

CITY OF VALLEJO PLANNING COMMISSION

Charles Legalos, Chairperson
Kent Peterman, Vice Chair
Gary Salvadori
Linda Engelman
Robert McConnell
Norm Turley
Gail Manning

**MONDAY
18 JUNE 2007**

7:00 P.M.

City Hall
555 Santa Clara Street
Vallejo, California 94590

Those wishing to address the Commission on a scheduled agenda item should fill out a speaker card and give it to the Secretary. Speaker time limits for scheduled agenda items are five minutes for designated spokespersons for a group and three minutes for individuals.

Those wishing to address the Commission on any matter not listed on the agenda but within the jurisdiction of the Planning Commission may approach the podium during the "Community Forum" portion of the agenda. The total time allowed for Community Forum is fifteen minutes with each speaker limited to three minutes.

Government Code Section 84308 (d) sets forth disclosure requirements which apply to persons who actively support or oppose projects in which they have a "financial interest", as that term is defined by the Political Reform Act of 1974. If you fall within that category, and if you (or your agent) have made a contribution of \$250 or more to any commissioner within the last twelve months to be used in a federal, state or local election, you must disclose the fact of that contribution in a statement to the Commission.

The applicant or any party adversely affected by the decision of the Planning Commission may, within ten days after the rendition of the decision of the Planning Commission, appeal in writing to the City Council by filing a written appeal with the City Clerk. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or City holiday, then the deadline shall be extended until the next regular business day.

Notice of the appeal, including the date and time of the City Council's consideration of the appeal, shall be sent by the City Clerk to all property owners within two hundred or five hundred feet of the project boundary, whichever was the original notification boundary.

The Council may affirm, reverse or modify any decision of the Planning Commission which is appealed. The Council may summarily reject any appeal upon determination that the appellant is not adversely affected by a decision under appeal.

If any party challenges the Planning Commission's actions on any of the following items, they may be limited to raising only those issues they or someone else raised at the public hearing described in this agenda or in written correspondence delivered to the Secretary of the Planning Commission.

If you have any questions regarding any of the following agenda items, please call the assigned or project planner at (707) 648-4326.

- A. ORDER OF BUSINESS CALL TO ORDER
- B. PLEDGE OF ALLEGIANCE
- C. ROLL CALL
- D. APPROVAL OF THE MINUTES: March 19, 2007, April 2, 2007, April 16, 2007 and June 4, 2007.
- E. WRITTEN COMMUNICATIONS: None.
- F. REPORT OF THE SECRETARY
 - 1. Upcoming Meeting of Monday, July 16, 2007
 - a. Code Text Amendment 06-0004 to revise Chapter 16.70 – Screening and Landscaping Regulations. *Continued from the meeting of April 16, 2007 to the meeting of July 16, 2007 has been continued August 20, 2007. Staff Person: Katherine Donovan, 648-4327.*
 - b. Tentative Map 06-0003 to create 23 parcels for Skyline Estates subdivision. Staff Person: Marcus Adams, 648-5392.
 - c. Site Development 06-0022 for a second story addition in the View District located at 35 Burnham St. Staff Person: Marcus Adams 648-5392.
 - 2. a. Receiving Planning Commission Packets Electronically Starting July 16, 2007
- G. CITY ATTORNEY REPORT
- H. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS
 - 1. Report of the Presiding Officer and members of the Planning Commission
 - 2. Council Liaison to Planning Commission
 - 3. Planning Commission Liaison to City Council
- I. COMMUNITY FORUM

Members of the public wishing to address the Commission on items not on the agenda are requested to submit a completed speaker card to the Secretary. The Commission may take information but may not take action on any item not on the agenda.
- J. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Consent Calendar items appear below in section K, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the Commission on Consent Calendar items are asked to address the Secretary and submit a completed speaker card prior to the approval of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

All matters are approved under one motion unless requested to be removed for discussion by a commissioner or any member of the public.
- K. PUBLIC HEARINGS
 - 1. Specific Plan 98-01C and Code Text Amendment 06-0006 for an amendment to Architectural Heritage and Historic Preservation Ordinance. Staff Person: Michelle Hightower, 648-4506.

2. Use Permit 06-0019 is an application for conversion of a commercial building into a church, located at 2020 Sacramento Street. Proposed CEQA Action: Exempt per Section 14332, "In-Fill Development". Staff Person: Devan Reiff 649-3409.
3. Use Permit 07-0002 – Reconsideration of tow yard located at 107 Couch Street. The applicant is proposing a tow storage yard with capacity for 30 vehicles. Access to the yard would be from Couch Street only. No structures are proposed for the yard which is enclosed by a chain link fence with vinyl slats. The applicant operates a towing storage yard on Maine Street and the current proposed yard would serve as an over-flow yard for the Maine Street lot. Proposed CEQA Action: Exempt per Section 15332, "In-Fill Development". Staff Person: Marcus Adams, 648-5392.

L. OTHER ITEMS

Election of officers.

M. ADJOURNMENT

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- A. The meeting was called to order at 7:01 p.m.
- B. The pledge of allegiance to the flag was recited.

C. ROLL CALL:

Present: Commissioners McConnell, Manning, Legalos, Turley, Salvadori, Peterman.

Absent: Engelman.

D. APPROVAL OF THE MINUTES.

None.

E. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

- 1. Upcoming Special Meeting of Tuesday, March 20, 2007, 7:00 PM
 - a. Draft Inclusionary Housing Ordinance, continued from March 19, 2007.

Item E1 was pulled from the Consent Calendar by Don Hazen and placed as a Public Hearing Item K1. The special meeting of Tuesday, March 20, 2007 at 7:00 PM was canceled by a unanimous vote of the Commission. As modified Consent Calendar and Agenda were unanimously approved on a motion by Commissioner Peterman.

F. REPORT OF THE SECRETARY

- 1. Upcoming Meeting of Monday, April 2, 2007
 - a. Site Development 06-0045 for a single-family home in the Residential View District located at 516 Hichborn Street
 - b. Tentative Map 07-0004 to create two parcels for commercial development on Mare Island

G. CITY ATTORNEY REPORT

Claudia Quintana: You have a memo in front of you dealing with general procedures and actions that you can take at public hearings. That is just for your general reference.

H. COMMUNITY FORUM

None.

I. REPORT OF THE PRESIDING OFFICER AND COMMISSIONERS

Commissioner Salvadori: I met with the Economic Development Commission this past Thursday concerning the activities going on, on Mare Island. It was a constructive meeting with the Commission. David Cates is the Chair of that Commission. They had a motion, which carried that put the responsibility of the ad hoc committee within the purview of the Retention and Recruitment Committee of the Economic Development Commission. They sounded anxious and excited about getting involved. They are going to take the recommendations that the Planning Commission had made to the City Council about the make up of that committee under consideration. They will discuss this at their next scheduled meeting in April. I wrote a letter to the Mayor, at the request of the Planning Commission, asking the Mayor, the Liaison to the Planning Commission and the Chair of the Economic Development Commission to join us at our meeting of May 21,

2007 to discuss with us what they had planned to do. Councilmember Bartee was very supportive and vocal about the need for such a committee. I was very encouraged.

J. LIAISON REPORTS

1. Council Liaison to Planning Commission
None.
2. Planning Commission Liaison to City Council
None.

K. PUBLIC HEARINGS

1. Inclusionary Housing Ordinance – *Continued from the meeting of February 21, 2007.*

Don Hazen: Staff is not really prepared to make a presentation this evening. We would like to open the floor to members of the public that have indicated that they would like to speak. In addition to that you have several pieces of correspondence from various groups addressing this item as well. We had initially recommended that this item be continued to the special meeting tomorrow. I believe you will hear some testimony this evening that might indicate a request for a continuance. What the Commission would need to do is to consider whether you would have that special meeting tomorrow or a continuance to another date. Staff has some suggestions as far as possible continuances. We are joined by Laura Simpson the Housing Manager, Craig Whittom Assistant City Manager, and Brian Dolan the Development Services Director. I will defer to Laura if she has anything to add before we open the Public Hearing this evening.

Laura Simpson: I have nothing to add.

Commissioner Peterman: It seems to me that we recognize that staff has done an incredible amount of work on this Ordinance. They have devoted a lot of time and energy to it. I think that everyone in our community wants to see our citizens housed in good housing. That being said this issue seems to have polarized people. Opinions of opponents and proponents cut across usual lines. People see different ways of achieving the same goals. I believe that if we do not get community support it will be difficult to implement in a timely manner. I think, as written, it could do more harm than good. I propose that we postpone it, but I propose that we postpone it for a much longer period of time than we are talking now. I also propose that staff should have, at least, three meetings with citizens that includes: non-profits, developers, builders, real estate agents, local officials, school district personnel, possible users of Inclusionary Housing, the public at large and others. I think the groups should not be just invited focus groups but should reach out to body segments of the community. I believe that the notice of the meeting should be widely disseminated in the Times-Herald, etc. etc. From these meetings we should form a group of representatives from those stakeholder groups as we did with the Waterfront and Downtown areas. I think that this group then, should work on an Ordinance. Everybody would be, if not completely thrilled, at least it would be something they could all live with. I think then that at that point they should bring it back to the Commission for approval. I am thinking that maybe we should do that four or five months out. I talked with people from both sides of the issue and most people that I talked to seemed to think that this would be a

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feasible plan because it would bring all the different despair groups together. I have also spoken to members of the Council. Councilmember Gomes is a proponent of Inclusionary housing and she thinks this would be a good plan. I spoke with someone from the private sector who is willing to get people on board who have worked with other groups to come up with Inclusionary Housing ordinances. My recommendation would be that we have focus groups who form a committee who come up with an Ordinance that would be palatable to all the different stakeholders and despair groups.

Commissioner Salvadori: I would like to applaud Commissioner Peterman. He put it so concisely and so well. I absolutely support the broader base input and the ability to come up with something that really does meet the needs of the community.

Chairperson Legalos opened the Public Hearing.

Erin Hannigan, 118 Loma Vista, Vallejo: Good evening Commissioners. *There was a recording problem and her words were indistinguishable.* At a time when resources are thin and the more critical services are not being adequately addressed. I would like to make clear however, that the Chamber is not opposed to an affordable housing policy and is interested in a broader discussion with the City, other interested parties to increase equity, participation and homeownership for more Vallejoans. We look forward to working with you. Thank you.

Jeff Dennis, President, Solano Association of Realtors: I am here to comment on the staff report to the Planning Commission on the Inclusionary Housing Ordinance, commonly referred to as Inclusionary Zoning. My primary purpose here is to request that the Planning Commission take a step back in the process of drafting and approving this Ordinance.

There are several reasons for this request not the least of which is to address the inaccuracies of the report. More importantly it is to allow us to work with a broad coalition of stakeholders in this City including real estate professionals, City staff, housing advocates, developers, as well as potential recipients of the benefits of such a program, and the public in general. The due diligence needed to craft an effective program that will actually meet the needs expressed by the City Council, that due diligence has not been done.

First the inaccuracies. While a small point, the organization I represent is the Solano Association of Realtors. What's in a name? Well, as trade organizations CAR and NAR spend millions of dollars defending the trademarked Realtor designation. Yes, we think it is important.

Additionally, we are typified as being supportive of the Ordinance with suggested revisions. That is a mischaracterization of our position. We are in favor of affordable home ownership, as demonstrated by our local contribution of \$30,000 towards a down payment assistance program with a matching contribution for CAR, that's \$60,000 to help low to moderate income families achieve true homeownership.

In the Alternative Options section of the report under Allowing Equity Share Deferred Mortgage, it is suggested that local realtors object to the restricted sales price because it limits commissions. This is patently not the case. We are concerned with property rights and feel that an arbitrary limitation of appreciation is a disincentive to maintaining and improving the property to the detriment of all. We are also concerned with the property rights of those owners who wish to sell to developers, who could be damaged by an ordinance that would impose expensive

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requirements thus impacting the value of the property. Developers too, who have already purchased property, will ex post facto be subject to this new law with added expense. These costs will be passed on to consumers who will pay more for housing, thus defeating the purpose.

Again, our position is to take the time to examine the alternatives, look at the various plans that have worked and those that have not and draft an Ordinance that will meet our City's home ownership needs.

Don Hazen: I might ask that we have a show of hands of who can hear the speaker. If not we might ask them to sit at one of the desk mics.

Chairperson Legalos: Can we have a show of hands if you can hear the speakers. Can we use the hand held mic?

Marti Brown, Vallejo: Good evening Commissioners and members of the public. I am a resident of Vallejo and a Co-Chair of the Vallejo Waterfront Coalition. Tonight I am coming to speak to you as a resident and a planner. I am in support of this proposed Ordinance. I think it is right in line with the rest of the Bay Area. An Inclusionary Housing ordinance is one of the common tools. It is one of the tools in the toolbox for addressing affordable housing especially in the Bay Area in California. I think that staff has done their due diligence on this. There has been a public process as well as considerable research. There is a couple of points that I want to address. I was not here at the last meeting so I sat in front of my computer this afternoon and watched the whole thing on the screen. A couple of things that I kept hearing were owner equity and I can understand how people might be passionate about the need to bring equity to your home and to have an investment like that. Inclusionary Housing is really more of, it is not an investment program. It is a program to put roofs over the heads of low income families. It is mixing apples and oranges. Equity is not part of what Inclusionary Housing is really intended to be about. I think the investment program should be a different program put in the toolbox for addressing affordable housing issues. The other thing I wanted to talk a little bit about is the idea that somehow Inclusionary Housing Ordinance will impede development. According to the APA mandatory Inclusionary Housing has not depressed or stifled housing production. As I spoke to a coworker of mine that works in Housing, she works on Inclusionary Housing in Sacramento, she confirmed this. Developers are accustomed to doing Inclusionary Housing and they expect it in California. It is not an impediment at all, certainly it has not been in Sacramento. It has not been in American Canyon which has had an ordinance for 15 years. I don't buy that. People keep bringing it up. They have no statistics or evidence that shows any impediment. Vallejo is in the Bay Area and people want to be here. The last thing I want to say is that people think that building equity will help them turn over their house more quickly into market rate housing. The whole idea is to keep affordable housing stock to be able to provide affordable housing to future users.

Jennifer Wilson, 519 Capitol St, Vallejo: I am a Vallejo resident as well as a business owner. I was very glad to hear Commissioner Peterman's comments. What I would really like to see is that we take the time to examine this in more depth. In speaking with people who know a lot about the topic and know a lot about different zoning things that are in place across the State of California what has come to our attention is that there is a very broad range of ways to implement this. It is not a one size fits all. While it is true to say that there are many cities that have this they aren't all the same. You would be interested to know that the way that Livermore has implemented their Inclusionary Housing is with a program that targets very low and low income people and there are no deed restrictions whatsoever. In East Palo Alto they have permanent deed restrictions and are for only extremely low income people who never take any equity from it. There is a ton

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of things in between including what they are doing in Napa where they use this as one tool as a way of addressing a larger affordability issue. That is what I think we really need to get back to in this discussion. How can we use Inclusionary Housing as one tool and then package it with other tools. Napa has an equity share program for down payment assistance for low to moderate income people. There is also Section 8 that goes with all of it. We need to look at how we can tailor affordable housing to be what our community really needs for the larger purpose here.

Diana Lang, 1255 Tuolumne St, Vallejo: We are communicating now with staff. I want to go back to the process that this has been or has not been. The community has learned things about public process with other issues. I will use the analogy between the Callaghan DeSilva Plan for the Waterfront which went through public process over many years. That public process was very passive and many people participated. Their opinions were not included and it ended up being a very sore point. It went on and on for years. Finally when they did come up with a plan they did not have public buy in. It ended up in a law suit. I am not talking about a law suit I am talking about public process. Within two years they incorporated the public process and included their thoughts and then in two years had a unanimous support of the community. What I want to get to is that maybe this was not the best public process. There are many people in this community who would like to help create a working group. What we are specifically asking for is a hold. Not putting this issue off, not putting it aside actually putting it to the forward, and have a forum where we have all the stakeholders as a part of it, as a part in this process. Create a working group and in a short amount of time, I think maybe 3 months, have assembled a number of alternatives. Find alternatives that are appropriate to our community and come back and work with staff. Staff and community coming together to make a better plan. It has big holes in it and I do not think it is necessarily the best but I think we can get the best. I know a lot of people are willing to work and become a part of it. There are other points to be made but I think that point is we want to help and have a better plan and don't we deserve a better plan. Thank you.

Katy Miessner, 135 Scenic Way, Vallejo: I just have a couple comments. I believe the City has an obligation to create affordable housing. Part of the Waterfront tax increment has to go towards affordable housing. Our ways of creating affordable housing in the past have been sub-standard. Clustering affordable housing together creates crime. Not everyone who has low income are criminals but they have a harder time being advocates for themselves. My sister works in the housing industry for a loan firm that is similar to Vallejo Residential Housing Services. She said that Inclusionary Housing is another tool in the tool box. When you have a variety of ways to address affordable housing you end up creating better affordable housing all over the City. Not clustering in certain areas helps. People keep talking about equity. When people are paying into a mortgage they do get that back so it is money that they have earned. There aren't any capital gains and they get a tax write off too. I think this is very helpful for them. Thank you.

Stephanie Gomes, 727 Sutter St, Vallejo: I am a Councilperson but I am here tonight as a citizen. Affordable housing is really, really important to me. I was at the Local Government Commission Conference this weekend. They were describing it as workforce housing. I think that is what we are talking about. We are not talking about Section 8 housing rentals which is a whole different discussion. We are talking about housing for nurses and store clerks and people who are working and can't afford to purchase a home. It means a lot to me. Listening to all the discussions and debates going on it became really clear to me that this was becoming polarized. I think staff did do an excellent job putting this together. I think there is a lot of misinformation out there about what we are talking about. In speaking with Commissioner Peterman last night I realized that I would rather that

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we have an opportunity for this Ordinance to go forward and be approved. I would therefore support putting a temporary hold on what we are doing with forward movement so we can get everyone to that table. It is really important to get the people who are going to be utilizing this service as well as the typical groups of people who are already involved. I think having a better public process and making it more inclusive and possibly workshops so we can all know what we are talking about and not having to throw facts at each other is desirable. We all know we can make the numbers look however we want them to look. Let's all get sit down at the table and work on this together and put it forward. It is for Vallejo. I would hope most people would recognize that we need to help other people and not just ourselves and take this discussion to another level. I would support putting this on hold but I would personally not like to see it go four or five months. I would prefer maybe two months. I know this is probably frustrating to you because you have worked so hard on it to get to where we are at but I think it would behoove all of us to take a tad bit more time and put forward something that we might actually be able to get approved. Thank you.

Nicole Byrd, 1652 Texas St, Fairfield: I am a Solano Napa Field Representative for Greenbelt Alliance. I want to thank staff. I think they have done a great job. I want to remind everyone that they actually did do three stakeholder meetings. The idea that we are all going to sit around the table again is great but let's not forget that the community was out there. It is not like we did not have that opportunity. I am glad to see tonight that it has gone from let's throw it out the window and staff did not do anything to we are interested in working together. That makes me feel really good because that is what needs to happen. I feel like that is really positive. I agree with Stephanie that it needs to happen sooner not later. Two months seems pretty reasonable. I think we just need to make sure that the way the meetings are structured, that they are actually set up in a way that we are trying to reach consensus. Because the others were to learn about the process and to give input but through that process staff has written the report and now there is this big upheaval. We don't want to repeat that we want to make sure that it is structured and maybe some kind of facilitation going on and the end result of that is that there is something that we can all get behind. I really appreciate that we are looking at this and I look forward to the process of everyone working together. Thanks.

Chairperson Legalos closed the Public Hearing.

Commissioner McConnell: I move we further continue this for discussion between the community and staff for a period of 60 days. That would be the meeting of May 21, 2007.

Commissioner Turley: This is a pretty big project. It is going to take a lot of work and a lot of thought to put it together right. Instead of putting a timeline on this if we should just form our committees and get the show on the road and do what needs to be done. Then when we are close to the end bring it in for approval. I do not know if 60 days is enough time. Maybe it is too much and maybe it is not enough.

Don Hazen: I might make a suggestion and look to Laura for confirmation as to whether this is a good idea but may I suggest that we possibly continue this to the next meeting so that staff can come back with a work plan of how we intend to proceed from this point. We can put a time line together and we can be in a better position to actually give a proposed meeting date even if it means a special meeting. Can we, to avoid leaving people in limbo, submit a work plan at the next meeting for your evaluation?

Chairperson Legalos: That sounds like a reasonable proposal.

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Commissioner Manning: I am surprised that you did not take this opportunity to present what is different and what revisions you have done. I think you have listened and tried to incorporate the comments that were made. I am surprised that on live TV and before the live audience that you did not take the opportunity to say that.

Laura Simpson: That was not our intention tonight. We could still present that information but that is not what it was agendaized for.

Commissioner McConnell: I have a motion on the floor but before we proceed to vote on that we find out if the April 16th meeting is long enough or if we should continue it out for 60 days now. As a Commission we can go either way.

Don Hazen: Staff would have between now and April 16th to put together a proposal for your review.

Laura Simpson: We could try to do that.

Commissioner Salvadori: That suggestion sounds like a reasonable approach in that staff will uncover and decide what is a reasonable time line to get the kind of input the Commission and the public is asking for. To set a date certain for them to get back may or may not be consistent with what they think they can actually do. Things like this, especially in this City, often take a reasonable amount of time to get through the process, to get all the stakeholders, some of which we may not even have identified yet, as part of it. I think Mr. Hazen's suggestion is a good one. I would only ask if Commissioner McConnell would modify his motion to represent that length and that the purpose be for a timeline only not a full Ordinance hearing.

Commissioner McConnell: I would be willing to change it to April 16th. My question is what about the meeting agendaized for tomorrow night?

Don Hazen: If you continue this to any night other than tomorrow's meeting you should take some action to cancel tomorrow's meeting. We will issue a notice of cancellation per the Brown Act.

Commissioner McConnell: I am happy to amend my motion to April 16th for a timeline only. However since we put out a notice about tomorrow night's meeting might we not be frustrating some people who might be geared up to come to that meeting.

Commissioner Salvadori: In deference to those people who might have been going to come down tomorrow night, what is finally proposed to the Commission might be substantively different than what they have seen at this point and may address many of the issues they might have had. We will provide other opportunities to have those discussions so that staff can put together perhaps a more inclusive program to address the housing needs in the City. My substitute motion would be to cancel the special meeting tomorrow night and to continue the time to April 16th and agendaize the opportunity for staff to come back with a timeline.

Commissioner Turley: If we have the meeting tomorrow night I can see where a lot of things could be gained but I can't see how anything could be lost. I would be interested in going ahead as planned.

Commissioner Peterman: I tend to agree with Commissioner Salvadori. I think we should wait until we have the plan on April 16th. Then when those people do come back and they do listen to the final plan they will realize at the time that the wait was

well worth it. It seems to me that to come tomorrow night and listen to a plan that may or may not ever come to fruition might be futile and a waste of time so I would support also canceling tomorrow night's meeting.

Chairperson Legalos: Please vote on the substitute motion.

AYES: McConnell, Manning, Legalos, Turley, Salvadori, Peterman.

NOS: None.

ABSENT: Engelman.

Motion carries.

2. Planned Development 06-0018 for a new custom home in Hiddenbrooke located at 1757 Durrow Ct. Proposed CEQA Action: Exempt. *Continued from the meeting of February 5, 2007.*

Staff recommends **approval** based on the findings and conditions.

Marcus Adams: Good evening Commissioners. Tonight we will consider a proposal for a new single-family custom home located within the Hiddenbrooke community. *Marcus did a PowerPoint Presentation. He showed a vicinity map. He showed a site plan of the building and structures located on the lot and the curved driveway. He showed a picture of the subject site. He showed the subject site with the existing custom home next door. There are three custom homes that have been approved by the Planning Division. He referenced a memo with revisions to lot coverages, which is going to be a key component in tonight's discussion. He showed other pictures of the surrounding lots. He showed a picture of the homes across the street on Landmark Drive.* Normally a custom home would follow the Planned Development Unit Plan procedure which would be a staff level decision. Before the plans even come to Planning they must go to the Hiddenbrooke Architectural Review Committee for approval. In this case we were going to do the staff level process but we discovered that they were also going to need a minor exception because of encroachment into a side yard setback. They went through the minor exception process and we readvertised the project. Staff became aware of community opposition to the minor exception and the project itself. If we can tell that it is likely the project will go to the appeal level we just go ahead and bring it to the Commission usually with a recommendation. The applicant withdrew his minor exception application and reconfigured so that he did not need the minor exception. You are going to hear lots of figures tonight. This was a tough application for staff to get a handle on the figures. Staff looks at what the County says the lot square footage is and what the building square footage is. This project is 14,000 square feet. It could be living space, habitable space, or covered space. We look at the massing the scale and the setbacks. Staff does not distinguish between the habitable and non-habitable area. We looked at the Hiddenbrooke Specific Plan and the Hiddenbrooke Design Guidelines. Because Hiddenbrooke is a Planned Development it is exempt from the Infill Standards. There are goals and findings that staff has to make and that was the basis for staff's recommendation tonight. There are two goals that staff felt they did not meet. Staff did not notice a great degree of difference in the slope of the homes that have been built and the home in the project tonight. Staff looked at the immediate neighborhood. We focused on the custom lots and not the production lots. This project is on a lot designated custom so we focused on the custom homes. We did not use the Hiddenbrooke community at large nor did we use custom homes throughout Vallejo. Any questions?

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Don Hazen: I would like to supplement what Mr. Adams was saying to clarify the staff recommendation. The resolution in your packet is for approval. It does not specify a square footage. That is something we would like the Planning Commission to consider this evening. I would draw your attention to the previous staff report which contains all the facts and findings to support the resolution. Page 9 gives you a sliding scale of various lot coverages. The staff recommendation is approximately 7.3% lot coverage. That would equate to roughly a first floor square footage of 3200. Staff recommends approval, what we would like the Commission to consider tonight is at what square footage you would like to implement that recommendation.

Commissioner Peterman: When HARC looked at the plan did they make a recommendation at that time?

Marcus Adams: A representative of HARC is here tonight and they could probably better answer that. I believe the first proposal the Perez family brought to them was not approved and they asked them to come back with some changes. At that time we told them it looked a little large and was going to be an uphill battle. They did revise the plans and HARC did approve their proposal. When looking at the sliding square footages instead of looking at page 9 of the staff report look at the memo which has the most recent and revised figures.

Commissioner Peterman: My other concern is that tonight when we got here we got this incredibly thick document which I believe is from the applicant. We got here we had Commission business to discuss and things to do and it is very difficult to find time to read this. I doubt that I could have done it if I had gotten here at 6:00. It seems if it is really important to them they might entertain a continuance until we can really read it.

Chairperson Legalos: I have to agree with Commission Peterman. This document is 51 pages long. There is no way I could have read this document if I had gotten here at 6:30.

Commissioner Salvadori: I also agree with the Chair and Commissioner Peterman. It is difficult to get a thick document, especially on an intense item, and know you are not going to get an opportunity to look at it. I am a little confused about the inhabited and un-inhabited square footage. The pool is enclosed. Could you, in a simple form, talk to me about the actual inhabitable space? Then talk about the un-inhabitable space and what that is in terms of usage and what it is in terms of square footage.

Marcus Adams: Of course the habitable space is the bedrooms, bathrooms, and those types of area. The non-livable space would include stairways, terraces, some of the verandas, the garage breezeway, the entryway, the non-habitable areas. Roughly 2000 to 3000 square feet would be breezeways, terraces, etc. 11,000 square feet is what is covered if you took a bird's eye view and look down on the project. The 14,000 would represent anything covered and non-covered.

Commissioner Salvadori: So anything that has a foundation would be included in the 14,000. The 11,000 does not include the breezeway and the pool.

Commissioner Salvadori: I think you have made it simple but I want to be sure. 11,754 square feet is truly living space. Is that right?

Marcus Adams: No. It would also include the stairs, for instance. They are under the covered area so that would be included. The garages are part of the lot

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coverage area. They are not considered living area but we do consider them in lot coverage calculation. In this case there is some living space above the garages.

Don Hazen: I would like to also add, staff when we talk about the 11,000, we do not call that living space we call it building square footage. We view the building as area under a roof, typically with enclosed walls. The Zoning Ordinance just talks about building square footage not habitable vs non-habitable. The public will look at everything and at the mass.

Commissioner Salvadori: If there was a gazebo attached to the building would that be considered as a part of the 11,000?

Marcus Adams: The gazebo here is detached but we did calculate that as part of the lot coverage because it is a structure.

Commissioner McConnell: When you reviewed these plans did you give any specific considerations to sight lines that would be impacted by surrounding houses?

Marcus Adams: We did give some consideration to the sight lines because that was brought up by the neighbors as far as loss of sunlight and those types of things. That was not a major consideration in our recommendation as far as views being blocked.

Commissioner McConnell: Your recommendation is for a smaller home due in part to the sight lines of the neighbors.

Marcus Adams: I would not say it was due to the sight lines, no.

Commissioner McConnell: Maybe you can explain your specific recommendation as to why the footprint should be smaller than what the applicant is proposing.

Marcus Adams: The reason for that is that we looked at the current development trend for the custom lots there. It is a small trend, only three homes, but you have to start somewhere. You have to have a base. The average lot coverages are all under 10%. You have one here that is a low of 17% and a high of 19%. That is almost double the existing lot coverages on the existing custom lots. We looked at neighborhood character and neighborhood consistency.

Commissioner McConnell: Hiddenbrooke was developed with multiple neighborhoods with multiple concepts. When you say neighborhood are you restricting that to the immediate surrounding area or are you thinking of the entire Hiddenbrooke valley?

Marcus Adams: We are looking at the immediate neighborhood. Even though Hiddenbrooke is a community they are distinctive neighborhoods. They are defined by themselves, separately.

Commissioner McConnell: This is oriented to the custom lots in the subdivision that it is located in right?

Marcus Adams: Yes and the custom homes within this subdivision.

Commissioner McConnell: HARC says they are confident that the home is well designed and correctly sized and is well within the setbacks. Thought it is currently

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the largest custom home in Hiddenbrooke it is in no way out of scale for a custom home on a lot this size.

Marcus Adams: I would say that is consistent with our findings. It is larger than the other custom homes that have been built but I would have to say that I do not disagree with Ms. Clark.

Commissioner McConnell: The applicant has brought in a model of this home. Have you seen this model before?

Marcus Adams: I have not. It was not at the community meeting that we had that was hosted by the applicant and his attorney.

Commissioner McConnell: Is this model consistent with what is being proposed to us this evening?

Marcus Adams: I will not comment on that because I have not seen the model.

Don Hazen: We do not want to give the impression that our analysis is all about the numbers either. Neighborhood compatibility is such an illusive thing. You don't really know when you have it. That is the purpose of the public hearings. There is so much more than just numbers. We struggled to come up with some measure of neighborhood compatibility. I did not want to leave you with an over emphasis on the numbers.

Commissioner McConnell: I appreciate that because I am not really a number kind of guy. When you look at this model is the architecture consistent with the Hiddenbrooke design?

Don Hazen: My personal opinion is that the building design, irrespective of the size, has very good form, variations, and helps break up the mass. In the end you have to make a decision on the building envelope. From an architectural standpoint I believe that building meets the architectural objectives of Hiddenbrooke. I believe HARC approved that design as well.

Commissioner McConnell: Have you checked to see if the architecture can be preserved if the size is reduced?

Don Hazen: That would be a decision on the applicant. If you keep the same proportions and you shrink it, it is possible. It is the applicant's decision if that is something they can live with or not.

The Commission took a five minute break to look at the model.

Commissioner Turley: This house is twice as large as the other houses on Durrow Court. That being the case perhaps the average square footage in a Vallejo subdivision today is about 3500.

Marcus Adams: Average for production homes?

Commissioner Turley: Yes.

Marcus Adams: I would say that is on the high side the average is in the mid 2400 – 2500.

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Commissioner Turley: Let's say 2500 then. If there was a subdivision where the builder had a lot and he wanted to build a house there for his mother. Would you allow him to build a 5,000 square foot house?

Marcus Adams: No, not in a subdivision of production homes. In all areas of Vallejo, except for Planned Developments, we have infill standards.

Commissioner McConnell: I am trying to read through the memo of the applicant's council. I am assuming that you have not had a chance to read that either.

Marcus Adams: I was able to read through that, yes.

Commissioner McConnell: On page 3, paragraph 3, he argues that the proposed design is approximately 9,568 square feet. Do you agree with that contention?

Marcus Adams: We did not calculate the living square footage. I do not agree or disagree with that statement.

Commissioner McConnell: He also make the argument that the footprint is 18.84% of the living space of 21.74%. Have you had a chance to take a position on that?

Marcus Adams: My latest figures show 18.6. He is 18.8. I would not argue over .02%.

Commissioner McConnell: You are not attempting to say that this is an infill development are you?

Marcus Adams: It is an infill development but the infill standards that normally apply to other communities in Vallejo are not applicable here. We cannot say that they have to be consistent with homes within a 200 foot radius. Considering that this is an infill situation in a subdivision that has already been approved and we have some homes being built there that we use the same process of reviewing it as far as consistency with existing custom homes and what has been approved.

Commissioner McConnell: You are saying it is an infill project.

Marcus Adams: Yes.

Don Hazen: There is not a regulatory standard that you have to apply to determine the appropriate square footage of this home. When we are referring to the infill standards, those are regulatory standards that are in place outside of Hiddenbrooke. They do not apply to this application. The only issue that we are bringing forward on this home is, at what point does a home become incompatible with the surrounding neighborhood. There is not a regulatory standard for that. This is very subjective. We are putting you in a difficult position tonight, I understand. That is really the only issue for discussion.

Commissioner McConnell: I appreciate the clarification. Council makes the argument that Landmark homes have lot coverage of 35% of the lot. The Perez design is only covering 21.74%. Have you had a chance to analyze the correctness of that argument?

Marcus Adams: You are saying that the production homes have average lot coverage of 35.1%. If you take the production homes then obviously this is a lower lot coverage than the production homes. Is that a fair comparison? Can you

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compare production homes to custom homes? I would not disagree that the lot coverages for the production homes are high.

Commissioner McConnell: Is it staff's position that custom homes should be different than production homes?

Marcus Adams: My position when we reviewed this is that custom homes should be reviewed individually and that is different than the production homes regarding such things as lot coverage and what have you.

Don Hazen: The numbers that are presented by the attorney representing the applicant appear that they are focusing on the discrepancy in the Assessor's tax role vs what they believe is out there. When staff did their research they went strictly off the building records that we have. It is unlikely that we will ever agree on the exact numbers because there is so many numbers to calculate on. That is our response to this packet. We could certainly sit and refute every little thing but the issue is still can you arrive at a size home that meets with the surrounding neighborhood. Also, we would expect the lot coverage on production homes to be higher than the custom lots. We have not compared apples and oranges. When you walk down the street what is the street scene you see? Production homes are expected to have a higher coverage because the lots are much smaller.

Commissioner Salvadori: The model was helpful to me and hopefully to others. My concern about the comments about the neighborhood as it exists today are a matter of timing. Of the eight lots that are up there three are built on. This is the fourth. If this were the first one built then it would be totally compatible. The others would be looked at as substantially smaller. I do not know that we have applications for the other four lots that are not built. If we got four that were of similar size and scale to this project, once again the neighborhood would be of this size and scale and those that were smaller would be the unusual ones. I do not know that we have enough comparisons to say this is substantially larger. It only happens to be substantially larger than the first three that were built. I think the letter from HARC is substantive to me. They seem to like the proposal. I do think it is questionable to say the neighborhood has a certain characteristic when less than half the lots on just that street have been developed.

Chairperson Legalos: This is an interesting project. To look at the mass of the structure I would say that it is out of scale but as Commissioner Salvadori pointed out and the letter from HARC pointed out this could actually be an asset. This could set the trend for the remaining four lots to be much larger, much more expensive homes. It is not a cut and dried situation. It is not easy to decide. I do think though that it is not about numbers. There are lots of ways. We could debate these numbers for another hour and I do not think it would do much to help decide on this. I think it is more a matter of appearance. Again, I think Commissioner Salvadori's points are well taken.

Claudia Quintana: I was just going to suggest that you open the Public Hearing. We are sort of diving into the decision making process.

Commissioner Legalos opened the Public Hearing.

Jamie Clark, 1215 Wildwing Lane, Vallejo: Member of HARC for 5 years. I'm going to start by giving you some background and summary of the HARC approval process. The Perez's presented their application on 12/4/04. The process for custom homes is usually a 3-step process, preliminary through final approval including landscaping. HARC met with the Perez's 5 times over a 2-year period.

During this time HARC required the Perez's to reduce the size and exterior footprint, including eliminating some exterior patio spaces. They did. HARC required that they lower the overall height of the house, as well as cascade the home down the hillside, to break up the mass as well as mitigate the view from the houses below. They did. HARC required that they design their landscaping in such a way as to shield the up-slope view, while providing privacy to both the home and outdoor living spaces, as well as the homes below. HARC also required that they landscape in such a way as to create a natural sound barrier due to the fact that the production homes were downhill. They did. HARC required that they take an decorative architectural elements such as trims, cornices, balustrades, ironwork and stonework, and bring them to all sides of the home, so that the house was well designed and architecturally interesting from any angle. They did.

HARC reached a unanimous decision on 6/23/06. A final approval letter was written and forwarded to the City of Vallejo for their follow up.

Our guidelines encourage variations on the many architectural styles in our valley, specifically to encourage individuality while creating outstanding architectural designs that compliment the community. HARC strongly believes that the Perez home is an outstanding architectural design, which will integrate with our community while raising the quality of design and construction of all custom homes to come later. Simply put, the Perez home raises the bar for all custom homes out here in Hiddenbrooke. There are three other custom homes currently in process, one on Durrow Court, and two on Bennington and HARC is reviewing those plans to make sure that they reach up to the level established by the Perez home.

HARC feels confident that the Perez home is well designed for the topography, correctly sized, and situated on its lot, and will within the setbacks. Although it may currently be the largest custom home proposed for Hiddenbrooke, it is in no way out of scale or design for a custom home on a lot this size.

Having a home of this quality, caliber, and design cannot help but raise the value of the production homes around it. We recommend that the Planning Commission approve the Perez house as presented.

Margaret Kristof: My thanks to the planning Commission and the Planning Division of the Vallejo Development Services Department for giving me the opportunity to speak tonight about my family's opposition and concerns about the proposed plans to build a single family home at 1757 Durrow Court. We live directly across from the lot, and are very upset at how this proposed building complex will affect our quality of life and property value. I want to express my surprise at finding myself speaking against the plans of future neighbors in my community, and that we were following the process of responding to the notification of the proposed plans from the City. We were never contacted directly by the Perez family nor the Hiddenbrooke Architectural Review Committee about our thoughts or concerns about the proposed plans. Although the members of HARC are residents of Hiddenbrooke they do not live in the impact zone. We have not opposed any of the other custom homes currently under construction on Durrow Court. The propose structure of livable and non-livable space is huge and would sprawl down a beautiful hillside, and it does not fit into the aesthetics of the neighborhood. It certainly does not fit in with the other custom homes currently being built on the hillside of Durrow Court. The size will affect the natural lighting of our street and home, as well as the view of the hillside. We have all wondered what the intent of the complex is. It certainly appears to be inconsistent with a single family home plan. Will it be used as a business office? Will More than one family be residing there? Who will be staying in the guest suites and for how long? Will there be multiple families and/or renters

living in this complex at one time? Where will these "visitors" park? Where will they enter the home? Our concerns are that this will increase traffic, noise and cars parked on our street to gain easy access to the lower levels of the house. It seems there is potential for use for this structure other than for a single family.

We are also very upset that there are proposed sport courts and a swimming pool directly across the street from our home. Because the house comes so far down the hill their backyard is in our front yard. We would see these structures and hear the noise from their use from our bedrooms and our courtyard. There are all much used living spaces in our home. I am very concerned that if we were to put our house on the market, that it would not sell because of the noise from the sports areas and the size and aesthetic of a huge building sprawling down the hillside. Who would want to buy a new home that is across the street from a complex that sprawls down the entire hillside and has more than one noisy sports area?

We've been looking forward to the tasteful development of the custom lots on this very beautiful hillside in Hiddenbrooke that will enhance our community, and hope that the Planning Commission will intervene and help to maintain the natural beauty of this area and also to take into consideration the quality of the life of the immediate neighbors of this proposed structure. Thanks for considering my concerns and opposition to the currently proposed building and sports facilities.

Erick: I would like to first take a moment to thank all in attendance from the Planning Commission and Planning Division. Thank you for your time this evening, but more importantly, thank you for doing your due diligence in this important matter. I would like to provide you with the fact that my wife and I are here tonight because we reside almost directly across the street from the proposed Perez residence. I want to echo other comments made by my neighbors that are also speaking in agreement with the Planning Division recommendation. Speaking as a family directly in the impact zone of this proposed residence, we are disappointed that this matter has escalated to this level. I would suggest that much of this could have been avoided had the HARC made contact with families living in the impact zone. Instead HARC, in my opinion, did just the opposite. HARC never made an attempt to inform us of their consideration or approval of this project. I am aware of the controversial content. We are here tonight to oppose this project. I would like to note that we have not stepped forward to oppose any other projects built on the custom lots of Durrow Court. It is my feeling that the other projects have been tastefully planned and are compatible with neighboring units. As stated in the HARC specific-plans, residential units shall be compatible with neighboring units in terms of architectural design and scale. We find this proposed project to be inconsistent relative to design and scale, with an emphasis on the overall scale. In fact I find it grossly incompatible with the scale of comparable units. The 1st floor square footage is 290% larger than the average 1st floor square footage of the other homes on Durrow Court. The total building square footage is 230% larger than the same. This is using the revised figures for square footage. I would suggest that this is not a single family home, but a sprawling compound with the revised lot coverage of nearly 195. This is highly inconsistent for our neighborhood with the average custom lot coverage being 5.3%. For us, this is not a simple matter of looking across the street at the front of another home. This is a matter of this sprawling compound being built down the entire slope of the lot. By this structure being built on this slope the visual impact to neighbors looking from the front of their home is significant. We will be impacted by the total vertical elevation. Other custom lots on Durrow Court have similar slopes, in fact the Perez's lot is sloped less than neighboring lots, and yet the other builders have managed to design tasteful homes of appropriate proportions. It is important with the entire home being publicly visible, that it settle gracefully into its site. I do not believe this to be the

case for the Perez design. We feel that this behemoth structure will be a neighborhood eyesore, adversely affecting not only the quality of our lives, but also our personal investment in our homes. In conclusion, we, the three households directly impacted are asking you, the Planning Commission, to accept the recommendations of the Planning Division. Thank you for your time and consideration of this matter.

Lina Nelson: Good evening. I would like to thank the Planning Commission and the Planning Division for taking the time to hear our concerns tonight. I am here tonight to voice my strong opposition to the proposed Perez residence. Unfortunately the HARC failed to inform us before approving this massive project. In fact the first time we heard about this project was from the City. No one else made any effort or attempt to check with us, the people who are going to be impacted the most, before approving this project. There was one meeting that was announced by the Perez's on 2/22/07. We were informed about this meeting by the City not the Perez family in the late afternoon the day before. We did not know what the meeting was about or the purpose of it. During this meeting it was suggested by the Perez Attorney and the contractor that we were misinformed relative to the square footage of the property. It is my opinion that the City did its job properly. The attorney was trying to make a point about the habitable vs non habitable square footage. Frankly this makes no difference to us. All that we are going to be looking at is the bulk and massiveness of the house across the street from us. All we will see from across the street is the total mass. It is going to affect the quality of our life in several different ways. Our concerns are: The size of the house is not consistent with the rest of the custom homes in our neighborhood. The Hiddenbrooke Specific Plan, on page 27, says that residential units shall be compatible with neighboring units in terms of architectural design and scale. It is our understanding that the Perez's area suggesting that the Planning Commission should use all custom and non-custom lots within Hiddenbrooke, as well as homes outside of Hiddenbrooke as comparative data. It is our contention that due to the custom lot design, location, and a unique grade or slope, our housing development is separate and distinctive and that it is appropriate to limit the comparative data to the custom lots on Durrow. We are concerned that the structures will be used for multiple families housing including renting or business. Living directly across we are concerned about the noise from the basketball court and swimming pool and that it is going to affect our daily living.

It is my understanding that when the Perez's initially submitted their plans to the City they were cautioned by the City that the plans would be an uphill battle for approval based on the size of the project. With this said, the Perez's continued without modifications of any kind. In conclusion, I am please asking you to hear us out and please help us maintain a beautiful neighborhood. A neighborhood that is consistent with other custom built home in which we have welcomed and not had any issues with. We ask that you please accept the recommendations of the Planning Division. Thank you.

Lynn Honderd: I am a neighbor who is between Margaret and Larry. The HARC meeting that was held a couple weeks ago did not invite us. Not all neighbor's affected were invited to the meeting. I am concerned about the massive complex that this project purports. My main concern is the multiple guest quarters, traffic and noise and the view from our bedrooms. Night lighting is a concern too. There will be lights on the stairs and the gardens. This just shows how absolutely monolithic this is. It does not fit in with any custom home on Durrow Court. It does not fit in with any of the homes on Landmark Drive that we live in. Please support the Planning Divisions proposal. Keep the homes consistent. Thank you.

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Larry Seamer: It is interesting to note how many of us are saying we live directly across from this project. That is how big it is. I want to speak to the size and how it fills up the lot. There is only one other house in all of Hiddenbrooke that comes close to this. That house is on a 166,000 square foot lot. That is four times larger than the lot this house is on. Those aren't just numbers, that has real impact. The other homes around that house are set back from that house. That house has enough room around it to soften the visual impact with landscaping and other features. The Hiddenbrooke Specific Plan states that residential units shall be compatible with the neighboring units. These are the kinds of things I look at when I decide to invest my life savings in Hiddenbrooke. The scale should be compatible with the houses directly around it. Next the visual impact of this house affects us. The model is interesting but what you can't see, and could only see if you got down on your knees and got even with the bottom level of that house and that is the cylindrical impact that we will see. We will see this towering structure straight on. It is a huge visual impact from Landmark Drive. There are a total of six households that are directly impacted by this. The other people you are going to hear from live more than a mile away from this project and you should keep that in mind. Thank you for your time.

Dave Elias: I am a member of HARC and a resident of Hiddenbrooke. As a member of HARC, Vallejo has granted us through the CCR's, which every single home in our community has to sign and agree to. I am one of five members of HARC. One thing we try to do is uphold the high level of Hiddenbrooke. The way the process works and is laid out in our guidelines is that when any project comes through it comes to HARC first. No plans can be submitted to the City of Vallejo unless it has been approved by HARC. There are guidelines in our Design Guidelines that define lot coverage. We allow for a 2500 square foot home not counting outdoor living spaces, landscapes, driveways, auxiliary structures. It defines a MINIMUM not a MAXIMUM. It defines the height limitations which this house complies with. That is part of our process in the review of this home. It is within all its setbacks, meets our guidelines, the height is within the guidelines. When it was first presented to us it was a little bit bigger. We asked them in order to disguise the house a lot bit better to cascade down the slope to break the vertical massiveness of the house. They have done that. HARC is to ensure that all the homes are of high quality and architectural design. We feel they comply with that. We do not have within our process to notify neighbors. That is not within our guidelines to do that. Is it something we can do in the future, yes. Is it something we have done in the past, no. We are not looking for big or small we are looking for architectural quality and design. We are looking for something that stops people from going to Green Valley and Napa. When you tells someone that someone is investing \$6,000,000 in a house in Vallejo they say, "What in Vallejo?" We want to create a destiny so that people can know Vallejo for what it is worth. We should be proud of people wanting to invest their money. Vallejo does not offer this right now. That is what HARC looks for. This is a southern exposure property here there is no light problem. This is a good investment. These slopes are in excess of 35% slopes. We take this into consideration and allow for that. This entire project is landscaped. Once everything is in place and grown that is going to be their view. HARC has discretionary powers to grant variances. They redesign so they did not need a variance. Short of saying that they complied with everything in the Guidelines I do not see how this house can be denied under anything. All the custom homes in there we are going to look at based on size. We tell them they have to meet the Guidelines and the architectural design requirements. If they meet that then we forward it on to the Planning staff. That is where we are at. We stand behind our decision. We believe this is a great home for the community. We do not just represent one neighborhood we represent all 1200 homes in our part of Hiddenbrooke. We do the best we can to the best of our knowledge. Thank you.

Orin Wakefield had a 60 slide PowerPoint presentation to further describe the project in a three dimensional form that would not load. My job is to convince you as a Planning Commission that the proposed design is in line with the intended use of the custom lots in this portion of Hiddenbrooke. We worked with HARC for 8 months and then were ready to present to the City's Planning Division. They were there for about nine months and came to the February meeting which was continued to tonight. During that entire process there was never any mention of a maximum size standard. I do not believe there is one. None of the objections were presented in a specific way by Mr. Adams or anyone else. There was a very subjective comment at the very early on stages that it seemed pretty big but they did not have any problems with it. At least none that he could state or give us any reason why we should change anything. During the HARC process many things were brought up and modifications were made to comply. Visual impact and noise abatement were considered. This is an upscale, quality home that is needed for this lot. The driveway, circular turnaround, and breezeways minimize exposure of cars to the street. Because of the juxtaposed design none of the neighbors will see the house straight on. The main point is that in nearly three years up until two days before the February 5th proposed Planning Commission meeting was there ever any verbiage from either HARC or City of Vallejo Planning Division any specific concerns with a size limitation or a need to comply with certain guidelines in that regard. This was all news to us. We were under the impression through the whole process that HARC was the defining committee for architectural review of this project and that the Vallejo Planning Division would pretty much fall in line with Hiddenbrooke's recommendation. We redesigned the portion needed for a variance so we did not have any discretionary uses. Everything complies with what is on the books. All the other concerns that are raised are very subjective.

Chairperson Legalos: Mr. Wakefield we still have two more items on our agenda this evening and it is getting quite late can you make your presentation without the PowerPoint?

Orin Wakefield: Not really. All the visual effects are in the PowerPoint.

Claudia Quintana: I was going to suggest that we give the applicant a choice to have the Commission take the matter under submission now or to continue it for another hearing. It depends on whether the applicant thinks they can make their case now or whether they feel more time is needed to complete the presentation.

Jason Buckingham: I am council for the owners. I know Orin spent over a week working on the presentation and it is a pity that you will not be able to see it. But I think he has spoken to the technical aspects of the design and of the process that he went through and that the owners went through. I want to apologize that you did not get the document presented to you earlier. I brought it into the City at noon today. I wanted to have it last week but I do not know if that would have made any difference. It is really a five page memo and the bulk of the pages are supporting documentation. Just to speak on some of the regulatory aspects, there are a couple of things I want to point out. The Specific Plan goals for Hiddenbrooke was to provide upscale housing opportunities that are not otherwise available in Vallejo. The Specific Plan recognizes the value of flexibility in reviewing future development.

Chairperson Legalos: Excuse me Mr. Buckingham. The specific question that Ms. Quintana asked is would the applicant want the Commission to consider this application tonight or to continue it.

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Jason Buckingham: After I am done speaking on behalf of the owners we would like it taken under submittal this evening. We would just like to speak to the regulatory aspects of our position.

Chairperson Legalos: Thank you for clarifying that.

Jason Buckingham: On page 12 of the Specific Plan it says that as residential development is dynamic and evolving there may be future housing concepts, not design yet, but appropriate to the future of Hiddenbrooke and Vallejo. On page 23 the development standards for residential development in Hiddenbrooke it states that there is a need to maintain flexibility in the future as residential areas develop. That is exactly what is happening right here. This is the fourth house on a court that has eight lots. There is a trend that we can look at as far as custom home development in Hiddenbrooke generally to build bigger and build better. I do not know under anyone's estimation of things that can be a bad thing when you look at what the current housing market is doing. The best way to preserve value is to have the highest quality of construction as possible. That is exactly what this proposed design represents. Infill Standards for the rest of the City do not apply to Hiddenbrooke. There is a section in the Specific Plan that states that we should not have such a ridged method of looking at things. There are a couple projects in Vallejo. One in Torrey Pines Court with a 9000 square foot lot and a house that is 7300 square feet built in 2006. The square footage of a persons house is the amount that you can tell a buyer is living space. It is the amount that the assessor will tax you on for local property taxes. Torrey Pines was approved under infill standards. On either side of that house are houses that are half its size. There is a 35,000 square foot house on a 9,000 square foot lot and on the other side is a 36,000 square foot house on a 9,000 square foot lot. If that house met the standards then this project certainly would meet the standards under the Specific Plan and as HARC has already spoken too. The other project is 2934 Redwood Parkway. You have a 52,066 square foot house on a left over lot. To the left you have condos and to the east you have Hunter Ranch. The four Hunter Ranch lots that touch this property range from 1500 to 2000 square feet. This project was built in 2003. It defies logic from our position that those projects could meet the stricter requirements and our home with the exemptions give under the Specific Plan and the fact that it does not touch any of the neighboring lots on Landmark Drive. We have Specific Plan goals that are supposed to encourage custom home building. If these other project met the General Plan standards then certainly this project meets the Specific Plan standards. That sums up our position in a nutshell. *Mr. Buckingham showed some photos of the two other mentioned projects.* These owners need to have the ability to maximize the value of what is understandably a very large investment. All we are asking for is this same flexibility.

Chairperson Legalos closed the Public Hearing.

Commissioner Peterman: I notice that the person who did not speak, Mr. Allen, lives on the same street as the other people. I was wondering if he was in opposition to it or favor of it. He lives on the same street as they do.

Mr. Allen, 1852 Landmark Drive: I will not be able to see the residence from my home. I can understand their concern about the visual impact but I am neutral. I am an alternate member of HARC and came into the process late. I think it would be unfair for me to make a comment on that.

Commissioner Peterman: It seems to me that we have a couple of issues going on here. One is the house and how it looks and how it is perceived by the neighbors. The other is the HARC. It seems to me that the CCRs set HARC up to be the

defining body as to what is built there. In my CCRs we have those kinds of things built in too. For years I was on the committee that equates to HARC for my area. I understand what the people in Landmark are saying but in the CCRs HARC is given that power and I am having trouble deciding what should be the deciding factor.

Commissioner Salvadori: The model is very helpful to me. Although from an aerial view this home might look very massive it strikes me that from Landmark Drive looking up that just the front part of that building would have the same visual impact because a good deal of the house is hidden behind it if you were standing at ground level at the bottom of the lot. We have not heard a lot from staff or the architect about things that were taken off but I did like the comment about the fact that there is going to be a great deal of landscaping that would buffer the visual impact. There is something to be said for having the nicest house on the block. I live in an over 100 year old area of the City in a very small house. Three houses down the street there is a house that is four times the size of the house that I am in. we co-exist pretty well in the neighborhood. I think we should take to heart the fact that the owner and his representative and the architects have done everything that they were asked to do to meet the requirements of HARC. They have done everything that the City has asked them to do save making the house smaller. I cannot find it within my heart to say no your house does not belong here because it is the nicest and largest house in what is already a very upscale neighborhood.

Commissioner Manning: I understand the concerns of the neighbors but a process was followed. There is no rule for the maximum. I cannot come up with an arbitrary number of what is should be reduced by. It is a beautiful design. It is in a custom home lot. I did go out to Hiddenbrooke and look at the area. Obviously this is going to be a very distinctive home. It is going to be landscaped. The courts down below were taken out and some things were modified. The process was followed. There are no setback or height problems. I do not feel like I have information that says it needs to be reduced. I would suggest that HARC, when they do have large designs like this, that may be controversial, that they do go out of their way to send letters to people in the neighborhood so people do feel like they have a voice. I know it is not in the guidelines to do that but it is a suggestion. I will support this as it was submitted and not with the staff recommendation. I think they have done everything that they were supposed to do and HARC has approved the design.

Commissioner McConnell: I want to make sure I understand staff's position and I am looking at the recommendation. You recommend approval on the basis that the home not exceed 8% lot coverage with a maximum ground floor area of 3200 square feet, and for all buildings a square footage of 6400, exempting non-covered buildings.

Marcus Adams: Correct. There is a table with some alternatives. We are not wedded to our recommendation. There are some alternatives that could be looked at.

Chairperson Legalos: I am looking at the letter from Jamie Clark who was a member of HARC for five years. I cannot agree with the statement that the home is correctly sized and is in no way out of scale. I think it is way out of scale. However, I think it is a beautiful home and an asset to the community. I too would support going forward with the original design.

Commissioner Salvadori: I move to approve the project as it was submitted without any change in square footage and as presented by the applicant.

Commissioner Manning: How can you translate the table furnished by staff into this home. Do they take out one wing? I do not see how that is a workable suggestion.

Marcus Adams: There would be two ways you could go about it. One would be that the applicant work with staff to save the design and rearrange it so they could keep same architectural detail. There are ways you could preserve some of the elements and still reduce the size of the home. They could have also on their own come up with a new design. That is how we would have went about it.

Commissioner Manning: I believe they have been working on this for three years. They have followed all the procedures. They have obviously put a lot of money into this. Now they have hired legal council on this. We do want homes of distinction in Vallejo. We do want people to come into our community and I don't think it is the right thing to send them back to reduce the floor plan. I am in support of this proposal as the applicant has submitted it.

Claudia Quintana: I wanted to remind the Commission that there is actually a resolution in your packet. I wanted to encourage you to look at that. If the consensus from the Commission is just that the design is appropriate in terms of size. Council staff to remove that from the conditions of approval but not to abandon the other conditions that have been placed in the staff report.

Commissioner Salvadori: I move to approve the project as it was submitted without any change in square footage and as presented by the applicant but with the other findings and conditions of approval put forth by staff.

AYES: McConnell, Manning, Legalos, Turley, Salvadori, Peterman.

NOS: None.

ABSENT: Engelman.

Motion carries.

3. Use Permit 546A, Appeal of Staff determination concerning Rose Imports located at 1605 Solano Avenue. *Continued from the meeting of February 21, 2007.*

Staff recommends the planning Commission **DENY** the appellants appeal and **AFFIRM** the Planning Division's determination that the used auto sales occurring at 1605 Solano Avenue require use permit approval, as stated in Section 16.22.040(B)(3) of the Vallejo Municipal Code.

The Planning Commission made the following decision after a discussion which included: The site is Rose imports on Solano Avenue. Marcus discussed the photographs that Kathy Ghavimi had provided for the Commission's edification. 1970 is a key year because that is the year that use permits started being used for used car dealerships. In order to legally grandfather in a use it has to at some point been legally established. The zoning on lot 18 is LDR and has always been so. 1605 would also need a use permit to be legally operating. Lots 18 & 19 were never legally established as a used car dealership. The Commission's job tonight is to lay out a process for the appellant to follow.

Chairperson Legalos opened the Public Hearing. Kathy Ghavimi, Molly Levitt, and Doug Northrop spoke at the Public Hearing after which Chairperson Legalos closed the Hearing.

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AYES: Manning, Turley, Salvadori, Peterman.
NOS: Legalos, McConnell.
ABSENT: Engelman.

Motion carries.

4. **Use Permit 04-0022** for a self-service refueling center, fast food and sit-down restaurant on a vacant parcel fronting on Sonoma Blvd. Proposed CEQA Action: Mitigated Negative Declaration. *Continued from the meeting of March 5, 2007.*

Staff recommends **adopting** a Mitigated Negative Declaration and Monitoring Plan subject to the findings contained in the attached resolution.

Staff recommends **approval** of Use Permit 04-0022 subject to the findings and conditions.

Commissioner Salvadori recused himself as he has a business relationship with the applicant.

The Planning Commission made the following decision after a discussion which included: the applicant responding to CalTrans letter; the City Engineer reviewing the response and letter; Commission given three letters from surrounding neighbors with over concentration and noise, smell and loss of night sky concerns as well as fuel leakage and emergency access to Meadows Drive concerns; the Mitigated Neg Dec, the Mitigation and Monitoring Program and the conditions of approval deal with many of these concerns. The tanks are double walled and have sensing devices. State and Federal EPA requirements guide this. Cleaning of the surface was discussed. Design enhancement was also discussed.

Chairperson Legalos opened the Public Hearing and Pet Tobin, and Steve Epstein spoke. Chairperson Legalos then closed the Public Hearing.

After the Public Hearing the Commission discussed: public walkways and public protection; enhanced landscaping; colors on the materials board; breakup of the long line of roofline; parking; cars coming in off the highway; homeowners feelings about the project; cleanup of surface spills from everyday use; 24 hour usage; buffering abilities of vegetation against noise; sound walls; and project affects on human health.

Commissioner Peterman: I move that we approve major use permit 04-0022 with the Resolution and the findings and conditions.

Commissioner McConnell: I would make a friendly amendment that the City staff and the applicant will continue to work on the architectural design; will increase the interior landscaping of the parking area including adequate pedestrian pathways.

Commissioner Peterman: I will accept that friendly amendment.

Don Hazen: Can I get clarification on the architectural. Commissioner McConnell you had mentioned the towers. Are you looking for vertical variation or pop out type relief.

Commissioner McConnell: I want as much as I can get in quality of style. It would be desirable if we could have both. I do not like to see the straight line, cell block

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looks. I think we can do better and it is small enough that it will not take that much money.

AYES: Manning, Turley, Salvadori, Peterman, Legalos, McConnell.

NOS: None.

ABSENT: Engelman.

Motion carries.

L. OTHER ITEMS

None.

M. WRITTEN COMMUNICATIONS

None.

N. ADJOURNMENT

There being no further business to discuss, the meeting adjourned at 11:00 P.M.

Respectfully submitted,



(for) DON HAZEN, Secretary

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- A. The meeting was called to order at 7:00 p.m.
- B. The pledge of allegiance to the flag was recited.
- C. ROLL CALL:

Present: Commissioners McConnell, Manning, Legalos, Turley, Salvadori, Peterman, Engelman.

Absent: None.

- D. APPROVAL OF THE MINUTES.

None.

- E. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Don Hazen asked that Item F2a be moved to L1.

Commissioner Peterman made a motion to approve the Consent Calendar and the Agenda with the revision. Motion passed unanimously.

- F. REPORT OF THE SECRETARY

1. Upcoming Meeting of Monday, April 16, 2007

- a. Code Text Amendment 06-0004 Screening and Landscaping Regulations. *Continued from the meeting of February 5, 2007.*
- b. Inclusionary Housing Ordinance workshop/timeline. *Continued from the meeting of March 19, 2007.*
- c. Use Permit 07-0002 for a storage yard located at 107 Couch Street.
- d. Use Permit 07-0004 for a new mausoleum at Skyview Memorial located at 200 Rollingwood.
- e. Tentative Map 05-0004 to create six residential parcels at Illinois and Fern Streets.
- f. Minor Use Permit 07-0003 to expand a treatment facility located at 200 Peppercorn Court.
- g. Tentative Map 07-0004 to create two parcels for commercial development on Mare Island.

Commissioner Turley: I was under the impression that we were going to have a meeting that only had Inclusionary Housing on the agenda.

Don Hazen: At the last meeting the item was continued for staff to bring a timeline. You were not going to take action on the item simply looking at an outline for including the public in the process. After that when it comes back you will be ready to conduct hearings again. This really does not count as a hearing it was just to present the timeline.

Commissioner McConnell: There are seven items on that calendar, two of which I consider controversial. Are we overloading that night?

Don Hazen: We talked internally and we believe that some of these items are well suited to become consent items. You can take those in mass unless the Commission or someone in the audience wants to pull them off the Consent Calendar. We hate to be the ones to tell an applicant they have to wait to the next meeting because we have too many things on the agenda. You really never know until you get into your meetings how

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swiftly you will be moving along. If you feel that you cannot get to all the items they can be continued.

Commissioner Salvadori: Maybe the Inclusionary Housing should be under the OTHER ITEMS rather than a Public Hearing. It is only to hear the timeline.

