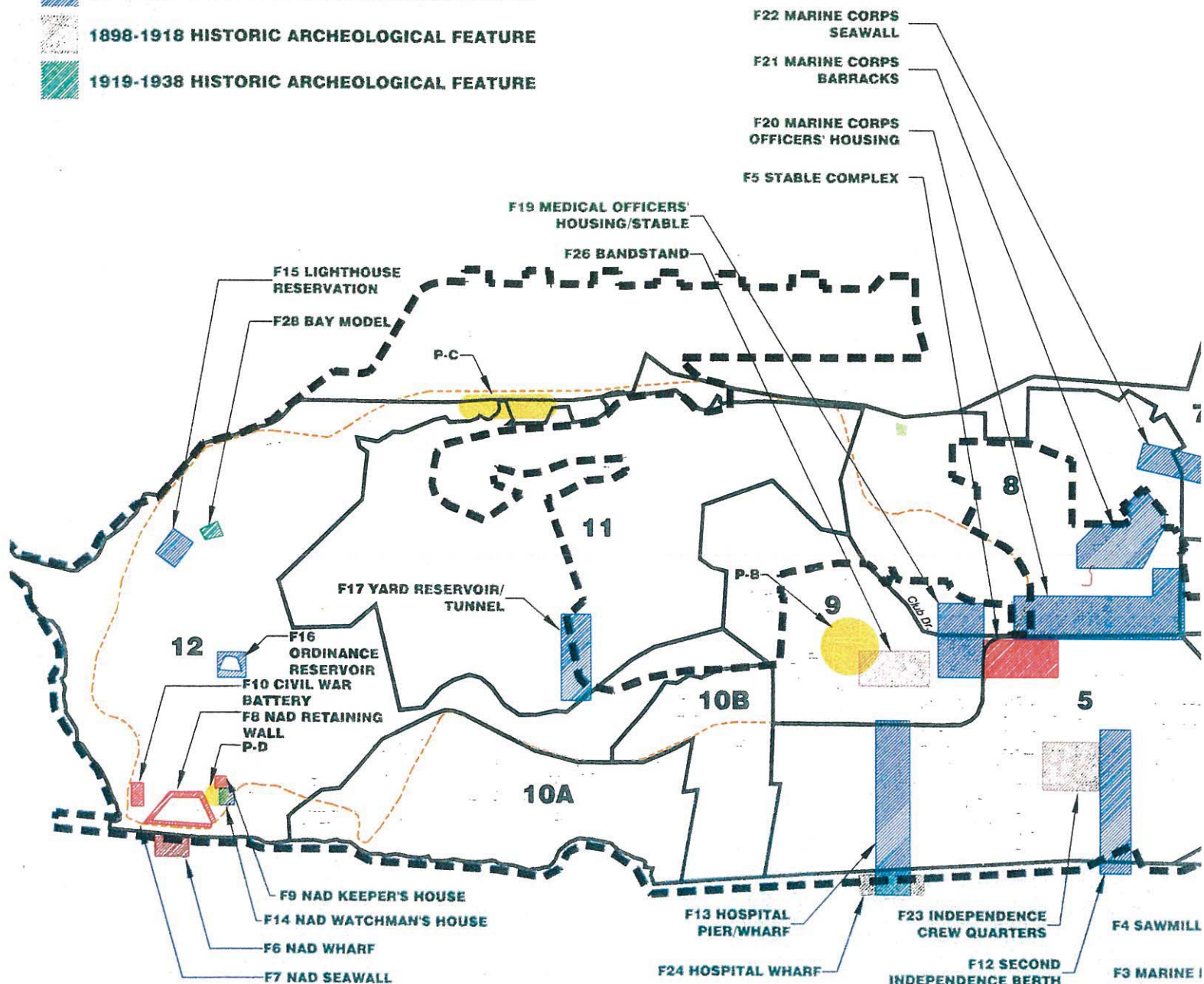
--- MEDIUM PREHISTORIC ARCHEOLOGICAL SENSITIVITY

■ 1854-1865 HISTORIC ARCHEOLOGICAL FEATURE

■ 1866-1897 HISTORIC ARCHEOLOGICAL FEATURE

■ 1898-1918 HISTORIC ARCHEOLOGICAL FEATURE

■ 1919-1938 HISTORIC ARCHEOLOGICAL FEATURE



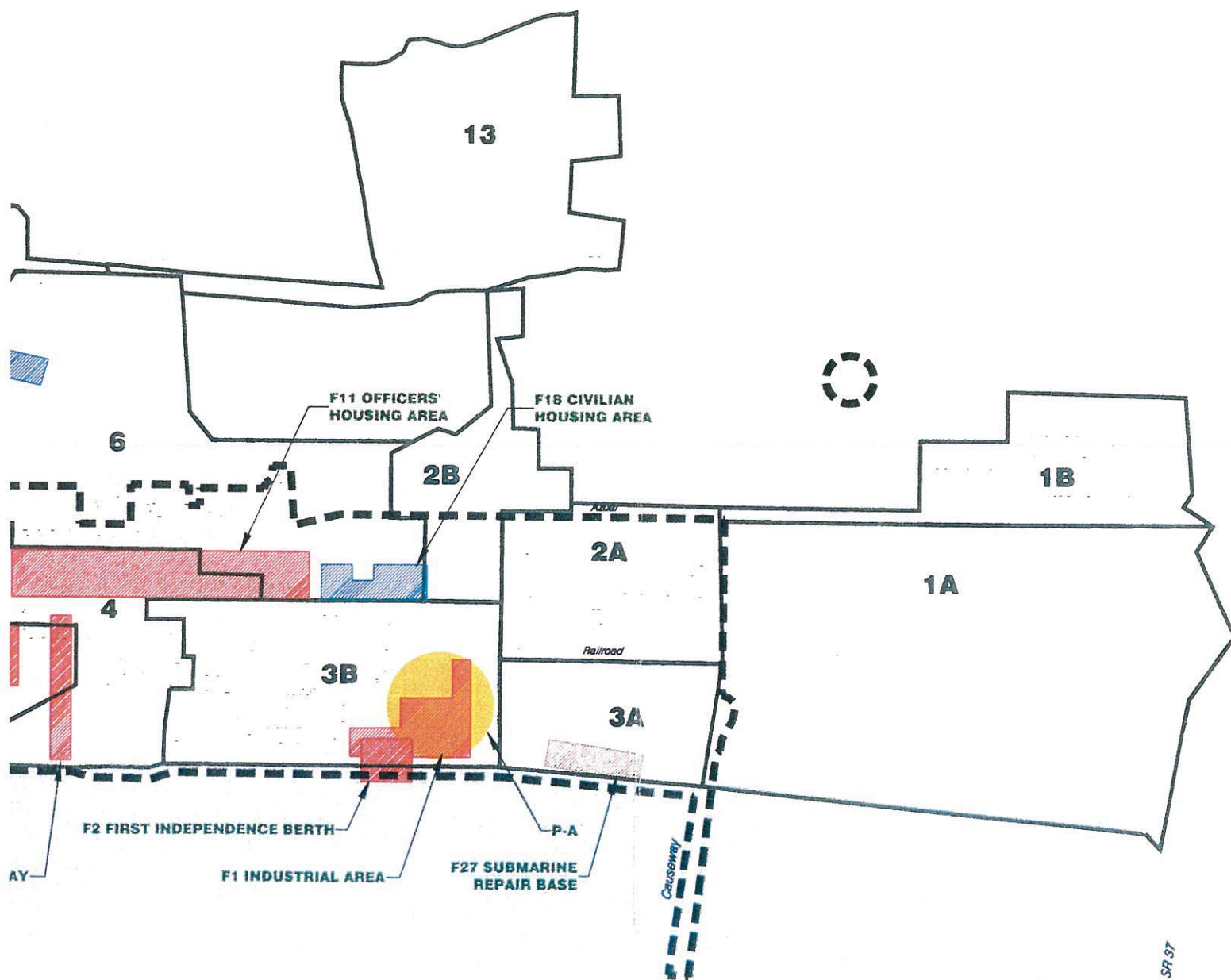


Figure 2.3

Archaeological Resources

Mare Island Specific Plan, 2005



No prehistoric archaeological resources retaining integrity have been found, to date, on Mare Island. However, the potential for such finds still exists in a large area that is relatively undisturbed by modern development and in the four concentrated areas where early documentation described potentially significant findings.

2.9 PLANNING AND REVIEW

The Specific Plan, together with the Historic Project Guidelines (**Appendix B.1**), Revised Predictive Archaeological Model and Archaeological Treatment Plan (**Appendix B.2**), the Historic Resources Catalogue (**Appendix B.3**), and the Design Guidelines for the Mare Island Historic District (**Appendix B.4**) implement the planning and review process as specified in Chapter 16.38 of the Vallejo Municipal Code.

3.0 LAND USE

The Land Use Section of the Specific Plan begins with a focus on land use policies and practices followed by a summary description of Land Use Categories, the Overall Land Use Plan for Mare Island, and the Plan for Parks and Open Space. The Land Use Section concludes with a more detailed description of the land use and projected development program for each of the areas that make up the Specific Plan Area, including the 13 Reuse Areas.

It is the intent of the Specific Plan to allow reasonable flexibility in land use designations, development program allocations and boundaries for the 13 Reuse Areas that were defined during the reuse planning process (**Figure 1-3**). This flexibility is needed for a number of reasons:

- to respond to future changes in market conditions,
- to ensure that the City is able to pursue superior reuse and development opportunities in accordance with the economic development goals of the Specific Plan, and
- to accommodate public and quasi-public uses.

3.1 LAND USE POLICIES AND PRACTICES

As envisioned in the Reuse Plan, the land use policies for Mare Island are focused on development that, once again, will make it a major employment center for the City and region. These policies also provide for the mix and range of land uses necessary to create a dynamic district that will be an integrated part of the City. Criteria are provided to guide the reasonable level of flexibility that is required for successful implementation of the identified development program. The continued ability to attract high quality employers as the business environment of the City and region changes over the years is recognized as being a key aspect of the successful economic revitalization of Mare Island.

3.1.1 Land Use Policies

- i A balance of land use is encouraged, including industrial, office, retail commercial, residential, recreational, cultural, educational, open space and habitat conservation, in order to make Mare Island a community where adequate services and resources are readily available to its residents, workers and visitors.
- ii The City of Vallejo intends Mare Island to be a financially sustainable community that generates revenues sufficient to provide basic municipal services and infrastructure improvements.
- iii There will be a strong component of employment producing land use on Mare Island to satisfy two needs: (1) to replace the jobs that were lost with the closure of the

Shipyard; and (2) to ensure a good jobs/housing balance on Mare Island and within the City of Vallejo. The number of jobs and the schedule for the production of these jobs, as established in the Reuse Plan, will be a function of the phasing of new development. In order to maximize creation of jobs on Mare Island, more intensive land use producing higher employment densities are encouraged and less intensively-developed uses, such as those requiring large laydown or outdoor storage areas, are discouraged except in heavy industrial areas.

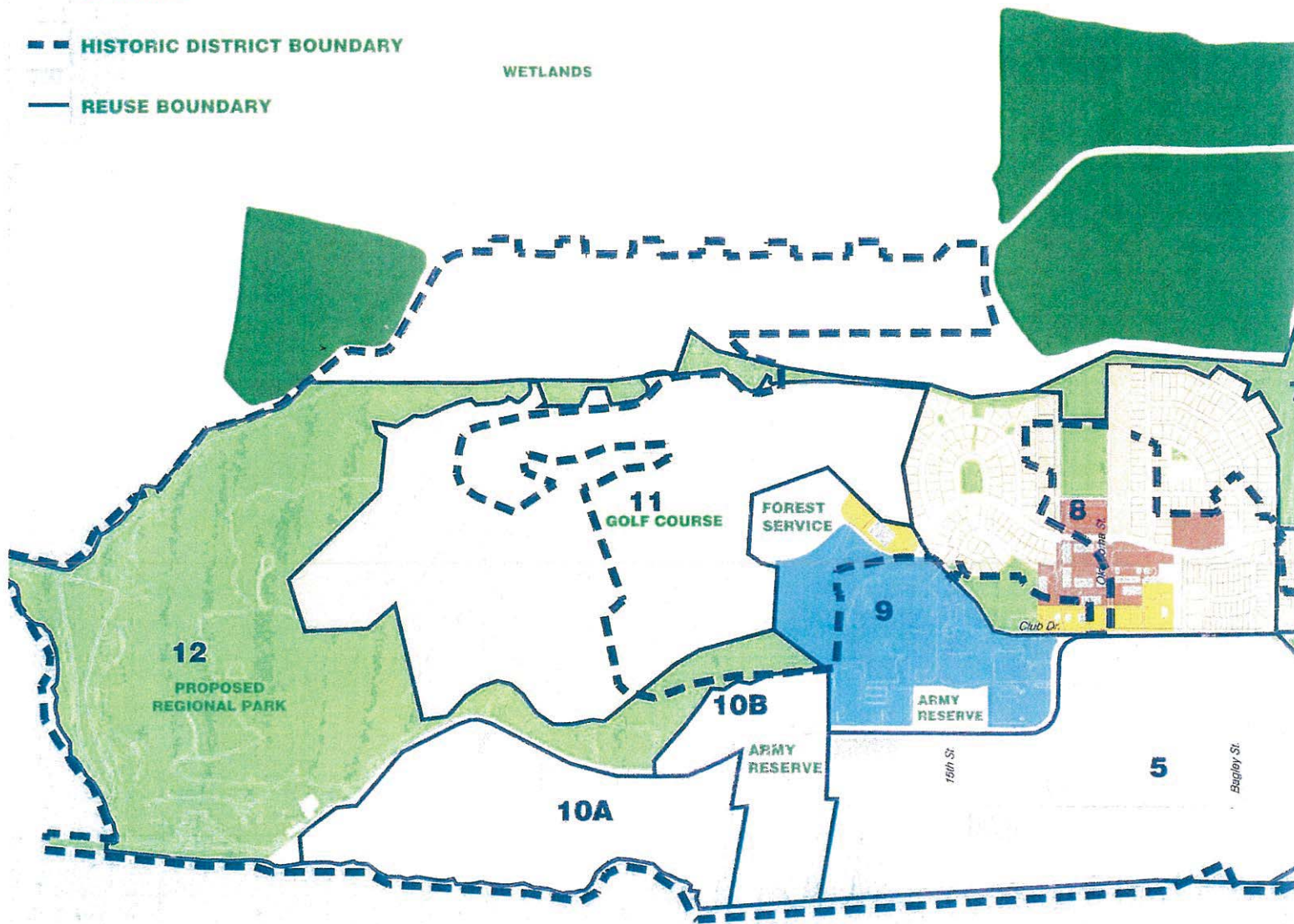
- iv Reuse of Mare Island as a community where people can live and work will be encouraged by allowing home occupations and live/work and work/live uses in identified Reuse Areas.
- v Uses that attract and support tourism, including tourism related to the natural and contributing historic resources, will be encouraged.
- vi Flexibility in the type and density of land use within Reuse Areas, in the reasonable transfer of densities and similar land use between Reuse Areas, and in the boundaries of Reuse Areas shall be permitted without amendment of the Specific Plan if the Development Services Director makes such determination in accordance with this Specific Plan. Implementation criteria for evaluating transfers of land use program square footages between Reuse Areas are provided in the Implementation section of the Plan (*see 8.3.1*).
- vii Each Reuse Area shall have a list of allowed land use. In the event a use is proposed that is not on this list, the Development Services Director will determine if such use is substantially (1) consistent with the intent of this Plan and (2) compatible with the other uses within the area. If this determination can be made, then the use is allowed.

3.2 LAND USE CATEGORIES

The following categories of land use are to be found within the Specific Plan Area, as illustrated in **Figure 3-1: Land Use**.

Figure 3-1: Land Use

- MIXED-USE
- RETAIL / COMMERCIAL
- HISTORIC CORE
- INDUSTRIAL
- EDUCATIONAL / CIVIC
- WETLANDS
- HISTORIC DISTRICT BOUNDARY
- REUSE BOUNDARY
- RESIDENTIAL High Density
- RESIDENTIAL Medium Density
- RESIDENTIAL Low Density
- OPEN SPACE
- GOLF COURSE
- RESTRICTED OPEN SPACE/FOI
- RESTRICTED OPEN SPACE



Note: Land uses are subject to change at any time without notice. Building masses shown for diagrammatic purposes only and do not constitute final buildout.

DREDGE PONDS

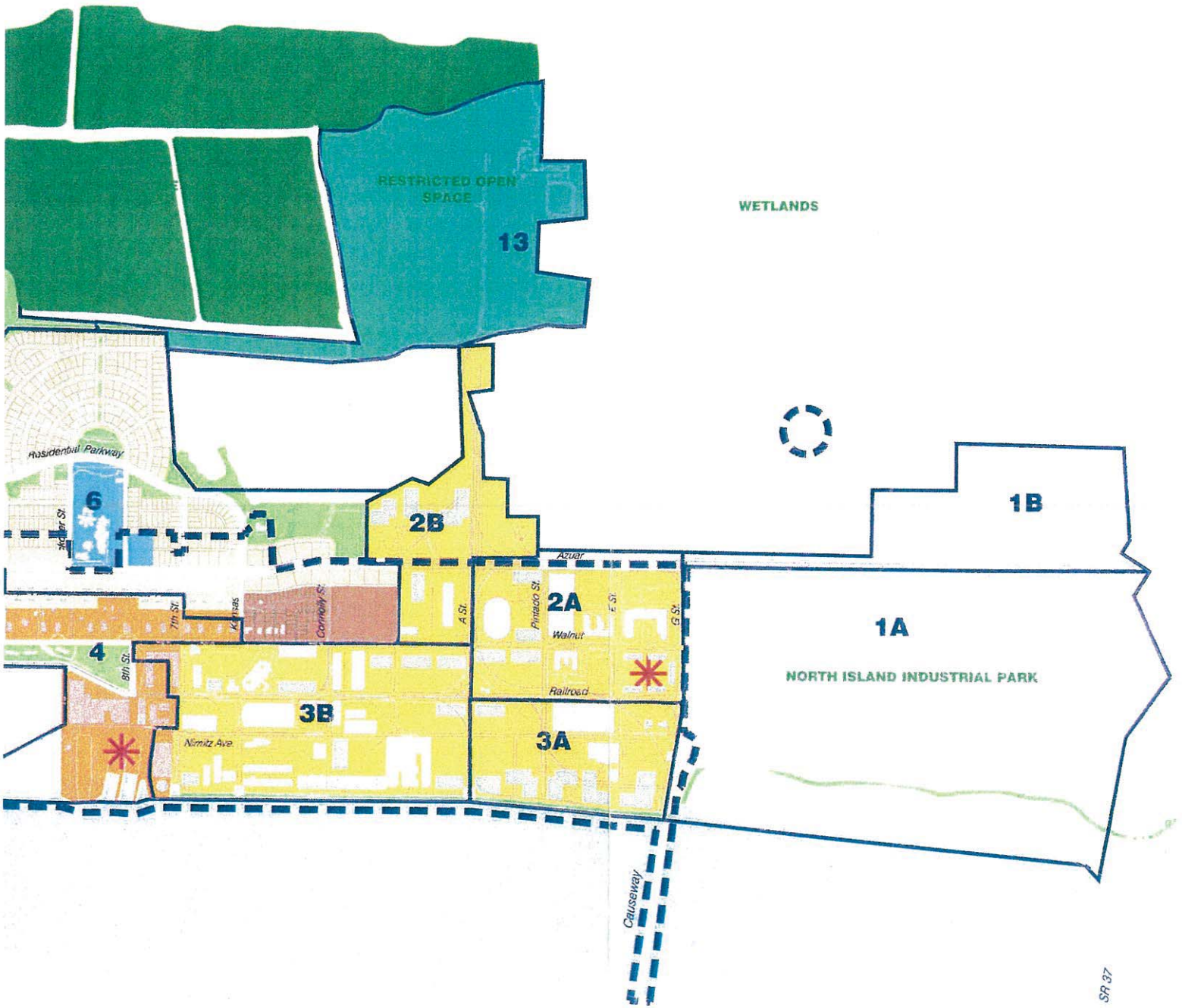


Figure 3.1

Land Use

Mare Island Specific Plan, Revised January 2008

0 400 800 1200 1600 2000 2400 2800 3200 3600

SR 37

3.2.1 Federal Transfer

As part of the base closure process, federal agencies were given the opportunity to request that portions of Mare Island be transferred for federal activities. The requests from four agencies were accepted by the Navy, and the resulting federal transfer properties were conveyed to the U.S. Army Reserve, the U.S. Forest Service, the U.S. Fish and Wildlife Service and the U.S. Coast Guard. Federal transfer properties are exempt from local land use authority and are not subject to the provisions of the Specific Plan.

3.2.2 Dredge Ponds

The inactive dredge ponds are required by the Three Party Dredge Pond Agreement to be designated for uses compatible with managed wetlands, open space or conservation. These uses may also include pond maintenance, interpretative, and scientific/educational facilities as well as access roadways and trails, as consistent with the use restrictions under the Agreement. The dredge pond areas comprise approximately one-third of the large, undeveloped western half of the Island. At one time, there were approximately ten ponds, all of which are presently inactive.

3.2.3 Conservation Easement

Certain undeveloped areas of Mare Island have been determined by the U.S. Fish and Wildlife Service to have significant habitat value. These areas are permanently protected from any level of development. The compatibility of future open space, managed wetlands and conservation uses for the inactive dredge ponds, as set forth in Section 3.2.2, above, with adjacent conservation easements must be considered in the designation of those uses. Such compatibility is to be ensured by the active participation of the State Lands Commission in future use approvals for the inactive dredge pond areas.

3.2.4 Open Space

This category encompasses open space uses that are both public and private, but that are lawfully used by the public. Open space includes uses, as approved appropriate by the Planning Manager, that are dedicated to preserving and supporting the permanent open space areas of Mare Island, including the inactive dredge ponds and surrounding areas. Urban uses are limited to those areas that are compatible with and complementary to the permanent open space or that are necessary to support, service and maintain these areas.

3.2.5 Developed Recreation

This category encompasses both public and privately operated recreational uses. These uses provide both active and passive recreation activities for residents, workers, and visitors of Mare Island, as well as for the greater Vallejo community. They include but are not limited to the following categories, as confirmed and approved by the City:

- Active Sports: ballfields; tennis courts; swimming pools; gymnasiums; golf courses and stables
- Parks: picnic areas; playgrounds; hiking trails; grass areas; and gardens

3.2.6 Educational/Civic

This category encompasses uses that are public or quasi-public and that provide non-commercial services for the welfare of the Mare Island community and its visitors, as well as the greater Vallejo community. Permitted uses include but are not limited to the following.

- Government Services: administrative offices; public safety and maintenance facilities
- Utilities: administrative offices; substations and other structures; maintenance facilities
- Educational facilities: preschools; public and private schools; day care centers; trade schools; colleges and universities
- Cultural facilities: community centers; libraries; museums; art galleries and theaters

3.2.7 Residential

This category includes a variety of residential unit types and densities to meet a broad spectrum of housing needs. The Specific Plan provides for a range of housing types from detached single family homes to multi-family housing. The Land Use Plan identifies three residential densities according to the square feet of site area per dwelling unit, in conformance with City standards. Group housing is not identified according to density but, rather, by use. Live/Work Residential is located in various areas and is not identified according to density.

(A) Residential High Density

- Less than 2,500 square feet of land area/dwelling unit (more than 17.4 du/ac)
- May include apartments, condominiums, townhomes, and similar housing types

(B) Residential Medium Density

- Between 2,500-5,000 square feet of land area/dwelling unit (between 8.7 du/ac and 17.4 du/ac)
- May include townhomes, cluster-homes, zero lot line, small lot detached homes, and similar housing types

(C) Residential Low Density

- More than 5,000 square feet of land area/dwelling unit (less than 8.7 du/ac); may include duplexes, new single family detached homes, reuse of existing single family homes, and similar housing types.

(D) Group

- Dormitory-type housing (student housing units) related to educational uses on Mare Island, such as Touro University. Defining characteristics include but are not necessary limited to shared bedrooms, common toilet and bathing facilities and cafeteria type dining facilities which may be located in separate buildings.

(E) Live/Work and Work/Live

Live/work and work/live combine residential and job activities in the same space. Examples include artist studios, one and two person professional offices and home occupations. These uses encourage mixed-use, decrease commuting, and take advantage of opportunities for adaptive reuse of Mare Island's historic buildings or for new infill construction. Provisions for live/work and work/live are as follows:

- Live/work is a residential, single-tenant space that is flexible for work. The commercial use may be any use allowed in the mixed use category. Live/work units are counted as part of Mare Island's total 1,400 residential unit development program. Home occupations or businesses in single use residential areas may be allowed, as determined by the City of Vallejo Zoning Ordinance.
- Work/live is primarily a commercially/industrially-oriented, single tenant space combining working and living uses. A maximum of 30% of the space may be for residential use. The commercial use may be any part of the non-residential mixed use development program for each area. The actual commercial use determination and percent of space provided for residential purposes shall be made by application to the Development Services Director.
- Work/live is excluded from the 1,400 residential unit development program if the space can be demonstrated to be primarily employment-oriented, to provide workspace for non-resident employees and to allocate a maximum of 30% of the space for residential purposes, as discussed above.
- Live/work and work/live are allowed in areas designated for mixed use. They may occupy existing buildings or new construction.
- Non-resident employees are allowed for both live/work and work/live.

3.2.8 Mixed Use

This category includes office/research & development (R&D), light industrial, retail commercial, and on-site warehousing associated with other uses on the same or proximate site. Although its purpose is to provide primarily for employment uses, the mixed use category also allows residential uses.

(A) Office/R&D

Office/R&D includes business, professional and administrative uses, laboratories, technology, light assembly and an associated range of support functions. Permitted uses include, but are not limited to the following:

- Industrial or Scientific Services: biotechnology and medical research, production and analysis; electronic and computer research; software development and analysis; and product and prototype testing and analysis
- Business Services: including but not limited to establishments that provide financial, real estate, legal, marketing management, architectural and engineering design, and other comparable professional services and support services.
- Medical Services: labs and group medical offices
- R&D: office; administration and marketing; laboratories; biotechnology; electronics; and software development
- Media Production: offices and facilities for television, motion picture, digital/multi-media, print media, telecommunications and other comparable type functions
- Ancillary: warehouse activities related to primary office/R&D uses.

(B) Light Industrial

Light industrial uses are relatively low intensity in character and are housed primarily in enclosed buildings with limited, screened outdoor areas if compatible with the surrounding conditions. Permitted uses include, but are not limited to, the following:

- Light Manufacturing or Assembly: for research activities described above for office/R&D
- Research/Development: corporate campuses and software development
- Light Manufacturing/Processing: computer components; small industrial products and bottling
- Media Production: special effects; television production studios and printing

- Warehouse/Distribution: small industrial products; small consumer goods; wine storage and distribution
- Ancillary: office and warehouse activities

(C) Retail Commercial

This use category may include neighborhood serving businesses for both residents and workers in mixed use areas. Household serving retail commercial, such as grocery and hardware stores, together with office serving businesses such as banks and financial services, office supply, copy centers, and cafes may comprise the commercial retail component for mixed use areas and are identified in the Specific Plan Development Program (**Table 3-2**) for Reuse Areas 1A, 2A, 3A, 3B, 4 and 5. A small retail commercial component may be desirable for Reuse Area 9 (University Area) and could be included, if feasible, although it is not shown in the Development Program.

Retail commercial uses in single use areas, or centers, may include visitor serving businesses, such as movie theatres and other types of entertainment, restaurants, commercial goods and services, gift stores and restaurants. Single use retail commercial centers are identified in the Land Use Plan for Reuse Areas 2A and 4. (*see Figure 3-1: Land Use*), above.

Permitted retail commercial uses include, but are not limited to, the following:

- Retail: stores and shops that provide goods and services to the general public as well as to residents and workers
- Personal Services: establishments that provide instructional, medical, maintenance and improvement services
- Business Services: smaller establishments that provide financial, real estate, legal and support services
- Eating Establishments: restaurants, bars, brewpubs and tasting rooms; quick service restaurants if less than 2,500 square feet of gross floor area, establishments with 2,500 square feet of gross floor area or more are subject to a minor use permit; delicatessens and snack bars
- Entertainment: theaters; amusement centers; and indoor and outdoor sports facilities

While beneficial to the functions of a retail commercial district, certain businesses also create impacts that necessitate a Major Conditional Use Permit in any Reuse Area. These uses include, but are not necessarily limited to, the following:

- Automotive services: service stations with ancillary light or heavy auto repair
- Lodging: hotels, motels, and bed and breakfast inns

- Theaters: cinemas and live performance space

(D) Warehouse

This category is characterized by uses that generate significant amounts of truck and/or rail traffic required for the distribution of pre-manufactured goods. On Mare Island, warehousing is generally expected to make use of existing structures, many of which have minimal window openings, and may provide a support function for nearby mixed-use or industrial activities. Permitted uses include, but are not limited to, the following:

- Warehouse/Distribution: small industrial products; small consumer goods; wine storage and distribution
- Storage and Distribution: raw and finished goods

3.2.9 Industrial

This category includes uses that potentially may generate more noise, hazards and truck traffic than do the light industrial uses. In addition to truck transport, Mare Island's industrial uses may also utilize rail to transport materials, and ships to transport large manufactured goods. Some industrial uses may require exterior lay-down areas. Permitted uses include, but are not limited to the following, as included in the City Zoning Ordinance, Section 16.06:

(A) Heavy Industry:

This category includes uses such as manufacturing/processing and recycling/processing; recycling to be limited to current users in Reuse Area 1B in their existing locations

(B) Warehouse/Distribution:

This includes uses that generate more noise, hazards and traffic than the light industrial uses; also may require exterior lay-down areas.

(C) Light Industrial:

This category includes uses as described above in the mixed use category, and food and beverage processing and manufacturing plants.

(D) Construction Services:

This includes uses such as incidental storage on lots other than construction sites as well as the retail or wholesale sale, from the premises, of materials used in the construction of buildings or other structures; excludes retail sales of paint, fixtures and hardware or of automotive and heavy equipment use types; typical uses

include building materials stores, tool and equipment rental or sales, or building contractor work space.

(E) Equipment Service:

This refers to establishments or places of business primarily engaged primarily in repair or maintenance of heavy equipment, as well as some automotive related services, including cleaning, and repairs, and limited sales/rentals.

3.2.10 Ancillary Uses

The following ancillary uses may be approved through the Unit Plan process without a Specific Plan amendment.

- i Within areas designated for industrial or mixed use (*see* **Figure 3-1** and **Table 3-2**), the Development Services Director may approve limited residential activities that involve reuse of existing buildings and live-work type uses. Any buildings proposed for residential use must meet standards of the City of Vallejo Building Department and the Department of Toxic Substances Control.
- ii Within areas designated for industrial use, the Development Services Director may approve limited mixed use activities (light industrial, office/R&D and retail commercial uses) that are ancillary to the primary functions of the heavy industrial/warehouse use taking place within the given area.

3.2.11 Uses Requiring Major Conditional Use Permits

Consistent with the City of Vallejo Municipal Code, certain land uses require additional review to ensure that operating characteristics do not impact adjacent uses.

Major Conditional Use Permits will be required for the following uses:

- i Religious establishments such as churches, synagogues, and temples (except St. Peters Chapel)
- ii Counseling
- iii Off-site alcohol sales
- iv On-site alcohol sales

Tasting rooms and beer and wine manufacturing facilities with on-site tasting rooms are exempt from the one thousand foot restriction contained in Vallejo Municipal Code Section 16.82.060 Q (12).

- v Automotive services, including service stations as well as facilities providing ancillary, light or heavy auto repair and on-site storage and/or pay parking
- vi Hotels, motels, bed and breakfast inns and theatres
- vii Quick service restaurants with a drive-through

3.2.12 Uses Requiring Site Development Permit

All uses within the Resource Conservation (RC) areas, including the restricted uses described for the inactive dredge pond areas, as provided in Section 3.2.2.

3.3 LAND USE PLAN OVERVIEW

The primary land use goal in promoting the development of Mare Island as a civilian community is to bring new economic activity, civic uses, housing, and recreational activities to the City of Vallejo. The Development Program for the Specific Plan identifies the type and square footage of development that is feasible for Mare Island and that will promote the goals established for reuse, including the creation of a balanced community where people can work, live, shop, and play. It outlines a critical mass of new development that can:

- create new employment opportunities;
- be supported within the identified capacities of existing and planned utility and transportation infrastructure;
- meet Specific Plan policies and guidelines for the preservation and reuse of historic buildings and surroundings; and
- allow for recreational open space and the protection of environmentally sensitive lands.

A summary of the Mare Island Development Program is provided in **Table-3 1**.

Table 3-1: Summary Development Program

Mixed-Use (Non-Residential):.....	6,265,772 sf
(Office/R&D, light industrial, retail, warehousing)	
Industrial:	1,537,126 sf
(Heavy industrial)	
Education/Civic:	1,254,698 sf*
Total Non-Residential:	9,057,596 sf
Total Residential:	1,400 units
*Includes federal agencies)	

A summary description of the distribution of these major land use designations among the 13 Reuse Areas is provided as follows:

3.3.1 Mixed-Use Office/Research & Development

Reuse Area 1A (**North Island Industrial Park**) is a proposed employment area north of the Mare Island Causeway and east of Azuar Drive that is identified for a development program of 1.2 million square feet of light industrial, commercial, office R&D and warehouse uses.