Don Hazen: We were proposing to keep that as a Public Hearing item so the public can see where it is intended to go from this point forward and can weigh in at this stage rather than at the culmination of the entire process. We would want to limit the public testimony to input on the timeline only.

Commissioner Salvadori: Trying to define what they can or cannot talk about can prove difficult. I think it will be a pretty big meeting.

John Nagel: There is the legal part and then there is the practical part. If indeed what is before the Commission is simply the timeline then under the Brown Act all that people are permitted to talk about would be the timeline. However, anyone that wished to come to that meeting can speak at Community Forum on items not on the agenda. If they wanted to speak on the entire Inclusionary Housing Ordinance they would be permitted to do so.

Chairperson Legalos: Once someone has submitted a card and taken the podium it is hard to limit their language and keep them focused on the issue.

Commissioner McConnell: I believe if we are going to rely on the Brown Act to limit subject matter then we should disseminate information on the Brown Act to the public. I can envision heated comments if staff tries to curtail comments by the public at a Planning Commission meeting.

Commissioner Salvadori: That is why I believe it would be better placed in the OTHER ITEMS. I know the public can speak on Other Items but they do not get the sense that it is a public hearing.

Commissioner Turley: I am not a bright at the end of a meeting as at the beginning. I would sure like to see you pare two or three of these items off. Maybe we should have an extra meeting.

Don Hazen explained the Consent Calendar process including a full staff report in the packet.

Commissioner Salvadori: Then we would have 3 or 4 items on Consent and the Inclusionary Housing would be moved to Other Items. That would leave three items on the Public Hearing calendar. That sounds reasonable to me.

G. CITY ATTORNEY REPORT

None.

H. COMMUNITY FORUM

Commissioner Salvadori: I step out here because I have something I want to talk to the Commission about, not as a Commissioner, but as a citizen. It has to do with the Fourth of July parade. Donate 500 dollars and build a float. The Times-Herald will act as a collection agency for the funds and report on the progress. The organization putting on the parade will draw from the funds. Any excess funds would be carried over to the next year. We are looking for any and everyone and group to be represented. I have got my check and it will go to the Times Herald tomorrow and I challenge the Commissioners

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and City Departments and people watching. Let's find 99 other people and we will have a fund that will be for quite a long time for this parade. I ask for your help. Thank you.

Commissioner Turley: Does that include the parade and the symphony?

Commissioner Slavadori: I can't answer that question. This money is for the hard costs to put on the parade. It is not for fund raising. It is for things that you absolutely have to pay for.

Commissioner Peterman: I encourage people who want to donate \$5 to \$25 dollars to do so. It all counts and adds up. Everyone can be involved in some way.

I. REPORT OF THE PRESIDING OFFICER AND COMMISSIONERS

Commissioner Salvadori: Should this Commission want to show their civic pride I am willing to make my contribution to the Commission also.

J. LIAISON REPORTS

1. Council Liaison to Planning Commission

None.

2. Planning Commission Liaison to City Council

Commissioner Peterman: On March 27, 2007 at City Council, dealing with the Illinois Street 16 house project, we had unanimously recommended that the City Council approve this. They had some of the same concerns and questions we did about manufactured housing. I assured them that it was not going to be giant cargo bents stuck in the middle of the property. Don and Brian did a great job explaining what those kinds of houses were. The City Council approved the Resolution but they wanted the developer to bring the final plans back to us before the project moved forward. They want us to look at the plans and make sure they are what we want them to be and approve them again.

K. PUBLIC HEARINGS

1. **Site Development 06-0045** for a single-family home in the Residential View District located at 516 Hichborn Street. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Commissioner Legalos: Before we begin this application I want to talk about an item on the last agenda. It is being appealed. The basis for the appeal was that there was a feeling that the Commission had indicated bias by making comments either pro or con on the project before all of the testimony had been heard by the public. We need to be aware of that and to take care not to make comments that could appear to be bias before we have heard all of the input from the public.

The Planning Commission made the following decision after a discussion which included: the building being set into the hillside to minimize the height of the building; project being set back from the street; *Katherine Donovan did a PowerPoint presentation*; steepness of the slope; architecture fits in and adds character to the neighborhood; application started out at two story and was revised to one story; neighbors pleased with new design; Vallejo Heights Neighborhood

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Association review project and thought it would fit in well with the neighborhood; side setbacks will be 5 feet and 5 feet; landscaping; energy efficiency of the project; planner inspects project for consistency with what was approved before final occupancy; residential driveway slope maximum of 15%; this project is 12.5%.

Chairperson Legalos opened the Public Hearing. Harland Grizwald spoke and Chairperson Legalos closed the Public Hearing. He stated that he was not notified. The Commission asked if he was notified. Katherine Donovan produced the list used to notify and his address was on it. Apparently the County had not changed the name from a former owner yet but a notice did go to the house.

After the Public Hearing was closed the Commission discussed: rear setbacks; privacy of one neighbor; building is one-story and can't be made lower than that; height of the building at the back.

Chairperson Legalos reopen the public hearing so the Commission could ask questions of the applicant. Harlan's lot is on the down slope. It is on the very back corner of the lot. He is more closely aligned with the 25 foot setback. We are going to plant vegetation on the back fence line in the form of bamboo. That should grow tall enough to cover the building itself. There is a six foot fence there now and the building is 10 feet tall at the back elevation. It is a flat roof. There is only one bedroom window that faces Harlan's house. Chairperson Legalos re-closed the Public Hearing.

Further discussion by the Commission included: that it was unfortunate that there was a lag by the County in changing names and Harlan did not get the notice; he did get some information; change is difficult; we are only talking about one bedroom window.

Commissioner Salvadori: I move that we approve SD 06-0045 with the findings and conditions.

AYES: Engelman, Manning, McConnell, Salvadori, Legalos, Peterman.

NOS: Turley.

ABSENT: None.

Motion carries.

L. OTHER ITEMS

1. Preview of new staff report template.

Don Hazen: Processing time for applications has to be drastically cut down. We have performance standards that will be implemented August 1, 2007. There are very ambitious time frames. Staff was instructed to look at our internal processes and streamline them where possible. One of the things that I developed at my last job was a staff report format that I believe takes less staff time to prepare than the current format we are using. I wanted to bring samples of the new reports to you tonight so I could leave them with you so that in the next few days you can e-mail any comments that you might have. Staff recommendation is in the very beginning of the report along with CEQA recommendations. Staff can really save some time in filling in the blanks on those. We grouped them into headings that eliminate a lot of repetition that we have in the current report format. The conclusion with the repeated recommendation are at the end of the report. I believe it will not only save staff time but help you and the public. It really cuts a lot of fat out of the current report format. I am open to any suggestions or feedback that

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you might want to provide in the next few days. We want to go to this format within the next month or so.

Commissioner Peterman: I applaud your getting rid of the repetition.

Chairperson Legalos: I second that enthusiastically.

M. WRITTEN COMMUNICATIONS

None.

N. ADJOURNMENT

There being no further business to discuss, the meeting adjourned at 7:50 P.M.

Respectfully submitted,

A handwritten signature in cursive script that reads "Deborah Marshall".

(for) DON HAZEN, Secretary

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A. The meeting was called to order at 7:00 p.m.

B. The pledge of allegiance to the flag was recited.

C. ROLL CALL:

Present: Commissioners McConnell, Manning, Legalos, Turley, Salvadori, Engelman.

Absent: Peterman.

D. APPROVAL OF THE MINUTES.

Commissioner McConnell moved that the minutes of February 21, 2007 be approved. They were unanimously approved with Commissioner Engelman abstaining.

Chairperson Legalos: Community Forum is Item E and has in error been listed as Item I also. We need to remove Item I.

Commissioner Salvadori moved that the minutes of March 3, 2007 be approved. They were unanimously approved with Commissioner McConnell abstaining.

E. COMMUNITY FORUM

Members of the public wishing to address the Commission on Consent Calendar items are requested to submit a completed speaker card to the Secretary. Any member of the public who wishes to speak as to any consent item may do so at the public comment period preceding the approval of the consent calendar and agenda. Any member of the public may request that any consent item be removed from the consent calendar and be heard and acted upon in Public Hearing portion of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

F. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

All matters are approved under one motion unless requested to be removed for discussion by a commissioner or any member of the public.

1. Use Permit 07-0004 for a new mausoleum at Skyview Memorial located at 200 Rollingwood. Staff recommends **approval** based on the findings and conditions.
2. Tentative Map 05-0004 to create six residential parcels at Illinois and Fern Streets. Staff recommends **approval** based on the findings and conditions.
3. Proposed Process Timeline, draft Inclusionary Housing Ordinance. Staff recommends that the schedule be **approved**.

Commissioner McConnell moved the approval of Consent items 1 & 3. They passed unanimously.

Commissioner Salvadori moved the approval of Consent item 2 and the agenda as modified. They passed unanimously with Commissioner McConnell abstaining.

G. REPORT OF THE SECRETARY

1. Upcoming Meeting of Monday, May 7, 2007

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- a. Specific Plan Amendment 98-01C and Code Text Amendment 06-0006 for Mare Island Specific Plan II and CTGA to Architectural Heritage & Historic Preservation Ordinance.
- b. Use Permit 05-0026 to restore abandoned commercial use in residential area and substitute another use. *(Consent)*
- c. Revision of Chapter 16.70 Screening and Landscaping Regulations. *Continued from the meeting of April 16, 2007.*
- d. Site Development 07-0002 appeal of a telecommunication facility located in the Catalina Circle Neighborhood.

H. CITY ATTORNEY REPORT

None.

J. REPORT OF THE PRESIDING OFFICER AND COMMISSIONERS

Commissioner Salvadori: I would like to remind the Commission of something that I reported on at the last Commission meeting related to raising funds for the parade. I would challenged this Commission and other commissions as well as City department if they would or could get together and raise \$500 so we could be represented in that parade. I am willing to do that. If there are other Commissioners willing please talk to me. Thank you.

K. LIAISON REPORTS

1. Council Liaison to Planning Commission

None.

2. Planning Commission Liaison to City Council

None.

L. PUBLIC HEARINGS

1. **Code Text Amendment 06-0004** to revise the Vallejo Municipal Code, Chapter 16.70 Screening and Landscaping Regulations. Proposed CEQA Action: Exempt. *Continued from the meeting of February 5, 2007.*

Continued to the meeting of May 7, 2007.

2. **Major Conditional Use Permit 07-0002** for a tow storage yard located at 107 Couch Street. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Marcus Adams: This regards Arrow Tow Service located at 107 Couch Street. It is at the intersection of Sonoma Blvd and Couch Street. *Marcus gave a short PowerPoint presentation.* Tonight on the dais you were given a memo from staff and a petition. The memo dealt with some condition changes which I will get into later. The petition was in opposition of the project from neighboring property owners. *Marcus showed pictures of the exterior and interior of Arrow Tow Service.* They are already operating at this location. They got a temporary Administrative Permit from staff back in January on the condition that they submit a formal application for permanent use at that location. That is what is before us tonight.

*Marcus showed pictures of the adjacent properties. There was a paint and body shop to the south and a restaurant in front of the proposed site. There is a transmission shop to the east and to the west VSFCD pump station. There are some railroad tracks in between that and the site. Some of the issues are: site lighting. Crime prevention asks that the applicant provide light for crime prevention purposes. The applicant is going to ask relief from that lighting condition. He believes the lights on the adjacent lot could sufficiently light the site. The officer who imposed the condition is on vacation but another officer said that he did not believe these lights would be sufficient. He does agree that if the applicant could show that these lights are sufficient he would be willing to waive this condition. Staff feels the same way, if indeed the current lights satisfied the police department. The other issue is the VSFCD pump station. There is a representative from VSFCD here tonight who is going to speak so I will let him deal with the access issue. Briefly, currently VSFCD accesses their pump station from Sonoma Blvd. That access has been a temporary position. There is no time limit on how much longer CalTrans is going to let VSFCD use that access. It is VSFCD's desire that in order for them to continue to access this site they need access through the subject property. The final issue is the screening of the site. Staff reviewed this proposal very carefully because we realized that although it is zoned Intensive Use and is in an industrial district it is visible from several points and is in a commercial corridor that we hope to see improved. Zoning does allow for this use but staff takes particular interest in the screening. The current screening does not get the job done. The landscaping, of course, would take time to grow but the wall would immediately take care of the screening issues. *Marcus showed a picture of the cyclone fence with slats from Couch Street and Sonoma Blvd.* One other point that was brought to my attention, in the staff report I stated that in the 70s and 80s there was a car lot at the site. The car lot was approved but never built. Any questions?*

Commissioner McConnell: One of the conditions submitted by the Police Department, condition 3, is that fencing shall not obstruct the view. If we require an 8' masonry wall how can we reconcile those two conditions?

Marcus Adams: In the memo that you received tonight that is the condition that I stated would be removed.

Commissioner McConnell: My recollection is that a couple years ago the City spent considerable time, money and effort on the beautification of Sonoma Blvd. How do we reconcile the beautification of Sonoma Blvd with what is a tow yard and storage facility on Sonoma Blvd?

Marcus Adams: The proposed wall and landscaping is how we are dealing with that issue. The landscaping we recommended goes far and beyond what would normally be required in the IU zone. Instead of two feet we asked for five feet. We asked for landscaping not only in the front but all the way around. The Code allows for a chain link fence with slats. We asked for the wall. We limit the size of the vehicles that can be stored there. Nothing can be beyond 8' tall. It is our contention that with these measures you can have a use there that is allowed in the best way possible without changing the zoning or denying a use that is allowed there.

Commissioner McConnell: Your recommendation is for a solid wall all the way around with gate openings. Yet we are going to require lighting to shine down into this lot.

Marcus Adams: My understanding is that they want light, because they will have access to this property, and if they have to go in they don't want it to be dark.

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Commissioner McConnell: Tow yards are required to take City tows in order to be on the City approved list. Yet one of our concerns has been that some of the tow yards have oversaturated their tow yards. This is not a particularly large lot. Shouldn't we be considering a limitation of the number of vehicles that can be stored at this facility, as well as other facilities in the City?

Marcus Adams: They state that they have a capacity for 30 vehicles. We can ask that the spaced be demarcated. If 30 is too many we could put a condition that limits the number of vehicles that can be stored.

Commissioner McConnell: I think we would need some information that would provide that kind of meaningful information in order to make a meaningful decision. Currently there are some RVs out there that you can certainly see over the top of the fence. That type of vehicle would no longer be permitted at that location?

Marcus Adams: They are over 8 feet tall and therefore would not be permitted.

Commissioner McConnell: The drainage out there, I believe your report recommends that there be storm drainage no matter what, right?

Marcus Adams: I would have to look that up but once again there is a VSFCD representative here tonight who could definitely respond to that question.

Commissioner McConnell: Where does runoff from that lot go?

Marcus Adams: I will let the VSFCD representative answer that question.

Commissioner McConnell: I am envisioning a rather elaborate drainage system out there to gather any hazardous runoff. That might be a prohibitive factor for a lot of this size. I would like to hear something about that as well. Finally there is an adjacent neighborhood and I think we would have to consider some sort of restrictions at to the timing of the place. Yet I know that these guys get called out at all hours of the day and night for tows. They have to tow the vehicles because the City requires they do and they want to stay on the tow list. We would need to limit them if they were approved at all. No vehicle entrance between 10 or 11 PM and 7 or 8 AM. I would like to hear some addressing of those concerns throughout the presentation.

Commissioner Turley: Is this a lot for placing vehicles that have a traffic ticket on them and the police order the vehicle picked up and towed into storage or are these inoperable vehicles?

Marcus Adams: From what I have seen it has been operable vehicles but I am sure the applicant can speak better to that question.

Commissioner Turley: Currently there are two RVs in there that are about 9 to 10 feet high. If this was approved those would be illegal and have to be removed, is that correct?

Marcus Adams: Correct.

Commissioner Turley: Will the curb and gutter be replaced?

Marcus Adams: That is a condition of approval, yes.

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Commissioner Turley: Will an opening be prepared for an entrance and will the sidewalk be replaced with perhaps 6' concrete instead of 4 ½"?

Marcus Adams: I am not sure on the 4 ½ compared to 6 but they are going to have to replace that and a standard City driveway be installed.

Commissioner Turley: Alright. If this was on a back street somewhere I would not have much of a problem with this. But on Sonoma Blvd a lot of our visitors to Vallejo just might very well take Sonoma Blvd. I do not think this would make Vallejo more appealing. Number 10, second paragraph, you mention that staff did receive three inquiries. Two were with stated opposition. Two people, one a neighboring individual, stated that a towing yard which is visible from both Couch and Sonoma should not be the type of use that the City would allow on this site based on the operating characteristics of such a use. Number 12, third paragraph, staff has received comment is opposition of the project. After they get through using that lot they would be leaving a lot of toxic waste in the form of gas, oil and diesel. It would have to be removed probably very expensively.

Commissioner Salvadori: I did not see anywhere in the report a sunset clause or time limitation on this use at this location. Was that something that you discussed?

Marcus Adams: Myself and the Planning Manager did discuss this. I believe the City Attorney has a comment of the ability of staff to add a sunset clause.

Claudia Quintana: You cannot do that.

Commissioner Salvadori: So the choice of the Commission is to deny the application or to approve it in perpetuity.

Claudia Quintana: Yes. Use Permits run with the land. You approve a use permit and the conditions and they run with the land whether or not it is sold it would run with the land. You can reasonable limit the condition of use. You could put hours. I am not sure if the applicant might speak to his hours but you can reasonably set hours of operation.

Commissioner Salvadori: If the expectation is that the City would want to change the zoning in that area. If the use permit is approved at this point it is there for as long as it is an active use. You cannot change the zoning and disallow the use permit.

Claudia Quintana: You could ask for a rezoning.

Commissioner Salvadori: I could ask for it but there would be no way of preventing the use as long as it was in use.

Claudia Quintana: That is correct.

Commissioner Salvadori: My second question has to do with runoff. The plot plan calls for the retention of gravel and not being paved. If it were paved then at least there would be a better opportunity to collect runoff and mitigate any potential spills. There is no talk about requiring paving at this site.

Marcus Adams: Actually there is talk about requiring paving. Public Works asked for a minimum of 50 feet depth and 16 feet wide paving. They were more concerned with gravel on the street than with runoff. I ask that we listen closely tonight to our expert who is here to address that issue.

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Commissioner Salvadori: Did you discuss the possibility of paving the entire lot.

Marcus Adams: I did discuss that with the owner but with the cost and so forth that is not something that he was amenable too.

Don Hazen: Condition 4C from Public Works is actually requiring that a 2" compact base be required on the remainder of the lot. Compact base is the minimum amount of pervious surface that you need to support the weight load of the vehicles. It is the next best thing to permanent paving. As the City's economic development efforts, over time, improve staff feels that ultimately there might be a higher and better use of this site. I think Public Works is taking that into consideration.

Commissioner Salvadori: I thank you for that. I think that is what the issue is coming down to for me. If there was a way to insure the City that there would be an opportunity for a better use in the foreseeable future then you can be a little more lenient in certain areas but the guidance given by the City Attorney basically is that this could be there 50 years from now upon acceptance of the use permit.

Don Hazen: With one caveat that the terms of the lease or something known between the owner and the tenant. We have to at some point allow for the fact that the free market will sometimes take care of those issues. From a City enforcement standpoint that is correct, a use permit as long as it is operating within compliance of the conditions cannot be revoked. The free market does sometimes have a way of solving those issues.

Commissioner Salvadori: Before someone from VSFCDC comes up was there any discussion of any compensation for the property owner for the granting of this easement or is it just something that they would like to have?

Marcus Adams: With so many attorneys in the house I am a little nervous on answering that. But, yes.

Commissioner Salvadori: Thank you.

Commissioner Turley: In regard to the base that you mentioned, that would be very absorbent. Whatever hit that base would sure go right through it and into the sub-grade. The other thing that really bothers me a lot is that it is the same as someone wanting to build a house. Then they think gee maybe we should get a permit for this. Well someone is coming in here tonight to ask permission to store cars when the cars are already stored. That bothers me.

Don Hazen: We might ask our staff person from VSFCDC to use this opportunity to possibly address the drainage issues if it would be helpful for the Commission.

Rolf Ohlemutz: I am the District Engineer at VSFCDC. This is a permanent use permit for this particular property. When we built the pump station on City land adjacent to this property in the late stages of construction we ran into problems with CalTrans. They did not want our maintenance people to access this pump station from Sonoma Blvd. With the pump station already in place we went into some intense negotiations and came up with a temporary permit form CalTrans for access from Sonoma Blvd. We had to promise CalTrans that in the future we would pursue alternative access to this pump station. That would be through the applicants property. For that particular reason we put a double wide gate on the back fence of Mr. Saqueton's property. He was very cooperative through the entire process. He granted a temporary construction easement during construction. I assumed that our relations with Mr. Saqueton would stay good through this entire process. Due to the

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temporary status of our permission from CalTrans to access from Sonoma Blvd and the permanent nature of the use permit I am obligated to be on record with a request that when we talk about the ultimate use of this property that we desire to purchase an easement through the property from Couch Street to the double gate in the back for access to our pump station. That access would have to be an all weather road and it would have to be open and accessible at all times.

With respect to the drainage issues there is pavement planned for this area. I would request the plans be sent to the District because we would have to charge a connection fee that is charged per square foot of impervious use. The applicant would have to prove that at some prior time there was pavement on the lot to get relief from the connection fee. In terms of the disposal of the drainage, I have not studied the application carefully, but the drainage could go to the curb on Couch Street or to the back to a ditch along the railroad. Disposing of the drainage would be no problem. We would request that there be some kind of filtering of runoff to prevent hazardous materials from getting into the storm drain facility and ultimately out into Austin Creek.

Chairperson Legalos: There have been a number of comments about the appearance of this facility from Sonoma Blvd., do you know of any plans to improve the looks of the pump station. It is not an attractive element. The masonry wall behind the pump station would only accentuate the presence of the pump station.

Rolf Ohlemutz: The pump station itself has been through a review by City staff. When we did the design we made sure that most of the features were below ground. What you see right now is what we intend to be there. I am not sure if the City would open up this case again.

Chairperson Legalos: The fences and landscaping are particularly unattractive. Is there any reason why the station could not be hidden from view entirely?

Marcus Adams: I am not sure about entirely. Rolf and I have worked closely on many projects. With the Commission's thoughts tonight I am sure we could work together to put some slats in the fence to try to soften that some. We would need to discuss the landscape further.

Rolf Ohlemutz: We would certainly work with you.

Chairperson Legalos: In my opinion the slats only accentuate the chain link and makes matters worse. If some landscaping could be done that would be a great improvement.

Commissioner Salvadori: I would like to go back and address the runoff issue. If this entire lot were paved you would recommend some type of filtering system. We would have to require that in the use permit. However, if a soft substrate is allowed then those chemicals would just soak into the ground and there would be some level of runoff but would there be no requirement for filtering?

Rolf Ohlemutz: That is correct. It would be the problem of the owners. If the contamination stays on site it would not be our concern.

Chairperson Legalos opened the Public Hearing.

Tim Jones: I am an attorney representing both the applicant and the land owner. I have a few comments that I want to clarify concerning the proposed use of this land. First of all, this is intended to be a tow yard. It is a tow yard primarily for operable

vehicles. The poor people who have tickets and had their vehicle towed or parking in a handicapped area and had their vehicles towed. There is no anticipation that those vehicles are going to be there for a long period of time. It certainly is not a place where vehicles are worked on. The application does not request that. The use permit would not include that. The concerns about chemicals coming out of these cars is no more serious than you would find in a parking lot or along the street curb where the cars park. I want to be sure that we separate a lot where there is a mechanic who strips cars apart as opposed to this lot which is for storing primarily cars that are in good working order and would not be presumed to put out any more chemical emissions than the average car. Obviously the overriding concern for both the applicant and the owner is the cost that are going to be incurred in allowing this project to move forward. We are talking about a parcel of land that at maximum can house thirty vehicles. This is not a high rent district nor is anyone building an expensive building here. The amount of money available for improvements is limited. If this project goes forward the amount of money that is available we want to use for the best purposes. I am not sure that a Cadillac fix can be afforded at this point. I would like to directly speak to Commissioner Salvadori and his concern with a sunset provision. This is designed by the applicant to be a temporary use. He is currently looking for a permanent position in which to house these vehicles. Given the right conditions for this use permit we are willing to stipulate to a reasonable sunset provision. This is something we can do voluntarily. That is certainly something that we are willing to offer up. There would be a reasonable period of time then this application would have to be rereviewed or sunset automatically. The biggest concern right now for the landlord and the applicant is the cost of building a 8' masonry wall around this entire lot. It is an incredible cost. Masonry and/or stucco is the most expensive form of construction. We understand the purpose behind this. We are sympathetic with the purpose but an 8' masonry wall that encloses a really large rectangular lot, I am not sure it is going to accomplish what staff is setting out for, that is to insulate the lot from outside view. It would create a concrete behemoth that would be used for tagging and even though the police concerns have been removed from the report they are certainly still there. No one can see inside this facility. In compromise we are willing to offer some sort of obscure fencing on the areas of the property that are of primary interest to staff and I believe that would be the area of the property that backs up against the pumping station that is visible from Sonoma Blvd but not from Couch St. Properties along Couch would suggest that the chain link fencing along with the vinyl slats might be adequate for that. It would be possible to install an obscure barrier by the pumping station that would completely shield the lot from view. That might be a lot more economical than asking that an 8' masonry wall be built around the entire project. If the lot is completely obscured from view I am not sure that lighting serves any purpose whatsoever. In any event we have no objection to installing lighting. I would suggest that that would be something that the applicant and landlord can work with staff to determine if the existing lighting is sufficient for the purpose, if it is not we don't have a problem with installing reasonable lighting. One of the other major concerns however, is landscaping and irrigation. There is no water hook up. The cost of hooking up to the water system in order to irrigate ground shrubbery is astronomical compared to the amount of rent that can be rendered from the lot. In mitigation, what we propose is planting two trees in the front of this lot. One on each side of the gate that is used to access the lot. Those trees would be of a variety that would be subject to negotiation between staff and the applicant. They can block, if not all, then a lot of the view. They can be supplemented by drought tolerant shrubbery. It is not the planting or the five feet back that is the problem it is the installation of the irrigation. That is because of the hook up requirements that that would entail. That is a major expense and we think we can work around it by using drought tolerant shrubbery and by using trees that do not need the irrigation. We are hoping that that will be sufficient mitigation, particularly on the Couch side of

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the street; on the side of the street with the round restaurant and on the other side where the auto body paint shop is located. Any questions?

Commissioner Turley: This yard is proposed for 30 vehicles, is that correct?

Tim Jones: Correct.

Commissioner Turley: Did you know before tonight that the Engineer with VSFCD wants an easement down the middle of that?

Tim Jones: Yes.

Commissioner Turley: With that easement would there still be room for 30 vehicles?

Tim Jones: No. The easement issue is really not on the table regarding the use permit because it is private property. The District can condemn and easement and certainly can take an easement, no question. If they do it would probably void the lease by the applicant. The value of that easement is the only thing that would potentially be in dispute but the VSFCD's ability to get that easement, when and if they need it is without question.

Commissioner Turley: With the easement how many cars could you park there?

Tim Jones: With that easement, the gate was put dead center, given the width of that double gate, if that is the size of the easement they want to take it would pretty much eliminate the ability to use that lot for parking cars. There would not be enough space left to make it worthwhile.

Commissioner Salvadori: Would there be anything that lot could be used for with the easement?

Tim Jones: With that easement possibly a drive through espresso stand. I don't know because it cuts the heart out of that property. There would not be much.

Commissioner Salvadori: To start with the types of cars that are likely to be towed here, the way you were describing them, would eliminate any cars that were damaged or in any kind of collision.

Tim Jones: I can't tell you that they would not be towed there. I can tell you that they would not be there for an inordinate amount of time. I can't limit what the applicant tows there as a tow truck driver but it would not be the intent to store long term any vehicles on this lot.

Commissioner Salvadori: My concern is the leaking of chemicals. They are more likely to come from vehicles that are damaged.

Tim Jones: From my years of working on cars, back when you could work on cars, I would agree with that statement. However, I think that the City Attorney would agree with me that if there were any chemical runoff, any contamination of the soil, the applicant and the land owner are both strictly liable for any damages that flow from that.

Commissioner Salvadori: That is true. You said that you could voluntarily request a sunset clause. Do you have any sense of what a reasonable time would be?

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Tim Jones: Given your comments I quickly asked the applicant and I threw out the number of ten years. He had no problem with that. We could certainly talk about that.

Commissioner Salvadori: OK. As you described the masonry fencing it sounded like it would be a nice looking touch. You are right you would be building, effectively, the walls to a castle. Have you any suggestions of a type of fencing that would be more reasonable, more economical, that would equivocally screen the site? Something that is not chain link.

Tim Jones: We had talked about installing redwood fencing. Cost is the overriding reason for that. Redwood is attractive. Most of us have it around our homes. It would obscure the view of what is behind it. It can be done economically. Also that fencing is way easier to remove when and if down the road there is another use put to this property that would require the changing of those fences. It is an easier material to work with and much less expensive.

Commissioner Salvadori: You would put a six foot redwood fence with a two foot decorative top on it and have eight feet.

Tim Jones: Yes but we think an eight foot fence is somewhat untenable given that the VMC generally does not allow a fence over six feet tall. We would rather have a restriction on the height of the vehicles to six feet than build an eight foot fence. An eight foot fence does add to the cost dramatically because nothing comes standard eight foot tall for a fence. Right now there are two motor homes parked there that are over eight feet tall. We are ok with limiting no recreational/motor home type vehicles in there that reach that height.

Commissioner Salvadori: If you limit it to six feet then you would not be able to put some of the SUVs in.

Tim Jones: That might be too much of a limitation.

Chairperson Legalos: You mentioned putting in some drought tolerant trees. How would you propose watering those during the first year or so. Even drought tolerant trees need care until they get established.

Tim Jones: Obviously if you need to plant trees and water them for the first year until the roots take hold potable water is going to have to be brought in to do that with. I do not know of another way to do it. However, that would be way cheaper than having to hook up to the City water system to irrigate a couple shrubs.

Chairperson Legalos: You would be willing to do that?

Tim Jones: Yes.

Chairperson Legalos closed the Public Hearing.

Commissioner Turley: I hate to get lengthy letters on our desk right at the start of the meeting because just simply cannot read them thoroughly. There is one here from Marie Saqueton who is the land owner and wants the project granted. She would like it put into the record.

Chairperson Legalos adjourned the meeting for five minutes to read the letter.

Letter submitted by Marie Saqueton: The access gate at our property located at 107 Couch Street will render said property unrentable and useless, because no tenant would want a dominant tenement to have free access to their business premises at anytime, for security reasons. It will also limit the usable space of the small lot, because the clearance that will be required for access will take most of the property area. Most importantly, the tenant will never be able to get a business liability insurance coverage with such an easement in place, allowing strangers free access to the premises at anytime without the knowledge of the business owner. In my 30 years experience as insurance broker, no standard or non-standard insurance carrier will underwrite such a high risk exposure. Therefore, with such an easement we will never get a tenant in that property and that would greatly deprive us of our planned retirement income. When we granted free usage of that property to the Vallejo Sanitation Engineer no easement gate was ever granted. Then suddenly it was installed without our knowledge. I don't know if this was done with malicious misrepresentation on their part or not.

As for any objection coming from the Nino Brothers, not to approve the use of this tenant, that is without merit because that is just out of spite and personal revenge against us, because they tried many times to buy that property but we would not sell to them. The reason is what they did to me and my real estate client a few years back which was underhanded, unethical and downright in bad taste.

You see, my husband and I formerly owned the whole three lots in that corner of Sonoma Blvd and Couch St. We sold the two front lots years ago to the operators of the restaurant, Mr. & Mrs. Jesus Magallanes. Unfortunately, the couple passed away and the children wanted their share of the inheritance. They hired Attorney Loren E. Straughn to handle the probate and they hired me to do the real estate listing. I am a licensed California Realtor. The listing period was from 5/1/03 to 11/1/03. The asking price was \$350,000 as given to me by the probate lawyer. I listed it in the Multiple Listing Service of the Bay Area Real Estate Information Service (BAREIS) to which I am a bonified member. All members of BAREIS have access to the information, including daily status updates, if it is sold, pending or withdrawn from the market. We are required by BAREIS to make updates within 48 hours or else pay a \$100 fine per day for non-compliance. This information is relevant to the action timing of the Ninos in acquiring the two lots on probate sale.

On June 13, 2003 I found a willing and able buyer by the name of Chong Ly and his wife, Meang Ly, who owned a Donut shop on Sonoma Blvd. They offered \$300,000 cash and I sent the offer to the probate lawyer. I was informed by the lawyer that all offers will be presented at the same time and after the published public notice of the probate sale is satisfied. I informed my clients about the probate process and they were willing to wait. I kept in touch with the lawyer's office the oldest beneficiary for updates. They gave me the impression that we will win the bid.

On July 2, 2003 we got the acceptance much to the delight of my clients. The probate lawyer said that we just have to wait for the court calendar hearing of the formal confirmation. We were informed that all inspections should be done by the clients and escrow should close no later than August 19, 2003, right after the confirmation. My clients were agreeable and we opened escrow with North American Title Co. in Vallejo, with the required deposit. The escrow officer was Leslie Cron (now Mrs. Stewart) and the escrow number was 56104-04218626. I did that as instructed by the office of the lawyer. According to the secretary of the lawyer, the beneficiaries were excited about the offer and would like to close escrow ASAP. I ordered all necessary inspections including natural hazards and environmental inspection which was done by LGS. I was acting as the buyers and

sellers agent so I had to protect both their interests. Both parties were aware of my dual representation from the very start.

The confirmation hearing was set for August 19, 2003 at 8:30 AM at the Hall of Justice in Fairfield. The lawyer told me that it was not necessary for me and the buyers to be present at the hearing because it was just a matter of court formality procedure. The Friday before that Monday hearing I received a call from a real estate agent by the name of Earl Trumble, who wanted to know if the property is still available. I told him no because it was already in escrow. He asked when it was closing. I said as soon as we get the formal confirmation from the probate court. He was so sweet on the phone, and even said, "By the way sweetie, when is the confirmation hearing?" I honestly answered, "on Monday." Knowing that this man is old and had been in the business for a long time I presumed that he would be ethical, professional and would adhere to the code ethics of realtors. Was I wrong about him.

The next thing I learned from the probate lawyer was that an offer came from the floor just before the Judge pounded his gavel to confirm. The offer came from the Nino Brothers just a few dollars over my client's offer. Earl Trumble was their agent. The Ninos had all the time to make an honest offer while the bidding was publicized, but no they waited until the last minute to steal the deal from under us with just a few dollars over our approved offer. I was so upset that I called Mr. Trumble and told him how unethical and unprofessional he was by taking advantage of my honesty. His reply was, "It's a dog eat dog world in this business and I had to act in the interests of my clients." My reply was, "I hope you can sleep well at night with a clear conscience, but from now on I will watch out for you. May God forgive you, and peace be with you."

I had to order cancellation of our escrow. My clients were refunded their deposit by the title company. That was a very sad awakening for me to know that there are still some business people who are devoid of decency, character and don't even know the meaning of goodwill.

Sometime last year, Earl Trumble finally realized that we still own the adjoining property to 105 Couch Street and we even have a recorded easement on that property for years. He started calling my real estate broker, Arnie Patton and wanted him to convince me to sell the lot to his clients. Mr. Patton knowing what Trumble and the Ninos did to me in the past, told him to call me directly, he never did. Then the Nino brothers started calling my husband asking to buy the lot, and they even came to see us in person many, many times. I told them how I felt in the way they acquired 105 Couch Street which left a bad taste in my mouth. They denied having to do with the probate sale and blamed it all to Earl Trumble. They even said a lot of bad things about Earl Trumble and his brother, but I knew they were just trying to get my sympathy. I told them that if I was a vindictive person, I would have reported Trumble to DRE for some disciplinary action on him, but I leave people like him to heaven, they will get their last judgment at the end. I was very adamant not to sell to the Ninos and my husband backed me up.

I later found out that the developer who had been talking to us about developing that corner, was the same guy that was dealing with the Ninos. My husband even went to the extent of offering the Ninos a large profit if they would sell in turn their parcel, so we can have the corner developed, but they refused. Our offer was even more generous than their offer for the lot. We really wanted to have that corner developed but bad blood was started by the underhanded action on the Nino brothers in the first place. We have been in numerous business ventures in Vallejo since 1965, and we have never encountered a bad experience such as this.

This is my honest and documented account of things.

Chairperson Legalos reconvened the meeting and reopened the Public Hearing.

Eddie Nino, 1357 Swinson Court, Vallejo: Me and my family own quite a few parcels around this particular property. The use on this property will impact our properties and also what the City would like to see on Sonoma Blvd within the next few years. I have talked to landowners adjacent to this parcel and everyone is objecting to this tow yard. I think it is an eyesore to Sonoma Blvd. It is going to effect all the businesses around. If you look closer at the way this thing is located it is almost at the entry level of Sonoma Blvd. From previously talking to City Planning and Public Works they want to enhance Sonoma Blvd. They wanted our participation in doing extra landscaping. Everyone was up for it. Everyone was willing to pay into putting some of the electrical underground. Now you are turning this place into a junkyard. Some of the cars on this lot have been there since January. The two mobile homes have been there since January. There is not even one car that is less than \$1000 to \$1500 bucks. There is definitely going to be chemical leakage. If there is not proper drainage it is going to affect our property. Some of this leakage is going to spill on our property. We want you to reconsider your decision and give a big thought about what they are trying to do here. I am for enhancing Vallejo and making Sonoma Blvd a better street. Why are we turning it into a junkyard? Thank you.

Chairperson Legalos reclosed the Public Hearing.

Commissioner Turley: A minute ago I was complaining about getting a two page letter on the desk tonight and we just don't have the time to read these things and understand completely what is going on. Now since I have said that I was just handed a seventeen page document about one of the projects we have tonight. I object to this because I want to do my best up here. I can't do my best unless I get all the information. I have a problem with things like that. In the last paragraph of the City of Vallejo memo dated April 16, 2007, the last paragraph, fencing should not be obstructed in such a way that prevents police officers or citizens noticing activity inside. The next page, second paragraph, says they have not obtained their permit yet and the improper maintenance and deteriorating condition of the yard is already visible. Such a tow yard should not be permitted on a main street. We were told by Public Works for the last few years that there is a major plan to landscape and enhance Sonoma Blvd and we were asked by Sammy Gonzalez in Public Works to participate. The environmental impacts of such a yard are severe. How long will the vehicles be there? I think the attorney said not very long. Yet, it seems that the vehicles that are there now have been there since January which, is four months back. I am not going to be able to support this tonight.

Commissioner Salvadori: There are still a lot of questions in my mind and at this point the overriding one is, and although it is not officially connected, I think by my comments already you know that I do not think this is the best use for this property. I was glad to hear the attorney for the applicant say that they would be willing to consider a sunset clause. If there is truly a belief that VSFCD takes the easement necessary to access their pump station this use could not even exist on this lot. I really think that has to be addressed first. Why put the City in the situation that it has approved a use, which we may not agree is the best use, to find out it can't be used for that anyway. I would certainly like to see the applicant and VSFCD come to some kind of agreement before we are put to the test of accepting this. In addition I would like to see a sunset clause accepted and made as part of the application. I would like to see a proposal of fencing. I do think that the applicant's

attorney did have a good point with regard to the masonry fencing. I am concerned that if it was only a six foot fence, and I do not agree that you wouldn't see a 6'8" SUV over the top of the fence whether it is from Sonoma or Couch St. There has to be some thought process into what that fence would be and how tall it would be in order to accommodate the use as well as the screening. The landscaping is another issue. I think there is plenty to keep talking about with regard to this lot. The first thing being whether or not it could truly be used in this fashion if it had an easement of the size that is being talked about. My position would be to move to continue this and allow the conversations to continue to provide something that is much more defined with a sunset clause, with reasonable expense in terms of fencing.

Don Hazen: I consultation with the City Attorney we would want to recommend that you actually delete the condition of VSFCO that is requiring the easement as a condition of approval. The matter before you this evening really has no relationship with that easement. There are State laws that govern how governmental agencies can acquire easements if they need it. Really the issue before you this evening is a request for a use permit for a tow storage yard. That is a separate process the Commission does not need to get in the middle of. Our recommendation is to remove that as a condition. Commissioner Salvadori's concern that that might be a hang up in the project we would just advise you to review the project on its own merits irrespective that a special district might be negotiating with the property owner or pursuing eminent domain proceedings at a later date. They currently have access to their pump station. It is a more preferable access so it is not like public health is at risk because we do not have access to a pump station.

Commissioner Salvadori: I take umbrage with that. It is ludicrous for me to accept the idea that we will approve a use on a parcel that could not possibly sustain that use knowing that another agency is moving in that direction. Why can't they have those conversations first before we are forced to make the decision on this? We all pretty much agree that this is not the best use for the property. Why pass a use permit if it is never going to be used for that?

Claudia Quintana: I think what I am trying to do is separate the issues because there are different findings that need to be made in order to justify each action the Commission takes. If we take out the issue of the easement then the Commission is free to concentrate on whether or not this is the correct use of property by looking at the resolution and looking at the findings that need to be made. If the Commission can't make those findings then at least we can look at what is necessary and articulate it in terms of whether or not this is a use that would fit within the geography of Vallejo.

Commissioner Turley: I sure agree with Commissioner Salvadori. It seems to me we are getting the cart before the horse. It seems like that if VSFCO was going to require an easement and they brought that to the applicant and the applicant says then I can not do it, then why have it before the Commission.

Commissioner Manning: Even if we take out the easement potential I really think I am getting mixed messages from staff on what is being proposed because masonry walls are a very expensive thing to do and I have some concerns that it could be a home for the homeless and not be safe for people in the community. It could be a place where people could hide. When I look at all the conditions that are here it leads me to believe that staff also feels that there are problems with having something like this in this location which is Sonoma Blvd. So hearing from the attorney representing the owner and applicant they have raised a lot of concerns about the costs of such a thing. I do not think this is the right use for this space. I

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think staff sort of feels that way too. Yet we have a recommendation to approve this.

Marcus Adams: Could there be a better use there a use that was more aesthetic or pleasurable, more than likely yes. However, the zoning does allow for the use and so I thought what was the best way to accommodate this allowed use and preserve the aesthetics needed in this area. I realize these conditions would be expensive but this is a site that is critical in its location. It is a case of if you want this use at this site you may have to take some steps that maybe you would not have to at another location, particularly an industrial zone that is not so visible to the public. That is why some of the conditions that may seem greater in terms of the cost were put in. The fencing is required in the zoning. For tow yards you will often see fencing that is taller than six feet it is a requirement that they can be up to eight feet. Staff is already seriously increasing the amount of landscaping at tow yards because we do have a number of complaints from the public about tow yards keeping up their appearance.

Commissioner Manning: We are still struggling as a community and we definitely want to have more business here. We don't want to make it so onerous that small businesses can't afford to have their locations here. We want to do the right thing for the community in keeping it beautiful but we don't want the owners unable to break even. I think with all the things it would take to mitigate Sonoma Blvd and with the concerns of the neighbors that this is not the right use at this location and I think it would be better served if staff could help the applicant find another location that would be better suited for this use.

Commissioner McConnell: I move that we deny the application. This City spent a lot of time, money and effort trying to devise a plan to beautify Sonoma Blvd. We heard comments tonight about why this is not the right type of activity at this particular location. We have heard opposition speak to the eyesore. I tend to agree with them there are just too many problems with this particular location for this type of activity. I think the applicant would be ill served by trying to address the costs of such compliances that would be put upon this lot. When I see something that calls for parking of up to 30 vehicles and I hear opposition based upon eyesore from property owners who have some types of activities up there I have to agree with them. More expectantly I firmly expect them to make that position consistent. When we have applications along Sonoma Blvd that will address parking for much more than 30 vehicles at that time. The same argument would apply then as it does tonight. The idea of using this as a stop gap method of income for the City is understandable given the economic consideration of this City. But I think that is being penny wise and pound foolish. I would hope that staff would discourage such thinking in the future. My motion is to deny the application.

Chairperson Legalos: I am going to support Commissioner McConnell's motion. The police do tow damaged vehicles if the vehicle is unlicensed. If there are infractions those vehicles are likely to be there for a long time and likely to cause a problem with toxic waste. It seems like what is being proposed by the applicant is a bare wooden fence with no landscaping and no irrigation in an area that is an entry to the City. I am going to support the motion to deny.

Claudia Quintana: If the thought is to deny the application perhaps you could make reference to the language that is in the resolution to be able to properly support the decision. As you know if you did approve a conditional use permit you would have to find that the use would be compatible with the buildings, uses and structures giving consideration to size, scale and bulk and density. If you are proposing to deny it that you give some thought to how it does not fit. If the vote results in denial

you can direct staff to come back with a resolution that reflects the findings that you are making.

Commissioner McConnell: I will make that request of staff and I will articulate that the site is incompatible with the nature of the area. There are no other parking lots or storage yards in this area. The conditions that would be placed in an attempt to comply with this usage would be unreasonable at best because of the types of restrictions that would be necessitated, by the sensitivity to the area, by the easement constraints, by CalTrnas, by the presence of White Slough, it is not compatible from an ecological standpoint or the environment in that area as well. I move to deny.

Marcus Adams: Staff in preparation for potential denial will ask that the use discontinue within 30 days of the Planning Commission decision unless of course there is an appeal filed. They were under a temporary permit which would expire.

AYES: McConnell, Manning, Legalos, Turley, Salvadori, Engelman.

NOS: None.

ABSENT: Peterman.

Motion carries.

- 3. Minor Use Permit 07-0003** to expand a drug and alcohol treatment facility from 6 to 8 persons located at 200 Peppercorn Court. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Don Hazen: This is a request to expand the number of occupants in an existing residential treatment facility from six residents to eight residents. State Law allows up to six residents without any local requirements. The push from six to eight does require a minor use permit. During the initial review of this and notification to the owners we received some feedback from residents that indicated there might be some opposition to this proposal so we decided to bring the application to the Commission. It would normally be a staff decision. The facility will be under the regulation of the State. In your packet there is a very expanded description of the use. There would be no alteration of the existing home to the exterior. We understand that they are eight females that would be residing in this facility primarily for recovery from alcohol and drug use. They would not have cars. We have also recommended a condition of approval in case that were ever to change that sets the area we feel would accommodate that parking so there would be no overloading of parking on the street. We have identified the garage, the driveway and two spaces in front of the home that would be the maximum allowable parking for this residence. Staff was not able to identify any negative impacts associated with the use primarily because the sites are managed and also under the regulatory inspection of the State. Various departments looked at the application and it complies with all the regulations. Staff is recommending approval with the attached conditions of approval.

Commissioner Salvadori: The staff compares this house with a large family. This is 10 adults. That is the strangest family I have ever seen. I don't think it equates to a large family. Also it is a four bedroom house. I am guessing that one of the bedrooms would be occupied by a staff member. That would leave three bedrooms for the eight residents.

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Don Hazen: What staff meant by that was that there would be nothing to prevent 10 people from living in a four bedroom home. It is not a violation of any building code standards. So we equated the occupancy of a drug and alcohol residency with 10 people living there as a single family home.

Commissioner Turley: The manager has her own bedroom. I would like to refer to the letter we received from the Glen Cove HOA. We should always put ourselves in the other guys shoes. No one objects to rising property values. But when you have a home such as this in your neighborhood it is going to affect your property values. The Board said that the master plan of Glen Cove is for single-family residences. Group homes do not fit in this plan. We have had problems with other group homes. CCRs for Glen Cove specifically exclude group homes and boarding houses. They ask us to deny this application to expand an already out of compliance residence. We have a letter from 215 Peppercorn Court recognizing that the State allows these homes with six or fewer beds.

Commissioner McConnell: Glen Cove CCRs were recorded in May 1979. Do CCRs prevent any type of care home or does State Law override CCRs.

Claudia Quintana: The HOA may have a case against the homeowner if they wished to pursue it.

Don Hazen: We are bound by our City Zoning Ordinance and we do not enforce CCRs. State Law says they can have a house of six or less and that is what we go by. We also do not want to lead an applicant down the path that might lead to litigation or eviction. This might be something we would wish to ask them. In the end we are asked to judge this in conformity with City jurisdiction not CCRs.

Claudia Quintana: There is something that I would like to add to that. Currently by State Law group homes with six or under are excluded from the definition of group homes and are treated as families. If you bump them to eight you take them out of the exemption. Currently it is a permissible use by all standards.

Don Hazen: It is a use listed in our Zoning Ordinance as requiring a use permit.

Commissioner Engelman: The first year I was a Commissioner we had several situations where the CCRs did come up. To my memory the Commission always went by the CCRs. In one case the person had converted his garage to a room and we made him tear it out. Since the group home is in compliance in my opinion if we bump it up to eight then you are going to bump it up to legalities that I do not want to get into.

Commissioner Salvadori: My recollection is similar to Commissioner Engelman's. One thing that came up was since the Commission could impose the requirement to have CCRs we had at least a responsibility to respect those CCRs as we went forward. I thank the City Attorney for clarifying the definition of a group home not being a group home. It was very helpful because even though it appears that the CCRs are written to exclude such a facility under State Law the semantics of it would allow it. To go beyond that would exceed the CCRs.

Claudia Qunitana: At the very least this is evidence of the findings you have to make to approve the application that it is compatible with the neighborhood or to deny it that it is not compatible with the neighborhood. I do want to stay away from saying that this is the law of the land because it is not.

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Commissioner Manning: I was just going to suggest that we open the Public Hearing.

Chairperson Legalos opened the Public Hearing.

June Cummings: I am the Director of Emani Incorporated. When we first moved into the residence at 200 Peppercorn Court we made the owner fully aware of the type of facility that we intended to open. She was in favor of our program being in her property. I heard someone say that it would bring down property values. The new owner of this property was aware of our program and he purchased that property at full value. We have been in that residence since May 2004. We have a track record of being respectable neighbors and of being quiet. We keep good maintenance and well kept landscaping. Some members of the Commission came to look at the property. The house has four bedrooms, two of which are master sized. There are two smaller bedrooms. The house manager lives in one of these. The original owner added on a 600 square foot studio downstairs. That is why it would not be too crowded to have 10 people in that house. We have 24 hour staffing. With 2 additional people we would be allowed to have one more full time person. That would make sure that the program continued as hit has for the last three years. It would ensure that none of the women would act inappropriately in the neighborhood. It is a voluntary program. You are volunteering to come in and we are volunteering to let you stay there. If you cannot follow the rules and guidelines then we cannot allow you to stay there. If there is disruption in the neighborhood, if people are smoking out front, if people are socializing in the front of the building we do not allow any of that. We do not have a lot of visitors. The only people that come and visit are the children of the women that are in our program. Often times they have not seen their children for a very long time. Our women do not have cars and the ones that do are not allowed to bring them to the house. The only spaces we use are for staff in the garage and the two spaces out front are for case managers. When you take women who's whole life has been in and out of prison and you show them a new way of life and you reunify them with their children and teach them how to become gainfully employed and you reduce the rate of crime that improves the quality of life of our clients and the other citizens of Vallejo. I realize that there are CCRs from 1979. Do 30 year old CCRs dictate everything that goes on with this Commission and this City. I understand that we want to respect the CCRs but I also feel that what we bring to the neighborhood is much more important. If we were a problem or the police has ever been called to our house I could understand. We have not had those issues. We have invited neighbors on two occasions to come to an open house. We had the neighbors on both side show up and they were both in favor of the program. I went and asked neighbors and eleven signed that they were not opposed to us doing this. We had one that is really against us and eleven for us. You have the signatures right there. Whatever the Commission decides we will go along with. I would like the Commission to take into consideration that we have been very good neighbors. We have a three year track record. The benefits to the community outweigh the complaints that they have against us, which are none really. Thank you.

Chairperson Legalos: At your current size of six you are offered protection by State Law. Should your application be approved you may be exposing yourself to litigation. Are you aware of that?

June Cummings: Yes.

Chairperson Legalos: And you wish to continue.

June Cummings: Yes.

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Commissioner McConnell: You have two staff members there now.

June Cummings: We have two daytime staff and one nighttime staff.

Commissioner McConnell: If approved you would add one additional staff person?

June Cummings: The new person would work 8:00 AM to 4:00 or 5:00 PM.

Commissioner McConnell: Your nighttime staffing would remain at one.

June Cummings: Yes. We also have an alarm system. Our program is voluntary. If they want to leave all they have to do is say so. They do not have to sneak out during the middle of the night. People come there because they want to change their lives.

Commissioner Salvadori: The new property owner knows what you are doing?

June Cummings: Yes he does.

Commissioner Salvadori: He signed the CCRs when he bought the property. He is the one at risk and in violation of the CCRs if the count goes up to eight. Do you think he would give the answer that it does not make any difference?

June Cummings: I don't know. I would have to ask him but he did write you the letter in support of us.

Commissioner Manning: I drove by the property and it is a lovely neighborhood and I never would have known that there was a care home there. It is very well taken care of. I applaud you for doing this type of work in our community. It is lovely that women have a chance in such a nice neighborhood to turn their lives around. Why do you want to add two women?

June Cummings: The demand for treatment is what is driving us. The people who place women in our programs are saying that they need more beds. There is only one program that provides treatment specifically for women in Vallejo outside of us. There are co-ed programs but not specifically for women. We are also different in that we will deal with women that take medication. Some of our women have health issues some have mild to moderate mental health issues. When someone is sick they need their meds.

Commissioner Manning: Have you had a program in Vallejo before 2004?

June Cummings: No, but I have been working with care homes since 1989 in San Francisco, Berkeley and Oakland. We recently opened a program in Benicia.

Martin & Marilyn Silverstein, 215 Peppercorn Ct, Vallejo: My name is Martin Silverstein and this is my wife Marilyn. We have owned our residence located at 215 Peppercorn Court in Vallejo for 28 years. We would like to present our opinions regarding the expansion of the community based drug and alcohol treatment facility operated by Emani, Inc and operated at 200 Peppercorn Court. This facility is located less than 50 feet, across the street from our residence.

We understand that the State of California allows community based health care facilities such as this to be established anywhere if there are 6 or fewer beds in the facility. It is only when the facility expands to more than 6 beds that the local zoning laws come into play. Therefore, we do understand that we are not able to do

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anything to stop the existence of this facility, but would like to present our concerns regarding its expansion.

Our concerns for ourselves and our neighbors include the following:

- We are very concerned about what this expanded facility will do to our property values. We must disclose the existence of this facility to any potential buyers. How many people will want to purchase a home in this proximity to a house whose residents are ex-convicts with substance abuse issues? The residents take group walks through the neighborhood, and their appearance can be intimidating.
- What is the maximum number of residents that this facility will be allowed to take in? Visitors and staff will all need access to the facility. What does that number do to the vehicle and foot traffic in our court of only 14 homes?
- We have already seen examples of inappropriate behavior in a family neighborhood. Women in their housecoat giving back adjustment and massages in front of 200 Peppercorn Court. Side shows in the middle of the night at the intersections of Wildberry and Peppercorn Courts. This is right in front of 200 Peppercorn Court. Cigarettes were dropped over the fence for one of the women living in this house. We should not have to be subjected to this type of behavior.
- This house is owned by an absentee landlord and is not currently being maintained. When my wife spoke with June Cummings she indicated that there was no money to do the maintenance. This eyesore is not in keeping with the established standards of our neighborhood.
- The residents are basically transient, having no vested interest in the neighborhood.

We also have concerns as to how the expansion of this facility will affect the City of Vallejo. We understand that Vallejo is "trying to change its image" and talks about improving the quality of life. The development of these centers is not improving the quality of life of the residents of Vallejo. There are currently more than 50 such community based rehabilitation homes (per COV Planning Division maps) in operation in Vallejo. Allowing these homes to expand, to bring more transients into our community will do nothing to improve the quality of life for the tax paying residents of our neighborhood, our development, or our City. It is our fear that it will cause depreciation of the value of our home and those of our neighbors. This in turn will do nothing to help uplift Vallejo and its image in the Bay Area. Thank you for allowing us this opportunity to present our views.

Ruth O. Fisher: My name is Ruth O Fisher, and this is the fourth consecutive year that I serve as the Chair of the Glen Cove Community Association. During my term of service, this is the only request I have ever seen for an increased number of residents at a licensed group home located in the Glen Cove neighborhood. Planning staff member Deborah Marshall, earlier this evening, distributed to each of you, a GCC Board of Directors' letter written by Stacey Kennington. Please note it's not the 17-page one that you have gotten from someone else - emphasizing that Glen Cove master plan stipulated single family residences only. The property at 200 Peppercorn Court is situated in the Glen Cove Hills development and, as already indicated, the CCRs, originally prohibited any sort of group business operation at the private residence. Certainly as laws change and neighborhoods mature, our mostly single household community is dotted with other licensed group home facilities. Some of these residential operations have blended in smoothly while others have existed in an undesirable manner. Questionable activities, excessive vehicles, and disruptive behaviors have warranted routine notice to the

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Vallejo Police Department, the Vallejo Fire Department and other additional agencies to achieve corrected actions and improve the situation. This evening you have heard from a Glen Cove resident voicing their concerns regarding the operation at 200 Peppercorn Court. On behalf of the Glen Cove Community Association, I respectfully encourage you to object to the Planning Division's recommendation to place two more individuals into this four bedroom, two and a half bath house. Hopefully your meeting packet does include an updated copy from the State of California, Department of Alcohol and Drug Program license and certification as the one submitted in January, displayed an expiration date of March 31, 2007. It does seem inappropriate for any Vallejo residential neighborhood to be burdened by an excessively populated group home. Thank you for your consideration.

Margaret Plump, 129 Stonewood Ct, Vallejo: Good evening. My name is Margaret Plump. I live in Glen Cove Hills in Vallejo and I was actually the third family to move in Glen Cove and I have been there for 28 years. I am opposed to the expansion of the facility. I feel that it is in the midst of the residential area, and I think that there are several hundred homes in this area, and I do believe in the program. I think that it is a good program. I just really think that it is in the wrong place. And, the second point I would like to make is that in the 28 years that I have lived there, I have seen more fire trucks and police cars in my neighborhood in the last year than I have in the last 28 years. And so, I am here tonight to ask the Commission if you would delay approval of this. I would like to have the opportunity to present information as to just how many times police and fire have been to the facility. So I would like to be able to present that information. Thank you.

Chairperson Legalos closed the Public Hearing.

Commissioner McConnell: Thank you Mr. Chairperson. I am going to move to deny the application. I don't think it's consistent with the neighborhood. More especially, there are some group dynamics that always change when you increase a group size from six to eight, and by keeping a one-person staff on duty at night, you substantially alter those group dynamics, and it is a question of control. I believe that Emani has an excellent program. The comments from the neighbors and supporters are very impressive and I think you are accomplishing a wonderful amount of good work. Rather than expanding by one-third, the size of the operation; my preference would be that you develop a second location. I think it would be much more advisable and in the end analysis, much more profitable. So, Mr. Chairperson, my motion is to deny the application as being inconsistent with the neighborhood.

Commissioner Turley: I would just like to make a comment for a moment please, about the CCRs. It so happens that I live in Glen Cove and the CCRs may be 30-years-old but from the observations that I have made, they are probably more effective today than they were years ago because of the Glen Cove Homeowner's Association. They are a very strong and dynamic association and I wouldn't at all be surprised at what the CCRs, the way the Glen Cove Homeowner's Association are going, I wouldn't be at all surprised a hundred years from now, that the CCRs will still be very strong. Thank you.

Commissioner Manning: Oh, I just want to – I can't say how hard it is to do this, so. But, I just want to say, I lived in Glen Cove for 12 years and it is a beautiful community and I really applaud what you are doing there. I remember a time when Mare Island closed and there were so many empty homes and there were people that were just trying to rent out to anybody and we had a crack house on our street, and my house was like a seven or eight-year-old neighborhood and I would love if

they had a facility like yours on my street any day as opposed to people in trouble like that and people buying drugs. Again, I really want to applaud you. I also did hear from the community and the neighbors concerned, and I am also worried for you that if you do go outside of the six-family-unit number that you really open yourself up to some possible problems with the CCRs. Anyway, I just wanted to share that and again applaud you and thank you for the hard work that you are doing in our community. It really makes a difference.

Chairperson Legalos: I would like to second Commissioner Manning's comments. I visited today and I was very impressed with how well managed the place was and how clean it was and in fact I wanted to know who your housekeeper was. And, obviously you are doing a very important job and doing a good job of it, but I do think if we were to approve this, you would be putting yourself and your program at risk, so I am going to support the motion to deny also. If there are no further comments, please vote.

AYES: McConnell, Manning, Legalos, Turley, Salvador, Engelman.

NOS: None.

ABSENT: Peterman.

Motion carries.

- 4. Variance 06-0001** to modify an existing shopping center sign at Redwood Plaza to permit for 5 tenant signs. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Marcus Adams: Ok, I have been admonished to make this as short as possible, so I will do my best here. This is indeed a variance request to modify an existing shopping center sign located at the Redwood Plaza. I have a very short couple of slides just to orient you with the location and with the sign itself. So here on this slide we can see the, looking at the plan, we can see the existing sign. It may be hard to tell, but if you cannot see the sign, you are familiar with it so hopefully you got a copy of the proposed sign – a color copy rendering along with the example which I will go into a little bit soon. But the existing sign is indeed a wood sign with some wood letters on this pedestal. Here is another view of the sign – both of these taken from opposite directions on Admiral Callaghan. The sign currently right now is not illuminated so at nighttime it's not really visible. And then, here is the slide of the different buildings here in the shopping center. I wanted to include this slide so that you could see the situation that the shopping center has as far as tenant identification of its stores that are not on some of the pads out there. If you did go out to the site, that there are some pads that are closer to Admiral Callaghan which are fine for their clients – Kinko's, the Oil Changers, and a couple others but for the most part, most of the shop stores are set back quite far from Admiral Callaghan and are not visible, and even Safeway, itself, is set back. As noted in the staff report, the applicant has been very patient working with staff. He came to us a few years ago asking about modifying the sign. At that time we had just recently had the situation with Vallejo Plaza. If you remember that would be Dee Dees. There is the shopping center sign there and I told Commissioner Manning, I hope you remember, that I did mention to you that it was our hope that staff would amend the sign ordinance so that we could address the situation because currently the code does not allow for any type of identification on a shopping center sign. Needless to say, I haven't had the opportunity to amend the sign ordinance although it is getting closer to where we are starting to work on some sign ordinance amendments. Be that as it may the applicant decided that instead of waiting for us, to amend that he

would go through a variance procedure and because he did work closely with us as far as coming up with what we think is a very attractive sign, the staff was able to support this and the reason being: 1. The type of sign, they limiting the panels to just four which we know because an excessive amount of files including the main anchor there, Safeway, and the type of signage that they are going to be using there, the halo letters are something that you don't see a lot of here in Vallejo and it is kind of a new trend in signage which I think will be very attractive and fortunately, he was able to give us an example of, for the tinted panels. The staff was concerned that they would just be kind of a hard plastic or Plexiglas panel that went in and out so we told them to come up with something that would not have that, kind of, for lack of other word, "cheap look", and so they came through with what they call push through letters. We have an example here tonight where you have this as your base and then the panel pushes through and there is a ½ inch gap there so you will have that halo effect even on the tenant panels, so you will have the halo for Safeway, the Redwood Plaza, and then even the tenant panels are going to have this look that you see here which I think is very attractive – something that we don't have on any of our other shopping center ID signs so the staff felt that we were able to make the variance findings which are in the staff report, and we think this could be a fine example or model for when we do amend the sign ordinance, how we would like to see our shopping center ID signs that include tinted. As far as who would be on the tenant panels staff will leave that open for the management but in speaking with the sign company tonight who brought this proposal forward and there was a representative here if you had questions about the sign itself but more than likely you are going to have the tenants with the larger spaces on those panels. It is just going to be, you know there will be a service price that you will have to pay to be on those panels and normally those who can afford it are some of the larger tenants. Maybe not the pads because they are already visible from Admiral Callaghan but some of the shopping units that may have a couple of spaces there in the back. So, with that, I am open for any questions.