3.3.1 Industrial

Reuse Area 1B (**Northwest Industrial Area**) is proposed for warehousing, light and heavy industrial.

Reuse Area 5 (**Waterfront Industrial Park**) and Reuse Area 10A (**South Island Business Park**), will provide locations for major heavy and light industrial development that utilizes the existing buildings and waterfront access while also allowing for new infill buildings of compatible size and function. Reuse Area 10B (**Army Reserve**), with its existing port facilities and warehouses, is a location for continued Army Reserve activities.

3.3.2 Mixed-Use Employment

South of Mare Island Causeway is the major mixed-use employment center of Mare Island, consisting of office, retail/service, R&D, and light industrial uses in existing and infill buildings sited along the existing street grid.

Reuse Area 2A (**Town Center**) incorporates a number of distinctive historic buildings along Walnut Avenue and additional new infill development along Walnut Avenue and Azuar Drive. A 50,000 square foot commercial center provides retail services at the intersection of Railroad Avenue and G Street.

Reuse Area 2B (**West Business Park**) provides new employment uses in an area overlooking the wetlands and landscaped open space that is part of the Reuse Area.

Reuse Area 3A (**Waterfront Business Campus**) establishes the opportunity for a major business campus in a visible location with convenient access to Mare Island's Causeway entrance. This area would accommodate a major user or users in primarily new, waterfront-oriented buildings.

Reuse Area 3B (**Waterfront Mixed Use**) provides a wide range of employment uses in both existing and new buildings, again sited along existing roadways.

3.3.3 Mixed-Use Civic, Retail and Office Commercial

Reuse Area 4 (**Historic Core**) is proposed for a concentration of civic, retail and office commercial, light industrial and other job-related uses that reuse some of Mare Island's

most distinctive historic structures. The Historic Core is also intended to provide a major public open space along the waterfront, providing for possibilities such as celebrations and festivals, historic interpretation of ships and submarines, museums, and tourist oriented retail. The historic industrial and warehouse buildings will serve as a backdrop for the Officer's Row mansions, which are a short walk away.

3.3.4 Educational/Civic

Reuse Area 9 (**University Area**) will be maintained primarily for educational and civic uses, and is currently being used by Touro University, a private, co-educational independent institution of higher and professional education to operate a College of Osteopathic medicine and a College of Health Sciences, together with a dining facility, library, student service center, recreational facilities, administrative offices and some student housing. Reuse Area 9 also is identified for some office and R&D uses that are not part of Touro University.

3.3.5 Residential

The Land Use Plan concentrates the largest number of homes in Reuse Area 6 (**North Residential Village**) and Reuse Area 8 (**South Residential Village**) where neighborhoods are proposed that will have higher density centers and a general orientation toward open space and the views to the west. Housing opportunities will include a variety of densities and housing types. High density housing is located in conjunction with the **Town Center** in Reuse Area 2A and as part of new construction and adaptive reuse of existing buildings in Reuse Areas 6 and 8.

New residential construction may include a number of product types, ranging from apartments to single family homes. Architectural prototypes are drawn from existing architectural styles on Mare Island. Consistent with the goals and objectives of the Reuse Plan and the 1999 Mare Island Specific Plan, the total residential development program totals 1,400 units. Live-work and work-live units may be provided through adaptive reuse of existing buildings in Areas 3B and 4 (**Waterfront Mixed Use** and **Historic Core**).

3.3.6 Open Space

In addition to public parks that are to be provided as part of the residential area development, there are several large, recreational open space areas planned for specific Reuse Areas. Reuse Area 7 (**Community Park**) provides for larger scale recreational activities shared by the two new residential neighborhoods. Reuse Area 11 (**Golf Course**) provides an eighteen-hole golf course and clubhouse, as well as other support facilities. Reuse Area 12 (**Regional Park**) will serve the City and surrounding areas as well as local residents. Reuse Area 13 (**Open Space/Recreation**) allows for active open space recreational uses.

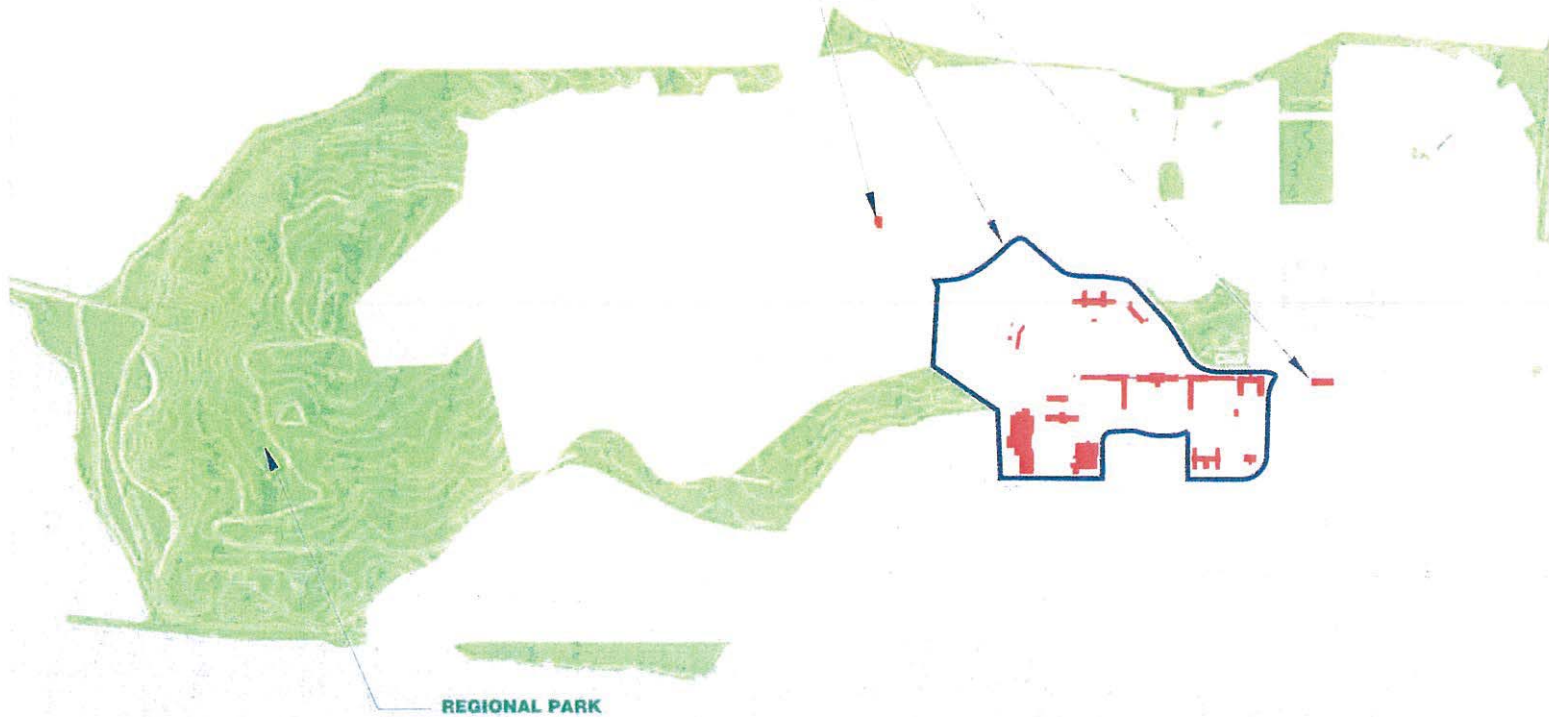
This summary of Land Use by Reuse Area is illustrated in **Figure 3-1**, above.

3.3.7 Island Destinations

As illustrated in **Figure 3-2: Island Destinations**, a number of special facilities and activities are planned to serve future employees, residents and visitors. These include schools, childcare facilities, recreational areas, and shopping and cultural centers. The presence of such destinations will not only serve the Mare Island community and encourage residents and employees to remain on Mare Island for entertainment and education, but also may serve to attract visitors.

Figure 3-2: Island Destinations

RETAIL CENTER
UNIVERSITY
GOLF COURSE AND
CLUBHOUSE



REGIONAL PARK

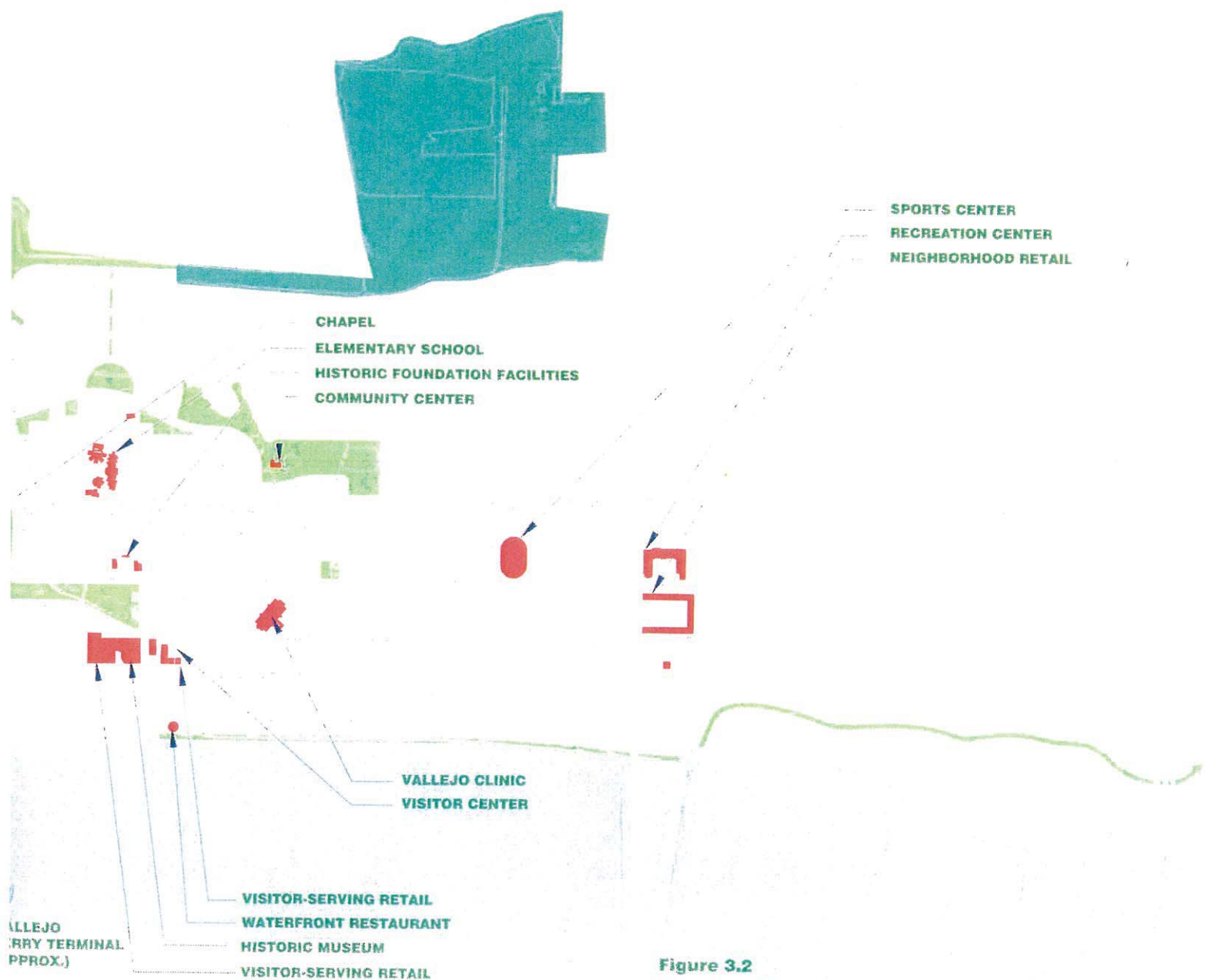


Figure 3.2
**Existing and Potential
Island Destinations**

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600



3.4 PARKS AND OPEN SPACE

The bodies of water that surround Mare Island constitute the single most important factor in considering its land use character, including shipbuilding and other waterfront activities. Approximately 78% (3,787 acres) of the Specific Plan Area is either wetlands or inactive dredge pond areas, which are restricted to open space, conservation and managed wetlands uses, as described earlier in Section 3.2.2. In addition to the smaller, non-dedicated parks and open space that are part of the recognized development area, approximately 9% (463 acres) of the overall Specific Plan Area has been designated for moderate to large parks and recreational areas.

Parks and Open Space for Mare Island (**Figure 3-3**) have been planned to support the development program for each Reuse Area in order to assure an overall framework that will organize the structure of the community and provide a comprehensive system of recreational amenities for residential and work life. This Plan exceeds the City of Vallejo General Plan standards for park dedication, as identified in the subsequent discussions of parks and open space. Proposed types of urban open space include Community Parks, Neighborhood Parks, Pocket Parks, and the Waterfront Promenade and Plaza along the Mare Island Strait.

The unique characteristics of Mare Island require some flexibility in City standards, including for parks and open space, in order to accommodate development within the historic environment. In some areas, small parks that “fit” within an existing complex of buildings may provide valuable benefits that would not otherwise be feasible without undesirable demolitions. Also, bicycle and pedestrian use is an existing aspect of life of Mare Island and is planned as a major aspect of the proposed Parks and Open Space framework. Bicycle and pedestrian circulation is described in the Transportation Element of the Plan (**Section 5.6**).

Figure 3-3: Parks and Open Space

- COMMUNITY PARKS
- NEIGHBORHOOD PARKS
- OTHER PARKS

SAN PABLO BAY

WILDLIFE REFUGI

- POCKET PARK
- PARADE GROUNDS
- CLUB DRIVE PARK
- POCKET PARK

GOLF COURSE

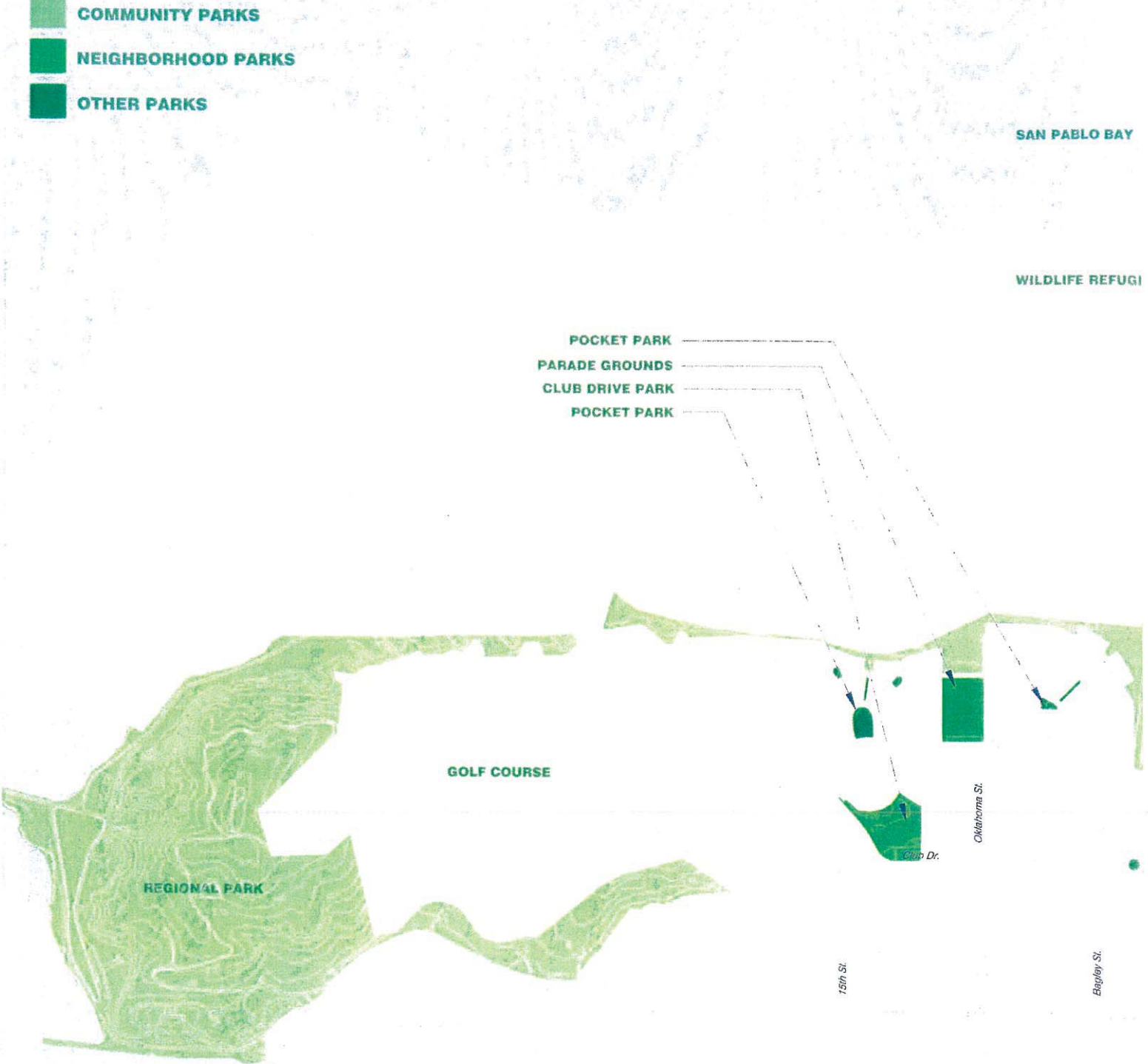
REGIONAL PARK

Oklahoma St.

15th St.

Bagley St.

Club Dr.



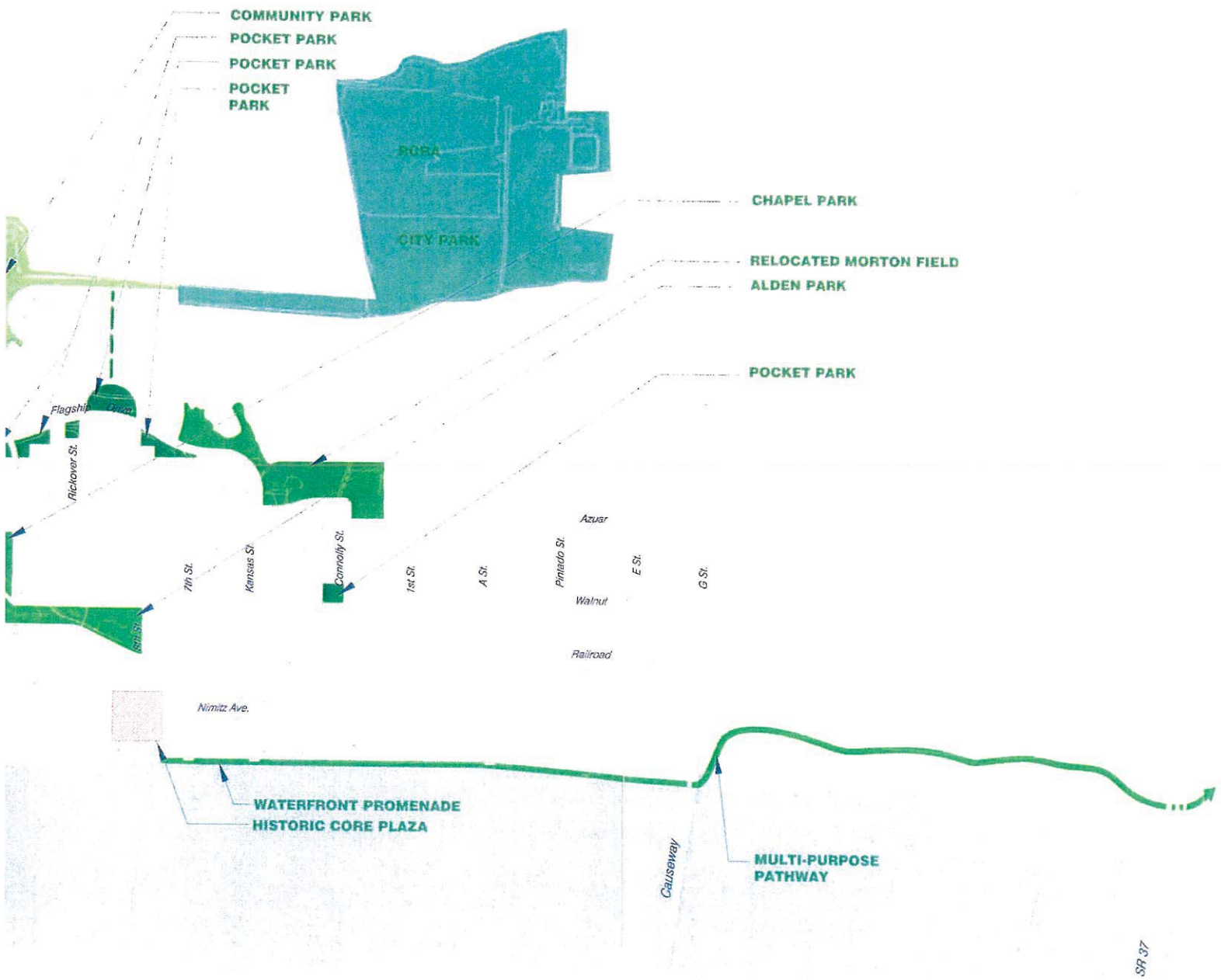


Figure 3.3

Parks and Open Space

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600

3.4.1 Neighborhood Parks

Neighborhood parks in Vallejo typically range between four to seven acres and are designed primarily to provide facilities for preschool and elementary school-age children. At Mare Island, neighborhood parks may be smaller than four acres where existing conditions, including historic resources, may make a larger park infeasible. In addition to providing play space for children, they also are proposed as part of the preservation of historic sites, as passive recreation areas and gathering places for all ages, and for providing waterfront access. The City's standard requires 4.25 acres of neighborhood park space per 1,000 population. This standard would require 19.5 acres based on development population projections for Mare Island. The Specific Plan provides approximately 28 acres of neighborhood parks.

Where appropriate, neighborhood parks should be bordered by streets to increase visibility and access. In addition, housing on surrounding streets should front park uses.

(A) Alden Park

This five-acre park is located in the Historic Core (Reuse Area 4). Currently, it is improved with a formal landscaped ceremonial area, a bandstand and flagpole and an informal area with landscaped walking paths. Additional improvements could include demolition of a number of the existing bomb shelters and the addition of pedestrian linkages to the Historic core plaza. Design and maintenance of this historic neighborhood park is discussed in the **Urban Design Section 4.3**.

(B) Relocated Morton Field

The recreational activities currently accommodated at Morton Field are proposed to be relocated to an appropriate area. The relocated Morton Field will provide lighted play fields within an approximately six-acre neighborhood park that will serve as a community recreation facility. The primary uses of this park will include playing fields for team sports and community events. The Morton Field archway is to be retained in place or relocated in any future development plan, to the extent possible.

(C) Parade Grounds

The Marine Parade Grounds is a four-acre historic park adjacent to both the historic Marine Barracks in the South Residential Village (Reuse Area 8) and the bay lands on the west side of Mare Island. This open space will provide a central focus for the surrounding South Residential Village and allow flat playing fields for team sports and community events. Design and maintenance of this historic neighborhood park is discussed in the **Urban Design Section 4.3**.

(D) Club Drive Park

This five-acre historic park also is located in the South Residential Village (Reuse Area 8). It is proposed to have minimal improvements on a sloping hill with a forested backdrop, and is designed for passive recreation. Design and maintenance of this historic neighborhood park is discussed in the **Urban Design Section 4.3**.

(E) Chapel Park

Chapel Park is a three-acre historic park that provides a complementary setting for the historic St. Peter's Chapel in the Historic Core (Reuse Area 4) and is an example of a small, highly prized green space. This park is planned for passive recreational use and community events. It also offers important pedestrian linkages to the Historic core plaza and other island destinations. Design and maintenance of this historic neighborhood park is discussed in the **Urban Design Section 4.3**.

3.4.2 Community Parks

Community parks are envisioned as places for recreational activities ranging from accessible open space to developed recreation. Open space facilities could include interpretative signs for historic or scientific information, trails and staging areas, as well as limited areas for concessions. Developed recreation facilities include soccer and baseball playing fields, non-structured recreational areas, picnic areas, gardens and grassy areas.

Community parks are to be approximately 12 to 15 acres in size each and are designed to provide recreational activities for all age groups. The City's standard calls for 5 acres of community parks per 1,000 population. This standard would require 23 acres, based on population projections for Mare Island.

The Specific Plan proposes a 26-acre community park in Reuse Area 7, adjacent to and between the two residential villages and linked to the school and other residential areas by a pedestrian pathways system. The community park also links to the open space levee system and the Marine Parade Ground (see below). Uses within the community park are intended to include playing fields (unlighted), hiking trails, a winter storm-water detention area and scenic outlooks.

3.4.3 District/Citywide Parks

The district/citywide park category includes parks that promote contact with the natural environment and which have a unique character or function not found in neighborhood or community parks. The Reuse Plan for Mare Island calls for district/citywide parks in excess of required standards. These parks, as will be provided by the Specific Plan, include the golf course, a city and regional park, and a wildlife refuge.

(A) Golf Course

The Plan provides for improvements to and management of the existing 18hole course as a regional destination golf club. The golf course site totals 172 acres.

(B) Regional Park

The Regional Park in Reuse Area 12 is intended to provide walking, cycling and equestrian trails, habitat conservation, and other passive recreational uses. It will be developed and managed as part of the extended open space framework for Mare Island and encompasses 176 acres.

(C) City Park

Approximately 32 acres of recreational open space is planned for a portion of Reuse Area 13, which is located on a landfill site and almost completely surrounded by inactive dredge ponds and non-tidal open space areas. Access is via an extension of A Street, which extends through the West Business Park (Reuse Area 2B).

(D) Wildlife Refuge

Conservation easements for wildlife refuge use include 29 acres in Reuse Area 1A, 9 acres in Reuse Area 10, and 11 acres in Reuse Area 12. In addition to dedicated conservation easements there are 2,865 acres of state owned wetlands on Mare Island as well as 922 acres of inactive dredge ponds that are located outside the Reuse Areas.

3.4.4 Urban Parks

The urban parks category includes public open space within more densely developed areas which are anticipated as being subject to more intense use. They are associated with central features of Mare Island such as the Strait or the Historic Core. Design treatment is predominately hardscape.

(A) Waterfront Promenade

One of Mare Island's greatest assets is its waterfront along Mare Island Strait. The proposed Waterfront Promenade provides opportunities for a variety of experiences based on the character and amount of the development to the west and the type of water habitat to the east. Specific details about the reuse and enhancement of the waterfront will be developed through an overall plan prepared for the waterfront that will be submitted to the San Francisco Bay Conservation and Development Commission (BCDC) for approval.

As shown by **Figure 3-3**, the Waterfront Promenade is conceived as an urban walkway that extends from the Causeway north and south to the Historic Core Plaza and shipyard area through Reuse Areas 3A, 3B and 4. North of the Causeway, a pedestrian and bicycle pathway will connect the Promenade, through Reuse Area 1A (and under SR 37), to existing access trails in the adjacent San Pablo Bay National Wildlife Refuge. This

urban linear parkway is intended to reflect the character of the City waterfront directly across the river and, where the opportunity exists, may be linked to the inland parks and the regional park by shared pedestrian/bicycle paths. Although the basic configuration of the Waterfront Promenade will be within the boundary of the anticipated State Lands Commission ownership, adjacent private areas may be designed to interface with the Waterfront Promenade by providing compatible improvements. This urban linear Waterfront Promenade will be owned by the State Lands Commission and either leased to or, as per proposed legislation, owned by the City of Vallejo.

(B) Historic Core Plaza

This urban park provides a link between the Waterfront Promenade and other parks in the community and serves the surrounding commercial uses, including the proposed museum and ship exhibits. It also provides a potential location for gatherings, markets, festivals, and other public events. Design criteria and guidelines for the plaza are provided in the **Urban Design Section 4.3.**

The development of the Plaza is considered to be part of the surrounding commercial development plan for Reuse Area 4, although the Plaza will be City owned. When the project is designed and constructed, each use and/or property owner around the Plaza should be allocated and assessed a fair share of the cost of converting and refurbishing the Plaza from an industrial yard to a pedestrian mall. These assessed fees would be placed in an escrow account to be used to fund the Plaza improvements. Maintenance of the Plaza could be provided by the City or an association made up of commercial tenants and land owners on the Island. An association or some similar funding entity, such as an assessment district or a Community Facilities District (CFD), may help provide for and share the costs of parking for the visitors to the Plaza and, possibly, for a large portion of possible future passenger shuttle service which could serve many of the visitors.

3.4.5 Pocket Parks

Pocket parks are small open space areas less than two acres in size that are associated with individual neighborhoods. They may provide playgrounds, small free play space, or simply be visual focal points at key intersections and entries. Parks in this category are considered to be too small to be acceptable for dedication to the GVRD and are proposed to be privately developed, owned by the City and maintained by a community facilities district.

Pocket parks would constitute approximately seven acres of the total developed recreation area in the master development area, as identified in the Development Program (**Table 3-2**). Some of these parks will include landscape features that contribute to the character of surrounding residential neighborhoods, including Crescent Park, Hilltop Commons, and Hilltop Circle. Other pocket parks, notably Crescent Playground, Coral Sea Playground and Townhome Square, will be playgrounds that serve nearby residential uses. North and South Grove Parks will be located adjacent to the proposed Flagship Drive through Reuse Areas 6 and 8 (*see* **Figure 5-1: Street Framework**) and may be included within the parkway right-of-way and maintained as part of the streetscape.

3.5 LAND USE PROGRAM BY REUSE AREA

This section of the Land Use Plan expands upon the summary overview provided in Section 3.3 and the land use categories described in **Section 3.2**. Each Reuse Area is briefly described, and designated uses are discussed in detail, as outlined in **Table 3-2 (Development Program by Reuse Area)**. Development within each of the Reuse Areas within the Historic District is dependent upon compliance with the Historic Project Guidelines (**Appendix B.1**).

The square footages provided in the Development Program by Reuse Area should be understood as “targets” for each land use category based on square footage of existing buildings and anticipated infill. These programmatic target figures are intended to serve as a guide for achieving the development goals for each area of Mare Island. They also provide a basis for infrastructure planning. It is assumed that buildout and leasing activities are unlikely to match exactly the programmatic square footages for the mix of land use outlined in **Table 3-2**. The totals, however, do represent an approximation of the highest level of development intensity. The Specific Plan Land Use Policies regarding flexibility within the overall land use development program totals allow for the fine tuning of proposed development intensities so that space may be effectively leased and jobs secured.

Table 3-2: Development Program By Reuse Area

Reuse Area/Parcel	Acreage	Acreage			Non-Residential						Program Totals	
					Mixed Use				Heavy Industrial Sq. Ft.	Educational Civic Sq. Ft.	Non Residential Sq. Ft.	Total Sq. Ft.
		Fed./Army Trst. Trst.	Cons. Esmt.	Dev. Rec.	Office/R& D Sq. Ft.	Light Industrial Sq. Ft.	Retail Sq. Ft.	Warehouse Sq. Ft.				
Master Developer Area												
1B	37					271,128		245,435	183,437		700,000	
2A	48				288,730	100,025	50,000			131,245	570,000	
2B	34				335,000	165,000					500,000	
3A	35			2	318,325	159,162	10,013	112,500			600,000	
3B	72			3	364,000	695,493	6,500	409,845		16,900	1,492,738	
4	52			10	117,000	36,400	76,100			81,003	310,503	
5	143			0	52,272	593,172	14,210	193,845	1,225,419		2,078,918	
6	123			14			3,180			25,035	28,215	
7	26			26								
8	105			11	20,000					13,625	33,625	
9*	51	11			33,128					542,890	576,018	
10A	69		9			370,309			128,270		498,579	
Main Gate	2											
RailRoad Spur	24											
Total Master Developer Area	821	11	9	66	1,528,455	2,390,689	160,003	961,625	1,537,126	810,698	7,388,596	
Non Master Developer Area												
1A**	155		29	1	54,000	450,000	348,000	370,000		16,000	1,238,000	
3B (VA Clinic)										61,000	61,000	
6 (Navy VCUSD)										81,000	81,000	
9 (Forest Service)										120,000	120,000	
9 (US Army Reserve Barracks)										55,000	55,000	
10B (U.S. Army Reserve)	24									91,000	91,000	
11 (Golf Course)	172			172			3,000				3,000	
12 (Regional Park)	188	1	11	176								
12 (US Coast Guard Com Tower)	1	1										
13 (Open Space/Rec)	92		60	32								
Wetlands	2,865	162	32									
Wetlands (Fish & Wildlife)										20,000	20,000	
Dredge Areas	922											
Total Non Master Developer Area	4,419	164	132	381	54,000	450,000	351,000	370,000	0	444,000	1,669,000	
PROGRAM TOTALS	5,240	175	141	447	1,582,455	2,840,689	511,003	1,331,625	1,537,126	1,254,698	9,057,596	

*Qualifying Notes for **Table 3-2: Development Program by Reuse Area**

- Building areas include proposed buildings and existing buildings to remain.
- Civic Use in Reuse Area 4 includes some historic buildings not under the control of the Master Developer.
- Civic use in Reuse Area 9 is part of Touro University development program total square footage.
- Building area totals do not include utility facilities.
- Roosevelt Terrace (29 acres) is privately developed and is no longer part of the Specific Plan Area.

3.5.1 Reuse Area 1A (North Island Industrial Park)

The North Island Industrial Park (Reuse Area 1A) contains a total of 155 acres situated in the northern portion of Mare Island. It has direct access to the State Route 37 interchange. State Route 37 and the North Gate form the northern boundary; G Street and the Causeway form the southern boundary. To the west are Reuse Area 1B and wetland areas, and to the east are wetlands and Mare Island Strait. A large pier extends from Reuse Area 1A into Mare Island Strait. This Reuse Area is not within the Historic District.

This Reuse Area will be developed primarily with light industrial, warehouse and office uses in a contemporary office park. A small commercial area to serve primarily office park users will be located at the entrance. The Waterfront Promenade will extend the length of the eastern edge of the area on the upland portion.

(A) Land Use

Given the direct freeway access and the relative absence of historic properties, Reuse Area 1A is intended for comprehensive development with new buildings as a warehouse/distribution district or office park.

- Approximately 29 acres in Reuse Area 1A are to be dedicated as a conservation easement.
- The proposed development program for Reuse Area 1A is 1,222,000 square feet of mixed-use (54,000 office/R&D; 348,000 retail; and 370,000 warehouse, and 450,000 square feet light industrial) and 6,000 square feet educational/civic.

3.5.2 Reuse Area 1B (Northwest Industrial Area)

Reuse Area 1B, a 37-acre industrial and warehousing site, will be part of the major industrial development at the northern end of Mare Island near the State Route 37

interchange. It is separated from Reuse Area 1A by Azuar Drive on the east and, on the south, west and north, is bordered by wetlands, and an inactive dredge disposal area.

(A) Land Use

Reuse Area 1B is identified for development with approximately 700,000 square feet of industrial uses including 516,563 square feet of mixed use (271,128 square feet of light industrial and 245,435 square feet of warehousing) and 183,437 square feet of heavy industrial. Initially this program and the associated parking, loading and internal circulation will be accommodated within the site's five existing buildings (Buildings 625, 627, 629, 751, and 759). None of these buildings are historic (the Reuse Area is not within the Historic District), and they may be replaced at a future date.

- Recycling/processing shall be limited to existing operations in the northwestern corner of Reuse Area 1B, with all outdoor areas fenced and landscaped and with all materials and equipment stored outdoors screened from view.
- The existing rail line and proposed spurs provide flexibility for railcar storage and train operations that support the designated heavy industrial/warehouse land uses.

3.5.3 Reuse Area 2A (Town Center)

Reuse Area 2A historically was a center of activity on the Island and will serve as Mare Island's Town Center, offering opportunities for a variety of recreation, retail, multi-family housing, and office/R&D type uses within a compact, pedestrian-oriented setting. It is intended to be the site of several important island destinations, including Rodman Center (Building 545) with its indoor recreational activities, a new retail center, and high density apartments.

The 48 acre Reuse Area 2A is located at the junction of major access roadways and is bounded by G Street on the north, Railroad Avenue on the east, A Street on the south, and Azuar Drive on the west. Development within Reuse Area 2A includes a combination of preservation, rehabilitation, and new infill construction.

(A) Land Use:

Reuse Area 2A is proposed for development with approximately 438,755 square feet of mixed use (including 288,730 square feet of office/R&D, 100,025 square feet of light industrial, and a 50,000 square foot retail commercial center); 131,245 square feet of educational/civic; and 100 high density residential units.

The Land Use Plan provides a concentration of land use in Reuse Area 2A that support creation of a Town Center while providing a smaller, separate concentration of industrial uses where they do not negatively impact the Town Center functions.

- Land use should reinforce the Town Center character while requiring minimal change to historic context and building fabric.

- Circulation improvements maintain and extend the existing street grid, encouraging a more urban parcelization pattern.

3.5.4 Reuse Area 2B (West Business Park)

The 34 acre West Business Park (Reuse Area 2B), is envisioned as a small mixed use campus with new buildings that may either orient west to the wetlands and San Pablo Bay, providing permanent views of tree and open space, or east to the street grid formed by Azuar Drive and Walnut Avenue. The area could be an ideal location for a single employer or for multi-tenant space.

Reuse Area 2B is bounded by permanent open space on the south and west, a neighborhood park and townhomes on the southeast, Town Center on the north, and Walnut Avenue and Azuar Drive on the east.

(A) Land Use:

Reuse Area 2B is planned to be developed with approximately 500,000 square feet of non-residential mixed use (including 335,000 square feet of office/R&D and 165,000 square feet of light industrial).

- Land use should reinforce the mixed use, employment-oriented nature of Mare Island's middle sector.
- Circulation improvements maintain and extend the existing street grid pattern, supporting land use development needs.
- With the exception of one building, the historic structures do not offer sufficient opportunities for reuse that will generate or support new jobs and can be demolished in accordance with the criteria in the Historic Project Guidelines.

3.5.5 Reuse Area 3A (Waterfront Business Campus)

The Waterfront Business Campus (Reuse Area 3A) provides an opportunity for a major new business campus oriented to the Mare Island Strait. Prominently located at the Causeway entrance to Mare Island, the area offers the opportunity for new office development, including multi-tenant facilities with easy access, high visibility, and direct water and city views.

The 35-acre site is bounded by Railroad Avenue to the west, G Street to the north, Mare Island Strait to the east, and A Street to the south. Most of the area will be developed with new buildings. The Waterfront Promenade will continue the length of this area (*see 3.3: Parks and Open Space*).

(A) Land Use:

Reuse Area 3A is proposed for development with approximately 600,000 square feet of mixed use (including 318,325 square feet of office/R&D, 159,162 square feet of light

industrial, 112,500 square feet of warehouse, and 10,013 square feet of retail commercial, some or all of which could be transferred to the Historic Core and G Street retail center in Reuse Area 4), and two (2) acres of developed recreation.

- Land uses in the office district should reinforce the mixed use, employment-oriented nature of Mare Island's middle sector.
- The Waterfront Business Campus land use is enhanced by close access to and visibility from the Waterfront Promenade as well as by rail access via Railroad Avenue.
- There are a number of historic resources that offer reuse opportunities for business offices.

3.5.6 Reuse Area 3B (Waterfront Mixed Use)

Reuse Area 3B offers enormous opportunity for adaptive reuse of existing buildings along with infill of new buildings of similar scale and use. The site also provides waterfront access, views, and the opportunity for a mixed use employment area with a strong light industrial component. The Waterfront Promenade will extend along the entire length of this area (*see Section 3.4.1(vi)*).

The 72-acre Reuse Area is bounded by Walnut Avenue to the west, A Street to the north, Mare Island Strait to the east, and the Historic Core and 7th Street to the south. The VA Outpatient Clinic is located in the southwest portion.

(A) Land Use:

Reuse Area 3B is proposed for development with 1,475,838 square feet of mixed use (including 364,000 square feet of office/R&D, 695,493 square feet of light industrial, 6,500 square feet of retail commercial, 409,845 square feet of warehouse and 86 live-work or residential units), 16,900 square feet of educational/civic, and three (3) acres of developed recreation. Land uses should reinforce the mixed use, employment-oriented nature of Mare Island's middle sector. The area also includes a federal-to-federal property, the 61,000 square foot VA Outpatient Clinic.

- Live-work units may be located in existing or new buildings within the area.
- The large number of historic resources in Reuse Area 3B are of a type that are well suited to reuse for designated land uses.

3.5.7 Reuse Area 4 (Historic Core)

The Historic Core (Reuse Area 4) is a visitor-oriented mixed use zone that celebrates Mare Island's history through reuse of some of its most historic and attractive buildings. The presence of these buildings along the waterfront provides opportunity for public gatherings, festivals, museum and interpretive activities, historic ships, restaurants, and other visitor-oriented uses in the setting of a working waterfront. In addition, the area

enjoys a close visual connection to the City of Vallejo waterfront, creating an exciting environment for visitors, residents and workers alike.

The Historic Core is to be anchored by the proposed Mare Island Museum (located in a portion of Building 46) together with a gift shop and café. Among the visitor attractions will be the large historic Dry Dock 1.

The 52-acre Historic Core is somewhat irregular in shape in order to include specific historic resources. It is generally bounded by Azuar Drive and Oak Street to the west, 7th Street and Reuse Area 3B to the north, Mare Island Strait to the east, and Reuse Area 5 (Dry Dock 2, Rickover (formerly 9th) Street, and the Walnut and Railroad Avenues edge of Chapel and Alden Parks) to the south. At the south edge of the waterfront, the Plaza and Waterfront Promenade end at a fence that separates these public areas from the waterfront, adjacent to, heavy industrial uses in Reuse Area 5.

(A) Land Use:

Development for the Historic Core is proposed to include: approximately 229,500 square feet of mixed use (including 117,000 square feet of office/R&D, 36,400 square feet of light industrial, 76,100 square feet of retail commercial, and 31 residential units (31 live-work or low-density homes); 81,003 square feet of educational/civic; and 10 acres of developed recreation. Land use in the Historic Core should reinforce the mixed use, employment-oriented nature of Mare Island's middle sector.

- Live-work units may be located in existing or new buildings within the area.
- The historic officer's quarters along Walnut Avenue may be reused for mixed-use, office space, R&D or for residential.
- Existing duplexes are intended to be reused as residential and new development may include infill units along Oak Street, west of the officer's quarters.
- Developed recreational uses include a Historic Core Plaza and the Waterfront Promenade.
- Neighborhood Parks include Alden Park and Chapel Park (*see Section 3.4.1*).
- Development parcels are contained within an existing street grid pattern with certain street segments along the waterfront to be closed to facilitate creation of the Historic Core Plaza.
- There are a large number of historic resources in Reuse Area 4 that can accommodate many of the designated land uses to create an active central destination for Mare Island.

3.5.8 Reuse Area 5 (Waterfront Industrial Park)

Reuse Area 5 is Mare Island's industrial working waterfront, visible from the Vallejo waterfront and the Historic Core. Fabrication and other "heavy industrial" activities that are dependent upon direct water and rail access are anticipated to continue in this area. (*See also, Section 5.10: Maritime Freight*).

This 143 acre Reuse Area is bounded by Azuar Drive to the west, Rickover (formerly 9th) Street, and the Walnut and Railroad Avenues edge of Chapel and Alden Parks to the north, Dry Dock 2 and Mare Island Strait to the east, and Piers 21/22 and the Army Reserve Parcel to the south. It contains the largest buildings on Mare Island, as well as two dry docks and several rolling and fixed cranes.

(A) Land Use:

- Reuse Area 5 is proposed for development with approximately 853,499 square feet of mixed use (including 52,272 square of office/R&D, 593,172 square feet of light industrial, 14,210 square feet of retail commercial and 193,845 square feet of warehouse) and 1,225,419 square feet of industrial (heavy industrial). Many of the existing structures are historic and will be retained for these proposed new land uses.

3.5.9 Reuse Area 6 (North Residential Village)

The North Residential Village (Reuse Area 6) is to be primarily residential and will provide a range of housing types, including high density townhomes, medium density detached homes and low density duplexes. The North Residential Village also will include Mare Island Elementary School and other civic, park and open space areas.

Development will consist of interconnected, street-oriented neighborhoods that are designed to maximize pedestrian and bicycle connections as well as views to the west. Island destinations include the elementary school and, possibly, a community center/neighborhood park (*see Section 3.4.1(B) Morton Field*).

The 123 acre North Residential Village is bounded by inactive dredge ponds to the west, 1st Street to the north, Walnut Avenue and Oak Avenue to the east, and Bagley (formerly 12th) Street to the south.

(A) Land Use:

- Reuse Area 6 is programmed for development with approximately 3,180 retail, 25,035 square feet of educational/civic, 14 acres of developed recreation, and 578 residential units. Many of the former residential quarters in this Reuse Area are historic and will be retained and restored for continued residential use. Interim uses include mixed use, including office and R&D. The area also contains the 81,000 square foot school facility which is still owned by the Navy.

3.5.10 Reuse Area 7 (Community Park)

The 26 acre Community Park (Reuse Area 7) is located between the North and South Residential Villages (Reuse Areas 6 and 8, respectively), with inactive dredge ponds to the west and with Reuse Area 8, the Marine Parade Grounds to the east.

(A) Land Use:

The proposed land use for Reuse Area 7 is developed recreation. There are no historic resources that impede development of park space.

3.5.11 Reuse Area 8 (South Residential Village)

The South Residential Village (Reuse Area 8) is planned as a residential area that also contains office/R&D, warehousing, civic, and developed recreational uses. Housing products may vary from low density detached homes to high density condominiums. Parks, landscaped residential streets and views to the west establish focal points and amenities for the neighborhoods. Historic buildings and landscapes, including the Marine Barracks and Parade Ground, are integrated into the village fabric. The South Residential Village is 105 acres in size and is bounded by inactive dredge disposal areas and bay lands to the west, Bagley (formerly 12th) Street to the north, Azuar Drive to the east and the golf course and University Campus Area (Reuse Area 9) to the south.

(A) Land Use:

Development of the South Residential Village includes approximately 20,000 square feet of office/R&D, 13,625 square feet of educational/civic, and 605 residential units. There is to be a new circulation system, including a Class I multi-linked path connecting with key existing streets. A number of character-defining historic residences and landscape features are identified for rehabilitation and preservation treatment.

3.5.12 Reuse Area 9 (University Area)

The 51 acre University Area is bounded on the west by the golf course and the South Residential Village, on the north by Club Drive and Azuar Drive, on the east by Railroad Avenue, and on the south by the golf course, regional park, and Army Reserve. It is planned for development by Touro University as an education/office campus that makes use of the former Combat Systems Technical School complex, the Officer's Club and Owens Center. Approximately 8 acres in the southwestern portion of this Reuse Area is a federal transfer property (120,000 square feet), occupied by the U.S. Forest Service, which is used as an administrative headquarters. An Army Reserve federal transfer property occupies an additional 3 acres, which includes a 55,000 square foot barracks (Building 1294) in the eastern portion of Reuse Area 9.

(A) Land Use:

The University Area is predominately, but not exclusively for use by Touro University. Approximately 33,128 square feet of mixed use (office/R&D) is part of the Master

Developer Plan Area. The remaining land use program of 542,890 square feet (educational/civic) is for the Touro University master development. If feasible at the time of development, the smaller portion of the Land Use program for Reuse Area 9 (retail/commercial) could be used to serve students and office workers, or to provide hotel or conference center functions. In summary:

- Civic uses include Touro University, the site's current occupant. Touro's plans call for expansion of its undergraduate health science curriculum, addition of a School of Nursing, a School of Pharmacy and a business program. In addition, Touro also plans to expand the range of on-campus support services and close-in student housing within Area 9 to form an integrated, largely self-contained campus. The student dormitory housing component of the Touro development program is approximately 895 beds or "units." This residential component represents approximately 209,000 square feet of building area that is not part of the 542,890, non-residential building square footage for Touro University.
- Office/R&D uses are assumed for Building 944 and/or a new building to be added at the intersection of Club Drive and Flagship Drive. This location might also be appropriate for a small conference/hotel facility. It also may be used for retail, office, or residential purposes that support the area's primary educational/office land use.

3.5.13 Reuse Area 10A (South Island Business Park)

The South Island Business Park (Reuse Area 10A) is bounded to the west by Railroad Avenue, to the north by Berth 24 and Reuse Area 10B Army Reserve, to the east by Mare Island Strait, and to the south by the Regional Park (Reuse Area 12). It is a 69 acre waterfront area, approximately 9 acres of which are in a conservation easement that offers rail and water access as well as ample laydown areas for industrial activities.

The South Island Business Park will be owned by the State Lands Commission and subsequently leased to the City of Vallejo for sub-lease to the Master Developer for development consistent with the use restrictions imposed by the State Lands Commission. Reuse Area 10A is proposed for development by the Master Developer to provide approximately 370,309 square feet of mixed-use light industrial and 128,270 square feet of heavy industrial uses.

- The 9 acre conservation easement, which is in the eastern portion of the Reuse Area 10A, consists of wetlands that are intended as a protected habitat area.

3.5.14 Reuse Area 10B (Army Reserve)

This 24-acre Reuse Area is bounded to the west by the regional park (Reuse Area 12) which also extends along a portion of the southern boundary, and on the north by Berth 22 and by Areas 9 and 5, to the east by Mare Island Strait and to the south by Reuse Area 10A. Reuse Area 10B is a federal to federal transfer property occupied by the U.S. Army Reserve.

(A) Land Use:

Reuse Area 10B is designated for those uses deemed necessary by the Army Reserve (existing buildings total approximately 91,000 square feet). Public access along the waterfront in this area is uncertain. The development of the U.S. Army Reserve facility may preclude direct access.

- The preservation of identified historic resources should be considered by the Army Reserve in land use planning for this Area.

3.5.15 Reuse Area 11 (Golf Course)

Reuse Area 11 contains 172 acres. It is bounded by Reuse Areas 8 and 9 on the north, a regional park (Reuse Area 12) on the east and south, and by wetlands on the west.

(A) Land Use:

Proposed development for Reuse Area 11 includes an 18-hole golf course and related facilities (*see* **Section 3.3.8**).

- Commercial uses should be limited to retail commercial and restaurants (3,000 square feet) associated with the golf course.

3.5.16 Reuse Area 12 (Regional Park)

The Regional Park (Reuse Area 12) comprises a total of 188 acres, 176 of which are planned for developed recreational uses. Of the remaining 12 acres, 11 acres are in a conservation easement and 1 acre is a federal-to-federal transfer property, the site for a communications tower facility which is operated by the U.S. Coast Guard.

The Reuse Area is bounded by the golf course (Reuse Area 11) on the north, by the Army Reserve (Reuse Area 10A), South Island Business Park (Reuse Area 10B) and Mare Island Strait on the east, by San Pablo Bay on the south and by wetlands on the west.

(A) Land Use:

The Regional Park is designated for use as developed recreation, as discussed in the Parks and Open Space Section of the Land Use Plan (*see* **Section 3.4.3**).

- Civic and commercial uses should be limited to interpretative facilities, including a visitor's center, and concession facilities.
- Six (6) residential units, including the oldest residence still standing on Mare Island (Bldg A45), are located in Reuse Area 12; these residential buildings may be used as caretaker housing but are not counted as part of the 1,400 maximum unit total (*see* **Table 3-2**).

- The Naval Ammunition Depots located in Reuse Area 12 is part of a National Historic Landmark (NHL) District and includes some of the earliest structures on Mare Island, including a cemetery and archaeological features such as portions of a seawall and earth works from a Civil War era defense battery.
- Given that much of the area will remain in public ownership and is planned for public use, protection of the large number of historic resources may require restricting access to the NHL sub-area and limiting transport vehicles through the area.

3.5.17 Reuse Area 13 (Open Space/Recreation)

Reuse Area 13 is approximately 92 acres in size. It is bounded on almost all sides by wetlands and inactive dredge ponds. On the east side, it shares a short boundary with the West Business Park (Reuse Area 2B).

(A) Land Use:

Public access is prohibited for approximately 60 acres of Reuse Area 13 (RCRA). The remaining 32 acres is proposed for developed recreational uses as public open space.

3.5.18 Wetlands, Submerged Lands and Dredge Disposal Areas

Wetlands, submerged lands and inactive dredge ponds total approximately 3,787 acres, which are primarily the western half of Mare Island, but which also include water areas along the eastern and southern sides of Mare Island. Wetlands and submerged lands total approximately 2,865 acres and the inactive dredge ponds total approximately 922 acres. Approximately 162 acres were originally intended to be transferred to the U.S. Fish and Wildlife Service including Building 505. The land was to be used as an extension of the San Pablo Wildlife Refuge and as an interpretive center. However, in 2005, the U.S. Fish and Wildlife Service vacated Building 505 and a new sponsor of the proposed Wildlife Refuge and interpretive center has not been identified.

(A) Land Use:

- Wetlands: wetland areas; conservation easements; habitat maintenance and restoration; interpretive facilities, scientific/educational facilities; and trails
- Inactive Dredge Ponds: maintenance facilities; interpretative facilities; scientific/educational facilities; trails; open space, conservation and habitat management
- Eco-Recreation/Education: interpretative facilities, scientific/educational facilities, trails, staging areas, passive recreation and concessions

3.5.19 Main Gate

This 2 acre area is located adjacent to the eastern end of the Causeway and is developed with the former badge and employment office for Mare Island and with associated surface parking. It is to be developed for office or a similar commercial use together with open space complementary to the adjacent City River Park area.

(A) Land Use:

Proposed land use include civic, retail commercial, office, R&D, light industrial, mixed-use and open space.

3.5.20 Railroad Spur

The off-island rail system extends from the Causeway past the Main Entrance north through the City of Vallejo approximately three (3) miles to the intersection of Sereno Drive and Broadway where it connects to the Southern Pacific rail line. It comprises approximately 24 acres.

(A) Land Use:

For the foreseeable future, the spur will continue to be used for rail traffic serving industrial uses on Mare Island.

3.5.21 Accessory and Temporary Uses

Accessory and Temporary uses are allowed pursuant to the requirements of Chapter 16.58, Accessory and Temporary Use Regulations, of the Vallejo Municipal Code.

Temporary uses are defined as those that are in place for no more than three (3) years. After three years, temporary uses require Unit Plan review. Permits for temporary uses will be issued through the Administrative Permit process. Accessory and temporary uses allowed for Mare Island, shall include but not be limited to:

- Temporary recreational and entertainment activities, such as circuses, carnivals, open-air theaters, fairs and other similar activities involving large assemblage of people located in any commercial, industrial or public facility for a maximum duration of 15 days. No amusement activity shall occur within 150 feet of any residential use.
- Seasonal sale lots for Christmas tree and pumpkin lots, for a maximum of 30 consecutive days per calendar year. Applicants shall provide the City with a refundable deposit or other form of surety acceptable to the Development Services Director.
- Outdoor promotional retail sales on non-residential development properties as authorized by the Development Services Director.

- Temporary trailers for short-term, non-residential use typically associated with the displacement of businesses during rehabilitation, equipment installation, or relocation.
- Outdoor seating, storage, and merchandise display for sales or displays of merchandise by a group of merchants with a special event permit.
- Model Home Complexes for new residential subdivisions.
- Parking lots with 10 or more spaces shall require a Unit Plan.

4.0 URBAN DESIGN

The urban design concepts contained in this section of the Specific Plan are consistent with the intent of the Reuse Plan and the Secretary of the Interior's Standards for treatment of Historic Resources. They recognize and promote the creation of an exciting new community that takes full advantage of the opportunities to be found in Mare Island's historic character, variety of open spaces, diversity of landscapes and lack of commercialism.

The Urban Design Section is organized to provide the general policies, development design standards, concepts and guidelines necessary to guide and facilitate reuse and development. These policies, standards, concepts and guidelines are concerned, at a diagrammatic level, with the physical development of the Island, including site design, architecture, landscape, walls and fences, street furniture, and signage. The Design Guidelines for the Historic District (**Appendix B.4**) are to be developed to provide illustrated directions for following the Secretary of the Interior's Standards in implementing the urban design concepts discussed in this section of the Specific Plan. Given the particularly complex nature of Mare Island, the Design Guidelines for the Historic District are a very necessary tool to be used by property owners, developers and the City in designing and reviewing future development that will maintain the integrity of the Historic District.

4.1 URBAN DESIGN POLICIES

The overall design objective for the reuse and redevelopment of Mare Island is to look forward to the 21st century with the best of contemporary urban form, landscape and architecture while respecting its unique cultural and natural resources. The goal is to provide a balance between economic development and historic preservation. Mare Island represents an opportunity to create a convenient, walkable, mixed-use community surrounded by water and conservation areas.

4.1.1 General Policies

The general urban design policies for Mare Island are intended to integrate historic buildings and landscape into the living, working dynamic of the new Mare Island community. These policies, as discussed in the **Cultural Resources Section (2.0)** of the Specific Plan, are particularly focused on preservation of the historic setting which, in addition to individual buildings and clusters of buildings, includes the circulation systems (streets and paths), landscape features (views, the Bay and Strait, wetlands and drainage ponds, and hills), vegetation (street trees and groves, horticultural collections, and lawns), open space (parks, plazas, and parade grounds), and furnishings (lighting, fences, benches, and public art).

The following general policies supplement specific Reuse Area Guidelines found in **Section 4.7**, below, and apply to all areas of Mare Island. **Figure 4-1 (Urban Design)** provides an illustrative overview of key urban design concepts for Mare Island.

- (A) Island Entrances. Develop strong Island gateways and entrance corridors at the Causeway and North Gate.
- (B) Street Grid. Reuse and extend Mare Island's existing street grid to provide an interconnected system of neighborhoods, land uses, and vehicular/bicycle/pedestrian corridors.
- (C) Street Widths. Maintain historic street widths where they are part of the established neighborhood setting and design the circulation systems for adjacent, new development areas using the established street widths as a way of extending the historic character of the Island.
- (D) Standard Specifications. Alternative design standards for the Island's infrastructure are to be considered where appropriate and as approved by the City to maintain historic character, including for street widths, curbs and gutters, on-street parking, sidewalk treatment and location, street light location, and landscape requirements.
- (E) Main Street. Establish Walnut Avenue as a historic "Main Street" spine connecting diverse uses with a central retail/recreational center. Orient building massing along Walnut toward the street. Streetscape improvements should enhance the historic character and be designed for bicycle and pedestrian use as well as for cars.
- (F) Shared Parking. Shared parking within a single property or among neighboring properties where a mix of uses produces peak parking demand at different times of the day is encouraged as a way to reduce the overall number of parking spaces required. Shared parking arrangements will be implemented through the Unit Plan process.
- (G) Off-Site Parking. When implemented in conjunction with appropriate Transit TSM programs, off-site parking, including for satellite and remote locations, can be considered as part of a development plan, as approved by the City, especially when it generates jobs, supports recreational land uses, facilitates special events and/or involves the reuse of historic buildings or groupings of buildings.
- (H) Alleys. Property access from alleys for parking, utility hook-ups and other types of service can be considered when compatible to site and building design.
- (I) View Corridors. Utilize Mare Island's east-west streets as view and circulation corridors connecting residential neighborhoods and employment areas with the waterfront and with the views, both east to the Strait and west to San Francisco Bay and, beyond, to Mt. Tamalpais.
- (J) Mix of Uses. Promote development that supports and expands the rich mix of land uses that have existed on Mare Island.

- (K) Waterfront. Develop the Mare Island Strait waterfront as an exciting urban space that includes public access and destination points. As is compatible with the historic setting, new, infill buildings shall be oriented toward the water.
- (L) Open Spaces. Utilize developed open spaces and natural areas as amenities for both residential and employment land uses and as an opportunity to provide pedestrian access and view corridors.
- (M) Building Setbacks. Building setbacks for new, infill buildings and for the rehabilitation of historic buildings in the Historic District shall be compatible with the established setting of an area, neighborhood or existing group of buildings. Setback areas shall be landscaped in a manner that is compatible with the historic setting of the area.

Figure 4-1: Urban Design

BUILDING MASSING ORIENTED TO WATERFRONT

BUILDING MASSING ORIENTED TO "MAIN STREET"

OPEN SPACE SURROUNDED BY BUILDING MASSING

... GATEWAY & ENTRANCE CORRIDOR

— BACKBONE STREET

■ SPECIAL INTERSECTIONS

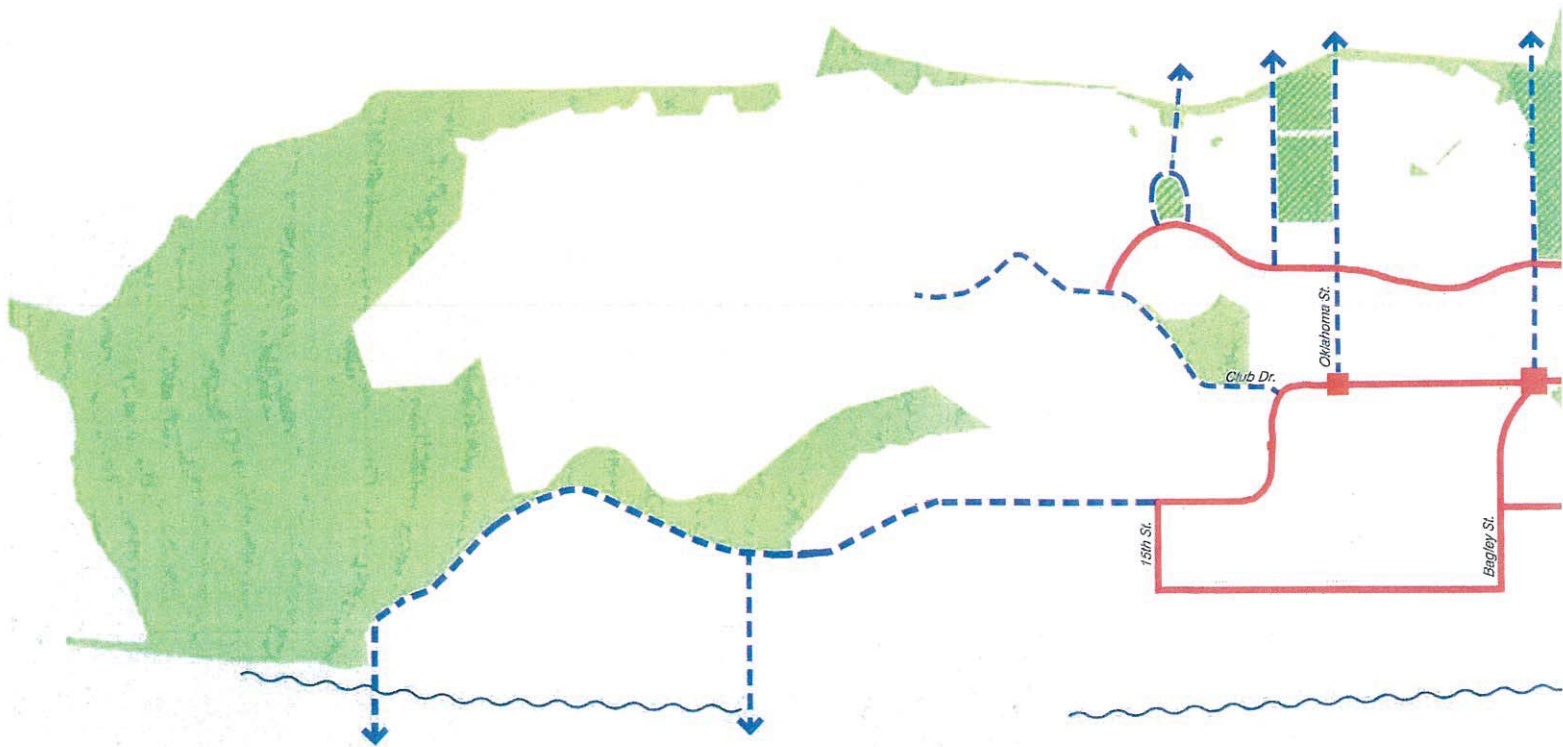
—→ VIEWS & CONNECTIONS

■■■ "MAIN STREET" (WALNUT AVENUE)

~ WATERFRONT

SAN I

WILD



O BAY

REFUGE

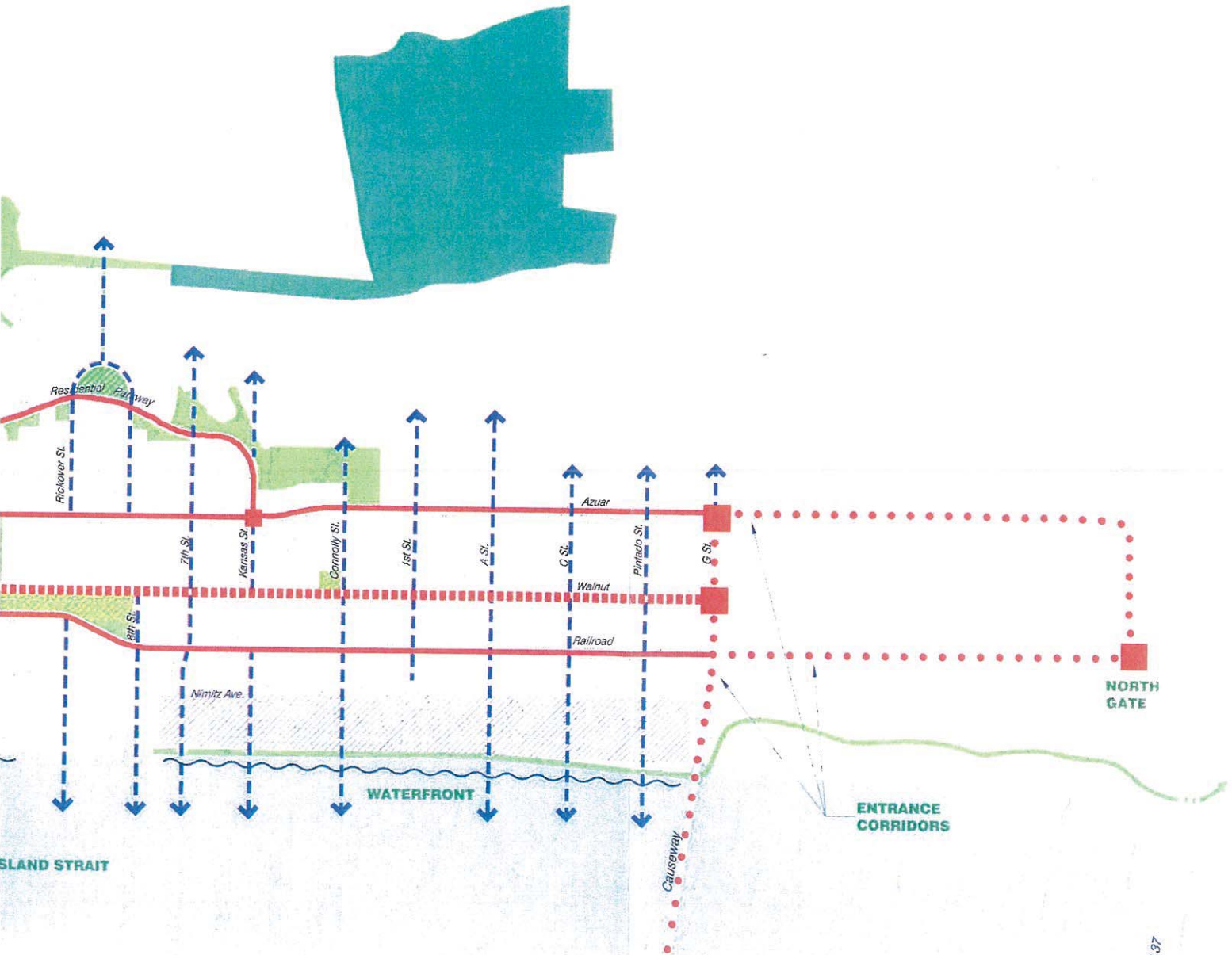


Figure 4.1
Urban Design

Mare Island Specific Plan 2005



4.1.2 Residential Development Policies

Residential development on Mare Island is intended to create high quality neighborhoods that are compatible with the surrounding historic and natural setting, as directed by the following list of design principles and standards:

- i Residential development should provide for neighborhoods of mixed densities and product types.
- ii New residential buildings shall be designed to reflect architectural themes and identified building prototypes (**Appendix B.1: Historic Project Guidelines**) that characterize specific buildings on Mare Island and in the City of Vallejo; residential development standards for height and for front, rear and side yard setbacks shall be responsive to the established historic character of the surrounding area as part of the Planned Development Unit Plan process.
- iii Neighborhoods should be pedestrian-friendly and designed to be oriented to community open space. Neighborhood design also should incorporate features from historic areas such as the Parade Grounds, Officer's Row, the Chapel, narrow streets, historic parks, and views.
- iv While housing types will vary, the comprehensive development pattern for neighborhoods will be that of an integrated system of streets, trails, and open spaces. Houses located on streets that border on neighborhood parks should be sited to front park uses.
- v The negative visual impact of driveways and garages should be minimized by a combination of variable setbacks, the use of detached garages, a varied mix of house types and by required street tree planting in parkway planter strips. Garages and garage doors should be secondary to and set back from the main architectural elevation of the home.
- vi Architectural styles should be varied but compatible within a neighborhood. Individual homes should vary the design and placement of garages, entries, porches, and other architectural elements in order to avoid a standardized "subdivision" appearance.
- vii Each neighborhood will have a distinct, identifying street system. Neighborhood streets may follow a modified grid pattern or a concentric net of radial streets. In hillside areas, streets and parcels should be designed to minimize both impacts to the existing slope and the need for extensive grading. Where there are neighborhood parks, they should be bordered by streets to increase visibility and access.
- viii Site grading should consider opportunities for enhancing views, particularly those from community and public areas such as parks and public streets.