Commissioner Salvadori: Thank through the chair. Mr. Adams, I am very much in favor of putting signage so that people can see where there is to shop in the center. The one concern I have is that it is current and accurate and so we don't have the signs of businesses up on a shopping center sign for months when there is a vacant space there and I didn't see anything in the variance that would preclude that from happening, and I'd like to. I think the variance is an excellent idea so that people traveling on Admiral Callaghan can truly be aware of what is in the center and I know that the owners of the center don't want to have any vacant spots, and not at this particular center, but I can tell you I have experienced pulling into a center and finding out the place that is on the sign is no longer there so that if there is a way we can, we can address that, I'd certainly appreciate it. Short of that, it is a pretty good looking proposal.

Commissioner McConnell: Thank you Mr. Chairperson. If I may through the Chair. How tall would the sign be?

Chairperson Legalos: Let me take a look and see if it's on the plan here but the only extension of the current sign would the Redwood Plaza arch there so. I would be guessing to give you the exact height but it is going to be an additional, approximately an additional 2 feet from the existing.

Commissioner McConnell: Okay, so it's not much larger than what we have out there already?

Chairperson Legalos: Correct.

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Commissioner McConnell: But it will be eliminated tonight?

Chairperson Legalos: Correct.

Commissioner McConnell: And the candle power will not be so large as to cause distractions or glare on the freeway?

Chairperson Legalos: That's one of the really nice things about the halo signs is that the light intensity is not bad.

Commissioner McConnell: Well, one of the concerns I have, not with that shopping center, is the fact that CalTrans has seen fit not to erect a barrier hard rail out there and we have had at least two or three cars come through there near Target that I know of, and I would urge the City to put whatever pressure they can upon CalTrans to erect a guard barrier along Interstate 80. I think it's badly needed but the sign's a great idea. Thank you.

Chairperson Legalos: If there are no further comments or questions from the Commission, I will open public hearing. Does the applicant wish to address the Commission? I have a card here from Mr. Ronald Boatman from JSJ Electric Display. Are you speaking for the applicant, sir?

Ronald Boatman: I'm speaking for the applicant, sir. Good evening, my name is Ron Boatman. I'm with JSJ Electrical Display. We are a manufacturer in Benicia, California and I am the manufacturing representative for the company and I am representing the AKT Development which is the owner of the Redwood Plaza, and I'd like to just take a couple of moments to kind of address a couple of issues that had come up. 1. The current sign right now is illuminated. The Redwood Plaza does illuminate. There's lamps in there but the sign is so disarray that it doesn't work so it hasn't been illuminated for a number of years because there's birds nesting in there because of the wood on the front fascia is been dilapidated and its fall apart and it has not worked for a couple of years but there is power there currently and it is, was currently illuminated at one time. The background is a T-111 currently which is a wood siding with the Redwood Plaza which is routed out so just the letters would light up if it did light. What we are proposing is just to add about two feet to the top of the sign and where the Redwood Plaza is right now that would be aluminum face so it wouldn't be a sign cabinet with a plastic face that would just blast out white light. It would be opaque background. The Safeway letters would be eight individual halo-lit letters, which means the light would come out the back of the letter instead of in the front. Each one of the tenant panels as Marcus has demonstrated there, that is an aluminum panel that is routed out. We use a 1/2 inch thick piece of plex that comes through so that low light comes around the letter – just the letter itself lights up so it looks like an individual letter on there, so which is the next step up from taking a white plex space and putting vinyl on it because that makes it look like a regular sign cabinet. These look like all individual letters at night. All the background of it would be the same color as the buildings in the background. Safeway is going through a remodel. AKT is spending a lot of money on to upgrade the center – one of the things that they had come to me a couple of years ago, about two years ago, upgrade the sign, and we have been waiting for the City to come up with a Code Text Amendment to do that to allow tenants on the signs but there is other signs right there up and down. Admiral Callaghan does have tenants. I believe they have gone through a variance. To kind of answer your question about the tenants having a blank panel there, there just happens to be about 18 tenants other than Safeway in this shopping center. There is only 4 tenant panels available. They actually have a waiting list of tenants that would want to get on there as soon as somebody would go out of this list that would go on there, so

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immediately and they are going to be charging a fairly nice little decent rate to be on there, so they do have a waiting list of tenants to go on the sign if a tenant does move out so the chances of a vacant panel there would be pretty much null and void because of the largeness of the center and the amount of tenants that are waiting to get on the sign. Do you have any questions?

Chairperson Legalos: Commissioner Turley?

Commissioner Turley: Thank you Mr. Chairperson. One question. If there is a waiting list of tenants wanting to get on that sign, can you, because I am very curious, can you tell me why you don't expand the size of the sign so that anybody that wants to get there can get on there?

Ronald Boatman: That is a good question and I would like to answer that. The size of the sign right now has x-number of square footage. The x-number of square footage determines the wind load upon the footing of the base of the sign. To enlarge the sign to put more tenants on it, you would actually have to rip the sign out, do a bigger base, a bigger footing, to have more tenants on there which would increase the wind load so to keep the costs down – they are only spending about \$25,000 just to refurbish the sign as it is right now. To do away with it – to put a new sign up, you're probably looking in the neighborhood of \$60,000 to \$70,000 to add maybe four more tenants, so dollar-for-dollar it's not worth it to change the wind load, the amount of the square footage, so what we have done, is, we have taken the Redwood Plaza, the amount of square footage there, made that into five tenants and just added on top just a small little Redwood Plaza. It's only 2 feet high but it is not a solid surface. There is an opening at the bottom as you can see so there is not a wind load pushing against that sign so we wouldn't have to change the footing details as far as the engineering and structural of the sign. Okay.

Chairperson Legalos: Thank you. If there are no further speakers, I will close the public hearing and bring the matter back into the hands of the Commission. I would also like to make a comment related to Commissioner McConnell's. It seems to me there must be something that distracts drivers around that area. I was stopped at the stop sign at Evergreen when a very large car flew off 80 and spun around in the intersection in front of me. A few weeks after that, another car came through that same intersection and I was not there at that time, and a few months after that, there was a third one and I was just wondering, what is distracting people at that point and if some attractive sign might not exacerbate that situation.

Commissioner McConnell: Thank you Mr. Chairperson. I'd like to respond to your comment. I have been in discussions with Assemblywoman Marian Evans about the possibility of having CalTrans erect a guardrail there. She and her administrative assistant Veronica has indicated to me that while they are interested and desirous and think it's a good idea, they need to see City and local support for that so I would urge anyone who has an interest in pushing this or seeing that happen to write to your legislators, petition the mayor, petition the traffic engineer, but something has to come out of the citizenry or it probably won't happen. Thank you.

Chairperson Legalos: Thank you Commissioner Mc Connell.

Commissioner Turley: Thank you Mr. Chairperson, and I recommend that we approve the variance permit 06-0001 subject to the finding and conditions contained in the staff report.

Chairperson Legalos: Miss Quintana?

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Claudia Quintana: Could I ask you whether you also need to approve the resolution that's attached to the staff report?

Chairperson Legalos: Yes. Commissioner Turley, would you like to restate your motion with the change suggested by the City Attorney, please?

Commissioner Turley: Recommend approval of the variance permit 06-0001 subject to the finding and conditions contained in the staff report and what?

Claudia Quintana: The resolution that's attached.

Commissioner Turley: Yeah, in the resolution.

Chairperson Legalos: Thank you. Please vote.

AYES: McConnell, Manning, Legalos, Turley, Salvadori, Engelman

NOS: None.

ABSENT: Peterman

Motion carries.

5. Tentative Map 07-0003 to create two parcels for commercial development on Mare Island. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Deborah Marshall: L-5 is tentative map 07-0003 to create two parcels for commercial development on Mare Island. Proposed CEQA action is exempt. Staff recommends approval based on the findings and conditions and Michelle Hightower will present this item.

Michelle Hightower: Good evening Commissioners.

Chairperson Legalos: As Commissioner Turley pointed out we have been handed a 17 page document here and can you tell us which items have been changed so that we don't have to read this entire document?

Michelle Hightower: Yes, I apologize for that. We did have an issue with conditions D-9 on page 12, and it occurred at a condition that referred to residential development and that is not applicable as well as the Vallejo Sanitation and Flood Control District No. 23 which I believe is on page 16 and I believe also not applicable and I just wanted to provide a clean copy of what you agreed to be considered this evening.

Chairperson Legalos: Okay, so those are the only changes?

Michelle Hightower: Correct.

Chairperson Legalos: Thank you.

Michelle Hightower: Okay. Lennar Mare Island is the master developer of Mare Island as you know, and they are proposing their first nonresidential subdivision that would be south of E Street as part of the redevelopment of Mare Island. This particular project is located on the south side of Connelly Street and Railroad Avenue and Walnut Avenue as shown on the first map – the top map. The bottom

map just shows clearly that this area is located in the developed area of Mare Island with a lot of buildings surrounding the site. The existing site contains three historic buildings. Building 257 is in the corner of Railroad and Connelly. It is currently a vacant warehouse building. It is approximately 57,000 square feet. It has four general rooms. Building 237 is in the center. It is also vacant and it is approximately 62,000 square feet and is a two-story building, and lastly; building 253 is located in the corner of Railroad Avenue and Connelly Street. This building is actually currently being used for a warehouse and storage facility for an antique dealer. It is actually a three-story building with approximately 60 feet in height and 36,000 square feet. The current lessee in this building has expressed interest in purchasing the building from Lennar and actually negotiations have been initiated for the sale. As shown one can see that the particular property does not have a stripe parking lot, no vegetation, and no curb and gutter. The proposal is to retain building 253 on this site and then to demolish buildings 237 and 257. This particular property is located in the Mare Island Historic District, and in order to demolish buildings of notable significance, a terms analysis and a relocation analysis is required and that analysis was submitted to our Mare Island historic preservation consultant, and it was determined that the proposal to demolish this has met all of the criteria. The proposal is to create two parcels. Parcel 1 would include building 253 and a parking lot and Parcel 2 would accommodate a future construction of a commercial building. Now in order to create a parcel that actually conforms to our zoning code with respect to parking, the staff has included a condition of approval for Parcel 1 and that requires the demolition of building 237 which is in the center as shown, and then also the construction of the parking lot has to be done prior to recording the final map. The design of the parking lot would require a Certificate of Appropriateness from the Architectural Heritage and Landmark's Commission and a unit plan from the Planning Division. Also for Parcel 2, the future construction of the new building and parking lot would require a Certificate of Appropriateness and a unit plan. The subdivision also includes street improvements for the surrounding roadways. The Public Works Department has allowed these improvements to be deferred and constructed as planned in the Mare Island Infrastructure Phase-In Plan. And, that calls for the improvements on Walnut Avenue and Connelly Street to be constructed by the end of 2009 and improvements on Railroad Avenue to be constructed by 2010. As I mentioned, there are changes in the conditions of approval. I pointed out earlier the condition number 9 for the one division included a residential reference as well as a sanitation and flood reference. The staff is recommending approval. We believe that the project is in compliance with the Mare Island Specific Plan, the zoning of it, and the subdivision ordinance. Representatives are here this even to answer any of your questions, as well as our City engineers. Thank you.

Chairperson Legalos: Commissioner Salvadori.

Commissioner Salvadori: Thank you. Through the chair to Miss Hightower. First of all, I want to say "Yee Hah!" I just want a clarification on something that you said. The requirement is that the parking lot next to building 253 is completed. Prior to the road improvements – that sounds like there will be double building and I am sure a representative from Lennar can discuss that but before the subdivision will be approved, the parking lot has to be built and I would assume that would happen before the need in 2009 for the street improvements. Is that consistent with what you said?

Michelle Hightower: That is consistent. What we are doing on Mare Island in absence of the road improvements, is putting in a firm asphalt berm and that would provide the border for the parking lot, and then striping, so we are allowing a temporary parking lot to be provided on the site.

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Commissioner Salvadori: Okay, thank you.

Chairperson Legalos: Commissioner McConnell.

Commissioner McConnell: Ms. Hightower – the language in the staff report indicates that this is a conceptual design of the parking lot. Am I correct in understanding that the final design will be subject to review by both the Planning Division and possibly the Planning Commission?

Michelle Hightower: The Mare Island Specific Plan allows that property that has been parcelized – that the construction of it in design that would take place after the parcelization has been approved by the Planning Commission to be approved by staff. So, a unit plan can come forward as long as it's consistent with the map that has been approved by this body, and the staff would resume the design.

Commissioner Salvadori: My concern with this and with all parking lots is one that addresses the safety of pedestrians and the adequacy and the extent of landscaping. Eventually no doubt, and hopefully, there will be lots of cars parked out there with employees who at the end of the day will hop into their cars on a summer day and have to turn on their air conditioners unless there is adequate and substantial shade trees. We have been delaying and delaying our landscaping ordinance so I would like to have a requirement in this particular application to include adequate and sufficient shade trees and adequate and extensive setbacks for landscaping purposes and I would prefer they actually be done in the final application because I see the applicant wants to delay this until 2009 and though I can live with that, I don't particularly want to waive the right to demand a high standard for appearance for this parking lot, particularly on one of the very first ones out there. I do note in the staff report that they wish to delay construction until the end of 2007, which we are almost there, and Railroad Avenue to be completed by 2009. What's the reasoning for that delay?

Michelle Hightower: I believe the reasoning is because parts of the street have not been cleared completely by DPSC, however; the City Traffic Engineer can answer that question more appropriately.

Commissioner Salvadori: Okay.

David Kleinschmidt: Good Evening Commission – David Kleinschmidt, City Engineer. We discussed with the applicant the timing of the infrastructure improvements and it was staff's opinion that constructing a project that was more contiguous instead of breaking it up into small sections was a better decision and we felt it would be more appropriate to allow the applicant to defer the construction of that segment of right-of-way both on Connelly, Railroad, and the other fronting street until they were ready to construct a much longer segment and had it completely designed. We have got the securities necessary to insure that that work does take place in the future and we're protected from an economic standpoint in making sure that we design it in a complete manner from end-to-end of the project. It is more appropriate to do it at a later date.

Chairperson Legalos: That's fine. Is it the intent to have this 60-foot high warehouse used for storage of antiques?

Michelle Hightower: I believe that would more purposefully be answered by Lennar, but currently the antique dealer is using the building and plans to retain the building for that use.

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Commissioner McConnell: I see inconsistency with the general plan. You indicate that this purpose is to generate employment and I am wondering how much employment are we going to generate with a warehouse for antiques?

Michelle Hightower: Well, we also have with the parcelization, the accommodation of a future commercial building on the opposite site. Also, the Mare Island Specific Plan called for the retention of this building. It was anticipated that many of the warehouse buildings would be used for those purposes and we would like to maintain the historic setting of Mare Island by allowing some of these buildings to remain and to be used for the purposes that they were originally built for.

Commissioner McConnell: That's fine. I'm just interested in seeing as much employment positions out that as we can possibly generate and if we are only going to have an antique warehouse storage facility, I am somewhat skeptical as to how many employment positions we are going to generate by that. My concern principally is the landscaping of this parking lot and the holding of the applicant to a relatively high standard in this case. I believe I can support this application as long as there is some reservation to the Planning Commission to review the actual landscaping, setbacks and shade requirements that are going to go into this when that time comes. So, those are my comments. Thank you.

Chairperson Legalos: Commissioner Manning.

Commissioner Manning: Thank you. I have a procedural question to ask. Mr. Hazen, maybe you can help me with this. We are approving this tentative map and part of that approval is the tearing down of two historic buildings. Is that correct?

Don Hazen: I will defer to Michelle on that but I believe that decision has already been made on this subdivision of land.

Commissioner Manning: When was that decision made, and by who?

Michelle Hightower: The Mare Island Specific Plan was approved in 2005. As part of that specific plan, Lennar had environmental plans for the demolition of 183 historic structures.

Commissioner Manning: Okay. And these two were on the list?

Michelle Hightower: Yes.

Commissioner Manning: Was that reviewed and approved by the Architectural Heritage and Landmarks Commission?

Michelle Hightower: That is correct and the project approval included the completion and approval of a deterrence analysis and relocation analysis that has been submitted to our City Mare Island Historic Preservation Consultant who has reviewed those documents.

Commissioner Manning: I am just surprised that wasn't in the staff report that that had taken place, and my other question is: This wouldn't typically go to the Architectural Heritage Commission first because it is in the historic district and then come to us?

Michelle Hightower: We actually have a Settlement Agreement that was approved by City Council in April of 2006. Part of that Settlement Agreement was the clause

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of buildings within 2A, 3B and 3A, (and this particular area is 3B), that the approval of the demolition as long as deterrence allowance was submitted and approved by the Planning Division – that a demolition can take place. It did not require approval of the AHLC.

Commissioner Manning: Okay. Then regarding the parking lots. The requirements for the parking lot and the sizing – is that based on historic area guidelines or is that just general commercial guidelines?

Michelle Hightower: The Mare Island Specific Plan has its own set of parking standards. The standard single house use is 1 per 1,800 square feet and that is the standard that was used for calculating the parking requirement for building 253.

Commissioner Manning: Alright. Thank you.

Chairperson Legalos: If there are no further questions, I will open the public hearing, and I have no cards. Probably no one wishes to address this item, so I will close the public hearing and bring the matter back into the hands of the Commission.

Commissioner McConnell: Thank you Mr. Chairman. I will move the approval of the resolution approving the Tentative Map 07-0003 subject to conditions provided in the resolution with an additional requirement under Planning Division Item No. 7 that the developer shall obtain a Certificate of Appropriateness from the Architectural Heritage Landmarks Commission and a Planned Development Unit Plan from the Planning Division for the design and construction of a parking lot on Parcel 1, adding the words "subject to further review and approval by the Planning Commission of the parking lot design.

Chairperson Legalos: Please vote on Mare Island Association.

Don Hazen: Just for clarification on that. Are you actually saying then when this is subject to review, are you suggesting that it be a mandatory Planning Commission Review or just at the discretion of the Planning Division at that time you are made aware that we have an application?

Chairperson Legalos: That the Planning Division will submit a report to the Planning Commission for review and approval of whatever is being submitted at that time so that we have the final authority on design concerning landscape, setbacks, safety in the parking lot for pedestrians, and trees for shade purposes. Please vote.

AYES: McConnell, Legalos Turley, Salvadori, Engelman

NOS: Manning

ABSENT: Peterman.

Motion carries.

M. OTHER ITEMS

1. Development Agreement 07-0001 for the Annual Review of the Lennar Mare Island Development Agreement. *Continued to the meeting of May 21, 2007.*

N. WRITTEN COMMUNICATIONS

None.

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O. ADJOURNMENT

There being no further business to discuss, the meeting adjourned at 9:45 P.M.

Respectfully submitted,

A handwritten signature in cursive script that reads "Deborah Marshall".

(for) DON HAZEN, Secretary

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A. The meeting was called to order at 7:00 p.m.

B. The pledge of allegiance to the flag was recited.

C. ROLL CALL:

Present: Commissioners McConnell, Manning, Legalos, Turley, Salvadori, Engelman, Peterman.

Absent: None.

D. APPROVAL OF THE MINUTES.

E. WRITTEN COMMUNICATIONS

None.

F. REPORT OF THE SECRETARY

1. Upcoming Meeting of Monday, June 18, 2007

a. Reminder that the meeting of July 2, 2007 has been cancelled.

b. Use Permit 07-0004 is a reconsideration by the Planning Commission in lieu of an appeal to the City Council.

c. Use Permit 06-0019 and Lot Line Adjustment 06-0011 use an existing building as a church.

G. CITY ATTORNEY REPORT

None.

H. REPORT OF THE PRESIDING OFFICER AND MEMBERS OF THE PLANNING COMMISSION AND LIAISON REPORTS

1. Report of the Presiding Officer and members of the Planning Commission – None.

2. Council Liaison to Planning Commission – None.

3. Planning Commission to City Council

Chairperson Legalos: The Council reversed the Commission's decision on the large family home up on Dell Court in Hiddenbrooke by a vote of 5-to-2. The main concern was that the style of the structure was felt to be out of scale with the other structures in the area. I had made the point and I had agreed with Commissioner Salvadori's observation that since there are only two completed structures and one under construction, we shouldn't necessarily take those as a standard for future construction in the area. The only member of the Council that agreed with that position was Mayor Intintoli, and the vote was Mayor Intintoli and council member Culier voting to deny the appeal. I believe council member Culier's reason for denial wasn't that he wasn't approving such a large structure up there. I believe that he wanted an even smaller, lower limit, than what was included in the Council's motion but they did reverse it 5-to-2.

I. COMMUNITY FORUM

Members of the public wishing to address the Commission on Consent Calendar items are requested to submit a completed speaker card to the Secretary. Any member of the public who wishes to speak as to any consent item may do so at the public comment period preceding the approval of the consent calendar and agenda. Any member of the public may request that any consent item be removed from the consent calendar and be heard and acted upon in Public

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Hearing portion of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

Robert Schussel, 2559 Shade Tree Circle, Vallejo: I live in Hiddenbrooke, and I would like to talk about the Lennar report. I think it needs to be much more vigorous in a few explanations and include a summary of what Lennar is planning to accomplish over the next year. Right now, none of that is in there and there needs to be criteria in there to determine whether or not Lennar's objectives were met, and I really feel Lennar needs to apologize for a D- performance on Mare Island which is really hurting our community. The goal of what Lennar is supposed to be doing is to bring in jobs and Lennar's efforts so far are woefully inadequate. Lennar does not have a strong incentive to speed up commercial development on Mare Island. The former Planning Director, Al De Silva continued the pattern of giving away everything that the City likes to do. Mr. De Silva only required that a good faith effort be made. Unfortunately no definition of what is good faith was spelled out, and Lennar's definition of doing good faith is doing the minimum that they have to. The agreement rewards Lennar for building homes which is their strength and where the real big money is – easy money. Now that Lennar has Toro Station down in Orange County and it has Hunter's Point in San Francisco, there is much less incentive to fast track commercial development in Mare Island. Let me just say that Lennar has not met its obligations despite what it said about commercial development. The report has kind of sophomoric explanations and Lennar blames everyone except itself for all of its delays. In the last three years I have noted in a charge you will see later, the number of jobs in Mare Island has been stagnant and this stagnant situation is due to the lack of effort by Lennar and its policy of turning away employers. Lennar says that it is due to the lack of growth. The real reason is Lennar's unwillingness to work with employers and maybe Mr. Salvadori could talk about that. They have turned away about 500 new jobs in the last couple of years, and about half of the jobs in Mare Island are government or education, and Lennar didn't have to raise a finger to get those people. So, they really haven't done much. I would compare this to what Touro University did where they have been actively trying to develop on Mare Island. In the last year Lennar brought in one new business with 40 employees. Lennar says that the housing starts may be delayed due to the Navy. It is actually due to the housing market, and I would like to know what the report of the EDC findings are and what their recommendations are about Lennar and Mare Island. Please don't let Lennar continue to be an entitlement to economic development on Mare Island. Thank you.

J. CONSENT CALENDAR AND APPROVAL OF THE AGENDA

Consent Calendar items appear below in section K, with the Secretary's or City Attorney's designation as such. Members of the public wishing to address the Commission on Consent Calendar items are asked to address the Secretary and submit a completed speaker card prior to the approval of the agenda. Such requests shall be granted, and items will be addressed in the order in which they appear in the agenda. After making any changes to the agenda, the agenda shall be approved.

All matters are approved under one motion unless requested to be removed for discussion by a commissioner or any member of the public

Commissioner Peterman: With Item K1 on the Consent Calendar, I move that we approve the consent calendar and the agenda. Please vote.

AYES: Commissioners McConnell, Manning, Legolas, Turley, Salvadori, Engelman, Peterman.

NOS: None.

ABSENT: None.

Motion carries..

K. PUBLIC HEARINGS

1. **[Consent] Resolution of Intention** directing staff to amend Chapter 16.38 of the Vallejo Municipal Code to address projects within the Mare Island Historic District as part of the Mare Island Specific Plan Amendment II project.
Proposed CEQA Action: Exempt. Staff person: Michelle Hightower 648-4506.
2. **Amendment to the Downtown Master Plan and Downtown Specific Plan** regarding temporary uses in the Georgia Street Corridor.
Proposed CEQA Action: Exempt (Section 15301 – Negligible or no expansion of uses). Staff recommends a recommendation of approval to the City Council. Staff person: Don Hazen 648-4328.

Commissioner Manning had to recuse herself from this item because she has property in the affected area.

Don Hazen: Thank you Mr. Chair, members of the Commission. I will give a brief overview of the project beginning with back in 2005, the City Council approved the Master Plan for Downtown which included the adoption of the Downtown Vallejo Specific Plan. That Master Plan had envisioned the Georgia Street Corridor as being a primary retail corridor for the City and the Downtown, and as a result, the uses for the on the ground floor were primarily retail. The action before you this evening would be to recommend to the City Council that the plan be modified on an interim basis to allow select specified non-retail uses on the ground floor. I'd say staff's effort on this began about a year ago or so when we were responding to concerns by the downtown business owners and property owners that the current retail market was not supportive of implementing those specific plan regulations and they had asked for some relief from those requirements and so this item K2 in your City packet is a proposal that the City Council on April 17, passed a Resolution of Intention, recommending that you examine the Specific Plan and look to see if there are alternative uses that could be considered on an interim basis. Let me just kind of refer you to Page 2 of your Staff Report. Those uses that are being proposed are listed at the bottom Page 2, and while they are not directly considered retail, they nevertheless would have some secondary economic benefits in at least encouraging pedestrian traffic downtown and some additional retail sales of existing businesses down there. The framework of this Resolution of Intention that was adopted by the Council was that they would essentially have this window of opportunity open for two years for the people wanting to initiate these uses and they could then go to the Planning Department and apply for an Administrative Permit.

The second part of the City Council action was that they would like to re-examine the retail market 12 months into that two year window of opportunity, if you will, and reserve the right to modify the regulations for shorter periods of time or even a longer period of time, depending on the health of the retail market.

Thirdly, after the two year window of opportunity closes, unless otherwise modified, those businesses that are established during those two years would be allowed to continue for up to an additional six year period. The maximum number of years that someone could come in would be for eight years if they went right after this action, at the beginning of the two year period. Your staff report also contains what is called a Draft Land Use Agreement that our City Attorney's office has prepared. We feel from a legal standpoint, when you allow an occupant in a building, they could make a claim that they have a permanent, vested right to occupy that building and so one of the legal mechanisms to be sure that the terms of these Temporary Use

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Regulations are adhered to, is that there would be the requirement for a three-way land use agreement between the City, the property owner, and the tenant, all acknowledging that this is a temporary nature of the use. When such time as this agreement term expires; the occupant would have to vacate the premises and leave. The plan would then be that the Specific Plan regulations would become fully effective once again. In front of you this evening is a handout from the City Attorney's office which outlines your options before you this evening as well as a revised resolution. The zoning ordinance actually references the Planning Commission and the City Council of approving specific plan amendments but in effect what you are doing is that you are taking action on whether you feel that specific plan amendment is warranted or not and then you are passing that consent on to the City Council for them to kind of alternately ratify your decision. Claudia has proposed some minor wording changes that supersede the resolution that is in your staff report packet. As I mentioned, the City Council has looked at the basic framework on the Resolution of Intention back in April and gave staff the direction to move forward with that, and they are looking for us to bring something along those lines back to them. We have already scheduled it for the June 12 meeting in an effort to minimize time delays between Planning Commission action and City Council review just because of the health of the current market and the need to offer relief for building owners downtown right now. I would be happy to answer any questions that you might have and just kind of cut it off at that point.

Chairperson Legalos: Commissioner McConnell.

Commissioner McConnell: Thank you Mr. Chairperson. Mr. Hazen, does this proposed amendment apply to any streets other than Georgia Street?

Don Hazen: Strictly the Georgia Street corridor.

Commissioner McConnell: And, under the definition administrative and professional, would that include tattoo shops?

Don Hazen: Give me just a moment to verify that.

Commissioner McConnell: Mr. Hazen, while you are checking, can you also check whether massage parlors would be allowed?

Don Hazen: Okay, let me just quote briefly out of the code, and as you know, the code sections that I provided in the staff report refer to the Zoning Ordinance where it offers a more expansive discussion of what those uses would be. Under Administrative Professional Services, it says: "The use type refers to offices of private firms or organizations which are primarily used for the provision of professional, executive, management or administrative services. Typical uses would include administrative offices, legal offices or architectural firms." So, I would say, clearly, massage and tattoo parlors would not be permitted under that use category.

Commissioner McConnell: Would they qualify under some other subcategory such as a medical office or a fitness club, studios – dance, etc. section?

Don Hazen: Okay, give me just a second to verify that before I give you a quick answer. Okay, the first one that you had asked about was medical services, and that's 16.06.405 and that is "primarily for prevention, diagnosis and treatment or rehabilitation services provided by physicians, dentists or similar practitioners but excludes those classified as any civic use type or as medical services", so if the massage was licensed by the state as a facility for legitimate uses of massage

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therapy, it is my opinion that they would qualify as a rehabilitative type service provided by a practitioner that is licensed by the state. The other use category you wanted me to look at is what?

Commissioner McConnell: My concern is tattoo. I believe they are puncturing the skin. I think they have to be licensed.

Don Hazen: Yes. I am not seeing anything in here that would allow a tattoo parlor to be established under these Interim Regulations.

Commissioner McConnell: Do they require a license from the Board of Medical Quality Assurance?

Don Hazen: I don't know that answer but I see John . . .

John Nagel: Just as a point of clarification, when you look at 16.060.405, it says: "Treatment rehabilitation services provided by physicians, dentists, or similar practitioners . . ." So, I don't think that either a tattoo artist, whether they are licensed or massage, would fall under that same practitioner, especially because it specifically excludes medical services, and medical services are "treatment and rehabilitation services provided by nurse or other health professionals" and so when you take a look at that, it is clear that those two categories are looking at doctors at one level and then other health practitioners at a second level. I don't think a massage parlor or tattoo parlor would fall under a medical practitioner or even under medical services.

Commissioner McConnell: What about an indoor category such as fitness clubs, yoga, or martial arts?

Don Hazen: Clearly not. That would be for gyms, health clubs and those things.

Commissioner McConnell: Can we get an Opinion Letter from Council to that effect? It would be made a part of the findings in this resolution.

John Nagel: We could certainly do that, or the minutes would reflect the fact that you had asked those questions and we concurred that the Zoning Ordinance does not allow those uses.

Commissioner McConnell: Thank you very much.

Chairperson Legalos: Commissioner Salvadori:

Commissioner Salvadori: I have a second question in response to Commissioner McConnell and Chairperson Legalos. Religious Assembly – are these categories approved in any way about the requirement for this its Use Permit?

Don Hazen: No. These regulations would not provide for church use.

Commissioner Salvadori: The next question is – One of the important reasons that we wanted to maintain Georgia Street as a retail center was retail feeds on retail. The best way to kill a retail environment is to have half or two-thirds of the buildings closed. Can we require that any of these businesses have a minimum set of hours? Like – 10:00 to 5:00, Monday through Saturday? That way, at least the doors are open in most of the buildings on Georgia Street.

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Don Hazen: My response to that would be that at one of the earlier City Council meetings, it was discussed whether these uses should be allowed with a Conditional Use Permit or as an Administrative Permit, and only through the Conditional Use Permit process would we be able to regulate the hours. We would have to find a nexus or the need to specify hours to achieve some type of a goal or objective. The City Council felt that the Use Permit was too cumbersome and not necessary for these uses and so their direction to staff was to pursue that as an Administrative Permit. So, the long answer to that is that you would not be establishing hours of operation – minimum hours – through the Administrative Permit process. We would not have the legal mechanism for doing that.

Commissioner McConnell: This is an Amendment to the Downtown Specific Plan. Could that be a requirement of the Specific Plan? Other cities do it; how do we do it?

Don Hazen: What we would need to do, if that is your recommendation this evening is to tie in the goal that you are trying to achieve by establishing the minimum hours. I see where you are going with that.

Commissioner McConnell: I think the goal is pretty clear. If you end up with three-quarters of the businesses on Georgia Street fitting under these categories, which certainly helps the people who own the property and it is a good thing to do, but; if all the doors are closed five-days-a-week, except for an hour or two; it doesn't do anything for the retail businesses that are there. If more and more retail businesses locate there, the need for this is less and less and less. If we build in a situation where it is self-defeating, then in a year or two years from now, the Council is just going to have to say, we need to extend this because we are still in the retail business. I would encourage us to put some language in here that would require some minimal level of open door.

Chairperson Legalos: Commissioner Turley:

Commissioner Turley: Thank you Mr. Chairperson. Just to make sure that we talk about each of these items and it is spelled out very clearly, there wouldn't be any possibility of a drug rehabilitation space being rented. Would that be correct, Mr. Hazen?

Don Hazen: I would have to see under Medical Offices. Under Medical Services, the way the Zoning Ordinance defines that is that again, it talks about "the treatment or rehabilitation services provided by nurses and other health personnel as a provision of medical testing and analysis", and this includes "clinics, blood banks, and medical or dental laboratories." Some drug rehabilitation uses, depending on the type of treatment they were actually given, could potentially fall under Medical Services, in my opinion. There is some drug rehabilitation that actually administers medicine by registered nurses or physicians, and so those would clearly fall under that. If it was a kind of a half-way house for living and rehabilitating that way, I would say then the answer would be "no." They would have to be administering some type of medical treatment for health purposes.

Commissioner Turley: Are we in the position to decide among us that some of these places will not be acceptable like the drug rehabilitation place, for instance?

Don Hazen: What would happen with a prospective tenant is that they would come to the Planning Department and say: "I want to file an Administrative Permit for this use." Then what we would do is find out through a written statement about what that use is and then we would match it up with one of these categories that would

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be listed as a permit. Then, we would make a determination whether we thought that it fit into that or not. We would consult with the City Attorney's office if we had to, and then we would make a determination so if, in the case – (using the worse case scenario) like a half-way house; we would say, "I'm sorry – that is not a permitted use." Of course they have the right to appeal that determination. They could bring it back before the Planning Commission on an Appeal of a Staff Determination. We would basically evaluate each prospective use and determine whether it fits into these use classifications. I think that's the purpose for the Zoning Ordinance to have these. This will give more guidance as far as what is the typical type of uses that would be permitted. We would use that guide. I think we could actually do a pretty good job.

Commissioner Turley: You probably want to discourage any kind of business that might attract people that would go in there for drug rehabilitation.

Don Hazen: Right. Unless it was actually drug treatment, we would have to say "no, that's not permitted."

Commissioner Turley: This would probably also include marijuana, legal distribution space?

Don Hazen: On that, I believe that the City has a moratorium in effect on that because of the conflict between federal and state law.

John Nagel: We never adopted the moratorium. The position of our office has always been that under federal law, marijuana dispensaries or whatever term you want to use for them, are illegal. Therefore, you can't give a Use Permit or any other sort entitlement to an activity that is illegal, and so that would be our position. As a Plan clarification, it is tough for anybody to look at the definitions on the spur-of-the-moment and try to figure out all of the different possibilities. When you look under "Medical Services", it talks about rehabilitational services by nurses and other health personnel but then it says that it excludes those classified as any civic use type. When you go to "Civic Use Types," one of the listings is "Clinic Services", and when you go to "Clinic Services", it talks about "the clinic services use types refer to providing nonprofit medical services to persons affected with bodily or mental disease or injury without provision for on-site residence or confinement." I think that you could make an argument that a Methadone clinic or some other sort of drug rehab clinic that has no residential component would be a civic use type and would be a clinic, and therefore; it is excluded under the "Medical Service". The thing that gets a bit awkward, in the next sentence, under the definition of "Medical Services", it says: "Typical uses include clinic, blood banks, and medical service", so it is not the clearest statute. I would think you could make the argument that those sorts of clinics would not be included as a medical service under this definition.

Chairperson Legalos: Commissioner Peterman.

Commissioner Peterman: Thank you. Mr. Hazen, there is no provision for the percentage of stores or buildings that could be leased under this?

Don Hazen: That was one of the early alternatives that staff presented to the Council for discussion. They discussed it briefly but in the end, decided that it would be too difficult to administer and they felt that the reevaluation clause in the proposed ordinance was the way to go.

Commissioner Peterman: I remember when our Georgia Street in downtown Vallejo was like Benicia's First Street, and we used to have things like the

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"Christmas Walk", and things like that. I have seen stores that were wonderful come and go here in the last few years, and my concern is that if we fill everything with services, we will be doing ourselves a disfavor and not encouraging retail, and I think that one of the ways, as Commissioner Salvadori said, to get people down here to shop, is to have stores to which they can go. I have a conflict that if they all become service places, then, what is the point of somebody coming down here. You may come down for your doctor's appointment or you may come down to have your taxes done, but would you really stay here and shop. That is just a concern that I have. Also, I have a concern with the six-year extension. You said that will be reviewed after twelve months, right?

Don Hazen: Right, and even your first comment about the worse case scenario and we have too many of the non-retail uses in there – that could be part of the purview of that twelve month re-evaluation. So, you open it up for twelve months without any regulations. At the end of those twelve months, half way into that two-year window, we would be presenting a report that assesses just how many new tenants we received during that twelve month period, what does that work out to in approximate percentage of the number of tenants on Georgia Street Corridor, and that could be something that could certainly be considered as part of the re-evaluation to avoid exactly what you are talking about.

Commissioner Peterman: Then we also have the issue – somebody has come in and they have established themselves. They have been there for a year. In twelve months we decide there are too many services. Who do you move out, and how do you decide that?

Don Hazen: Well, I can say that at the Council meeting there was a lot of discussion about what was an appropriate length of time that you should allow a non-retail tenant to be able to stay in given the initial investment in the building that they had to lay out. I think, based on that discussion, I think what the preference of the re-evaluation is, is to examine whether that window of opportunity is one year, two years, three years, or more, but the six year, I think, was kind of the secondary thing that they would analyze, and whether it even needed to be longer. I think just based on discussion of the Council, there would not be support at this point of shortening that time frame to be less than six years. I think you control it at the front end as to how long you allow these tenants to come in. I think the spirit of the intent of this for the ones who have been established was to allow the full six years, or longer, if necessary.

Commissioner Peterman: Then my other thought is that suppose I wanted to open up chiropractic services on Georgia Street. Would I really want to do it if I knew that I would only be there for two years? We discussed that issue that there is a possibility that people may not wish to come in because that is only a two-year commitment and, as you say, we would have to put in some infrastructure, remodel buildings, etc., and if they are only there for two years, might that be a deterrent? Thank you.

Chairperson Legalos: Mr. Hazen: As I understand the review – the twelve month review process and the two year review, it doesn't allow for moving someone out who is already in. It simply is done to determine whether or not we are going to continue to allow renting to non-retail uses. If in the first twelve months, the Corridor is filled out - whatever is there is going to be there for eight years, as long as the tenants want to stay for those eight years?

Don Hazen: That is correct. The City would be forced to honor the Land Use Agreement that is signed, and under this Proposal, it is the two plus the six. If they

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came in the first twelve months, they would have a Land Use Agreement that says they have six years from the time that this window expires. If the Council were to shut it down in twelve months, they would still have six years beyond that under that Land Use Agreement.

Chairperson Legalos: If there any practical way to influence the mix of businesses? We could end up at the end of twelve months with a kind of unbalanced representative mix of non-retail businesses which we would then have to allow for eight years?

Don Hazen: I don't think anybody realistically is thinking that we are going to have an onslaught of new applications at the initial opening of this time frame. The twelve months, I think, would be pretty optimistic – maybe unrealistically optimistic, that you would fill everything up in the first twelve months prior to the evaluation period. But, I can say that the uses and these lists of uses in your Staff Report were actually presented to us from the various Downtown associations; they felt comfortable with this mix. In our meetings with them Downtown, there was not any concern on their parts that we needed to start differentiating between what percentage or what proportion of each of these uses we should have. I think the Council felt comfortable that twelve months is a fair time frame to give this a chance to work and see where we are after twelve months. Again, I don't think anybody is envisioning a scenario where you have got all of these filled up after the initial twelve month time frame.

Chairperson Legalos: Thank you. After the twelve months, if it looked like there was an imbalance, for example, say there were primarily financial service businesses there; I still don't see anything that would allow imposing any kind of a mix.

Don Hazen: Not unless it was the decision of the Council ultimately after the twelve months to start imposing that, but they would still have to honor those previous Land Use Agreements.

Chairperson Legalos: Thank you. Commissioner Salvadori.

Commissioner Salvadori: Thank you. Mr. Hazen: As I was partially listening to my fellow commissioners and thinking about what you said with regard to the hours of operation, it strikes me that since one of the attachments here is the Land Use Agreement between the three parties, and there is a Section 4 that talks about operating and maintenance standards, that maybe if it is the pleasure of the Commission to impose a minimum operating hours, that might be the place it could be added so that it is very clear to everyone that there is an expectation that the doors will be open during the prime retail hours. As I look at most of these businesses, where they exist in other areas; they are open. This is just a very strong suggestion and reminder that, for the benefit of the businesses around them; they need to be open.

Chairerson Legalos: Thank you. If there is no further discussion from the Commission, I will open the Public Hearing. We have two speakers. The first speaker is Judy Schilling.

Judy Schilling, 410 El Dorado, Vallejo: Thank you commissioners and staff. The Downtown Retail Corridor Task Force has been working very closely with the Planning Department and with great cooperation from the Planning Department, in recognition of the difficulty the building owners are having right now in attracting retail businesses to a corridor where retail businesses have failed, and failed, and

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failed over the last ten years. There were references made to wonderful businesses that came in, and we don't have the foot traffic to support them. The purpose of the Retail Task Force was to designate higher end, client-oriented businesses that would bring people into our Downtown. They could go to a doctor's appointment and stop for lunch, or shop in a store. They would bring their children downtown for karate lessons and hang out for an hour and shop in the Downtown. We need to have people coming into our Downtown, whether visiting their accountant, their insurance agent, their title company, their realtor, and shop, and eat, and stay, I didn't plan on talking tonight but the Commissioners have raised a number of very interesting points and I think that we need to bear in mind that our Downtown building owners have put literally millions of dollars into their buildings and many of them are sitting there now with beautiful renovated spaces that they can't rent because they can't attract a retail tenant. They are turning away good tenants that would be a benefit to the Downtown. So, please, do support the Staff recommendation and let us take this to City Council and relieve our building owners from a burden they have been bearing for over a year by turning away good tenants. Thank you.

Chairperson Legalos: Next speaker is John Sylvain.

John Sylvain: Good evening Planning Commission and Staff. I would like to speak to a couple of the issues that were brought up. I remodeled a building in the Downtown. I have a store that is sitting empty. Most of the applicants that we have downtown are not for retail business. They are for such things as schools for children, the State Farm Agency. The State Farm Insurance Agency was turned away from my spot because it is the first floor on Georgia Street – a place that the woman wanted to have her agency. The retail restrictions as they stand in the Specific Plan, are a little too restrictive. The town is not prepared to have retail only down there. We need a mix of services. We need to be able to get people who will draw young families down, will draw professionals down, and do just as Judy said: Come to appointments, go to eat at the restaurants, and the restriction on retail has hurt us because we are not getting the retail applicants. A karate studio came to me and was not allowed. They will bring people downtown. They will bring parents and children. They will bring professionals. We will have more foot traffic, and eventually it will build it up to an area that has sustained more retail, and more retail businesses will want to come down to it. I appeal to you to approve the Staff Recommendation here and give us this relief for a specific short period of time. Personally, I believe you should have a wider mix permanently downtown but we are willing to work with the Staff and the Downtown together on it, and we would appreciate your consideration in passing this. Thank you.

Chairperson Legalos: Thank you. The last speaker is Dave Manning.

Dave Manning: Good Evening. Dave Manning. I have a couple of store fronts down on Georgia Street. I have done some research on this, and every other city in Solano and Napa County all have something like this. Nobody disagrees that we need to control the kinds of businesses that are downtown to get the people that we need down there. At the same time, everyone of those cities has a certain amount of flexibility at the front desk to make the kind of micro-decisions that need to be made on a case-by-case basis. The main thing I am adding to what has been said tonight is that this has been kicking around from one Commission to another for six months. Don't kick it back to staff again. Just approve it and the details can be worked out later.

Chairperson Legalos: Being no further speakers, I will close the Public Hearing and bring the matter back into the hands of the Commission. Commissioner Salvadori.

Commissioner Salvadori: Thank you. I would like to add a requirement in the Land Use Agreement of minimum hours of operation – of being open. It strikes me “hours of operation” does not necessarily mean the doors are open - to ensure exactly what the speakers have been talking about takes place. If the hours for these businesses are inconsistent with the hours of the retail businesses, then this all falls apart. I don't know if 10:00 to 5:00 is right or not. I would suggest that staff might be in a better position to choose those hours but I would like to add to the Land Use Agreement under “Section 4, Operating and Maintenance Standards”, that the businesses shall be open for business during a minimum of - I will say at this point, 10:00 to 5:00, Monday through Saturday, or as suggested by staff and I would like to offer the Staff Recommendation Approval to the City Council of the Modification to the Specific Plan and the attachments based on the findings and conditions of the Staff Report.

Chairperson Legalos: Commissioner Turley.

Commissioner Turley: Thank you Mr. Chairperson. Through the Chair to Commissioner Salvadori. Mr. Salvadori, what I don't understand is – if someone is going to rent space to do business on Georgia Street, aren't they automatically going to keep their doors open? Why pay rent and close the doors? Would you respond to that please.

Commissioner Salvadori: Sure, I would be happy to. They are not going to close the doors but they might decide that they want them to be open between 4:30 and 6:30, Monday through Friday, and not at all on Saturday. One of the problems perpetually with some fitness or karate clubs is that they want to be open in the evenings and not during the day and that, I guess from my perspective it is not consistent with the desire to build a retail business. Granted this is not a shopping center but we are looking at it as the potential of a shopping environment. I come to this determination after having spent a number of years in Benicia and watching the Main Street push within Benicia suffer through this. When people would walk down the street there would be two doors locked; one door open, two doors locked; one door open, and people don't shop that way. They get very frustrated with the fact most places aren't open. I began looking at the types of businesses we are suggesting here. I would agree with you. One would expect them to be open but I think maybe we can go a little beyond that and we can ensure that they will be open.

Commissioner Turley: In response to that, Mr. Salvadori mentioned the karate club. If all the kids that study karate are in school until 3:00 o'clock in the afternoon, maybe we might be doing a disservice to the business community downtown by putting the time in because a karate teacher would have to pay someone to keep the doors open from 10:00 in the morning until 3:00 in the afternoon, knowing that there wouldn't be any business, and it might even discourage him from coming downtown. That is just a thought – that's all.

Chairperson Legalos: Commissioner McConnell:

Commissioner McConnell: Thank you Mr. Chairperson. If I may, I would like to pose a question to the Chair to our Legal Counsel. If we recommend the adoption of operating hours and restrictions – make it applicable on Sabbaths, Friday, Saturday, and Sunday. Are we running afoul of the Religious Freedom's Act or are we leaving ourselves open to an allegation of discrimination? What if we have a Seventh-Day Adventist doctor who wishes to close and not have his office open on

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Friday, or a Jewish doctor who doesn't wish to have his office open on Saturday. What do we do about that?

John Nagel: I don't think it would cause problems normally, and Don can correct me. Usually the hours of operations don't specify the days of the week. They usually specifically some morning and evening time in which they are not going to open before or not stay open after, and then they allow the business itself to determine whether or not it is a seven day operation or five day operation. I think regardless of any of the questions that you pose, I think it would be more flexible and more meeting the needs of the Downtown property owners to have one which just talks about hours of operations, rather than days of the week. I don't know how Don feels about that.

Don Hazen: Actually, when John is done, I would like to throw out the issue of hours in general and kind of offer some staff analysis on both sides of the issue to help frame this discussion, recognizing that we have motion that is in the process of being made.

John Nagel: That would be my comment that as I understand our Code and application that we only put time restrictions on and not days of the week restrictions. I think it is just inconsistent. The only other thing that I would note is that if the Commission were to consider making an error in posing that obligation, you wouldn't be able to do it through the Draft Land Use Agreement because that action isn't before the Planning Commission, and what you would need to do is the following. 1. You would have to make a new finding that would go into the Resolution that would support the reasons why you are doing that and in that you feel it is consistent with encouraging retail us. Then, I believe you would have to amend and add a clause to Attachment A which is essentially the Proposed Land Use Regulations that would actually spell out whatever you were going to impose upon the future land uses.

Don Hazen: Mr. Chairperson – If I may, I would like to address the discussion that you are having on the setting of hours. The whole emphasis behind this regulation is to stimulate economic development of Downtown. A couple of thoughts on that. 1. I think we have to assume that somebody that is paying a pretty good lease down there will want to capture the market down there and I will also preface that by saying that the City Staff, and I would like to give Annette Taylor, our Senior Economic Development, an opportunity to approach the Commission if she would like to add to this as a staff person. But I think one of the keys to economic development in Downtown is to broaden the hours of activity to not just be daytime but evening as well, and I think that theatre goes a long ways into planting that seed. If you look at the Land Use Agreement, you will see that we are potentially talking about going out to the year 2015 with this. I think a tremendous amount of economic development can occur downtown between now and 2015, which will cover not just the daytime hours but the evening as well. So, on one hand I just wanted to throw out the market forces at work versus someone's attempt to make a profit on their investment, and, looking long-term, not only to what we see today. On the other hand if you feel that you need to emphasize the hours of operation, I would encourage you to not set specific hours or days but maybe you use a generic term such as the minimum hours that are typical of retail uses in the Downtown area so it takes into consideration all of the other businesses without being overly specific, and I know Annette had just mentioned to me a few seconds ago about the fact that there are no businesses in Downtown – or very few – that are open on Monday.

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Annette Taylor with the Economic Development Division: I listened to your conversation. Currently there are no set hours of operation in the Downtown for any of the businesses. We may be imposing something on this category but it is not in the Downtown currently. That is part of why this might be considered. Also having businesses open in the evening would help with shared parking. As you know as the Downtown develops, there will be a concern for parking and areas we are looking will have mixed uses so there can be shared parking both day and evening, using the Empress Theater as an example. Foot traffic in the evenings, so the restaurants that are down there will be utilized for lunch and perhaps maybe dinner sometimes. I just wanted to bring that to your attention. Right now there is a percentage of the buildings, and I don't know what, that aren't open on Mondays. A lot of the Downtown businesses aren't open on Mondays, Sundays and Mondays, so I want you to take that into consideration if, in fact, you are going to impose, or try to impose, time, a set of hours and a set of days that they are open.

Chairperson Legalos: Perhaps Commissioner Salvadori can correct me if I misunderstood, but I understood your suggestion about hours to be a minimum not a suggestion that the businesses would not be open at night. Is that correct?

Commissioner Salvadori: That is correct.

Chairperson Legalos: I want to respond to something Mr. Nagel said about the days of the week. Are you saying we could specify a number of days of the week but not specific day of the week? We could say 6 out of 7 days, or not?

Don Hazen: The more specific you get the more difficult it is to tie it back to the findings and the findings that are referenced in your documents in your staff report essentially revolve around the Downtown Specific Plan goals and policy to encourage an active pedestrian corridor. That does not really say during the day or during the night or Monday or Thursday. If you feel you really need to nail that down your job becomes much more difficult to put into the record what is the basis or the finding that makes you go to that level considering that we are not doing that anywhere else in the Downtown.

Annette Taylor: In the Downtown Development and Disposition Agreement we have funding once the project is started for business development and marketing. One of the areas we have been talking with the Downtown organizations about is needing standards for the Downtown. Standards for hours of opening, standards for hours of operation, marketing, things of that nature. We have done a discussion with the Downtown property owners and businesses. We want to meet with them to schedule a standard. We have not done that yet but it is something we will do and they want to do. I do not know if your suggestion now of imposing something would be ahead of what we would decide to do.

Chairperson Legalos: I am very glad to hear it is already being considered. A couple of weeks ago I was down at one of the restaurants in the evening. I happened to take a window seat. It was frightening seeing the people who are down there at night. If we have to do some extra work to change that situation I think we should do it. I am glad to hear that the Downtown building owners are moving in that direction and considering developing some standards. We certainly need them.

Commissioner Engelman: I was on the CCRC Board, President for two years, and was on the Board for over ten. I was the first President of Main Street actually helping to bring that program here. Over those years there has been numerous hours and hours, I would say months and years, of discussion about hours and the

types of tenants and everything that you want Downtown. I know from my personal experience that the more people you have downtown the more that the less desirable people will go away. Cockroaches like the dark to do their thing. To be able to help Downtown I believe that we need to give flexibility to the owners because they are the ones right now that put their money and their lives and their stock in our Downtown. I think we should make it easier for them to rent their buildings. We have the same goals. They have the goals to clean-up Downtown, make their property marketable, bring good businesses Downtown. I believe a restriction on time is very difficult to accomplish. We even tried it on the Wednesday Night Celebration. A lot of people wanted to stay open a lot of people could not because a lot of people are mom and pop organizations. Plus the fact that we have on the books a possibility of an Arts and Entertainment District. Which means if we want to get high scale, upper end restaurants, they don't usually open until the afternoon. They don't do breakfast and they don't do lunch. They concentrate on dinner and after dinner crowd. Although I understand where Commissioner Salvadori is going I think we need to trust a little bit more in the three organizations that are working in the Downtown: Main Street, CCRC, and the Merchants Downtown Association. They all have the same goals. That is not to mention the building owners who, of course, want to make their buildings profitable. I would hate to put any kind of language in this recommendation that would hamper their ability to rent their store fronts and to be able to turn a profit. I do not want to see more people loose their buildings or have it go into receivership or anything else. I want to see a profitable Downtown. I know what you are saying but I believe that we need to let that be managed by the three organizations that are now working down there. Trust me, they meet once or twice a month. I know they are working very hard and trying to get the foot traffic but also we have to remember the long-time goal of making it an Arts and Entertainment District. Some art galleries are not open during the day and have evening hours only. I think we need to look at the broader picture. I hope you can see where I am coming from Commissioner. Thank you.

John Nagel: I wanted to add a point of clarification about what I said earlier about time. I did a quick perusal of Title 16. Most of the time limitations we are placing on businesses and their hours of operation is one in which we are excluding them from operating during certain times. Adult businesses, bars, restaurants would be examples. That is either to make sure there is not noise, traffic that would disrupt the residential neighborhoods that might be around, or to deter crime. If you kind of look at what the rational basis would be for requiring people to be open during certain periods of time I think it would be really hard to say how we would be able to support that. It would be hard to determine that an art gallery would be open Monday through Saturday where it could make all the money it needs to make by being open Friday, Saturday and Sunday only. I think the Commission would be opening itself to challenges that it may not be able to win. I think if you want to consider it, it would be more prudent to ask staff to take a look at it and maybe come back with a future amendment that you would then recommend to the City Council but to go forward on this basis, I think there may be too many open questions.

Commissioner Salvadori: I will take deference to that in three places. Number one: Almost every large retail center requires that the businesses are open some period of time. In cities where there is a strong retail area in the city center, there is a requirement. It is not done by code, and that's why I suggest that it would be done something similar to a Lease Agreement which is the Land Use Agreement. The potential tenants know going in. Again, I have said it a couple of times already, I saw the failure in it in Benicia, and I saw the success in it in Benicia. If a third of the businesses are open 6:00 to 10:00, four days a week, another third of the

businesses were open 10:00 to 3:00, and then the other businesses are open 9:00 to 5:00, four days a week; you have absolutely no staying power for bringing people downtown because when potential customers walk by, any time of the day, two out of three businesses will be closed. I am really happy to hear that the Downtown Business Associations are talking about that. I think that is very encouraging, however, there is absolutely no way they can implement that except by agreement. Here is an opportunity of going into this and making some changes to truly help the people who have made some investments downtown by opening a rider available group of businesses. I don't think that we should miss the opportunity to let those businesses know that there are expectations. The reason that they are there is to not only to help them do business but also help the other businesses downtown do business. I can look to more than half of these and say they could easily have a "By Appointment Only" sign on the front door for these businesses, and that wouldn't do anything for walk-in traffic. There were be a destination where someone would come in at 8:00 in the morning or 2:00 in the afternoon, or 8:00 at night and never see anything else. Mr. Hazen: I did like your language that was much more flowing and much more consistent with what my thoughts were. I can't remember it exactly, but it was to the extent that it would meet the typical retail requirements. In other words, if one business wants to be open Tuesday through Sunday because they do most of their work on Sunday and another wants to be open Monday through Saturday, or whatever; our staff can implement that but I do, at least from my personal perspective, think that it is important that we let any new tenants understand that part of the reason they are there is to generate walk-in traffic for other people and other businesses on the street.

Chairperson Legalos: Mr. Nagel.

John Nagel: Just one point of clarification because we are talking out loud, trying to work through this issue. Two things. One: The Draft Land Use Agreement is not before the Planning Commission this evening. The actions that are noticed by the Brown Act have to do with the approval and recommendations to the Council around the Specific Plan Amendment and the Master Plan.

Second: When you look at what the purpose of what the Regulatory Agreement is, it really is a creation of a document that is going to be recorded. It goes on title so that it is constructive notice to anyone who is interested in that property and that the land uses that are being permitted on a temporary basis are, indeed, a temporary basis and are being imposed because of the Downtown Specific Plan and Master Plan. When you look at the recitals of the Regulatory Agreement, you will see pursuant to the City of Vallejo's Amendment to the Downtown Specific Plan and Master Plan, and then it makes reference to the attachment – "the above use may be allowed after obtaining an Administrative Permit," so essentially; this agreement is really a governmental action. It is just evidence of the action that the Planning Commission and ultimately the City Council will take as allowing temporary uses. I do agree that if it was just a lease between private parties, they could impose any sort of requirements. I don't think that this agreement would be the vehicle for it. I think it would have to be through the Specific Plan – the Master Plan, and that would be problematic, especially without doing any research on it to include it at this time.

Chairperson Legalos: Thank you. Commissioner Engelman.

Commissioner Engelman: Exactly what does this mean? Does it mean that Commissioner Salvadori's recommendation is not under our purview right now, or is it language that we could make recommendations that in the future we can have

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recommendations to the owners or whatever? What language are we to follow as far as the legal opinion?

John Nagel: As I understand Commissioner Salvadori's motion, it was really a motion to make a recommendation as to the Land Use Agreement, and that was not noticed, so that motion would not be able to go forward. That is why I mentioned that if the Commission wished to consider something like that, that it would have to be in the body of the Specific Plan Amendment and so that it would be language incorporated in both Attachment A that would talk about hours of operations, and there would have to be findings made within the Resolution that would support that and be able to ensure that we have adequate findings and that we have sound legal ground for the hours of operation. At this meeting it would be something that I would caution the Commission from considering. One thing that could happen is that the recommendation could go forward and of course the Planning Commission has every right to do a Resolution of Intention to amend the Specific Plan as a separate action and to take it forward to City Council and make a Second Amendment to it. If the Commission is wishing to entertain some sort of hours of operation provision, I would encourage it to consider it through a secondary process. That would be my recommendation.

Chairperson Legalos: Mr. Hazen.

Don Hazen: Just another note I would add onto this discussion, and we have not yet really taken a polling of the Commissioners to see how much support there is behind the Commissioner's motion, but we certainly plan on taking any recommendations of the Planning Commission and making that part of the presentation to the City Council next week. If they concurred with that recommendation – if that in fact is a majority opinion of the Commission, then they certainly could direct the City Attorney's Office to do the additional research so that we could, like John had mentioned, come back and make that part of that – like a Secondary Amendment, but we are required by code to take Resolutions of Intention back to the initiator's, I believe, within 90 days. We would be remiss if we didn't bring this back to the Council in an expedited manner, but we certainly would be willing to make that part of the presentation if that is the majority opinion of the Commission.

Chairperson Legalos: Thank you. Commissioner Salvadori:

Commissioner Salvadori: Could I restate my motion? I will say that I am confused with Mr. Nagel's assessment because the Resolution has two attachments to it – Attachment A and Attachment B. Attachment B is the Land Use Agreement. And so from what I am understanding, we can vote on the Resolution but not on the Attachments. To expedite this, what I would like to suggest is that we move to pass the Resolution approving the amendments to the Downtown Specific Plan recommending to the City Council, the adoption of such Amendments and recommendations. I would recommend the approval of the Amendments to the Master Plan regarding Interim Temporary Use Resolutions for Georgia Street, and, in addition to that, a message to the City Council that this Commission believes it would be advantageous for them to consider some minimal level of open operating hours for the businesses that locate in that retail section. So, not make it part of the approval of a resolution but simply pass along a recommendation that they consider that in their hearing.

Chairperson Legalos: Are you withdrawing your original motion?

Commissioner Salvadori: I am modifying it to that use.

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Chairperson Legalos: Thank you. Commissioner Peterman.

Commissioner Peterman: When Mr. Manning spoke, he talked about how at a Planning Department level, deciding what businesses would be there, and I would like to somehow put in a Friendly Amendment encouraging the Planning Department to consider what businesses are there when they approve a new business so that we don't end up with "accountant alley" or something like that but with a mixture of businesses.

Chairperson Legalos: Commissioner Salvadori.

Commissioner Salvadori: Thank you. I would defer to legal counsel because I don't think that we can do that. I don't think we can decide whether we have too many of these or too many of those, even though it does make good common sense. I guess I don't need to defer to the counsel. I am not comfortable with it. Too many Starbucks. How many is too many? Right?

Chairperson Legalos: Please vote.

AYES: McConnell, Legalos, Salvadori, Engelman.

NOS: Peterman, Turley.

ABSTAINING: Manning.

Motion carries.

L. OTHER ITEMS

1. Development Agreement 07-0001 for the Annual Review of the Lennar Mare Island Development Agreement.

Michelle Hightower: Good Evening Commissioners: As you know, Lennar Mare Island LLC is the master developer of Mare Island and they are required by their Development Agreement with the City of Vallejo to prepare an Annual Review of the status of their project and to determine or to provide information stating that they are in compliance with the Development Agreement. The DAR states that the Development Services Director is to determine whether or not they are in compliance and summation is acceptable and if so, that information is forwarded to you for their acknowledgment. Tonight we have Lennar Mare Island here to present their Annual Review and your action tonight is to acknowledge the receipt of this notification. Lennar is here and will present their information to you. Following their presentation Lennar staff and I will be available to answer any questions regarding their Annual Review. Thank you.

Dina Tasini: Good evening. My name is Dina Tasini, and I am the Foreward Planning Manager for Lennar Mare Island. I will give you a brief overview of where we are today and then I will ask Wanda Chiahak, Senior Vice President of L&R, our partner – our 50 percent partner with Lennar – to come up and speak a little bit about the questions and comments made earlier tonight regarding the jobs and our development. I think it is important to note as we are going through this development at Mare Island, what we really have to do. It often looks easy. You have this piece of property – do something with it. What we are challenged with is working with the state and federal regulators to clean up the property. Once we clean up the property, put all the infrastructure into the streets, and, at one time we actually thought we could re-use that infrastructure. It has come to our unfortunate awareness that we have replaced everything. We spent close to one hundred million dollars – ninety

plus million dollars on infrastructure, and we will continue to do that, and as we go forward this year, we will see some more major roads and infrastructure going into the ground. In addition, we have worked tireless hours on the Specific Plan with staff and have gotten to an agreement at this time to conform with our Second Amendment so that Specific Plan that was only adopted last year with respect to historic resources, and the steps need to take prior to either reusing a historic resource or demolishing a historic resource, which also takes a great amount of time. So these processes basically have slowed us down by approximately one year at this time. We are moving forward. We have put a lot of effort into commercial development this year. We have had our first Tentative Map for two parcels, one which is Building 253 on Walnut Avenue and then we went forward with what we call deterrence Analysis to get approval of demolition of two of the buildings to then put a new building on that site. We do have that map in place but in order to do that, we have probably six to eight months of infrastructural work on two streets surrounding that piece of property. That has to be done prior to us building a new building. Although we would like to come here and tell that it was all done because it would make us very happy and my job a lot easier. It is a long, arduous process, and we do want to bring you business, this year, we do try to bring this, this year, and I think that might be, would you like to speak on that Wanda? A little bit – then when you have questions I can fill in other gaps for you, you do have the DA, I know as well as some other attachments. If you have any other questions after that, I will hang out up here.