- ix Accessory structures including patios and trellises, etc. for single and multifamily homes shall be subject to setback requirements as established in the approved Unit Plan for the subject subdivision.
- x Enclosed front or rear porches shall not be permitted, unless otherwise specified in the Unit Plan for the subject subdivision.
- xi Building additions to single-family homes shall be subject to Unit Plan review.
- xii The conversion of a garage to living area shall not be permitted on Mare Island.

4.2 SETTING AND SITE DESIGN

Because of the Shipyard's long history and its spurts of rapid and intense growth during World Wars I and II, Mare Island developed haphazardly. Some areas are carefully laid out in a defined pattern with open spaces and parking areas, while other areas have a random mix of buildings packed together without adjacent parking or setbacks from narrow streets. Some districts, such as Reuse Area 4, have a particularly strong concentration of historic buildings, while other areas are more defined by a historic landscape, such as the Marine Parade Grounds. The varying development patterns and the types of contributing resources, as well as its stunning environmental setting, provide Mare Island with much of its distinctive historic character.

Site design criteria for reuse and/or new infill development projects will include, but not be limited to the following:

- i Compatibility with existing development on and adjacent to the project site;
- ii Provision for landscaped areas designed to be compatible with the existing setting and for adequate parking areas, either on-site or off-site, that do not compromise the integrity of the historic setting;
- iii Provision of adequate physical and/or visual buffering between land uses; and
- iv Use of innovative design for reuse and/or new infill development that is responsive to the historic setting.

4.3 LANDSCAPE DESIGN GUIDELINES AND STANDARDS

Most of Mare Island has existing vegetation, which falls into one of two general categories: "natural" and "designed."

"Natural" vegetation is defined as including the following types of habitats:

- i Wetlands (salt marsh, brackish marsh, and diked marsh) along the western side of Island, at the southern tip, and along Mare Island Strait near the southern end and north of the Causeway;
- ii Northern coastal scrub along the steep, south-facing slope at the southern end of Mare Island; and
- iii Coast live oak woodlands located near the summit of the “Hill” in Reuse Area 12.

“Designed” vegetation is defined as resulting from human habitation and includes:

- i Non-native grasslands that are at the southern end of Mare Island, primarily on the “Hill,” in Reuse Area 12 and;
- ii The landscaped areas within the developed portion of Mare Island.

Most of the designed landscape has been in place for many years and a number of these areas are identified in the Historic Project Guidelines as contributing resources (**Appendix B.1**). The largest historic landscape is Alden Park in the Historic District. Alden Park contains a variety of exotic trees brought to the Shipyard throughout the past century by naval vessels. Other significant historic landscaped areas include Chapel Park, Farragut Plaza, Officers’ Row, Maine Parade Grounds, the area around the Marine Officers Quarters (M 1), the area around the Hospital complex; Clubhouse Drive Park, the palm trees on Azuar Drive, the Cemetery and the area around the historic quarters at the southern end of Mare Island.

Many of the designed landscaped areas outside the historic district are very distinctive and also are an important part of the existing setting for Mare Island. Examples include the plantings of Palm and Eucalyptus trees that dominate portions of the existing streetscape and that are used in conjunction with public open spaces, including along streets.

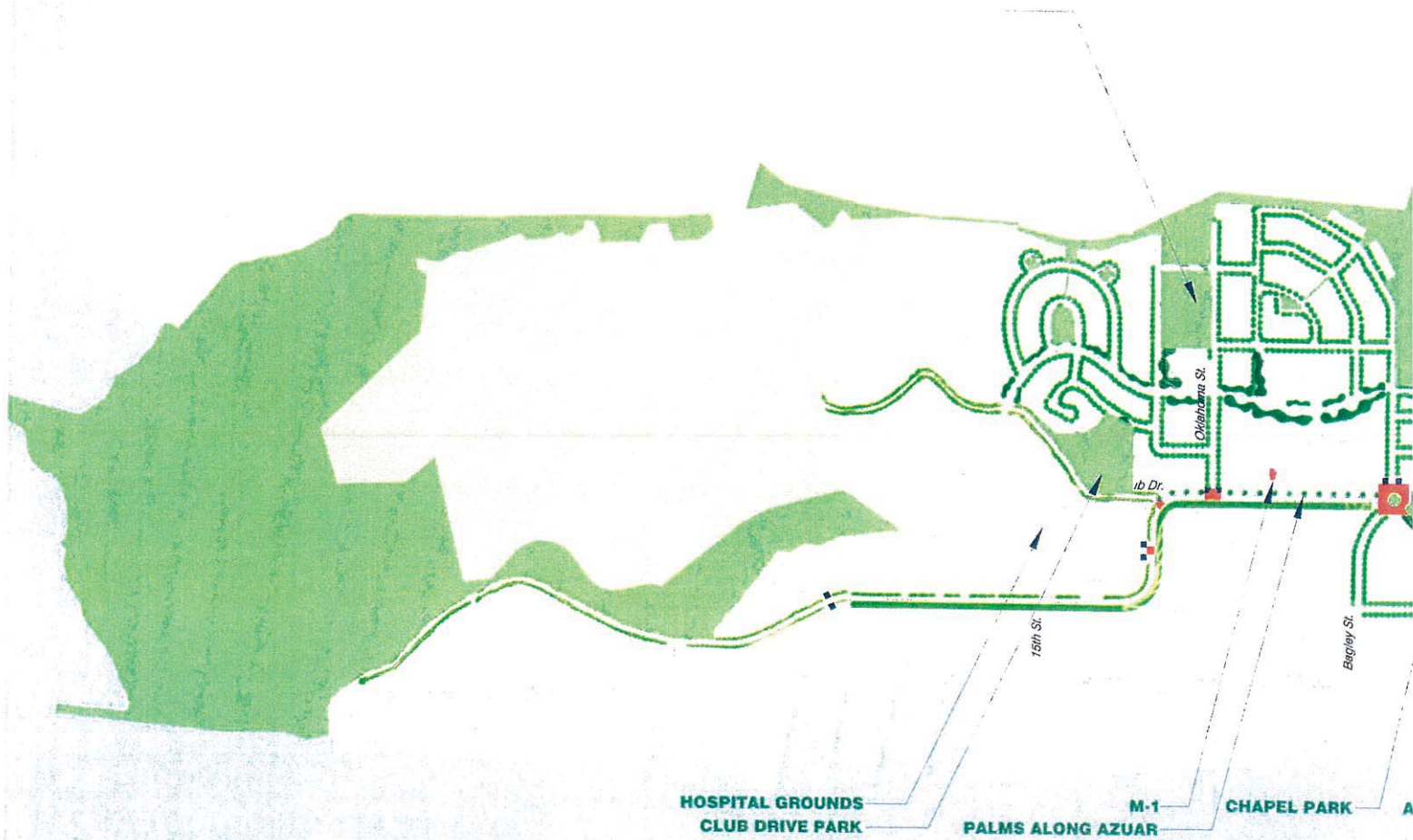
An important landscape design concept for Mare Island is to maintain and enhance significant existing rows and clusters of trees as a part of the new planting that will result from re-use development, as indicated in **Figure 4-3 (Landscape Concept)**. Key intersections that serve as entries to the Island or to neighborhoods or commercial districts are identified for special tree planting and landscape improvements. Uniformly planted rows of street trees are proposed for the grid of major access roadways. Palm trees shall be planted along certain streets where they exist and, in particular, to highlight the central, historic core area, including the portion of Walnut between “G” Street and the core area. Evergreen trees that were used historically to screen certain areas shall be preserved and extended along the edge of the Waterfront Industrial Park.

Guidelines and standards for these and other landscape design concepts are described in the following sections.

Figure 4-2: Landscape Concept

- **SPECIAL INTERSECTIONS**
- **ENTRY POSTS**
- EXISTING CLUSTER OF TREES**
- PROPOSED CLUSTER OF TREES**

- **EVERGREEN SCREENING TREES - EXISTING & PRO**
- STREET TREES - PROPOSED**
- SPARE / INDUSTRIAL LANDSCAPE TREATMENT**



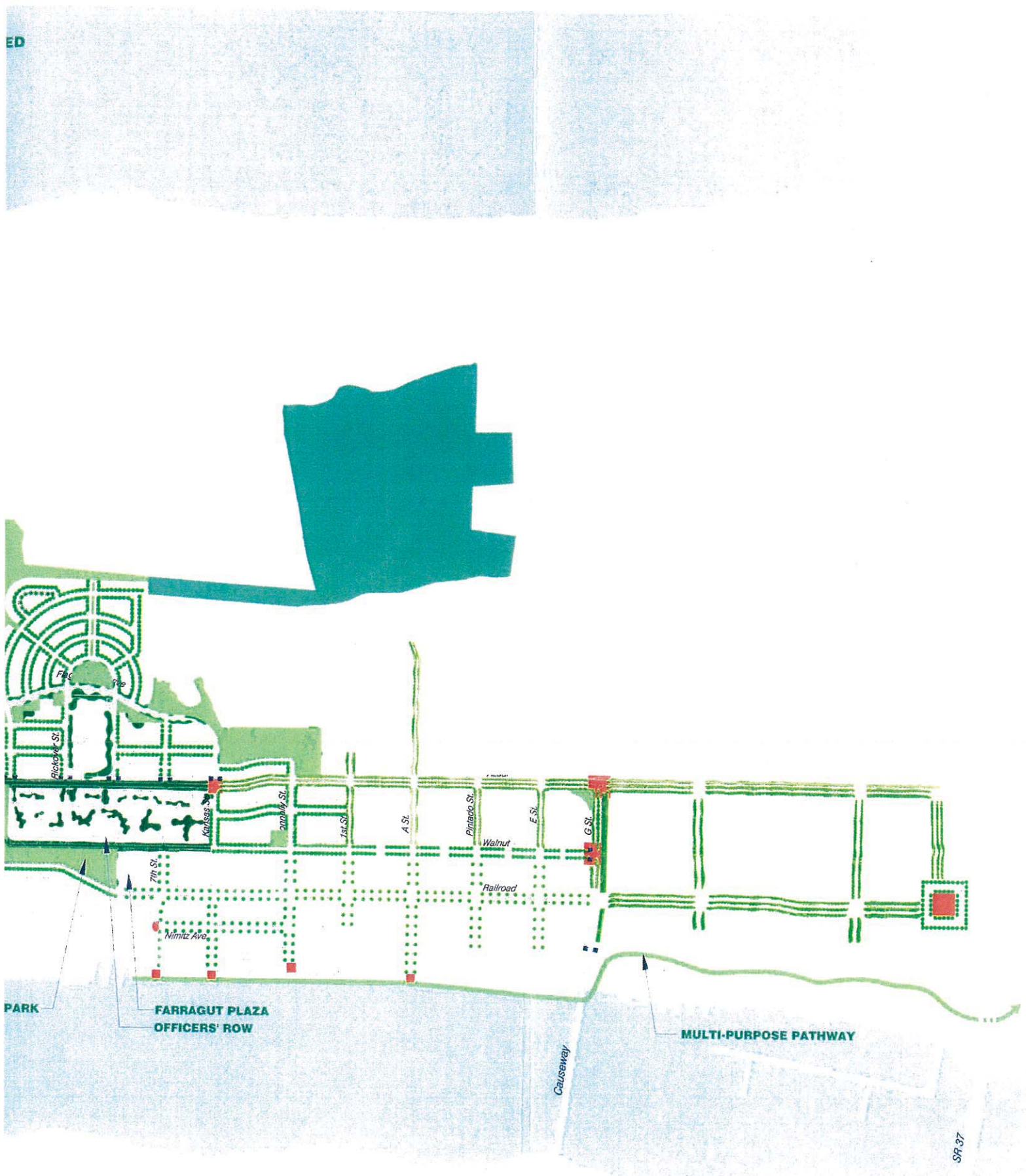


Figure 4.2

Landscape Concept

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600

4.4 EXISTING LANDSCAPE

- i Significant wetlands shall be preserved and protected.
- ii Natural upland vegetation should be preserved and protected to maintain the integrity of the setting for the southern end of Mare Island.
- iii Designed landscape areas that are considered contributing resources are subject to the treatments discussed in the Historic Project Guidelines (**Appendix B.1**).
- iv Existing healthy, mature designed landscape should be preserved where practicable and should be incorporated into new landscapes by careful siting of streets and buildings and, to the extent possible, by protecting existing trees within their driplines during new construction. It is recognized that preserving mature trees and landscape is not feasible in all cases. Where a project requires removal of specimen trees and mature plantings, options should be explored for feasible relocation to other, appropriate sites where they can be a compatible part of the landscape setting.
- v Infill planting within existing landscaped areas shall respect existing landscape character and, in particular, historic landscape.

4.5 NEW LANDSCAPE

- i New landscape is required, as appropriate to the setting of a neighborhood or area, for all projects requiring Unit Plan approval. The amount of required landscape shall be determined through the Unit Plan process in relationship to the overall project being considered. Depending on the setting, required landscape may include, street trees, planting along site boundaries and around buildings and parking facilities.
- ii New planting should reflect and reinforce the setting or character of the existing designed landscape on Mare Island, particularly the historic landscape, by using similar or compatible species and similar patterns and proportions of trees, shrubs and groundcover. Planting should be used to define street character, edges, transitions and buffers between uses, open spaces, and important civic spaces, subject to consistency with historic character.
- iii Existing significant vistas and view corridors to Mare Island Strait, including Carquinez Strait, San Pablo Bay and/or San Pablo National Wildlife Refuge should be considered in the design of street tree planting.
- iv Where appropriate to the historic character, new tree plantings should be used to define street edges and open areas. Existing trees should be supplemented with new trees of the same or compatible species in order to

preserve and reinforce the streetscape in the long term. Street trees should be selected, located and maintained so that they may grow to form a canopy over the street.

- v Street trees and other street frontage planting, such as hedges and shrubs, must be located to maintain acceptable line-of-sight conditions, as reviewed and approved by the City, while also seeking to maximize desired spacing patterns and design aesthetics.
- vi In residential areas, street trees should be spaced no more than 30 feet apart. As discussed in 4.8.2 (2), below, street tree spacing may need to be adjusted somewhat as one of several options for maintaining required illumination levels for street lighting and, for drivers, lines-of-sight acceptable to the City. Street trees should be at minimum 24 inch box size and of sufficient height to avoid damage when planted. Soil should be adequately conditioned and staking should be maintained for an adequate period of time to assure healthy establishment.
- vii Use of drought tolerant plants and drip irrigation systems is recommended. Lawn planting should be used sparingly.
- viii Edges of residential development abutting open space to the west should be planted to buffer views from nearby streets and other public spaces.
- ix In existing industrial areas, tree, shrub and vine planting along the public faces of perimeter walls and fences shall be required only where it does not conflict with the historic character.
- x Open spaces such as parks and greenways may be utilized for storm water detention during heavy storm periods.

4.6 LANDSCAPE MAINTENANCE

All existing and new landscape should be maintained in a neat, clean and healthy condition. This maintenance, based on the type of landscape (natural, low-care, and high-care) may include day-to-day, seasonal, or cyclical pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants with in-kind plants when necessary and, where appropriate, regular watering. Historic landscape should be managed and maintained in conformance with the standards discussed in the Secretary of the Interior's Preservation Brief 36, "*Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes*," Charles A. Birnbaum, ASLA. The detailed specifications addressed by a maintenance treatment plan should include, but not necessarily be limited to the following:

- i Schedules for monitoring and for routine maintenance, organized in a calendar format;
- ii Appropriate preservation maintenance procedures;

- iii On-going record keeping of work performed;
- iv Division of a property into management zones; and
- v Training of maintenance staff in preservation maintenance skills.

4.7 ARCHITECTURAL DESIGN GUIDELINES AND STANDARDS

The architecture on Mare Island is varied and represents over 130 years of architectural styles and movements. Along with recognized, distinctive historic styles, there are a large number of buildings and structures that can be considered “utilitarian.” These buildings were constructed from the early 1900’s through the 1980’s, and are highly functional in their design and use of materials. These utilitarian, functional buildings contribute in an important way to the unique visual character of Mare Island as illustrated by Reuse Areas 3 and 5. Many of the industrial buildings in these Reuse Areas have exposed mechanical systems on the exterior walls, multiple oversized vents on the roofs, skylights with wire glass, and corrugated metal roofs.

4.7.1 Existing Buildings

- i Additions and/or alterations to contributing resources shall comply with the provisions of the Historic Project Guidelines (**Appendix B.1**).
- ii Additions and/or alterations to non-contributing buildings should be compatible with the mass, scale, architectural style, materials and details of the existing structure and should not detract from the character of any adjacent contributing structures or areas.

4.7.2 New Buildings

- i High quality architectural design that is of its time and compatible with the existing setting and adjacent historic buildings, as directed by the Secretary’s standards, is expected on Mare Island for new infill buildings. These new buildings should not be designed to mimic existing adjacent buildings by duplicating their exact form, material, style and detailing. Rather, they should be designed to be sensitive to the historic character of the setting in terms of size, scale, materials, color, and texture.
- ii New infill buildings adjacent to contributing resources may be contemporary in design or may reference design motifs from the historic building. In either case, they should complement the character of the setting and be compatible with historic relationships between groupings of existing buildings, landscape, streets and other distinguishing features within the setting of the neighborhood or area.

4.8 SITE FURNISHINGS GUIDELINES

Site furnishings, such as walls and fences, street lights, utility poles, transit shelters, benches, bicycle racks, parking meters, trash receptacles, drinking fountains, phone booths, planters, street signs, newspaper racks, and public art, can be found on Mare Island. Most of these furnishings lack a distinctive style or design and, for the most part, are strictly utilitarian. There are several types of streetlights, including the basic, utilitarian aluminum standards with extended arms that can be found throughout the City of Vallejo and other communities. There are also several distinctive types of streetlights, such as those located around Alden Park and Captains' Row which show a Victorian influence and those near Oklahoma (formerly 13th) Street and Azuar Drive which have a Streamline Modern look.

Of primary concern to the urban design plan are site furnishings generally located in or adjacent to the public right-of-way. The following guidelines are intended to provide developers with an overall sense of the urban design character that is considered desirable for streetscape and other publicly used space on Mare Island. These furnishings must, of course, meet City criteria and standards, especially for street lights and utility poles, and should be contemporary and compatible with the prevailing land use and architectural design character of the neighborhood or area. For example, in a predominately industrial use area, ornate streetlights would not be considered appropriate. In historic residential areas, existing civic design acorn style streetlights should determine the prevailing style for new and replacement streetlights. Comparable historic acorn style poles and fixtures also should be used in adjacent, new residential development areas.

4.8.1 Walls and Fences

In keeping with the urban design objective to promote an interconnected, street oriented, pedestrian friendly environment on Mare Island, the use of walls and fences should be minimized. Where walls or fences may be required, as determined through the Unit Plan process, the following guidelines should be utilized.

(A) Existing Walls & Fences

- i Existing fencing will be reviewed to consider its purpose in terms of security, separation of uses, and/or screening of unattractive activities. If it is determined that the existing fencing needs rehabilitation, modification or removal to reflect a well-maintained property, such requirements will be made part of the Unit Plan process.
- ii Existing fencing shall be retained when it is a significant part of the setting of historic properties.
- iii Existing barbed wire, razor wire, or similar fencing material will be removed when a site reused or developed if it is determined through the unit plan process that the fencing is not compatible with the overall character of the neighborhood or area. The City may require removal of existing fencing not associated with any project when it is determined that

it is not compatible with the area, serves no purpose and constitutes either a hazard or blight. Existing fences, where retained, should be repaired and repainted to reflect a well-maintained property.

(B) New Walls & Fences

- i New types of screening between buildings or properties may be required for existing businesses and for reuse or redevelopment projects, especially of a mixed-use character. The type, design, height, and location of physical separations and screening should be determined in the context of the project and should not conflict with the historic character. Criteria such as security, noise reduction, visual screening, separation of uses, sight distance limitation and other potential traffic hazards, view blockage and aesthetics will be used in making this determination. Fences or walls, as per the City standard, may not be higher than six feet.
- ii In residential areas, walls and fences should be avoided in the front yard area along the street frontage and front sideyards. Where they are determined to be necessary, the design of walls or fences should be compatible with the architectural style of the home and the historic character of the setting. Materials for visible fences (street frontage and front sideyards) should be wood, masonry, and/or wrought iron. Chain link fencing is not allowed for front yard areas.
- iii Fences along open space edges should allow views in addition to edge definition and privacy.
- iv Continuous sound walls should not be used along streets or open spaces.
- v Sides of walls and fences facing public rights-of-way should be landscaped in a manner that is compatible with the overall character of the neighborhood or area, which may include hardscape design.

4.8.2 Exterior Lighting

- i Exterior lighting design should be made part of exterior building design.
- ii Illumination levels for on-site areas such as surface parking and pedestrian walkways should be at a medium range that provides sufficient light for user safety without creating glare for adjacent properties. Standard levels of illumination should be provided along public streets and at key areas such as intersections and pedestrian crossings. Where street trees are planned, tree spacing, type of tree used and an established pruning program are examples of ways to insure that the required level of illumination can be maintained. After the spacing for street lights is designed, the variables for maintaining the required level of illumination, including tree spacing, can be designed accordingly. Lighting levels below those specified by Section 3.1.5 of the City of Vallejo Regulations

and Specifications for Public Improvements may be utilized for streets classified as residential in order to avoid over lighting of residential areas, as approved by the City Engineer.

- iii Existing streetlights that have a historic character should be retained if feasible. Where they must be replaced, the new streetlight poles and luminaries should be designed to match or resemble the old, as approved by the City.
- iv Street lights new and non-historic development areas should be between 25 and 35 feet in height, as appropriate to the project site, in order to complement the overall character and pedestrian scale of Mare Island. In historic and residential areas, street lights should be limited to approximately 16 feet in height to match the scale of existing light standards.

In circumstances where the location of an existing building and the required roadway width results in a sidewalk condition that does not meet ADA criteria, alternatives to the City standard for the location of street lights in the public right-of-way or in a public utility easement can be considered. In consultation with the City on a case by case basis, feasible alternatives that maintain uninterrupted sidewalk width to ADA requirements can be considered. Examples include luminaries mounted on the building exterior, with the property owner's consent, switched and controlled with the regular street lighting system but maintained by the property owner, according to a required deed restriction.

Where non-standard street light locations are proposed, such as special designs selected to be compatible with existing, historic street lights or the more industrial design type proposed for parts of Azuar Drive and Railroad Avenue and some of the east-west streets in the more southerly industrial areas, their use would be as approved by the City to insure that they can be properly maintained and replaced, when necessary, by the City.

- v Light fixtures should be shielded or diffused to avoid glare to motorists, pedestrians and residents.

4.8.3 Street Furniture

- i In all reuse and/or development projects, an appropriate level of well-designed street furniture should be required as a pedestrian amenity. The type, location, and amount of street furniture, including benches, trash receptacles, and bus shelters shall be determined through the Unit Plan process. The design style of all street furniture shall be contemporary and compatible with the overall historic character of the area in which it is used, as discussed in the Historic Project Guidelines (Appendix B.1).

- ii Bicycle racks are recommended for all non-residential uses. They may be required through the Unit Plan process for reuse and/or development projects with a high projected potential bicycle ridership as part of a transportation system management program for lessening parking demand.

4.8.4 Public Art

Public art includes fountains, sculptures, memorials, murals, decorative banners, and mosaics. There are currently two examples of public art on Mare Island: the eagle sculpture at the southwest corner of Building 521 and the sculptural tribute to Mare Island workers recently installed at the top of the “Hill” in Reuse Area 12.

- i Public art may be included in projects where it serves to enhance the overall character of an area, such as in the Historic Core or at an entry location.
- ii Public art, where it is used, should commemorate the history of the area or provide an interpretation of a place, event, building or group of buildings associated with its location.

4.9 SIGNAGE

One of the most striking things about Mare Island is the lack of signage. It is a unique experience to travel around Mare Island, through industrial and commercial areas, and not see commercial-type signs. Small signs identify former military uses of buildings; however, many of these have been removed as the Navy and its tenants have reduced their presence. Almost all buildings are posted with attached numbers assigned by the Navy. The reuse process, which will introduce new commercial uses and generate new jobs for the area, will by necessity require commercial signs in certain areas as well as a higher level of public signs throughout the Island to provide directional information.

4.9.1 Existing Signage

Existing signs on any building or area of Mare Island should not be removed or altered without approval by the City of Vallejo Development Services Department. For a sign to be removed or altered, it must meet the following criteria:

- i The sign does not contribute to the historic character of the building or the area.
- ii The sign is irrelevant to the present or proposed use of the building or area. Examples of this criteria include signs that identify a former tenant or use or that refer to the prior caretaker status of the building.
- iii The sign does not provide the building number or area identification. If it does provide such information, it must be replaced with an in-kind sign.

- iv The sign's removal or alteration will not irreversibly damage the building or area. Any damage to a building or area resulting from the removal or alteration of a sign shall be repaired immediately by the tenant to meet City approval.
- v The altered sign is in conformance with the new signage program for Mare Island, as described below.

The five existing freestanding, changeable copy signs on Mare Island may be used only by the City for informational, non-commercial purposes. No additional freestanding, changeable copy signs will be allowed.

4.9.2 Sign Program

As part of the Specific Plan, a unified sign program has been developed for all new public and private sector signs on Mare Island (Appendix C: Sign Program). The Sign Program provides standards and guidelines for a range of applicable sign types, including signs for entryways, wayfinding, and street address. Guidelines for commercial signs include business identification, freestanding (panel, blade, monument and retail center tenant directory), fascia (panel, blade, rail, and individual letters), and window located. The guidelines also address lighting as well as temporary, interim marketing and prohibited sign types. A photo gallery provides illustrations of what are considered handsomely designed signs appropriate to Mare Island. A final section discusses the sign permit process.

4.10 URBAN DESIGN GUIDELINES AND STANDARDS BY REUSE AREA

In addition to the general urban design policies and the guidelines and standards for Setting, Landscape, Architecture, and Site Furnishings that were discussed in the previous sections for all 13 Reuse Areas, the urban design plan also provides the following design guidelines and standards intended to preserve the established setting of individual Reuse Areas. A thorough analysis and description of the setting is part of the scope of the Historic Project Guidelines for the Historic District.

4.10.1 North Island Industrial Park (Reuse Area 1A)

The relative absence of historic resources enables Reuse Area 1A to be comprehensively redeveloped with new buildings.

- i Proposed buildings should be laid out in conformance with the established street grid system. Larger footprint buildings should be located in the western portion of the Reuse Area. Smaller buildings with more ample parking should occupy the eastern portion.
- ii As part of Mare Island's Waterfront Promenade, a public access trail will be incorporated into office/industrial development along the east edge of Reuse Area 1A from the Causeway to the pier.

- iii At the far northern end, between the pier and the Causeway, there are wetlands to the east which include a habitat conservation area. There will be a public promenade traversing the length of the area between the wetlands and the light industrial and office uses. This public access is intended to connect the pedestrian access points onto the pier and the Causeway. The type and intensity of the promenade adjacent to the wetlands will be designed based on consultation with BCDC. New development should be sited and buildings oriented to take advantage of the waterfront by providing view and access corridors.

4.10.2 Northwest Industrial Area (Reuse Area 1B)

The buildings of Reuse Area 1B are typically oriented to Mare Island's street grid as expressed by Azuar Drive and perpendicular east-west streets.

- i Any future buildings should respect the existing orientation of buildings to the street.
- ii Building layout should provide street frontage setbacks similar to existing setbacks and should provide adequate parking, service and loading.

4.10.3 Town Center (Reuse Area 2A)

The overall urban design objective for Reuse Area 2A is to establish a walkable, mixed use area that reinforces the existing street grid, focused on the Rodman Center (Building 545), on Walnut Avenue, and on a pedestrian-oriented "Main Street" that forms a north-south spine through the Area.

- i Principal building entrances of the Rodman Center and of other existing and proposed buildings along Walnut Avenue should be oriented to face the street.
- ii Where feasible, parking should be located behind the buildings.
- iii Building setbacks should establish a compatible building edge along the street and complement adjacent or nearby historic buildings.
- iv The building and entry configurations of the Rodman Center should be reflected in the layout of the new retail center to encourage visual connections for pedestrians. Retail development should reinforce the street edges of Walnut Avenue, G Street and Railroad Avenue, with parking shielded from view by buildings. Pedestrian spaces and outdoor seating may be provided on the interior or street edge of the retail center, with easy access to the Walnut Avenue pedestrian corridor and Rodman Center.
- v A new "Rodman Lawn" should be provided at the intersection of Azuar Drive and G Street. This area may provide informal recreational uses

associated with the Rodman Center. It should be landscaped in a manner that is compatible with the overall Town Center and may include an entry feature at the Azuar Drive, G Street intersection.

- vi The intersection of Railroad Avenue and G Street should be designed to have a major landscaped entry feature.
- vii The retail center should be designed to form an attractive entry into Mare Island. Buildings should be located to buffer the view of parking areas from the main streets.
- viii Healthy street trees should be preserved and supplemented by new trees to reinforce the character of the streetscape, especially along Walnut Avenue.
- ix The design of new buildings should complement the character of existing buildings that have been identified for preservation and rehabilitation.

4.10.4 West Business Park (Reuse Area 2B)

Reuse Area 2B includes two distinct locations that should be reinforced through new development: 1) a related group of buildings west of Azuar Drive and 2) a large, street-facing complex oriented toward Azuar Drive and Walnut Avenue that is comparable to the siting of the Rodman Center (Building 545).

- i The new buildings located west of Azuar Drive may be sited and designed to take advantage of the views to the wetlands and San Pablo Bay on the west. However, all parking lots should not be sited away from the view side and placed adjacent to Azuar Drive and A Street. Rather, locations for parking lots should be balanced in a way that minimizes their visual impact on both the view and street sides of the building. Parking lots should be landscaped to buffer views of parked cars and to reinforce a strong and attractive street edge.
- ii Alternatively, new development west of Azuar Drive may be oriented to the Azuar Drive frontage. In this case, building setbacks should be compatible with development along Azuar Drive in the rest of Reuse Area 2. Again, parking lot locations should be balanced between the street and view sides of the site and landscaped to buffer views of parked cars.
- iii The area east of Azuar Drive should comply with the Rodman Center guidelines and standards described above. New buildings should be sited to reinforce the street edges of Azuar Drive and Walnut Avenue, with parking located behind the buildings and landscaped to buffer views of parked cars.
- iv Streetscape design should continue the street tree pattern and edge conditions found in the Rodman Center area.

4.10.5 Waterfront Business Campus (Reuse Area 3A)

Reuse Area 3A is conceived as becoming a high visibility, new business park that is oriented toward Mare Island Strait and the Vallejo waterfront.

- i Buildings generally should be in scale with the structures found in Reuse Area 3B.
- ii New office/R&D/light industrial buildings should be concentrated along the waterfront to maximize views from the buildings.
- iii Warehousing uses may be located along Railroad Avenue to provide efficient access.
- iv Commercial uses should be located along the northern boundary of the site in proximity to the Causeway and island entry.
- v Uses such as a Visitor's Center and Marketing Center may be located in existing Buildings 485 and 487, or in new buildings of a similar scale.
- vi Building locations should allow for view corridors and pedestrian access to the waterfront along the C and E Street corridors.
- vii The Waterfront Promenade will form the eastern edge of Reuse Area 3A, with lighting, seating, and planting along a continuous, public multi-use linear open space extending from the Causeway to the Historic Core in Reuse Area 4.

4.10.6 Waterfront Business Campus (Reuse Area 3B)

The urban design character of Reuse Area 3B is largely determined by the presence of the many historic resources that will be rehabilitated and by the new Waterfront Promenade, which will form the eastern edge of the site.

- i Infill development should generally match the scale, setbacks, and site relationships of the existing buildings that will remain.
- ii The Island-wide street grid should be extended and reinforced as a framework for existing buildings and infill development, to the extent feasible.
- iii Healthy street trees, if appropriate to the historic setting, should be preserved and supplemented by new trees to reinforce the character of the streetscape.
- iv Building locations should allow for view corridors and pedestrian access to the waterfront along the 7th Street and Kansas (formerly 5th) Street

corridors. The eastern termini of these streets offer opportunities for waterfront access and special pedestrian and water-oriented activities.

- v The Connolly (formerly 3rd) Street terminus at the waterfront also should be accessible to pedestrians, as feasible given the rehabilitation of the buildings in that location.
- vi The Waterfront Promenade will form the eastern edge of Reuse Area 3B, providing a multi-use path, lighting, seating, and planting in a continuous public open space that extends from the Causeway to the north, to the Historic Core in Reuse Area 4 to the south.

4.10.7 Historic Core (Reuse Area 4)

The center of the Historic Core is the Museum and adjacent Historic Core Plaza, defined on the west by the historic buildings that front on Nimitz (formerly California) Avenue and on the east by Mare Island Strait.

- i Nimitz (formerly California) Avenue should be designed to serve as a pedestrian street with limited vehicular access and with provisions for pedestrian-oriented street level retail.
- ii The Waterfront Promenade of Areas 3A and 3B is meant to terminate in the Historic Core Plaza in Reuse Area 4. From the Plaza, pedestrian connections are proposed to Walnut Avenue and other island destinations and pedestrian ways (*see Figure 3-3: Parks & Open Space*). Public access should be provided along the historic waterfront buildings and dry docks, where feasible given ongoing job activities in this area.
- iii Principal building entrances should be located on Nimitz (formerly California) Avenue, 8th Street, or between Building 45 and Building 65, and will be oriented to face the street.
- iv Infill development should complement adjacent and interconnected existing buildings that have been identified for preservation and rehabilitation.
- v Appropriate exterior design features include compatible contemporary additions using like materials such as brick, corrugated metal and wood and steel sash glazing to complement existing historic buildings. The rhythm and patterns of existing windows, doors, arcades, overhangs, porches and other features should be considered in the design of infill development.
- vi Appropriate design treatments include expanses of new glazing using glass curtain walls and greenhouse-like pavilions, either as stand alone buildings or as connectors between wings or entire buildings with brick and metal cladding.

- vii Openwork metal structures which draw inspiration from existing equipment are encouraged, including gantry structures, cranes and hoists.
- viii Gable roofs with monitors are considered compatible roof shapes. Conversions of existing flat roofs to useable floor areas with open or canvas awning covered roof decks are encouraged.
- ix Building heights for new, infill buildings should be compatible with the general heights of contributing resources in the Historic Core, in accordance with the Historic Project Guidelines.
- x On the plaza, continued use of asphalt paving is encouraged. Such paving should be treated with an application of vinyl or other paint coatings as a decorative, directional or descriptive applied element.
- xi Landscape planting should be designed to complement rather than disguise the area's industrial character
- xii Sidewalks for strolling and outdoor dining are encouraged. Curb cuts and intersections should be minimized to avoid pedestrian/vehicular conflicts.
- xiii Where handicapped access ramps are necessary for existing buildings, such ramps should complement the architecture of each building served, to the extent feasible.
- xiv Lighting may be provided by street lamps compatible with an island-wide lighting plan and should retain, to the maximum extent feasible, any significant historic lighting that currently exists, either attached to existing buildings or freestanding.
Street furniture should be provided to complement the character of Historic Core.

4.10.8 Waterfront Industrial Park (Reuse Area 5)

The urban design character of Reuse Area 5 is influenced by the large scale nature of the site's existing buildings, as well as by the defining presence of the waterfront. The intent for the design of new infill buildings is to facilitate the "working waterfront" nature of this industrial area, which contains Dry Docks 3 and 4, Building Ways 3, Berths 13 through 20, and Piers 21 and 22 along the waterfront edge.

Most of the buildings are set back from the water edge, with the area closest to Mare Island Strait having been used formerly for the lay down of industrial supplies and products. Under the Specific Plan development program, industrial activities will continue in this area, and will include heavy uses, such as for manufacturing. In order to reuse some of the existing industrial buildings, additional lay down areas may be required, as is consistent with the established historic character of the Reuse Area. Public access along the waterfront in this

area generally is considered incompatible with these uses, and may be routed from the Historic Core, possibly south onto Azuar Drive to Nereus (formerly 14th) Street and then along Railroad Avenue as far as the U.S. Army Reserve Facility.

- i New, infill buildings should respect and reinforce the scale and function of historic industrial buildings.
- ii Landscape improvements may be limited generally to major public streets in order to allow for efficiency in industrial operations and should respect the historic character of the Area.
- iii Site planning should provide for ample laydown space as well as for other requirements of industrial users, including demolition (in accordance with the Historic Project Guidelines) if necessary for reuse purposes.
- iv Future development in this area is to be both rehabilitation and new construction. In both cases, the final site design of the relationship between additions, new infill buildings and the waterfront will be determined through the Unit Plan process.

4.10.9 North Residential Village (Reuse Area 6)

The urban design form of Reuse Area 6 will reflect the varied nature of the residential products that are anticipated, including single family homes, row houses and multi-unit buildings.

- i The importance of Azuar Drive is expressed by the mansion-townhomes that front onto the street. These homes are accessed from smaller residential streets to the rear. The larger size and architectural character of these homes, which may include as many as 4 units, should reflect the significance and scale of this public corridor.
- ii Also on Azuar Drive there are a number of existing rehabilitated structures, Buildings 733/737, and the elementary school. These buildings should be renovated for uses compatible with and complementary to the adjacent residential neighborhoods.
- iii Townhomes in the northeastern portion of the area are envisioned as providing a higher density housing type that is compatible with residential development in the adjacent Town Center (Reuse Area 2A) and is considered appropriate along the major roadways. Alleys may be used for townhome access.
- iv Between Azuar Drive and Flagship Drive, a medium density neighborhood with small-lot, detached homes that also may be accessed by alleys, is planned. If developed, these homes should be laid out along a

traditional residential street grid, which would provide convenient pedestrian access to the elementary school and other destinations.

- v West of Flagship Drive medium density homes may be located along a series of streets that create concentric circles around Crescent Park and the elementary school. Streets may be designed at widths characteristic of the adjacent, historic areas as a way of extending the historic fabric of the Island. This development pattern is intended to provide orientation and a distinctive identity for this neighborhood which is compatible with the older areas. A central east-west street with west-facing views to San Pablo Bay could be landscaped with a median to create an additional feature within the neighborhood.
- vi Also see the general residential development policies in **Section 4.1.2**.

4.10.10 Community Park (Reuse Area 7)

This Reuse Area is undeveloped at present and is planned as a community park to be a place for both active and passive recreational uses.

- i Passive uses may include trails.
- ii More active uses, such as ballfields, courts, play structures, and built facilities, may be concentrated in the portion of the park between Reuse Areas 6 and 8.
- iii Viewpoints along the wetlands may be concentrated in the western portion of the park area.
- iv The portion of the park that is adjacent to the Marine Parade Grounds should be designed in a manner compatible with the historic nature of the Parade Grounds.
- v A portion of the park may be designed as a low-lying meadow providing seasonal storm detention.
- vi **Section 4.4** contains additional guidelines and standards for parks and open space (*see also the Land Use Section on Parks and Open Space, 3.4*).

4.10.11 South Residential Village (Reuse Area 8)

The urban design intent for Reuse Area 8 is to expand the historic urban character of Mare Island through a varied mix of residential and employment uses, interspersed with open space focal points, all of which are laid out along a regular, interconnected street grid of streets of a width found in the historic areas.

- i Higher density housing should be located closer to the University (Reuse Area 9) and Flagship Drive. This housing may include new condominiums and townhomes as well as condominiums created by rehabilitation of the Marine Brig and Barracks (Buildings 84 and M37).
- ii Medium density housing may be considered for the Parade Ground edge as a transition from Flagship Drive to single family zones. Along with the Marine Barracks to the east, mansion townhomes may be used to define and reinforce the Parade Grounds/Community Park edge along the north and south.
- iii Lower density, single family homes are proposed for that portion of Reuse Area 8 which will be the most distant from the major roadways. Larger lots may be considered for the more hilly terrain in the southern portion of Reuse Area 8.
- iv As in Reuse Area 6, residential access should be from residential streets or alleys rather than directly from Flagship Drive.
- v In the southern area, streets should be laid out in a looping pattern to reflect the existing landform. The hilltop is planned for a small park, Hilltop Commons.
- vi Site grading should maximize views to the west and minimize unnecessary grading and tree removal.
- vii The intersection of Azuar Drive and Oklahoma (formerly 13th) Street is considered an appropriate location for relocation of historic buildings, which should be sited and landscaped in a manner compatible with existing buildings such as M1 and H4/H5.
- viii Streetscape improvements along Azuar Drive should preserve the historic landscape of Building M1, the palm trees at Oklahoma (formerly 13th) Street, and the planting in Club Drive Park.
- ix Also see the general residential development policies in **Section 4.1.2**.

4.10.12 University Area (Reuse Area 9)

The urban design character of Reuse Area 9 should be defined by the buildings and the outdoor spaces of the existing campus.

- i New site landscaping and buildings should reinforce the campus design character of this area.
- ii Street landscaping improvements should comply with the landscape guidelines in **Section 4.4.2 (New Landscape)**.

- iii Campus entries and intersections should be visually defined by appropriately designed landscaping, signage and lighting.
- iv Entry to new development at the intersection of Flagship and Club Drives may be from Flagship Drive to make use of roadway improvements in that area.

4.10.13 South Island Business Park (Reuse Area 10A)

This area is owned by the State and, after environmental clean-up is complete will be transferred to the City and then leased to the Master Developer (Lennar Mare Island, LLC. for development through the Unit Plan Process. The proposed development program for the area is compatible with and should maintain the historic industrial character.

- i The master design plan for Reuse Area 10A should establish a simple, large-scale building footprint and street grid that is compatible with other industrial areas on Mare Island.
- ii Due to the extensive abatement of explosive and hazardous materials necessary in Reuse Area 10A, some of the historic resources may need to be removed. Where possible, historic resources should be retained (Buildings A31, A54, A49/65, and A266, and structures A276/Fire Alarm Tower and Berth 24 are the most noteworthy structures in this area).
- iii A significant laydown area is proposed for the north area adjacent to Berth 24, where rail and water access may call for storage and handling of materials. This laydown area should be provided as part of redevelopment of the north portion of the Reuse Area.
- iv Landscape improvements may be limited to major roadway streetscape improvements.
- v Public access along the waterfront in this area is uncertain from Reuse Area 10B and will be determined upon development of the U.S. Army Reserve facility.

4.10.14 Army Reserve (Reuse Area 10B)

Public access along the waterfront in this area is highly desirable, but uncertain. The development of the U.S. Army Reserve facility may preclude direct access from adjacent Reuse Areas. No special urban design guidelines or standards are developed for Reuse Area 10B.

4.10.15 Golf Course (Reuse Area 11)

Additional facilities, including an anticipated small retail development to support the current 18 hole golf course will be reviewed through the Unit Plan process. Landscaping should follow the standards and guidelines in **Section 4.3**.

4.10.16 Regional Park (Reuse Area 12)

Landscape design of the Regional Park should follow the standards and guidelines contained in **Section 4.3**.

4.10.17 Open Space/Recreation (Reuse Area 13)

The City of Vallejo may develop approximately 32 acres of Reuse Area 13 for active recreational uses such as baseball and soccer fields according to City standards. However, the restricted nature of much of the Reuse Area (60 acres under RCRA), may suggest that consideration should be given, especially for eco-recreation and interpretative activities, according to the Landscape Design Guidelines and Standards in **Section 4.3**.

5.0 TRANSPORTATION

The Transportation element of the Specific Plan translates the challenges and opportunities posed by the Land Use Plan and Development Program into a system of transportation infrastructure improvements and management strategies. There are three major components of the proposed Transportation System.

- First, enhance the commercial value of the heavy and light industrial land uses by providing ample truck, rail and maritime goods movement capabilities to and from Mare Island.
- Second, create a network of bicycle and pedestrian paths, combined with transit services, that encourages non-motorized circulation, that reduces the dependence upon automobile use.
- Third, provide a street framework that serves circulation throughout Mare Island and that allows streetscape design that is sensitive to the historic nature of Mare Island.

Taken together, these three components have been designed to blend into a unified Transportation System that will accommodate the anticipated travel demands created by the conversion of Mare Island from defense to civilian uses. The Transportation System includes streets, railroads, barges, buses, bicycles, pedestrians, and, in the future, possibly ferries and aviation.

5.1 GENERAL TRANSPORTATION SYSTEM POLICIES AND GUIDELINES

5.1.1 Transportation Policies

(A) Introduction

There are a number of underlying conditions and opportunities for access to Mare Island that govern the general policies for transportation. These conditions and opportunities are summarized as follows:

- Vehicular access to Mare Island is via the Causeway from the east and the State Route 37 Interchange on the north.
- Rail service is via the Causeway.
- Maritime freight vessels and/or commuter ferries may utilize the port facilities on Mare Island in the future.
- Aviation may access Mare Island in the more distant future via the construction of a sea plane base or reuse of the former naval helicopter landing sites.

- Off-Island Improvements: This Plan anticipates the planned improvements to State Route 37 and Wilson Avenue/Mare Island Way as approved by the City. Tennessee Street will be improved operationally. These improvements will facilitate access to the Island at the North Gate and over the Causeway.

(B) On-Island Transportation

The following general policies are proposed for all transportation system components on Mare Island. Specific issues will be addressed in later sections.

- The transportation system should build upon existing Mare Island infrastructure to provide facilities adequate to accommodate the travel demands associated with the implementation of the Specific Plan Development Program.
- The transportation system should reflect the historic nature of Mare Island. The character and scale of historic corridors such as Walnut Avenue should be preserved. Roadways should respond to right-of-way constraints at historic buildings and should retain mature street trees where feasible. Roadways should be modestly scaled to encourage lower travel speeds and pedestrian, bicycle and transit activity. Reasonable levels of peak period traffic congestion, as determined by the City (e.g. LOS “D” or better at certain intersections), are acceptable in order to protect the historic character of Mare Island.
- The street and roadway system should be designed to encourage pedestrian, bicycle and transit uses.
- A system of off street bicycle paths, bike lanes, and shared bike routes should be implemented to increase the attractiveness of this mode of travel.
- A comprehensive system of pedestrian facilities, including off street paths and sidewalks wherever possible, should be implemented to increase the attractiveness of pedestrian circulation and access.
- The system of bicycle and pedestrian facilities should be designed to provide a high degree of connectivity between the residential, recreational, employment and mixed uses of Mare Island to minimize, to the maximum extent possible, the number of inter-island automobile trips. The bicycle system should include off-street paths, bike lanes and shared bike routes, as appropriate. The pedestrian system should consist of sidewalks and trails, as appropriate.
- Transit service should be implemented, when additional funding sources can be secured, to connect Mare Island’s residential, recreational, employment and mixed uses and to provide connections via the Causeway to the City of Vallejo’s ferry terminal, downtown and transit center.
- Shared use of parking facilities by complementary mixed-uses is strongly encouraged to minimize the number of required parking spaces. However, in the

event that required space does not exist for adequate off-street parking, satellite or remote parking facilities may be required. On-street parking should be permitted wherever possible.

- Transportation infrastructure should be improved and/or constructed in a phased manner to ensure that improved and new facilities are responsive to the evolution of land uses on Mare Island.
- Transportation Demand Management (TDM) measures should be strategically utilized to reduce travel demand on Mare Island at the access gateways of the Causeway and at the State Route 37 interchange. Travel demand should be carefully monitored over time to determine the degree to which TDM measures are necessary. The TDM strategy must be developed and constantly refined to produce the amount of travel demand reduction that is deemed appropriate.

5.1.2 Roadway Policies and Standards

- i Railroad Avenue should serve as the principal traffic, truck and railroad artery on Mare Island, providing access from State Route 37 and the Causeway to the key industrial and employment center. Intersection and access/control along Railroad Avenue should be designed with this role in mind. Between Bagley Street (formerly 12th Street) and G Street, buses will use Railroad Avenue in the northbound direction.
- ii Walnut Avenue should serve as the primary pedestrian and bicycle corridor on Mare Island. Traffic volumes should be minimized, to the maximum extent possible, to enhance the attractiveness of this route for these uses. Between G Street and Kansas Street (formerly 5th Street), buses will use Walnut in the southbound direction.
- iii Azuar Drive should be designed to serve as the primary access to the residential, recreational, and mixed use components of Mare Island. Between Flagship Drive/Kansas Street (formerly 5th Street) and the roundabout, buses will use Azuar Drive in the southbound direction. The portion of Azuar Drive between the roundabout and Oklahoma Street, like the portion of G Street between the Causeway and Walnut Avenue, will carry two way buss traffic. Truck traffic on Azuar Drive will be necessary as far south as Connolly (formerly 3rd) Street to serve the light industrial uses.
- iv With the exceptions noted above, buses will not travel in both directions on any of the Mare Island roadways, given some of the narrow lane widths. To minimize concerns for noise and emissions from buses in residential neighborhoods, bus use will be kept off all but a small portion of Flagship Drive and all residential streets west of Azuar Drive, with the exception of a one block portion of Oklahoma Street between Flagship and Azuar Drives.

- v With the exception of the industrial and employment centers accessed from Railroad Avenue, truck traffic generally should be restricted to local access needs only.
- vi Flagship Drive should serve as the primary access to the residential land uses in Reuse Areas 6 and 8. Truck traffic should be restricted to local access needs only.
- vii The historic pattern of east-west streets connecting Railroad Avenue, Walnut Avenue, and Azuar Drive should be retained and enhanced. These streets should provide local access to Reuse Areas 2A-4.
- viii Residential streets should be developed to reflect the historic character of Mare Island. In general, residential streets should be two lanes, with sidewalks and street trees to provide an inviting environment. On-street parking on residential streets is discussed in the following item (ix). Sidewalks in residential areas should be separated, where possible, from the curb by a landscape strip designed to be a planting area for street trees and lawn or low-growing groundcover. Sidewalk materials may be color matched and scored concrete, according to City formula, with control joints, as required by the City.
- ix On-street parking is recognized as being required along the frontage side of residential streets and not required along non-residential streets. In consultation with and under the direction of the City, this standard should be balanced against the concern to maintain historic street widths. In balancing contemporary street design standards with considerations for protecting the integrity of the Historic District, alternative solutions for on-street parking should be considered as they are for contemporary standards for setbacks, landscaping and other basic aspects of site design. Alternative-standard solutions that are responsive to performance criteria for public safety and other critical concerns may be acceptable on a case by case basis and should be given serious, unbiased consideration by City staff and City leadership.
- x Alternative-standard cross-sections should be allowed where appropriate, as approved by the City, to avoid loss of existing, mature street trees and historic structures. Proposed street cross-sections are shown in Appendix D (Street Cross-Sections).

5.2 PROPOSED STREET AND ROADWAY SYSTEM

The proposed street and roadway system for Mare Island is an enhancement of the existing street grid and is meant to complement the treatment of Mare Island's large number of cultural resources. The proposed street and roadway system is hierarchical, ranging from four-lane boulevards to alleyways and narrow historic district lanes.

The existing street and roadway system reflects the historic development pattern of Mare Island. In many areas historic resource considerations will impact the final design of the street and roadway system as the Reuse Areas develop. Important considerations include mature trees, historic buildings, open space and the shared use (vehicular/rail/bicycle/pedestrian) character of many of the streets. The existing street network characteristics are summarized below:

- i Compact network of modestly scaled streets and roadways;
- ii Close proximity of hundreds of historic structures;
- iii Hundreds of mature street trees; and
- iv Numerous active rail lines.

5.2.2 Roadway Elements

The proposed street and roadway system contains the following elements:

- i Vehicular access to Mare Island will continue to be via the Causeway from the east and the State Route 37 Interchange on the north.
- ii North-south traffic corridors will be Railroad Avenue, primarily for employment/industrial land uses, and Azuar Drive, primarily for residential and civic land uses. Flagship Drive, a new curvilinear landscaped street, will connect residential neighborhoods with Azuar Drive. Walnut Avenue will be used primarily as a low volume, bicycle and pedestrian oriented “Main Street.”
- iii East-west traffic corridors will continue to be the existing series of low volume streets with the exception of “G” Street, which will connect the north-south streets with the Causeway.
- iv Streetscape design will be characterized by modest street and lane widths and compatible use of landscaping and street trees. In general and where possible, sidewalks should be separated from the curb by a landscape strip designed to be a planting area for street trees and lawn or low-growing groundcover. Sidewalk materials may be scored concrete with control joints, as required by the City and color matched according to established City practice (typically ¼ pound of lamp black per sack of cement).
- v Lower than Level of Service (LOS) D on certain streets during peak periods may be necessary in order to maintain the historic ambiance of Mare Island.





The proposed street and roadway system includes the following the categories:

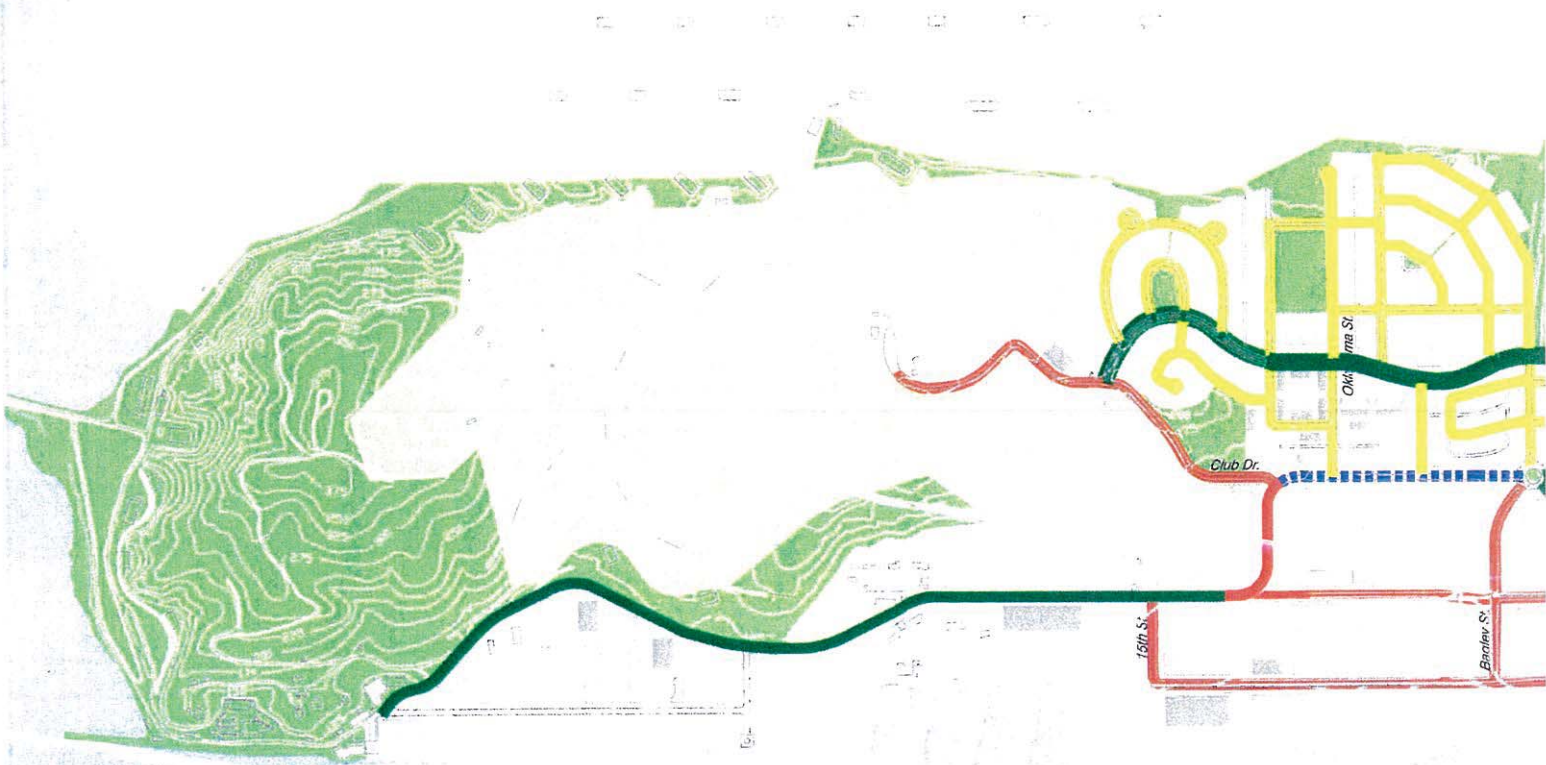
- i **Major Residential Collector:** Flagship Drive is planned to be a two-lane facility with a landscaped median. Its function is to carry traffic between different areas of the Island, providing through access to residential streets which, in turn, provide access to adjacent land uses.
- ii **Boulevard:** Boulevards are the primary backbone roadways for Mare Island. They function as main traffic handling arterials and may have four to six traffic lanes. Boulevards collect and distribute traffic from major off-island roadways to lesser on-Island streets. Boulevards have the greatest capacity and carry the highest level of traffic of all the on-Island roadways.
- iii **Avenue:** Avenues represent the second tier of on-Island roadways. As such, they serve to connect the major boulevards with the lower levels of roadways such as residential and commercial streets. While avenues do provide some access to adjacent land uses, their primary function is to collect and distribute traffic between the major capacity carrying boulevards and the lesser land use serving streets.
- iv **Commercial Street:** The primary function of a commercial street is to provide access to adjacent commercial land uses. Commercial streets are, typically, two lane facilities which may or may not provide on-street parking.
- v **Residential Street:** Residential streets are two lane roadways which provide access to adjacent residential land uses. Their primary function is to carry traffic from residential land uses to larger traffic carrying facilities such as parkways, avenues and boulevards. Residential streets are required to have on-street parking on both sides but, with approval from the City Engineer and in consideration of specific conditions, this requirement may be modified in order to maintain roadway widths that are in character with the context of a proposed development plan or consistent with the setting of the Historic District.
- vi **Alleys and Lanes:** Both alleys and lanes are narrower access ways that, in some cases, may carry traffic in only one direction. In particular, alleys are frequently used in residential development areas to provide access to garages and service facilities located at the rear of lots and to eliminate curb cuts and driveway access from residential streets. As subject to specific conditions and as required by the City, alleys may need to be dedicated as private roadways and maintained by a funding mechanism mutually acceptable to the City and the developer. Such funding mechanisms shall be established prior to issuance of building permits. The covenants, conditions and restrictions of all deeds issued under such requirements shall contain provisions detailing the required participation by both parties in funding maintenance of these private roadways.

- vii **Historic Street Character:** Typically, streets on the Island are two lane facilities. They are often narrower than streets in other parts of the City that have been designed to contemporary roadway standards. In the industrial use areas there are conditions where the roadway is shared with or crossed by railroad lines that currently are used by freight trains. Especially within the Historic District, alternative roadway design standards that are acceptable to the City are encouraged in order to maintain the existing, historic roadway cross-section and character. The accompanying Design Guidelines for the Historic District (**Appendix B.4**) include numerous sections on street infrastructure.

The overall street and roadway system for Mare Island is illustrated in **Figure 5-1 (Street Framework)** and in **Appendix D (Street Cross-Sections)**.

Figure 5-1: Street Framework

-  A. BOULEVARD
-  B. AVENUE
-  C. COMMERCIAL STREET
-  D. RESIDENTIAL STREET



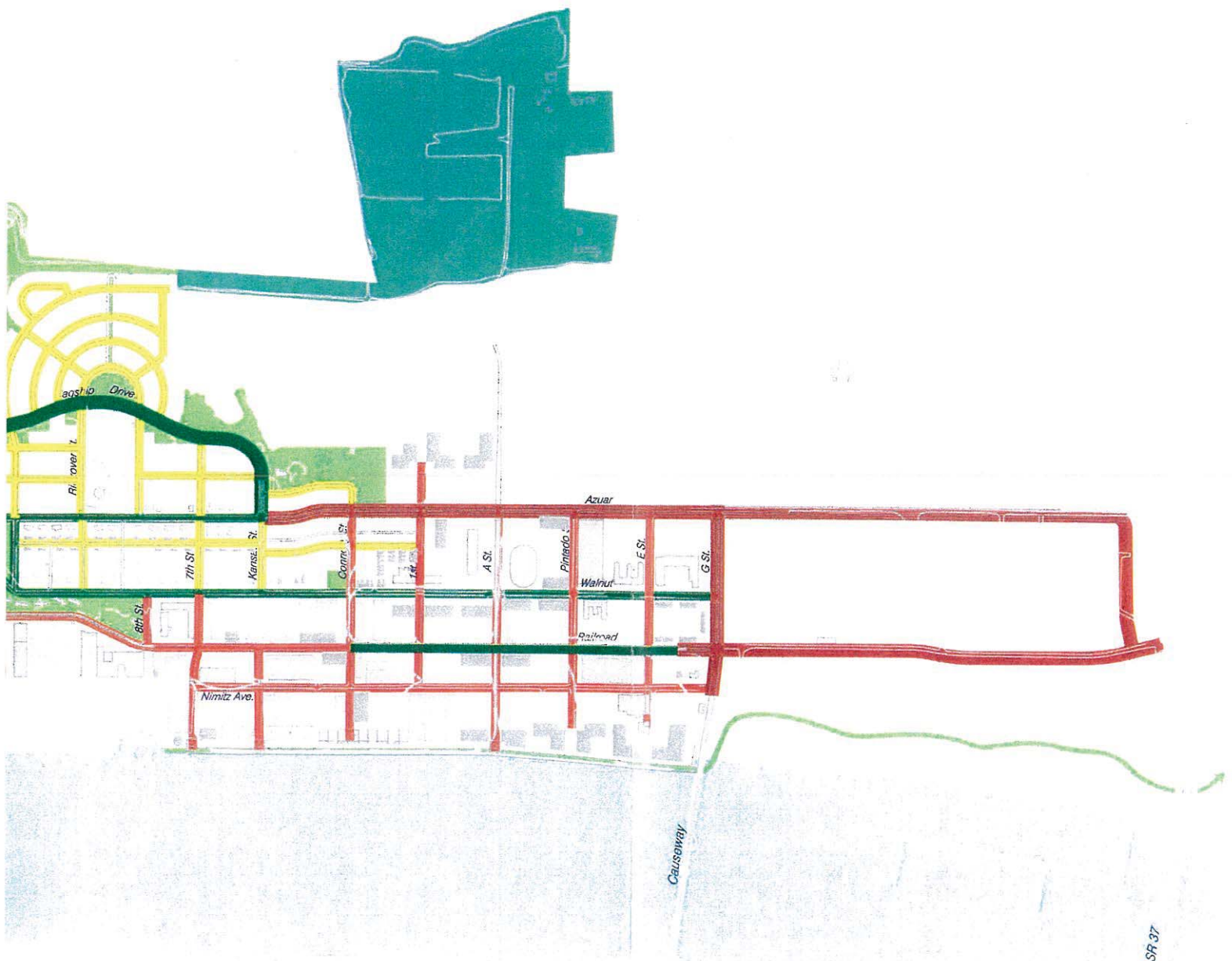


Figure 5.1

Street Framework

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600

SR 37



5.2.3 Roadway Configurations

The traffic analysis for the amended and restated Specific Plan subsequent EIR, working with the Plan's preliminary transportation studies and other city traffic studies and models, provides details on the travel demands placed on the Mare Island street network. In order to support the expected amount of vehicular traffic at build out of the Reuse Areas, the existing street network should be revised to accommodate increased traffic flows. Due to the close proximity of a substantial number of historical buildings, it is anticipated that the lane widths and side clearances for trains will be constricted. (See also, Appendix D: Street Cross Sections for a detailed depiction of the various cross-sections, and the constraints along Railroad Avenue).

The configuration of major streets is discussed below. All other streets will retain their historic configurations.