Wanda Chiahak: I am Wanda Chiahak, Senior Vice President with L&R Property Corp. and I really had not planned to speak tonight but, after the comments the gentlemen made earlier, I think it is necessary to clarify a few things. First of all, Lennar Homes is not the developer of Mare Island. It is a Joint Venture called Lennar Mare Island. It is a Joint Venture between Lennar Corporation and L&R Property Corp. L&R Property Corp. is a very large commercial developer. We have offices throughout the U.S., and that is our major focus. I transferred up here approximately a year ago because we were also extremely frustrated that the commercial development is not happening quick enough. I have been here a year. There are incredible challenges on Mare Island which I am sure we are going to overcome. Since I have been here, we have started the mapping process. It is something that needs to be done if we are going to attract new businesses who want new buildings to this island. I have a map that is into the City now for 83 acres. At the same time we are processing the map, we are doing remediation of that property so that it will be clean and infrastructure can be installed at about the same time as, hopefully, we get the map approved. We will have about 23 acres there to market for new development in addition to some buildings that can be sold to users to try to bring more businesses in. This year, since January, we have added approximately 115 new jobs to the island. There was a significant drop in the last half of last year as the Forestry Service laid off about 130 employees or moved them elsewhere. I am not sure what the story was on it and Touro cut their part-time employees dramatically from about 160 to about 60 part-time employees. At maximum part-time employees count as a half of an employee for jobs. We did bring about 140 new jobs last year but we lost significantly more than that so that really impacted the numbers. This year, as I mentioned, we brought in about 115 new jobs, five new businesses – not just one – and we have also renewed seven tenants that retained about 48 jobs on the island by keeping those tenants on the island. My biggest challenge, of course, has been the remediation. It stops me from doing a lot that I want to do on the island. I looked at the buildings wherever we want to put tenants in. As a matter of fact, there is one building we have that I have been working to bring a tenant there for the last seven months, and I am still struggling to get that deal done. We spent quite a bit of money just on legal fees and design consultants, and we actually went to the Architectural Heritage Commission to get some changes to the building approved, which were approved. I am still working with them. They do have to be

out of their building in Oakland in November. They will be bringing about 45 more jobs to the island but until we can actually start bringing some new buildings up here and removing some of the ones where we have to do some reports on before we can remove them, we need to make room for the good-paying jobs which everyone in Vallejo wants. We all want to the biotech or high tech firms come in and provide some really good jobs. It is difficult to put them into existing buildings out there. There is a tremendous amount of work that needs to be done on any of these buildings. There is quake retrofit, the ADA upgrades, the ceiling heights are six to seven feet, the infrastructure is not in, you don't have the appropriate fire flow for some of the buildings. You can't put infrastructure in until remediation gets done because the City will not accept anything and the workers won't go out there and work in these utility lines when they think there is contamination. So, I just wanted to kind of clarify that. There is a commercial developer out there. We are really focusing on it. I am hoping to have the maps for the remainder of the commercial submitted within the next twelve months. We have to figure out how we are going to park all of these buildings. We are definitely working very hard to get it done, and sometimes I am a little offended, and I take it personally when someone gets up and says that we are not working hard on this. We have put in incredible hours out there, all for the good of this development, and we don't see a dime of return of our money until we start getting this commercial development done. We have tremendous incentive to get it done. I am here if any of you have any questions. I would be more than happy to respond to them.

Chairperson Legalos: Thank you.

Deborah Marshall: Would you like to ask questions now?

Chairperson Legalos: Now is fine. Commissioner Salvadori:

Commissioner Salvadori: Thank you. I believe Wanda is working very hard. We had a bumpy start to our relationship, and I have a high degree of respect for her. However, I think some of the issues I am going to bring up are some of the problems she is dealing with. There is no surprise to anybody here that my focus is on jobs. It has been for the past ten years, and we are falling woefully short, and the curve of expectations in terms of jobs is going faster, and faster, and we are going backwards. That being said. You know that. I don't need to tell you that, and I am sure you are not happy with it, but it is fact. The disappointment that I got was looking at the Infrastructure Plan that basically says in the industrial areas, the infrastructure feeding the industrial areas is not going to start until 2009 or 2010. How can you possibly hope to get jobs out there is you are not going to have anything available until 2010 or 2011?

Wanda Chiahak: You do see what my frustration is. There will be infrastructure done on Walnut Avenue that goes through a commercial area that I was just mentioning – that 83 acre site. There will be a portion of that done this year with the balance of it done in 2008 as soon as our remediation is finished. One of the things on Azuar, which is where the main large water line runs – there has been a plume recently discovered in the last few months. There was an unknown contaminant on the island. There are ongoing discussions with the regulatory agencies and the Navy on that plume as we speak, and it has virtually stopped infrastructure development on Azuar going north toward North Island. That will cause us to have to take some different steps, do some re-design on the water lines in order to get the service to the commercial area. I am currently speaking of the area along the waterfront. The environmental remediation has slipped one year since I came to Mare Island, and the slippage is not a Lennar issue. We have put the remedial actions plans in place and they go to the regulatory agencies and it seems to just get stalled there. When they

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were telling us we were going to have an approval a year ago, it was a year earlier than what they are telling me now for the waterfront area, and until the remediation is done; the infrastructure cannot go in. If any of you would feel comfortable putting pressure on regulatory agencies to get our remediation plans approved, I am all for that.

Commissioner Salvadori: Actually that was something you asked of the Committee that the Planning Commission suggested almost a year ago. That was something that you had asked of that committee, and to my knowledge; it still doesn't even exist.

Wanda Chiahak: That's correct.

Commissioner Salvadori: So that's not happening either, is it?

Wanda Chiahak: No it isn't.

Commissioner Salvadori: You know, I think in June of 2008 and 2009, the reports to the City are that we have got 1,800 and now we have 1,900 jobs, the City is starving. The City is starving because we don't have businesses to create revenue to build the General Fund and so it is not good for anyone. I would sure like to see everyone who can – that includes the Committee, Staff, the City Council – put pressure and help to get these numbers run up. Set the explanations high and put those things necessary in your hands to make it happen because, it is just not.

Wanda Chiahak: That is correct. We have planned on spending something like sixty million dollars this year. We are about fifteen to twenty million behind schedule right now because we are waiting to get some plans approved through the City so we can start construction on certain things. We are going to be starting on Azuar between Touro and the traffic circle along where SKP is right now and then the section of Walnut – putting the wet and dry utilities in there which will lead to the commercial area.

Chairperson Legalos: Commissioner McConnell:

Commissioner McConnell: To representatives of Lennar. I also served on that Committee with Mr. Salvadori, and I had some follow-up questions about that activity as well as what was put in the Staff Report. The initial commitment from Lennar and the City is for a ten-year period which expires in 2016. We are four years into that ten-year period – about 40 percent. Near estimation is that Lennar met 40% of its development goals at this point in time.

Wanda Chiahak: If you look at it from a financial point of view, at this point in time we were supposed to have spent something like fifty-four million dollars on costs. We spent well in excess of ninety million dollars, and, at the end of June, we were supposed to be at one hundred five million in revenues. At the end of March, we were actually at one hundred seven million in revenues. From that point of view, we are meeting the goals. Where we are falling short, Commissioner, is on jobs.

Commissioner McConnell: Part of the feedback that I have received from the community at large relates to the housing and particularly the closeness and the quality of housing on Mare Island. It is being criticized very heavily, and I note that in the Staff Report, you are proposing to deliver 372 home sites this year. Will those home sites be any farther apart or of a higher quality in construction than what we have seen there so far?

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Wanda Chiahak: Let me clarify one thing, and then I will let Dina speak to that. Lennar Mare Island does not build houses. We sell the land, our transaction that is approved by the City, to residential developers. Lennar Homes has been the largest buyer of those lots. John Lang has also bought lots, and I have no idea what size lots they are because I do commercial, so I am going to let Dina speak to that.

Commissioner McConnell: All right.

Dina Tasini: I guess the answer is two-fold. Part of that 300 homes that we are proposing to be built this year are 190 town homes.

Wanda Chiahak: Excuse me. The lots that she plans to deliver this year.

Dina Tasini: Did I say "built"?

Wanda Chiahak: You said home to be built.

Dina Tasini: Oh yeah – I am going to build them myself! Yeah – we are going to deliver to a third-party developer. There are about 190 town homes so they will be in buildings of nine to twelve town homes. Yes, those will be extremely dense in comparison to the other developments we have had on Mare Island. We do have larger lots in another development that we call the "Hill", which is 8D so there will be some larger lots with not so much closeness and then another development that will be similar to the other development. So, I guess the answer is that the designs have been approved, the maps have been approved, so the type of development will be similar.

Commissioner McConnell: I pass it on to you for whatever it is worth. The comments received also relate to the quality of construction which most people reported to me as being poor.

Wanda Chiahak: Had they received good customer service back?

Commissioner McConnell: I didn't ask them about customer service. These are just comments I received about what they view the quality of the projects out there to be. If we look at the Staff Report, it indicates that you had delivered 34 single family home sites in 2006. We are going up to 372 in 2007. That is almost a thousand percent increase in the home sites. How are we coming on the commercial sites in terms of percentage increase in 2007 compared to 2006? I have heard why you haven't done it, but percentage wise – why?

Dina Tasini: I think that Wanda addressed part of that when we spoke to how many acres we are trying to put in for maps this year so I guess I will let Wanda look at percentages because I think you have to say that we didn't do any maps for commercial last year, and this year we have at least three to four that are going forward. But, let Wanda answer that more specifically.

Wanda Chiahak: On a first out basis, Commissioner, we today cannot deliver anything for sale because we don't have legal parcels on Mare Island. There are no maps in place out there. So, in order to sell a piece of land, we need the legal parcel and there haven't been any delivered in prior years because of the remediation with the Tentative Map that in to the City right now. We will be delivering 83 acres. It is 23 parcels and approximately of those 23 parcels, there is vacant land of approximately 20 acres that will be available for sale in two and a half to five acre parcels, depending on whether they are adjacent to another two and a half acre parcel or not.

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Commissioner McConnell: I am assuming those applications move as rapidly as possible. When do you anticipate offering them into the market?

Wanda Chiahak: We plan for it to go before the _____ in July. We are taking the map there first because of the Historic District and some of the elements that I want them to look at before we actually go into design and then we need to come in before the Planning Commission. Michelle?

Michelle Hightower: August.

Wanda Chiahak: We are going to start marketing the property right about the same time the map comes in here. We won't actually be able to close on deals until the map records and that doesn't happen until it has been approved by the Planning Commission. Does it go to counsel?

Michelle Hightower: No.

Wanda Chiahak: Okay, then we have to meet all the conditions of the map before it can actually record, so it will take a few months to get that done but we will be putting them on the market by about August or September when it comes before you guys and trying to bring users in. I might mention that I have also expanded our brokerage team and have added a team out of the Oakland office to give some more regional perspective to help us find more businesses to bring to the island.

Commissioner McConnell: Okay. The agreement runs through 2016 with a one potential extension, assuming you are in good faith at that time as found by the Planning Director. Do you anticipate needing to go beyond 2016 at this time?

Wanda Chiahak: No. We anticipate being done before 2016, particularly if the residential market would pick back up.

Commissioner McConnell: Then the report of Pacific Lumber was one of the businesses who left the island. Do you know why Pacific Lumber left?

Wanda Chiahak: I don't. That happened just right after I came. I am not sure why they left.

Commissioner McConnell: You have already indicated difficulty in dealing with the federal bureaucracy. There is a reference in here to Congressman Miller working on grant requests in the year 2007, 2008. Congressional year – has that happened?

Dina Tasini: It is currently in committee. We actually did apply for several grants. One had to do with railroad crossings. We should know somewhere in the end of this month. The other thing we are talking about is that we are working with the City on the new ferry facility link. I see that as more than just getting the residents to and from. I see that as also a link for employers. You could come from San Francisco to Vallejo to work. That broadens the employment base as well.

Commissioner McConnell: At one time we discussed the possibility of having water taxis to ferry workers back and forth. Have you had any further discussion on that at all?

Wanda Chiahak: There has not. We would much prefer the ferry. We have had meetings with many people and there was talk about doing something along those

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lines if we can't get the ferry service to actually come to the Island. The ferry would be ideal.

Commissioner McConnell: When do you think that might be a requirement or a need?

Wanda Chiahak: I have no idea. It would depend on how fast we can get that waterfront going.

Commissioner McConnell: Certainly before 2016 though, right?

Wanda Chiahak: Yes.

Commissioner McConnell: One of the requirements the law has is to have local residents hired as much as possible. You indicated in the report that you are putting that admonition in your leases. Other than putting that request into leases with tenants, what other action has been taken to attempt to employ Vallejo residents.

Wanda Chiahak: That is the only avenue we have for trying to encourage employers to hire local residents. We do put it in that they advertise locally for employees and they make the effort to hire locally as well as do business with local businesses.

Commissioner McConnell: So the lease language is the only thing, there is not much else being done in that area?

Wanda Chiahak: Other than just talking to them about it that is the only place we have to put any kind of requirement. It is not really a requirement. We can only ask them to we cannot force them to.

Commissioner McConnell: One of the other requirements is that you are supposed to assist in the formation of neighborhood associations. Have any neighborhood associations actually formed out there yet?

Dina Tasini: There have been no HOAs to date. There are several informal associations that have been created. They directly work with us. We held a community meeting 6 or 7 months ago and the next one is this Thursday night at the museum. Also we try to keep them apprised through different forms of information. I know that they meet in the residence. They call Lennar very often to ask questions and get additional services, in particular with landscaping. I have been dealing with that issue on a daily basis.

Commissioner McConnell: With the number of houses that are out there how many do you think will be active in an HOA?

Dina Tasini: At the last community meeting over 100 people came. It was set for two hours and we were there for almost three hours. It was very energetic. It was very well attended. This time we have extended the invitation to businesses as well.

Commissioner McConnell: The report refers to the formation of the Community Facilities District and the payment of taxes to the City through that District. Has that District actually been formed yet?

Dina Tasini: There are several that have been formed. For some of the areas we will continue to annex residential areas into those.

Commissioner McConnell: Have they actually been paying taxes to the City.

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Dina Tasini: Yes.

Commissioner McConnell: Lennar is also supposed to be creating an Island Wide Municipal Services District. What is the status of that?

Wanda Chiahak: One was formed in 2002. Mare Island is self-sustaining. All the emergency services are out there. Street and landscape maintenance are out there. They were paid for through this District. This year we are putting a 2007 one in place for maintenance purposes as well. That will take the place of the 2002 when it sunsets. Because most of these do not include emergency services which are typically paid through property taxes, however, we do not pay property taxes the same way. It is not calculated the same way so we had to have a mechanism for paying the services that are usually paid through property taxes. Once we have enough property tax revenue coming in off the Island to cover those services the 2002 goes away and the 2007 steps in, in its place. It will still pay for all the public improvements on the Island.

Commissioner McConnell: Good. The Agreement suggests that there will be a build-out of 1400 units. Do you still see that as being realistic?

Wanda Chiahak: Yes. That not only includes the single-family residences it includes those along the waterfront.

Commissioner McConnell: Assuming 2016 is the outside year what year do you think the build out of 1400 will be?

Wanda Chiahak: That truly depends on the market. Our crystal ball is a little foggy now. Our projections are showing that around 2012. Of course that crystal ball can be totally wrong.

Commissioner McConnell: I understand that. One of the desires that I have heard is to develop a sports recreational facility on Mare Island and that is hopefully going to be done in conjunction with GVRD. Have there been any actions taken along those lines?

Wanda Chiahak: No that was in discussion when we were working on the north Island. There is a sports facility that operates out there now in that round building.

Commissioner McConnell: Right.

Wanda Chiahak: We have talked to GVRD in the past about doing something on a smaller scale. We were not able to come to any resolution of that.

Commissioner McConnell: Do you have any anticipation of when the three promenade areas, the 5 acres will be developed? The staff report refers to 5 acres of waterfront promenade being developed. Do you have any idea when that will take place?

Dina Tasini: That will take place at the same time we put in the infrastructure. That is actually a 60 foot wide promenade walkway that goes along the waterfront for the total length. It goes down to where the waves are.

Commissioner McConnell: When do you think you might actually start working on that?

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Wanda Chiahak: That would start when all the remediation is done on the waterfront. That will probably be around 2009 or 2010 based on the current schedule for clean-up.

Commissioner McConnell: One of the last requirements is that you are supposed to be raising the standards for the causeway bridge. Anything done on that yet?

Dina Tasini: Well we did add landscaping to the entrance in addition I have been talking with several people to reconstruct the light fixtures because we have them sort of sitting there waiting for us to be able to put them up. Then there is the painting. That is not in this year's budget. It is an extremely expensive project but in the interim I am trying to figure out another way to incrementally finish parts of that that are still affordable. Right now we are not looking to paint this fiscal year.

Commissioner McConnell: So the impression I am forming in response to this information is that perhaps over the next two to four years we are not going to see an awful lot of surface, noticeable activities but after that we might start seeing some tangible results.

Dina Tasini: Yeah.

Wanda Chiahak: One of the things you are going to start seeing in the next twelve months is the clean-up and demolition of some of the buildings that are being developed in the commercial areas. I think that is going to be a very positive thing because it will show that things are actually starting to happen. You are definitely going to see more infrastructure going in, in the 83 acre area where we are getting the map. Those are physical things you are going to see. What is not going to show is the fact that we are going to be mapping the balance of the commercial which is approximately 170 acres of land and buildings. Those will be coming through the City. Hopefully I will be submitting another one in about 4 or 5 months, as soon as we get some of the parking issues resolved. There is going to be a lot of activity going on.

Commissioner McConnell: Thank you very much for your presentation.

Commissioner Salvadori: I will make this very short but Commissioner McConnell asked a question that I believe I can shed some light on. If I am not correct they will correct me. The 2002 District was installed to cover all of the civic costs on Mare Island. It is my understanding that what Lennar and the businesses are paying there, all the property tax revenue that is collected for residences on Mare Island is going to offset that CFD. Is that not correct? It is not going to the City's general fund to fund other things in the City. It is directed to the CFD on Mare Island.

Wanda Chiahak: I believe that is correct.

Chairperson Legalos: If there are no further questions and no further business the meeting is adjourned.

M. ADJOURNMENT

There being no further business to discuss, the meeting adjourned at 8:50 P.M.

Respectfully submitted,

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A handwritten signature in cursive script that reads "Deborah Marshall".

(for) DON HAZEN, Secretary

**STAFF REPORT
CITY OF VALLEJO
PLANNING COMMISSION**

DATE OF MEETING: June 18, 2007 Agenda Item: **KI**
PREPARED BY: Michelle Hightower
PROJECT NUMBERS: SP #98-01C and CTA #06-0006

**PROJECT
SUMMARY:**

Amendment to the 2005 Mare Island Specific Plan Amended and Restated including the Mare Island Historic Project Guidelines, Mare Island Historic Resources Catalogue, and Preliminary Master Development Plan; and an Amendment to Chapter 16.38 of the Vallejo Municipal Code regarding historic resources within the Mare Island Historic District.

RECOMMENDATION: Recommend City Council Approval

CEQA: Addendum to the SEIR for the 2005 Specific Plan (Section 15164 CEQA Guidelines)

PROJECT DATA SUMMARY

Name of Applicants: Dina Tasini, Lennar Mare Island LLC
City of Vallejo Planning Division

Location: Mare Island

PROJECT DESCRIPTION:

Lennar Mare Island, LLC (Lennar) and the City of Vallejo (City) propose to amend the 2005 Mare Island Specific Plan Amended and Restated, (2005 Specific Plan) and to amend the City of Vallejo Municipal Code (VMC) regarding policies related to Mare Island historic resources and the Mare Island Historic District (Historic District). The proposed amendments are referred to as "Specific Plan Amendment II", (SPA II). The primary purpose of SPA II is to:

- A. Address commitments made by Lennar regarding impacts of the 2005 Preliminary Development Plan (Development Plan) on the Historic District, pursuant to a Settlement Agreement between Lennar, the National Trust for Historic Preservation (NTHP), two individuals representing the Vallejo Architectural Heritage Foundation (VAHF) and the City of Vallejo.

- B. Incorporate appropriate mitigation measures as required by the certified Final Subsequent Environmental Impact Report (SEIR) Mitigation Monitoring Program (MMP) for the 2005 Specific Plan.
- C. Address issues that have evolved since the adoption of the 2005 Specific Plan, including land use restrictions related to the inactive dredge ponds, clarification of building standards for new residential subdivisions and other non-substantive changes and corrections throughout the documents.
- D. Amend the Vallejo Municipal Code to provide consistency with the 2005 Specific Plan regarding historic resources within the Mare Island Historic District.

The documents to be amended as part of this proposal are provided as Attachment 2 Mare Island Specific Plan Amendments and are as follows: Attachment B - 2005 Specific Plan; Attachment C - Appendix B.1 Historic Project Guidelines; Attachment D – Appendix B.3 Historic Resources Catalogue (Contains amended pages only); and Attachment D Appendix D – Development Plan.

BACKGROUND SUMMARY

In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan. The Mare Island Specific Plan guides the future development of Mare Island, a former Naval Shipyard which closed operation in 1996, and serves as the Master Plan for the Island. The 2005 Specific Plan generally consists of a development program similar to that in the 1999 Specific Plan as well as the 1994 Mare Island Final Reuse Plan, and specifically incorporates policies related to the Historic District, as provided in Historic Project Guidelines (Appendix B.1), Revised Predictive Archaeological Model and Archaeological Treatment Plan for Mare Island (Appendix B.2), Catalog of Historic Resources (Appendix B.3), and Design Guidelines for the Mare Island Historic District (Appendix B.4). The Historic District was designated as a nationally recognized historic landmark (NHL) in 1975 and a local historic district in 1999. The Historic District contains 502 historic buildings and structures listed as contributing resources, including 42 City Landmarks.

To facilitate development within the Historic District, the 2005 Specific Plan and Historic Project Guidelines establish three building/structure classifications for contributing resources. This includes City Landmarks (Highly Significant); Notable Resources (Individually Significant); and Component Resources (Not Individually Significant). The criteria to demolish historic buildings on Mare Island are based on their individual classification. The Development Plan, as approved in 2005, calls for the demolition of 183 contributing resources and of those proposed for demolition, 154 are Component Resources and the

remaining 29 are Notable Resources. No Landmark Resources would be demolished under the 2005 Specific Plan. Proposed demolitions would be subject to the criteria established in the Historic Project Guidelines before demolition could take place.

On November 29, 2005, the City Council certified the Final Subsequent Environmental Impact Report (SEIR) prepared for the 2005 Specific Plan, which identified the proposed demolition of 183 historic resources as a significant impact to the Historic District, and adopted a statement of overriding considerations. A Mitigation Monitoring Program (MMP) identifying measures to reduce the project impacts was also adopted.

A. Settlement Agreement

During the public review process for the 2005 Specific Plan and SEIR, representatives of the NTHP and the VAHF expressed concerns regarding the impacts of the Development Plan on the Historic District, which encompasses most of the 13 Reuse Areas on Mare Island. Members of the Architectural Heritage and Landmarks Commission (AHLC) also expressed similar concern. To address these issues, Lennar and the City entered into negotiations with the NTHP and VAHF, and in April 2006, a Settlement Agreement between the above parties was approved by the City Council. The Settlement Agreement commits Lennar to apply for the subject amendment to the 2005 Specific Plan to ensure that the negotiated terms of the Settlement Agreement are implemented. Lennar is also required to consult with the NTHP on the proposed amendment.

As part of the Settlement negotiations, Lennar, City Staff, and representatives from the NTHP, VAHF, and State Office of Historic Preservation (SHPO) conducted several site visits to evaluate many of the buildings proposed for demolition, and the setting of the surrounding areas. Based on the evaluation and follow-up discussions, the parties agreed to the following primary terms:

- Reclassification of 15 historic resources to upgrade their level of significance
- Retention of nine (9) historic resources originally approved for demolition
- Reuse of two (2) contributing resources originally approved for retention with no planned reuse
- Additional criteria to demolish certain Notable Resources
- Fund allocation to rehabilitate historic resources and to the Mare Island Historic Park Foundation Funds
- Fund allocation for AHLC Training

Reclassification and Retention of Historic Resources: The buildings to be reclassified are primarily located within Reuse Areas 4 and 6 within and surrounding the historic core. Those buildings listed for retention and reuse are generally located within Reuse Areas 2B and 3A near the Mare Island Causeway. Lennar also agreed to reuse to the extent feasible, the Morton Field.

Archway, a non-contributor to the Historic District. Staff has included an annotated version of the Settlement Agreement that provides references to the amendments made in the 2005 Specific Plan and associated appendices. (See Attachment 2A.) A summary list of the contributing resources affected by the Settlement Agreement and proposed SPA II is also provided as Attachment A-1 to the Settlement Agreement. The proposed reclassification and retention of historic resources is reflected in Section 3.0 of Appendix B.1 Historic Project Guidelines, and Sections 2A, 2B, 3A, 4, 6, and 8 of Appendix B.3 Historic Resources Catalogue, and Appendix E Development Plan.

The retention and reuse of additional buildings would logically increase the total amount of non-residential building area analyzed and approved as part of the Development Plan. Based on the type and size of buildings to be retained and reused through the Settlement Agreement and subject amendment, approximately 266,000 square feet of additional non-residential building area would be added to the Development Plan. To offset this amount and eliminate the need to conduct further environmental review of SPA II, Appendix E shows a comparable reduction in square footage for new buildings in the Development Plan as part of this proposed amendment.

Proposed Increased Demolition Criteria for Certain Notable Resources: As previously mentioned, the Historic Project Guidelines provides certain criteria before demolition of an historic resource can take place. However, Sections 9 through 11 of the Settlement Agreement address additional demolition criteria for certain Notable Resources. To allow Lennar to move forward in some areas, Reuse Areas 2A, 2B and 3A are exempted from this additional requirement, as well as Buildings 206, 208, 237 and 257. These criteria, as defined in Section 5.0 of the Historic Project Guidelines, are intended to ensure that the master developer or property owner has evaluated all feasible reuse options for the resources before demolition is approved.

Rehabilitation Fund: The parties agreed to include in the Settlement Agreement a mitigation measure approved by City Council as part of the Final SEIR certification. (See Sections 1 – 4 of the Settlement Agreement.) This requires Lennar to establish a mitigation or rehabilitation loan fund for historic resources within the Historic District. The details of the fund are provided in Section 5.0 of the Historic Project Guidelines. Generally, Lennar would provide loans up to \$250,000 at an interest rate of one percent (1%) less than the then prime lending rate, with the maximum outstanding balance of all loans to not exceed Two Million Dollars (\$2,000,000.00).

Mare Island Historic Park Foundation: Although not part of the SPA II, Lennar has donated \$250,000 to the Mare Island Historic Park Foundation (MIHPF) as a fund to restore St. Peter's Chapel or other historic buildings within the Mare Island Historic Core, per Section 5 of the Settlement Agreement. The initial agreement for this donation was part of a separate agreement between the City and Lennar. The Settlement Agreement includes a requirement that projects for

which these funds would be used will be reviewed by the AHLC at a public meeting to determine consistency with the Secretary of Interior Standards. Advance notification of these public meetings would be provided to the NTHP and VAHF.

AHLC Training: Also, not included in SPA II documents but worth noting is Lennar's commitment to fund \$15,000 to be used to educate members of the AHLC on the application of the Historic Project Guidelines and Historic Design Guidelines, as specified in Section 13 of the Settlement Agreement. Lennar and City Staff anticipate such training to take place within one to two months following the adoption of the SPA II by City Council.

Consultation with the National Trust for Historic Preservation: As required by Section 12 of the Settlement Agreement, the proposed SPA II was forwarded to the NTHP for review and comment in August 2006. Lennar met with NTHP representatives and City Staff in September 2006 to discuss their comments and revised the documents accordingly. The documents were then revised and two subsequent drafts were resubmitted to the NTHP and VAHF for further consultation.

A compilation of comments from the NTHP and VAHF were received between December 2006 and May 2007. In general, their comments addressed the need for clarification of the negotiated terms, the review process for projects within the National Historic Landmarks District, and minor corrections to the documents. Further review and consultation took place in May 2007, and changes have been made to the documents to the satisfaction of the VAHF and NTHP. (See Attachment 2H.)

B. SEIR Mitigation Measures

SPA II includes the incorporation of mitigation measures approved as part of the certified Final SEIR for the 2005 Specific Plan. This includes the requirement to prepare a Feasibility Analysis that evaluates relocation alternatives prior to submitting a Site Development Analysis, (formerly referred to as Deterrence Analysis) for approval by the Development Services Division. (Mitigation Measure A.2). In addition, projects involving demolition or any work within the site of a cultural landscape will also require that the project sponsor retain a qualified consultant to prepare a cultural landscape evaluation prior to carrying out any work within any of the ten landscapes identified as contributing resources to the National Register Historic District, and submit the evaluation to the Development Services Department for review and approval. (Mitigation Measure A.6b). These mitigations measures are incorporated into Sections 4.0 and 5.0 of the Historic Project Guidelines.

C. Amendments to the Specific Plan Document

All of the above referenced changes regarding historic resources have been included in Chapter 2.0 of the 2005 Specific Plan, the Historic Project Guidelines, Historic Resources Catalogue, Preliminary Development Plan and and/or other appropriate sections of the 2005 Specific Plan. Due to the extensive reformatting of the Historic Project Guidelines, the amendments in this document are not redlined but are summarized and highlighted. Additional amendments un-related to historic resources are described below.

Pursuant to a separate Three Party Dredge Pond Agreement between the City, Lennar, and Weston Solutions regarding the Mare Island Dredge Pond Commercialization Project, SPA II includes amendments that prohibit the reactivation of the 10 inactive dredge ponds on Mare Island, and restrict the activity within those areas to open space, conservation and managed wetland uses. These changes are documented throughout Chapter 3.0 Land Use of the 2005 Specific Plan document.

Revisions and corrections to the Land Use Plan, including Table 3-1 Summary of Development Program, Table 3-2 Development Program by Reuse Area, and Section 3.5 Land Use Program by Reuse Area are proposed to reflect the land use program as specified in the SEIR for the 2005 Specific Plan and Appendix E, Development Plan. Given that the tables and discussion in the 2005 Specific Plan include approximations in land use allocations, the amendments would provide consistency between the documents, and minimize potential conflict in future land use entitlements.

Staff has also proposed to enhance the requirements for new residential subdivisions on Mare Island by including several detailed standards in the 2005 Specific Plan. This involves a requirement that accessory structures such as gazebos, patio covers, and trellises, as well as building additions be consistent with the Unit Plan approved for the subject subdivision. In additional, enclosed front or rear porches are not permitted unless otherwise specified in the Unit Plan for the subject subdivision, and garage conversions are prohibited on Mare Island.

D. Amendment to the Vallejo Municipal Code (VMC)

Chapter 16.38 Architectural Heritage and Historic Preservation of the V.M.C. currently requires the development of Historic Project Guidelines for the preservation and treatment of Mare Island historic resources. Given the adoption of the 2005 Specific Plan, which included the incorporation of Appendix B.1 Historic Project Guidelines and other related appendices, the V.M.C. is proposed to be amended to delete this requirement and include a reference to the Mare Island Specific Plan for projects within the Mare Island Historic District. (See Attachment 1C and 2F.)

ENVIRONMENTAL REVIEW

Pursuant to Section 15164 of the CEQA Guidelines, an Addendum to the Final Subsequent EIR for the 2005 Specific Plan has been prepared (See Attachment 2G). Based on the analysis provided in the Addendum, the proposed amendments to the 2005 Specific Plan and Chapter 16.38 of the Vallejo Municipal Code do not require major changes to the 2005 Specific Plan, no new significant or substantially more severe environmental effects would result from the proposed amendment to the 2005 Specific Plan, and none of the criteria in CEQA Guidelines Section 15162 are present; therefore no subsequent Environmental Impact Report or additional CEQA compliance is required for the adoption of the amendment to the 2005 Specific Plan or Chapter 16.38 of the Vallejo Municipal Code.

ARCHITECTURAL HERITAGE AND LANDMARKS COMMISSION RECOMMENDATION

The 2005 Specific Plan Area encompasses all of the Mare Island Historic District, for which the AHLC has project review authority. SPA II provides changes specifically related to policies and development review within the Historic District; therefore, a recommendation from the AHLC to the City Council is necessary. Given the complexity of the project, City Staff and Lennar held a Study Session with the AHLC in September 2006 and May 2007. On May 17, 2007, the AHLC held a public hearing and unanimously recommended that the proposed SPA II be forwarded to the City Council for approval. (See Attachment 2H.)

CONCLUSION/RECOMMENDATION

Staff and Lennar believe the proposed SPA II satisfies Section 12 of the Settlement Agreement to include certain negotiated terms as part of an amendment to the 2005 Specific Plan. These changes address the concerns of NTHP, VAHF, SHPO and members of the AHLC by minimizing or reducing the impacts of the 2005 Development Plan on the Historic District. The approved Development Plan has been revised to reflect the additional retained historic resources and the associated documents have also been edited and reformatted to more clearly define the development review process required for projects within the Historic District. SPA II also incorporates restrictions on the dredge ponds, corrects and clarifies land use allocations, and includes additional standards to enhance the residential subdivisions on the Island, in addition to other minor corrections and clarifications that improve the document. Lastly, the proposed amendment to Chapter 16.38 of the VMC provides consistency with the 2005 Specific Plan.

Staff recommends that the Planning Commission:

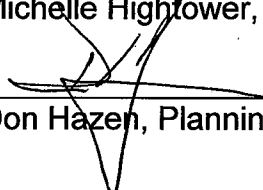
1. Adopt the Addendum to the certified Final Subsequent Environmental Impact Report for the Mare Island Specific Plan as amended by the SPA II (SP #98-01C)
2. Approve the Mare Island Specific Plan as amended by the SPA II (SP #98-01C)
3. Recommend that the City Council Adopt an Ordinance adopting the Mare Island Specific Plan as amended by the SPA II (SP #98-01C)
4. Recommend that the City Council Adopt an Ordinance to Approve CTA #06-0006 regarding an amended to Chapter 16.38 Architectural Heritage and Historic Preservation of the Vallejo Municipal Code.

ATTACHMENTS:

1. Resolutions and Ordinances
 - A. Planning Commission Resolution
 - B. Exhibit A – Ordinance to amend the Mare Island Specific Plan
 - C. Exhibit B – Ordinance to amend Chapter 16.38 of the Vallejo Municipal Code

2. Specific Plan Amendment Documents
 - A. Annotated Copy of the Settlement Agreement
 - B. Amended Mare Island Specific Plan
 - C. Appendix B.1 Amended Historic Project Guidelines
 - D. Appendix B.3 Amended Historic Resources Catalogue
 - E. Appendix E.1 Amended Preliminary Master Development Plan
 - F. Proposed Text Changes to Chapter 16.38
 - G. Addendum to the Subsequent Environmental Impact Report
 - H. AHLC Staff Report dated May 17, 2007 w/Comments from the National Trust for Historic Preservation and Vallejo Architectural Historic Foundation Provided on May 17, 2007

Prepared by: 
Michelle Hightower, Senior Planner

Approved by: 
Don Hazen, Planning Manager

ATTACHMENT 1

SP #98-01C and CTA #06-0006 Resolution and Ordinances

Planning Commission Report – June 18, 2007

- A. Planning Commission Resolution**
- B. Exhibit A – Proposed Ordinance
Adopting an Amendment to the 2005
Mare Island Specific Plan Amended and
Restated**
- C. Exhibit B - Ordinance Adopting an
Amendment to Chapter 16.38 of the
Vallejo Municipal Code**

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC _____

A RESOLUTION OF THE PLANNING COMMISSION APPROVING THE SECOND AMENDMENT TO THE MARE ISLAND SPECIFIC PLAN (SPAII) AND MAKING RECOMMENDATIONS TO COUNCIL

WHEREAS, an application was filed by Lennar Mare Island, LLC to amend the 2005 Mare Island Specific Plan Amended and Restated (2005 Mare Island Specific Plan); and an application form and supplemental application materials were received on August 1, 2006; and

WHEREAS, Section 65450 et seq. of the California Government Code provides for preparation and adoption of Specific Plans for the systematic implementation of the General Plan; and

WHEREAS, the City of Vallejo ("City") Planning Division staff has proposed to amend Chapter 16.38 Architectural Heritage and Historic Preservation of the Vallejo Municipal Code ("VMC") to provide consistency between the 2005 Mare Island Specific Plan as amended, and the VMC; and

WHEREAS, the proposed amendments to the Mare Island Specific Plan and Chapter 16.38 of the VMC are collectively known as Specific Plan Amendment II or SPA II; and

WHEREAS, the Mare Island Specific Plan as amended by the SPA II (SP #98-01C) is intended to replace and supersede the 2005 Mare Island Specific Plan; and

WHEREAS, when compared to the 2005 Mare Island Specific Plan, the Mare Island Specific Plan as amended by the SPA II (SP #98-01C) includes additional regulations regarding historic resources and minor clarifications and corrections; and

WHEREAS, the Mare Island Specific Plan as amended by the SPA II (SP #98-01C) relates to the reuse of the former Mare Island Naval Shipyard ("Mare Island") on approximately 5,250 acres of land located within the City; and

WHEREAS, the City has complied with the requirements of the Local Planning Law (Government Code section 65300 et seq.), the current State of California General Plan Guidelines, and the City's applicable ordinances and resolutions with respect to approval of the Mare Island Specific Plan, as amended by the SPA II (SP #98-01C); and

WHEREAS, pursuant to Government Code Section 65090, notice of the Planning Commission's hearing was published in at least one newspaper of general circulation within the City of Vallejo at least ten calendar days before the Commission's public hearing; and

WHEREAS, the City Planning division proposal's to amend Chapter 16.38 of the VMC is to delete duplicate language better contained in the *Mare Island Historic Resources Project Guidelines* and to reference applicable materials which related to projects involving 'contributing resources'; and

WHEREAS, the Planning Commission approved a Resolution of Intention directing staff to amend Chapter 16.38 Architectural Heritage and Historic Preservation of the VMC on June 4, 2007; and

WHEREAS, an Addendum to the certified Final Subsequent Environmental Impact Report for the amended Mare Island Specific Plan has been prepared; and

WHEREAS, on May 17, 2007 the Architectural Heritage and Landmarks Commission held a public hearing on the project and voted unanimously to forward a recommendation to the City Council to adopt SPA II; and

WHEREAS, the official record for this project includes, but is not limited to, the staff reports, minutes, application materials, and all letters, comments and materials received at the public hearings; and

WHEREAS, the Planning Division and designated City Staff have reviewed the project in accordance with applicable regulations and have recommended the proposal to the Planning Commission, as set forth in the staff report dated June 18, 2007; and

WHEREAS, the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider SPA II on June 18, 2007 at which testimony and evidence, both written and oral, were presented to and considered by the Planning Commission; and

WHEREAS, based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Section 1. Pursuant to Section 15164 of the CEQA Guidelines, an Addendum to the Final Subsequent EIR for the amended Mare Island Specific Plan has been prepared for SPA II and based on the analysis provided in the Addendum, the proposed project does not require major changes to the 2005 Mare Island Specific Plan, no new significant or substantially more severe environmental effects would result from the proposed project, and none of the criteria in CEQA Guidelines Section 15162 are present; therefore no subsequent Environmental Impact Report or additional CEQA compliance is required for

the adoption of the amendment to the Mare Island Specific Plan or Chapter 16.38 of the Vallejo Municipal Code.

II. SPECIFIC PLAN AMENDMENT FINDINGS

Section 1. The Planning Commission finds, based on the facts contained in the staff report incorporated herein by this reference, and given the evidence presented at the public hearing, that as amended, the Mare Island Specific Plan:

A) Is consistent with the goals and policies of the Vallejo General Plan including but not limited to:

i) General Plan Land Use Compatibility and Density Goal 3 in that the Mare Island Specific Plan, as amended, continues to encourage mixed use commercial, industrial and residential development on Mare Island in a manner that accounts for Mare Island's unique and complex land use patterns, historic resources, and environmental constraints;

ii) General Plan Commercial Development Goal 7 in that the Mare Island Specific Plan, as amended, continues to promote use of Mare Island as a commercial and economic asset for the City of Vallejo; and

iii) General Plan Industrial Development Goal 3, Policy 3 in that the Mare Island Specific Plan, as amended, continues to guide industrial development on Mare Island which recognizes and encourages flexible design and land use standards.

B) Is consistent with the provisions of Chapter 16 of the Vallejo Municipal code and Part I of Chapter 17 of the Vallejo Municipal Code.

Section 2: The Planning Commission of the City of Vallejo further finds, that The Mare Island Specific Plan is also the Master Plan for the Planned Development District which contains Mare Island pursuant to Vallejo Municipal Code 16.116.035 and Ordinance No. ____ N.C. (2d). It is the Planning Commission's recommendation that the Mare Island Specific Plan, as now amended, should continue to be the Master Plan for the Mare Island Planned Development District pursuant to Vallejo Municipal Code 16.116.035 and Ordinance No. ____ N.C. (2d)

III. VALLEJO MUNICIPAL CODE TEXT AMENDMENT FINDINGS

Section 1: The Planning Commission finds, based on the facts contained in the staff report incorporated herein by this reference, and given the evidence presented at the public hearing, that the proposed amendment to Chapter 16.38 of the VMC:

A) Is consistent with the goals and policies of the Vallejo general plan and the Mare Island Specific plan in that:

B) Is consistent with Title 16 of the Vallejo Municipal Code.

- C) Is reasonably related to promoting the Safety, Health and Welfare of the residents of the City of Vallejo.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF VALLEJO HEREBY RESOLVES TO:

- (1) ADOPT the Addendum to the certified Final Subsequent Environmental Impact Report for the Mare Island Specific Plan as amended by the SPA II (SP #98-01C);
- (2) APPROVE the Mare Island Specific Plan, as amended by the SPA II (SP #98-01C), and RECOMMEND THAT CITY COUNCIL ADOPT the Mare Island Specific Plan as amended by the SPA II (SP #98-01C);
- (3) RECOMMEND THAT CITY COUNCIL ADOPT an Ordinance adopting the Mare Island Specific Plan as amended by the SPA II (SP #98-01C) as the Master Plan for the Mare Island Planned Development;
- (4) RECOMMEND THAT CITY COUNCIL ADOPT an Ordinance to Approve CTA #06-0006 regarding an amendment to Chapter 16.38 Architectural Heritage and Historic Preservation of the Vallejo Municipal Code.

The Planning Commission bases this Resolution on the evidence at the hearing, and the findings contained in this Resolution and in the staff report.

IV. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 18th day of June, 2007, by the following vote to-wit:

AYES:

NOES:

ABSENT:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION
Attest:

Don Hazen
Planning Commission Secretary

EXHIBIT A
ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF VALLEJO ADOPTING SPECIFIC PLAN
AMENDMENT NO. 98-01C and AMENDING
THE MARE ISLAND SPECIFIC PLAN/
PLANNED DEVELOPMENT MASTER PLAN

THE COUNCIL OF THE CITY OF VALLEJO DOES ORDAIN AS FOLLOWS:

SECTION 1. Findings and Determination.

The City Council hereby finds and determines that:

- A. As required by Government Code Section 65358(a), the proposed Specific Plan Amendment No. 98-01C regarding the Amendment to the Mare Island Specific Plan Amended and Restated, as defined and described in City Council Resolution No. () is in the public interest of the people of the City of Vallejo, and is in conformity with public convenience, the general welfare and good land use practice by converting and reusing the former Mare Island Naval Shipyard for industrial, commercial, residential, open space, recreation, cultural and institutional uses for the benefit of the greater Vallejo community, and
- B. The Amendment to the Mare Island Specific Plan Amended and Restated is consistent with the objectives, goals, policies and general land uses specified in the City's General Plan.
- C. By Resolution No.(), the City Council has adopted the Addendum to the certified Subsequent Environmental Impact Report for the Mare Island Specific Plan Amended and Restated.

SECTION 2. Adoption of the Mare Island Specific Plan.

Based on the findings herein and in the resolutions recited above, the City Council hereby adopts and incorporates the Specific Plan Amendment No. 98-01C, entitled "Amendment to the Mare Island Specific Plan Amended and Restated, dated May 25, 2007," including all appendices, as revised, attached hereto and incorporated herein by this reference.

SECTION 3. Adoption of Master Plan.

Based on the findings herein and in the resolutions recited above, the City Council hereby adopts and incorporates the Specific Plan Amendment No. 98-01C, entitled "Amendment to the Mare Island Specific Plan Amended and Restated, dated June 11, 2007," including all appendices, as revised, attached hereto and incorporated herein by this reference into the Mare Island Specific Plan adopted as the Planned Development Master Plan.

SECTION 4. Severability.

This Ordinance and the various parts thereof are hereby declared to be severable. Should any section of this Ordinance be declared by a court of competent jurisdiction to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinance as a whole, or any portion thereof other than the section so declared to be unconstitutional or invalid.

SECTION 4. Effective Date.

The effective date of this Ordinance shall be thirty (30) days after the final passage.

EXHIBIT B

Note: New text is shown in **bold**, deleted text as ~~strikeout~~.

ORDINANCE NO. () N.C. (2d)

AN ORDINANCE OF THE CITY OF VALLEJO AMENDING SECTION 2 (PART) OF ORDINANCE NO. 558 N.C. (2d), AS AMENDED, OF THE VALLEJO MUNICIPAL CODE TO AMEND CHAPTER 16.38 - ARCHITECTURAL HERITAGE AND HISTORIC PRESERVATION REGARDING HISTORIC RESOURCES WITHIN THE MARE ISLAND HISTORIC DISTRICT

THE COUNCIL OF THE CITY OF VALLEJO DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 16.38 – Architectural Heritage and Historic Preservation is hereby amended as follows:

II. Mare Island Amendment Historic District

16.38.030 ~~Purpose of Mare Island amendment~~ Purpose

The purpose of Section 16.38.30 through 16.38.32 is to establish the sources of regulatory authority which set forth the standards, procedures and regulations for contributing resources on the former Mare Island Naval Shipyard (Mare Island). The sources listed in this section are in addition to any other applicable local, state or federal law which may apply.

16.38.31 Development Review within the Mare Island Historic District

All new construction, demolition, alteration and relocation of contributing resources, including but not limited to landscaping, signage, and fencing within the Mare Island Historic District, as defined in the Mare Island Specific Plan, shall be subject to the standards, regulations and procedures as contained in ~~of~~ the following documents:

1) The Mare Island Specific Plan/Master Plan, and all of its appendices, particularly:

a) Appendix B.1 Mare Island Historic District Project Guidelines

~~The purpose of the Mare Island amendment (amendment) is to establish standards, procedures and regulations for contributing resources on the former Mare Island Naval Shipyard (Mare Island). These standards, procedures and regulations provide for a balanced approach to preservation consistent with the city's economic development and land use goals for the successful and expeditious reuse of the island. This amendment implements Stipulation 7, Long Term Preservation Planning, contained in the Memorandum of Agreement for Mare Island's historic properties, as amended. The purpose of this amendment is to:~~

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 United States;

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

(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.031 Relationship of Mare Island amendment to Vallejo general plan and Mare Island specific plan; previous environmental review

16.38.032 Designation of landmarks

Additional contributing resources including previously unevaluated or undiscovered resources may be designated as city landmarks by the commission pursuant to Part III of this chapter. Such previously unevaluated or undiscovered resources may be potentially eligible for listing in the California Register of Historical Resources. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.031 Definitions

A. "Amendment" means Chapter 16.38, Part II, Mare Island Amendment, of this Title.

B. "Aspects of integrity" means the aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) codified in National Register Bulletin 15.

C. "California Register" means the California Register of Historical Resources.

D. "CEQA" means the California Environmental Quality Act.

E. "Certificate of appropriateness" is the approval issued by the planning manager or commission for a construction, alteration and/or relocation project that is in

conformance with all the provisions of this chapter prior to the undertaking of the project.

F. "Certified historic preservation project" means a project certified by the National Park Service for purposes of investment tax credits codified in 36 CFR 67.

G. "Chief building official" means the chief official of the building division of the development services department or his or her designee.

H. "City landmark" means 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 commission.

I. "City of Vallejo Mare Island Historic District" means the district established with the adoption of this amendment. The boundaries of this district are consistent with those of the National Register of Historic Places' Mare Island Historic District

J. "Commission" means city of Vallejo architectural heritage and landmarks commission.

K. "Contributing resource" means a 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, and/or 3) designated as contributing to the character of the city of Vallejo Mare Island Historic District.

L. "Demolition permit" is the approval issued by the commission for a demolition project that is in conformance with all the provisions of this chapter prior to the undertaking of the project.

M. "Exterior architectural appearance" is defined as the architectural character and general composition of the exterior of a building or structure, including, but not limited to, such character defining features as: type and texture of building material; type, design, and character of all windows, doors, stairs, porches, railings, molding and other appurtenant elements.

N. "Interior architectural appearance" means the architectural character and general composition of the interior of a city landmark, including, but not limited to, such character defining features as: rooms and/or spaces; structural elements and archaic building materials which may be concealed within walls, floors and roofs; wall, ceiling and floor finishes; and mechanical, electrical and plumbing fixtures and equipment.

O. "Mare Island Historic District" means the district listed in the National Register for Historic Places in 1997. The boundaries of this district include all parts of the National Historic Landmark listed in 1976.

P. "Mare Island Naval Shipyard Historic District" means the National Historic Landmark designated by the Secretary of Interior in 1976. The National Historic Landmark covers five separate areas: Shipyard Historic District; Shipyard Support District; Naval Ammunition Depot; Hospital District; and U.S. Marine Barracks District.

Q. "Mare Island Specific Plan" means the specific plan prepared pursuant to Chapter 16.104 and Chapter 16.116 of this Title.

R. "Memorandum of Agreement" means the "Memorandum of Agreement Among The United States Navy, The Advisory Council on Historic Preservation and The California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Mare Island Naval Shipyard, Vallejo, California", dated May 1997 and as amended February 2000. Noncontributors listed in the Memorandum of Agreement Appendix C are not subject to the provisions of this amendment.

S. "Planning manager" means the manager of the planning division of the development services department or his or her designee. The planning manager or his or her designee shall serve as the secretary to the commission.

T. "Project" means the whole of any action related to new construction, alteration, relocation or demolition of a contributing resource or group of contributing resources.

U. "Project guidelines" means project guidelines for Mare Island contributing resources.

V. "Project site" means the legal parcel on which a project, as defined herein, is located. If no legal parcel exists which either immediately or reasonably surrounds a project, such project site may be determined by the planning manager or commission.

W. "Recordation requirements" means Historic American Buildings Survey (HABS) documentation appropriate to the significance of a contributing resource to be demolished as determined by the commission in consultation with the National Park Service.

X. "Reuse Area 4: Historic District" means the area designated in the city of Vallejo's Mare Island Final Reuse Plan, dated July 1994, as the island's historic area.

Y. "Standards for treatment" means Secretary of the Interior's Standards for Treatment of Historic Properties (U.S. Department of the Interior, 1995).

Z. "Substantial adverse change" means when a project would cause a substantial adverse change in the significance of a contributing resource. (Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.033 Application of amendment

This amendment shall apply to contributing resources on Mare Island when title to these resources is transferred from the U.S. Navy to a non-federal entity. Prior to a transfer of property, and pursuant to the approved economic development conveyance, this amendment shall also apply to contributing resources subject to an executed lease in furtherance of conveyance. (Ord. 1438 N.C.(2d) § 1 (part) 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.034 Designation of landmarks.

Effective with adoption of this amendment, all fifty National Historic Landmarks structures, buildings and landscapes on Mare Island, as listed in Exhibit 1, shall be designated as city landmarks. Additional contributing resources including

previously unevaluated or undiscovered resources may be designated as city landmarks by the commission pursuant to Part III of this chapter. Such previously unevaluated or undiscovered resources may be potentially eligible for listing in the California Register of Historical Resources. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.035 Establishment of the city of Vallejo Mare Island Historic District

Effective with adoption of this amendment, the city of Vallejo Mare Island Historic District, as shown in Exhibit 2, shall be established. This district shall be included in the Mare Island specific plan. Establishment of this district shall not affect the Mare Island Naval Shipyard Historic District or the Mare Island Historic District. However, Reuse Area 4: Historic District shall be known as Reuse Area 4: Historic Core in the Mare Island specific plan and all other subsequent planning documents. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.036 Project guidelines

A. The planning manager shall develop project guidelines in consultation with the commission. These project guidelines shall function as the development plan for the city of Vallejo Mare Island Historic District and shall 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 standards for treatment and determine the project site for each resource or group of resources. These project guidelines shall include the existing designation status for each resource, including identification of those resources designated as city landmarks. These project guidelines shall be developed in consultation with the Office of Historic Preservation and National Park Service.

B. The planning manager shall complete the project guidelines within eighteen months from the effective date of this amendment. Upon completion, the project guidelines shall be reviewed programmatically as required by CEQA, and considered by the commission for recommendation to the city council as an amendment to the Mare Island specific plan.

C. The project guidelines shall be used by the planning manager, commission and other interested persons in the evaluation of projects involving contributing resources. The adoption of these project guidelines does not preclude the need for additional environmental review pursuant to CEQA, for individual projects.

D. Prior to the adoption of project guidelines, the standards of treatment shall be used in their place for the evaluation of projects that include contributing resources.

(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 141 N.C.(2d) § 2 (part), 1999.)

16.38.037 Certificates of appropriateness

~~A certificate of appropriateness is required for all alteration, construction and/or relocation projects, except as described in Section 16.38.039. There shall be different levels of review based on the scope of the proposed project. The proposed project shall be judged for compliance with project guidelines developed pursuant to Section 16.38.036. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~16.38.038 Certificates of appropriateness—Application contents; time for~~

~~An application for a certificate of appropriateness shall be on a form prescribed by the commission, and accompanied by plans appropriate to scope of and/or stage of work and historic and existing photographs. An application for a certificate of appropriateness shall be submitted as early as possible in the design process to allow meaningful input regarding environmental and design issues from the planning manager and commission. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~16.38.039 Certificates of appropriateness—Types of projects; exceptions~~

~~A. A certificate of appropriateness is required for the following types of projects:~~

- ~~1. Construction of a new building or structure, addition to an existing building or structure, within the project site of a contributing resource;~~
- ~~2. Alteration of a contributing resource in any manner which affects the exterior architectural appearance of a building or structure including installation or alteration of any exterior sign;~~
- ~~3. Construction or alteration within the project site of a contributing resource of site features including, but not limited to, landscaping, fencing, walls, paving and grading;~~
- ~~4. Interior alterations of a city landmark; and~~
- ~~5. Relocation of a contributing resource.~~

~~B. An application for a certificate of appropriateness may be acted on either administratively by the planning manager or by the commission subject to the following procedures:~~

~~1. Administrative decision. Projects to be acted on administratively by the planning manager are those that meet the following criteria:~~

- ~~a. Consistent with project guidelines developed pursuant to Section 16.38.036; and~~
- ~~b. Do not include changes to a city landmark or the project site of a city landmark.~~

~~The planning manager shall provide to the commission copies of all applications for administrative approval when deemed complete and copies of all administrative decisions when the decision is made.~~

~~2. Commission decision. Projects to be referred to and acted on by the commission are those that are:~~

- ~~a. Inconsistent with project guidelines developed pursuant to Section 16.38.036;~~
- ~~b. Include relocation of a contributing resource;~~
- ~~c. Include changes to a city landmark or the project site of a city landmark;~~
- ~~d. Requested by a member of the commission when such a request is made within five working days of the administrative decision on the project; or~~
- ~~e. Appeals of administrative decisions.~~

~~Exceptions. The following projects do not require certificates of appropriateness:~~

- ~~1. Painting, routine maintenance or minor repair (as defined in the rules of the commission);~~
 - ~~2. Interior alterations of contributing resources which are not city landmarks;~~
 - ~~3. Emergency measures of construction, alteration or demolition which are deemed necessary to correct unsafe or dangerous condition of any structure, other feature or part thereof, where such condition has been declared unsafe or dangerous by the chief building official or the fire chief and where measures have been declared necessary by such officials to correct the conditions and where only such measures as are reasonably necessary to correct unsafe or dangerous conditions shall be performed;~~
 - ~~4. Memorandum of Agreement Appendix A (1992 Programmatic Agreement, Appendix B, Actions Not Requiring Further Consultation); and~~
 - ~~5. National Park Service approved Certified Historic Preservation Projects. The commission shall be notified of such projects by the planning manager and given the opportunity to comment on the project.~~
- (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.040 Certificates of appropriateness--Process

The process for consideration and issuance of certificates of appropriateness shall facilitate expeditious reuse of Mare Island. The planning manager and commission shall seek to expedite review and consider applicant requests for action with priority to the maximum extent feasible.

A. Environmental Review. All projects are subject to environmental review to the extent required by CEQA prior to a decision being made on the project. The commission shall be consulted during the environmental review process for projects that have the potential for substantial adverse changes to contributing resources.

B. Administrative Decision.

- ~~1. The planning manager shall review, based on the project guidelines developed pursuant to Section 16.38.036, the application and supporting materials and approve, deny, or conditionally approve the certificate of appropriateness within thirty calendar days following receipt of a completed application.~~
- ~~2. Any person adversely affected by the decision may appeal the administrative decision by filing a written request with the secretary of the commission within ten calendar days of the administrative decision.~~

C. Commission Decision.

- ~~1. An application for a certificate of appropriateness shall be reviewed according to the project guidelines developed pursuant to Section 16.38.036.~~
- ~~2. The commission shall make a decision within forty five calendar days following receipt of a completed application unless the applicant agrees to an extension of time.~~
- ~~3. Any person adversely affected by the commission's decision may appeal the decision to city council by filing a written request with the city clerk within ten calendar days of the commission's action.~~

D. City Council Decision. Under the terms of an executed lease of furtherance of conveyance, and prior to transfer of title, any certificate of appropriateness application reviewed and denied by the commission and subsequently appealed to and approved by the city council shall be stayed until the planning manager concludes consultation with the United States Navy on the certificate of appropriateness. Within thirty days of receipt of adequate documentation from the planning manager, should the Navy object to such city council action, the city council action shall be deemed null and void. Should the Navy not object within the thirty day period, the city council action shall be deemed to have full force and effect.

~~(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~**16.38.041 Demolition permits**

~~A demolition permit is required for all demolition projects. The proposed project shall be judged for compliance with project guidelines developed pursuant to Section 16.38.036. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~**16.38.042 Demolition permits—Application contents; time for submittal of application**~~

~~An application for a demolition permit shall be on a form prescribed by the commission and accompanied by plans appropriate to scope of and/or stage of work, historic and existing photographs, and additional supporting materials as required by the planning manager. An application for a demolition permit shall be submitted as early as possible to allow meaningful input regarding environmental issues from the planning manager and commission. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~**16.38.043 Demolition permits—Process; findings; mitigation**~~

~~A. Process. The process for demolition permits shall facilitate expeditious reuse of Mare Island. The planning manager and commission shall seek to expedite review and consider applicant requests for action with priority to the maximum extent feasible.~~

~~1. All projects involving demolition of a contributing resource are subject to environmental review to the extent required by CEQA prior to a decision being made on the demolition project. The commission shall be consulted during the environmental review process for projects that have the potential for substantial adverse changes to contributing resources.~~

~~2. An application for a demolition permit shall be reviewed according to the project guidelines developed pursuant to Section 16.38.036.~~

~~3. The commission shall make a decision within forty-five calendar days following receipt of a completed application unless the applicant agrees to an extension of time.~~

4. Any person adversely affected by the commission's decision may appeal the decision to city council by filing a written request with the city clerk within ten calendar days of the commission's action.

B. Findings. A permit for demolition of a contributing resource shall be issued if the requirements of CEQA have been met and if the commission makes findings that the project substantially meets the following criteria

1. The contributing resource does not meet the National Register aspects of integrity.

2. The contributing resource has not been willfully neglected by the non-federal owner so as to result in its deterioration or abandonment.

3. The proposed project is consistent with the goals and policies of the Mare Island specific plan and complies with project guidelines developed pursuant to Section 16.38.036.

4. The demolition would not cause a substantial adverse change in the National Register of Historic Places and/or California Register of Historical Resources eligibility of Mare Island Historic District.

C. Mitigation Requirement. Reasonable and feasible mitigation identified in compliance with CEQA may be imposed as a condition of demolition at the discretion of the commission. Mitigation may include a requirement for recordation through HABS documentation prior to demolition.

(Ord. 1410 N.C.(2d) § 2 (part), 1999.)16.38.044 Demolition of hazardous structures

A hazardous structure that poses an imminent threat to public health or safety, as determined by the chief building official, is exempt from the requirements for demolition of this amendment. If the threat to public health or safety would not be increased, the commission shall be notified of the pending demolition at least five working days prior to the action. Plans for the new construction on the site of the demolition shall comply with the project guidelines for new construction developed pursuant to Section 16.38.036.

16.38.045 Related regulations

A. California State Historical Building Code (SHBC). SHBC offers alternative measures applicable to qualified historic buildings and structures which help avoid the loss of historic character. The chief building official shall apply SHBC in review and approval of projects involving qualified historic buildings and structures. (California Code of Regulations Part 8, Title 24)

B. Seismic Hazard Identification and Mitigation Program for Unreinforced Masonry Buildings (Chapter 12.07, Vallejo Municipal Code).

C. Mare Island Building and Fire Code Compliance (Chapter 12.50, Vallejo Municipal Code).

(Ord. 1410 N.C.(2d) § 2 (part), 1999.)

No changes.

16.38.046 Conservation easements

~~Conservation easements of contributing resources may be conveyed to nonprofit or other qualified organizations pursuant to California Civil Code 815. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~16.38.047 Mills Act (Provided in Section 6.0 of the Historic Project Guidelines.) Owners of qualified contributing resources who agree to comply with certain preservation requirements pursuant to California Revenue and Taxation Code Article 1.9, Sections 439-439.4, Historic Property, may enter into historic property agreements with the city subject to criteria adopted by city council. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

16.38.048 Duty to keep in good repair

~~The owner of a contributing resource shall 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. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

16.38.049 Ordinary maintenance and repair

~~Nothing in this 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. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

SECTION 2. Severability.

If any section, subsection, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 3. Effective Date.

This Ordinance shall take effect and be in full force and effect from and after (30) days after its final passage.

FIRST READ at a regular meeting of the Council of the City of Vallejo held the 26th day of June 2007 and finally passed and adopted at a regular meeting of the Council held the 10th day of July 2007 by the following vote.