- i Railroad Avenue between G and Connolly (formerly 3rd) Streets is the major truck and rail access route. It should be configured as a four-lane facility with a median/turn lane for left turns at intersections.
- ii Railroad Avenue between Connolly (formerly 3rd) and 8th Street should be configured with two lanes plus a lane for the railroad tracks, which may vary from a median location to the west side of the roadway.
- iii Railroad Avenue between Bagley (formerly 12th) and 15th Streets should be closed to public access, due to safety concerns related to the heavy industrial uses in the area. Truck traffic should utilize Nimitz (formerly California) Avenue between 12th and 15th. A comparable consideration also applies to Connolly (formerly 3rd Street) to 8th Street. This latter length of roadway also may require elimination of some bunkers.
- iv The railroad tracks should be located in the median/turn lane between E Street and 8th Street. Between Connolly (formerly 3rd) Street and Bagley (formerly 12th) Street, the railroad would share the outside southbound travel lane. Past 8th Street, the railroad tracks return to the median turn lane. At Building 1310, the railroad tracks transition again to the outside southbound travel lane. Between Bagley (formerly 12th) and 15th Streets, the roadway becomes closed to public access.
- v Azuar Drive should be configured as a four-lane facility, with a median and left turn lane lanes at intersections between Flagship Drive and Railroad Avenue near the SR-37 entry in the North Island Reuse Area (1A). South of Flagship Drive, the configuration should be one lane in each direction. Truck access on Azuar Drive south of G Street to Connolly (formerly 3rd) Street, which is necessary to service light industrial development, should be discouraged during peak traffic times.
- vi Walnut Avenue should be configured to provide a single lane in each direction. This street will serve as the primary transit, bicycle and

pedestrian corridor on Mare Island. Except for local deliveries, truck access should not be permitted on this street.

- vii Flagship Drive should be configured to provide a single lane in each direction, with a landscaped median. As a new roadway through the central western portion of the Island, the alignment must be designed in accordance with current engineering standards for curve radii and intersection configurations while also seeking to also avoid impacts to federally protected wetlands and, to the extent possible, to minimize negative impacts to significant topographic features, mature landscape and contributing resources in that portion of the Historic District. Except for local deliveries, truck access should not be permitted on this street.
- viii G Street should be configured as two lanes in each direction plus a median/turn lane between Railroad Avenue and Azuar Drive. Trucks generally will need to use G Street to access Azuar Drive, but larger trucks should be encouraged not to go west of Railroad Avenue during peak congestion periods.

5.3 INTERSECTIONS

The need for future signalization will be based on the traffic volume forecasts provided as part of the subsequent EIR for the amended and restated Specific Plan. The majority of the intersections on Mare Island will remain unsignalized, with stop signs on the east west streets to control access to the major north-south corridors. However, certain locations are expected to require signalization, based on travel demand forecasts in order to maintain an acceptable LOS, especially during peak travel periods. Signalization also provides additional opportunities for pedestrians and bicyclists to cross major intersections, enhancing non-motorized connectivity.

Based on the Development Program, traffic signals may be necessary on Railroad Avenue at G, A and Connolly (formerly 3rd) Streets. Access to Railroad Avenue should be restricted north of 8th street to fully signalized intersections. In addition, turning movements at unsignalized intersections may need to be restricted.

Traffic signals may also be appropriate on Azuar Drive at the following three intersections: G Street, A Street, and Flagship Drive. The remainder of the streets intersecting with Azuar Drive should be side street stop controlled, with left turn bays on Azuar Drive. Of particular concern is the Azuar Drive roundabout. This facility needs to be carefully designed to ensure that it includes adequate signing, striping, approach tapers and a large radius to accommodate the five proposed intersections or “legs”. The operation of the roundabout will need to be carefully monitored over time to ensure that it continues to operate at an acceptable LOS.

Traffic signals may also be appropriate on G Street at three intersections, Railroad Avenue, Walnut Avenue and Azuar Drive. However, as the Reuse Areas develop, it may

be necessary to install a signal at the intersection of G Street and Walnut Avenue, interconnected with eastbound Azuar Drive.

5.4 CAUSEWAY

Truck, automobile and future transit access to Mare Island from the east will continue to share the Causeway, which is also the sole access route to Mare Island for rail, pedestrian and bicycle traffic. Best efforts should be made to direct most truck traffic to the north gateway (SR-37) and to discourage trucks on the Causeway during peak use periods. The existing 30-foot wide structure is striped for three lanes (two westbound and one eastbound) with the railroad tracks aligned down the center of the structure. The overall roadway width is 30 feet.

The transportation systems concept for the Causeway is to continue the use of three 10-foot lanes without a shoulder. The center lane is designed to be reversible to support peak period traffic flows. The lane widths are recognized as being restrictive (the width of the structure being a critical constraint) and, thus, the Causeway has a lower hourly capacity than would otherwise be expected if the lanes could be widened.

Another important factor in the operation of the Causeway is the traffic operations at Railroad Avenue/G Street to the west, and Mare Island Way/Tennessee Street to the east. Enhanced queue storage will be required at both of these intersections to avoid low LOSs. The traffic demand should be carefully monitored over time to determine what, if any, TDM strategies should be implemented to maintain an acceptable LOS during peak travel periods.

The Causeway configuration also requires provision for train approach warning devices to be located at each end that would be activated by the approach of a train. The Causeway would then be closed to traffic while trains are crossing the structure. The current level of service is for one train to cross the Causeway in each direction each weekday. Rail service is not operated on weekends at this time. In order to maximize the capacity of the Causeway, train and truck movements should be restricted to non-peak traffic periods. Ideally, the bridge also would not be raised during peak traffic periods.

5.5 STATE ROUTE 37 INTERCHANGE

The State Route 37 and Railroad Avenue interchange will continue to serve as the northern truck and automobile access to Mare Island. This facility was originally designed to control access to the naval base and, thus, is not well suited for use in a civilian environment. In order for this facility to accommodate expected traffic levels, the existing ramps will have to be re-configured as described in the State Route 37/Mare Island Interchange Final Design Project Report (PR). The PR recommends that the southern ramps from State Route 37 to Railroad Avenue and Walnut Avenue be widened and that the curvature be increased to 74 meters. These changes will permit higher traffic speeds and increased throughput. In addition, the former North Gate to the base should be removed. Lastly, ramp metering should be installed on the transition from northbound

Railroad Avenue to eastbound State Route 37. The ramp metering should be installed when actual traffic demands and operations on State Route 37 eastbound warrants.

5.6 TRANSIT

At present, transit service on Mare Island consists of one or more private shuttle vans that operate on an interim basis for special events when funding is available. There are regional bus services providing access to the Main Gate area and connecting with the City of Vallejo, including the ferry terminal across the Strait from Mare Island.

As new development on Mare Island proceeds, a local bus transit service should serve Mare Island to reduce vehicular congestion on the Causeway. The bus service would loop through the central portion of the Island with an extension south along Azuar Drive with a return loop west along Oklahoma (formerly 13th) Street to the new Flagship Drive. At the intersection of Club and Flagship Drives, the bus route would begin a return route north along Club Drive. At some point in the future, there could be a future extension south to the Forest Service office complex. North of the Oklahoma Street intersection, the buses would travel north along Azuar Drive to the traffic roundabout where they would take Bagley (formerly 12th Street) east to Railroad Avenue and, then along Railroad north back to G Street. An additional loop service could be developed along Walnut and Railroad Avenues to service the North Island. (see **Figure 5-2: Transit Service**).

This transit service route connects the residential, institutional, employment, historical and recreational areas to each other and to the City of Vallejo's ferry terminal, downtown and the transit center. Bus stops, as shown conceptually in **Figure 5-2**, should be located to be within a five (5) minute walk of a majority of the residential and employment land uses on Mare Island. Funding for transit service modes has not been identified.

Figure 5-2: Transit Service

 **BUS ROUTE AND POTENTIAL STOPS**

 **FERRY PIER**

 **POTENTIAL WATER TAXI DOCK**

RESIDENTIAL PARKWAY

CLUB DRIVE

OKLAHOMA ST.

5 MIN. WALK

Oklahoma St.

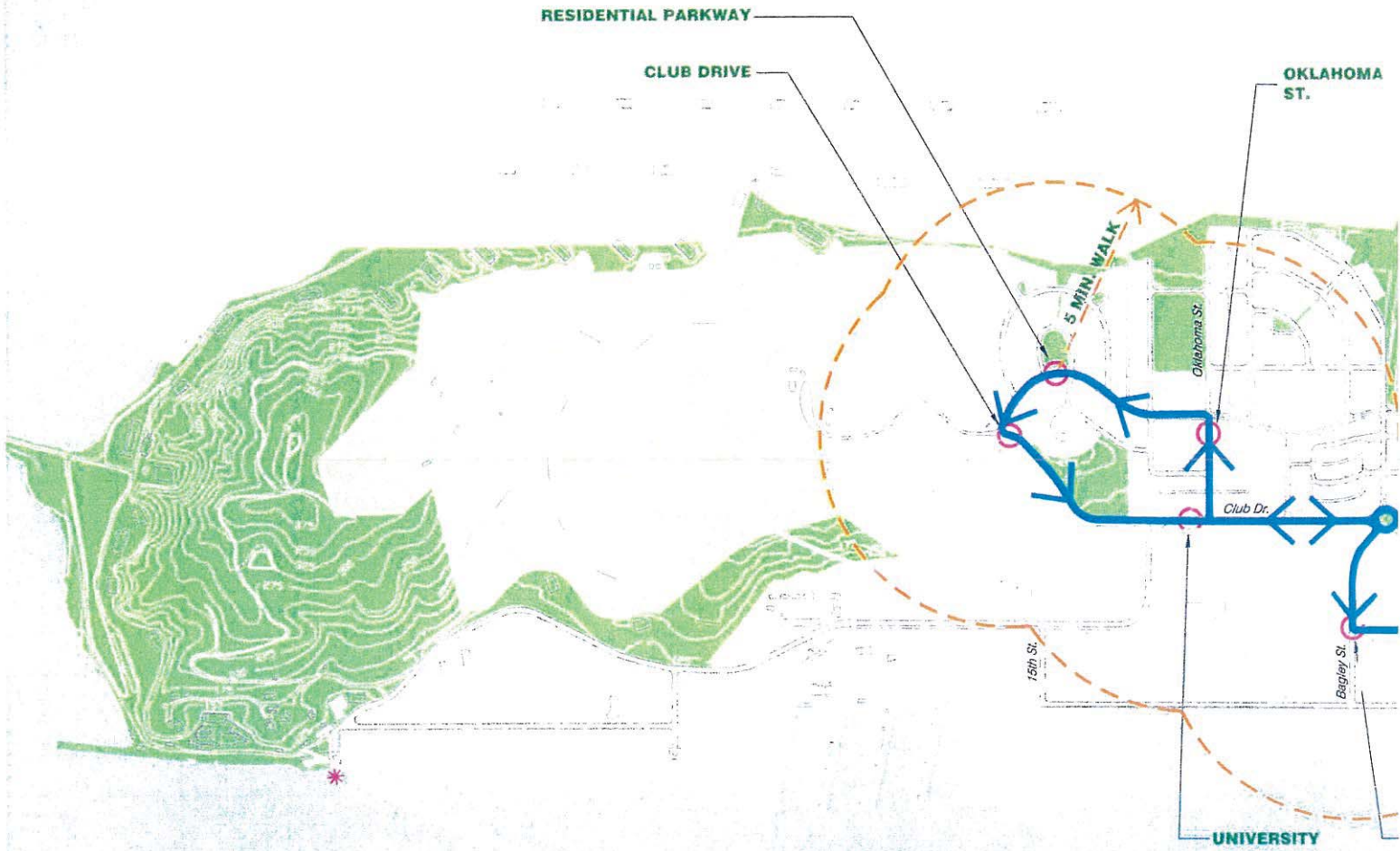
Club Dr.

15th St.

Bayley St.

UNIVERSITY

TO SAN FRANCISCO 



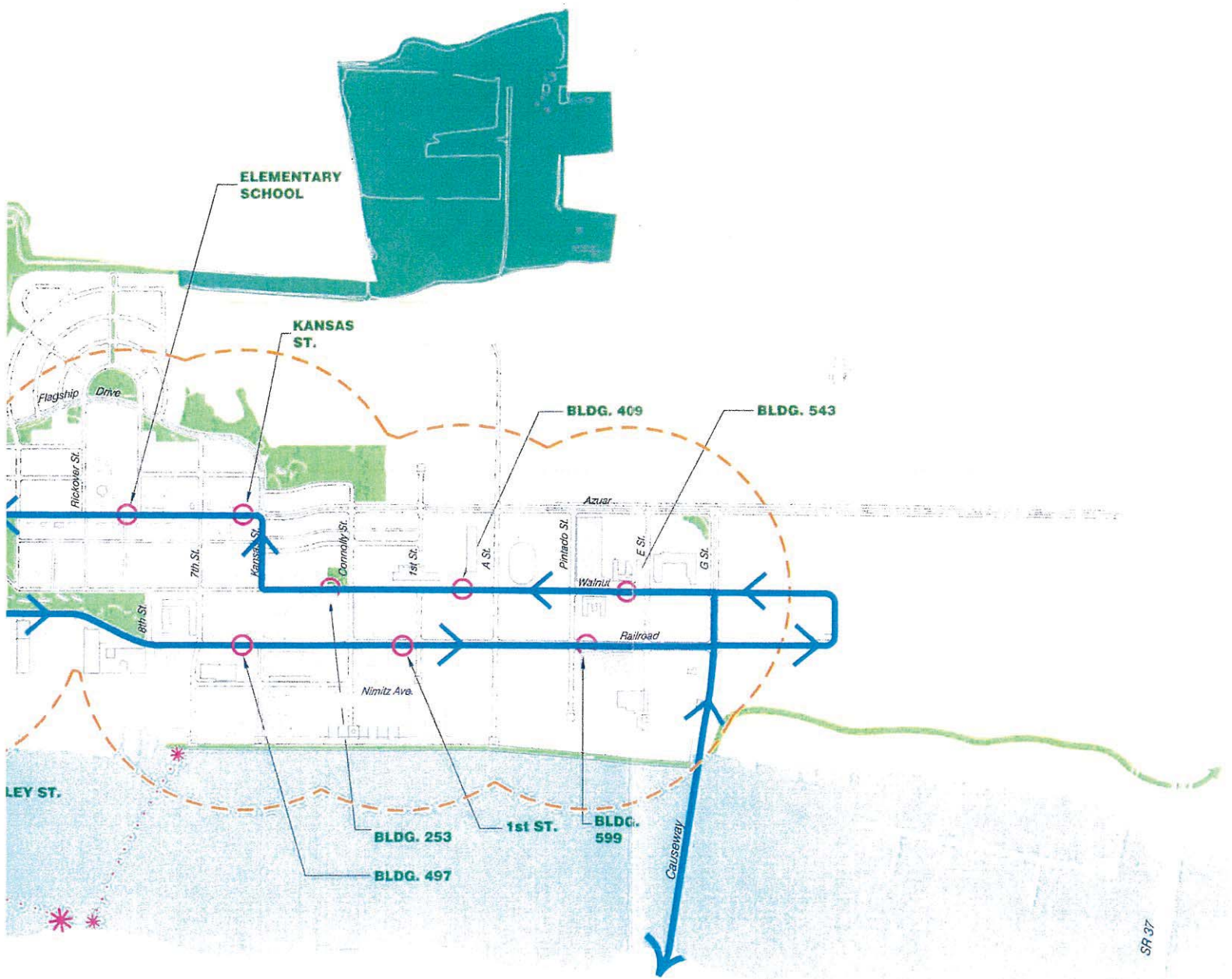


Figure 5.2
Transit Service

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600

SR 37



5.7 BICYCLE AND PEDESTRIAN

The existing bicycle and pedestrian network of off-street pathways, sidewalks, and on-street bike lanes should be interconnected in order to enhance the overall attractiveness of these modes of access. The compact nature of development within the Reuse Areas, together with the historic reliance on these modes during the military's use of Mare Island, creates the potential for a large number of residents to walk or bike from their homes to their workplace. The bicycle and pedestrian network should provide a high degree of convenient connections between the residential, recreational, employment, and educational uses on Mare Island and should minimize the number of intra-island automobile trips (*see* **Figure 5-3: Bicycle and Pedestrian Routes**). See also **Appendix D (Street Cross-Sections)** for a depiction of the locations and widths of sidewalks and bicycle pathways.

The designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner compatible with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. Whenever possible, the bike paths and walks provided on Mare Island should connect to existing or proposed facilities being provided by others.

There are three types of designated bikeways or routes planned for Mare Island:

- Class I Bikeway/Multi-Use Path: Off-street
- Class II Bikeway: On-Street, Dedicated Lane
- Class III Bikeway: On-Street, Shared Use Sign Designation

(A) Class I Bikeway/Multi-Use Path: Off-Street

An off-street, multi-use Class I bikeway/path is proposed around the east and west edges of the developed portion of Mare Island and along a small segment of Walnut Avenue. Due to the developed nature of the Island, these facilities would not in all cases include all elements of a typical Class I/multi-use path, such as a continuous route with limited interruptions, grade-separations, wide intersection approaches, and signage.

The West Island shared bikeway/path generally follows the alignment of Azuar Drive and Flagship Drive, with an extension along Nereus at the Marine Parade Grounds for a connection with a future pathway to the open wetlands area on the west side of the Island.

An East Island shared bikeway/path is proposed as part of the Waterfront Promenade that would connect along 8th Street through Alden Park and follow the alignment of Walnut Avenue, Azuar Drive and Club Drive southward to end at the proposed Regional Park (Reuse Area 12).

The West Island shared bikeway/path would also extend north of the Waterfront Promenade through the easterly portion of Reuse Area 1A to connect with the pier and the San Pablo Bay National Wildlife Refuge. There would also be a connector bikeway/path along the northerly edge of Reuse Area 1A to the West Island bikeway/path along the portion of Azuar Drive north of G Street. A multi-use path along the south side of G Street also would connect the East and West Island bikeway/paths at the Causeway, which could provide a direct connection with the City of Vallejo waterfront.

(B) Class II Bikeway: On-Street, Dedicated Lane

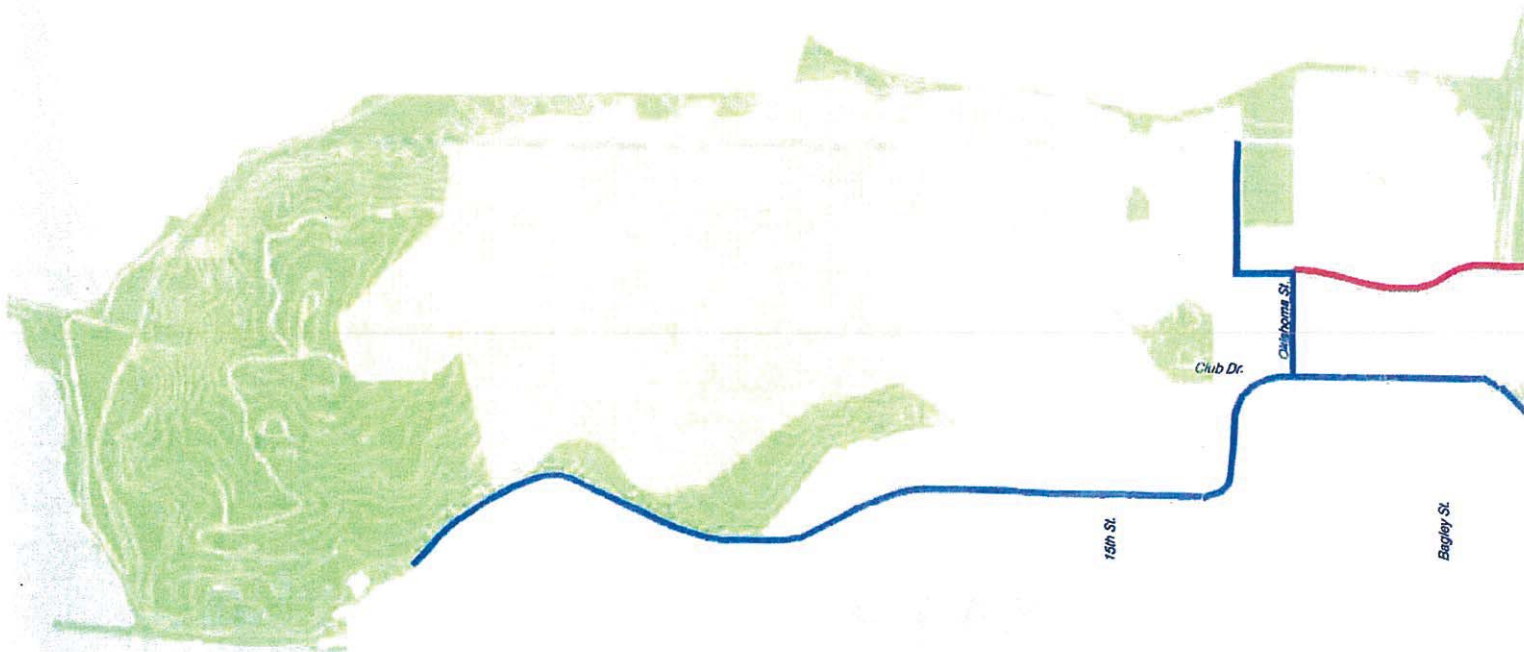
Class II bikeways require pavement markings identifying a separate, on-street lane for bicycles. A Class II bikeway is proposed along Flagship Drive from Azuar Drive to approximately Nereus Street. As discussed above, a multi-use path along the west side of Flagship Drive also would be part of an overall bikeway/path network and would serve the residential neighborhoods in this portion of the Island.

(C) Class III Bikeway: On-Street, Shared Use, Sign Designation

Class III bikeways, or bike routes, provide for shared use between bicycles and motor vehicles. Class III bike routes are designated through the installation of bike route signs (G93) and do not require pavement markings of any kind. Sidewalks should not be used as Class III bikeways. A Class III bikeway is proposed as part of the Azuar Drive roadway between the Kansas (formerly 5th) Street intersection and the roundabout, and along Walnut Avenue from G Street to 8th Street.

Figure 5-3: Bicycle And Pedestrian Routes

- CLASS I
- CLASS II
- CLASS III
- EXISTING PATH LOCATION TO REMAIN



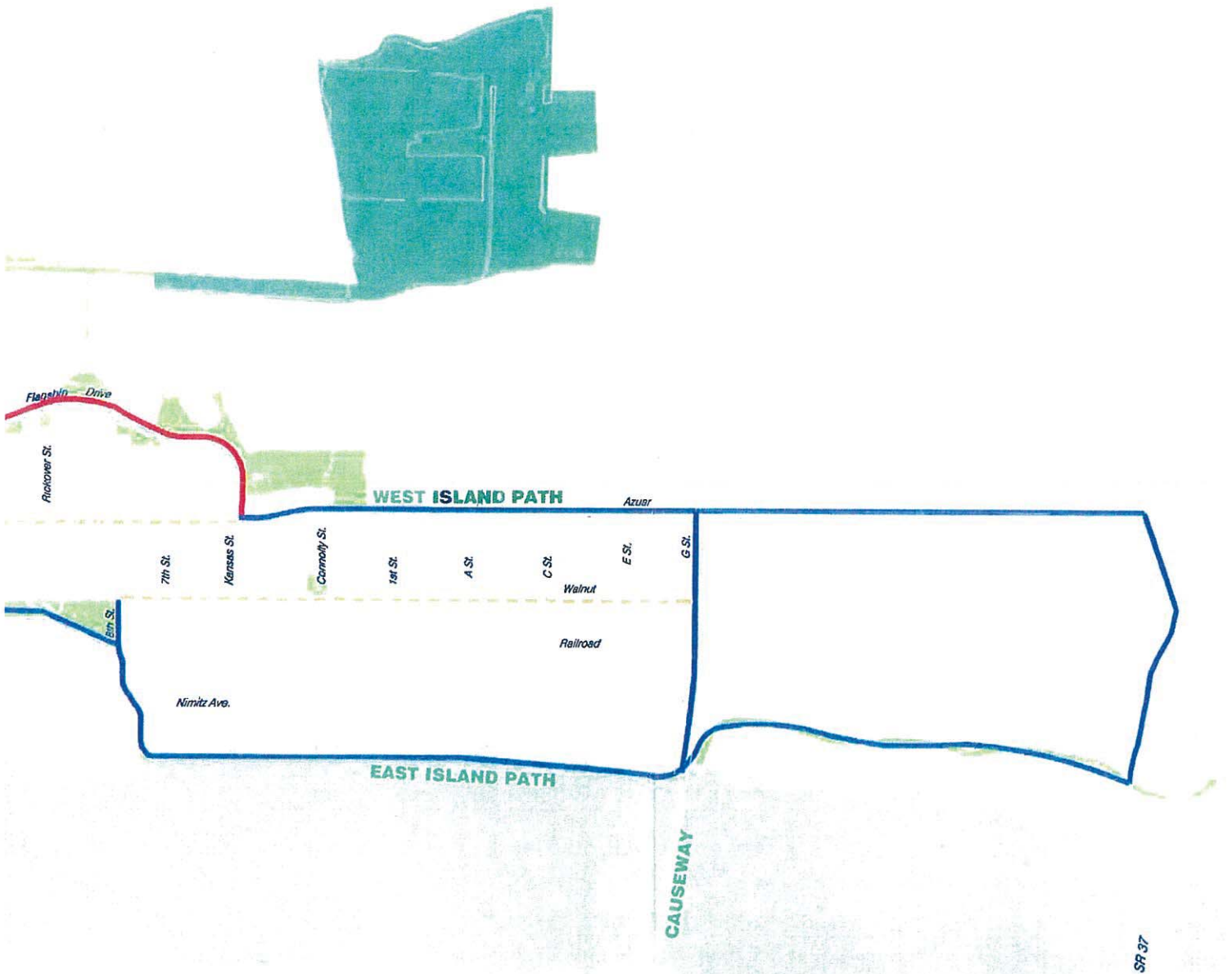


Figure 5.3

Bicycle and Pedestrian Routes

Mare Island Specific Plan SPA III, Revised June 2008

0 400 600 1200 1600 2000 2400 2800 3200 3600

5.7 TRUCKS

Trucks provide for the movement of goods to and from Mare Island via both the Causeway and the State Route 37 interchange. The primary truck routes will be along Railroad Avenue, Azuar Drive south to Connolly (formerly 3rd) Street and G Street. During peak traffic periods, trucks should be discouraged from Azuar Drive south of G Street and should be encouraged to use Railroad Avenue. (**Figure 5-4: Truck and Rail Routes**), which is the recognized primary truck route for most of the industrial development on the Island.

5.8 RAILROAD

As a major Navy installation, Mare Island had an extensive network of railroad tracks connecting the outer weapons storage areas with the docks and warehouses and with the mainland via the Causeway. Of the approximately 47 miles of track on the former base, 22 miles are still active and are concentrated on the eastern side of Mare Island. The availability of rail service will be continued as part of the development plan for the waterfront adjacent Reuse Areas. The existing spur rail lines provide an incentive for heavy industry to locate on Mare Island and, assuming a feasible, joint funding mechanism for necessary upgrades and maintenance, creates an opportunity for commercial maritime use of the piers in the future.

The rail network for the Reuse Areas consists of a line accessing Mare Island via the Causeway, a branch north via A Street and Azuar Drive, and a branch south along Railroad and Nimitz (formerly California) Avenues. A small yard for car storage and switching (arranging cars in proper order for delivery) is located west of the Causeway along A Street and Dump.

The transition of Mare Island from military to civilian use necessitates a thorough review of railroad safety issues, as the island now comes under the jurisdiction of the California Public Utilities Commission (CPUC). CPUC regulations pertaining to side clearances (General Order or G.O. 26-D), walkways (G.O. 118), and train warning devices to protect at-grade crossings (G.O. 75-C) are much more comprehensive in nature than those used by the Navy. In a survey conducted on March 18, 1997 with representatives of the California Northern Railroad (the company operating the tracks and providing service to the rail customers on Mare Island at that time) 85 distinct items of concern at 35 locations were noted. These locations were mainly along Railroad Avenue and Azuar Drive, both of which are shared by tracks for low speed lead trains to access customers. Coordination with the CPUC has been an ongoing aspect of making necessary amendments and restatements to the 1999 Specific Plan, including discussions of compliance and implementation.

A majority of the items noted relate to side clearances and, in particular to switch stands (used to align rails to diverging points) or to signs placed too close to the centerline of the track. The other concerns relate to crossings that are currently not marked and to poor trainman walkway conditions. The proposed cross-sections for the redevelopment of the streets on Mare Island address G.O. 26-D side clearance and G.O. 118 trainman walkway

concerns. The most expensive improvements are the need to install or upgrade active train warning devices on the approaches to the Lift-Bridge, Cedar Street and Walnut Avenue. Funding for these improvements will be determined as part of ongoing negotiations between the Master Developer, the users of the freight rail service, the City of Vallejo, and the railroad service provider. **(Figure 5-4: Truck and Rail Routes)**

5.9 MARITIME FREIGHT

Mare Island's location in the northern reaches of San Pablo Bay, with access to the Mare Island Strait, the Sacramento Delta and San Francisco Bay, creates the potential for large scale maritime freight movements to and from Mare Island. The existing infrastructure along the east side of Mare Island was designed primarily to support the movement of large quantities of maritime goods. It is recognized that more intensive maritime freight activities than are anticipated by the current Specific Plan may be appropriate in the future. These more intensive maritime activities may require some dredging and a separate environmental assessment.

5.10 AVIATION

The Navy maintained two helicopter landing sites on Mare Island. One was on the Marine Parade Grounds. The second was on a parking area on Walnut Avenue. No fixed wing aircraft facilities existed. The Federal Aviation Administration has indicated that new approvals will be required to reuse either of these sites as a civilian landing site. There is the potential to create a future sea plane base along a shoreline; however, a specific site has not been identified at this time and such a facility is not part of the Specific Plan Development Program.

5.11 FERRY

A ferry pier potentially could be located along the Waterfront Promenade near 7th Street. This service could connect Mare Island, the mainland area of Vallejo and, potentially, to San Francisco, Tiburon, Larkspur and other points along San Pablo Bay and the Sacramento Delta region. In the event that a ferry pier is constructed, the initial service would be peak period only to San Francisco and the City of Vallejo. In the near term, no ferry service from Mare Island is anticipated. Until there is such service, Island residents who want to take the ferry must travel via the Causeway to the existing City of Vallejo ferry terminal, which is located directly across the Strait.

5.12 WATER TAXI

Water taxis could potentially serve locations on the east side of Mare Island Strait and along the Waterfront Promenade (centered on the Historic Core Plaza). If feasible, the water taxi could operate along the Mare Island Strait to the Regional Park area, as well as to other destination areas in the vicinity.

5.13 PARKING

Parking typically will be provided in the industrial areas in the form of off-street surface parking lots. In the historic and low density residential areas, on-street surface parking will be provided as appropriate. In the higher density residential areas, off-street surface parking will be provided as appropriate. To the extent possible, shared use of parking facilities by complementary mixed-uses should be a standard practice for minimizing the size of required parking facilities, especially within the Historic District where contributing resources need to be protected. The compact, mixed-use character of

development on Mare Island, combined with the multi-modal emphasis on transit, bicycle and pedestrian infrastructure makes lower parking requirements feasible as part of an overall transportation systems management program (TSM). Where feasible and as approved by the City, on-street parking may be provided, but will not be counted as part of the parking requirement.

The City of Vallejo Zoning Ordinance provides off-site parking requirements for specific land use types. Under the Specific Plan, alternative parking ratios are allowed, with City approval, only where there is reuse of existing buildings for non-residential purposes.

5.13.1 Residential Use

Parking for residential development shall be provided according to the City Municipal Code, Parking Ordinance.

5.13.2 Commercial Use

Many of the on-site parking requirements found in the Zoning Ordinance for non-residential uses are given on a square footage basis and on an employee basis, with the final parking requirement based on the higher of the two. The Specific Plan objective is to establish reduced parking requirements for projects that reuse existing buildings. The parking requirements for commercial uses in new construction are those required by the City Municipal Code.

The recommended reductions are intended to provide an incentive for reuse that are based on the projected employment densities for land uses, that include retail, office, warehouse, light industrial, and heavy industrial. With the exception of retail, the number of employees per land use was considered to be the most appropriate basis for determining the number of parking spaces. Anticipated employment densities for Mare Island reuse projects are anticipated as follows:

- retail—one employee per 400 square feet of floor area
- office—one employee per 425 square feet of floor area
- warehousing—one employee per 1,200 square feet of floor area
- light industrial—one employee per 600 square feet of floor area
- heavy industrial—one employee per 800 square feet of floor area

Data contained in the Institute of Transportation Engineers (ITE) Parking Generation 2nd Edition was utilized to determine parking requirements based on employees. This resource document contains nationwide parking surveys for office buildings and is a nationally recognized guide for estimating parking demand for various land uses. ITE indicates an average peak parking demand rate of 0.79 spaces per employee for a general office land use, given an employment density of one employee per 425 square feet, which results in one parking space per 525 square feet ($= 425 / 0.79$).

Given that specific site plans have not yet been developed, general recommended Specific Plan parking requirements for Mare Island reuse are based on square footage utilizing: a) the projected employment densities, (b) the City of Vallejo Municipal Code parking requirements and (c) the ITE data.

Table 5-1 presents the recommended general parking requirements for non-residential Mare Island reuse projects. If employment densities for a proposed reuse development significantly deviate from those assumed in making the general parking requirements, the required parking for the project should be based on the actual number of employees and not on square footages.

Table 5-1: Recommended Parking Requirements for Reuse of Existing Buildings

LAND USE	PARKING RATIO
Retail	one space per 250 square feet of floor area
Office	one space per 475 square feet of floor area
Warehousing	one space per 1,800 square feet of floor area
Industrial	one space per 900 square feet of floor area (light industrial) one space per 1,200 square feet of floor area (heavy industrial)
Source: Fehr & Peers Associates, 2001.	