ATTACHMENT 2

**SP #98-01C and CTA #06-0006
Proposed 2005 Mare Island Specific Plan
Amendment II Documents
Planning Commission Report – June 18, 2007**

- A. Annotated Copy of the Settlement Agreement**
- B. Amended 2005 Mare Island Specific Plan**
- C. Appendix B.1 Amended Historic Project Guidelines**
- D. Appendix B.3 Amended Historic Resources Catalogue (Amended Pages Only)**
- E. Appendix E.1 Amended Preliminary Master Development Plan**
- F. Proposed Text Changes to Chapter 16.38**
- G. Addendum to the Final Subsequent Environmental Impact Report**
- H. AHLC Staff Report dated May 17, 2007
w/Comments from the National Trust for
Historic Preservation and Vallejo
Architectural Historic Foundation Provided
on May 17, 2007**

SETTLEMENT AGREEMENT

(Modified for the Purposes of an Attachment to the Staff Report)
Revised 6/07/07

*Compliance with
the terms of the
Agreement is
provided in this
column.*

This Settlement Agreement (“Settlement Agreement”) is entered into as of the 11th day of April, 2006 by and among the NATIONAL TRUST FOR HISTORIC PRESERVATION, a non-profit corporation (“NTHP”), the VALLEJO ARCHITECTURAL HERITAGE FOUNDATION, a non-profit corporation (“VAHF”), LENNAR MARE ISLAND, LLC, a California limited liability company (“LMI”), the CITY OF VALLEJO, a municipal corporation of the State of California (the “City”), Judy Irvin, an individual (“Irvin”) and Elizabeth Pidgeon, an individual (“Pidgeon”). Collectively, NTHP, VAHF, LMI and the City may be referred to herein as the Parties. Irvin and Pidgeon are Parties only with respect to Section 15. The effective date of this Settlement Agreement shall be 4/11/06 (“Effective Date”).

RECITALS

- A. LMI is the master developer of the former Mare Island Naval Shipyard in Vallejo, California.
- B. Pursuant to an Acquisition Agreement between the City of Vallejo (“City”) and LMI dated December 19, 1999, as amended, and a Development Agreement between the City of Vallejo and LMI dated September 12, 2001, as amended, LMI is engaged in developing the Project on the Property on Mare Island, as those terms are defined in the Development Agreement.
- C. On December 6, 2005, the Vallejo City Council approved, on a second reading, an ordinance adopting Specific Plan Amendment 98-01B amending and restating the Mare Island Specific Plan, having, on November 30, 2005, adopted by resolution General Plan Amendment No. 02-0001 and certified the Final Subsequent Environmental Impact Report (State Clearinghouse No. 2003092057) (“FSEIR”) (collectively, the “Mare Island Specific Plan”).
- D. On December 9, 2005, the City filed and posted a Notice of Determination concerning the Mare Island Specific Plan.
- E. Subsequently, LMI entered into discussions with NTHP and VAHF with respect to NTHP and VAHF’s concerns regarding possible impacts to historical resources under the Mare Island Specific Plan.
- F. On January 6, 2006, in furtherance of ongoing settlement negotiations, the City, NTHP, VAHF and LMI entered into a letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under the California Environmental Quality Act (“CEQA”) until Tuesday, January 17, 2006.

G. On January 13, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a second letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until Monday, January 30, 2006.

H. On January 27, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a third letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until Monday, February 13, 2006.

I. On February 10, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a fourth letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until Monday, February 27, 2006.

J. On February 24, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a fifth letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until Monday, March 13, 2006.

K. On March 10, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a sixth letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until Monday, March 20, 2006.

L. On March 17, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into a seventh letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until March 27, 2006.

M. On March 24, 2006, in furtherance of still ongoing settlement negotiations the City, NTHP, VAHF, and LMI entered into an eighth letter agreement tolling the statute of limitations for NTHP and VAHF to challenge certification of the FSEIR under CEQA until April 12, 2006.

N. The Parties have agreed to settle their disputes to avoid legal proceedings and the time, expense and uncertainty that such proceedings would involve. The Parties acknowledge that this settlement is for the purpose of preventing protracted litigation, thereby fully and finally resolving all existing claims related to the Mare Island Specific Plan and encouraging reuse of Mare Island.

O. All capitalized terms undefined herein shall have that meaning set forth in the Mare Island Specific Plan.

AGREEMENT

NOW THEREFORE, in consideration of the above Recitals and for other good and valuable consideration, the receipt and adequacy of which is acknowledged, it is hereby agreed as follows:

Rehabilitation Fund

See Historic Project Guidelines Section 5.4 for 1 – 4.

1. On or before September __, 2006, LMI will make available up to Two Million Dollars (\$2,000,000.00) to establish a revolving loan fund for the rehabilitation of certain Contributing Resources within the Mare Island Historic District. All loans from the fund will be subject to the following: (a) loan monies will be available solely for hard costs associated with necessary seismic improvements, exterior façade restoration, window restoration or replacement and foundation repairs; (b) all work must comply with the Mare Island Design Guidelines, Chapter 16.38 of the Vallejo Municipal Code and the Secretary of the Interior's Standards for Historic Building Rehabilitation (the "Secretary's Standards"); (c) no single loan may exceed Two Hundred Fifty Thousand Dollars (\$250,000.00); (d) loans will be for a term of no more than thirty six (36) months; (e) the interest rate on the loans will be one percent (1%) less than the then prime lending rate, which rate may be adjusted from time to time; (f) the maximum outstanding balance of all loans will not exceed Two Million Dollars (\$2,000,000.00); and (g) no one person or organization, including affiliates, may hold more than one loan from LMI under this program at any one time. LMI may establish additional loan criteria, including, without limitation, commercially reasonable underwriting criteria.

2. Once a loan is approved, LMI will fund the approved work over a twelve (12) month period as the applicant submits legitimate contractor invoices for the work, which invoices may be subject to verification by LMI. LMI or the administrator of the fund, if different, shall review the loan fund periodically and shall deduct from the available loan balance the amount of any defaulted loans.

3. All loan repayments, excluding interest, will be returned to the loan fund and made available for new loans under the loan program for a period of five (5) years from the date of the first loan. LMI shall have no obligation to make any new loan following the date that is five (5) years after the date it makes the first loan.

4. LMI and City acknowledge and agree that loan funds provided under Sections 1, 2 and 3 above shall not be considered or accounted for as Project Costs (as defined in the Acquisition Agreement) under the terms of the Acquisition Agreement. Notwithstanding the foregoing, reasonable costs of loan fund administration and defaulted amounts are Project Costs.

Mare Island Historic Park Foundation

Separate Agreement; not required to be part of the Historic Project Guidelines.

5. Pursuant to a separate agreement to which NTHP and VAHF are not parties or third party beneficiaries, LMI has agreed to donate Two Hundred Fifty Thousand Dollars (\$250,000.00) to the Mare Island Historic Park Foundation (“MIHPF”) to be placed in trust and jointly controlled by the City and LMI as a fund specifically devoted to the restoration of St. Peter’s Chapel or other historic buildings within the Mare Island Historic Core, as mutually agreed upon by the City and LMI. The City’s Architectural Heritage and Landmarks Commission (“AHLC”) will review at a public meeting any proposed project pursuant to that separate agreement for consistency with the Secretary’s Standards prior to expenditure of the funds. City shall notify NTHP and VAHF in advance of the date and time of such consideration by the AHLC.

All notices pursuant to this Section 5 shall be in writing and shall be deemed to have been duly given on the date of delivery if delivered personally to the party to whom notice is to be given (including messenger or recognized delivery or courier service) or on the second day after mailing, postage prepaid, first class mail, as follows:

NTHP: National Trust for Historic Preservation
Western Office
Attn: Michael Buhler, Regional Attorney
5 Third Street, Suite 707
San Francisco, California 94103

VAHF: Vallejo Architectural Heritage Foundation
Attn: Current President
419 Farragut Avenue
Vallejo, California 94590

Reclassified Buildings are Bold Italic; Retained or Reused Buildings are Bold Underline.

See Historic Project Guidelines Section 3 Tables 1 & 6, Section 5.2; Historic Resources Catalog 2B; Appendix E.1. For Morton Field, see Section 3.4.1 (B) of the Specific Plan.

Additional Retention and Reclassification of Resources

6. LMI makes the following commitments regarding Reuse Areas 2A, 2B and 3A: (1) Building **455** will be *reclassified* as a Notable Resource planned for demolition; (2) Building **S11-01** (bunker at southern end of 3A) will be designated for **reuse**; (3) Building **845** (tiny guard shack) will be designated for **reuse** but may be relocated within Reuse Sub-area 3A contingent on the receipt of all necessary City approvals; (4) Building **599** will be designated for **reuse** unless the traffic monitoring requirement contained in the Mitigation Monitoring and Reporting Program approved on November 30, 2005 determines that demolition of the building is required in order to implement the required mitigation; (5) Buildings **757**, **527** and **535** will be designated for **reuse**; and (6) LMI will include the Morton Field archway, in place or relocated, in its future development plans, to the extent feasible. Other than the foregoing retention and

reclassification of buildings, LMI may proceed immediately upon execution of this Settlement Agreement with demolition in Reuse Sub-areas 2A, 2B and 3A consistent with the Mare Island Specific Plan upon approval by Planning Division staff and notice only to the AHLC.

See Historic Project Guidelines Section 3 Tables 1, 8, 10, 11, 12, Section 5.0, 5.2; Historic Resources Catalog 3B,4,5,6,8; Appendix E.1. Bldgs. 634 and 854 not proposed for demolition, but no reuse programmed and Bldg. H-64 previously classified as Notable therefore reclassification is not required.

7. LMI makes the following commitments regarding Reuse Areas 3B, 4, 5, 6, and 8: (1) Building **259** will be *reclassified* as a Notable Resource planned for demolition; (2) Building **S23-01** will be designated for *reuse*; (3) Buildings **632**, **634**, and **854** will be designated for *reuse*; (4) Buildings **766** and **BS3** will be *reclassified* as Notable Resources planned for demolition; (5) Building **S32-06** will be reclassified as a Notable Resource planned for demolition; (6) Buildings **L-F**, **M-D**, **N-H** and **O-B** will be *reclassified* as Notable Resources planned for demolition; (7) Building **M-007A** will be designated for *reuse* on the same project site as Building M-007 (which has been relocated); (8) Buildings **6D**, **T-A**, **U-B** and **U-D** will be *reclassified* as Notable Resources planned for demolition; and (9) Buildings **H-64**, **M-001A** and **M-001C** will be reclassified as Notable Resources planned for demolition. Notwithstanding the foregoing, prior to demolition of any historic resource referenced in this Section 7 for which there is an approved Certificate of Appropriateness (“COA”) requiring retention, an amendment to the applicable COA must be approved by the AHLC.

See Historic Project Guidelines Section 4.6.

8. For those buildings newly designated for reuse in Sections 6 and 7 above, CEQA review will be required prior to any subsequent demolition. The City retains complete discretion in its consideration of any actions set forth in these Sections 6, 7 and 8.

Increased Demolition Criteria for Notable Resources Island-Wide

See Historic Project Guidelines Section 5.3.2.

9. As a condition precedent to final issuance of a demolition permit for a Notable Resource currently planned for demolition outside of Reuse Sub-areas 2A, 2B and 3A, which application shall be processed by the City concurrently with the required Unit Plan application, LMI agrees that a Unit Plan pursuant to Vallejo Municipal Code Section 16.116.075 will have been approved for a replacement project that will either (1) include new construction within the footprint of the Notable Resource proposed for demolition; or (2) involve the rehabilitation of a nearby Landmark or Notable Resource that will necessitate removing one or more Notable Resources of lesser reuse potential to create adequate parking, circulation, or lay down for the rehabilitated Landmark or Notable Resource; or (3) be part of a public works project. Further, the proponent of each replacement project will have demonstrated to the City commercially reasonable financial resources necessary to complete the proposed replacement project, and the replacement project will be scheduled to commence within six (6) months of receipt of all necessary City approvals.

The Parties agree that the demolition of any Notable Resource currently planned for reuse pursuant to the Mare Island Specific Plan shall be subject to the

conditions precedent set forth in this Section 9 and discretionary new project review under CEQA.

See Historic Project Guidelines Section 5.3.2 for 10 and 11.

10. Prior to demolition, LMI will prepare the appropriate level of HABS documentation for any Notable Resource, including photographs, plans and a written description, to the extent such documentation has not already been completed. The HABS documentation will be made available to the MIHPF and the Solano County, John F. Kennedy Library.

11. The provisions of Section 9 and Section 10 above shall not apply to Buildings 206, 208, 237 and 257, the demolition of which shall be pursuant to the Mare Island Specific Plan.

Mare Island Specific Plan Amendment

See Historic Project Guidelines Section 5.3.2 for (1), (2) and (5); References to 6. and 7. of this document for (3); Appendix E for (4); Also Table 8-1 of the Specific Plan for (5); and Historic Project Guidelines Section 4.8 for (6).

12. LMI in consultation with NTHP shall prepare revisions to Appendix B-1 to the Mare Island Specific Plan (the "Historic Project Guidelines") and relevant sections of the Mare Island Specific Plan text consistent with the terms of this Settlement Agreement and submit such revisions to the City for processing as a specific plan amendment. The revisions shall include topics such as (1) preconditions for Notable Resources planned for demolition that are located outside Reuse Sub-areas 2A, 2B and 3A; (2) mutually acceptable changes to the demolition criteria for Notable Resources scheduled for demolition, for which no further CEQA review shall be required; (3) reclassification of certain buildings as Notable Resources; (4) revision of the Preliminary Development Plan; (5) the changes approved by the City as mitigation measures under CEQA that were not previously included in the text of the Mare Island Specific Plan or Historic Guidelines; and (6) a prohibition on demolition based on the willful neglect of LMI. The City shall process the proposed revisions in accordance with all applicable Federal, State and local law. Failure by the City to approve the proposed Historic Project Guidelines and Mare Island Specific Plan text revisions will not under any circumstances allow NTHP or VAHF to challenge any demolition, rehabilitation or new construction in Reuse Sub-areas 2A, 2B and 3A consistent with this Settlement Agreement and the Mare Island Specific Plan. The Parties contemplate that the Mare Island Specific Plan amendment process will be completed within eight (8) months from execution of this Settlement Agreement.

Fund for Training

The remaining sections are not required as part of the SPA II.

13. Within sixty (60) days after the Effective Date, LMI shall provide to City a one-time lump sum payment of \$15,000 to be held and administered by the City, so long as the funds remain, for training for members of the AHLC on the application of the Historic Project Guidelines and Design Guidelines.

Attorneys Fees

14. As soon as reasonably possible, and in no event later than forty-five (45) days from the Effective Date, LMI shall pay to NTHP the amount of \$45,000 in complete satisfaction of all claims by NTHP, VAHF and their counsel for attorney's fees and costs in connection with the negotiation and preparation of this Settlement Agreement and the contemplated revisions of the Mare Island Specific Plan and the Historic Project Guidelines.

Restrictions on Challenges

15. The Parties covenant to act in good faith in all matters related to the implementation and enforcement of this Settlement Agreement. NTHP and VAHF may continue to participate in administrative processes available to the public relative to proposed demolitions or substantial alterations of Contributing Resources, except that NTHP, VAHF, Irvin and Pidgeon agree not to challenge any demolition, rehabilitation or new construction in Reuse Sub-areas 2A, 2B and 3A that are consistent with this Settlement Agreement and the Mare Island Specific Plan.

NTHP, VAHF, Irvin and Pidgeon further covenant not to file suit or in any way participate or provide assistance in any such suit against LMI or the City in opposition to development in Reuse Sub-areas 3B, 4, 5, 6, 8, and 9, according to the Mare Island Specific Plan and this Settlement Agreement, including suits challenging any local, regional, state or federal permits, approvals or authorizations required to implement the Mare Island Specific Plan in said Sub-areas, except to the extent that (1) the proposed development is materially inconsistent with the Mare Island Specific Plan or Historic Project Guidelines, both as they may be amended, or (2) the challenge is based solely on material facts or circumstances not in existence on the effective date of this Settlement Agreement. This covenant shall not prevent the undersigned from enforcing the provisions of this Settlement Agreement or from taking legal actions authorized in the following paragraph.

The Parties acknowledge that the final content of amendments to the Mare Island Specific Plan and the Historic Project Guidelines that are contemplated by this Settlement Agreement is not yet determined and awaits a public process and considered approval by the City. In the event the City amends the Mare Island Specific Plan and Historic Project Guidelines in a manner consistent with this Settlement Agreement, NTHP and VAHF are completely barred from challenging the approvals set forth in Recital C above. Notwithstanding City's complete discretion with respect to amendments to the Mare Island Specific Plan and Historic Project Guidelines, in the event that the aforementioned amendments adopted by the City are inconsistent with this Settlement Agreement, NTHP and VAHF may take any legal action they deem to be in their best interests, including any legal action that was available to them to challenge the City's compliance with CEQA as of the time of the City's approval of the FSEIR and the other actions set forth above in Recital C. In this event only, the City and LMI hereby

waive the CEQA statute of limitations for NTHP and VAHF only, and no other entity or individual, as to actions taken by the City in November and December 2005 set forth in Recital C, and agree that the statute of limitations shall not run until 30 days after the posting of a Notice of Determination following the City's future amendments to the Mare Island Specific Plan and the Historic Project Guidelines called for and consistent with this Settlement Agreement or, in the event the City disapproves such amendments, 30 days after the date of such disapproval by the City Council. If the City fails to take any action to amend the Mare Island Specific Plan or Historic Project Guidelines within 18 months of the Effective Date, NTHP and VAHF may take any legal action they deem to be in their best interests, including any legal action that was available to them to challenge the City's compliance with CEQA as of the time of the City's approval of the FSEIR and the other actions set forth above in Recital C, upon satisfaction of the following conditions: (1) NTHP and VAHF have delivered written notice to LMI and the City within 30 days of the expiration of such 18-month period requesting action by the City to amend the Mare Island Specific Plan and/or the Historic Project Guidelines (the "Action Request"), (2) a 90-day cure period following the delivery of such notice has expired without action by the City to approve the amendments, and (3) the legal action by NTHP and VAHF is filed within 30 days of the expiration of such 90-day cure period. In the event that either the 30-day period for delivering the Action Request expires without the delivery of such Action Request or the 30-day period for filing a legal action expires without a legal action being filed, NTHP and VAHF shall be forever barred from bringing an action challenging the City's approval of the Mare Island Specific Plan, the Historic Project Guidelines and the FSEIR. Any legal actions taken by NTHP or VAHF under this paragraph may not challenge or affect LMI's right to proceed with demolition, rehabilitation or new construction in Reuse Sub-areas 2A, 2B and 3A in a manner consistent with this Settlement Agreement and the Mare Island Specific Plan. In addition, in the event of successful legal challenge pursuant to this Section 15, any order, writ or other ruling from the court shall not invalidate any permits for demolition, rehabilitation, new construction or use within Reuse Sub-areas 2A, 2B or 3A consistent with the Mare Island Specific Plan, and the Parties agree that the Mare Island Specific Plan and the FSEIR shall remain valid for purposes of demolition, rehabilitation, new construction or use within these Reuse Sub-areas and the Parties will ask the court issuing such writ, order or ruling to reflect this agreement in any such writ, order or ruling.

Cooperation

16. Each Party to this Settlement Agreement shall cooperate fully in the execution of any and all other documents and in the completion of any additional actions that may be necessary or appropriate to give full force and effect to the terms and intent of this Settlement Agreement. Without limiting the generality of the foregoing, NTHP and VAHF acknowledge that LMI and the City have entered into this Settlement Agreement in order to further the reuse of Mare Island consistent with the Mare Island Specific Plan, and, accordingly, NTHP and

VAHF agree to cooperate with LMI's efforts to implement the terms of this Settlement Agreement and the Mare Island Specific Plan.

Release

17. Except as provided in Section 15, upon the execution of this Settlement Agreement, NTHP and VAHF hereby release and forever discharge LMI and City and their respective officers, officials, staff, members, directors, agents, employees, attorneys, representatives, subsidiaries, affiliates, predecessors, successors, partners, limited partners, and assigns from all claims, demands and causes of action which, as of the Effective Date, NTHP and VAHF ever had or now have against LMI or the City.

Press Release

18. The parties agree to prepare a mutually agreeable press release regarding this Settlement Agreement and to disseminate it at a mutually agreeable time.

No Admission

19. Nothing in this Settlement Agreement shall be deemed as an admission or denial as to the validity of any claims or defenses.

Entire Agreement

20. The Parties agree that this Settlement Agreement sets forth the entire agreement between them and relating to the subject matter hereof and that this Settlement Agreement merges and supersedes all prior discussions, agreements, understandings, representations, and all other communications between them relating to the subject matter of this Settlement Agreement.

Representations and Warranties

21. Each Party represents and warrants that it has the right, power and authority to execute this Settlement Agreement. Each Party further represents and warrants that it has the exclusive right to prosecute and compromise the claims released by this Settlement Agreement and that it has neither made nor suffered to be made any sale, assignment, transfer, conveyance, pledge, hypothecation, or encumbrance of any kind whatsoever of any right, claim, demand, obligation, cost, expense, sanction, grievance, action, cause of action, controversy, debt, damage, arbitration, liability, duty, penalty, attorney fee, charge, suit, punitive damage, injury, loss, agreement, contract, promise, or lien released, canceled, rescinded or discharged hereby, and that it is the sole and absolute legal and equitable owner thereof, free and clear of any interest of any other person or entity. Each Party represents and warrants that it has given any and all notices, and obtained any and all consents, powers and authorities, necessary to permit it, and the persons executing this Settlement Agreement for it, to enter into this Settlement Agreement.

Written Waiver

22. A waiver of any Party's right to enforce any provision of this Settlement Agreement shall not be effective unless such a waiver is made expressly in writing. An express waiver of any one breach shall not be deemed a waiver of any other breach of the same or any other provision of this Settlement Agreement.

Legal Representation

23. The Parties affirm that they have been represented by counsel of their own choosing regarding the preparation and negotiation of this Settlement Agreement and the matters and claims set forth herein, and that each of them has read this Settlement Agreement and is fully aware of its contents and its legal effect. Neither Party is relying on any statement of the other Party outside the terms set forth in this Settlement Agreement as an inducement to enter into this Settlement Agreement.

Joint Preparation

24. The language of all parts of this Settlement Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Settlement Agreement, or any part thereof, shall be applicable or invoked.

Equal Dignity

25. This Settlement Agreement may not be altered, amended, modified or otherwise changed except in writing duly executed by an authorized representative of each of the Parties.

California Law

26. This Settlement Agreement shall be governed by and construed in accordance with the laws of the State of California.

Counterparts

27. This Settlement Agreement may be executed in counterparts, each of which will be deemed an original. This Settlement Agreement shall be binding upon the receipt of facsimile signatures; provided, however, that any person transmitting his or her signature by facsimile shall promptly send an original signature to the other parties.

Captions

28. Captions are included herein for ease of reference only. The captions are not intended to affect the meaning of the contents or scope of this Settlement Agreement.

Survival of Obligations

29. None of the releases contained in this Settlement Agreement is intended to release any Party from any obligation or understanding to be performed pursuant to this Settlement Agreement, all of which obligations and understandings shall survive the execution hereof.

Comply with all Laws

30. The Parties shall comply with all applicable laws, statutes, ordinances and regulations regarding their obligations under this Settlement Agreement.

Successors and Assigns

31. This Settlement Agreement shall be binding upon each of the parties hereto and their respective successors, agents, assigns, heirs, executors, trustees, shareholders, directors, officers, attorneys, consultants and insurers.

IN WITNESS WHEREOF this Settlement Agreement is executed and agreed to by the following, as of the last date set forth below.

It is so agreed. *(Original Signatures on file with the City.)*

<p>NATIONAL TRUST FOR HISTORIC PRESERVATION a non-profit corporation</p> <p>By: _____ _____ Signature</p> <p>Name: _____ _____</p> <p>Title: _____ _____</p> <p>Date: _____ _____</p> <p>APPROVED AS TO FORM:</p> <p>_____ Paul Edmondson General Counsel</p> <p>VALLEJO ARCHITECTURAL HERITAGE FOUNDATION a non-profit corporation</p> <p>By: _____ _____ Signature</p> <p>Name: _____ _____</p> <p>Title: _____ _____</p> <p>Date: _____</p>	<p>LENNAR MARE ISLAND, LLC, a California limited liability company By: Lennar Homes of California, Inc., its manager</p> <p>By: _____ _____ Signature</p> <p>Name: _____ _____</p> <p>Title: _____ _____</p> <p>Date: _____ _____</p> <p>CITY OF VALLEJO, a municipal Corporation</p> <p>By: _____ _____ John P. Thompson Interim City Manager</p> <p>Date: _____ _____</p> <p>APPROVED AS TO CONTENT:</p> <p>_____ Craig Whittom Community Development Director</p> <p>APPROVED AS TO FORM:</p>
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<hr/>	<hr/> Frederick G. Soley City Attorney
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Judy Irvin, an individual

Date: _____

Elizabeth Pidgeon, an individual

Date: _____

The above-referenced individuals have executed this Settlement Agreement solely with respect to their obligations not to challenge certain approvals pursuant to Section 15 of this Settlement Agreement and for no other purpose.

**MARE ISLAND SPECIFIC PLAN AMENDMENT II
SETTLEMENT AGREEMENT - SUMMARY OF CHANGES**

(Revised 6/07/07)

Table 1: Buildings Reclassified as a Notable Resource

	Settlement Agmt. Section	Reuse Area	Building No.	ERA Built	Building Type	Size
1.	6 (1)	2B	455	4	L- Storage	31,160
2.	7 (1)	3B	259	3	Storage	24,200
3.	7 (4)	5	766	4	G - Latrine	4,200
4.	7 (4)	5	BS-3	5	H - Other Infrastructure	1,128
5.	7 (5)	5	S32-06	5	F - Bomb Shelter	1,310
6.	7 (6)	6	L-F	4	B - Residential Garage/Shed	420
7.	7 (6)	6	M-D	4	B - Residential Garage/Shed	546
8.	7 (6)	6	N-H	4	A - Residential	1,092
9.	7 (6)	6	O-B	4	A - Residential Servants Qrts.	721
10.	7 (8)	6	6-D	3	B - Residential Garage/Shed	765
11.	7 (8)	6	T-A	4	B- Residential Garage/Shed	458
12.	7 (8)	6	U-B	4	B - Residential Garage/Shed	572
13.	7 (8)	6	U-D	4	B - Residential Garage/Shed	565
14.	7 (9)	8	H-64 ¹	4	B - Residential Garage/Shed	651
15.	7 (9)	8	M-001A	4	A - Residential Servants Quarters	694
16.	7 (9)	8	M-001C	4	B - Residential Garage/Shed	680

Notes: 1 - Previously classified as a Notable; no reclassification is required.

Table 2: Buildings Designated for Reuse/Retention

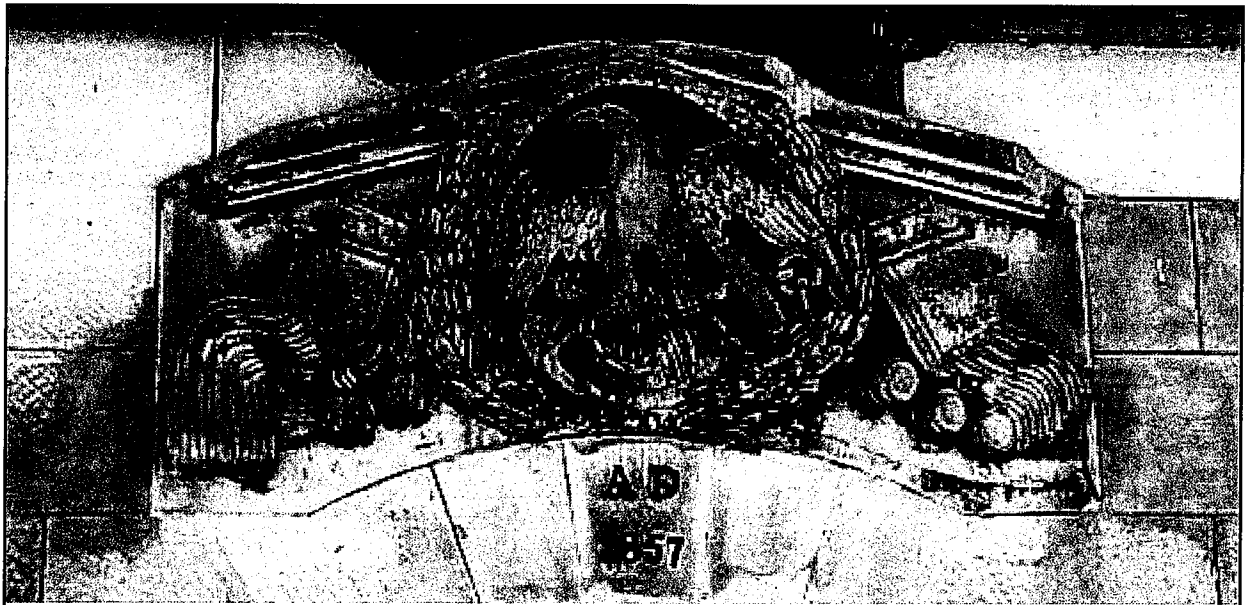
	Settlement Agmt. Section	Reuse Area	Building No.	ERA Built	Building Type	Classification	Size
1.	6 (3)	3A	845	5	E - Pumphouse	Component	186
2.	6 (2)	3A	S11-01	5	F - Bomb Shelter	Component	1,960
3.	6 (4)	3A	599	5	O - Metal Storehouse	Notable	112,500
4.	6 (5)	3A	757	5	J - Torpedo Storehouse	Component	6,375
5.	6 (5)	2A	527	5	L - Warehouse	Notable	114,328
6.	6 (5)	2B	535 ¹	5	O - Public Works Shops	Notable	29,866
7.	7 (2)	4	S23-01	5	F - Bomb Shelter	Component	988
8.	7 (3)	4	632	4	E - Welding Station	Component	812
9.	7 (3)	4	634 ²	4	Utility	Component	743
10.	7 (3)	4	854 ²	4	Utility	Component	795
11.	7 (7)	6	M-007A	3	Residential Garage/Shed	Component	228
Total Square Footage Reused							268,553

Notes:

1 - Building 535 falls along the boundary line separating Reuse Areas 2B and 6. The portion of the building approved for demolition and currently proposed for reuse is within Reuse Area 6 and totals 29,866 square feet.

2 - Buildings 634 and 854 were not proposed for demolition in the 2005 Mare Island Specific Plan; however, no developed reuse was included.

MARE ISLAND SPECIFIC PLAN



ADOPTED - MARCH 1999
AMENDED AND RESTATED - DECEMBER 2005
AMENDED - JUNE 2007

PUBLIC REVIEW DRAFT: JUNE 11, 2007

**PROPOSED 2007
MARE ISLAND SPECIFIC PLAN AMENDMENT II
REVIEW GUIDE**

The following is a list of red-lined changes that have been made to Mare Island Specific Plan Amendment document. Minor editorial changes and corrections are not included in this list, nor are text changes approved as part of the 2005 Staff Initiated Changes Errata. Table of Contents, Figures, and Footnotes will be updated for final printing.

Global Changes:

1. "Historic Guidelines" has been replaced with "Historic Project Guidelines"
2. Cedar Avenue has been replaced with Azuar Drive

CHAPTER 1.0 INTRODUCTION

Page 2: Section 1.2 Planning for the Reuse of Mare Island, includes 2005 adoption date and anticipated adoption date of June 26, 2007 for SPA II.

Page 14: Section 1.6.2 Reuse Process, paragraph following bulleted list, clarified information regarding Reuse Plan adoption and use of Specific Plan.

Page 15: Section 1.6.2 (B) Planning Development Entitlements, added Resource Conservation which is designated for inactive dredge ponds and wetland area; (C) Environmental Clean-Up, clarified information regarding Eastern Early Transfer Parcel.

Page 21: Section 1.8.2 State of California (B) California State Lands Commission, clarified information regarding Settlement and Exchange Agreement.

Page 22: Section 1.8.3 City of Vallejo (B), (C), (D), clarified review authority for City Staff, Architectural Heritage and Landmarks Commission and Planning Commission.

Page 23: Section 2.2 Significance of Historic Resources, deleted and relocated discussion of National Registration Form to page 28, Section 2.3.1 Federal Designations and Program, National Register discussion.

Pages 24 and 28: Section 2.3.1 Federal Designations and Programs, deleted blank spaces and relocated discussion from pages 28 and 29.

Page 29: National Registration Form discussion relocated from Page 23 as part of National Register discussion.

Page 31: Section 2.3.3, amended title to more appropriately address discussion; revised discussion to include current proposal to amend the Vallejo Municipal Code that would replace the Mare Island Amendment with references to the Mare Island Specific Plan; relocated Project Guidelines discussion to 3rd paragraph.

Page 32: Section 2.3.4, Federal Preservation Tax Incentive Program, amended to include projects that may be eligible for the National Register; California State Historical Building Code, clarified use of the State Historical Building Code.

Page 34: Section 2.4.2, deleted text referencing Mare Island Amendment to reflect current proposal to amend the Vallejo Municipal Code to replace the Mare Island Amendment with references to the Mare Island Specific Plan.

Page 35: Section 2.5, amended title to more appropriately address discussion.

Page 37: Section 2.5.2 – 2.5.7, reformatted sections to eliminate separate headings and to include the discussion as part of 2.5.1 Preservation Considerations and Priorities.

Page 38: (B) Sub-area Sensitivity and Character, deleted subject reference regarding repetitive resources; included additional characteristics originally provided in Historic Project Guidelines.

Page 39 - 40: Section 2.5.3 Individual Resource Significance, deleted detailed definitions of individual resource classifications, which are provided in Section 2.0 of the Historic Project Guidelines.

Page 44 – 49: Sections 2.5.4 – 2.5.7, deleted detailed information regarding contributing resources, which is provided in Section 3.0 of the Historic Project Guidelines, and included summaries of the considerations as (D) (E) and (F).

Page 50: Section 2.5.2, formerly Section 2.6, renamed section and included it as part of the Historic Project Guidelines Section of the document.

Page 51: Section 2.5.2, formerly Section 2.6, added information regarding Historic Project Guidelines; deleted text regarding Mare Island Amendment, consistent with the above; deleted text regarding Historic Project Guidelines providing direction, as other sections of the Specific Plan and appendices also provide this direction; deleted text regarding establishing a project site, which is provided in Section 4.0 of the Historic Project Guidelines.

Page 52 – 55: Sections 2.6.2 and 2.6.3, deleted text regarding treatment standards and new construction, which is provided in Section 4.0 of the Historic Project Guidelines.

Page 55: Section 2.6, formerly Section 2.7, included information on character areas and corrected information on design guidelines.

Page 56 - 59: Section 2.8, deleted Demolition Criteria, which is provided in Section 5.0 of the Historic Project Guidelines.

Page 62: Section 2.9 Planning and Review, added all appendices related to Mare Island Historic Resources and deleted reference to the Mare Island Amendment.

CHAPTER 3.0 LAND USE

Page 66: Section 3.2.2 Dredge Ponds, amended to reflect agreement to not allow re-activation of the dredge ponds on Mare Island; Sections 3.2.3 Conservation Easement, and 3.2.4 Open Space amended to reflect agreement to not allow re-activation of the dredge ponds on Mare Island.

Page 73: Section 3.2.12 Uses Requiring Site Development Permit, amended to restrict uses within wetlands and inactive dredge pond areas; Table 3-1, amended to reflect Development Program, as provided in the certified 2005 Final Subsequent Environmental Impact Report.

Page 78: Section 3.4 Parks and Open Space, amended to restrict uses within wetlands and inactive dredge pond areas.

Page 80: Section 3.4.1 (B) Regional Park, amended pursuant to Article 6 of the Historic Resources Settlement Agreement regarding Morton Field.

Page 82: Section 3.4.3 (C) City Park and (D) Wildlife Refuge, amended to indicate that dredge ponds are inactive.

Page 84: Section 3.5 Land Use Program by Reuse Area, amended to indicate that Table 3-2 has been revised to reflect Development Program as provided in the certified 2005 Subsequent Environmental Impact Report.

Page 85: Table 3-2, revised to reflect Development Program as provided in the certified Subsequent Environmental Impact Report.

Pages 87 - 96: Sections 3.5.2 – 3.5.13 Reuse Areas 1A, 1B, 2A, 3A, 3B, 4, 5, 6, 9 and 10A (A) Land Use, amended text and square footage to reflect Development Program as provided in the certified Subsequent Environmental Impact Report.

Page 90: Section 3.5.7 Reuse Area 3B, 193,845 square feet of additional warehouse use added due to demolition of Building 866 (387,690 square feet) in Reuse Area 8, which was originally assumed for reuse; remaining 193,845 square feet of warehouse use added to Reuse Area 5.

Page 92: Section 3.5.9 Reuse Area 5, 193,845 square feet of warehouse use added due to demolition of Building 866 (387,690 square feet) in Reuse Area 8, which was originally

assumed for reuse; remaining 193,845 square feet of warehouse use added to Reuse Area 3B.

Page 93: Section 3.5.12, Reuse Area 8, deleted child-care facility and adult vocation school, which buildings have been demolished; deleted reuse of Building 866 which has been demolished; amended to reflect inactive dredge ponds.

Page 96: Section 3.5.18 Reuse Area 13, amended to reflect restriction of RCRA; Section 3.5.19 Wetlands, amended to reflect inactive dredge ponds and current occupancy of Building 505 and status of U.S. Fish and Wildlife on Mare Island.

Page 97: Section 3.5.19 Wetlands (Land Use), amended to reflect inactive dredge ponds and open space, conservation and habitat management as allowed uses; deleted access roads as an allowed use for dredge ponds.

98: Section 3.5.22 Accessory and Temporary Uses, amended to reference Vallejo Municipal Code for accessory and temporary uses; added model home complexes as a temporary use.

CHAPTER 4.0 URBAN DESIGN

Page 104: Numbers ix - xii, added to reference subject Planned Development Unit Plan for setback requirements for accessory structures and additions; prohibit carports; prohibit garage conversions.

Page 123: Section 4.10.11 South Residential Village, deleted references to Buildings 866, 902, and 1003 which have been approved for demolition.

Page 124: Section 4.10.13 South Island Business Park, clarified ownership of area.

CHAPTER 5.0 TRANSPORTATION

Page 139: Section 5.7 Bicycle and Pedestrian, amended to clarify three types of bikeways or routes planned for Mare Island; clarified Class I Bikeway/Multi-Use Path along Walnut Avenue.

CHAPTER 6.0 UTILITY SYSTEMS

Page 150: Section 6.2 Proposed System Improvements, amended to clarify that utility lines for water, sewer and storm drainage will be owned, operated and maintained by the City and Vallejo Sanitation and Flood Control District (VSFCD).

CHAPTER 8.0 IMPLEMENTATION

Page 157: Table 8-1 Implementation Summary of Public Area Improvements, amended Interpretive Program to reflect Mitigation Measure A.1c.

Page 161: Section 8.2.4 Zoning, amended to include Resource Conservation areas.

Page 165: Section 8.3.3 Unit Plan Procedure (MUPD Zoning), amended to include policy that Unit Plans are required for the permanent reuse of any building and for all new construction, except for trellises, gazebos and patio covers; Section 8.3.4 Cultural Resources, deleted references to Mare Island Amendment, per Zoning Code Text Amendment; deleted all standards and procedures for projects within the Mare Island Historic District and referenced the Historic Project Guidelines.

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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

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.

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 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 _____, 2006 June 26, 2007 (Specific Plan).² The Specific Plan replaces and supersedes the 1999 Specific Plan, as do all future amendments and restatements.³ 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~~ 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

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.

³ The further amendments and restatements reviewed and acted upon by the City Council reflect conditions required by the City in adopting the 2005 amendments and restatements, a number of the findings of the 2005 Subsequent EIR and additional agreements by the Master Developer (Lennar Mare Island, LLC), relative to the treatment and demolition of contributing resources in the Historic District.

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 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

1.5.2 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

1.5.3 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**.

Figure 1-4: Ownership

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.

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

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.

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, Using the Specific Plan, the City has selected master developers for both Mare Island and Roosevelt Terrace and is utilizing the Specific Plan to facilitate reuse, leasing, and property transfers. has facilitated 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 ~~washas been~~ 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 Protections 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 and 2006 amendments and restatements and future amendments and restatements further implements 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

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 of ownership 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 ~~provides recommendations for the review of selected~~ projects requiring a certificate of appropriateness (COA) under the Vallejo Municipal Code (VMC) 16.38. ~~Part II (Landmarks Ordinance)~~.

(D) Planning Commission

Reviews and acts on discretionary permits such as tentative maps and unit plans applications as per the General Plan A 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 ~~Mare Island~~ Historic District encompasses approximately 65 percent of the Mare Island Naval Shipyard and includes approximately 661 buildings, ~~and structures, and sites 502, 502~~ of which are identified as ~~Contributing contributing Resourcesresources~~, 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. ~~As described in the National Register of Historic Places 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 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.”⁴

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 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.”⁵ This is the highest level of federal recognition available for historic resources.

⁴ 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.

⁵ <http://www.cr.nps.gov/nr/about.htm>

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.

Figure 2-1: Historic Area Boundaries

Figure 2-2: Historic Resources

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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 Cedar Avenue 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.

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

⁶ <http://www.cr.nps.gov/nr/about.htm>

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 community⁷.

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 West Coast of the United States. The core of Mare Island has always been the shipyard, the *raison d'etre* 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

⁷ From material on the National Register of Historic Places website: <http://www.cr.nps.gov/nr/about.htm>.

reflect the presence of a naval community, as comparable to a municipality as to a military base.”⁸

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.”⁹ 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,”¹⁰ as 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

⁸ 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.

⁹ California Public Resources Code, section 5024.1. Also see the California Register web page: <http://ohp.parks.ca.gov/landmarks/index/htm>.

¹⁰ California Public Resources Code, section 5024.1(d).

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 Programs 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, through the Mare Island Amendment to the City Preservation Ordinance (Mare Island Amendment) in 1999. 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 ~~C~~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.

~~**Mare Island Amendment of Chapter 16.36, Architectural and Historic Preservation Code of the Vallejo Municipal Code**~~ — Chapter 16.38 of the Vallejo Municipal Code This section of the City’s 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. These “project guidelines” specify when Certificates of Appropriateness are required for construction of new structures or alterations to Contributing Resources or Landmarks; and specifies the process for obtaining a Certificate of Appropriateness or demolition permit. The Mare Island Amendment, also allows for the use of conservation easements and the incentives available under the Mills Act.~~

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*.¹¹ (*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

¹¹ 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.

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 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.¹² 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.

¹² See Section 439 et. seq. of the Revenue and Taxation Code (Historic Property Restriction).

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 ~~91~~-year period of significance.

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 Mare Island Amendment, codified in Section 16.38.030 of the Municipal Code,~~ 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 Guidelines~~**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 Guidelines~~**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 ~~ROLE OF THE HISTORIC GUIDELINES~~**HISTORIC PROJECT GUIDELINES** IN REUSE PLANNING

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 Guidelines 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 Guidelines~~ 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 Guidelines~~ 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. ~~The Mare Island Amendment, while detailed in some respects, does not contain any demolition criteria.~~ 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.

Under the Mare Island Amendment, the ~~Historic Guidelines~~ 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.

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 ~~characteristics~~ 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.

2.5.2(A) District Characteristics 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. ~~Repetitive resources generally lack individual significance, though they may help convey important aspects of Mare Island's history.~~
- 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**).

2.5.3(C) Individual Resource Significance

In addition to identifying ~~d~~District characteristics, the City has distinguished among the contributing resources in the Historic Project Guidelines~~Mare Island Ordinance~~ based on their individual historic significance. Contributing resources are categorized as one of the following: ~~While individual significance is only one consideration in evaluating a development proposal, it is useful information which will assist the City in reviewing reuse, demolition and redevelopment proposals.~~

City Landmarks (Highly Significant) — this group consists of structures, ~~or~~ 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. ~~All of the structures within this group are noted as having historical or architectural significance in the National Register Registration Form, which includes individual descriptions of these resources.~~

~~Notable Resources must contribute to the historic significance of the District by location, design, setting, materials, workmanship, feeling and association. They must add to the District’s sense of time and place and historical development. They cannot have been so altered or have so deteriorated that the overall integrity of the building has been irretrievably lost. Generally they must be 50 years or older.¹³ A resource which lacks individual significance, but which is part of a grouping of resources that communicates a sense of time, place and historical development may be included within this group.~~

~~Notable Resources may be eligible for individual listing on the National and California Registers. They may also meet the criteria for a certification of significance as a Certified Historic Structure under the Federal Tax Credit Program.~~

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

¹³ This is consistent with 36 CFR § 67.4 and § 67.5 requirements for certifications of historic significance.

lack overall integrity due to alteration or deterioration of location, design, setting, materials, workmanship, feeling or association.¹⁴ Resources in this group may possess lower levels of integrity than Landmarks or Notable Resources.

Component Resources are generally not eligible for individual listing on the National and California Registers. They would be expected to receive a Determination of Nonsignificance under the Federal Tax Credit Program, 36 C.F.R. Section 67.4(a).

A resource which is individually described in the National Register Registration Form, and thus generally considered individually significant, may lose its individual significance if it lacks overall integrity due to alteration or deterioration of location, design, setting, materials, workmanship, feeling or association; if it is an example of a repetitive property type; if it is a small secondary structure; if it has become isolated and no longer contributes to a sense of time and place and historical development; or if it clearly lacks individual historical, engineering or architectural significance.

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).

¹⁴ 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.

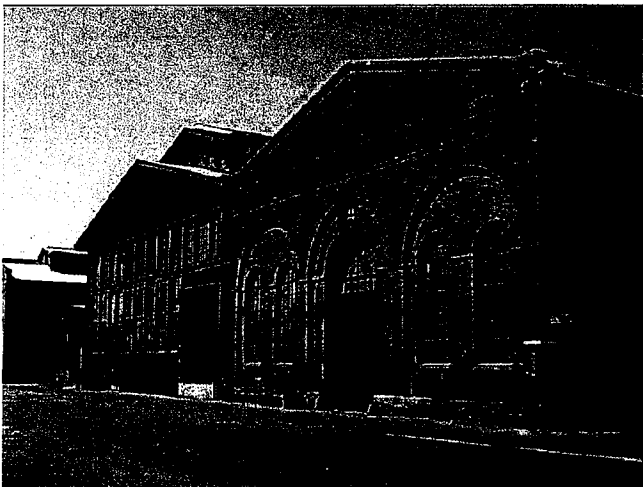
Plate 1: Examples of City Landmarks



Building A (Officer's Quarters, 1900)



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

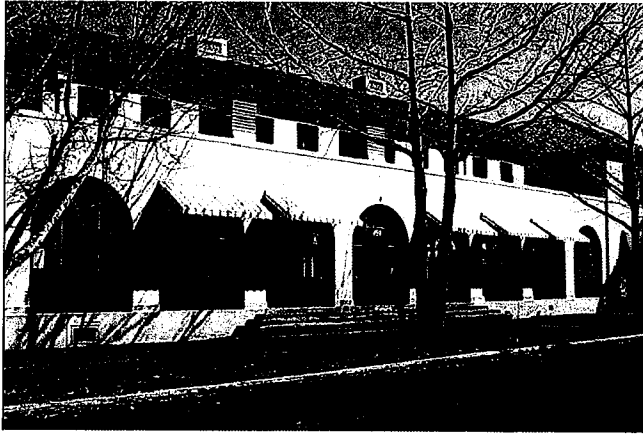


Building 0046 (Smithery, 1856)

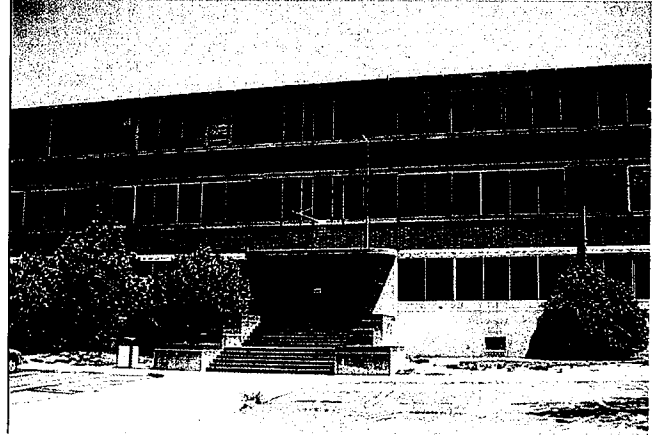


Dry Dock #1 (1891)

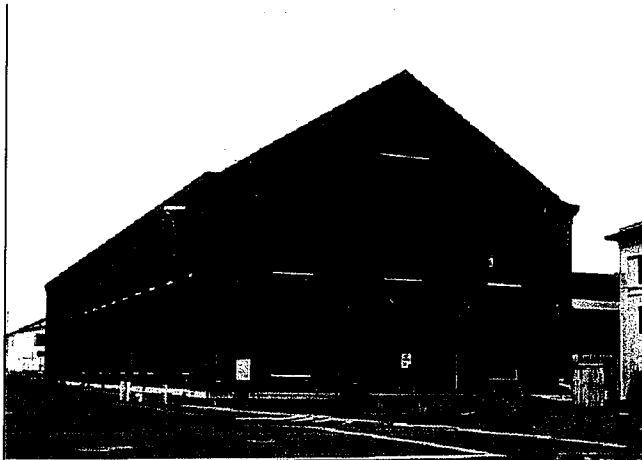
Plate 2: Examples of Notable Resources



Building 0459 (Submarine Repair Base Barracks, 1931)



Building 0521 (Administrative Offices, 1941)

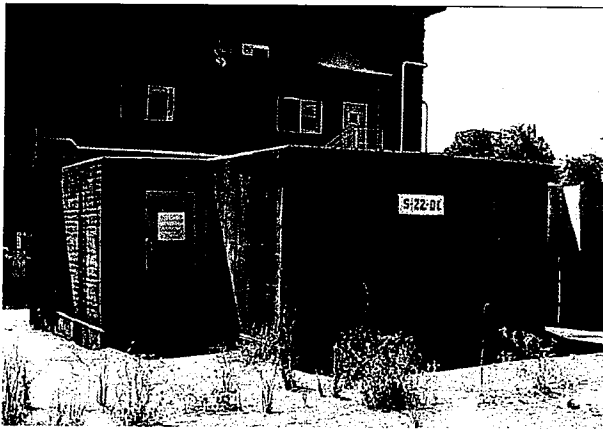


Building 0077 (Ordinance Storage, 1870)

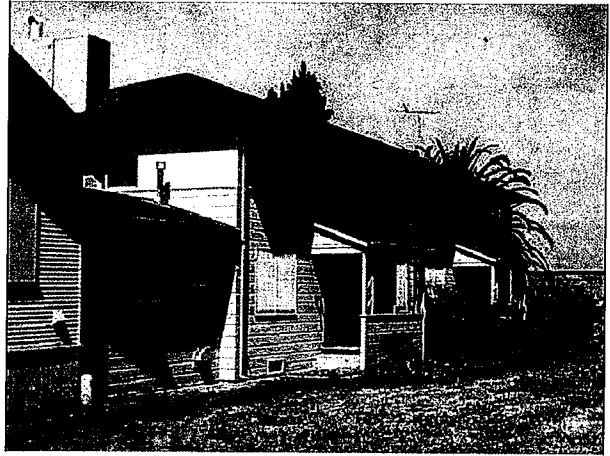


Building 0483 (Storage, 1940)

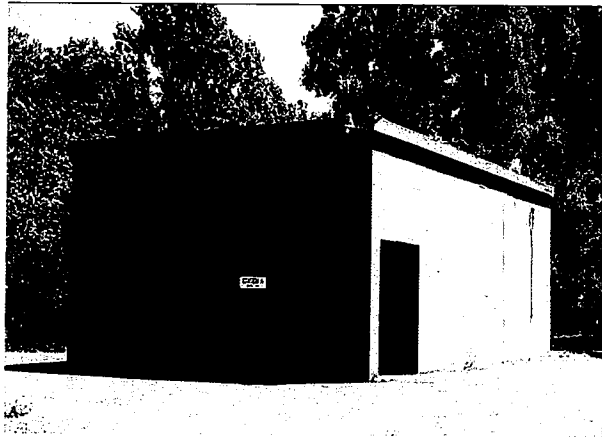
Plate 3: Examples of Component Resources



Building S22-01 (Bomb Shelter, 1942)



Building 0376A (Enlisted Quarters, 1941)



Building 0671 (Electrical substation, 1942)



Building 0116 (Garage, 1938)

The following table provides a summary, by Reuse Area and classification, of the Contributing Resources within the portion of the Historic District that is covered by the Development Agreement with the Master Developer. Approximately 110 Contributing Resources are in Reuse Areas not under the control of the City and are not classified as part of the Specific Plan. More detailed information about the significance and classification of each of the Contributing Resources is contained in the Catalogue of Historic Resources, Appendix B.3.

Table 2-1: Significance of Individual Resources Within the Specific Plan Amendment

AREA	LANDMARKS Highly Significant	NOTABLE RESOURCES Individually Significant	COMPONENT RESOURCES No Individual Significance	TOTAL
1A	0	1	0	1
2A	0	4	5	9
2B	0	21	23	44
3A	0	5	10	15
3B	14	265	256	655
4	17	40	30	87
5	1	263	2730	544
6	4	3527	4250	8181
8	5	120	810	255
9	1	14	5	20
10A	NA	15	14	29
10B	NA	NA	2	2
11	NA	NA	NA	NA
12	NA	NA	NA	NA
13	NA	NA	NA	NA
TOTAL	42	18065	17085	392

Of the 392 resources within the Historic District, approximately 11 percent are Landmarks, 4642 percent are Notable Resources, and the remaining 4347 percent are Component Resources. Given the utilitarian, temporary nature of construction within the Naval Shipyard, and the decision to classify all original pre-1945 buildings as "contributing resources" in the National Register Registration Form, it is not surprising that the majority of buildings are not individually significant.

However, as discussed below, individual significance is only one consideration or criterion for making development decisions. Resources which are not individually significant may nonetheless contribute significantly on a collective basis to the District or a Reuse Area.

2.5.4 Major Property Types

Given the large number of resources within the Historic District, it is also helpful to categorize them by general property types. In some cases, the number of structures within a particular property type may be relevant to significance, or may affect planning decisions about reuse or demolition. Finally, to the extent that the major property types exhibit defining characteristics, this information is useful in reviewing new construction.

For the purpose of evaluating significance and integrity, as well as providing guidance for new construction, the 392 Contributing Resources studied as part of the Specific Plan also have been divided into 19 major property types. For each property type, defining features have been generally identified and described.¹⁵

Table 2-2: Contributing Resources By Property Type and Significance

TYPE	LANDMARKS	NOTABLE RESOURCES	COMPONENT RESOURCES	TOTAL
A— Single-Family Residential	20	20 17	41	41
B— Residential Garage/ Shed	0	21 15	27 21	42
C— Duplex and Multi-Family Residential	2	13	12	27
D— Barracks	0	9 8	43	12 7
E— Small Industrial Garage/ Shed / Pumphouse /Electrical Facility	0	2	32	34
F— Bomb Shelter	0	10	35 34	35
G— Latrine	0	10	87	8
H— Other Infrastructure	0	5 4	10 9	14
I— Landscape	0	10	0	10
J— Masonry Industrial/ Ordnance Storage or Warehouse	2	13	12	27
K— Wooden Industrial/ Ordnance Storage or Warehouse	9	4 3	9 8	21
L— Metal-Clad Industrial/ Ordnance Storage or Warehouse	0	1 4	9 8	23
M— Masonry Industrial Shops	5	17	1	23
N— Wooden Industrial Shops	N/A	N/A	N/A	N/A
O— Metal-Clad Industrial Shops	0	14	12	26
P— Masonry Administrative, Institutional or Commercial	2	16	5	23
Q— Wooden Administrative, Institutional or Commercial	1	3	3	7
R— Metal-Clad Administrative, Institutional or Commercial	0	4	2	6
S— Berths/ Quays/ Causeways	1	12	0	13
TOTAL	42	180 165	170 185	392

¹⁵ Reuse Areas 11, 12 and 13 are located within the Historic District and Specific Plan Area, but are not subject to City of Vallejo land use regulation and will not be developed by the Master developer. References to the Historic District in this Section are to only those portions of the District subject to local City of Vallejo regulation.

Each of these major property types is described in the Historic Guidelines~~Historic Project Guidelines~~, **Appendix B.1**, including a brief discussion of defining features applicable within the categories. Photographs of a representative example (prototypes) of each of these property types are also provided. Each Contributing Resource is assigned to a major property type in the Catalogue, **Appendix B.3**.

2.5.5 Repetitive Resource Types

Repetitive resources are defined as property types or subtypes containing five or more members. Repetitive resources are largely ancillary structures, or similar property types or subtypes, consisting primarily of structures which are not individually significant. Repetitive resource types add to the District's sense of time and place, but do not create the sense of time and place. Ten of the property types described above include repetitive resources. Of the 392 resources included in the District, 219 or 56 percent are repetitive.

Although most of the repetitive resources are not individually significant, there is an additional consideration in their evaluation. Some repetitive resources, such as the bomb shelters, may be more significant as a group than as individual structures. Others, like sheds and electrical enclosures, are simply repetitive ancillary structures which are not visually cohesive and do not communicate any additional sense of time or place as a group.

Photographs of a representative example of each of the repetitive resource types are provided in the Historic Guidelines~~Historic Project Guidelines~~, **Appendix B.1**. Contributing Resources which are also repetitive resources are identified in the Catalogue, **Appendix B.3**.

2.5.6 Period of Significance and Eras

The Historic District includes buildings, sites and structures from five eras: (1) 1854-1865 (Base Founding through Civil War); (2) 1866-1897 (Civil War to the Spanish American War); (3) 1898-1918 (Spanish American War through World War I); (4) 1919-1938 (the Interwar Years); and (5) 1939-1945 (World War II). The defined period of significance for the National Register Listing covers 91 years, from 1854-1945.

The majority of "contributing resources" in the National Register Registration Form were constructed in Eras 3 and 5, with more than 40 percent of the total number built immediately before or during World War II. Interestingly, the individually designated Landmarks were primarily constructed during Era 3, from 1898 through 1918. In all, Landmarks within the Specific Plan Area date from four of the five eras, with seven from the first era (1854-1865), five from the second era (1866-1897), 28 from the third era (1898-1918) and one, the hospital, from the fourth era (1919-1938).

The National Register Registration Form contains an extensive evaluation of whether post-1945 buildings, structures and sites should have been included in the period of significance.¹⁶ Ultimately, post-1945 buildings and areas of the base dominated by post-1945 construction were not included in the District, because a case for exceptional significance could not be established and linked firmly to individual buildings, structures, or sites built after 1945.

Mare Island's most important role during the post-World War II period was in nuclear submarine repair and construction. This work largely took place within pre-1945 buildings, often with little modification to their exteriors. As noted on page 8-59 of the Registration Form, "(n)ew construction predominantly took the form of temporary buildings, scattered throughout the area." "Beyond the shipyard, the trend at Mare Island was toward the abandonment of historic functions and only partial reuse of historic buildings." Thus, post-1945 buildings were not included as part of the District when it was listed in 1997.

Table 2.3 shows the number of structures from each era identified as contributing resources in the National Register Registration Form, by Area.¹⁷

Table 2.3: Contributing Resources By Era and Area

AREA	ERA 1 1854-1865	ERA 2 1866-1897	ERA 3 1898-1918	ERA 4 1919-1938	ERA 5 1939-1945	TOTAL
1A				1		1
2A				1	8	9
2B				3	1	4
3A				6	9	15
3B	6	1	37	9	11	64
4	2	6	32	19	27	86
5	1		9	6	38	54
6		2	14	27	38	81
8		6	7	5	6	24
9			2	8	8	18
10A			8	3	18	29
10B					2	2
TOTAL	9	15	109	88	166	387

Table 2.4 provides a breakdown of major property types by era.

¹⁶ Pages 8-56 through 8-60 of the National Register of Historic Places Registration Form for Mare Island Historic District, Vallejo, California, January, 1996.

¹⁷ One building in area 3B (buildings 0125) and 4 landscape features (1 in sub area 4, 1 in 8, and 2 in sub area 9) do not have construction dates.

Table 2-4: Contributing Resources By Property Type and Era

TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	NONE	TOTAL
A Single-Family Residential	0	5	24	10	2	0	41
B Residential Garage / Shed	0	0	6	28	8	0	42
C Duplex and Multi-Family Residential	0	2	2	1	22	0	27
D Barracks	0	0	1	4	7	0	12
E Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility	0	0	4	10	20	0	34
F Bomb Shelter	0	0	0	0	35	0	35
G Latrine	0	0	2	1	5	0	8
H Other Infrastructure	0	0	1	3	9	1	14
I Landscape	0	3	2	1	0	4	10
J Masonry Industrial/ ordnance Storage or Warehouse	3	1	12	2	9	0	27
K Wooden Industrial/ ordnance Storage or Warehouse	0	0	15	1	5	0	21
L Metal-Clad Industrial/ ordnance Storage or Warehouse	0	0	12	5	6	0	23
M Masonry Industrial Shops	5	2	5	5	6	0	23
N Wooden Industrial Shops	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O Metal-Clad Industrial Shops	0	0	6	3	17	0	26
P Masonry Administrative, Institutional or Commercial	1	1	6	8	7	0	23
Q Wooden Administrative, Institutional or Commercial	0	0	3	0	4	0	7
R Metal-Clad Administrative, Institutional or Commercial	0	0	4	1	1	0	6
S Berths/ Quays/ Causeways	0	1	4	5	3	0	13
TOTAL	9	15	109	88	166	5	392

2.5.7 Area Resources and Character-Defining Features

As shown in **Figure 2-1**, the Specific Plan area has been divided into 13 planning units, referred to as Reuse Areas which do not conform to the boundaries of the Historic District. As shown on **Figure 2-2**, the Contributing Resources, including Landmarks, are not evenly distributed within the Historic District. Instead, they are concentrated within the more central portion of the District (Reuse Areas 3B, 4 and 5), which has direct access to the Waterfront. Landmark structures are primarily located within Area 4, 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 uses, which take advantage of the character of the Navy’s use along the Waterfront. Historic District resources are described by Reuse Areas in the Catalogue of Historic Resources (**Appendix B.3**).

While the boundaries of the Reuse Areas are extremely useful for most planning purposes, they do not coincide with the boundaries of either the National Historic Landmark groupings or the functional subareas delineated in the National Register Registration Form, as illustrated by **Figure 2-1**. Design Guidelines for the Historic

District are will be provided to illustrate use of the Secretary of the Interior's standards for treatment, as well as giving a researched discussion of the character-defining features of the NHL groupings, functional areas and areas of special sensitivity (see Section 8.4.2)(Appendix B.4). These guidelines will be critical for the review of project-level plans, including new construction and, if required, demolition of existing structures.

(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.

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

(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.

2.62.5.2 DEVELOPMENT REVIEW Development Review CRITERIA 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 criteria must therefore be sufficient to protect the Historic District from potentially significant impacts, especially in connection with proposals for new construction and demolition.¹⁸

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*. ~~Reuse proposals which do not comply with the *Secretary's Standards* are discouraged.~~

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*

¹⁸ 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.

Standards and Urban Design Guidelines aimed at preserving ~~the~~ 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;¹⁹
- 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:

- 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.

~~The Historic Guidelines~~ Historic Project Guidelines in Appendix B.1, together with the Design Guidelines for the Mare Island Historic District (Appendix B.4), provide direction for meeting the above stated goals.

~~Section 16.38.036 of the Mare Island Amendment requires the City to determine a "project site for each resource or group of resources."~~ New construction or alteration within the Project Site of a Contributing Resource triggers the need for a Certificate of Appropriateness.²⁰

~~As defined in Section 16.38.032 (E), a Certificate of Appropriateness "is the approval issued by the Planning Manager or Commission AHLC for a construction, alteration and/or relocation project that is in conformance with" the Mare Island Amendment. Section 16.38.032 (V) provides that a Project Site is generally the legal parcel on which a project is located, unless "no legal parcel exists which either immediately or reasonably surrounds a project." In the absence of a legal parcel, a Project Site must be defined.~~

¹⁹ See, e.g., John Obed Curtis, Moving Historic Buildings.

²⁰ Section 16.38.039 of the Vallejo Municipal Code.

The function of the Project Site is to define the area in which physical changes to the environment can reasonably be expected to have an impact on the individual resource in a manner that could adversely affect its historic character. Similarly, the definition of Project Site is intended to allow consideration where appropriate of the site features described in the *Secretary's Standards*, and to allow the City to balance the need for streamlined review of development proposals within the Historic District with concern about the scope of potential impacts.

For all of these reasons, the City has established the Project Site for each Contributing Resource as "that area containing structures or other features which were *functionally related* to the individual resource during the period of significance for the National Register Historic District, *i.e.* between 1854 and 1945." Additional information about functional relationships among structures are provided in the Design Guidelines for the Mare Island Historic District (**Appendix B.4**)

2.6.2 Treatment Standards

Reuse of resources within the Mare Island Historic District will involve a wide variety of activities, ranging from preservation of existing structures to new construction and relocation. As discussed more fully below, all of these reuse proposals will be required to meet the *Secretary's Standards* for the particular activity. In some cases, the *Standards* provide guidelines on the extent of permitted alteration and the manner of handling the existing historic fabric in a redevelopment project. Different levels of alteration are referred to as different "treatments" in the *Secretary's Standards*, and are related primarily to the existing condition of the structure and its ability to meet current building and safety requirements.

For the most part, decisions with respect to individual retained resources will not affect the integrity of the Historic District. However, in some cases, new construction, relocation and reconstruction may have the potential for affecting the visual qualities of the Historic District. These decisions will be governed by the *Secretary's Standards*, the **Urban Design Guidelines in Section 4.0** of this Specific Plan, the District and Area impact criteria discussed in the Historic Guidelines Historic Project Guidelines, Appendix B.1, and the Design Guidelines for the Mare Island Historic District (**Appendix B.4**).

(A) STANDARDS FOR RETAINED RESOURCES

All redevelopment proposals for Landmarks and Contributing Resources which are retained on site, both structural and non-structural, must comply with the *Secretary's Standards*. The *Standards* describe four different treatments for historic resources, depending on a variety of factors. Retained resources will be required to meet the *Secretary's Standards* for the treatment determined applicable through the appropriate administrative review process, or set forth in the Historic Guidelines Historic Project Guidelines.

Due to the historic character of most of the buildings and the need to allow economically viable private reuse, most of the retained structures will be rehabilitated or restored, rather than preserved. Finally, with the possible exception of some landscape features, reconstruction is not considered a reasonable or desirable treatment in the case of Mare Island.

(1) PRESERVATION

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials/features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code required work to make properties functional is appropriate within a preservation project.

Preservation may be considered as a treatment when the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations.

(2) REHABILITATION

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Rehabilitation may be considered as a treatment when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, rehabilitation may be considered as a treatment.

(3) RESTORATION

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code required work to make properties functional is appropriate within a restoration project.

Restoration may be considered as a treatment when the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods;

when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified, and a documentation plan for restoration should be developed.

(4) RECONSTRUCTION

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

(B) STANDARDS FOR RELOCATED RESOURCES

All relocated resources will be treated in a manner that is consistent with the *Secretary's Standards* and applicable guidelines or technical advisories, where appropriate. Unless superseded by higher-level guidance, the technical preservation report entitled "*Moving Historic Buildings*," by John Obed Curtis (1978), will be used to evaluate the technical aspects of relocation proposals.

With respect to the initial decision to relocate Contributing Resources, a relocation proposal is consistent with the historic character of both the District and the individual structure if it:

- ii involves the type of building which would have been relocated during the Navy's tenure; and
- ii results in relocation to a site which might have received relocated structures during the Navy's tenure.

Other structures and receiving sites may be considered for relocation, provided that the eligibility of the Historic District for the National and State Registers is not adversely affected as a result. This approach is consistent with the conclusions of the National Register Registration Form with respect to maintaining the integrity of relocated buildings under the unusual circumstances of an operating military base:

2.6.3 New Construction

All new construction within the Historic District must comply with the *Secretary's Standards* and the broader **Urban Design Guidelines** in **Section 4.0** of this Specific Plan, as well as the Design Guidelines for the Mare Island Historic District (Appendix B.4). As previously stated, the *Secretary's Standards* require new construction to "be differentiated from the old" in materials, style, form and detailing. They also require the new work to "be compatible with the historic materials, features, size, scale and

proportion, and massing to protect the integrity of the property and its environment."²¹
The new construction should not duplicate or imitate historic styles.

As described above, the Mare Island Historic District is unusual in that its significance extends over an unusually long period of time and includes many buildings constructed after the period of significance. The Historic District therefore includes examples of industrial buildings, some fine and some ordinary, from virtually every decade since the 1850's. New construction in the vernacular of its own time is therefore a hallmark of the Historic District. Under these circumstances, new construction should be of high architectural quality and should clearly reflect its own time.

Although new construction should not replicate historic designs, it may be appropriate to incorporate character defining features of historic property types in a compatible design. The Historic Guidelines~~Historic Project Guidelines, Appendix B.1~~, provide basic information about character defining features for the major property types within the Historic District; additional information is contained in the Design Guidelines for the Mare Island Historic District, as discussed below.

2.6 ~~2.7~~ — 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 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 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 -that address general infill design principles in the context of a description of setting according to a set of individual "character areas;" and "sub-areas."

²¹ The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 62.

The Design Guidelines will be used by City staff, the AHLC Architectural Heritage and Landmarks Commission and other City boards and commissions agencies to evaluate the appropriateness of work proposed within the Mare Island Historic District. The Guidelines also provide criteria that will assist in defining, for review purposes, the "project site," as referenced above in Section 2.6.1.

2.8 — DEMOLITION CRITERIA

Given the economic realities of adaptive reuse and the military pattern of existing development on Mare Island, demolition is inevitable. Neither the Mare Island Amendments or ~~Neither the Mare Island Amendments nor the City Preservation Ordinance~~ contains standards for demolition within an historic district. In addition to the findings required under the Preservation Ordinance, the Historic Guidelines Historic Project Guidelines implement the Specific Plan historic preservation policies.

The Historic Guidelines Historic Project Guidelines have been designed to protect the integrity of the Historic District, the National Historic Landmark groupings and areas of special preservation sensitivity. In addition to requirements for compliance with the *Secretary's Standards* and incorporation of character defining features in new construction, the Specific Plan discourages demolition of Landmarks and Contributing Resources, except in compliance with the strict criteria described in the Historic Guidelines Historic Project Guidelines.

Criteria for evaluating demolition proposals apply at three levels: the District; the area and the individual structure. Proposed demolition must comply with the criteria at *each* level of review.

2.8.1 — District-Level Demolition Criteria

The Mare Island Historic District is the primary historic resource within the Specific Plan area. Development proposals which adversely impact the District, especially those which may adversely affect the District's eligibility for the National and California Registers, are not allowed under the Specific Plan. The Historic Guidelines Historic Project Guidelines are the mechanism by which significance adverse impacts to the Historic District are avoided or prevented.²² The Historic Guidelines Historic Project Guidelines identify types of activities which have a potential for adversely affecting the District, and provide criteria for evaluating the impact of these activities.

²² Standards for evaluating impacts to Area Resources are discussed in Section 5.4.2, while minimizing or avoiding impacts to individual Historic Resources are discussed in 5.4.3.

To protect the Historic District from significant adverse impacts, the City has adopted the following criteria for evaluating impacts to the Historic District from both demolitions and related new construction:²³

- ~~The majority of Contributing Resources within the Historic District must be retained in a manner that protects their integrity through conformance with the *Secretary's Standards*;~~
- ~~All Landmarks will be retained, unless the City finds that the resource is not feasible to preserve or restore, as defined in the Historic Guidelines~~Historic Project Guidelines, Appendix B.1;
- ~~All Notable Resources will be retained, unless the City makes a finding that retention of the resource would be a "deterrent" to the successful reuse of Mare Island, as defined in the Historic Guidelines~~Historic Project Guidelines, Appendix B.1;
- ~~All Component Resources will be retained, unless the City makes a finding that demolition is reasonably necessary to implementation of the Development Plan.~~
- ~~The Historic District must retain a mix of building eras, materials and architectural styles which reflects the existing multi-layered historic environment.~~
- ~~All new construction must comply with the *Secretary's Standards*, as explained in the Design Guidelines for the Mare Island Historic District (**Appendix B.4**).~~

It is expected that application of the above criteria will avoid impacts to the Historic District which could adversely affect its eligibility for the National and California Registers, as required by the Mare Island Amendment.

2.8.2 Area Level Demolition Criteria

In addition to the District-level criteria, project proposals should respect the character of the defined subareas, including the National Historic Landmark groupings. Analysis at the subarea level provides perhaps the most important layer of protection, by recognizing the character-defining elements of each functional, chronological or architectural sub area.

The ~~Historic Guidelines~~Historic Project Guidelines establish Area-level standards and criteria for demolition within the Reuse Areas.²⁴ In addition, the Design Guidelines for the Mare Island Historic District (**Appendix B.4**) identify areas of special sensitivity, as well as describe character-defining features of individual areas and buildings.

²³ New construction must comply with the *Secretary's Standards*, as described in Section 5.3.2. The demolition criteria in this Section address new construction primarily in the context of avoiding impacts to the Historic District which might otherwise be caused by demolition.

²⁴ Development proposals in Area 10B will not be subject to these ~~Historic Guidelines~~Historic Project Guidelines while it is owned by the federal government.

2.8.3 Individual Resource-Level Demolition Criteria

In addition to impacts on the District and Areas, demolition proposals obviously affect individual historic resources, both directly and indirectly. The level of review and the stringency of the review criteria depend on the historic significance of the affected structures, as well as their location and relationship to other resources. Demolitions which affect individually significant resources require an additional level of review than those which affect structures of no individual significance.

Demolition within the Historic District may be required by a number of different factors. On Mare Island, among other reasons, these include: parking and access requirements; infrastructure placement requirements; implementation of land use goals such as housing and park space; lack of reuse potential; and excessive rehabilitation costs. All of these factors may deter the ability of the master developer to meet the City's important economic development goals. In each case, the City will consider the reason for the demolition request in accordance with these criteria through a procedure referred to as a "Deterrence Analysis" (see Appendix B.1).

In addition, a number of buildings constructed after the period of significance act as intrusions into the character of the Historic District. The City may encourage removal of these structures through appropriate incentives for redevelopment of their sites.

Landmarks—Highly Significant: Demolition of City Landmarks is prohibited under the City's Preservation Ordinance unless it can be shown that it is not feasible to preserve or restore it using a constitutional hardship test for making the determination. No demolition of City Landmarks has been proposed, although a procedure is established through the Historic Guidelines/Historic Project Guidelines in compliance with this Specific Plan.

Notable Resources—Individually Significant: Demolition of Notable Resources is prohibited under the City's Preservation Ordinance unless it can be shown the structure is a deterrent to reuse of Mare Island for the purposes set forth in the general and Specific Plans. Demolition of a limited number of Notable Resources has been proposed by the master developer in accordance with the procedures set forth in this Specific Plan, subject to City approval of the deterrence analysis.

Component Resources—Not Individually Significant: Demolition of a Component Resource ordinarily would not result in loss of a significant historic resource. Demolition of a Component Resource is prohibited unless a finding is made that the demolition is reasonably necessary to implement the Development Plan. Once the finding is made, no

~~further review is required. Demolition of a number of such resources is likely to be necessary to meet the parking, access, infrastructure and economic goals of the Specific Plan, subject to the approval process set forth in the Historic Guidelines.~~

2.7 ~~2.9~~—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 ~~2.10~~—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 1907,²⁵ and as recently as 2000.²⁶ 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 ~~2.10.1~~—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

²⁵ Nelson, *Archaeological Site Survey Record for CA-SOL-232*.

²⁶ Dougherty (PAR), *Monitoring of Historical Archaeological Sites for the Freshwater Fire Line Project*.

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 2.10.2 — 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.**

Figure 2-3: Archaeological Resources

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.

2.72.9 PLANNING AND REVIEW

The Specific Plan, together with the ~~Historic Guidelines~~ 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, ~~the Mare Island Amendment~~ and as described in detail in Section 8.4.2 of the Specific Plan document.

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 uses 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 uses 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 uses 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 uses 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 uses within Reuse Areas, in the reasonable transfer of densities and similar land uses 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 uses. 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 uses are to be found within the Specific Plan Area, as illustrated in **Figure 3 1: Land Use**.

Figure 3-1: Land Use

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 former 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 former dredge pond disposal areas comprise approximately one-third of the large, undeveloped western half of the Island. At one time present, there were approximately thirteen ten ponds, all of which are presently inactive. The dredge pond uses include pond maintenance, interpretative, and scientific/educational facilities as well as access roadways and trails.

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 former 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. and sSuch compatibility is to be ensured by the active participation of the U.S. Fish and Wildlife Service State Lands Commission in future use approvals for the of former inactive dredge pond are activities.

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 former 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; ~~trade schools;~~ ~~and 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 1400 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/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, production and analysis; 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
- Research/Development: 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 and bars; fast food outlets; 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:

- i **Heavy Industry:** such as manufacturing/processing and recycling/processing; recycling to be limited to current users in Reuse Area 1B in their existing locations
- ii **Warehouse/Distribution:** includes uses that generate more noise, hazards and traffic than the light industrial uses; also may require exterior lay-down areas
- iii **Light Industrial:** uses as described above in the mixed use category

- iv **Construction Services:** 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.
- v **Equipment Service:** 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

- v Automotive services, including service stations as well as service stations providing ancillary, light or heavy auto repair and on-site storage and/or pay parking
- vi Hotels, motels, bed and breakfast inns and theatres

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 3.2.2s.

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:

- i create new employment opportunities;
- ii be supported within the identified capacities of existing and planned utility and transportation infrastructure;
- iii meet Specific Plan policies and guidelines for the preservation and reuse of historic buildings and surroundings; and
- iv 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):.....	5,751,000-6,265,772 sf
(Office/R&D, light industrial, retail, warehousing)	
Industrial:	2,050,000-1,537,126 sf
(Heavy industrial, warehousing)	
Education/Civic:	818,000-1,254,698 sf*
Total Non-Residential:	9,047,000-9,057,596 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, ~~uses with some associated commercial, and office R&D and warehouse uses.~~

3.3.2 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.

3.3.3 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.

3.3.4 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.

3.3.5 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.

3.3.6 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**).

3.3.7 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 club-house, 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.

3.3.8 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

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 former inactive dredge pond areas, which are restricted to open space, conservation and managed wetlands uses, as described earlier in Section 3.2.2s. 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

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 both the **Urban Design Section (4.3 and 4.3.3)** and in the ~~Historic Guidelines~~Historic Project Guidelines (Appendix B.1).

(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 both the **Urban Design Section (4.3 and 4.3.3)** and in the ~~Historic Guidelines~~Historic Project Guidelines (Appendix B.1).

(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 both the **Urban Design Section (4.3 and 4.3.3)** and in the ~~Historic Guidelines~~Historic Project Guidelines (Appendix B.1).

(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 both the **Urban Design Section (4.3 and 4.3.3)** and in the ~~Historic Guidelines~~Historic Project Guidelines (Appendix B.1).

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 18-hole 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 former 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 former 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 of the Plan (4.7.7)** and in the ~~Historic Guidelines~~Historic Project Guidelines (Appendix B.1).

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 ~~all the commercial land owners~~commercial tenants and land owners on the Island-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 ~~be include~~ 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 Guidelines 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 uses 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			
		Fed/Army Trst.		Cons. Esmt.	Dev. Rec.	Mixed Use			Warehouse Sq. Ft.	Heavy Industrial Sq. Ft.	Educational Civic Sq. Ft.	Non Residential Sq. Ft.	Residential Du
		Trst.	Trst.			Office/R&D Sq. Ft.	Light Industrial Sq. Ft.	Retail Sq. Ft.					
Master Developer Area													
1B	37					25,000	475,000	320,000	480,000			700,000	
2A	48					285,000	400,000	245,435	183,437				
2B	34					288,730	100,025					570,000	100
3A	35					335,000	165,000					500,000	
3B	72			2		320,000	460,000	440,000				600,000	
4	52			3		318,325	159,162	112,500				4,288,000	
5	143			10		364,000	695,493	409,845				1,492,738	86
6	123			26		420,000	70,000						
7	26			11		117,000	50,000	76,100				310,503	31
8	105			44-0		60,000	545,000	45,000	4,280,000			4,880,000	
9*	51			25 14		52,272	593,172	14,210	1,225,419			2,078,918	
10A	69			26			7,000	3,180				28,000	
Main Gate	2											28,215	
Rail/Road Spur	24												
Total Master Developer Area	821	11	9	52 66		4,564,000	2,225,000	4,030,000	4,600,000	802,000	7,378,566	7,388,566	1400
Non Master Developer Area													
1A**	155			29	1	54,000	0	348,000	370,000			1,238,000	
3B (VA Clinic)												61,000	
6 (Navy VCUSD)												81,000	
9 (Forest Service)												120,000	
9 (US Army Reserve Barracks)												55,000	
10B (U.S. Army Reserve)	24											91,000	
11 (Golf Course)	172			172				3,000				3,000	
12 (Regional Park)	188			11	176								
12 (US Coast Guard Com Tower)	1												
13 (Open Space/Rec)	92			60	32								
Wetlands	2,865	162	32									20,000	
Wetlands (Fish & Wildlife)													
Dredge Areas	922												
Total Non Master Developer Area	4,419	164	132	381	524	54,000	222,500	508,000	440,000	0	444,000	1,219,000	
PROGRAM TOTALS	5,240	175	141	447	524	4,618,000	2,840,889	511,003	1,331,625	4,597,428	1,254,698	9,057,596	1,400

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

- i Building areas include proposed buildings and existing buildings to remain.
- ii Civic Use in Reuse Area 4 includes some historic buildings not under the control of the Master Developer.
- iii Civic use in Reuse Area 9 is part of Touro University development program total square footage.
- iv Building area totals do not include utility facilities.
- v Roosevelt Terrace (29 acres) is privately developed ~~with approximately 300 dwelling units~~ and is no longer part of the Specific Plan Area.

3.5.2 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 ~~772,000~~ 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 ~~heavy-~~ light industrial) and 6,000 square feet educational/civic.

3.5.3 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 ~~520,000~~ 516,563 square feet of mixed use (~~25,000~~ square feet of office/R&D, ~~175,271,128~~ square feet of light industrial and ~~320,000~~ 245,435 square feet of warehousing) and ~~183,4370,000~~ 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.

3.5.4 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 ~~4385,755~~ 000 square feet of mixed use (including ~~288,730~~ 5,000 square feet of office/R&D, and ~~100,025~~ 000 square feet of light industrial); a 50,000 square foot retail commercial center; ~~131,245~~ 5,000 square feet of educational/civic; and 100 high density residential units.

The Land Use Plan provides a concentration of land uses 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 uses 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.

3.5.5 Reuse Area 2B (West Business Park)

The 34 acre West Business Park (Reuse Area 2A), 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 uses 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 Guidelines~~Historic Project Guidelines.

3.5.6 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. It is to 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~~20,000 square feet of office/R&D, ~~159,162~~60,000 square feet of light industrial, ~~110~~112,500 square feet of warehouse, and ~~10,013~~000 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 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.

3.5.7 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 Medical Center is located in the southwest portion.

(A) Land Use:

Reuse Area 3B is proposed for development with ~~1,274,000~~475,838 square feet of mixed use (including 364,000 square feet of office/R&D, ~~695,493~~0,000 square feet of light industrial, ~~215,000~~ square feet of warehouse, ~~56,500~~ square feet of retail commercial, ~~409,845~~ square feet of warehouse and ~~129~~86 live-work or residential units), ~~16,900~~5,000 square feet of educational/civic, and 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.

3.5.8 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, heavy industrial uses in Reuse Area 5.

(A) Land Use:

Development for the Historic Core is proposed to include: approximately ~~240~~229,5000 square feet of mixed use (including ~~120~~117,000 square feet of office/R&D, ~~50,000~~36,400 square feet of light industrial, ~~760,1000~~ square feet of retail commercial, and ~~47~~31 residential units (31 live-work and ~~16~~or low-density homes); ~~70~~81,0030 square feet of educational/civic; ~~16~~ low density duplex residential units; and 10 acres of developed recreation. Land uses 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 3.34.1*).

- 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.

3.5.9 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~~three dry docks and several rolling and fixed cranes.

(A) Land Use:

- Reuse Area 5 is proposed for development with approximately ~~590,000~~ 853,499 square feet of mixed use (including ~~6052,272,000~~ square of office/R&D, ~~59315,172,000~~ square feet of light industrial, and ~~145,21000~~ square feet of retail commercial); ~~and 193,845 square feet of warehouse)~~ and 1,225,41990,000 square feet of industrial (heavy industrial); and ~~14 acres of developed recreation.~~ Many of the existing structures are historic and will be retained for these proposed new land uses.

3.5.10 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~~ Morton Field).

The 123 acre North Residential Village is bounded by ~~by former 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 73,18000 retail, 252,000-035square feet of educational/civic, 25-14acres of developed recreation, and 610-578 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, ~~through the transfer process, is now still~~ owned by the Navy, VCUSD.

3.5.11 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 former-inactive dredge ponds to the west and with Reuse Area 8, the Marine Parade Grounds and 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.

3.5.12 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 high density condominiums to low density detached homes. 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. ~~Possible Island destinations may include a child care facility and an adult vocation center. A large existing building (Building 866) is proposed for reuse as a warehouse or for light industrial activities within this area.~~

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 405,000 square feet of mixed use (~~including 20,000 square feet of office/R&D, and 385,000 square feet of warehouse~~), 13,625,000 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.

3.5.13 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 to be 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 ~~335,000~~ 128 square feet of mixed use (office/R&D) is part of the Master Developer Plan Area. The remaining land use program of ~~542,8905,000~~ 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 ~~542,8905,000~~, 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 uses.

3.5.14 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 370,309,000 square feet of mixed-use light industrial and 130,128,270,000 square feet of heavy industrial.

- 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.

3.5.15 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 south 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. As discussed above, 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.

3.5.16 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.

3.5.17 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 1400 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.

3.5.18 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 ~~former inactive dredge ponds~~ areas. 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 the a~~ Approximately 60 acres of Reuse Area 13 ~~are off-limits for any public access~~ (RCRA). The remaining 32 acres is proposed for developed recreational uses as public open space.

3.5.19 Wetlands, Submerged Lands and Dredge Disposal Areas

Wetlands, submerged lands and ~~inactive dredge ponds disposal~~ areas 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 disposal~~ areas total approximately 922 acres. ~~There are ten active ponds and six inactive former ponds within the identified 32-acre conservation easement.~~ 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 federal transfer of 162 acres, including Building 505, was made to the U.S. Fish and Wildlife Service. The lands are to be used as an extension of the San Pablo Wildlife Refuge and as an interpretive center.

(A) Land Uses:

- Wetlands: wetland areas; conservation easements; habitat maintenance and restoration; interpretive facilities, scientific/educational facilities; and trails
 - ~~Former Inactive Dredge Ponds: dredge ponding; ponds; maintenance facilities; interpretative facilities; scientific/educational facilities; and trails; open space, conservation and habitat management~~
 - Eco-Recreation/Education: interpretative facilities, scientific/educational facilities, trails, staging areas, passive recreation and concessions
- ~~☐ Limited Transportation Facilities: access roads for dredge pond functions~~

3.5.20 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 Uses:

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

3.5.21 Railroad Spur

The off-island rail system extends from the Causeway past the Main Entrance north through the City of Vallejo approximately 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 Uses:

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

3.5.22 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.
- Parking for 10 or more spaces requires a unit plan.
- Model Home Complexes for new residential subdivisions.

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 (~~see Section 8.4.2~~)(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. Tamalpias.
- (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

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 Guidelines**~~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 sideyard setbacks shall be responsive to the established historic character of the surrounding area as part of the Planned Unit-Development (PUD) Master Plan through the 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 multi-family 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 ~~c~~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 Guidelines~~ Historic Project Guidelines as Contributing contributing Resources-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

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 Guidelines~~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 Guidelines~~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 Guidelines~~ 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 ~~3B~~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 Guidelines~~ 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 ~~c~~Contributing Resources in the Historic Core, in accordance with the ~~Historic Guidelines~~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 Guidelines~~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. ~~The Marine Officer's Quarters (Buildings M2, M3/M4, and M5) may be part of this open space frontage.~~
- 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 Building 866 is a large-scale warehouse building at the corner of Azuar Drive, Bagley (formerly 12th) Street, Flagship Drive. If it is retained, the appearance of this building should be improved by strong landscape planting as part of street and site improvements.~~
- ixviii 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.

~~xThe civic uses of Buildings 1003 (Day Care) and 902 (Adult Education Center) should be integrated into the relatively low density Reuse Area 8 by appropriate landscape planting and pedestrian routes.~~

~~xiix~~ 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. will be developed on a lease basis by the Master Developer 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 underin a 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, busses, 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, ~~busses~~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), ~~busses~~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, ~~busses~~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, ~~busses~~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 ~~busses~~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 ~~An assumption of a lower than Level of Service (LOS) D on certain streets during peak periods may be necessary need to be made~~ 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

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-37-87 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 ~~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 and automobile~~ 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-8737) 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 ~~busses~~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~~ 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

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 II Bikeway: On-Street, Shared Use Sign Designation

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

- (A) ~~Class I Bikeway: Off-Street~~ 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 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.

~~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 Walnut Avenue.~~ 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 with the Walnut Avenue bikeway/path and follow the alignment of Walnut Avenue 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 also 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.

Figure 5-3: Bicycle And Pedestrian Routes

5.8 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.

5.9 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 to 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)**

Figure 5-4: Truck and Rail Routes

5.10 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~~ and a separate environmental assessment.

5.11 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.

5.12 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.

5.13 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.

5.14 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, as follows:

5.14.1 Residential Use

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

5.14.2 Commercial Use

Many of the onff-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 ~~is that~~ 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 [Revise]
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.

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 by the City 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 **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 **section 4 of the MUP (Appendix A)** 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 the MUP (Appendix A)**.

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 Improvements¹

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	Cultural/Educational Entity/MD	Donations/Grants/MD	I-IV	Hist. Dist.	Museum/Foundation/MD	MD/Museum/Foundation
Historic Design Guidelines	MD	MD	I	Hist. Dist.	NA	NA
ENVIRONMENTAL CLEAN-UP						
Master Development Plan Area	MD	Navy	I-IV	IB-9	MD	NA
Navy Retained Areas	Navy	Navy	NA	NA	Navy	NA
North Island Industrial Park (Area 1A)	PD	Navy	NA	IA	Private Developer	NA
State Lands	State	Navy	NA	10A + outside	State	NA

Project	Planning/Design/ Construction	Project Funding	Phase	Reuse Area(s)	Maintenance/ Operations	Potential Maintenance Operations Funding
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	City/AD/GVRD
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); VSFCFD	MD/Grants	Ongoing	1A-10B	City/VSFCFD	City/VSFCFD/CFD
Telecommunications	SBC	MD/Owner/ SBC	Ongoing	Island Wide	SBC	SBC

Project	Planning/Design/Construction	Project Funding	Phase	Reuse Area(s)	Maintenance/Operations	Potential Maintenance Operations Funding
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

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 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_s 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 and the Mare Island Amendment

~~The following sections, together with The Historic Guidelines Historic Project Guidelines in Appendix B.1, provides a summary of the planning and review process for the Mare Island Historic District, as specified in the Mare Island Amendment (Municipal Code 16.38)~~

8.3.6.

~~(A) Historic Guidelines Historic Project Guidelines~~

~~In accordance with the Mare Island Amendment, the Historic Guidelines Historic Project Guidelines in Appendix B.1 provide the following: (1) an explanation of the planning classification system; (2) an explanation of Reuse Area designations; (3) definition of project sites for all Contributing Resources, including Landmarks; (4) criteria for treatment decisions within each planning classification; (5) an explanation of the review process; (6) submittal requirements for consideration of Certificates of Appropriateness or Demolition Permits; and (7) a summary of the design standards applicable to each of the Reuse Areas which can be used in evaluating the compatibility of new development. Also required is an Historic Resource Catalogue listing all of the structures referred to as~~

Contributing Resources, with an explanation of planning classification assigned each resource. (see, Appendix B.3). Concurrently with approval of the Specific Plan, the City has also approved a Development Plan, showing proposed or allowable treatments for each Contributing Resource as consistent with the Historic Guidelines Historic Project Guidelines.

(B) The Mare Island Amendment to the Vallejo Municipal Code

Under the review procedures set forth in the Mare Island Amendment to the Vallejo Municipal Code, Section 16.38.030, a Certificate of Appropriateness is required for alterations to, or relocation of, a contributing resource or new construction in the vicinity of a contributing resource. Actions consistent with the Historic Guidelines Historic Project Guidelines, or which do not affect a Landmark or the Project Site of a Landmark, may be reviewed administratively by the Planning Manager. Actions which affect a Landmark, involve relocation of a Contributing Resource, or require a Demolition Permit are subject to review by the Architectural Heritage and Landmarks Commission (AHLC).

Projects certified as historic under the Federal Preservation Tax Credit Program are exempt from the requirement for a Certificate of Appropriateness. The Planning Manager must notify the Commission AHLC of certified Projects in advance of approval, and provide the Commission AHLC with the opportunity to comment. Review of Certified Historic Preservation Projects is conducted by the National Parks Service (NPS), which is a branch of the Department of the Interior (DOI).

Under the review procedures set forth in the Mare Island Amendment, a Demolition Permit is required for any demolition project affecting a Landmark or Contributing Resource. The demolition permit process is intended to “facilitate the expeditious reuse of Mare Island.” The Commission AHLC must be consulted on projects that have the potential for substantial adverse changes to Contributing Resources during the environmental review process.

(C) The Process under the Historic Guidelines Historic Project Guidelines and the Mare Island Amendment

Tables 8-2 and 8-3, below, provide a summary of the review process detailed in the Historic Guidelines Historic Project Guidelines

Table 8-2: Review of Rehabilitation, Relocation, and New Construction Projects Per Historic Guidelines Historic Project Guidelines (Certificates of Appropriateness)

	Landmarks	Notable Resources	Component Resources
Certified Projects	NPS Review	NPS Review	NPS Review
Other Rehabilitation or New Construction	LC Review	PM Review	PM Review

Other Relocations	LC Review	LC Review	LC Review
<p>NPS = National Parks Service AHLCLC = Architectural Heritage and Landmarks Commission City Landmarks Commission PM = City Planning Manager</p>			

**Table 8-3: ~~Review of Demolition Projects Per Historic Guidelines~~Historic Project Guidelines
(Demolition Permits)**

	Landmarks	Notable Resources	Component Resources
Demolition	LC Hardship Review	LC Deterrence Review	PM Review
Certified Demolition	NPS Review	NPS Review	NPS Review
<p>NPS = National Parks Service AHLC = Architectural Heritage and Landmarks CommissionLC = City Landmarks Commission PM = City Planning Manager</p>			

(D) Certified Historic Projects

Rehabilitation, relocation and new construction with a pending application under the Federal Preservation Tax Incentive Program are automatically subject to review by the National Parks Service. These actions, since they must be consistent with the Secretary's Standards, are exempt from the requirement for a Certificate of Appropriateness under the Mare Island Amendment, although the Commission ~~AHLC~~ must be given an opportunity to comment. In addition, NPS typically reviews any demolition activities which directly affect structures for which a federal tax credit is sought. Where a Demolition Permit is required for these projects, issuance is mandatory if the NPS has determined that the proposed demolition will not adversely impact the affected structures. Any projects approved by NPS should not have the potential for significant impacts to the Historic District.

(E) Non-Certified Projects

Alteration—Certificates of Appropriateness (COA) for preservation, rehabilitation, restoration, or reconstruction of Landmarks are subject to Commission ~~AHLC~~ Review. COA for Notable and Component Resources will typically be acted on administratively by the Planning Manager. These actions, since they must be consistent with the Secretary's Standards and the Historic Guidelines Historic Project Guidelines, do not have the potential for significant impacts to the Historic District.

Relocation—COA relocation of all Landmarks, Notable and Component Resources are subject to Commission ~~AHLC~~ Review. Relocation proposals, since they must be consistent with federal standards and the Historic Guidelines Historic Project Guidelines,

should not have the potential for significant impacts to the Historic District. Relocation may also be considered as an alternative to demolition.

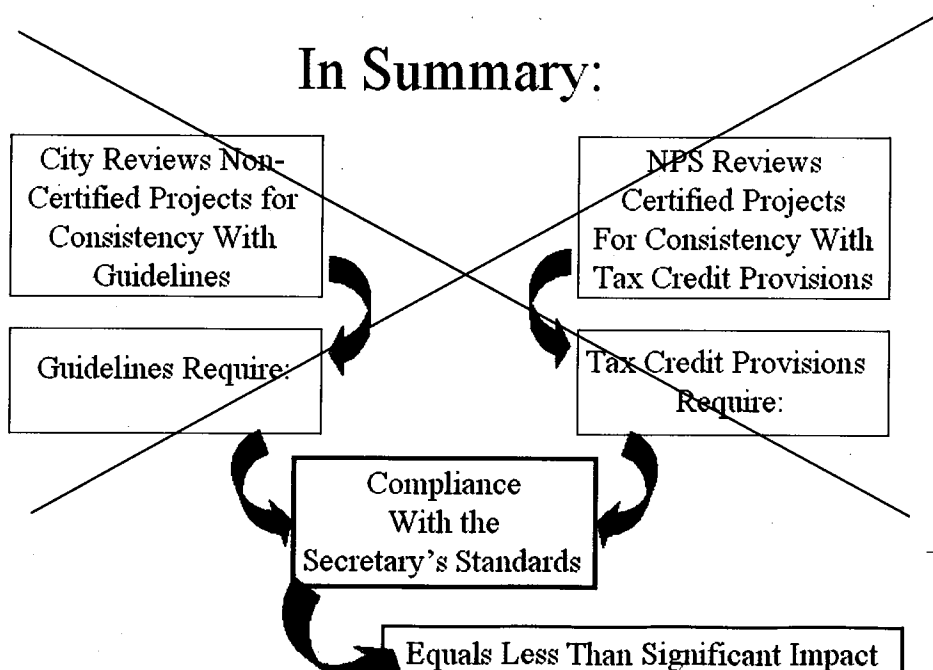
New Construction—COA for non-certified new construction within the Project Site of a Landmark will be subject to Commission AHLC Review. COAs for new construction which is not located within the Project Site of Landmark will be acted on administratively by the Planning Manager. New construction proposals, since they must be consistent with the Secretary's Standards, should not have the potential for significant impacts to the Historic District.

Demolition Permits—Demolition Permits for all Landmarks and Notable and Component Resources will be subject to Commission AHLC Review, although issuance is mandatory for certain categories, including all demolitions approved by NPS in conjunction with a certified project.

The Commission AHLC will hear all demolition permit requests for Landmarks and Notable Resources in the first instance. Demolition requests for Component Resources will be heard administratively, subject to appeal to the Commission AHLC. Issuance of a Demolition Permit is mandatory for proposals which do not involve Landmarks or Individually Significant Contributing Resources, provided that they meet District and Area-wide demolition criteria, including maintenance of National Register or California Register eligibility of the Historic District.

Reclassification of Resources—The Historic Guidelines Historic Project Guidelines are designed to be responsive to changes in the project, changes in circumstances and new information of substantial importance to the preservation or reuse of the historic resources. For this reason, the Historic Guidelines Historic Project Guidelines (Appendix B.1) includes provisions for the reclassification of resources.

The Historic Resource Review Process—As diagrammed below, the review process detailed in the Historic Guidelines Historic Project Guidelines has been designed to ensure that impacts to the National Register District will be less than significant:



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

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.
<u>AHLC</u>	<u>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.</u>
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 Commission <u>AHLC</u> .

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.
<u>EETP</u>	<u>Eastern Early Transfer Parcel</u>
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 Figure 5-1: Street Framework</i>).
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 4A.
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 Resources 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. Also referenced as the Project Guidelines, this technical report constitutes the project referenced in the City's Preservation Ordinance Amendment for Mare Island (<u>Sections 16.32(K) of the Municipal Code</u> (project guidelines).
Island Energy	The Pittsburg Power Company (PPC), the electrical service provider for Mare Island.
Landmarks Commission (also the Commission)	City of Vallejo Architectural Heritage and Landmarks Commission, whose authority it is to review all projects involving designated cultural resources in the City, including 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 <u>leading to the Final Reuse Plan (1994).</u>
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	<u>Land use program for build out of the Master Development Plan Area (Table 3-2), including identified infrastructure improvements and overall project design concepts as discussed in the Specific 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.</u>

Master Development Plan	The Specific Plan development program and project design concepts described herein for the Master Developer Parcels.
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 protection Agency .
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.
<u>RCRA</u>	<u>Resource Conservation and Recovery Act</u>
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 amended and restated Mare Island Specific Plan, <u>initially adopted March 30, 1999 and any associated amendments amended and restated by the City December 6, 2005, together with any associated environmental document/s. _____, 2004.</u> References to the <u>Specific Plan preceded by a year date “1999 Specific Plan”</u> should be understood to mean the Mare Island Specific Plan <u>as it was at that particular time adopted on March 30, 1999. For example, the initial Plan would be cited as the “1999 Specific Plan.”</u>
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

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Vice Mayor Stephanie Gomes

Councilmember Tom Bartee
Pamela Pitts

Councilmember Gary Cloutier

Councilmember Gerald Davis

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Steve Swanson

Previously serving during plan process:

Robert Alwood
Dan Robeski

CONSULTANT TEAM

MASTER DEVELOPER

Lennar Mare Island

Tom Sheaff, Regional President ~~Project~~

Director

David Cumming, General

Todd Berryhill Joshua Sternberg

Cliff Miller Sheila Roebuck

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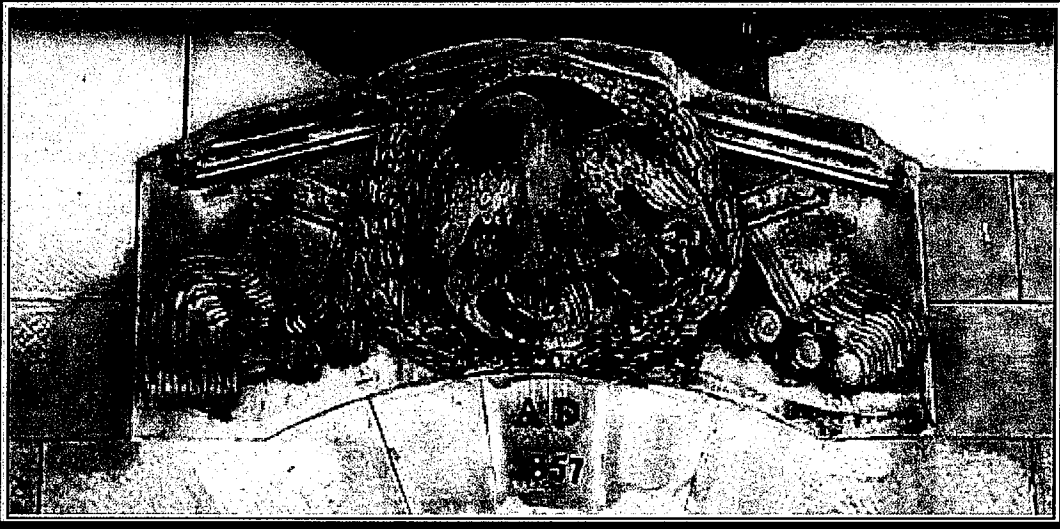
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Appendix B.1

Historic Project Guidelines



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1.0 INTRODUCTION/PURPOSE

The following sections have been summarized from previous text, as most of the information is provided in Chapter 2.0 of the S.P.

The Mare Island Historic Resources Project Guidelines (Historic Project Guidelines) contain the standards, procedures, regulations and criteria by which compatible development within the portion of the Mare Island Historic District (Historic District) addressed in the 2005 Mare Island Specific Plan Amended and Restated (Specific Plan) may proceed, as well as standards for the conservation and reuse of the historic resources within the Specific Plan area. In addition to establishing standards, procedures, regulations and criteria, it includes an explanation of the planning and review process designed to ensure that the historic character and significance of the Historic District are maintained, while allowing for appropriate reuse of Mare Island.

These Historic Project Guidelines are **Appendix B.1** to the Specific Plan. All other applicable appendices, including **Appendix B.2** the Revised Predictive Archaeological Model and Archaeological Treatment Plan which describes the requirements for archaeological recourses; **Appendix B.3** the Historic Resources Catalog which provides detailed information regarding the individual contributing resources and **Appendix B.4** Mare Island Historic District Design Guidelines which identifies character areas and sub-areas as well as laying out guidelines for establishing project sites or areas of sensitivity, address projects within the Historic District.

1.1 REQUIREMENT FOR HISTORIC PROJECT GUIDELINES

In 1997, the City of Vallejo, the Navy, the Mare Island Naval Shipyard, the Advisory Council on Historic Preservation and the California State Historic Preservation Officer (SHPO) entered into a Memorandum of Agreement (MOA) establishing standards for the transfer of the Naval Shipyard to the City. The MOA required the City to amend its Architectural Heritage and Historic Preservation Ordinance (Chapter 16.38 of the Vallejo Municipal Code Preservation Ordinance [V.M.C.]) to include “interim” regulations for projects within the Historic District and to require that more specific “project guidelines” for listed structures and landscapes within the Historic District be prepared. The MOA completed the Navy’s obligations under Section 106 of the National Historic Preservation Act, one of the preconditions for the Shipyard to be transferred out of federal ownership.

In March 1999 per the MOA, the City adopted the mandated Mare Island Amendment to the Preservation Ordinance which included a requirement that “project guidelines” be prepared as part of a future Mare Island Specific Plan

Amendment, and the standards and regulations provided within the Ordinance be applicable until the completion of the “project guidelines”. In March 2002, the actual transfer of title of Mare Island to the City occurred.

In December 2005, the City adopted the Mare Island Specific Plan, Amended and Restated, which included **Appendix B.1** Historic Project Guidelines, as required by the Mare Island Amendment and MOA. Given the completion of these Historic Project Guidelines and compliance with the Mare Island Amendment, in (June) 2007 the City adopted an amendment to the V.M.C. Preservation Ordinance, which requires all projects within the Historic District to comply with the Mare Island Specific Plan, including these Historic Project Guidelines. The remaining contents of the Preservation Ordinance related to “interim” regulations and standards for projects within the Historic District were therefore removed from the V.M.C.

1.1.1 DESIGNATION OF MARE ISLAND AS A HISTORIC DISTRICT

Mare Island has been designated and listed as a historic district at various federal, state and local levels. At the federal level, the “Mare Island Naval Shipyard” was listed as a National Historic Landmark on May 15, 1975. The National Register of Historic Places (National Register), the nation’s official list of cultural resources identified as worthy of preservation, listed the “Mare Island Historic District” on 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.

Mare Island was listed as California State Historical Landmark No. 751 in 1979 as the “First U.S. Naval Station in the Pacific”, and the California Register of Historic Resources (California Register), the state version of the National Register includes all California State Historical Landmarks includes the Mare Island Historic District and those boundaries mirror those in the National Register.

At the local level, 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.

A more detailed description of the above historic designations and listings are provided in Chapter 2.0 Cultural Resources of the Mare Island Specific Plan. The boundaries of the Historic District are provided in **Figure B.1-1**.

Figure B.1-1

1.2 PURPOSE OF THE HISTORIC PROJECT GUIDELINES

These Historic Project Guidelines provide specific and detailed standards for the Historic District and each contributing resource regarding alteration, demolition, relocation and new construction based on the standards for treatment. The Historic Project Guidelines as well as **Appendix B.2** the Revised Predictive Archaeological Model and Archaeological Treatment Plan which describes the requirements for archaeological recourses; **Appendix B.3** the Historic Resources Catalog which provides detailed information regarding the individual contributing resources and **Appendix B.4** Mare Island Historic District Design Guidelines, are all intended to accomplish the following:

- Explain the City's preservation and reuse goals and objectives;
- Detail the regulatory framework for preservation and reuse;
- Provide standards for treatment of historic resources;
- Provide Historic District and Reuse Area review criteria;
- Define a review process which ensures that no significant impact occurs to the Historic District or to the Landmarks within the Historic District;
- Define key terms and concepts, including the concept of project site;
- Catalogue the resources, their characteristics, designation status; and
- Provide recommended and not recommended actions for each resource.

1.3 LOCAL HISTORIC PRESERVATION GOALS, POLICIES AND OBJECTIVES

Reuse of the former Mare Island Naval Shipyard must comply with all applicable City plans and ordinances, which includes the goals, policies and objectives. Although each of these plans and ordinances share a common vision of economic revitalization through reuse and development of the former Shipyard, they focus on different aspects of the planning process. The need to preserve the Shipyard's historic character is a common theme in all of the planning documents. Applicable policy documents are defined in Chapter 2.0 of the Specific Plan and are also provided below. They include the following:

- City of Vallejo General Plan
- City of Vallejo Municipal Code

- Mare Island Specific Plan and Appendices

1.3.1 CITY OF VALLEJO GENERAL PLAN

The City of Vallejo planning policies focus on protecting the character of the Historic District, while recognizing that many individual structures will not find a place in 21st century industrial, commercial, or residential development. Adaptive reuse, not simply of the individual buildings, but also of the Historic District itself, is therefore the chief objective. Just as the Mare Island Shipyard broke new ground as the first naval station in the Pacific, the City of Vallejo expects to take a national leadership role in the reuse of historic military bases.

The General Plan includes the following goals relevant to redevelopment of Mare Island:

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

Historic Preservation Goal: Preserve and improve historically and architecturally significant structures and neighborhoods.

1.3.2 CITY OF VALLEJO MUNICIPAL CODE

Prior to the development of these Historic Project Guidelines, the Mare Island Amendment to the City Preservation Ordinance of the Vallejo Municipal Code provided for the development of the Historic Project Guidelines, specified the process and findings for obtaining a Certificate of Appropriateness (COA) for alterations to historic resources or construction of new buildings or structures at certain locations and the process and standards for issuance of demolition permits within the Historic District. The Mare Island Amendment also allowed for the use of conservation easements and the Mills Act to encourage preservation within the Historic District.

The Mare Island Amendment, Section 16.38.030 of the Vallejo Municipal Code, has been amended to refer to the Mare Island Specific Plan including these Historic Guidelines, for regulations regarding the Historic District. The relevant redevelopment goals as originally established by the Mare Island Amendment and now replaced by these Historic Project Guidelines are as follows:

- 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.

- 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.
- G. Integrate preservation of contributing resources into public and private development.

1.3.3 MARE ISLAND SPECIFIC PLAN

The Specific Plan contains numerous policies affecting reuse of the former Naval Shipyard, but the following are of particular importance to protection of historic resources within the Historic District:

- A. Impacts to the Historic District and to individual Landmarks shall be avoided. Any alteration, relocation or demolition of existing individual structures and any new construction shall be conducted in a manner that does not significantly impact the Historic District or a Landmark structure or site.
- B. New construction shall be consistent with the requirements of the Urban Design Guidelines in Section 4.0 of the Specific Plan, the Historic Project Guidelines, the Design Guidelines for the Historic District (**Appendix B.4**), and all other applicable sections of the Specific Plan and Appendices. These envision that Mare Island will function as an exemplar of mixed-use development and will continue to be characterized by a diversity of uses, architectural styles, and Eras, past and future.
- C. In making decisions that affect the character of the Historic District or a National Historic Landmark, the City shall follow the priorities set forth in the Historic Project Guidelines and the Design Guidelines for the Historic District.

- D. The City will encourage removal of buildings or structures which were constructed outside the period of significance and which adversely affect the historic character of the Historic District.
- E. The City will encourage development and funding of an interpretive program to highlight and explain the history of the Mare Island Naval Shipyard and its relationship to the built environment.

1.3.4 URBAN DESIGN GUIDELINES

The Specific Plan includes general Urban Design Guidelines in Chapter 4.0, some of which have been drafted for the purpose of protecting the existing character of the Historic District. These Historic Project Guidelines and the Urban Design Guidelines are designed to work together to implement important preservation policies. As set forth in the Specific Plan, the Urban Design Guidelines are intended to:

- Ensure that new development is compatible with and does not detract from the setting and feeling of the Historic District;
- Address existing visual and aesthetic features that are not historic in nature;
- Resolve differences between general City policies and historic preservation priorities; and
- Establish a vision for the future design of each of the Reuse Areas.

1.3.5 DESIGN GUIDELINES FOR THE HISTORIC DISTRICT

The Design Guidelines for the Historic District (**Appendix B.4**) are an implementation tool, intended to guide the review and permitting processes for changes in the Historic District.¹

The Design Guidelines illustrate use of the *Secretary's Standards for the Treatment of Historic Properties (Standards for Treatment, 1995, Weeks and Grimmer)*, which are discussed in the Section 4.0, and provide explanatory detail specific to the complexity of the Historic District, including the identification of what are described as individual Character Areas and Sub-Areas that define the setting for the Historic District. They are for use by City Staff, the Architectural Heritage and Landmarks Commission (AHLC) and other City agencies to evaluate the appropriateness of work proposed in the Historic District. Property owners and their consultants (architects, engineers,

¹ Developed by Winter & Company, in collaboration with SWA, Inc. and JWC Urban Design, as part of the 2005 Specific Plan amendments and restatements.

etc.) will also be required to use the Design Guidelines in preparing proposals that will be consistent with the preservation goals for the Historic District.

The following section is added to reference other applicable sections of the Mare Island Specific Plan that may affect the projects within the Historic District.

1.3.6 OTHER MARE ISLAND SPECIFIC PLAN REFERENCES

It is important to note that while the above-mentioned policy documents directly relate to development within the Historic District, other chapters of the Specific Plan and Appendices are also applicable. This includes the following:

- Chapter 3.0 Land Use – Defines the appropriate use of buildings within the 13 Reuse Areas.
- Chapter 5.0 Transportation – Provides the guidelines for the transportation system throughout Mare Island including within the Historic District; includes **Appendix D** street-Cross Sections for Mare Island.
- Chapter 6.0 Utilities Systems - Defines the infrastructure to support the development of Mare Island, specifically the water, sewer and storm drainage systems; includes **Appendix A** Master Utility Plans.
- Chapter 7.0 Other Services – Defines the community services for Mare Island, such as parks and open space.
- Chapter 8.0 Implementation – Provides a phasing program for the redevelopment of Mare Island; includes **Appendix E** Preliminary Master Development Plan.

2.0 KEY DEFINITIONS AND TERMS

(Key Definitions was previously in Chapter 3.0. The numbered definitions were provided in Chapter 16.38 of the Vallejo Municipal Code (VMC).)

This Chapter provides the reader with definitions of the key preservation terms and a summary of the historic resource classifications. This is important to understanding the review process and evaluation criteria designed to insure that reuse of Mare Island will not significantly impact the Historic District.

2.1 DEFINITIONS

1. AHLC: Architectural Heritage and Landmarks Commission; Commission responsible for the review of projects within the Mare Island Historic District.
2. Aspects of integrity: Location, design, setting, materials, workmanship, feeling, and association codified in National Register Bulletin 15.
3. California Register: California Register of Historical Resources.
4. CEQA: California Environmental Quality Act.
5. CHARACTER-DEFINING FEATURE: Those visual aspects and physical elements that comprise the appearance of a historic building, structure or property, and that are significant to its historic, architectural and cultural values, including the overall shape of the structure, building or property, its materials, craftsmanship, decorative details, interior spaces and feat.
6. COA: Certificate of Appropriateness; the approval issued by the Planning Manager or AHLC for a construction, alteration and/or relocation project that is in conformance with all the provisions of this Historic Project Guidelines prior to the undertaking of the project.
7. Certified historic preservation project: A project certified by the National Park Service (NPS) for purposes of investment tax credits codified in 36 CFR 67.

8. Chief Building Official - Chief official of the building division of the Development Services Department or his or her designee.
9. 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.
10. City of Vallejo Mare Island Historic District: District established with the adoption of the Mare Island Amendment. The boundaries of this district are consistent with those of the National Register of Historic Places' Mare Island Historic District. (Both districts, the National Register District and City of Vallejo Mare Island Historic District, are referred to as the Mare Island Historic District in these Historic Project Guidelines and also include the National Historic Landmark District Areas).
11. Contributing resource: A resource that is 1) listed as a Landmark to the Mare Island Historic District; 2) listed in the National Register of Historic Places as contributing to the character of the Mare Island Historic District, 3) listed on the California Register of Historical Resources, and/or 4) designated as contributing to the character of the City of Vallejo Mare Island Historic District.
12. Demolition permit: Approval issued by the AHLC or Planning Division for a demolition project that is in conformance with all the provisions of these Historic Project Guidelines prior to the undertaking of the project.
13. Exterior architectural appearance: Architectural character and general composition of the exterior of a building or structure, including, but not limited to, such character-defining features as: type and texture of building material; type, design, and character of all windows, doors, stairs, porches, railings, molding and other appurtenant elements.
14. Integrity: Integrity is the ability of a property to convey its significance. For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if the individually undistinguished.

15. **HABS: Historic American Buildings Survey;** a Federal preservation program with standards for recording historic resources which combines drawings, history and photography for a comprehensive record.
16. **Interior architectural appearance:** Architectural character and general composition of the interior of a city landmark, including, but not limited to, such character-defining features as: rooms and/or spaces; structural elements and archaic building materials which may be concealed within walls, floors and roofs; wall, ceiling and floor finishes; and mechanical, electrical and plumbing fixtures and equipment.
17. **Mare Island Historic District:** District listed in the National Register for Historic Places in 1997. The boundaries of this district include all parts of the National Historic Landmark listed in 1976. (Both districts, the National Register District and City of Vallejo Mare Island Historic District, are referred to as the Mare Island Historic District in these Historic Project Guidelines and include the National Historic Landmark District Areas).
18. **Mare Island Historic Project Guidelines:** Guidelines for development within the Mare Island Historic District.
19. **Mare Island Naval Shipyard Historic District:** National Historic Landmark designated by the Secretary of Interior in 1976. The National Historic Landmark covers five separate areas: Shipyard Historic District; Shipyard Support District; Naval Ammunition Depot; Hospital District; and U.S. Marine Barracks District.
20. **Mare Island Specific Plan:** Specific plan, and any amendments thereto, prepared pursuant to Chapter 16.104 and Chapter 16.116 of the City of Vallejo Municipal Code and Government Code Section 65450 et seq.
21. **Memorandum of Agreement:** Memorandum of Agreement among The United States Navy, the Advisory Council on Historic Preservation and The California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Mare Island Naval Shipyard, Vallejo, California", dated May 1997 and as amended February

2000. Non-contributors listed in the Memorandum of Agreement Appendix C are not subject to the provisions of this amendment.

22. National Historic Landmark District Area: One of the four geographically distinct areas or groupings, which covers 50 buildings and structures, 42 of which are still extant, designated by the Secretary of the Interior. The NHL listing is the highest level of federal recognition available for historic resources.
23. Period of Significance: The length of time when a historic building, property or site was associated with important events, activities, or persons, or attained the characteristic which qualifies it for listing or registration.
24. Planning Manager: Manager of the Planning Division of the Development Services Department or his or her designee. The Planning Manager or his or her designee shall serve as the Secretary to the AHLC.
25. Project: The whole of any action related to new construction, alteration, relocation or demolition of a contributing resource or group of contributing resources, or within the project site of a contributing resource within the Historic District.
26. Project site: Legal parcel on which a project or contributing resource, as defined herein, is located. If no legal parcel exists which either immediately or reasonably surrounds a project, the Planning Manager or AHLC may determine such project site.
27. Standards for treatment: Secretary of the Interior's Standards for Treatment of Historic Properties (U.S. Department of the Interior, 1995).
28. Substantial adverse change: When a project would cause a substantial adverse change in the significance of a contributing resource or Historic District.

(The following section was relocated from Chapter 4.0 of this document.)

2.2 INDIVIDUAL RESOURCE CLASSIFICATIONS

The City has distinguished among the contributing resources in the Mare Island Historic District based on their individual historic significance. While individual

significance is only one consideration in evaluating a development proposal, it is useful information which will assist the City in reviewing reuse, redevelopment and demolition proposals.

Contributing resources have been classified as one of the following:

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

Notable Resources (Individually Significant)- Buildings, structures, or sites identified as contributing resources in the National Register Nomination Form which are not listed as City Landmarks, but which are of noteworthy historical or architectural significance. All of the structures within this group are individually noted as having individual historical or architectural significance in the National Register Registration Form, which includes individual descriptions of these resources.

Notable Resources must contribute to the historic significance of the Historic District by location, design, setting, materials, workmanship, feeling and association. They must add to the Historic District's sense of time and place and historical development. They cannot have been so altered or have so deteriorated that the overall integrity of the building has been irretrievably lost. Generally they must be 50 years or older.² A resource which lacks individual significance, but which is part of a grouping of resources that communicates a sense of time, place and historical development may be included within this group.

Notable Resources may be eligible for individual listing on the National and California Registers. They may also meet the criteria for a certification of significance as a Certified Historic Structure under the Federal Tax Credit Program, as defined in Section 6.0 of this document.

Component Resources (Not Individually Significant)- Buildings, structures and sites identified as Contributing Resources in the National Register Nomination Form which are not listed as City Landmarks and lack individual historical, engineering, or architectural significance, are small secondary structures, or lack overall integrity due to alteration or deterioration of location, design, setting, materials, workmanship, feeling or association.³ Resources in this group may possess lower levels of integrity than Landmarks or Individually Significant contributing resources.

² This is consistent with 36 CFR § 67.4 and § 67.5 requirements for certifications of historic significance.

³ 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.

Component Resources are generally not eligible for individual listing on the National and California Registers. They would be expected to receive a Determination of Nonsignificance under the Federal Tax Credit Program, 36 C.F.R. Section 67.4(a).

Section 3.0 of these Historic Project Guidelines provides a summary of all of the contributing resources based on the above classifications.

2.2.1 HISTORIC RESOURCE CATALOGUE

Appendix B.3 contains a catalogue of the resources that contribute to the Historic District. The catalogue entry for each resource includes:

- Resource name and resource number
- Resource designation and significance status (based on above classification)
- Photograph of the resource
- Reuse Area containing the resource
- Resource's property type and architectural style
- Construction date and Era, as numbered 1 through 5 (e.g. 1 = 1954-1865; 2 = 1866-1897; 3 = 1898-1918; 4 = 1919-1938; and 5 = 1939-1945)
- Resource square footage and number of stories
- Notes, including any description of the resource contained in the Registration Form, and any other information that was used in classifying the resource
- Recommended treatment for the resource

2.2.2 RECLASSIFYING RESOURCES

As previously stated, the classifications of all contributing resources within the Historic District are listed in the Catalogue in **Appendix B.3**. In the future, contributing resources within the Historic District may be reclassified to a different significance category as required by the following:

(The following was provided in Chapter 16.38 of the VMC and amended to include willful neglect.)

1. Approval by the AHLC at a noticed AHLC public hearing.

2. The decision to reclassify historic resources must be made on the basis of substantial evidence, which may include becoming eligible for the National Register, evidence of a loss of integrity or other physical change in the character of the resource.
3. May not be due to willful neglect.

3.0 HISTORIC DISTRICT CHARACTERISTICS

(The contents of the following chapter were provided in Chapter 4.0, entitled Planning Considerations. The text has been edited to reflect the appropriate topics and reformatting.)

These Historic Project Guidelines attempt to provide an understanding of the characteristics of the Historic District, which allows the City to make more informed decisions about the future of all of the historic resources and the Historic District itself.

For planning purposes, the City has developed a series of planning considerations or characteristics for evaluating development proposals within the Historic District. Because the resources can only be understood in the context in which they were built; impacts, must also be reviewed in context. This approach is also consistent with the *Secretary's Standards*, which require consideration of "setting" in determining compatibility, and with the Tax Program Regulations, which require consideration of impacts to a "project site."

As identified by the City, these considerations include the following:

(The considerations have been reformatted.)

- (1) Historic District environment;
- (2) Individual Historic Significance;
- (3) Property type;
- (4) Period of significance and Eras;
- (5) Sub-area sensitivity; and
- (5) Area Resources and Character Defining Features

Every development proposal will be evaluated based on a continuum for each of these considerations, from "most impactful" to "least impactful." Depending on the location of the development proposal, one or more of the considerations may be significant to the decision-making. These considerations are expanded upon in the Design Guidelines for the Historic District (**Appendix B.4**), which provide illustrated discussions of recommended treatments.

3.1 HISTORIC DISTRICT ENVIRONMENT

In the case of the Mare Island Historic District, the 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.

The quality and importance of the historic resources within the Historic District vary dramatically, from Landmark buildings to minor repetitive resources such as electrical enclosures and garages. Loss or substantial modification of contributing resources could have a dramatic impact on the significance of the Historic District, depending on the location of the building, while loss of resources might be less noticeable in the context of the overall Historic District.

The decision-making process for Mare Island is especially complex because it involves both a large, multi-faceted Historic District and a four-part National Historic Landmark designation, with hundreds of individual resources of varying importance. While 42 structures have been individually designated 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 the City of Vallejo's economic and social history.

Historic preservation planning must therefore occur at several different levels. The overall character of the Historic District, as more than the sum of its parts, requires definition and protection. However, the District is large and heterogeneous, with many smaller component areas, some related functionally and others chronologically or architecturally. For instance, the four groupings of the National Historic Landmark can function as preservation sub-areas for planning purposes. Other areas of greater and lesser sensitivity are identified by the Design Guidelines for the Historic District (**Appendix B.4**).

The Historic District encompasses approximately 65 percent of the Mare Island Naval Shipyard and includes approximately 661 buildings and structures, 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, 392 are located within the area slated for reuse by the master developer under this Specific Plan.

3.2 INDIVIDUAL HISTORIC RESOURCE SIGNIFICANCE

The following table provides a summary of the number of contributing resources within the Historic District, by Planning Area and by significance classification, as described in Section 2.0.

Tables have been revised to reflect reclassifications, per Sections 6 and 7 of the Settlement Agreement.

TABLE 1 TYPES AND NUMBERS OF HISTORIC RESOURCES WITHIN THE HISTORIC DISTRICT (SUMMARY OF CONTRIBUTING RESOURCES)				
REUSE AREA	LANDMARKS Highly Significant	NOTABLE RESOURCES Individually Significant	COMPONENT RESOURCES No Individual Significance	TOTAL
1A		1		1
2A		4	5	9
2B		12	32	44
3A		5	10	15
3B	14	25-26	26-25	65
4	17	40	30	87
5	1	23-26	30-27	54
6	4	27-35	50-42	81
8	5	1012	108	25
9	1	14	5	20
10A		15	14	29
10B			2	2
SUBTOTAL	42	180	170	392
11				
12				
TOTAL				

Of the 392 resources within the Specific Plan area of the Historic District, approximately 11 percent are Landmarks, 46 percent are Notable Resources, and the remaining 43 percent are Component Resources with no individual significance.

However, as discussed below, individual significance is only one consideration or criterion for making development decisions, which includes property type and Era of construction. Historic resources that are not individually significant may nonetheless contribute significantly to the Historic District or a sub-area.

3.3 PROPERTY TYPES

Given the large number of resources within the Historic District, it is also helpful to categorize them by general property types. In some cases, the number of buildings or structures within a particular property type may be relevant to significance, or may affect planning decisions about reuse or demolition. To the extent the major property types exhibit defining characteristics, this information is useful in reviewing new construction.

3.3.1.1 MAJOR PROPERTY TYPES

For the purpose of evaluating significance and integrity, as well as providing guidance for new construction, the 392 contributing resources within the Specific Plan have also been divided into 19 major property types. For each type, defining features have been generally identified and described.