The parking requirements described above generally apply to stand-alone uses and do not take into account the effect of shared parking which can be used when a reuse project is planned to include a proper mix of land uses that do not all have peak parking demand over the same time periods of the day. Consequently, the parking requirements for such a mixed-use facility may be less than if the uses were considered individually. Once detailed site plans are developed, a more site specific parking analysis should be performed to determine the effect of shared parking in mixed-use areas. Reuse Areas that should be considered for a shared parking analysis include 2A, 2B, 3A, 3B, and 4.

Through the Planned Development Unit Plan Process, voluntary deed restrictions will need to be created by the owner or owners for shared parking areas as well as legally binding agreements for public access during identified hours. Shared parking agreements should be extended to adjoining properties with deed restrictions making parking spaces available to adjacent developments. Special criteria for mixed-use projects should be developed that describe the mix of land uses and ratios for parking requirements. If developments meet these criteria, the projects should not be required to obtain a special use permit for a reduced ratio of parking spaces to square footage of development.

Design and access for shared parking areas, including size and types of spaces, shall be subject to review by the City as part of the Unit Plan review process. Maintenance of shared parking areas will be funded as part of the deed restriction agreement and, where

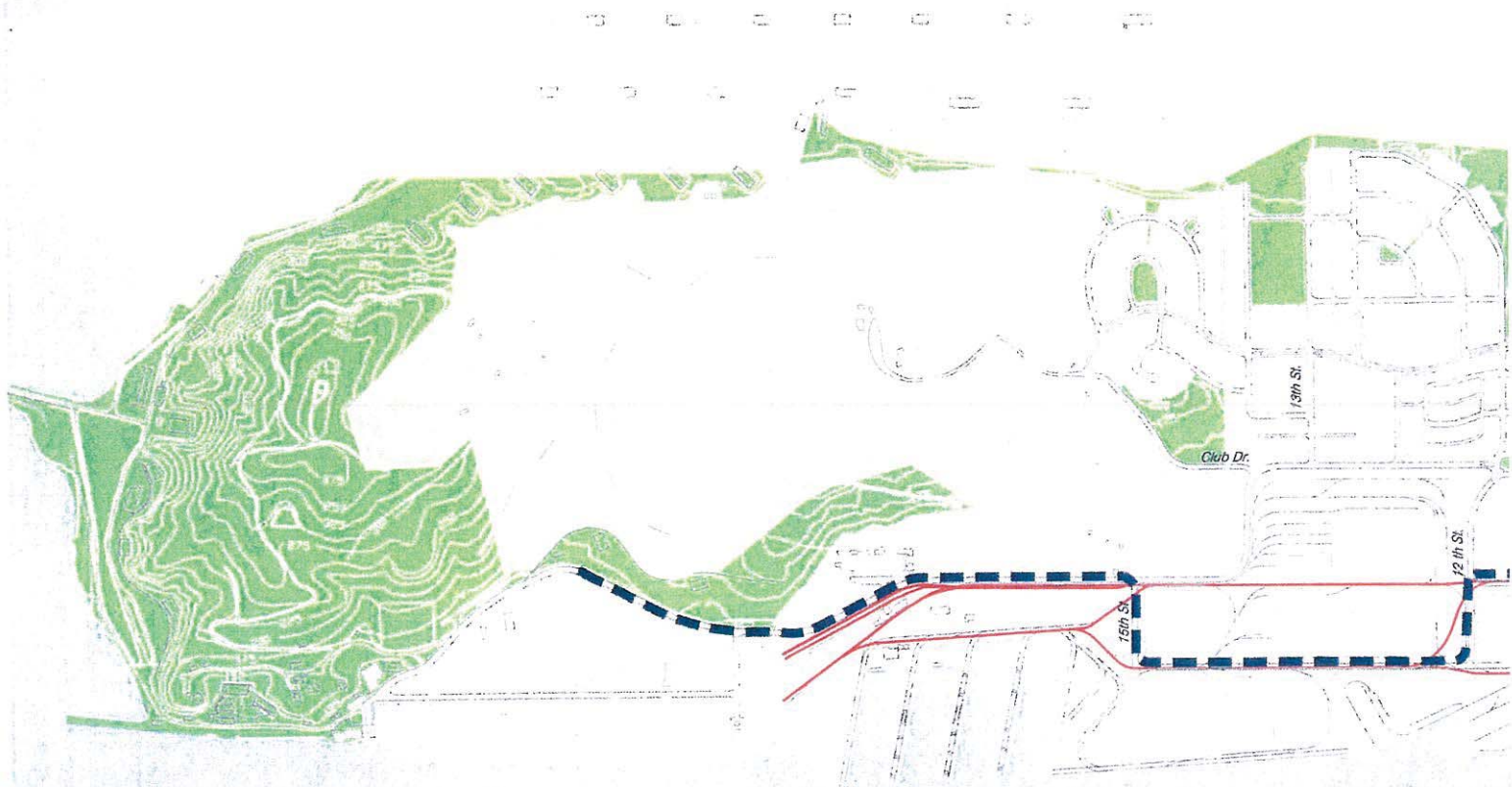
appropriate, by the landscape and lighting assessment district or a commercial maintenance district.

Figure 5-4: Truck and Rail Routes

●●● RESTRICTED HOURS

■ ■ ■ PROPOSED TRUCK ROUTES

— PROPOSED RAIL CORRIDORS



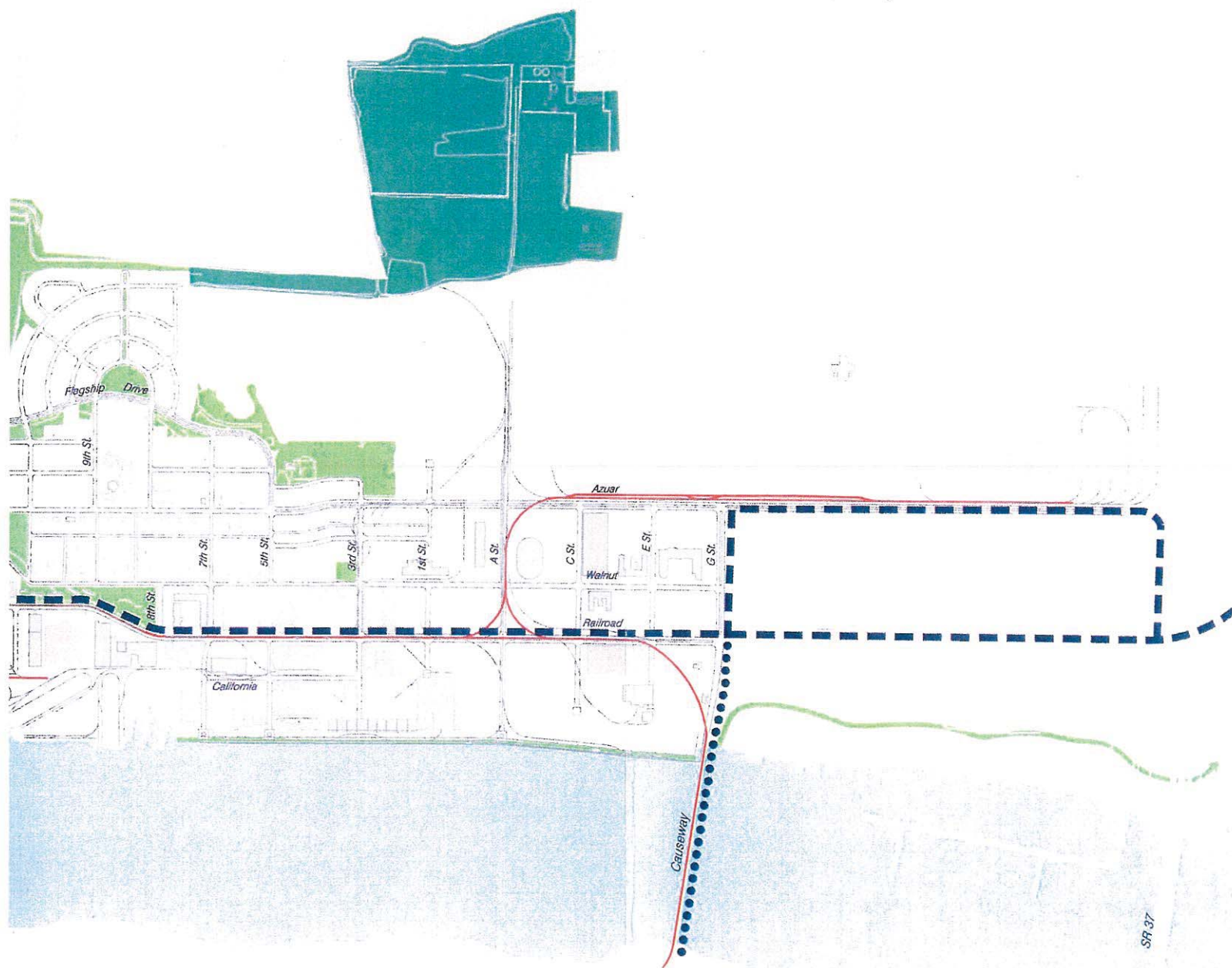


Figure 5.4

Truck and Rail Routes

Mare Island Specific Plan 2005

0 400 800 1200 1600 2000 2400 2800 3200 3600

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6.0 UTILITY SYSTEMS

6.1 BACKGROUND

The infrastructure study commonly known as the “Mare Island Utilities, Operations, Maintenance and Capital Improvement Plan” (July 1997), evaluated the conditions and capacities of the water, sewer and storm drainage systems existing at that time on Mare Island and made recommendations for the reuse of these systems based upon the City’s Reuse Plan for Mare Island. Commonly referred to as the “Mare Island Reuse Infrastructure Study” (MIRIS), this document was an appendix to the 1999 Specific Plan.

MIRIS provided the basis for the Master Utility Plans (MUP) for the proposed Mare Island development. The MUP is included as Appendix A to the Specific Plan and an overview of its contents is provided below. Where necessary, changed conditions, new information and upgraded facilities which have occurred since MIRIS was completed have been discussed and incorporated as part of the MUP.

The MUP contains detailed discussions on the following subjects:

- Basis of utility design and engineering calculations;
- Changes to the utility infrastructure since the completion of MIRIS;
- Diagrammatic maps of Mare Island showing proposed utility system improvements; and
- Utility system phasing.

Utility system demands at ultimate buildout have been updated based on the Specific Plan Development Program (**Table 3-2**). This demand information, which supersedes the calculations in MIRIS, is the basis for determining the adequacy of the existing utility increments as well as the sizing of the proposed utility systems.

The Master Developer will be responsible for the environmental cleanup of portions of Reuse Areas 2 through 9, with the exception of all Navy retained areas. The Master Developer is working with a private contractor to perform the cleanup effort.

During the excavation for utility systems, contaminated areas could be encountered. The Master Developer has prepared a “Soil and Groundwater Management Plan” that outlines the necessary procedures to be used when encountering subsurface contamination.

Utility system calculations have been prepared in support of proposed water, sanitary sewer, and storm drain systems. These calculations replace those prepared previously for MIRIS (*see* Appendix D, System Modeling Results).

Since the transfer of the ownership of Reuse Areas 1B through 6 and 8 and 9 from the Navy to the City of Vallejo, ownership of the wet utilities (water, sanitary and storm sewers) is now with the Vallejo Sanitation and Flood Control District.

6.2 PROPOSED SYSTEM IMPROVEMENTS

Appendix A (Master Utility Plans) describes the proposed major trunk lines for water, sewer and storm drainage main line sizes and locations as well as those for the existing ones that are to remain. The proposed lines have been sized based upon calculations provided as part of the MUP. The improvements shown in the figures are revisions to MIRIS recommendations as required for the development program described in the Specific Plan and by utility upgrades that have occurred since completion of the MIRIS study. These lines will be located within newly created public works rights-of-way (ROWs) or easements and are ultimately to be owned, operated and maintained by the City and Vallejo Sanitation and Flood Control District (VSFCD).

6.2.1 Water Distribution System

The City of Vallejo Water Division of the Department of Public Works provides water service to Mare Island through two transmission mains crossing Mare Island Strait. The system has one active, newly constructed 5.7-million-gallon water storage tank. Criteria for sizing new lines and determining the adequacy of the existing lines are based upon the demands outlined in the “City of Vallejo Regulations and Standard Specifications for Public Improvement,” dated August 1992. Recommended improvements are illustrated in **Appendix A (Figure 1: Proposed Water Backbone Improvement Plan)**. A combination of existing 8", 10", 12", and 20" water mains will remain in use and will be supplemented with new 12", 18", and 20" lines. In Reuse Area 10, at the southern end of the Master Development Plan Area, a portion of the existing polyvinyl chloride (PVC) saltwater fire mains may be reused to carry potable water, as approved by the Public Works Director. Some of the existing and proposed lines are outside proposed ROW areas and will require public utility easements.

6.2.2 Sanitary Sewer System

The VSFCD provides sanitary sewer service to Mare Island. The existing sanitary sewer system has significant inflow and infiltration problems. Criteria for sizing new lines and determining the adequacy of the existing lines are based upon new standards in the “Vallejo Sanitation and Flood Control District Guide to Existing Policies and Engineering Design Standards,” dated May 2002 (Design Standards). Calculations for the proposed Mare Island sanitary sewer system improvements are based on the projected ultimate build-out of the Reuse Areas, island-wide. In recent years, the City has repaired and upgraded a significant number of the existing domestic (DOM) sewage pump stations, which are part of the existing utility infrastructure that will remain in use.

Recommended improvements are shown in **Figure 2 (Proposed Sanitary Sewer Backbone Improvement Plan)** of **Appendix A**. To reduce the amount of infiltration, new high-density polyethylene (HDPE) sanitary sewer pipe will replace existing pipes or

be slip-lined into existing larger-diameter pipes. Pipes with minimal infiltration problems that work with the model will be left in use. New 8", 10", and 12" pipes will comprise most of the proposed system.

Some of the existing and proposed lines are outside proposed ROW areas and will require public utility easements as part of the future Unit Plan and subdivision review process.

6.2.3 Storm Drainage System

The VSFCDD maintains the existing storm drainage system on Mare Island. Criteria for sizing new lines and determining the adequacy of the existing lines are based on VSFCDD design standards. As determined by computer program analysis, the existing storm drainage collection system on Mare Island is undersized and does not meet the VSFCDD criteria. To meet these criteria, many of the existing lines will need to be replaced with larger-diameter pipes. The storm drainage improvements for the two major housing subdivision areas (Reuse Areas 6 and 8) will be designed and installed at the time of the subdivision improvements.

Recommendations for storm drainage improvements are shown in **Section 2, Figure 1 (Proposed Storm Drain Backbone Improvement Plan)** located in **Appendix A**. With a few exceptions, most of the existing storm drainage system on Mare Island will require replacement due to its existing limited capacity. Some of the existing and proposed lines are outside proposed ROW areas and will require public utility easements as part of the Unit Plan and subdivision review process.

6.2.4 Joint Trench Utilities

Infrastructure provisions for four proposed joint trench utilities, including electrical, gas, telecommunications and cable communication systems are discussed in section 4 of the MUP (**Appendix A**). Exhibit 4, "Proposed Joint Trench Backbone Improvement Plan," shows the proposed location of a new joint trench supportive of the development plan which generally follows the street framework plan. Not all joint trench locations will include all four utility systems. Existing systems will remain in place if they adequately service existing and proposed new facilities. Some of the existing utility easements over electrical, gas and telecommunication systems shall be unit-claimed during the entitlement process by the filing of final maps for each area or sub-area as it is developed. Other recorded easements shall remain as shown for those facilities that are deemed adequate for the purpose and existing service locations, such as in the historic core and in areas used for heavy industry. The joint trench, including the in-tract joint trench which is in the public street right-of-way, will not require any additional easements.

6.2.5 Electrical Distribution System

Pittsburg Power Company (Island Energy) is the current electrical service provider on Mare Island. Island Energy has acquired the existing electrical and gas systems as part of a purchase agreement with the Navy. Within this agreement, the Navy has granted Island Energy nonexclusive easements for its existing electrical facilities on Mare Island. The

electrical distribution system, including approximate locations of proposed electrical easements, is described in Exhibit 4 **Section 4 of Appendix A (MUP)**.

The overall condition of the electrical distribution system is good. The primary electrical distribution system has proven to be a reliable network and has experienced relatively few failures in the recent past. There has been no upgrading of the present distribution system since 1975. Small portions of the system need upgrading to comply with current electrical standards. In addition, most underground electrical vaults have water intrusion from tidal water, which presents water disposal problems when work must be done in these vaults.

Electricity is delivered to Mare Island from Marin County via a dual 115-kilovolt (kV) transmission line) that crosses over Mare Island Strait and that is owned by Pacific Gas and Electric Company (PG&E). Electrical power is stepped down to 12 kV by two parallel 20-megawatt transformers at Substation H. Power is then distributed throughout Mare Island from Substation H by a series of loops that connect with a network of 26 major and 18 minor 12kV switch stations and substations. The overall system uses a network configuration with multiple feeds to all substations for reliability and flexibility.

A significant portion of the existing system can support the proposed land uses. Relocation of existing overhead and underground facilities will be required to allow for new development areas. New electrical services and hook-ups to the existing and proposed buildings will be required.

To date, Island Energy has not prepared a master plan. Discussions are continuing between the City of Vallejo and Island Energy regarding future operations. Any new facilities must be planned to joint trench locations, as shown in Exhibit 4 of 4 **Section 4 of Appendix A (MUP)** or within existing conduits and substructures.

6.2.6 Gas Distribution System

As stated above, Island Energy has acquired the gas system in an agreement with the Navy. Within this agreement, the Navy granted Island Energy nonexclusive easements for the existing gas facilities on Mare Island. The approximate locations of these gas easements are shown in **Figure 5 of Appendix A**.

Island Energy receives gas at 100 pounds per square inch gauge (psig) via a 10" main that crosses Mare Island Strait at the Causeway. This 10" line delivers gas to four pressure-reducing stations that reduce pressure from 100 psig to 30 psig. The 30-psig distribution system consists of 8" and smaller mains that cross connect to form loops. Individual pressure regulators installed at service locations further reduce gas pressure.

In general, the existing system can support the proposed land uses. Some facilities may need to be relocated to allow for the new development areas. New service connections will be installed at all new facilities and existing facilities as they are occupied.

The gas distribution piping system throughout Mare Island appears to be in generally good condition. Most of the underground lines are polyethylene and all of the

aboveground lines are steel. The polyethylene gas lines are inserted inside coated steel pipes. According to Mare Island public works personnel and historical records, the gas system has been a low maintenance utility system. A significant portion of the distribution system has been replaced in the last 20 years.

Most polyethylene pipe is rated at approximately 60 psig. Therefore, any new facility with a high-pressure demand will have to connect to the 10" high-pressure line and a new service line will have to be installed.

To date, Island Energy has not prepared a master plan. Discussions are continuing between the City of Vallejo and Island Energy regarding future operations.

Any new facilities must be planned to be accommodated by joint trench locations shown in **Figure 4 of Appendix A** or by existing conduits and substructures.

6.2.7 Telecommunications System

The existing system consists of two switches in Building 605A and underground copper cable for distribution. Fiber optic cables connect Building 605A to the regional system. The system was built in the early 1990s.

When the former telephone services provider, GST, discontinued service to Mare Island with CPUC approval, Pacific Bell became the "Provider of Last Resort" and is now operating the system to buildings 605/605A, and the Master Developer is currently implementing a plan with SBC and other interested telecommunications providers that will allow for uninterrupted telecommunications services beyond building 605/605A in accordance with all applicable regulations.

Service to Mare Island existing units is provided and maintained by SBC up to the main point of entry at the exterior of each residence or building. The interior wiring and equipment is the responsibility of the tenant. The existing telecommunications system was owned by GST Telecom. The Master Developer purchased the GST structure and cable and currently leases the cable to SBC for communication purposes. SBC is planning the following improvements to the Mare Island telecommunications system, which will utilize the joint trench locations or existing conduits and sub-structures as identified on a case by case basis:

- A new switch in Building 605A that will allow state-of-the-art communications services, including DSL high-speed Internet subscriber lines.
- A new fiber optic loop around Mare Island that meets SBC requirements and uses both existing structure and new joint trench facilities.
- A back-up system to the new fiber optic system which utilizes the existing fiber optic cable installed by GST.
- Capacity for 10,000 Mare Island service lines.

7.0 OTHER SERVICES

Community services on Mare Island were provided through the Navy prior to closure. As Mare Island transitions into civilian use, such services will continue to be provided for the residents, workers, and visitors as discussed in the following sections.

7.1 PUBLIC SAFETY

The City of Vallejo provides police and fire protection services for Mare Island.

7.2 EDUCATION

The Vallejo City Unified School District (VCUSD) provides educational services for grades kindergarten through 12th throughout Vallejo, including Mare Island. VCUSD has an operational elementary school in North Residential Village (Reuse Area 6). Children residing on Mare Island in kindergarten through 5th grade will attend this school or Federal Terrace Elementary School. Children in 6th through 8th grade will attend Vallejo Junior High School, and children in 9th through 12th grade will attend Vallejo High School. The Specific Plan also allows for additional public and private schools, from pre-kindergarten through university, and for day care services.

7.3 PARKS AND OPEN SPACE

Mare Island has existing recreational facilities, including a golf course, an indoor gymnasium and swimming facilities, athletic fields, tennis courts, fishing piers and theatres. As discussed in the **Open Space Section of the Land Use Element (3.3.8)**, many of these facilities will continue to provide recreational opportunities to Mare Island and the rest of the community. In addition, a number of new parks and public open space will be created.

The Greater Vallejo Recreation District (GVRD) provides recreational services to the Vallejo community. The GVRD service area includes Mare Island, but currently it has no facilities on Mare Island. The final decision on how the various recreational services will be administrated depends on many factors, including the availability of funding and staff, the involvement of state and federal agencies in the regional park and wetland areas, and the disposition of the facilities for publicly- or privately-operated recreation.

7.4 SOLID WASTE DISPOSAL AND RECYCLING

Solid waste disposal is provided through an exclusive City franchise agreement. Recycling pick up services are provided through a separate, non-franchise agreement. It is the intent of the City of Vallejo to continue such agreements in the future for providing solid waste disposal and recycling services on Mare Island.

Developers shall submit a Waste Management Plan (WMP) for the construction of proposed improvements to the City's Recycling Coordinator for approval. A developer is required to list in the WMP the materials that will be recycled, reused or disposed

resulting from the construction of all improvements. Developers also are required to recycle or reuse a minimum of seventy five percent (75%) of all concrete and asphalt debris, as well as a minimum of fifty percent (50%) of all other construction and demolition debris generated by the redevelopment of Mare Island. Hazardous materials shall be discounted in the calculation of this recycle or reuse requirement.

7.5 CABLE TELEVISION

Cable television services for the City of Vallejo, including Mare Island are intended to be provided through city-wide, non-exclusive franchise agreements.

7.6 BROADBAND

Comcast has recently completed a franchise agreement with the City of Vallejo and will provide broadband services to the residential and commercial areas of Mare Island. Connection to the mainland will be provided across the Causeway via fiber optic cabling. On the Island, Comcast will locate their equipment within new Public Utility easements (PUE) and will provide service distribution to both existing facilities and the new residential neighborhoods via new joint trench facilities as shown in Exhibit 4, **Section 4 of Appendix A (MUP)**.

8.0 IMPLEMENTATION

Under the land transfer process, the majority of the Mare Island Reuse Areas are to be acquired by the Master Developer for reuse and development, as shown in Figure 1-4: Ownership. Conservation lands are to be placed under the jurisdiction of federal and state environmental agencies. The Army Reserve received those facilities considered necessary for certain continued military functions. Private developers are considered the best equipped to finance and implement many of the opportunities envisioned by the Reuse Plan and the Specific Plan to create a dynamic civilian community on Mare Island.

By way of summary, the key projects in implementing the Specific Plan goals and objectives for the reuse and development of Mare Island are identified as follows:

- i A phased program of street and utility improvements necessary to support job creation and reuse of Mare Island , including provisions for establishing all necessary public rights-of-way and public utility easements;
- ii Residential, commercial and industrial development responsive to the current market, according to the criteria outlined in the Specific Plan, that can generate revenues necessary to finance the additional phases of buildout;
- iii Preservation, restoration and reuse of contributing historic resources as well as conservation and protection of archaeological resources;
- iv Development of public amenity projects supportive of community activities such as the museum and public parks that also will be destinations in both the City and region; and
- v Establishment of major recreational open space amenities such as the regional parks and golf course.

A summary implementation table for key public area improvements projects is provided as follows (**Table 8-1**).

Table 8-1: Implementation Summary of Public Area Improvementsⁱ

Project	Planning/Design/Construction	Project Funding	Phase	Reuse Area(s)	Maintenance/Operations	Potential Maintenance Operations Funding
CIRCULATION INFRASTRUCTURE						
Bicycle System Improvements	MD/dedicated to City	MD/grants	I-IV	1-10A (10B-13 subject to private owner/City/State action	City	City/AD
Causeway Bridge Improvements	MD/City	?		NA	NA	NA
Causeway Bridge Maintenance and Operation	City	NA	ongoing	NA	City	CFD
Railroad Spur line Extensions	MD	MD/Freight Users/RR Services Provider	III	1A; 2A; 3A; 3B-5; 10A-B	Freight Users/RR Service Provider	Freight Users/RR Services Provider
Roadway Infrastructure Improvements	MD/dedicated to City	MD	I-III	1A-9	PWD	CFD
SR37 Interchange Improvements	Caltrans	MD/BAD/PD/State/Fed Hwy Programs	III	NA	Caltrans	Caltrans
Traffic Signals at Intersections	PWD	MD/PD	II-III	2A-3B	PWD	CFD
Transit Service, new local routes	City Transit	MD/City	II-IV	1A-13	City Transit	Unidentified
CULTURAL RESOURCES						
Historic Preservation	MD	FPTC/MA/MD	I-IV	Hist. Dist.	Owner	MA/Owner
Demolition	MD	MD	I-IV	Hist. Dist.	Owner	Owner
Tenant Improvements	MD/Tenant	MD/Owner	I-IV	Hist. Dist.	Tenant	Tenant
Interpretative Program	MD	MD	I-IV	Hist. Dist.	MD	MD/Museum/Foundation
ENVIRONMENTAL CLEAN-UP						
Master Development Plan Area	MD	Navy	I-IV	1B-9	MD	NA
Navy Retained Areas	Navy	Navy	NA	NA	Navy	NA
North Island Industrial Park (Area 1A)	PD	Navy	NA	1A	Private Developer	NA
State Lands	State	Navy	NA	10A + outside	State	NA
PARKS AND OPEN SPACE						
Alden Park (5ac)	MD/dedicated to City	MD	II	4	City	MIHPF/CFD
Chapel Park (3ac)	MD/dedicated to City	MD	II	4	City	MIHPF/CFD
Club Drive Park (5ac)	MD/dedicated to City	MD	II	8	City	MIHPF/CFD
Community Park (25 ac)	MD/dedicated to City	MD/BAD	I	7	City/GVRD	/AD/GVRD

Project	Planning/Design/ Construction	Project Funding	Phase	Reuse Area(s)	Maintenance/ Operations	Potential Maintenance Operations Funding
Golf Course	Private Owner/Operator	Owner/Operat or	Existing	11	Private Owner/Operator	Revenues
Historic Core Plaza	MD/State Owned	MD	II	4	City and/or Business Association	City/MAD
Marine Parade Grounds (3ac)	MD/dedicated to City	MD	II	8	City/GVRD	/MIHPF/GVRD/MAD
Morton Field (6ac)	MD/dedicated to City	MD/BAD	III	6	City/GVRD	/GVRD/MAD
Open Space/Recreation	City	City	NA	13	City	/GVRD/MAD
Ped. Links to Ped. Pathways	MD/dedicated to City	MD	III	2B, 9	City	CFD
Pocket Parks (12 ac total)	MD/Non-Dedicated	MD	I-III	6, 8	Privately Owned, Operated, Maintained/ MAD	MAD (Initiated by MD)
Regional Park	State	State	NA	12	State	State
Waterfront Promenade (7ac total)	MD/Dedicated to City	MD/Grants/ BAD	I-IV	3, 4	City	City/GVRD/MAD
STREETSCAPE IMPROVEMENTS						
Gateways	MD/dedicated to City	MD/Grants	I-IV	1A, 3A, 4	City	CFD
Public Area Furnishings	MD/dedicated to City	MD/Grants	I-IV	1B-10A	City	CFD
Public Area Signs	MD/dedicated to City	MD/City	I-IV	1B-10A	City	CFD
Street Landscaping	MD/dedicated to City	MD	I-IV	1B-10A	City	City/MAD
UTILITIES AND SERVICES						
Electrical Distribution	Island Energy, local; PG&E regional	MD/Island Energy	Ongoing	1A-13	Island Energy	Island Energy
Gas	Island Energy, local; PG&E regional	MD/Island Energy/PG&E	Ongoing	1A-13	Island Energy	Island Energy
Police and Fire	City	NA	Ongoing	Island Wide	City	VSCFD/CFD
Schools	VCUSD	VCUSD	Ongoing	Island Wide	VCUSD	VCUSD
Sewer, Water (Wet Utilities)	MD (Areas 1B-10A); Private Developer (Area 1A); VSFCFCD	MD/Grants	Ongoing	1A-10B	City/VSFCFCD	City/VSFCFCD/CFD
Telecommunications	SBC	MD/Owner/ SBC	Ongoing	Island Wide	SBC	SBC
Utility Undergrounding, On- Site	MD	MD/PD/ Owner	I-IV	1B-10A	City Approvals; Owner	Utility Owners
WILDLIFE REFUGE						
Easements (48.7ac total)	Dedicated to State	City/State	I-IV	1A, 10A, 11	City/State	City/State
Wetlands (2856ac)	Dedicated to State/City	State	Ongoing	Outside Reuse Areas	State	State

ⁱ AD/MAD: Assessment District/Maintenance Assessment District (initiated by MD with City Cooperation; secured by project or assessment property and may include benefit districts and landscape & lighting districts)
BAD: Benefit Assessment District
CFD: Community Facilities District/Public Finance, a special public finance mechanism which can be formed with cooperation of City, at no cost to City, with a developer to fund infrastructure improvements and services
FPTC: Federal Preservation Tax Credits for historic preservation projects
GVRD: Greater Vallejo Recreational District
MD: Master Developer (for Reuse Areas 1B-10A only)
MA: Mills Act (see Section 2.3.3 of Specific Plan)
MIHPF: Mare Island Historic Preservation Fund
NA: Not applicable
PHASE I: years 2006-2007
PHASE II: years 2008-2009
PHASE III: years 2010-2011
PHASE IV: years 2012+
PD: Private Developer (for Reuse Area 1A)
PWD: Public Works Department
STF: State Transportation Funds, including special bond measures
VCUSD: Vallejo City Unified School District
VSFCD: Vallejo Sanitation and Flood Control District

8.1 ENVIRONMENTAL REVIEW

As part of the adoption of the Reuse Plan, the Navy, as co-lead agency with the City, prepared the Final Mare Island Naval Shipyard Disposal and Reuse Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The EIS/EIR satisfied the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Record of Decision was issued by the Navy on October 23, 1998. The City Council certified the EIS/EIR on November 17, 1998, and approved the Findings for Approval and the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program on March 30, 1999.

Prior to the City's adoption of the 1999 Specific Plan on March 30 1999, the City prepared an addendum to the EIS/EIR and has prepared a subsequent EIR for the Specific Plan. This subsequent EIR is intended to serve as a project level document for purposes of both NEPA and CEQA.

8.2 LAND USE

The following sections describe the regulatory and organizational procedures to implement the Mare Island Specific Plan during buildout. These sections discuss the designated hierarchy of land uses and outline the subsequent activities necessary for implementation.

8.2.1 General Plan

As required by California Government Code Section 65454, the Mare Island Specific Plan is consistent with the City's General Plan, including the Land Use Map.

8.2.2 Specific Plan

The specific plan is an important tool for implementing a general plan. Under State law (California Government Code § 65451), a specific plan includes, at a minimum, the following elements: (1) distribution, location and extent of land uses; (2) distribution, location, extent and intensity of infrastructure required to support the land uses; (3) standards and criteria by which development may proceed and standards for the conservation, development and utilization of natural resources; and (4) an implementation program, including regulations, projects and financing necessary to carry out the plan. It also must describe its relationship with the general plan. The Mare Island Specific Plan meets all of these requirements.

8.2.3 Development Agreements

The City of Vallejo has entered into a Development Agreement with Lennar Mare Island, LLC as the Master Developer for Mare Island Reuse Areas 1B-10A. The remaining Reuse Areas are subject to separate development agreements with other, individually selected developers.

8.2.4 Zoning

The City of Vallejo's Zoning Ordinance includes a type of land use process and zoning classification known as "Planned Development" (PD). On March 30, 1999, the City zoned the developed portion of Mare Island as "Mixed Use Planned Development (MUPD)" and the wetland areas as Resource Conservation (RC). The land use designations set forth in the Specific Plan have two purposes: (1) They serve as the traditional specific plan land use designation required by State law and (2) They also serve as the "Master Plan" zoning designation to be implemented as is consistent with Chapter 16.116 of the City's Zoning Ordinance and as further set forth in **Section 8.3 below**.