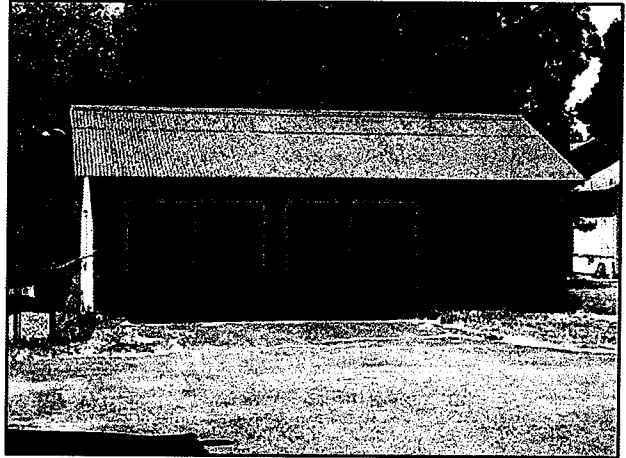
TYPE	LANDMARKS	NOTABLE RESOURCES	COMPONENT RESOURCES.	TOTAL
A – Single-Family Residential	20	20	1	41
B- Residential Garage / Shed	0	21	21	42
C – Duplex And Multi-Family Residential	2	13	12	27
D – Barracks	0	9	3	12
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility	0	2	32	34
F – Bomb Shelter	0	1	34	35
G – Latrine	0	1	7	8
H – Other Infrastructure	0	5	9	14
I – Landscape	0	10	0	10
J – Masonry Industrial/ Ordnance Storage/Warehouse	2	13	12	27
K – Wooden Industrial/ Ordnance Storage /Warehouse	9	4	8	21
L – Metal-Clad Industrial/ Ordnance Storage /Warehouse	0	15	8	23
M – Masonry Industrial Shops	5	17	1	23
N – Wooden Industrial Shops	N/A	N/A	N/A	N/A
O – Metal-Clad Industrial Shops	0	14	12	26
P – Masonry Administrative, Institutional Or Commercial	2	16	5	23
Q – Wooden Administrative, Institutional Or Commercial	1	3	3	7
R – Metal-Clad Administrative, Institutional Or Commercial	0	4	2	6
S- Berths/ Quays/ Causeways	1	12	0	12
TOTAL	42	180	170	392

Each of these major property types is described below, including a brief discussion of defining features applicable within the categories. Photographs of a representative example (prototypes) of each of these property types are provided on **Plate 4**.

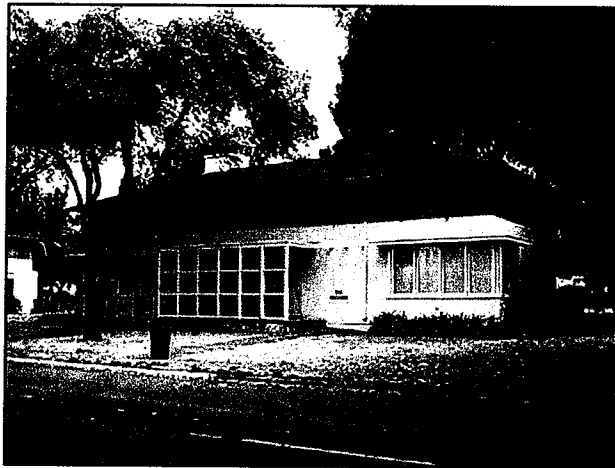
Plate 4: Property Types



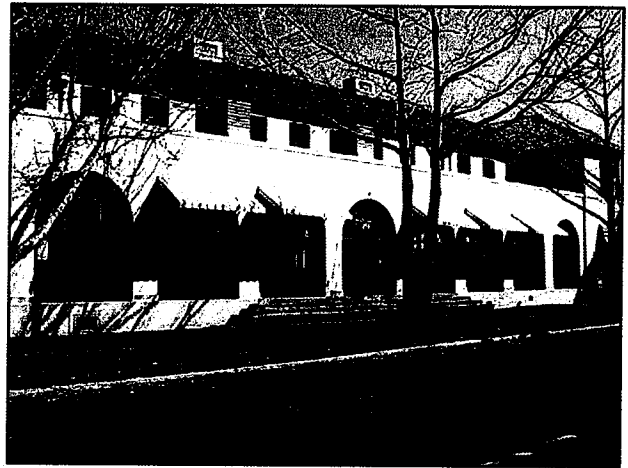
A – Single-Family Residential (Building U)



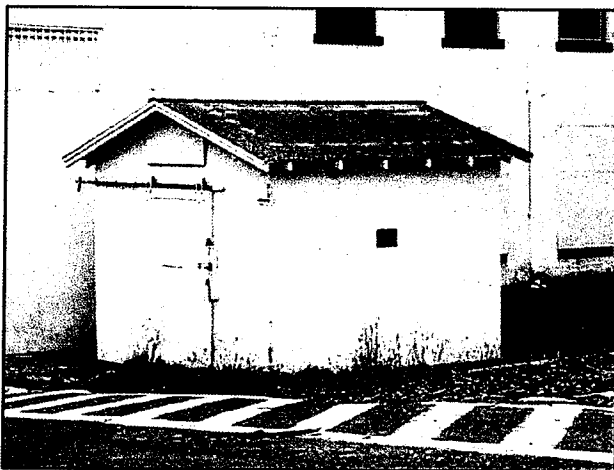
B – Residential Garage / Shed (Building 0133B)



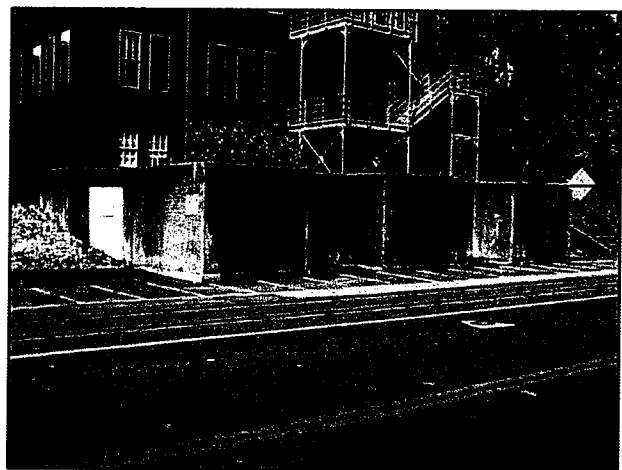
C – Duplex And Multi-Family Residential (Building Q07/08)



D – Barracks (Building 0459)



E – Small Industrial Garage/ Shed/ Pumphouse/ Electrical Facility (Building 1278, adjacent to H081)



F – Bomb Shelter (Building S23-01, adjacent to 0047A)

Plate 4: Property Types



G – Latrine (Building 0077A)



H – Other Infrastructure (Building H074)



I – Landscape (Club House Drive Park)



J – Masonry Industrial/ Ordinance Storage Or Warehouse (Building 0207)

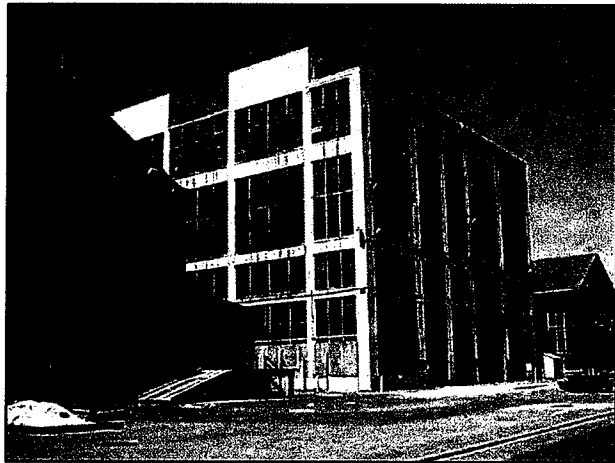


K – Wooden Industrial/ Ordinance Storage Or Warehouse (Building 0111)

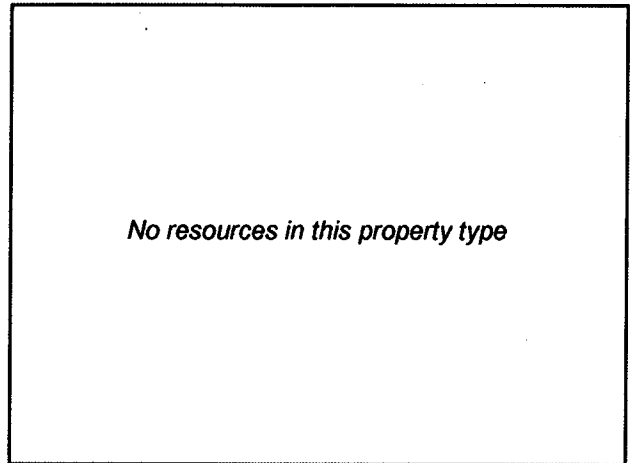


L – Metal-Clad Industrial/ Ordinance Storage Or Warehouse (Building 0223)

Plate 4: Property Types



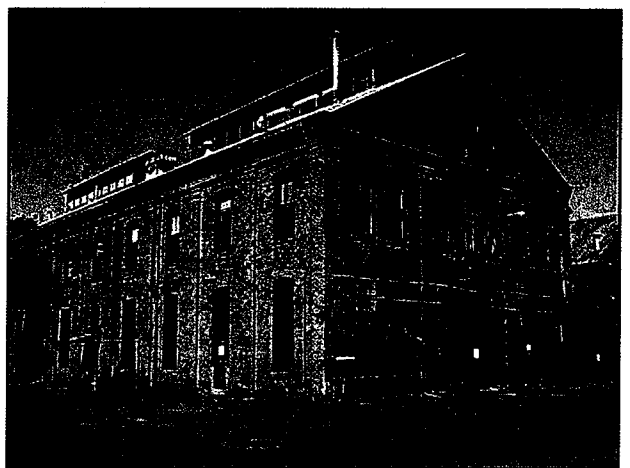
M – Masonry Industrial Shops (Building 0271)



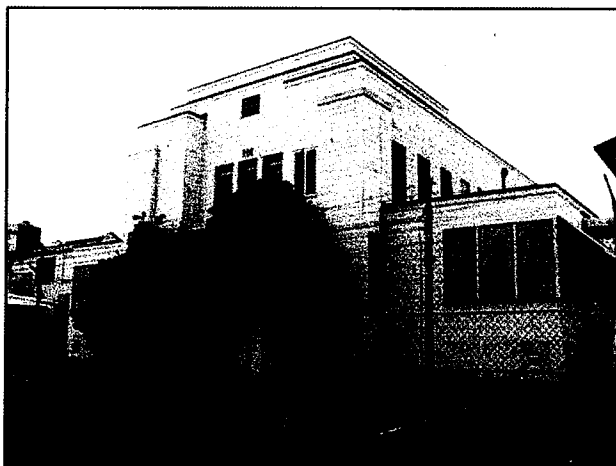
N – Wooden Industrial Shops



O – Metal-Clad Industrial Shops (Building 0116)



P – Masonry Administrative, Institutional, Or Commercial (Building 0065)

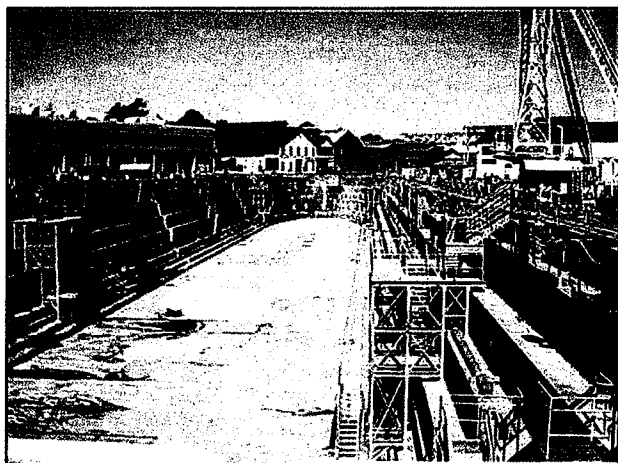


Q – Wooden Administrative, Institutional, Or Commercial (Building 0569)



R – Metal-Clad Administrative, Institutional, Or Commercial (Building 0208)

Plate 4: Property Types



S – Berths/Quays/Causeways (Dry Dock 2)

A – Single-Family Residential

The 41 single-family residential buildings range from very small (a few hundred square feet) vernacular buildings to elaborate residences (over 10,000 square feet). Most of the single-family residential resources are in the middle range, neither large nor small. They range from modest single-story houses with simple, painted wood siding, to hip roofed cottages; numerous two and one-half story, Classical Revival, and some three-story Queen Anne style officer's quarters. Their plans vary from completely square to elaborate, irregular shapes. Roof forms also vary among the many hip-roofed examples, to side-gabled and jerkinhead rooflines. Nearly all of the 41 single-family residences are finished in painted wood, most of which are horizontal shiplap siding, although one residence is clad in stucco. The single-family residences were built between 1870 and 1941, with most (24) built in Era 3, from 1898 to 1918. Common single-family residence subtypes include: Classical Revival style Officer's Quarters (American Foursquare, A through E, and H through O); vernacular style (0017, 0019 and 0021); vernacular style hipped roof cottages; and Queen Anne. The Classical Revival style, American Foursquare Officer's Quarters and Queen Anne style Officer's Quarters each retain individual significance and are all designated Landmarks.

B- Residential Garage / Shed

The 42 Residential Garage/Shed resources range from very small, utilitarian shed buildings to a distinctive, multi-unit Spanish Eclectic style garage. Quite a few of the garages and sheds are neither large nor small, built to store military bulk goods or multiple vehicles. The structures vary in height from one to one and one half stories. These sheds and garages range from modest single-story, lean-to sheds (made from discarded doors and on-hand materials), to flat roofed garages from the 1930s and 1940s, to an over-painted greenhouse and a "moveable" hip roofed garage with large "eye" hardware on the ridges (for transportation via crane). Their plans vary from completely square to irregular shapes, although most of the garages are rectangular. Roof types are principally side-facing, medium pitched gabled roofs, although there are examples of front-facing gabled roofs, some flat, hipped and saw-toothed roofs. Most of the roofs are painted corrugated metal, some are asphalt or otherwise shingled. At least one garage has a Spanish tile roof. Because the structures are generally utilitarian, few have ornamentation such as fascia boards, most with windows have flat, painted surrounds and many windows are boarded-over. The garage doors are, for the most part, set at regular intervals along the long sides of the rectangle plans. Pedestrian doors include a variety of different types from slab type to multi-panel interior doors and two-panel with glazed lights. Garage doors range from large sliders with glazed multiple lights to painted wood multi-panel and slabs and metal pivot types, and numerous pairs of large doors on side hinges. Nearly all of the sheds and garages are finished in painted wood siding (vertical, board and batten and horizontal shiplap and clapboard) or corrugated metal, although at least one is clad in stucco. These residential garages and sheds were built between

1900 and 1944, with most constructed during Era 4, between 1919 and 1938, concurrent with widespread use of the automobile. Garage and shed subtypes include: side-facing gabled roof types (single door, R-G, B-G and S-B and two-door, E-C, 0133B, L-F, J-E, H-64, M-063, M-D); and front-facing gabled roof types (single door, M-007A, 0131A, 0019A, 0029A, 0029G, M-001C, T-A and U-B, and two-door, P-D, O-F, G-B, C-J, 0017B, 0160A, M-125 and M-126).

C – Duplex And Multi-Family Residential

The 27 Duplex and Multi-Family Residential buildings range from very small vernacular buildings to a distinctive Classical Revival example. Most of these residential buildings are in the middle range, neither large nor small, built to house more than one military family. The buildings in this category vary from one to three stories in height. Examples range from the pair of identical Queen Anne style Officers' Quarters to modest vernacular buildings constructed at the turn of the century, to the ten mid-century Contemporary, International-influenced duplexes (an example of which is described above). Their plans vary from completely square to irregular shapes, although the early 1940s examples are all rectangular. Roof shapes are principally medium pitched hipped roofs, but there are a few instances of front-facing and intersecting gabled roofs and some flat, hipped, and saw toothed roofs. The roofs are generally composition shingled. In part because the buildings were constructed as military housing and intended to be utilitarian, only examples from the late 1800s and early 1940s appear to be high style or architect-designed. Nearly all of the duplex and multi-family residential buildings are finished in painted wood siding (vertical, board and batten, or horizontal shiplap and clapboard), although the World War II Era buildings all have stucco bases. The duplex and multi-family residential buildings were built between 1888 and 1942, with the majority constructed during Era 5, from 1939 to 1945. Common duplex and multi-family building subtypes include: Queen Anne style duplex officers' quarters (M-003 and M-004); Contemporary, International-influenced duplex officers' quarters (Q01/2, Q03/04, Q05/06, Q07/08, Q09/10, Q11/12, Q13/14, Q16/15, Q17/18, Q19/20); and duplexes-garages (QA01/02, QA03/04, QA05/06, QA07/08, QA09/10, QA11/12, QA13/14, QA15/16, QA17/18 and QA19/20).

D – Barracks

The 12 buildings within the Barracks group range from one to three and one-half stories in height and from rectangular to **E-** to **U-** and **F-**shaped in plan. Their architectural styles vary from vernacular and utilitarian to Spanish Eclectic and Classical Revival. Exterior finishes range from concrete to stucco over concrete to painted wood (lapped wood, tongue and groove). Roof shapes are predominantly hipped, with a few examples of intersecting side gables and nearly flat side gables. The Barracks buildings were constructed between 1920 and 1943; most were built during Era 5, between 1939 and 1945. Common barracks subtype buildings include: rectangular, two-story, low sloping side-gabled roofed

types (H083 and H084); and **E**-shaped, two-story, Spanish Eclectic style types (0459 and 0543).

E – Small Industrial Garage/ Shed/ Pumphouse/ Electrical Facility

Because of the wide deviation of building uses within the Small Industrial Garage/ Shed/ Pumphouse/ Electrical Facility group, there are few common characteristics among the 34 resources. Buildings range from one standard or high-cube story to two stories in height. Their plans vary from rectangular and square in shape, with some variation, to one octagonal-shaped building. Finishes range from stucco and painted corrugated metal to concrete and brick. Rooflines are predominantly flat, with examples of side- and front-gabled (both low and medium pitched), hipped and polygonal (with monitor). These buildings were constructed between 1903 and 1943, with the majority constructed during Era 5, from 1939-1945. Common subtypes in the category include: rectangular with side-gabled roof (0854, 1278, H034 and 0100a); and rectangular or square with flat roof (0109, 0251, 0255, 0493, 0469, 0541, 0592, 0671, 0728, 0730, 0693, 0730, 0781, 0801, 0822, 0830, 0828, 0834, 0898, 0782, A260, A192, H066 and H075).

F – Bomb Shelter

Unlike other property types on Mare Island, the bomb shelter buildings vary little among the 35 examples. Most are rectangular in plan, although at least three are L-shaped. All appear to have flat roofs with low parapets, and all are constructed of board-formed, reinforced concrete. Design deviation includes a few with chambered, 45-degree angled corners (instead of square). While most are entirely freestanding, one group of bomb shelters serves as the retaining wall for a park, and a pipe (likely for steam) is set on one side of each of their roofs. Some are set in paved areas and others are located in or nearby lawn with mature trees. The bomb shelters were constructed in 1942, during Era 5 (1939-1945). There is very little distinction between the examples.

G – Latrine

All of the eight buildings within this group are essentially rectangular in plan and all are one story in height. Exterior wall finishes vary from painted corrugated metal to stucco. Rooflines are predominantly hipped, with a few examples of side-facing gables, one flat-roofed instance, and another nearly flat roof with a very low peak at the center. The latrine buildings were constructed between 1906 and 1942; most were built during Era 5, from 1930 to 1945. Subtypes within the latrine category include: flat (and nearly flat) roofed rectangular plans (0390A and 0766) and side-gable roofed rectangular plans (0603, 0742A and 0858).

H – Other Infrastructure

The 14 buildings and structures within the Other Infrastructure group are very diverse, ranging from a vault extension to sentry houses and walls, a vacuum system house, an underground freshwater tank, a fire alarm tower, and bus shelters. Among these diverse types, there are few common features; however, many share certain elemental attributes. These shared characteristics include being a single (mostly high-cube) story in height. Most are constructed in masonry (reinforced concrete or brick) materials and many have flat roofs and strongly expressed bases. They range in style from utilitarian to Classical Revival and Spanish Eclectic to Streamline Moderne. These buildings and structures were built between 1918 and 1944; most were constructed during Era 5, from 1939 to 1945. Because these resources are so diverse, the only similar subtype within the category is the pair of bus shelters (BS2 and BS3).

I – Landscape

The 10 resources in the landscape category are each unique and range from City Beautiful Movement-inspired plantings, to palm trees along Azuar Drive (formerly Cedar Avenue), to the well-ordered Parade Grounds, and to Officer's Row Landscape, which has "no identifiable theme" (as described in the National Register Registration form). For ease of reference, these individually designated landscapes are noted as follows: (1) Alden Park and Bandshell, (2) Farragut Plaza, (3) Chapel Park, (4) Officers Row, (5) Palms along Azuar Drive (formerly Cedar Avenue), (6) Clubhouse Drive Park, (7) Parade Ground, (8) M-1 Landscape, (9) Hospital Grounds H-1, and (10) Hospital Grounds H-72. Although each is a "designed landscape," the various plans of the resources share a studied balance between measured, generally axial formality and relaxed, natural arrangement of plantings and other elements. Nearly all of the landscape contributors contain lawn, mature trees and plantings, and most possess walkways, walls, and comparatively exotic plantings. Most of the landscapes date from Eras 2 and 3 (1866-1897 and 1898-1917), although many are not associated with a specific year of construction.

J – Masonry Industrial/ Ordnance Storage/ Warehouse

The 27 buildings within the Masonry Industrial/Ordnance Storage/Warehouse group range from small, simple, single-story utilitarian buildings to distinctive, two-story brick buildings with front-facing gabled roofs. The buildings range in style from utilitarian to Classical Revival and Streamline Moderne. Exterior wall materials vary from brick to concrete and concrete block. While most are rectangular in plan, some have irregular rectangular shapes. Roofs are predominantly side-facing, medium pitched gables, with a few examples of flat roofs (one variant has a monitor). Most of the buildings are either brick or reinforced concrete. Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. The buildings were constructed between 1858 and 1942, with most built in Era 3, from 1898 to 1918. Subtypes

include: very low pitched (nearly flat) roofed types; side-facing gable roofed types (0071 and 0207); flat roofed, multi-story types (0215, 0225, 0229 and 0483); and side-facing gable roofed types (0098, A031, A049, A054, A065, A130, A131, A220, A221, A222, A223, A224 and A225). The front-facing, gable roofed, brick examples (0069, 0077, 0088 and 0114) while of the same subtype, retain individual significance and are classified as Landmarks and Notable Resources.

K – Wooden Industrial/ Ordnance Storage/ Warehouse

The 21 buildings in the Wooden Industrial/Ordnance Storage/Warehouse group are predominantly one story in height (some are high-cube), and all are utilitarian in style. The buildings range in size from very small (1,800 square feet) to very large (over 24,000 square feet). Most are rectangular in plan. Roof forms vary from medium pitched, front-facing, gabled roofs to numerous gambrel roofs. Most of the buildings are wood framed with painted corrugated metal sheathing, but a few have wood siding (both painted and unpainted). Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. The buildings were constructed between 1901 and 1945, with most built between 1898 to 1918 (Era 3). The nine gambrel-roofed coal shed examples, while of the same property type, each retain individual significance and are designated as Landmarks.

L – Metal-Clad Industrial/ Ordnance Storage/ Warehouse

The 23 buildings in the Metal-Clad Industrial/Ordnance Storage/Warehouse group are all utilitarian in style. They vary from narrow to wide rectangular and irregular rectangular shapes and include some configured in L plans. Roofs are predominantly front-facing, medium pitched and gabled, although there are some nearly flat roofs. Many of this property type feature distinctive monitor roofs. All of the buildings are wood framed with painted corrugated metal sheathing. Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. The buildings were constructed between 1899 and 1943, with most built during Era 3, from 1898 to 1918. Subtypes include: front-facing, gable roofed types (0113, 0455, 0507, A072, A076 and A256); front-facing gable roofed types, with shed extension (A069, A080 and 0702); multi-front-facing gable roofed types (0257, A258); front-facing gable roofed with monitor (0213, 0221, 0223, 0237 and 0253); and flat roofed with monitor (0373 and 0527).

M – Masonry Industrial Shops

The 23 buildings in the Masonry Industrial Shops category range from Classical Revival to utilitarian in style. Their plans vary from narrow to wide rectangular and irregular rectangular shapes. Most of the buildings are massed in large, uninterrupted blocks. Exterior materials include brick and reinforced concrete. Nearly all of the brick buildings were built before the turn of the 20th century and

most are Classical Revival in style. The brick buildings generally have wood sash windows; the concrete buildings have steel sash windows. Both window types are large multi-light, although the steel sash examples are larger. Roof forms also vary from the many side-facing gable roofed examples to nearly flat and flat roofs and hipped roofs. Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. The buildings were constructed between 1856 and 1945, with most built during Era 5, from 1939 to 1945. Subtypes include flat roofed, curtain wall types (0386, 0388). The Classical Revival style, brick, side-facing gable roofed examples, while of the same subtype, retain individual significance and are classified as Landmarks (0046, 0087, 0085, 0089 and 0091) and Notable Resources (0101, 0165, 0052, 0050, 0106 and 0118).

N – Wooden Industrial Shops

There are no examples of wooden industrial shops on the Island; this category is therefore not applicable.

O – Metal-Clad Industrial Shops

The 26 buildings in the Metal-Clad Industrial Shops category are from one to two stories in height and range from very large (over 100,000 square feet) to very small (approximately 1,000 square feet). Most of these shops are finished in painted corrugated metal. Their plans vary from narrow to wide rectangular shapes; and some buildings have additions, which make them irregular rectangles in plan. Roof forms also vary among the many front-facing gable roofed examples, from nearly flat, to flat and monitor roofs. Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. Although some of these buildings have no windows, the earlier examples (built before roughly 1930) have multi-light, wood frame windows, and later examples (constructed in the 1930s and 1940s) have steel sash, multi-light windows. A few examples have continuous glass curtain walls. The buildings were constructed between 1901 and 1943, with most built during Era 5, between 1939 and 1942. Subtypes include: front-facing gable roof types (0115, 0531, 0810, 0855 and A159); front-facing gable roof, with monitor types (0116, 0164 and 0804); and very low pitched (nearly flat) gable roof with monitor types (0559, 0599, 0637, 0689, 0738 and A215).

P – Masonry Administrative, Institutional Or Commercial

The 23 buildings in the Masonry Administrative, Institutional, or Commercial category range from one to five stories in height. Most are brick construction, stucco-clad, or stucco over concrete. They range in style from Classical Revival to Spanish Eclectic and Streamline Moderne, and there are numerous examples of simple utilitarian and vernacular buildings. Their plans vary from simple rectangular forms to irregular and L- shaped plans. While some of the examples have flat roofs, many have side and front gables or gables with monitors or hipped roofs. Because of the range of uses included in the category, examples vary from

large, architect-designed institutional buildings to very small, entirely utilitarian storage buildings. Some of the industrial and institutional buildings in this category have large hinged or sliding doors. Buildings in this category were constructed between 1864 and 1941, with the most built during Era 5, 1919 to 1938.

Q – Wooden Administrative, Institutional Or Commercial

The 7 buildings in the Wooden Administrative, Institutional, or Commercial category range from one to two stories in height. All are wood framed with painted wood siding. Siding varies from wood shingles to horizontal shiplap and dropped board siding. They range in styles from Classical Revival and Shingle style to simple utilitarian buildings. Because of the diverse range of uses included in this category, buildings and structures range from a bandshell and church to a disbursing office, police station, and post office. Buildings in this category were constructed between 1895 and 1944, with the most built during the period 1939 to 1945 (Era 5). Their shapes vary widely from the raised, octagonal bandshell, to simple rectangular and irregular rectangle plans. Because of the wide range of uses and few resources in this category, roof forms follow no set pattern. There are only two resources of the same subtypes in this category, (0749 and 0761), both of which are flat roofed, utilitarian style buildings.

R – Metal-Clad Administrative, Institutional, Or Commercial

The 6 buildings in the Metal-Clad Administrative, Institutional, or Commercial category range from one high-bay to two stories in height. All examples are wood framed with painted metal siding and are rectangular in plan. Because of the simple, functional uses of the examples, all are utilitarian in style. Roof shapes range from hipped to front-facing gables and nearly flat roofs. Some buildings in this category have large sliding or hinged doors. Buildings in this category were constructed between 1911 and 1941, with the most built during Era 3, from 1898 to 1918.

S- Berths/ Quays/ Causeways

The 13 structures, objects and sites range in use from a causeway to drydocks, slips and berths, quay walls and ways. These resources vary in materials from wood to concrete and granite. Because of the practical functions of the resources, most are utilitarian in style. Resources in this category were constructed between 1891 and 1942, with the most built during Era 4, from 1919 to 1938. Subtypes in this category include: the two 20th century drydocks (Drydocks 2 and 3); ways (Ways 1 and 2); and quay walls (Quay Wall/Berths 2-6, 7-10 and 13-19).

3.3.1.2 REPETITIVE RESOURCE TYPES

Repetitive resources are defined as property types or subtypes containing five or more examples. Repetitive resources are largely ancillary structures, or similar property types or subtypes, consisting primarily of Component Resources that are not individually significant. Ten of the property types described above contain repetitive resources. Of the 392 resources included in the area being developed by the master developer, 219 or 56 percent are repetitive resources, as detailed below.

Although most of the repetitive resources are Component Resources, there is an additional consideration in their evaluation. Some repetitive resources may be more significant as a group, such as the bomb shelters, than as individual structures. Another example of a grouping is a garage or shed that are functionally related to a mansion. Other repetitive resources such as electrical enclosures, are simply repetitive ancillary structures that do not communicate substantial additional sense of time or place as a group, nor are they visually cohesive.

Photographs of a representative example of each of the repetitive resource types are provided on **Plate 5**.

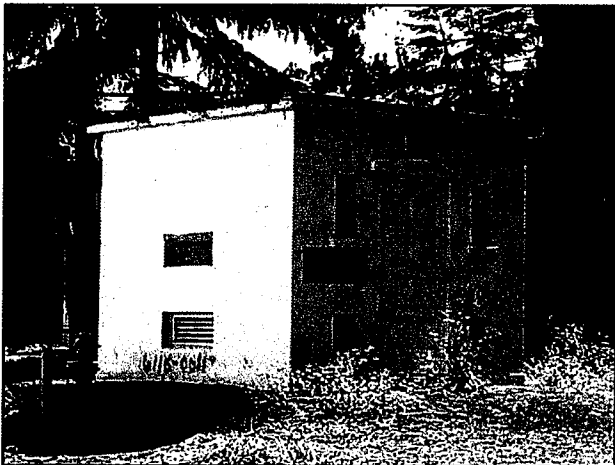
Plate 5: Repetitive Resource Types



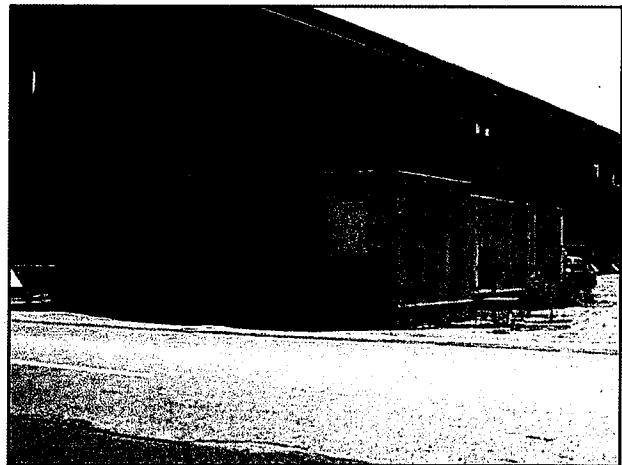
B – Residential Garage / Shed (Building G-B)



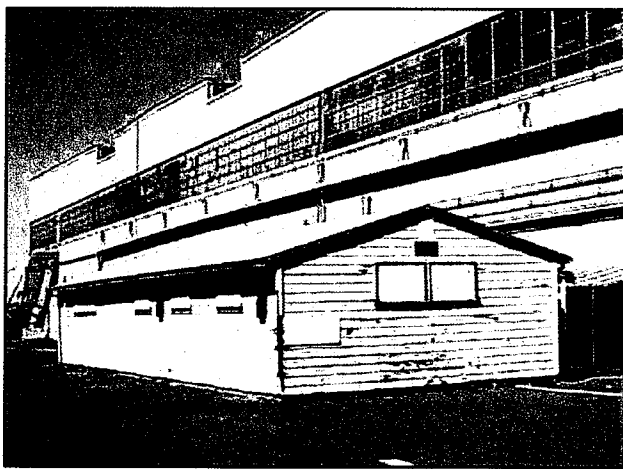
C – Duplex And Multi-Family Residential (Building QA 07/08)



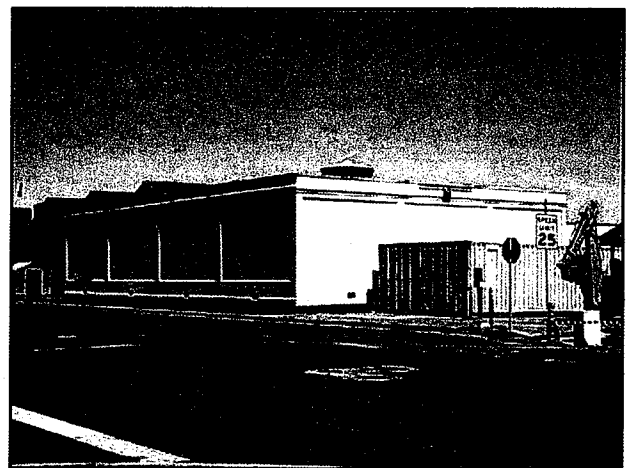
E – Small Industrial Garage/ Shed/ Pumphouse/ Electrical Facility (Building 0592)



F – Bomb Shelter (Building FA-04)

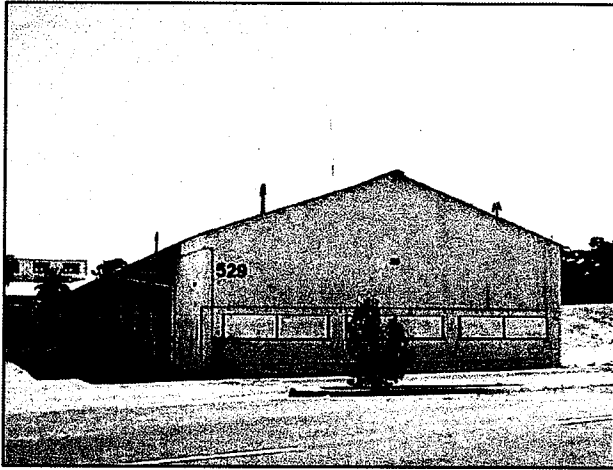


G – Latrine (Building 0742A)

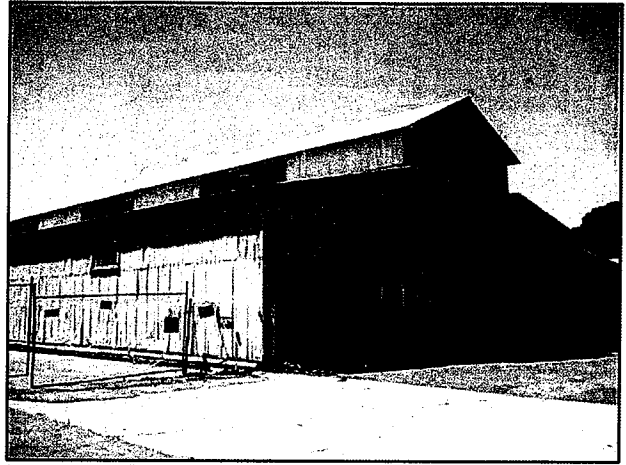


J – Masonry Industrial/ Ordinance Storage Or Warehouse (Building 0239)

Plate 5: Repetitive Resource Types



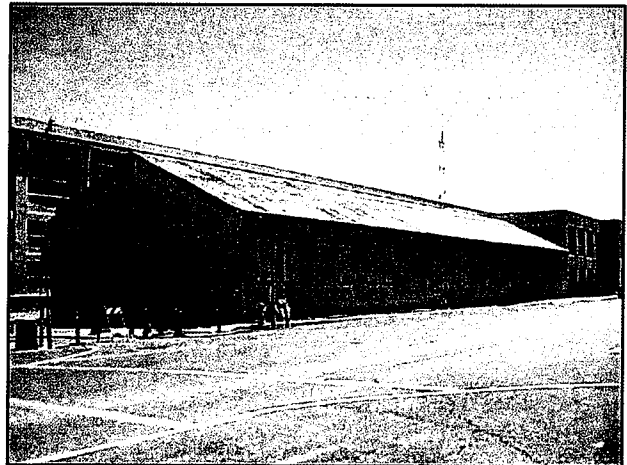
K – Wooden Industrial/ Ordinance Storage Or Warehouse (Building 0529)



L – Metal-Clad Industrial/ Ordinance Storage Or Warehouse (Building 0213)



M – Masonry Industrial Shops (Building 0461)



O – Metal-Clad Industrial Shops (Building 0115)

A- Residential Garage / Shed

Of the 42 Residential Garage/Shed resources, 40 are considered repetitive resources and two (0928 and A-J) are not. One of these is a distinctive Spanish Eclectic garage and the other is a greenhouse. Repetitive garage and shed subtypes include two basic types: side-facing gabled roof types (single door, R-G, B-G and S-B and two-door, E-C, 0133B, L-F, J-E, H-64, M-063, M-D); and front-facing gabled roof types (single door, M-007A, 0131A, 0019A, 0029A, 0029G, M-001C, T-A and U-B, and two-door, P-D, O-F, G-B, C-J, 0017B, 0160A, M-125 and M-126).

B – Duplex And Multi-Family Residential

Of the 27 resources in this property type, the 10 duplex-garages are considered repetitive resources (QA01/02, QA03/04, QA05/06, QA07/08, QA09/10, QA11/12, QA13/14, QA15/16, QA17/18 and QA19/20).

C – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility

All of the 34 resources in this property type are considered repetitive resources. Common subtypes in the category include: rectangular with side-gabled roof types (0854, 1278, H034 and 0100a); and rectangular or square with flat roof types (0109, 0251, 0255, 0493, 0469, 0541, 0592, 0671, 0728, 0730, 0693, 0730, 0781, 0801, 0822, 0830, 0828, 0834, 0898, 0782, A260, A192, H066 and H075).

D – Bomb Shelter

The 35 bomb shelters that make up this property type are considered repetitive resources.

E – Latrine

All 8 of the buildings that make up this property type are considered repetitive resources. There are no important distinctions between latrine subtypes, all of which are essentially rectangular in plan and one story in height.

F – Masonry Industrial/ Ordnance Storage/ Warehouse

The 27 buildings within the Masonry Industrial/Ordnance Storage/Warehouse group range from small, simple, single story utilitarian buildings to distinctive two story brick buildings with front-facing gabled roofs. Of the 27 buildings in this property type, 21 are considered repetitive resources. The front-facing, gable roofed brick examples (0069, 0077, 0088 and 0114) retain individual significance and are classified as Landmarks and Individually Significant Contributing Resources. They are therefore not considered repetitive resources.

The 23 repetitive resources in this property type include examples of the following roof types: very low pitched (nearly flat), side-facing gable roofed types (0071 and 0207); flat roofed, multi-story types (0215, 0225, 0229, 0239 and 0483); side-facing gable roofed types (0098, A031, A049, A054, A065, A130, A131, A220, A221, A222, A223, A224 and A225); and central monitor with side shed roofs (0757).

G – Wooden Industrial/ Ordnance Storage/ Warehouse

The 21 buildings in the Wooden Industrial/Ordnance Storage/Warehouse group are predominantly one story in height (some are high-cube), and all are utilitarian in style. Of the 21 buildings in this property type, 12 are considered repetitive resources. These include: 0027, 0027A, 0049, 0100, 0102, 0111, 0180, 0259, 0529, 0728A, 0788 and 0803. The nine gambrel-roofed coal sheds each retain individual significance and are classified as Landmarks. They are therefore not considered repetitive resources.

H – Metal-Clad Industrial/ Ordnance Storage/ Warehouse

The 23 buildings in the Metal-Clad Industrial/Ordnance Storage/Warehouse group are all utilitarian in style. Subtypes include: front-facing gable roofed types (0113, 0455, 0507, A072, A076 and A256); front-facing gable roofed typed with shed extension (A069, A080 and 0702); multi-front-facing gable roofed types (0257, A258); front-facing gable roofed with monitor types (0213, 0221, 0223, 0237 and 0253); and flat roofed with monitor types (0373 and 0527). All 23 buildings are considered repetitive resources.

I – Masonry Industrial Shops

The 23 buildings in the Masonry Industrial Shops category range from Classical Revival to utilitarian in style. Of the 23 buildings in this property type, 11 are considered repetitive resources. The Classical Revival style, brick, side-facing, gable roofed examples retain individual significance and are classified as Landmarks (0046, 0087, 0085, 0089 and 0091) and Individually Significant Contributing Resources (0101, 0165, 0052, 0050, 0106 and 0118). They are therefore not considered repetitive resources.

The 11 repetitive resources in this property type include examples of the following subtype: flat roofed, curtain wall types (0271, 0386, 0388, 0390, 0680, 0688 and A266) and flat roofed, punched window types (0273, 0461, 0676, 0742).

J – Metal-Clad Industrial Shops

The 26 buildings in the Metal-Clad Industrial Shops category are from one to two stories in height and range from very large (over 100,000 square feet) to very small (approximately 1,000 square feet).

All 26 buildings in this property type are considered repetitive resources. Subtypes include: front-facing gable roof types (0115, 0531, 0810, 0855 and A159); front-facing gable roof with monitor types (0116, 0164 and 0804); and very low pitched (nearly flat) gable roof with monitor types (0559, 0599, 0637, 0689, 0738 and A215).

3.4 PERIOD OF SIGNIFICANCE AND ERAS

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.

The majority of contributing resources in the National Register Registration Form were constructed in Eras 3 and 5, with more than 40 percent of the total number built immediately before or during World War II. Interestingly, the individually designated Landmarks were primarily constructed during Era 3, from 1898 through 1918. In all, Landmarks within the Specific Plan Area date from four of the five Eras, with seven from the first Era (1854-1865), five from the second Era (1866-1897), 28 from the third Era (1898-1918), and one, the hospital, from the fourth Era (1919-1938).

The National Register Nomination Form contains an extensive evaluation of whether post-1945 buildings, structures and sites should have been included in the period of significance.⁴ Ultimately, post-1945 buildings and areas of the base dominated by post-1945 construction were not included in the Historic District because a case for exceptional significance could not be established and linked firmly to individual buildings, structures, or sites built after 1945.

Mare Island's most important role during the post World War II period was its role in nuclear submarine repair and construction. This work largely took place within pre-1945 buildings, often with little modification to their exteriors. As noted on page 8-59 of the Registration Form, "(n)ew construction predominantly took the form of temporary buildings, scattered throughout the area." "Beyond the shipyard, the trend at Mare Island was toward the abandonment of historic functions and only partial reuse of historic buildings." Thus, post-1945 buildings were not included as part of the District when it was listed in 1997.

⁴ Pages 8-56 through 8-60 of the National Register of Historic Places Registration Form for Mare Island Historic District, Vallejo, California, January, 1996.

Table 3 shows the number of structures from each Era identified as Contributing Resources in the National Register Registration Form, by Reuse Area.⁵

TABLE 3 CONTRIBUTING RESOURCES BY ERA AND REUSE AREA						
REUSE AREA	ERA 1 1854-1865	ERA 2 1866-1897	ERA 3 1898-1918	ERA 4 1919-1938	ERA 5 1939-1945	TOTAL
1A				1		1
2A				1	8	9
2B				3	1	4
3A				6	9	15
3B	6	1	37	9	11	64
4	2	6	32	19	27	86
5	1		9	6	38	54
6		2	14	27	38	81
8		6	7	5	6	24
9			2	8	8	18
10A			8	3	18	29
10B					2	2
TOTAL	9	15	109	88	166	387

⁵ One building in area 3B (buildings 0125) and 4 landscape features (1 in sub area 4, 1 in 8, and 2 in sub area 9) do not have construction dates.

Table 4 provides a breakdown of major property types by Era.

TABLE 4 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA							
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	NONE	TOTAL
A – Single-Family Residential	0	5	24	10	2	0	41
B- Residential Garage / Shed	0	0	6	28	8	0	42
C – Duplex And Multi-Family Residential	0	2	2	1	22	0	27
D – Barracks	0	0	1	4	7	0	12
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility	0	0	4	10	20	0	34
F – Bomb Shelter	0	0	0	0	35	0	35
G – Latrine	0	0	2	1	5	0	8
H – Other Infrastructure	0	0	1	3	9	1	14
I – Landscape	0	3	2	1	0	4	10
J – Masonry Industrial/ Ordnance Storage Or Warehouse	3	1	12	2	9	0	27
K – Wooden Industrial/ Ordnance Storage Or Warehouse	0	0	15	1	5	0	21
L – Metal-Clad Industrial/ Ordnance Storage Or Warehouse	0	0	12	5	6	0	23
M – Masonry Industrial Shops	5	2	5	5	6	0	23
N – Wooden Industrial Shops	N/A	N/A	N/A	N/A	N/A	N/A	N/A
O – Metal-Clad Industrial Shops	0	0	6	3	17	0	26
P – Masonry Administrative, Institutional Or Commercial	1	1	6	8	7	0	23
Q – Wooden Administrative, Institutional Or Commercial	0	0	3	0	4	0	7
R – Metal-Clad Administrative, Institutional Or Commercial	0	0	4	1	1	0	6
S- Berths/ Quays/ Causeways	0	1	4	5	3	0	13
TOTAL	9	15	109	88	166	5	392

3.5 SUB-AREA SENSITIVITY

The following sub-area characteristics or development patterns are important in defining 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 Historic 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. Reuse 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 Historic District.
- Differences between uses are often highlighted by landscaping. For instance, industrial areas have limited landscaping while mature trees and grass characterize residential areas.

- 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.

3.6 AREA RESOURCES AND CHARACTER-DEFINING FEATURES

(Adjustments have been made to various tables and text per Settlement Agreement Sections 7 and 8.)

Contributing resources, including Landmarks, are not evenly distributed across the Historic District. Instead, they are concentrated within Reuse Areas 3B, 4 and 5, all of which access the Waterfront. 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.

Historic District resources are described by Planning Reuse Area below. The Reuse Area boundaries are provided in **Figure B.1-1**, page 3 of this document, and detailed descriptions of the contributing resources are contained in the Historic Resources Catalogue, **Appendix B.3**.

Reuse Area 1A

The North Island Industrial Park (Reuse Area 1A) contains 152 acres situated in the northern portion of Mare Island. It has direct access to the Highway 37 interchange. Highway 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.

Almost all of Reuse Area 1A is located outside the Historic District. This area contains one Contributing Resource, the Sentry House and Wall (491) constructed in 1936, during the period between the two World Wars. This resource is part of the entry sequence to Mare Island that begins across Mare Island Strait and includes Administration (485) and Motion Picture Exchange (487), located in

Reuse Area 3A. Railroad Avenue on the western boundary of the area is an important north-south artery. This area is characterized by industrial use.

Reuse Area 1A features mainly utilitarian buildings, the majority of which are of recent construction with a few from the World War II period, which underscore the area's industrial nature. Vast expanses of paved open space further emphasize this functional character. The southern border of the Reuse Area is delineated by G Street, the principal access to the Island from the mainland. A grouping of three simple Spanish Eclectic buildings (two of which are located in Reuse Area 3A), and including the sentry house (0491) which is included in Reuse Area 1A, embrace G Street to create an understated entrance to the Island.

Reuse Area 2A

The 48-acre 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 (formerly Cedar Avenue) on the west.

Reuse Area 2A contains nine contributing resources. **Table 5** provides a breakdown of the resources by type, classification, and Era.

TABLE 5 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 2A						
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
D – Barracks						
Notables				1	1	2
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Components					1	1
L – Metal-Clad Industrial/ Ordnance Storage / Warehouse						
Notables					1	1
O – Metal-Clad Industrial Shops						
Components					1	1
P – Masonry Administrative, Institutional/, or Commercial						
Notables					1	1
Components					1	1
Q – Wooden Administrative, Institutional , or Commercial						
Components					2	2
TOTAL				1	8	9

Reuse Area 2A includes a variety of buildings of various sizes and architectural styles, generally constructed from World War II to the present, that reflect the “community” character of the area. Large barracks and recreational facilities adjoin the tree-lined main thoroughfare, Walnut Avenue. Between C and G streets, these buildings have common setbacks. Tennis courts and ball fields in the northeast portion of the area further emphasize the recreational environment. Beyond Walnut Avenue to the east and west, randomly distributed utilitarian buildings are encircled by paved open space, mostly used for parking.

Reuse Area 2B

Reuse Area 2B is bounded by permanent open space on the south and west, Rodman Center on the north, and Walnut and Azuar Drive (formerly Cedar Avenue) on the east. The southerly edge of the Reuse Area divides Building 535 (Public Works Shops) and extends westerly to the railroad tracks near the

westerly façade of Building 455 (Storage). At that point, the boundary extends further south approximately 300 feet and then makes a 90-degree turn to the westerly edge of the wetlands area.

Reuse Area 2B contains four contributing resources. **Table 6** provides a breakdown of the resources by type, classification, and Era.

TABLE 6 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 2B						
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
K – Wooden Industrial/ Ordnance Storage/Warehouse						
Components				1		1
L – Metal-Clad Industrial/ Ordnance Storage/ Warehouse						
Notables				01		01
Components				21		21
O – Metal-Clad Industrial Shops						
Notables					1	1
TOTAL				3	1	4

Utilitarian buildings of random sizes are scattered throughout the east portion of Reuse Area 2B, with mostly asphalt paving covering the open space between buildings. A few mature street trees line Walnut Avenue to the east. The western portion of the area is relatively undeveloped and retains much of the natural landscape setting.

Reuse Area 3A

The 35-acre Area is bounded by Railroad Avenue to the west, G Street to the north, and Mare Island Strait to the east, and A Street to the south.

This Reuse Area contains 17 contributing resources. **Table 7** provides a breakdown of these resources by type, classification, and Era.

**TABLE 7
CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA
REUSE AREA 3A**

TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Components					3	3
F – Bomb Shelter						
Components					2	2
J – Masonry Industrial/ Ordnance Storage Or Warehouse						
Components					1	1
M – Masonry Industrial Shops						
Components				1		1
O – Metal-Clad Industrial Shops						
Notables					1	1
Components					2	2
P – Masonry Administrative, Institutional Or Commercial						
Notables				2		2
Components				1		1
S- Berths/ Quays/ Causeways						
Notables				2		2
TOTAL				6	9	15

Reuse Area 3A served as the core of the Navy’s submarine repair center during World War II. The physical translation of this role is utilitarian, industrial buildings of various sizes, which are loosely laid out on a grid of streets in this flat waterfront area. G Street, the principal entrance to Mare Island, forms the north border of the area. A cluster of three small Spanish Eclectic buildings (one of which is located in Reuse Area 1A) line G Street and create a subtle entry sequence to the Island. Further emphasizing the industrial character of the area, asphalt paving covers much of the open space and the area lacks any planned landscaping.

Reuse Area 3B

The 72-acre 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 Medical Center is located in the southwest portion.

This Reuse Area includes 65 contributing resources, one of which the Era of construction is unknown. **Table 8** provides a breakdown of these resources by type, classification and Era.

**TABLE 8
CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA
REUSE AREA 3B**

TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Components			1	2	2	5
F – Bomb Shelter						
Components					1	1
G – Latrine						
Components			2		1	3
H – Other Infrastructure						
Notables			1			1
Components *					1	2
J – Masonry Industrial/ Ordnance Storage Or Warehouse						
Landmarks	1					1
Notables	1	1	4		1	7
Components			3			3
K – Wooden Industrial/ Ordnance Storage Or Warehouse						
Landmarks			9			9
Notables			23		1	34
Components			3-2			32
L – Metal-Clad Industrial/ Ordnance Storage Or Warehouse						
Notables			5			5
Components			1	3	1	5
M – Masonry Industrial Shops						
Landmarks	4					4
Notables			3	1		4
O – Metal-Clad Industrial Shops						
Components			1	1		2
P – Masonry Administrative, Institutional Or Commercial						
Notables					1	1
Components				1		1
Q – Wooden Administrative, Institutional Or Commercial						
Notables			1		1	2
Components					1	1
R – Metal-Clad Administrative, Institutional Or Commercial						
Notables				1		1
S- Berths/ Quays/ Causeways						
Notables			1			1
TOTAL	6	1	37	9	11	65
*Includes one resource for which the Era is not known						

Set along the low flatlands at the water's edge, the industrial character of Reuse Area 3B can be seen in the numerous examples of utilitarian manufacturing, service, and storage buildings, arranged along a grid of streets. A few exceptional examples of brick Classical Revival buildings from the 19th century are sprinkled throughout the area. A series of adjacent utilitarian coal sheds from the turn of the 20th century feature common setbacks bordering the waterfront. The area is almost devoid of any landscape, with asphalt paving covering most open spaces between buildings.

Reuse Area 4

The 52-acre Historic Core is somewhat irregular in shape in order to include specific historic resources. The area is generally bounded by Azuar Drive (formerly Cedar Avenue) 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, 9th Street, and Walnut Avenue) to the south. At the south edge of the waterfront, the open area including and to the east of Railroad Avenue, which are planned for the public plaza and waterfront promenade end at a fence that separates these areas from the adjacent heavy industrial uses.

The Historic Core includes 87 contributing resources. **Table 9** provides a breakdown of these resources by type, classification, and Era.

**TABLE 9
CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA
REUSE AREA 4**

TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
A – Single-Family Residential						
Landmarks			12	1		13
Notables			1	2		3
B- Residential Garage / Shed						
Notables			2	9	2	13
C – Duplex And Multi-Family Residential						
Notables			1			1
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Notables			1			1
Components			1	2	2	5
F – Bomb Shelter						
Components					23	23
G – Latrine						
Components				1		1
H – Other Infrastructure						
Components				1		1
I – Landscape						
Notables*		2		1		4
L – Metal-Clad Industrial/ Ordnance Storage/ Warehouse						
Notables			1			1
M – Masonry Industrial Shops						
Landmarks	1					1
Notables		2				2
O – Metal-Clad Industrial Shops						
Notables			3			3
P – Masonry Administrative, Institutional Or Commercial						
Landmarks		1				1
Notables	1		4			5
Q – Wooden Administrative, Institutional Or Commercial						
Landmarks			1			1
Notables			1			1
R – Metal-Clad Administrative, Institutional Or Commercial						
Components			1			1
S- Berths/ Quays/ Causeways						
Landmarks		1				1
Notables			3	2		5
TOTAL	2	6	32	19	27	87
* Includes one landscape for which the Era is not known.						

Distinctive examples of turn of the 20th century Classical Revival residences with common setbacks line Officer's Row on the upper western portion of Reuse Area 4. Manicured lawns encircle the residences, and mature shade trees line the street. The area slopes down to the waterfront through the planned gardens of Farragut Plaza and Alden Park, which now includes World War II additions of bomb shelters. The flatlands along the waterfront feature a collection of unique brick Classical Revival industrial buildings and Dry Dock 1, the first dry dock on the Pacific Ocean. Asphalt paving covers the much of the open space between these shop and service buildings.

Reuse Area 5

This 143-acre area is bounded by Azuar Drive (formerly Cedar Avenue) to the west, Walnut Avenue and 9th Street to the north, Mare Island Strait to the east, and Piers 21/22 and the Army Reserve Parcel to the south. It contains the largest structures on the Island, which include three dry docks and several rolling and fixed cranes.

Reuse Area 5 includes 54 contributing resources. **Table 10** provides a breakdown of these resources by type, classification, and Era.

**TABLE 10
CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA
REUSE AREA 5**

TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Notables				1		1
Components				1	7	8
F – Bomb Shelter						
Notables					-0 1	0 1
Components					7 6	7 6
G – Latrine						
Notables					- 1	0-1
Components					2 3	2 3
H – Other Infrastructure						
Notables					0 1	0 1
Components					2 1	2-1
J – Masonry Industrial/ Ordnance Storage/Warehouse						
Landmarks	1					1
Notables			1			1
K – Wooden Industrial/ Ordnance Storage/ Warehouse						
Components			1		2	3
L – Metal-Clad Industrial/ Ordnance Storage/ Warehouse						
Notables			1			1
Components					1	1
M – Masonry Industrial Shops						
Notables			2	3	4	9
O – Metal-Clad Industrial Shops						
Notables			1		5	6
Components					3	3
R – Metal-Clad Administrative, Institutional, or Commercial						
Notables			2			2
Components			1		1	2
S- Berths/ Quays/ Causeways						
Notables				1	2	3
TOTAL	1		9	6	38	54

Reuse Area 5 is located on the flatland that lines the waterfront on the eastern side of the Island. Immense utilitarian shop buildings, most of which were constructed between the two World Wars, reflect the almost exclusively industrial use of the area. The buildings are carefully laid out with consistent setbacks along major north-south streets. The area's manufacturing character can also be seen in the ubiquitous railroad tracks connecting the dry docks to the rest of the Island and in the practical use of paved asphalt for lay down areas, which cover most of the open space between buildings.

Reuse Area 6

Former dredge ponds bound the 123-acre North Residential Village to the west, 1st Street to the north, Walnut Avenue and Oak Avenue to the east, and 12th Street to the south.

Reuse Area 6 includes 81 contributing resources. **Table 11** provides a breakdown of these resources by type, classification, and Era.

TABLE 11 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 6						
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
A – Single-Family Residential						
Landmarks		1	3			4
Notables		1	6	4	1	12
Components				2	1	3
B- Residential Garage / Shed						
Notables			01	07		18
Components			32	169	3	19-14
C – Duplex And Multi-Family Residential						
Notables			1	1	10	12
Components					12	12
D – Barracks						
Components				2	2	4
E – Small Industrial Garage/Shed/Pumphouse/ Electrical Facility						
Components					2	2
F – Bomb Shelter						
Components					1	1
H – Other Infrastructure						
Components					1	1
K – Wooden Industrial/ Ordnance Storage/Warehouse						
Components					2	2
O – Metal-Clad Industrial Shops						
Notables			1		1	2
Components				1	2	3
P – Masonry Administrative, Institutional, or Commercial						
Notables				1		1
TOTAL		2	14	27	38	81

Carefully planned vernacular residences, mostly from World War II or later periods, are arranged neatly with common setbacks along linear and curvilinear streets in Reuse Area 6. The residences are accompanied by groomed lawns and prolific large trees, which impart a quaint small town atmosphere. To the north, the area transitions from residential to industrial use, with maintenance shops and infrastructure facilities replacing the meticulously arranged homes.

Reuse Area 8

The South Residential Village is 105 acres in size and is bounded by former dredge ponds areas and baylands to the west, 12th Street to the north, Azuar Drive (formerly Cedar Avenue) to the east, and the golf course and University Campus Area (Reuse Area 9) to the south.

Reuse Area 8 includes 25 contributing resources. **Table 12** provides a breakdown of these resources by type, classification, and Era.

TABLE 12 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 8						
TYPE	ER A 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
A – Single-Family Residential						
Landmarks		3				3
Notables			2			2
Components				1		1
B- Residential Garage / Shed						
Notables				02		02
Components			1	31	2	64
C – Duplex And Multi-Family Residential						
Landmarks		2				2
D – Barracks						
Notables			1			1
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Components				1		1
F – Bomb Shelter						
Components					1	1
I – Landscape						
Notable Resources		1	2			4
J – Masonry Industrial/ Ordnance Storage/Warehouse						
Notables					1	1
P – Masonry Administrative, Institutional, or Commercial						
Notables			1			1
Components					2	2
TOTAL		6	7	5	6	25
* Includes one landscape for which the Era is not known						

Located at the crest of the low sloping hill that bisects the Island north-south, Reuse Area 8 features a variety of planned and natural landscapes. At the center of the area is the Parade Ground, a large open lawn bordered on the east by a massive 1917 Classical Revival barrack, and on the south by particularly exquisite examples of Queen Anne residences from 1888. Other commonplace examples of vernacular and utilitarian residential buildings, many from the World War II period and later, are scattered throughout the lush landscape.

Reuse Area 9

This 51-acre area is bounded on the west by the golf course, on the north by Club Drive and Azuar Drive (formerly Cedar Avenue), on the east by Railroad Avenue, and on the south by the golf course, regional park, and Army Reserve.

Reuse Area 9 includes 20 contributing resources. **Table 13** provides a breakdown of these resources by type, classification, and Era.

TABLE 13 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 9						
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
B- Residential Garage / Shed						
Notables					1	1
D – Barracks						
Notables				1	4	5
E – Small Industrial Garage/ Shed/ Pumphouse /Electrical Facility						
Components			1	3		4
H – Other Infrastructure						
Notables				1		1
Components					1	1
I – Landscape						
Notables						2
P – Masonry Administrative, Institutional, or Commercial						
Landmarks			1			1
Notables				3	2	5
TOTAL			2	8	8	20
*Includes two landscape for which the Era is not known.						

Reuse Area 9 is dominated by the 1899 Classical Revival hospital, the linear configuration of which is further accented by later additions to the north and south of the original building. The hospital is set in a hillside and surrounded by manicured landscaped grounds. Other buildings in the Reuse Area, which include engaging examples of Spanish Eclectic and utilitarian style architecture, were constructed in the 1920s and 1930s to augment medical facilities. Natural and

Reuse Area 10B

The 24-acre area 10B is bounded to the west by Reuse Area 12, which also extends along a portion of the south boundary, and to the north by Berth 22 and by Reuse 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.

Within the Specific Plan area, Reuse Area 10B includes five contributing resources. **Table 15** provides a breakdown of these resources by type, classification and Era.

TABLE 15 CONTRIBUTING RESOURCES BY PROPERTY TYPE AND ERA REUSE AREA 10B						
TYPE	ERA 1	ERA 2	ERA 3	ERA 4	ERA 5	TOTAL
H – Other Infrastructure						
Components					5	5
TOTAL					5	5

Reuse Area 10B is located under Army Reserve control. Many of the area's buildings are densely grouped around Railroad Avenue, which bisects the area north-south. Two small, utilitarian sentry houses from World War II straddle this main thoroughfare, with the intent to limit access to and from the adjacent ammunition depot in Reuse Area 10A. The eastern portion of the area lies along the water's edge and includes several finger piers.

4.0 DEVELOPMENT PLAN AND REVIEW PROCESS

(The following information was provided in Chapters 3.0 and Chapter 8.0 of this document.)

Underlying the plan to redevelop Mare Island is a basic assumption that maintenance of the Historic District into the future will require that its reuse be economically viable. Buildings or structures that cannot be economically reused, or that prevent the reuse of other contributing resources, may need to be replaced over time. The Specific Plan and these Historic Project Guidelines establish criteria that permit adaptive reuse of contributing resources and new construction while protecting the basic historic integrity of the Historic District.

4.1 HISTORIC DISTRICT BOUNDARIES

Figure B.1-1 shows the boundaries of the City of Vallejo Mare Island Historic District, as designated by the City and reflecting the National Register listing.

(The following paragraph has been revised to include information regarding the NHL District Areas.)