8.2.5 Historic Preservation

The City of Vallejo amended Chapter 16.38, Architectural Heritage and Historic Preservation, of the Municipal Code on March 23, 1999, to include standards and procedures for projects affecting contributing resources, including demolition. The criteria and procedures set forth in the Cultural Resources component of the Specific Plan address the disposition of individual historic resources on Mare Island.

8.3 IMPLEMENTATION OF PROJECTS

This Section provides an overview of the typical procedural steps needed to review and approve land use transfers between Reuse Areas, Unit Plans, tentative subdivision maps and other development applications for projects in the Specific Plan Area. It also identifies and describes two projects, an interpretative program and design guidelines for the Historic District, that are considered critical to management of cultural resources. Finally, this section provides an overview of the master development plan for Reuse Areas 1B through 10A.

8.3.1 Criteria for Evaluating Land Use Flexibility

As stated throughout the Plan, it is understood that implementation of the total development program for the Specific Plan Area (Table 3 1: Summary Development Program) will require a defined range of flexibility for final adjustments in the land uses and amount of development planned for individual Reuse Areas (Table 3 2: Land Use Development Program by Reuse Areas). This flexibility allows for the transfer of a reasonable amount of the designated development program from one Reuse Area to another. In some instances, the transfer may result in the designation of a new land use for the Reuse Area.

Reasonable adjustments to land uses and development program within Reuse Areas and the transfer of development intensity between Reuse Areas are not meant to result in an increase in the total development identified for the Specific Plan Area. The criteria by which development transfers are evaluated should be seen primarily as a means of facilitating an efficient reuse development process of promoting good site design and of recognizing the opportunities and conditions presented by individual properties.

In making determinations for development transfers, the Development Services Director will be guided by, but not necessarily be limited to, the following criteria:

(A) General Criteria:

- i Variations from the proposed development program (**Table 3-2**) for the Reuse Areas of more than 20% will require an amendment to the Specific Plan.
- ii In the event that a proposed land use is not on the list of uses expressly described for a Reuse Area, the Development Services Director shall determine if such a use (1) does not create any significant new impacts; (2) is substantially consistent with the intent of the Specific Plan; and (3) is compatible with the other uses within the Reuse Area. If such determination is made, then the use may be allowed.
- iii The amount of each employment-generating use (i.e., Mixed Use, Industrial, or Educational/Civic) may vary from the Development Program by a maximum of 20%. This variation may consist of a change of use within a Reuse Area or transfer of development square footage to another Reuse Area, and will be reflected in the Unit Plan. Such variations are limited to transfers of uses or development square footages within major land use categories (Mixed Use, Industrial, Educational/Civic, etc.) and shall not result in an increase of the total planned development identified for that use for the Specific Plan Area (Table 3 1: Summary Development Program)
- iv The Development Services Director may approve transfers of housing units between Reuse Areas, provided: (a) that the total number of units does not exceed 1400 and (b) that the basic housing goals for new residential development on Mare Island are maintained. It is the intent of the Plan also to permit flexibility in adjusting the unit mix to reflect market demand. For the Specific Plan Area there should be no limit on the total unit decrease from that shown in Table 3-2 within any single Reuse Area. As long as the total number of residential units does not exceed the development program limit of 1400, the number of residential units in each Reuse Area may be increased up to a maximum of 20% at the discretion of the Development Services Director. Unit increases within these Reuse Areas will be reflected in the Unit Plan approval. If the increase is greater than 20%, the procedure described in **Section 8.3.1 (C 3)**, below, shall apply.

(B) Criteria for Calculations:

- i When a development transfer is proposed, the maximum allowable percentage shall be calculated for either the receiving or contributing Reuse Area, depending on which results in the lower percent transfer

allowed. Similarly, when a use is changed within a given Reuse Area, the smaller percentage of either the reduced use or the increased use shall be used to determine the changed percentage. Development intensities for non-residential uses shall be calculated according to the City's standard measures for intensity, including floor area ration (FAR) and/or trip analysis zone (TAZ).

- ii Dormitories or other types of special housing to serve students of Touro University or other educational institutions shall not be counted toward the maximum residential unit development program total of 1400 (**Table 3-2**). In order to be exempt, dormitories and other types of student housing must be limited to those facilities that are designed to have a number of bedroom or sleeping areas, shared bath and toilet areas, and a common kitchen or cafeteria which may serve more than one dorm. The qualifying criteria is that dorms and other types of student housing cannot be some version of large houses or condominiums designed for group living.

Other types of housing also not counted as part of the 1400 unit total include congregate care facilities, hotels, bed-and-breakfast establishments or units associated with governmental facilities.

- iii Live/work and work/live uses are allowed in areas designated both for Residential and Mixed Use development. Live/work units are counted as part of the Mare Island maximum unit housing program (1400). Work/live space is excluded from the residential unit total only if the space can be demonstrated: (a) to be primarily employment-oriented; (b) to provide workspace for non-resident employees; and/or (c) to allocate less than 30% of the space for residential purposes. This determination shall be made by application to the Development Services Director.

(C) Criteria for Process of Submittal and Review:

- i The Development Services Director, within thirty (30) days of any submittal of a request for a development transfer, shall determine whether the transfer request is consistent or inconsistent with the general criteria for implementation of transfer requests (see A above). If the transfer is determined to be inconsistent with these general criteria, the application may be reviewed as a proposed amendment to the Specific Plan. If the transfer is determined to be consistent with these general criteria, the Director may approve the application by providing written notice to the applicant. Any decision of the Director may be appealed to the Planning Commission, provided the appeal is initiated within ten (10) working days of receipt by the applicant of written notice of the Director's decision. Planning Commission actions may be appealed to the City Council, as provided by the City review process but there should be no direct appeal to Council.

- ii Variations from the planned Development Program by Reuse Area, including transfers of housing units, shall require proper mitigation of potential adverse impacts such as to utility infrastructure capacity, traffic or parking. The request for density transfer must identify the total number of square feet being adjusted, a summary of the affected Reuse Area(s), including original and proposed development targets, the reasons for the variation from target programs. This request may be for a change of use within or between a Reuse Area, or for a transfer of density to another Reuse Area and will be reflected in the Unit Plan approval.
- iii Absent unforeseen significant environmental impacts, development transfers of up to 20% are not anticipated to result in additional environmental impacts and an initial study pursuant to CEQA will not be required to determine whether additional environmental review is necessary. Transfer of development intensity between re-use areas is meant to provide flexibility in the implementation of the Specific Plan. It is not meant to, and will not, result in an increase in the total development identified for the Specific Plan Area. Any localized impacts, if created, would be studied and evaluated, if required, during the unit plan and improvement plan review and approval process.

In the case of development transfers of more than 20%, the Development Services Director shall prepare an initial study in accordance with CEQA and the City's environmental guidelines. The City does not anticipate the necessity for additional environmental review so long as the total development does not exceed that identified in Table 3-1 (Summary Development Program).

8.3.2 Site Development Plan Procedure (RC Zoning)

As set forth in Section 16.10 of the City of Vallejo's Zoning Ordinance, future development activities within areas zoned Resource Conservation (RC) will be processed according to the criteria outlined and through the City of Vallejo's Site Development Plan review process.

8.3.3 Unit Plan Procedure (MUPD Zoning)

As set forth in Section 16.116.035 of the City of Vallejo's Zoning Ordinance and discussed above, the Specific Plan also serves as a "Master Plan" for each parcel. Accordingly, most future development activities on Mare Island zoned Mixed Use Planned Development (MUPD) will be processed through the City of Vallejo as "Unit Plans" consistent with the provisions below. (As set forth in Section 16.116.090 of the Zoning Ordinance, these provisions shall replace the Unit Plan process set forth therein regarding responsibility for review and approval of Unit Plans):

- i As provided by Section 16.116.075 of the City of Vallejo's Zoning Ordinance, a Unit Plan for the reuse and development of Mare Island,

which includes permanent reuse of existing buildings and all new construction, (with the exception of accessory structures such as trellises, gazebos and patio covers), shall be prepared consistent with the policies, standards and implementation program in the Specific Plan.

- ii Upon a finding by the Director of Development Services that the uses contemplated by a Unit Plan application are substantially consistent with the provisions of the Specific Plan, and provided that no subdivision map or major use permit is required for the Unit Plan, such Unit Plan application will be acted upon by Planning Division staff. All property owners within 200 feet of a project under administrative review (staff level) will be notified. The applicant or any party adversely affected by the decision of the Director of Development Services shall have the right of appeal from such decision within the time and in the manner prescribed by Chapter 16.102 of the City of Vallejo's Zoning Ordinance.
- iii With respect to Unit Plan applications for parcels that also require action on a tentative or vesting tentative subdivision map or that include action on a major use permit, the Planning Division shall forward the Unit Plan application to the Planning Commission for final action. All property owners within 500 feet of a project under PC review will be notified. The applicant or any party adversely affected by the decision of the Planning Commission shall have the right of appeal from such decision within the time and in the manner prescribed by Chapter 16.102 of the City of Vallejo's Zoning Ordinance.

8.3.4 Cultural Resource Review Process under the Mare Island Historic Project Guidelines

The Historic Project Guidelines in Appendix B.1, provides the planning and review process for the Mare Island Historic District.

8.3.5 Specific Plan Amendments

California Government Code Section 65453 states that a specific plan "may be amended as often as deemed necessary by the legislative body."

8.4 SPECIFIC PLAN PROJECTS

The Mare Island Specific Plan identifies several major implementation projects as discussed in this section of the Plan document. These projects are not at the level of a site specific development but, rather, are such that they serve to guide or provide an overview of future actions related to civilian reuse of Mare Island.

8.4.1 Interpretative Program

The intent of the Interpretative Program (*see* **Preservation Policy 5 of the Cultural Resource Section 2.4.3**) is to make known the story of Mare Island and its significance

to the City of Vallejo, the State and the Nation. A description of the project scope is provided as follows:

Mare Island Interpretive Project: Concept Description

Mare Island has become, especially over the last 150 years, a uniquely special place where the impact of the U.S. military presence on the west coast can be seen and felt. The relative isolation of California from the rest of the nation, what some have called an “island in time,” is visible in the form of a semi-arid landscape modified by the exotic plants that officers brought back from eastern ports and tours of duty. In terms of architecture, more than a century of American industrial design is present as a unique continuum of warehouses and manufacturing facilities that extend from the late nineteenth century through the end of the Navy’s use of the Island. It is a story to tell, to see, but most of all to experience.

A coherent interpretive program will require consideration of the physical site and its history and development of an historic context and message for the place, a message which can be used to inform a range of onsite interpretive facilities, including special signs (markers), print materials, museum exhibits or special displays, and interactive programs such guided tours, special events and demonstrations, as well as a structure for recording oral histories. The task of preparing an interpretive program requires the merging of many disciplines, including anthropology, archaeology, history, architecture, and landscape design.

A comprehensive interpretive program, ideally, will be administered through a museum or a special interpretive center. It should be prepared by professional museum exhibit planners as well as architectural and landscape historians. A content outline should be provided which is developed around a single, unifying central message or idea which cuts across time and places the historic district within the context of local, regional and, perhaps, national history.

Characterization of the Central Message:

Many historians and writers have observed that California is a distinctively separate part of the nation. Mare Island provides a unique opportunity to observe and experience the interaction between geography (a place physically on the edge of a continent in a region separated from the rest of the nation) and the commitment to security and nation building (a major military base and shipbuilding facility). It is a message of the contradictions between the perceived sense of independence and self reliance and the dependence upon outside resources, of the cultural closeness to the opposite side of a continent in combination with the physical closeness to the world of the Pacific Rim.

8.4.2 Design Guidelines for the Historic District

Design Guidelines that describe and illustrate how to apply the Secretary of the Interior's Standards to the particularly complex nature of the Mare Island Historic District are a very important up-front tool for property owners and developers as well as for the City. Such design guidelines can provide clarity and predictability in the review and permitting process by informing the design of projects to be consistent with the Secretary of the Interior's Standards as well as with the goals and policies of the Specific Plan. The proposed Design Guidelines project will include:

- Description of the design character of the Historic District, including architectural styles and key features;
- Illustrative guidelines for established treatments of contributing resources, including preservation, restoration, reconstruction, and rehabilitation as well as for interim maintenance procedures;
- Guidelines for new construction that address general infill design principles in the context of a description of setting according to a set of individual "character areas."

The Design Guidelines will be used by City staff, the Architectural Heritage and Landmarks Commission and other City agencies to evaluate the appropriateness of work proposed within the Mare Island Historic District. The Guidelines also will provide criteria that will assist in defining, for review purposes, the "project site."

8.4.3 Master Development Plan

A Master Development Plan is to be prepared for the Reuse Areas that are subject to the Development Agreement between the City and the Master Developer (1B through 10A). A Preliminary Master Development Plan (as described in Appendix E) provides a conceptual diagram for the physical distribution of the Specific Plan's development program (**Table 3-2**) within these Reuse Areas. As noted, only a small portion of Reuse Area 9 is part of the Preliminary Master Development Plan, the remainder being subject to a future master plan by Touro University, as considered appropriate by the City for larger, functionally related development areas.

Based on a detailed inventory of existing buildings, a maximum number of buildings have been identified for reuse, with additional square footage allocated for new construction to complete the program. Basic assumptions are made in the context of a viable, market-driven economic development analysis, including that all or most parking will be accommodated in surface lots and that minimum laydown areas must be provided to support viable industrial and light industrial uses.

Preliminary development program considerations for the physical design of individual buildings and groups of buildings, together with implementation of Specific Plan street and utility infrastructure improvements and considerations for maximum conservation of the character of the Historic District, also suggest that some existing buildings may face

demolition. These possible demolitions are listed as part of the physical development program tabulations found in Table E.1 of Appendix E. These and other potential demolitions are to be reviewed and acted upon as part of the Specific Plan and EIR in order to facilitate expeditious implementation of future development projects according to the process described in the Specific Plan for Cultural Resources. Not all buildings preliminarily identified for demolition may actually be demolished. Design development of future projects and unforeseen changes in economic market conditions may create conditions that further minimize the need for demolition, which is a Plan goal as expressed throughout this document.

8.5 FINANCING

Financing to implement the Specific Plan and its related projects is anticipated to come from a variety of sources. Private developer financing is expected to constitute the largest single form of funding for reuse and development of Mare Island, including for improvements to street and utility infrastructure. In addition, public funding is identified for the following projects that are considered essential to the reuse of Mare Island:

- i The Navy is expected to provide the funding necessary for remediation of hazardous substances on Mare Island to a level that permits the land uses contemplated by the Specific Plan.
- ii The City of Vallejo may consider the formation of assessment districts, benefit districts, landscape and lighting districts or other such public financing mechanisms for infrastructure and certain services.
- iii Community Facility District (CFD) 2002-1 and 2005-1A & 1B have already been formed to fund the shortfall between property tax and other revenues and the expenses associated with the provision of municipal services.
- iv Numerous other funding sources will be utilized, including the pursuit of state and federal grants.

8.6 PHASING

The proposed phasing of development for Mare Island is illustrated by **Figure 8-1**. This phasing graphic is conceptual and focused on development phasing. Phasing plans for infrastructure are provided in Appendix A, Master Utility Plans (storm drain, sewer, and water lines) and in the Appendix D, Street Cross-Sections (street improvements. Environmental Remediation, governmental approvals, reimbursement agreements, development on the north island and the evolving island-wide development patterns may affect the phasing program.

- i Each phase is intended to encompass a mix of land uses to insure a balance of residential, employment.
- ii Existing viable employment uses should be maintained.

- iii Infrastructure phasing should provide for efficiencies by serving adjacent uses. Phase one development is focused on housing and industrial uses outside the Historic District, with possible full or partial buildout of Reuse Areas 1B, 4, 6 and 8.
- iv Phase two development adds additional residential development together with the community park (Reuse Area 7), and the possible full or partial buildout of Reuse Area 9 (Touro University) as roadway infrastructure improvements are completed.
- v Phase three development is focused on waterfront and waterfront related mixed-use and industrial uses, with possible full or partial buildout of Reuse Areas 2A, 2B, 3A, 3B, and 5.
- vi Phase four development completes buildout of the Master Developer acquisition properties with possible full or partial private redevelopment of Reuse Area 10A.

Figure 8-1: Phasing



PHASE I DEVELOPMENT



PHASE II DEVELOPMENT

PHASE III DEVELOPMENT

**PHASE IV (YEARS 7+)
DEVELOPMENT**

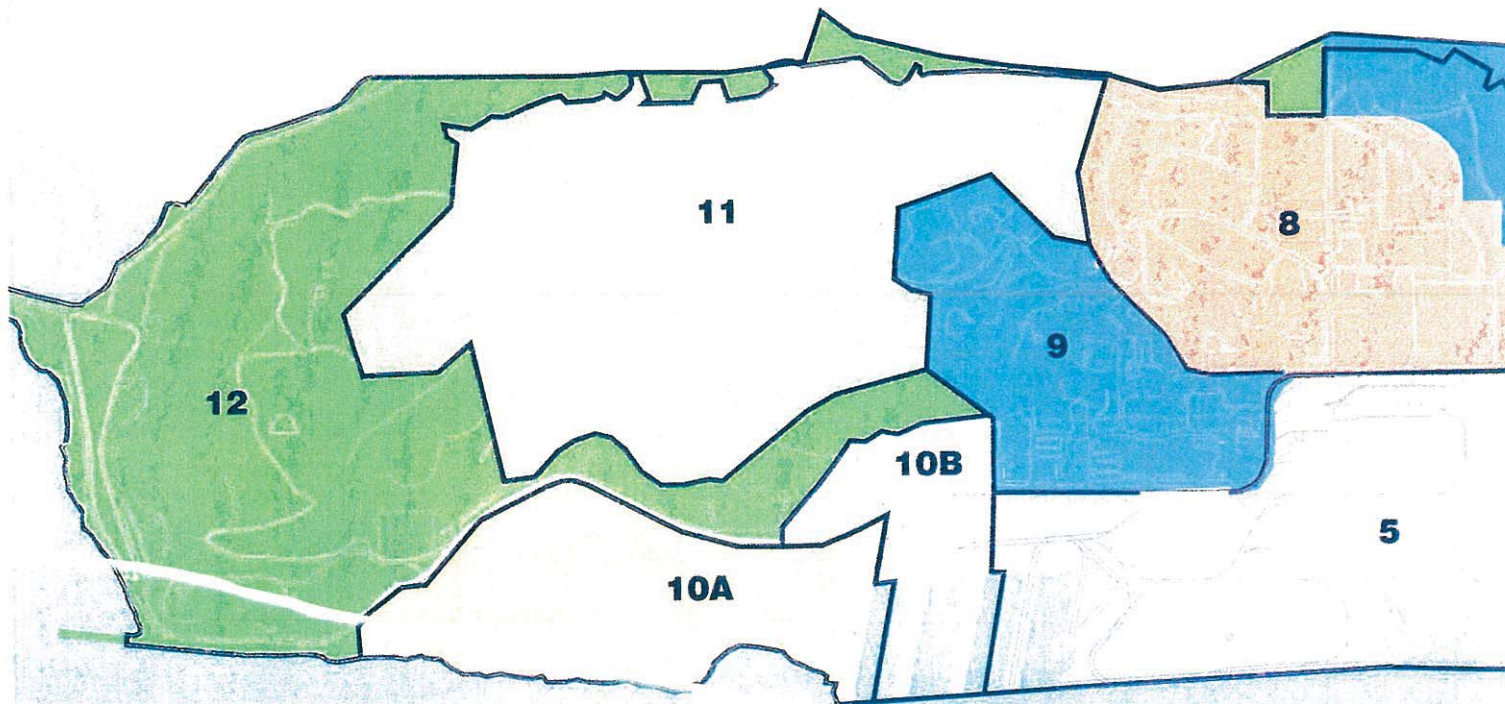
OTHER (NOT PHASED)



REGIONAL PARKS

GOLF COURSE

STATE LANDS



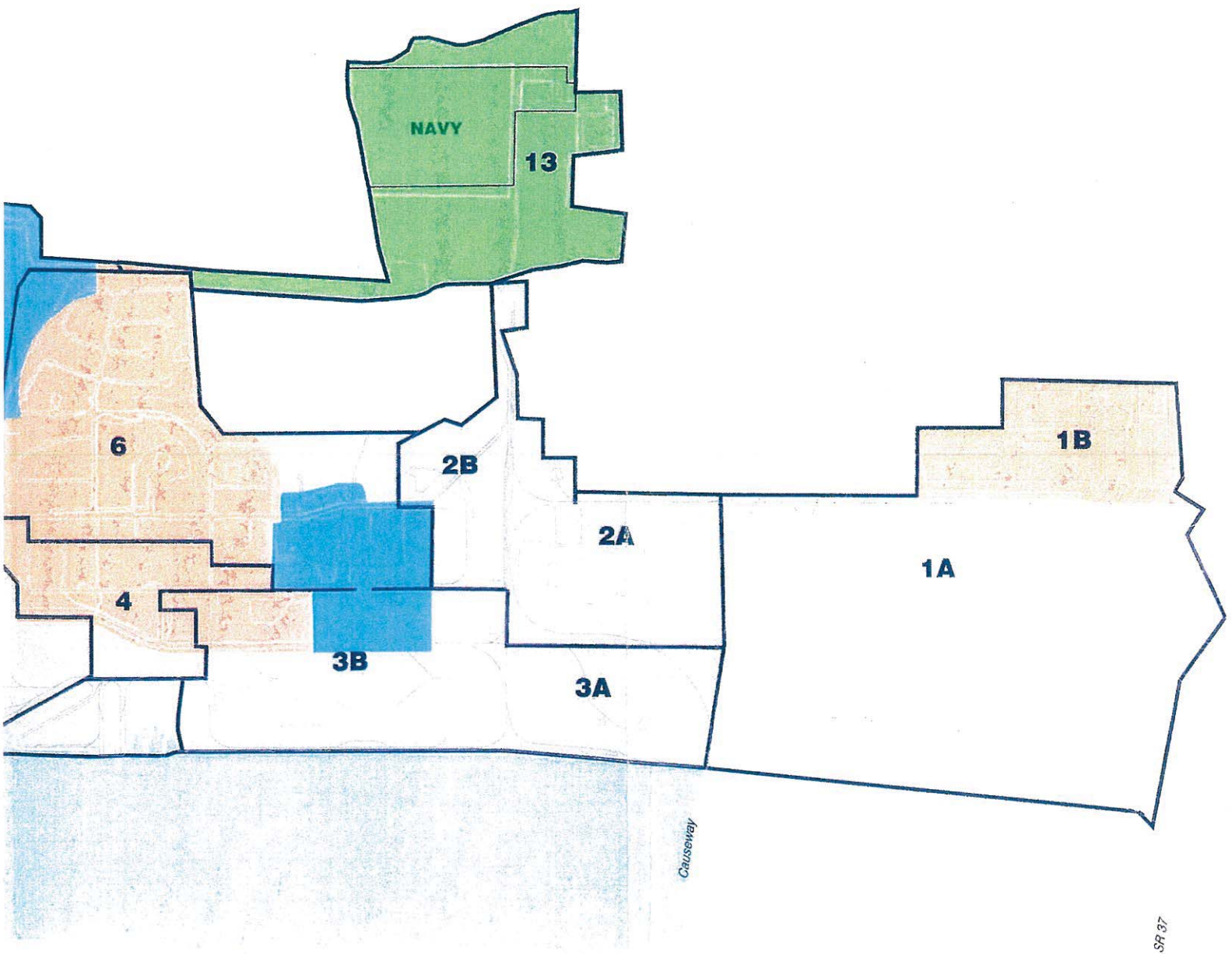


Figure 8.1
Phasing

Mare Island Specific Plan 2005

9.0 GLOSSARY

Acquisition Agreement	That certain Acquisition Agreement by and between The City of Vallejo and Lennar Mare Island, LLC dated December 21, 1999, as amended. The Acquisition Agreement contains terms and conditions regarding the conveyance of portions of Mare Island from the City to Lennar Mare Island, LLC.
Advisory Council	Advisory Council on Historic Preservation, reporting to the Secretary of the Interior's Office of Historic Preservation, representing adherence to Section 106 of the National Historic Preservation Act, as amended.
Archaeological Resource Analysis	Documentation and preliminary analysis of the 27 individual features that are part of the National Register listed archaeological site that lies within the study area defined for the Historic Resource Analysis (<i>see below</i>).
Army Reserve	Reuse Area 10B.
BCDC	The San Francisco Bay Conservation and Development Commission, which is authorized to approve permits for all development on the shoreline of the San Francisco Bay, including Mare Island.
AHLC	City of Vallejo Architectural Heritage and Landmarks Commission, whose authority it is to review all projects involving designated cultural resources and projects in within historic districts throughout the City, including Mare Island.
BRAC	Base Realignment and Closure.
Caltrans	The California Department of Transportation.
CEQA	The California Environmental Quality Act.
City Landmark	Those buildings, structures, landscaping, districts and neighborhoods found to have unique historic, architectural, aesthetic or local interest or value, and/or are eligible for or listed in the National Register for Historic Places and/or California Register of Historical Resources, and have been designated as such by the AHLC.

Contributing Resource	A cultural resource that 1) is listed in the National Register of Historic Places as contributing to the character of the Mare Island Historic District, 2) listed on the California Register of Historical Resources, or 3) designated as contributing to the character of the City of Vallejo Mare Island Historic district.
CPUC	The California Public Utilities Commission.
Development Program	The square footages and number of residential units identified as not exceeding the determined capacity of infrastructure and environment of the Plan Area, including natural and cultural resources and the transportation and utility infrastructure.
EDC	The Economic Development Conveyance, dated September 30, 1999, between the United States of America and the City of Vallejo.
EETP	Eastern Early Transfer Parcel
EPA	Environmental Protection Agency.
ESCA	Environmental Services Cooperative Agreement.
FAR	Floor Area Ratio; a measure of development intensity which compares the total floor area of the building to that of the site.
Federal to Federal Transfer Properties (also Federal Transfer Properties)	Former federal properties, usually military, that remain in federal ownership to be managed by other federal agencies or departments.
Final EIR/EIS	Final Environmental Impact Statement/Environmental Impact Report for the Disposal and Reuse of Mare Island Naval Shipyard, Vallejo, California, 1998.
Flagship Drive	The roadway with a landscaped median that provides access through the single use residential Reuse Areas 6 and 8 (<i>see</i> Figure 5-1: Street Framework).
FOSET	Finding of Suitability for Early Transfer.
Golf Course Parcel	Reuse Area 11.

GPA	General Plan Amendment.
GVRD	The Greater Vallejo Recreation District.
HABS	The Historic American Buildings Survey, which documents cultural resources by a prescribed process of drawings, photographs and other types of record.
HAER	The Historic American Engineering Record.
Historic Core	Reuse Area 4.
Historic Resource Analysis	Classification and documentation of individual historic buildings, structures, and landscape features for 396 Contributing Resources found within a study area generally defined by the Master Developer Reuse Areas.
Historic Project Guidelines	Design Guidelines and Standards for the treatment of cultural resources, based on the Secretary of the Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Reconstructing and Restoring Historic Buildings</i> (Weeks and Grimmer, 1995). These guidelines are part of a technical report that also includes a list of all 396 Contributing Resources by Reuse Area, together with selected photo documentation and plan drawings.
Island Energy	The Pittsburg Power Company (PPC), the electrical service provider for Mare Island.
Legislative Committee	One of two components of the first step in the conversion process. The Legislative Committee was made up of federal, state and local elected officials whose purpose was to facilitate the timely and efficient conversion of the Naval base to civilian use.
LIFOC	The Lease in Furtherance of Conveyance, dated September 30, 1999, between the United States and the City of Vallejo.
LOS	Level of Service.
Major Use Category	Land use categories found within the Specific Plan Area, such as residential, mixed use, retail commercial, etc., that then are broken down into sub-categories, such as low density residential, medium density residential, high density residential, etc.

Mare Island	The geographic entity bounded by San Pablo Bay, the Mare Island Strait (mouth of the Napa River), the Carquinez Strait, and the San Pablo Bay National Wildlife Refuge.
Mare Island Futures Project	The Mare Island conversion process leading to the Final Reuse Plan (1994).
Mare Island Historic District (also City of Vallejo MIHD)	The district established with the adoption of the Mare Island Amendment, as is consistent with the boundaries of the district in the National Register of Historic Places' Mare Island Historic District (<i>see Figure 2-1</i> of the Specific Plan).
Mare Island Naval Shipyard Historic District	The National Historic landmark designated by the Secretary of the Interior in 1976. This designation covers five separate areas: Shipyard Historic District; Shipyard Support District; Naval Ammunition Depot; Hospital District; and U.S. Marine barracks District.
Master Developer Parcels	Reuse Areas 1B-10A; Main Gate; and Rail Road Spur.
Master Development Plan	The conceptual application of the overall Land Use Development Program (as provided in detail in Appendix E) within those Reuse Areas controlled by the Master Developer (Lennar Mare Island, LLC.) under the Acquisition Agreement. The Master Development Plan Area includes all or a portion of Reuse Areas 1A and 2A through 10A.
MIRA	Mare Island Remediation Agreement.
MIRIS	Mare Island Reuse Infrastructure Study, the commonly used name for the Mare Island Utilities Operations, Maintenance and Capital Improvements Plan (1997).
MOA	Memorandum of Agreement established among the SHPO, the Navy and the Advisory Council (later amended to include the City of Vallejo, establishing responsibilities for historic resources review.
MUPD	Mixed Use Planned Development; the City of Vallejo zoning designation for the developed portion of Mare Island.

MUP	Master Utility Plans: a detailed analysis of existing utility systems on Mare Island, based on MIRIS, and design and engineering calculations for necessary capital improvements. The MUP also includes the Mare Island Water Model report.
National Register	The State Office of Historic Preservation, California Register of Historic Resources.
NEPA	National Environmental Policy Act.
NHL	National Historic Landmark District, which is comprised of four Areas or Sites (A-D)
North Island Industrial Park	Reuse Area 1A.
North Residential Village	Reuse Area 6.
Northwest Industrial Area	Reuse Area 1B.
OHP	California Office of Historic Preservation. The director of OHP is The State Historic Preservation Officer (SHPO).
Open Space/Recreation	Reuse Area 13.
PD	Planned Development.
PPC	Pittsburg Power Company (also known as Island Energy).
Project Guidelines	Historic Resources Project Guidelines (<i>see</i> glossary listing).
PSR	State Route 37/Mare Island Interchange Project Study Report.
RAB	Restoration Advisory Board, a citizens oversight group active during the acquisitions phase of the reuse planning process, as required by Federal Base closure regulations.
RCRA	Resource Conservation and Recovery Act
Residential Unit Cap	The maximum number of housing units identified for development on Mare Island (1400).

Reuse Plan	The Mare Island Final Reuse Plan, accepted by the City of Vallejo City Council in 1994, established policies and concepts for civilian use of the former U.S. Navy base through a community based planning process as well as professional consultant input.
ROW	Right of Way.
RWQCB	The San Francisco Regional Water Quality Control Board.
SHBC	The State Historic Buildings Code, an alternative code allowing for flexibility in the design of structural and access improvements for designated historic buildings.
Shipyard	That property developed by the Navy over the history of its use of Mare Island, including buildings, piers, docks, shipbuilding facilities, rail lines, the Causeway, the Entry Gate, and Roosevelt Terrace barracks.
SHPO	The California State Historic Preservation Officer, who has the authority to oversee preservation of state and federally designated cultural resources
South Island Business Park	Reuse Area 10A.
South Residential Village	Reuse Area 8.
Specific Plan	The Mare Island Specific Plan, initially adopted March 30, 1999 and any associated amendments together with any associated environmental document/s. References to the Specific Plan preceded by a year date should be understood to mean the Mare Island Specific Plan as it was at that particular time. For example, the initial Plan would be cited as the “1999 Specific Plan.”
Specific Plan Area	Defined and illustrated in 1.4B of the Specific Plan (Figure 1-2). The Specific Plan Area, as revised from the 1999 Specific Plan, does not include Roosevelt Terrace.
State Lands Commission	The California State Lands Commission, which received ownership of a number of properties on Mare Island through the transfer process, the largest of which is in Reuse Area 10A.
TDM	Travel Demand Management.

TM	Treatment Measure.
Town Center	Reuse Area 2A.
University Area	Reuse Area 9.
USFWS	United States Fish and Wildlife Service.
VCUSD	Vallejo City Unified School District.
VSFCD	Vallejo Sanitation and Flood Control District.
Waterfront Business Campus	Reuse Area 3A.
Waterfront Industrial Park	Reuse Area 5.
Waterfront Mixed Use	Reuse Area 3B.
Waterfront Plan Area	The Waterfront Plan Area includes approximately 126 acres along the east and west sides of Mare Island Way from Solano Avenue to the Mare Island Causeway. The project envisions a mix of commercial, residential, entertainment and recreational activities, as well as a range of public facilities and improvements. In summary, the development program for the waterfront area includes over 500,000 square feet of commercial space, more than 1,000 residential units, a 200 room hotels, a bus transfer facility and over 8 acres of public open space.
Waterfront Promenade	The waterfront along Mare Island Strait extending from the Causeway south to the Historic Core Plaza.
West Business Park	Reuse Area 2B.
Work Group	One of two components of the first step in the conversion process. The Work Group was made up of more than 50 representatives of labor, business, government, education, environmental organizations, and private citizens with special interests in the reuse of Mare Island.

Credits

CITY OF VALLEJO

CITY COUNCIL

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MASTER DEVELOPER

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Michael Manwaring

Robert Bruce Anderson

Jay Claiborne

Amended and Restated

December 2005

Amended

July 2007