As shown in **Figure B.1-1**, portions of the Specific Plan areas are outside the Historic District. The entire NHL District is located within the Historic District boundaries and Specific Plan Area. It includes: Area A, the Historic Core; Area B, the U.S. Naval Weapons Annex, Area C, the Hospital Complex and Area D, the Relocated Officers' quarters. 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. The Specific Plan area contains 392 existing resources described as "contributing" in the Registration Form, although only those located in the NHL were designated as Landmarks by the City. Eight of the resources identified in the National Register Registration Form, which were within the Specific Plan area, were demolished by the Navy prior to the transfer of the property to the City.⁶

Two planning areas within the Historic District are not addressed in these Historic Project Guidelines, although they are within the Specific Plan area: Reuse Area 12, which is not under City control, and Reuse Area 11, which was reviewed by the Navy under Section 106 before it was transferred to the City for use as a golf course. In addition, the Historic Project Guidelines do not address Reuse Areas 1B, 7 and 13, all of which are outside of the Historic District. Reuse Area 7 does contain archeological resources, but it is under Navy, not City control. Only a very small portion of Reuse Area 1A is within the Historic District; this Reuse Area contains one contributing resource which is addressed in the Historic Project

⁶ The following resources were demolished prior to the transfer: A187, A197, A265, 0463, 0463A, 0686, 0814, and 0874

Guidelines. The City does not have authority to impose preservation requirements on Reuse Areas under federal or state control.

4.2 MARE ISLAND DEVELOPMENT PLAN

The Preliminary Master Development Plan, (Development Plan) as provided in Appendix E of the Specific Plan, includes the disposition of the contributing resources within Reuse Areas 2A, 2B, 3A, 3B, 4, 5, 6, 8, and portions of 9, 10A and 10B. The Development Plan for contributing resources within the Historic District is provided as Attachment 1 to these Historic Project Guidelines. The Development Plan also identifies how new infill construction is to be accommodated, as well as demolitions that may be necessitated by a number of considerations, including Specific Plan goals for housing and open space and requirements for infrastructure improvements, especially new streets and parking. All development projects, including proposed demolitions, must be consistent with the Development Plan.

4.3 HISTORIC DISTRICT PROJECT SITES

A "Project Site" is a legal parcel on which a project or contributing resource, as defined herein, is located. In the absence of a legal parcel, a project site may be determined by the Planning Manager. The function of the project site is to define the area in which physical changes to the environment can reasonably be expected to have an impact on the individual resource in a manner that could adversely affect its historic character.

Similarly, the definition of project site is intended to allow consideration, where appropriate, of the site features described in the *Secretary's Standards*, including "circulation systems such as walks, paths, roads, or parking, vegetation such as trees, shrubs, fields or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools or lakes" which are important in defining the overall historic character of the property.

For all of these reasons, the City has established the Project Site for each contributing resource as "that area containing structures or other features which were *functionally related* to the individual resource during the period of significance for the National Register Historic District, *i.e.* between 1854 and 1945." Additional information about functional relationships among structures is provided in the Design Guidelines for the Historic District (**Appendix B.4**).

(The following criteria are provided to facilitate the establishment of a project site, as previously required in Chapter 16.38 of the VMC. The criteria also include a process to establish a legal parcel, which was not provided in Chapter 16.38.)

4.3.1 CRITERIA FOR ESTABLISHING A PROJECT SITE OR LEGAL PARCEL

To establish a project site or legal parcel within the Historic District, the following criteria shall apply:

1. The site shall retain enough land and historic features to maintain a sense of the historic setting.
2. The site shall minimize adverse impacts of new construction on a contributing resource.
3. The site shall retain natural features, such as trees and vegetation, which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new construction.

In cases where no legal parcel exists, a project site may be determined by the Planning Manager or the AHLC. The AHLC shall review a proposal to establish a legal parcel; however, the final determination of a legal parcel shall be subject to Chapter 15, Subdivisions of the Vallejo Municipal Code.

4.4 DEVELOPMENT REVIEW PROCESS

The review process described below is limited to permits required under the Mare Specific Plan. It does *not* affect requirements to obtain other local approvals issued for other purposes, including but not limited to site plan and design review approval as part of a Unit Plan application and building permits.

New construction, rehabilitation, relocation of resources, and demolition of resources within the Historic District will be subject to review by the City of Vallejo, unless a tax credit application (Certified Project) has been submitted for the affected resource, as defined Non-certified historic projects are those not applicable for tax credits. A process diagram for non-certified projects is provided in Figure B.1-2. If a tax credit application has been submitted, the National Park Service (NPS), as defined in Chapter 6.0, will conduct review of any actions affecting the resource.

4.4.1 LOCAL REVIEW

4.4.1.1 CERTIFICATE OF APPROPRIATENESS (COA)

- A. A COA is required for the following types of historic projects:
 1. Construction of a new building or structure and addition to an existing building, structure, or site within the Historic District;

2. Alteration of a contributing resource in any manner which affects the exterior architectural appearance of a building or structure including installation or alteration of any exterior sign;
3. Construction or alteration within the Project Site of a contributing resource or alteration of site features including, but not limited to, landscaping, fencing, walls, paving and grading;
4. Interior alterations of a Landmark;
5. Relocation of a contributing resource; and
6. Demolition of a building, structure or significant site feature within the Mare Island Historic District.

B. The following actions will be considered by the AHLC:

1. All new construction and significant rehabilitation projects within the Mare Island Historic District;
2. Relocation of a contributing resource;
3. Alteration or new construction affecting a Landmark or Notable Resource and its Project Site including a cultural landscape, projects within an NHL District;
4. Demolition of a Landmark or Notable Resource in accordance with Section 5.3.2 of this document;
5. Appeals of an administrative decision; and
6. Referrals from the Planning Manager.

C. All other projects will be acted on administratively by the Planning Manager, including the following:

1. Alterations and demolition of a Component Resource; and

(The following section was provided per Mitigation Measure A.6b.)

2. Alterations within any of the 10 landscapes identified as “contributing resources”. Project proponents shall also retain a qualified consultant to prepare a cultural landscape and shall submit the evaluation to the Planning Manager for review and approval.

(The following sections were provided in Chapter 16.38 of the VMC.)

D. The Secretary of the AHLC shall notify members of an administrative decision by the Planning Manager within five working days of the decision. A project may be referred to the AHLC when a Commissioner makes such a request within five working days of notification.

E. The Secretary of the AHLC shall present all findings made by staff for the demolition of a Component Resource, as specified in Chapter 5.0, to the AHLC in written form at the next regularly scheduled meeting of the AHLC.

4.4.1.2 Appeals

- A. Any person adversely affected by an administrative decision made by the Planning Manager may appeal the decision to the AHLC by filing a written request with the Secretary of the AHLC within ten calendar days of the administrative decision.
- B. Any person adversely affected by a decision made by the AHLC may appeal the decision to the City Council by filing a written request with the City Clerk within ten calendar days of the AHLC decision.

4.4.1.3 Exceptions

The following actions do not require a COA:

- 1. Painting, routine maintenance or minor repair (as defined in the rules of the AHLC);
- 2. Interior alterations of contributing resources that are not City Landmarks;
- 3. Emergency measures of construction or alteration which are deemed necessary to correct unsafe or dangerous condition of any structure, other feature or part thereof, where such condition has been declared unsafe or dangerous by the Chief Building Official or the Fire Chief and where measures have been declared necessary by such officials to correct the conditions and where only such measures as are reasonably necessary to correct unsafe or dangerous conditions shall be performed;
- 4. Memorandum of Agreement Appendix A (1992 Programmatic Agreement, Appendix B, Actions Not Requiring Further Consultation); and
- 5. National Park Service approved Certified Historic Preservation Projects. The AHLC shall be notified of such projects by the Planning Manager and given the opportunity to comment on the project.

4.4.1.4 Applications

An application for a COA shall be on a form prescribed by the AHLC and accompanied by plans appropriate to the scope of and/or stage of work and historic and existing photographs.

4.4.1.5 Public Hearing Procedure and Noticing

- A. The AHLC shall make a decision at a public hearing within forty-five calendar days following receipt of a completed application unless the applicant agrees to an extension of time.
- B. A public notice shall be sent to owners of property within 500 feet of the project site and to any neighborhood association registered with the City Planning Division within 1,000 feet of the project site at least seven days prior to the AHLC public hearing.

4.5 DEVELOPMENT REVIEW STANDARDS AND CRITERIA

COAs for the above types of projects will be reviewed for consistency with these Historic Project Guidelines, including the *Secretary's Standards*, and the Design Guidelines for the Historic District (**Appendix B.4**). As discussed more fully below, all of these reuse proposals will be required to meet the *Secretary's Standards* for the particular action. The *Standards* address on the extent of permitted alteration and the manner of handling the existing historic fabric in a redevelopment project. In general, different levels of alteration are referred to as different "treatments" in the *Secretary's Standards*.

For the most part, decisions with respect to individual retained resources will not affect the integrity of the Historic District. However, in some cases, new construction, relocation, or reconstruction may have the potential for affecting the visual qualities of the Historic District. To the extent that the *Secretary's Standards* do not contain adequate guidance, the Design Guidelines for the Historic District (**Appendix B.4**) are intended to provide greater clarity.

The following development review criteria for reuse of the Historic District is intended to accomplish 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* as provided in the Design Guidelines (**Appendix B.4**) The Design Guidelines address conservation of 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;⁷
- Ensure that those physical characteristics that convey the historical significance of the Historic District and justify its eligibility for inclusion in the National and California Registers are not lost through demolition and new construction.

4.5.1 STANDARD TREATMENTS FOR CONTRIBUTING RESOURCES TO BE RETAINED

SECRETARY OF INTERIOR STANDARDS

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 (Standards for Treatment, 1995, Weeks and Grimmer), were prepared by the National Park Service to provide guidance to historic building owners and building managers, preservation consultants, architects, contractors, and project managers when changes or alterations are proposed for historic resources. While "neither technical nor prescriptive," the Secretary's Standards are "intended to promote responsible preservation practices... [and] provide philosophical consistency" (Weeks and Grimmer 1). The Secretary's Standards are used as basic guidelines for alterations to historic resources in communities throughout the United States.

California law applies the *Secretary's Standards* to judge whether a project would have a significant impact on the environment. Under CEQA, a project that follows the *Secretary's Standards* "shall be considered as mitigated to a level of less than a significant impact on the historical resource" (CEQA Guidelines §15064.5(b) (3)). Under federal law, rehabilitation projects affecting Certified Historic Structures must follow the *Secretary's Standards* to qualify for tax credits.

4.5.1.1 APPLICATION OF SECRETARY'S STANDARDS TO RETAINED RESOURCES

All redevelopment proposals for contributing resources, including Landmarks, that are retained on site, both structural and non-structural, must comply with the *Secretary's Standards*. The *Standards* describe four different treatments for historic resources, depending on a variety of factors. Retained resources

⁷ John Obed Curtis, *Moving Historic Buildings*.

will be required to meet the *Secretary's Standards* for the treatment determined applicable through the appropriate administrative review process.

Due to the historic character of most of the buildings and the need to allow economically viable private reuse, most of the retained structures will be rehabilitated or restored, rather than preserved. With the possible exception of some landscape features, reconstruction is unlikely to be used on Mare Island.

4.5.1.2 PRESERVATION

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials /features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

Preservation may be considered as a treatment when the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations.

4.5.1.3 REHABILITATION

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values.

Rehabilitation may be considered as a treatment when repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate.

4.5.1.4 RESTORATION

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Restoration may be considered as a treatment when the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified, and a documentation plan for restoration should be developed.

4.5.1.5 RECONSTRUCTION

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

4.5.2 STANDARD TREATMENTS FOR CONTRIBUTING RESOURCES TO BE RELOCATED

All relocated resources will be treated in a manner that is consistent with the *Secretary's Standards* and applicable guidelines or technical advisories, where appropriate. Unless superseded by higher-level guidance, the technical preservation report entitled "*Moving Historic Buildings*," by John Obed Curtis (1978), will be used to evaluate the technical aspects of relocation proposals.

With respect to the initial decision to relocate contributing resources, a relocation proposal is consistent with the historic character of both the Historic District and the individual structure if it:

- a. Involves the type of building which would have been relocated during the Navy's tenure; and
- b. The relocation project will result in relocation to a site which might have received relocated structures during the Navy's tenure.

(The following findings were required as standards.)

Findings: The AHLC shall approve other buildings or structures and receiving sites for relocation, provided that all of the following findings are met:

- (a) The relocation project has been evaluated and consistent with the preservation report entitled "*Moving Historic Buildings*"; and
- (b) The relocation project is consistent with the Secretary's Standards; and

- (c) The relocation project shall not affect the eligibility of the Historic District for the National and State Registers.

4.5.3 STANDARDS FOR NEW CONSTRUCTION

All new construction within the Historic District must comply with the *Secretary's Standards*, the Design Guidelines for the Historic District (**Appendix B.4**) and the Urban Design Guidelines in Section 4.0 of the Specific Plan.

The *Secretary's Standards* for new construction include the following:

- A. "New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."⁸
- B. "New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."⁹
- C. Recommended: "Designing a new addition in a manner that makes clear what is historic and what is new."¹⁰
- D. Not Recommended: "Duplicating the exact form, materials, style, and detailing of the historic building in a new addition so that the new work appears to be part of the historic building."¹¹
- E. Not Recommended: "Imitating a historic style or period of architecture in a new addition."¹²

⁸ The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 62.

⁹ The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 62.

¹⁰ The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 112.

¹¹ The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 112.

¹² The Secretary of the Interior's Standards for the Treatment of Historic Properties, With Guidelines for Preserving, Rehabilitating Restoring & Reconstructing Historic Buildings, page 112.

(The following findings were provided as standards.)

Findings: The AHLC shall approve new buildings or structures within the Historic District, provided that all of the following findings are met:

- (a) The new construction is consistent with the Secretary's Standards; and
- (b) The new construction is consistent with Design Guidelines for the Historic Appendix B.4 and Section 4.0 of the Specific Plan; and
- (b) The new construction is compatible with its location while clearly reflecting its own time.
- (c) The new construction does not affect the eligibility of the Historic District for the National and State Registers.

4.6 CALIFORNIA ENVIRONMENTAL QUALITY ACT

Designated properties can benefit from the streamlined environmental review requirements triggered by compliance with the *Secretary's Standards*. According to Section 15126.4(b)(1) of the CEQA Guidelines, activities conducted in a manner consistent with the *Secretary's Standards* typically result in less than significant impacts to historic resources. These Historic Project Guidelines require compliance with the *Secretary's Standards* for all structures which are retained or relocated and for all new construction. In addition, since all projects approved by NPS for historic credits must comply with the *Secretary's Standards*, any certified tax credit project within the Historic District should result in less than significant impacts to historic resources. These Project Guidelines have thus been developed with the intent of insuring that, with few if any exceptions, the Specific Plan will result in less than significant impacts to historic resources under CEQA.

All of the relocation and demolition proposals in the current Development Plan have received environmental review through the SEIR conducted for the Specific Plan, and will not require additional environmental review unless changes in the conditions specified in Section 15162 of the CEQA Guidelines are demonstrated. If in the future, the relocation and demolition proposals or any other changes in the current Development Plan are modified, additional environmental review may be required, depending on the significance of the resulting impacts.

4.7 CALIFORNIA STATE HISTORICAL BUILDING CODE

Buildings and structures designated as historic under federal, state or local authority may use the alternative building regulations contained in the State

Historical Buildings Code (SHBC). The Code provides special preservation-based standards for the rehabilitation, preservation, restoration, or relocation of historic buildings. 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. 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.

(The following was provided in Chapter 16.38 of the VMC.)

Other related documents that may apply include:

- A. Seismic Hazard Identification and Mitigation Program for Un-reinforced Masonry Buildings (Chapter 12.07, Vallejo Municipal Code.)
- B. Mare Island Building and Fire Code Compliance (Chapter 12.50, Vallejo Municipal Code (Ord. 1410 N.C. (2d) § 2 (part), 1999.)

4.8 MAINTENANCE OF CONTRIBUTING RESOURCES

Impacts to contributing resources as a result of physical alteration to the building or structure within the project site must be evaluated as they affect the Historic District or sub-areas of high sensitivity. Owners 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 these Historic Project Guidelines 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.

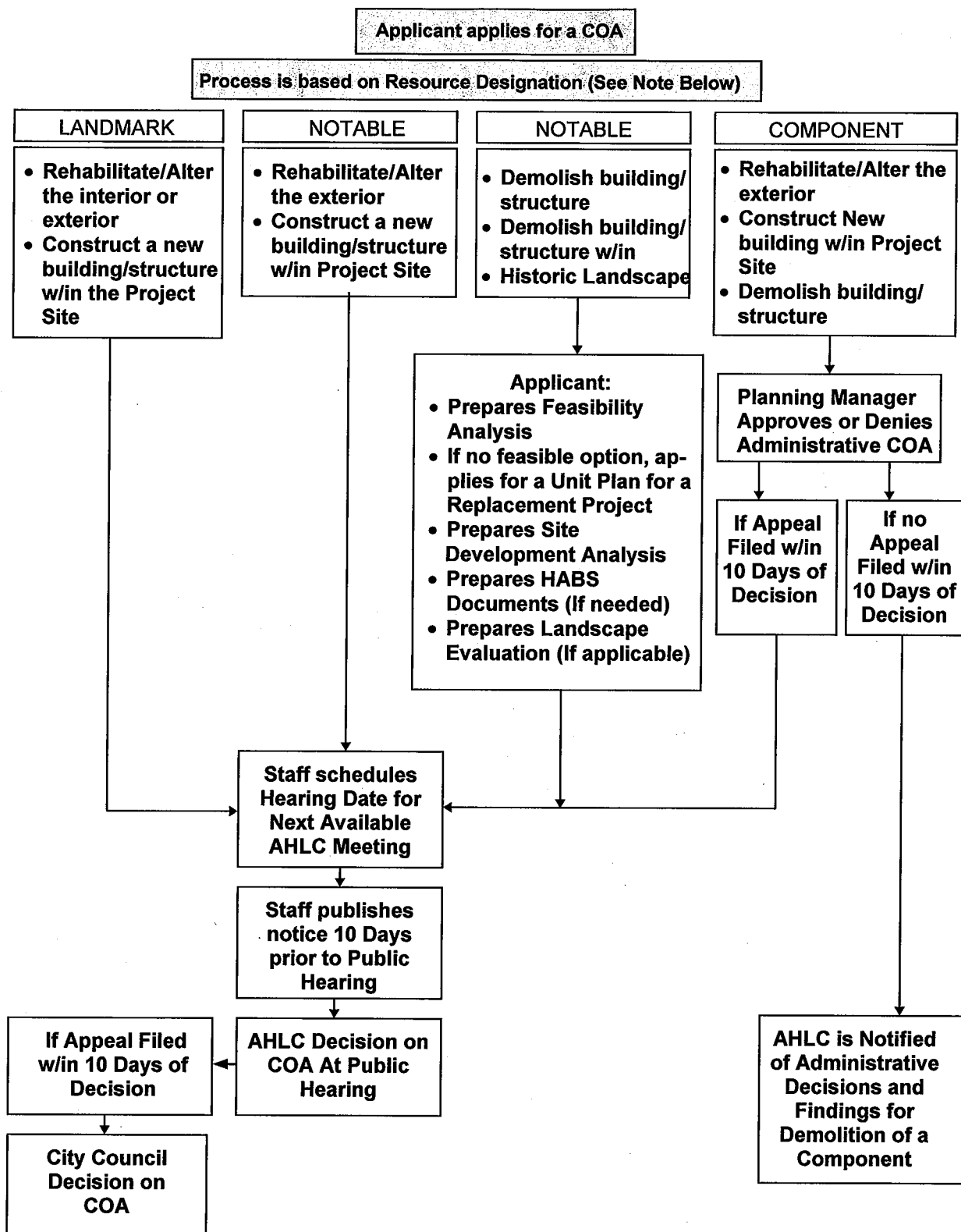
Buildings shall be maintained in accordance with the following requirements appropriate to the treatment authorized under the Historic Project Guidelines, as discussed in the Design Guidelines for the Historic District (**Appendix B.4**):

- Property remaining in continuous use: Operational facilities, systems and equipment will be maintained at normal operational levels. All existing services including, but not limited to, installed utilities and mechanical systems shall continue in operation.
- Vacant Property available for reuse with environmental clearance: Maintenance shall be performed to maintain the structures integrity,

weather tightness and utility systems of the facility to limit deterioration. If metered, water shall be periodically turned on to faucets, toilets, urinals, etc. to keep drain traps "wet." Appliances shall be winterized and unnecessary electrical circuits shall be de-energized. Heating/air conditioning will be turned off except where heating/air conditioning is required to maintain the mechanical systems in working order, for humidity control and to prevent freezing. Historic properties previously heated/air conditioned will be inspected on a regular basis for mildew, mold and other evidence of deterioration. Where deterioration is observed appropriate measures will be taken to arrest the deterioration and prevent its reoccurrence.

- Vacant Property expected to be out of use for minimum of 24 months of occupancy: Maintenance shall be performed to maintain the structural integrity and weather tightness to limit deterioration. No heat or air conditioning will be provided and all utilities will be turned off. Water lines and fire suppression systems will be drained. Sewer traps shall be routinely filled with a non-toxic substance or other methane gas suppression system. Passive ventilation shall be used to control humidity. Scheduled inspections will be made to detect damage from mold or mildew. Where damage is observed appropriate measures will be taken to arrest the deterioration and prevent its reoccurrence.
- Vacant Property proposed to be demolished within 24 months of occupancy: No maintenance is required other than securing the structure from vandalism, transient occupancy or other condition dangerous to the public.

DEVELOPMENT REVIEW PROCESS



Notes

Projects Must be Consistent w/2005 Mare Island Specific Plan (Including Building Demolitions)

AHLC: Architectural Heritage and Landmarks Commission

COA: Certificate of Appropriateness

Alterations: May also include fencing, landscaping, signage, paving, etc.

5.0 DEMOLITION

It is understood that in order to achieve the goals of the Mare Island Specific Plan, various buildings must be removed. However, in order to maintain the historic fabric of the area, specific standards and criteria have been developed before removal or demolition can take place. The standards for issuance of a demolition permit differ depending on the historic significance of the affected historic resource. In general, demolitions based on the willful neglect of the property owner are prohibited.

(Per Settlement Agreement, Section 7.)

Issuance of a demolition permit for any of the following referenced historic resources for which there is an approved COA for the retention of a contributing resource shall be subject to an amendment to the applicable COA. The amended COA must be approved by the AHLC: Resources 0259, 0766, BS3, S32-06, L-F, M-D, N-H, O-B, 6D, T-A, U-B, U-D, H-64, M-001A, and M-001C.

5.1 DISTRICT LEVEL CRITERIA

To protect the Historic District from significant adverse impacts, the City has adopted the following criteria for evaluating impacts to the Historic District from proposed demolitions:

- A. The Historic District must retain a mix of building Eras, materials and architectural styles which reflects the existing multi-layered historic environment; and
- B. All retained contributing resources must be retained in a manner that protects their integrity through conformance with the *Secretary's Standards*.

It is intended that application of the above criteria will avoid impacts to the Historic District which could adversely affect its eligibility for the National and California Registers, as required by the Specific Plan.

5.2 AREA-LEVEL DEMOLITION CRITERIA

The Reuse Area boundaries were selected on the basis of reuse planning rather than historic preservation concerns. Although their boundaries do not reflect historic considerations, the areas were determined to be a convenient vehicle for refining the Historic District impact analysis. The following summary review of contributing resources by Reuse Area is intended to provide a brief overview of the Historic District Resources.

Reuse Area 1A:

Only a small part of Reuse Area 1A, otherwise known as the North Island Industrial Park, is located within the Historic District. It contains only one Notable Resource, the Sentry House and Wall, constructed in 1936, which is part of the entry sequence to Mare Island. Demolition proposals within the Project Site of the Sentry House and Wall will be evaluated to ensure that impacts to the Sentry House and Wall will be avoided or minimized.

Reuse Area 2A:

Reuse Area 2A contains four Notable Resources and five Component Resources, eight from Era 5 and one from Era 4. Although it contains a variety of non-residential buildings, the sub-area is primarily defined by the cluster of large structures and recreational facilities lining Walnut Avenue. The corner of Walnut Avenue and G Street is prominently located on a main transportation corridor. The sub-area does not contain waterfront resources and is not part of the Historic Core. Demolition proposals in Reuse Area 2A should be evaluated to ensure protection of the “street wall” along Walnut Avenue near its intersection with G Street, either by retaining existing resources or through appropriately-designed new construction that respects historic setbacks.

Reuse Area 2B:

Reuse Area 2B contains two Notable Resources and two Component Resources, primarily from Era 4. The structures are scattered across the eastern portion of the sub-area, while the western portion is relatively undeveloped. Large expanses of asphalt paving cover open spaces between buildings. Although the sub-area is adjacent to permanent open space to the south and west, it is primarily characterized by undistinguished structures with no central focus. Demolition proposals in Reuse Area 2B should be evaluated to ensure protection of the “corridor” along Walnut Avenue.

Reuse Area 3A:

Reuse Area 3A contains five Notable Resources and ten Component Resources, primarily from Era 5. Reuse Area 3A is located adjacent to the Historic District and contains few individually significant resources. The primary historic character of the sub-area is drawn from a cluster of three small Spanish Eclectic buildings which line G Street and create an entry sequence to the Island, in combination with the Sentry House and Wall in Reuse Area 1A. These masonry buildings highlight the contrast between the industrial causeway, the relatively serene entrance on G Street and the large utilitarian industrial buildings through the interior of Reuse Area 3A. Demolition proposals in Reuse Area 3A should be evaluated to ensure protection of the existing historic entryway along G Street.

Reuse Area 3B:

Reuse Area 3B contains 14 Landmarks, 26 Notable Resources and 25 Component Resources. This relatively large sub-area contains resources from all 5 Eras, but is particularly rich in structures from Era 3. The sub-area draws its primary historic character from two sources: (a) a series of Era 3 coal sheds which face the waterfront, share a common setback and roofline and are prominently visible from the mainland; and (b) an almost complete lack of landscaping, with asphalt paving conveying most open spaces. In addition, Reuse Area 3B is home to a few exceptional Classical Revival brick buildings from Era 1. Reuse Area 3B is relatively densely developed in comparison to Reuse Area 1A through 3A and was clearly developed for pedestrian access. Demolition proposals in Reuse Area 3B should be evaluated to ensure protection of the Landmark structures, the strong visual presence of the Era 3 coal sheds, the waterfront orientation, and the individually significant Era 1 buildings, as well as to maintain the comparatively higher density of development and pedestrian orientation which characterize Reuse Area 3B.

Reuse Area 4:

Reuse Area 4, known as the Historic Core, contains 17 Landmarks, 40 Notable Resources, and 30 Component Resources from all 5 Eras, as well as four of the ten designated landscapes. Together with Reuse Area 3B, Reuse Area 4 contains some of the oldest buildings on Mare Island. The pace of construction in Reuse Area 4 increased dramatically in after the Spanish-American War, with 32 structures from Era 3, 19 from Era 4 and 27 from Era 5. Reuse Area 4 is the most evocative of all of the sub-areas, containing a mix of distinction residences, bomb shelters, landscaped parks, waterfront uses and unique Classical Revival industrial buildings. The residential neighborhoods are characterized by extensive landscaping, while the industrial areas are distinguished by asphalt paving. Impressive officers' quarters line the north side of Walnut Avenue, providing a strong visual connection with each other and the landscaped parks to the south. The industrial areas are developed at a relatively higher density, similar to Reuse Area 3B, and were clearly planned for pedestrian access. Reuse Area 4 also contains Dry Dock 1, the first dry dock on the Pacific Ocean. Unlike many other sub-areas, Reuse Area 4 contains relatively few post-1945 intrusions. Demolition proposals in Reuse Area 4 should be evaluated to ensure retention of the exciting mix of architectural styles and Eras, as well as the strong visual rhythm and pattern of the officers' quarters, including the landscaped open space, along the Walnut Avenue frontage. Demolition proposals, coupled with new construction, should also retain the comparatively higher density of development and pedestrian orientation which characterize both Reuse Areas 3B and 4.

Reuse Area 5:

Reuse Area 5 contains one Landmark, 25 Notable Resources and 27 Component Resources. More than two-thirds of the buildings, including almost all of the Components, date from Era 5. This sub-area is wholly industrial and contains the largest buildings on the Island, plus three dry docks and several rolling and fixed

cranes from the World War II Era. Reuse Area 5 is less densely developed than Reuse Areas 3B and 4, contains no landscaping and appears to have been designed for vehicular access. The scale of the structures is dramatically larger than in the adjacent sub-areas. It contains waterfront historic resources visible from the mainland, but is not in the Historic Core. Demolition proposals in Reuse Area 5 should be evaluated to ensure retention of views of historic resources from the mainland

Reuse Area 6:

Reuse Area 6, known as the North Residential Village, is primarily located outside of the Historic District, but nonetheless contains four Landmarks, 35 Notable Resources and 42 Components. Almost half of the Contributing Resources are from Era 5, with another third from Era 4. Reuse Area 6 contains a high percentage of repetitive resources, including 20 World War II-Era officers' quarters and another 22 garages and storage sheds. Reuse Area 6 is primarily residential, although it transitions to industrial use to the north. Demolition proposals in Reuse Area 6 should respect the existing residential structures along Azuar Drive.

Reuse Area 8:

Reuse Area 8, known as the South Residential Village, contains five Landmarks, 13 Notable Resources and seven Component Resources, as well as four of the ten designated landscapes. It is located at the crest of a low sloping hill and features a variety of landscapes, including the prominent, centrally located Parade Ground which serves as the focal point for the sub-area. Reuse Area 8 is primarily, but not exclusively, residential. It contains three fine Queen Anne residences designed as an NHL grouping, which were relocated from their original sites circa 1953. The eastern edge of the Parade Ground is dominated by a massive Classical Revival Barracks from Era 3. The majority of the remaining Contributing Resources are utilitarian residential buildings from Era 5 and later. Demolition proposals in Reuse Area 8 should be evaluated to protect the visual prominence of the Parade Ground and the existing landscapes.

Reuse Area 9:

Reuse Area 9 contains one Landmark, 14 Notable Resources and five Component Resources, as well as two of the ten designated landscapes. The hilly, landscaped site is dominated by an 1899 Classical Revival Hospital, with a linear configuration accentuated by later additions. Related medical facilities were constructed during Era 4, primarily in Spanish Eclectic or utilitarian style. The entire grouping, including the landscaping, is picturesque, and quite unusual for the Historic District. Demolition proposals in Reuse Area 9 should respect the existing relationships between the Hospital structure and the related facilities.

Reuse Area 10A:

Reuse Area 10A, known as the South Industrial Park, contains four Notable Resources and 25 Components. Reuse Area 10A is located on flatlands along the eastern waterfront at the far eastern edge of the Historic District, visually and physically separated from the remainder of the District. Most buildings were constructed during Era 5. Many of the densely grouped buildings are uniformly set back from Blake Avenue. Reuse Area 10A contains historic waterfront resources but, as a whole, the sub-area is not oriented toward the water. Reuse Area 10A is owned by the State of California. Demolition proposals in Reuse Area 10A should respect the grouping, scale and massing of the existing buildings.

Reuse Area 10B:

Reuse Area 10B contains two Components, both of which are Era 5 sentry houses constructed in a utilitarian style. Reuse Area 10B lies between Reuse Areas 9 and 10A, but its Component Resources are isolated and not visually connected to the remainder of the Historic District. This sub-area contains waterfront historic Resources visible from the mainland. It is currently owned by the federal government and occupied by the U.S. Army Resource. Demolition proposals in Reuse Area 10B will not be subject to these Historic Project Guidelines while it is owned by the federal government. In the event that these resources are transferred to the City or a private entity, demolition proposals will avoid the two sentry houses, although they may be relocated as appropriate.

5.3 INDIVIDUAL RESOURCE-LEVEL DEMOLITION CRITERIA

In addition to impacts on the Historic District and Reuse Areas, demolition proposals obviously affect individual historic resources, both directly and indirectly. The level of review and the stringency of the review criteria depend on the historic significance of the affected historic resources. Apart from area impacts, demolitions which affect individually significant Landmarks or Notable Resources are of more serious concern, and therefore subject to more stringent review, than those which affect Component Resources of no individual significance. The following provides the demolition criteria for Landmarks, Notables and Component resources within the Historic District.

5.3.1 LANDMARKS

Demolition of any individually designated City Landmark is prohibited, unless the City makes a finding that the resource is in such condition that it is not "feasible" to preserve or restore it. Although not currently proposed, demolition of a Landmark may be authorized upon a finding that reuse is not feasible. For the purposes of a determination that issuance of a demolition permit is authorized for a Landmark, the following will apply:

1. **Criteria:** For Landmarks, the City will utilize the hardship test applied to constitutional violations under the Fifth Amendment, which requires a showing that denial of demolition permit would leave the property owner with no beneficial economic use of the Landmark property. The property owner may meet this test by showing that there are no economically feasible alternatives to demolition of the Landmark.
2. **Findings:** The AHLC shall issue a demolition permit for a Landmark if it finds both of the following:
 - (a) The resource is not feasible to preserve or reuse under the hardship test set forth immediately above; and
 - (b) Demolition of the resource will not cause a substantial adverse change in the eligibility of the Historic District for the National and California Registers.

5.3.2 NOTABLE RESOURCES

Demolition of any Notable Resource is prohibited. . However, it is anticipated that occasionally limited demolition of Notable Resources may occur on Mare Island due to the need to upgrade infrastructure to civilian standards and/or the functional obsolescence of a limited number of buildings and structures. In those instances, a project proponent shall initiate and complete the following process prior to the demolition of any Notable Resource. The City shall review and approve the demolition based on the findings listed below. This standard is intended to be less exacting than the “hardship test” applicable to Landmarks, but more rigorous than the “Reasonable Necessity Finding” applicable to Components.

Process for AHLC Review and Approval

(The following section is added Per Mitigation Measure, A.2)

A. Feasibility Analysis

A Feasibility Analysis that includes an evaluation of alternatives to full demolition, such as use of the alternative standards of the State Historic Building Code, relocation in a manner that is consistent with “Moving Historic Buildings”, or additions, interior renovations, and partial demolition/new construction that may not strictly conform with the Standards, shall be prepared by a qualified consultant approved by the City. The following actions shall take place based on the outcome of the analysis:

1. Should the analysis show feasible alternatives to demolition, a project proponent shall proceed with the Development Review process identified in Section 4.0 of this document.

2. Should the evaluation not identify feasible alternatives to full demolition, the project proponent shall comply with the following additional requirements, all of which shall be submitted to the AHLC for consideration.

(The following sections are added per Settlement Agreement, Section 9.)

B. Planned Development Unit Plan (Unit Plan) for a Replacement Project

A Unit Plan pursuant to Vallejo Municipal Code 16.116.075 for a Replacement Project for each Notable Resource proposed for demolition shall be submitted for approval by the Planning Manager. The Unit Plan shall:

1. Meet one of the following conditions:
 - (a) Includes new construction within the footprint of the Notable Resource proposed for demolition; or
 - (b) Involves the rehabilitation of a nearby Landmark or Notable Resource that will necessitate removing one or more Notable Resources of lesser reuse potential to create adequate parking, circulation, or lay down area for the rehabilitated Landmark or Notable Resource; or
 - (c) Be part of a public works project.
2. Include a financial feasibility analysis to demonstrate that commercially reasonable financial resources are available to complete the proposed Replacement Project.
3. Include a schedule to demonstrate that commencement of the Replacement Project will take place within six (6) months of receipt of all necessary City approvals.

C. Site Development Analysis (Previously Entitled “Deterrence Analysis”)

A Site Development Analysis for each Notable Resource proposed for demolition shall be prepared. The Site Development Analysis shall include information to support the one of the following findings:

1. The resource is located such that it substantially hinders reuse of a Landmark; or
2. The resource is located such that:
 - (a) It affects the ability of the owner to meet one or more other goals of the Specific Plan, such as the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation; and
 - (b) The costs required to modify the Development Plan in order to retain the resource is unreasonable in relation to the significance of the resource; or
3. The cost of reusing or rehabilitating the resource is unreasonably high when compared to the estimated value of the resource after rehabilitation. In accordance with the Secretary's Standards, Relocation of Notable Resources should be required as an alternative to demolition.

D. Historic American Building Survey (HABS) Documentation

The appropriate level of HABS documentation, including photographs, measured plan drawings and a written description to the extent that such documentation has not already been completed, shall be prepared for each Notable Resource proposed for demolition. The HABS documentation shall be made available to the Mare Island Historic Park Foundation and the Solano County, John F. Kennedy Library prior to the issuance of a final demolition permit.

(The following Section is added per Mitigation Measure, A.6b.)

E. Historic Landscape

A demolition project within any of the ten designated Historic Landscape, all ten of which are classified as a Notable Resource, shall also require a Cultural Landscape evaluation. All Cultural Landscape evaluations shall become part of the Interpretive Program for the Historic District.

(The following is added Per Settlement Agreement, Sections 6 and 11.)

5.3.2.2 Exceptions

- a. For Reuse Areas 2A, 2B and 3A, and Buildings 206, 208, 237 and 257, demolitions consistent with the Master Development Plan (Appendix E) are exempt from the above Unit Plan and HABS

documentation requirements, but shall require a Feasibility Analysis, Site Development Analysis and Landscape Evaluation. (Section 6 and 11 of the Settlement Agreement.)¹³

- b. For Reuse Areas 2A, 2B and 3A, the Feasibility Analysis, Site Development Analysis and Landscape Evaluation are exempt from AHLC review and approval and shall be subject to review and approval by the Planning Manager, and a notice of decision shall be provided to the AHLC. (Section 6 of the Settlement Agreement)

(The following is added Per Settlement Agreement, Sections 9 and Mitigations Measures A.2 and A.6b)

5.3.2.3 Findings for Demolition of a Notable Resource

The AHLC may issue a discretionary demolition permit for a Notable Resource, if it finds all of the following:

- (a) A Feasibility Analysis has been prepared that shows no feasible options for reuse have been identified; and
- (b) A Unit Plan for a Replacement Project has been approved by the Planning Manager; and
- (c) A Site Development Analysis has been prepared that shows the project meets one of the required findings and is consistent with the Mare Island Specific Plan; and
- (d) Demolition of the resource will not cause a substantial adverse change in eligibility of the Historic District for the National and California Registers; and
- (e) All pre-conditions to demolition of a Notable Resource have been met, as set forth in Section 5.3.2.

5.3.3 COMPONENT RESOURCES

Demolition of a Component Resource is prohibited unless the City makes a finding that the proposed demolition is reasonably necessary to implement the proposed Preliminary Master Development Plan, including the provision of housing, park space, new infrastructure, additional surface parking, and roadways. This less rigorous standard is appropriate because demolition of

² Settlement Agreement between the City of Vallejo, Lennar Mare Island, LLC, National Trust for Historic Preservation and Vallejo Architectural Heritage Foundation, executed April 11, 2006.

Components will not result in the loss of any individually significant historic resources.

1. Criteria for Reasonable Necessity Finding:

City Staff may make an administrative determination that the proposed demolitions reasonably necessary to implement the proposed Development Plan, including but not limited to the provision of circulation, access, parking, laydown area, park space, housing or infrastructure, or hazardous materials remediation;

2. Findings:

City Staff may issue an administrative permit for demolition of a Component Resource if it finds both of the following:

- (a) Demolition of the Component Resource is reasonably necessary to implement the proposed Development Plan; and
- (b) Demolition of the resource will not cause a substantial adverse change in eligibility of the Historic District for the National and California Registers.

The AHLC shall be notified of such findings before demolition is allowed to proceed.

(The following Section was provided in Chapter 16.38 of the VMC and has been modified to reflect current standards.)

5.3.4 DEMOLITION OF HAZARDOUS STRUCTURE

Immediate action may be taken to protect or abate a hazardous structure that poses an imminent threat to public health or safety, as determined by the Chief Building Official, without compliance with the pre-requirements for demolition mandated by these Historic Project Guidelines. However, if the imminent threat can be averted through stabilization or other non-destructive protective measures that do not require full or partial demolition, all such measures shall be taken rather than proceeding with demolition, and the Historic Project Guidelines shall thereafter again apply. Once the imminent threat is abated, the AHLC shall be notified of any further measures proposed to be taken to stabilize or demolish any structure protected by these Historic Project Guidelines at least five working days prior to the action. Plans for the new construction on the site of the demolition shall comply with Section 4.0 of the Historic Project Guidelines.

(The following section is added Per Settlement Agreement, Sections 1-4.)

5.4 REHABILITATION FUND

To offset the impacts of the demolition of historic resources, a funding program has been created and funded by the Master Developer, Lennar Mare Island, LLC (LMI). The City of Vallejo and Master Developer, in consultation with the State Office of Historic Preservation (SHPO), the National Parks Service (NPS), and the National Trust for Historic Preservation (Trust) have determined the specifics of the program.

A revolving loan fund of up to Two Million Dollars (\$2,000,000) by the Master Developer (Lennar Mare Island, LLC.) has been made available for the rehabilitation of certain contributing resources within the Mare Island Historic District. All loans will be subject to the following conditions:

- (a) Loan monies will be available solely for hard costs associated with necessary seismic improvements, exterior façade restoration, window restoration or replacement and foundation repairs.
- (b) All work must comply with the Historic Design Guidelines (Appendix B.4), Chapter 16.38 of the Vallejo Municipal Code and the Secretary of the Interior's Standards for Historic Building Rehabilitation (the "Secretary's Standards).
- (c) No single loan may exceed Two Hundred Fifty Thousand Dollars (\$250,000).
- (d) Loans will be for a term of no more than thirty-six (36) months.
- (e) The interest rate on the loans will be one percent (1%) less than the then prime lending rate, which rate may be adjusted from time to time.
- (f) The maximum outstanding balance of all loans will not exceed Two Million Dollars (\$2,000,000).
- (g) No one person or organization, including affiliates, may hold more than one loan from LMI under this program at any one time.

LMI may establish additional loan criteria without limitation, including commercially reasonable underwriting criteria. Once a loan is approved, LMI will fund the approved work over a twelve (12) month period as the applicant submits legitimate contractor invoices for the work, which invoices may be subject to verification by LMI. LMI or the administrator of the fund, if different, shall review the loan fund periodically and shall deduct from the available loan balance, the amount of any defaulted loans.

All loan payments, excluding interest, will be returned to the loan fund and made available for new loans under the loan program for a period of five (5) years from the date of the first loan. LMI shall have no obligation to make any new loan following the date that is five (5) years after the date it makes the first loan.

LMI and the City acknowledge and agree that loan funds provided under the criteria outlined above shall not be considered or accounted for as Project Costs (as defined in the Acquisition Agreement) under the terms of the Acquisition Agreement. Notwithstanding the foregoing, reasonable costs of loan fund administration and defaulted amounts are considered as Project Costs.

6.0 PRESERVATION INCENTIVES AND FEDERAL REVIEW PROCEDURES

(The contents of the former Chapter 4.0 are relocated to Chapter 3.0 entitled Historic District Characteristics.)

6.1 PRESERVATION TAX INCENTIVE PROGRAM

The federal Historic Preservation Tax Incentives Program is available for individually designated historic buildings or structures which contribute to designated historic districts. Properties must be income-producing and must be rehabilitated according to *Secretary of the Interior's Standards for the Treatment of Historic Properties*.¹⁴ (*Secretary's Standards*). One of the key incentives is an income tax credit under the Tax Reform Act of 1986 for up to 20% of the qualified costs of substantially rehabilitating historic buildings for commercial, industrial, and residential rental uses. The Program is administered by the National Park Service (NPS).

6.1.1 CERTIFIED HISTORIC PROJECTS

Certified historic projects are reviewed by the NPS through a three-part application and reporting process. Any historic resource eligible for the National Register, whether listed or not, may apply. This process is designed to establish the historic character of the affected structures, require compliance with national preservation standards and, finally, confirm that the work was completed in accordance with the approved plans. Failure to satisfy the National Park Service at any stage in the process can result in loss of the 20 percent tax credit.

6.1.2 FEDERAL REVIEW

Under these Historic Project Guidelines, tax credit projects are exempt from the requirement for a COA. However, the AHLC must be notified and given the opportunity to comment on all tax credit projects. To allow sufficient time for local review, the applicant will submit each application to the AHLC concurrently with submission to the National Park Service. The AHLC will then have a maximum of 45 days to review and comment on the application, unless the time is extended with the consent of the applicant.

Part 1 – Evaluation of Significance

¹⁴ 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.

The first step in the process in submission by the applicant of a Part 1 application for the purpose of determining which resources as “certified historic structures” under the Internal Revenue Code:

1. **“To request certification that a depreciable building contributes to the significance of a registered historic district and therefore qualifies as a “certified historic structure” for the purpose of rehabilitation.”**¹⁵

Buildings that are individually listed in the National Register are generally considered certified historic structures and no further certification is required. City-designated Landmarks are anticipated to be considered certified historic structures. Notable Resources are also anticipated to be eligible for certification since they are, by definition, those resources which: (1) contribute to the significance of the district;¹⁶ (2) were individually noted as having individual historical or architectural significance in the National Register Registration Form, and (3) retain integrity.

2. **“To request certification that a building does not contribute to the significance of the registered historic district in which it is located.”**¹⁷ As part of the Part 1 application, it is anticipated that the applicant will request certification that Component Resources do not contribute to the significance of the Historic District. They are by definition those resources which function as secondary components,¹⁸ are not noted as having individual architectural or historic significance in the National Register Registration Form, do not add individually to the district’s sense of time and place and historical development, or lack integrity.¹⁹ It is also anticipated that as part of the Part 1 application, the applicant will request certification that any non-contributors²⁰ within the Area do not contribute to the Historic District.

A separate Part 1 application will be submitted for each resource or functional grouping, where the applicant seeks to obtain tax credits. The Part 1 application will result in a certification decision being made for each structure.

¹⁵ United States Department of the Interior, National Park Service. “Historic Preservation Certification Application Instructions. (Page 2)

¹⁶ Per 36 CFR 67.4 (f) and 36 CFR 67.5(a) (1).

¹⁷ United States Department of the Interior, National Park Service. “Historic Preservation Certification Application Instructions. (Page 2)

¹⁸ Per 67.6(b)(5)(iii)

¹⁹ Per 36 CFR 67.5(a) (2) and 36 CFR 67.6(b) (5) (ii).

²⁰ Per 36 CFR 67.6(b) (5) (i).

Part 2 – Description of Rehabilitation Work

Once the Part 1 application has been approved, the applicant must submit a Part 2 application outlining plans for rehabilitation, demolition of a non-certified structure or new construction.²¹ The Part 2 application will provide a detailed description of the proposed work, including supporting architectural drawings. The NPS will review all proposed rehabilitations, relocations, demolitions and new construction for consistency with the *Secretary's Standards*.²²

It may be necessary for the applicant to amend the Part 2s as the details of the rehabilitation and reuse program become defined, due to of the level of detail required by the NPS in Part 2 applications.

Part 3 – Request for Certification of Completed Work

A project does not become a “certified rehabilitation” eligible for tax incentives until it is completed and given final approval by NPS. Under the tax credit program, the applicant has the option to conduct the describe work program in one phase over 24 months, or in phases over a 60-month period. Because of the size of the Historic District and the uncertainty with respect to economic conditions, the applicant may use different phasing approaches.

6.1.3 NEW CONSTRUCTION

New infill construction affecting any structure or grouping which is eligible for tax credits will be reviewed by NPS for consistency with the *Secretary's Standards*. In the interest of consistency, it is anticipated that NPS will also consider these Historic Project Guidelines and the Urban Design Guidelines in Chapter 4.0 of the Specific Plan when reviewing proposals for new construction within the Historic District.

6.1.4 DEMOLITION

Demolition proposals affecting any structures or groupings eligible for tax credits will be reviewed by NPS for consistency with the Internal Revenue Code requirements and these Historic Project Guidelines. Except in the case of Certified Non-Historic Structures, demolition of Contributing Resources may require additional documentation that retention of the structures is not technically or economically feasible in accordance with 36 CFR Section 67.6(b)(5).

Rehabilitation, relocation, new construction or demolition activities affecting a certified historic structure with a pending tax credit application are automatically subject to comprehensive review by the NPS.

²¹ 36 CFR 67.6

²² 36 CFR 67.7

Tax credit applications are anticipated to be used to the extent feasible to facilitate NPS review. Whereas structures that are “related historically to serve an overall purpose, such as a mill complex or residence and carriage house” are required to be treated as a single project for tax credit purposes, separate applications may be made in the case of rehabilitation projects “where there is no historical functional relationship among the structures,” “regardless of how they are grouped for ownership or development purposes.”²³ NPS will determine whether structures within the Historic District form “functional groupings.”

6.1.5 SUBSEQUENT ENVIRONMENTAL REVIEW

Rehabilitation, relocation, new construction or demolition activities within an area with a pending tax credit application are automatically subject to review by the NPS. To the extent that issuance of permits for these activities is mandatory, no additional environmental review is required under CEQA. Furthermore, these actions, since they must be consistent with the *Secretary's Standards*, do not have the potential for significant adverse impacts to the Historic District, beyond the impacts already reviewed by the SEIR in connection with the Specific Plan, including these Historic Project Guidelines.

Preservation, restoration, rehabilitation and new construction within an area which is subject to exclusive City review must be consistent with these Historic Project Guidelines. These actions, since they must also be consistent with the *Secretary's Standards*, should generally be considered to be mitigated to a level of less than a significant impact under CEQA.

All of the relocation and demolition proposals in the current Development Plan have received environmental review through the SEIR conducted for the 2005 Specific Plan, and will not require additional environmental review unless the conditions specified in Section 15162 of the CEQA Guidelines are demonstrated. If in the future, the relocation and demolition proposals in the current Preliminary Master Development Plan are modified, additional environmental review may be required, depending on the significance of the resulting impacts.

6.2 OTHER TAX INCENTIVES

6.2.1 MILLS ACT CONTRACTS

Under the Mills Act, 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 ten-years.²⁴ Owner-occupied single-family residences and income producing commercial properties may qualify for the Mills Act program. A formal agreement, generally known as a

²³ 36 CFR 67.7(b)(4)

²⁴ See Section 439 et. seq. of the Revenue and Taxation Code (Historic Property Restriction).

Mills Act contract or 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, which is available to properties within the Historic District.

6.2.2 CONSERVATION EASEMENTS

Section 815 et. seq. of the California Civil Code authorizes landowners to convey “conservation easements” to qualified non-profit organizations. In exchange, the landowner receives a tax benefit in the form of a charitable contribution deduction and adjustment in the value of the property for tax purposes 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. The purpose of a conservation easement is to ensure that land is retained in its natural, scenic, historical, agricultural, forested or open space condition. A conservation easement may be held by qualified tax exempt non-profit 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 only exterior historic elements, while enabling continued use of the property.

(Most of the information provided in Chapter 7.0 is revised and relocated to Chapter 5.0 of this document.)

(Most of the information provided in Chapter 8.0 is revised and relocated to Chapter 4.0 of this document.)

ATTACHMENT 1-Historic Project Guidelines
Apr-07

MASTER DEVELOPER
PRELIMINARY DEVELOPMENT PLAN
HISTORIC RESOURCES

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	Demolition	Total	Land Use	Comments
2A	459 (Barracks)	notable	41,194	41,194			OFFICE/R&D	
2A	543 (D-Barracks)	notable	47,485	47,485			OFFICE/R&D	
2A	545 (Recreation Facility)	notable	71,379	71,379			CIVIC/EDUCATIONAL	Rodman Center
2A	527 (Warehouse)	notable	114,328	114,328	444,328		WAREHOUSE	1941; Type L (rep.); deters street network, site access, housing
2A	559 (Hobby Shop)	component	21,120		21,120			1941; Type O (rep.); deters street network, new building site, parking
2A	667 (Submarine Teaching)	component	7,165		7,165			1944; Type P (non-rep.); deters new building site, parking
2A	749 (Post Office)	component	2,706		2,706			1944; Type Q (non-rep.); deters parking
2A	761 (Stores)	component	6,025		6,025			1944; Type Q (non-rep.); deters parking
2A	789 (Electrical Distribution)	component	589		589			1942; Type E (rep.); deters parking
2B	535 (Public Works Shops)	notable	49,866	49,866	29,866		LIGHT INDUSTRIAL	1941; Type Q (rep.); Partial-Demolition & Relocation; deters street
2B	409 (Scrap Metal Warehouse)	component	6,000		6,000			1921; Type K (rep.); deters new building site, parking
2B	455 (Storage)	component/notable	31,160		31,160			1929; Type L (rep.); deters new building site, site access, parking
2B	489 (Warehouse)	component	28,800		28,800			1936; Type L (rep.); deters new building site, site access, parking
3A	485 (Administration)	notable	3,400	3,400			COMMERCIAL	Visitor's Center
3A	487 (Motion Picture Exchange)	notable	2,613	2,613			COMMERCIAL	Retail
3A	Causeway	notable	NA				INFRASTRUCTURE	
3A	Quay	notable	NA				INDUSTRIAL	
3A	599 (Metal Storehouse)	notable	112,500	112,500	442,500		WAREHOUSE	1942; Type O (rep.); deters site access, parking
3A	461 (Battery Repair Shop)	component	39,847		39,847			1932; Type M (rep.); deters street network, site access, parking
3A	471 (Diesel Fuel Storage)	component	362		362			1934; Type P (non rep); deters new building site
3A	515 (Submarine Service Bldg)	component	9,815		9,815			1941; Type O (rep); deters new building site
3A	541 (Electrical Substation)	component	1,584		1,584			1941; Type E (rep); deters new building site
3A	689 (Submarine Repair Bldg)	component	14,494		14,494			1943; Type O (rep); deters parking
3A	693 (Fuel Oil Pump/Storage)	component	248		248			1943; Type E (rep); deters parking
3A	757 (Torpedo Storehouse)	component	6,375	6,375	6,375		OFFICE/R&D/LIGHT INDU	1942; Type J (rep); deters site access, parking
3A	845 (Diesel Oil Pump/Storage)	component	186	186	486		OFFICE/R&D/LIGHT INDU	1944; Type E (rep); deters parking
3A	S11-01 (Bomb Shelter)	component	1,960	1,960	4,960		OFFICE/R&D/LIGHT INDU	1942; Type F (rep); deters parking
3A	S11-04 (Bomb Shelter)	component	1,960		1,960			1942; Type F (rep); deters parking
3B	229 (US Med Supply Depot)	notable	39,800	39,800			OFFICE/R&D	
3B	497 (Dispensary)	notable	15,114	15,114			OFFICE/R&D	
3B	521 (Administrative Offices)	notable	76,342	76,342			OFFICE/R&D	
3B	Quay (Quay/Walls/Berth)	notable	NA	NA				
3B	73 (Storage)	notable	10,800	10,800			LIGHT INDUSTRIAL	
3B	101 (Shop)	notable	26,640	26,640			LIGHT INDUSTRIAL	
3B	103 (Disbursing Office)	notable	5,156	5,156			LIGHT INDUSTRIAL	
3B	111 (Storage)	notable	11,340	11,340			LIGHT INDUSTRIAL	
3B	121 (Power Plant)	notable	50,713	50,713			LIGHT INDUSTRIAL	
3B	165 (Shop)	notable	15,550	15,550			LIGHT INDUSTRIAL	
3B	207 (Storage)	notable	50,000	50,000			LIGHT INDUSTRIAL	
3B	221 (Storage)	notable	64,000	64,000			LIGHT INDUSTRIAL	
3B	223 (Storage)	notable	18,000	18,000			LIGHT INDUSTRIAL	
3B	253 (Supply Dept.)	notable	56,514	56,514			LIGHT INDUSTRIAL	

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	Demolition	Total	Land Use	Comments
3B	801 (Electric Substation)	component	4,176		4,176			1940; Type E (rep); deters parking
3B	855 (Electric Shop)	component	2,236		2,236			1925; Type O (rep); deters parking
3B	S22-01	component	432		432			1942; Type F (rep); deters street network
4	47 (Admin Bldg)	landmark	26,940	26,940			OFFICE/R&D	
4	47A (Admin & Office)	notable	13,800	13,800			OFFICE/R&D	
4	C (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	D (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	E (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	G (Officer's Quarters)	landmark	2,680	2,680			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	H (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	J (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	K (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	L (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	M (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	N (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	O (Officer's Quarters)	landmark	7,358	7,358			OFFICE/R&D/RESIDENTIAL	Mansion (Captains Row)
4	A-I (Garage)	notable	610	610			PARKING	
4	A-J (Greenhouse/Shed)	notable	207	207			RES/GARDEN	
4	B-G (Garage)	notable	416	416			PARKING	
4	E-D (Storage)	notable	170	170			STORAGE	
4	H-B (Garage)	notable	400	400			PARKING	
4	K-L (Garage)	notable	593	593			PARKING	
4	A-A (Detached Quarters)	notable	672	672			RESIDENTIAL	
4	C-A (Quarters)	notable	700	700			RESIDENTIAL	
4	E-F (Quarters)	notable	985	985			RESIDENTIAL	
4	J-E (Quarters)	notable	640	640			RESIDENTIAL	
4	E-C (Quarters)	notable	1,200	1,200			RESIDENTIAL	
4	Farragut Plaza (Plaza Landscape)	notable	NA	NA			OPEN SPACE	
4	Officer's Row (Row Landscape)	notable	NA	NA			OPEN SPACE	
4	Alden Park & Bandshell (Landscape)	notable	NA	NA			OPEN SPACE	
4	116 (Shop)	notable	29,000	29,000			LIGHT INDUSTRIAL	
4	164 (Shop)	notable	7,400	7,400			LIGHT INDUSTRIAL	
4	46 (Smithery)	landmark	49,710	49,710			CIVIC/EDUCATIONAL	MIHPF Museum
4	104 (St. Peter's Chapel)	landmark	3,218	3,218			CIVIC/EDUCATIONAL	Chapel
4	Chapel Park (Park Landscape)	notable	NA	NA			OPEN SPACE	
4	110 (Pumphouse)	notable	2,516	2,516			CIVIC/EDUCATIONAL	Utility - Drydock Pumphouse
4	235 (Offices/Printing Plant)	notable	7,800	7,800			CIVIC/EDUCATIONAL	
4	624 (Latrine)	component	1,122	0			CIVIC/EDUCATIONAL	Toilets (1,122 sf); retained with no development reuse
4	634 (Laundry/Locker Room)	component	743	0			COMMERCIAL	1932; Utility (743 sf); retained with no development reuse
4	654 (Pumphouse)	component	795	0			COMMERCIAL	1926; Utility Pumphouse (795 sf); retained with no development reuse
4	A (Officer's Quarters)	landmark	10,401	10,401			CIVIC/EDUCATIONAL	MIHPF Museum
4	B (Officer's Quarters)	landmark	7,358	7,358			CIVIC/EDUCATIONAL	MIHPF Museum
4	DD1 (Dry Dock)	landmark	NA	NA			CIVIC/EDUCATIONAL	
4	56 (Bandstand)	notable	304	0			CIVIC/EDUCATIONAL	
4	45 (School for Apprentices)	notable	8,200	8,200			COMMERCIAL	Visitor-Serving Retail on ground floor; live-work above
4	50 (Shop)	notable	8,450	8,450			COMMERCIAL	Visitor-Serving Retail
4	52 (Shop)	notable	21,000	21,000			COMMERCIAL	Visitor-Serving Retail

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	Demolition	Total	Land Use	Comments
4	S33-28 (Bomb Shelter)	component	1,310	14,210	1,310		COMMERCIAL	1942; Type F (rep); deters street network, park open space
4	S33-29 (Bomb Shelter)	component	1,960	37,400	1,960		LIGHT INDUSTRIAL	1942; Type F (rep); deters park open space
4	S33-30 (Bomb Shelter)	component	1,635	12,294	1,635		LIGHT INDUSTRIAL	1942; Type F (rep); deters park open space
5	88 (Stable)	landmark	14,210	14,210			COMMERCIAL	
5	106 (Shop)	notable	37,400	37,400			LIGHT INDUSTRIAL	
5	106A (Shop)	notable	12,294	12,294			LIGHT INDUSTRIAL	
5	114 (Mill)	notable	38,877	38,877			LIGHT INDUSTRIAL	
5	542 (Saw Dust Storage)	notable	361	361			LIGHT INDUSTRIAL	
5	670 (Production Shop)	notable	8,601	8,601			LIGHT INDUSTRIAL	
5	672 (Production Shop)	notable	9,400	9,400			LIGHT INDUSTRIAL	
5	674 (Production Shop)	notable	8,804	8,804			LIGHT INDUSTRIAL	
5	676 (Pattern Production)	notable	126,852	126,852			LIGHT INDUSTRIAL	
5	688 (Valve Testing)	notable	15,284	15,284			LIGHT INDUSTRIAL	
5	DD3 (Drydock)	notable	N/A	N/A			N/A	
5	DD4 (Drydock)	notable	N/A	N/A			N/A	Barge serving
5	Quay (Quay)	notable	N/A	N/A			N/A	Transportation serving
5	BS-2 (Bus Shelter)	component	1,128	0			N/A	sq. footage per arch. Study
5	118 (Shop)	notable	45,000	45,000			HEAVY INDUSTRIAL	
5	382 (Subassembly)	notable	30,600	30,600			HEAVY INDUSTRIAL	
5	386 (Forge Shop)	notable	84,135	84,135			HEAVY INDUSTRIAL	
5	388 (Structural Shop)	notable	69,800	69,800			HEAVY INDUSTRIAL	
5	390 (Shipfitting Shop)	notable	183,535	183,535			HEAVY INDUSTRIAL	
5	678 (Foundry)	notable	107,999	107,999			HEAVY INDUSTRIAL	
5	680 (Machine and Optical Shop)	notable	257,750	257,750			HEAVY INDUSTRIAL	
5	742 (Ordnance Machine Shop)	component	142,524	84,000			HEAVY INDUSTRIAL	Demo to small lean-to (3,000 sf) along eastern edge; remaining 55,524 sf retained but not used?
5	113 (Storage)	notable	21,130		21,130			1899; Type L (rep); deters site access, parking
5	206 (Rodman Annex Rec Center)	notable	17,900		17,900			1917; Type R (non-rep); deters landmark reuse, street access; parking
5	208 (School for Apprentices)	notable	24,846		24,846			1917; Type R (non-rep); deters landmark reuse, street access; parking
5	109 (Pumphouse #2)	component	2,000		2,000			1940; Type E (rep); deters laydown area
5	180 (Scrap Brass Bins)	component	1,881		1,881			1916; Type K (rep); deters laydown area, parking
5	302 (Offices)	component	2,650		2,650			1917; Type R (non-rep); deters saydown area, parking
5	390A (Women's Latrine)	component	521		521			1942; Type G (rep); deters laydown area; parking
5	592 (Transformer House)	component	144		144			1927; Type E (rep); deters laydown area, site access, parking
5	702 (Pig Metal Storage)	component	7,500		7,500			1941; Type L (rep); deters parking
5	720 (Finger Piers Service Bldg)	component	6,147		6,147			1941; Type R (non-rep); deters laydown area; parking
5	728 (Electrical Distribution)	component	780		780			1941; Type E (rep); deters laydown area, parking
5	728A (Storage)	component	1,802		1,802			1943; Type K (rep); deters laydown area, parking
5	730 (Electrical Distribution)	component	1,620		1,620			1941; Type E (rep); deters laydown area, parking
5	732 (Electric Distribution Center)	component	3,094		3,094			1941; Type E (rep); deters laydown area, parking
5	738 (Propeller Shop)	component	20,395		20,395			1942; Type O (rep); deters new building site
5	742A (Ordnance Machine Shop)	component	1,452		1,452			1942; Type G (rep); deters street network
5	766 (Office/Latrine)	component	4,200		4,200			1942; Type G (rep); deters laydown area; parking
5	788 (Storage)	component	8,000		8,000			1942; Type K (rep); deters laydown area, parking
5	804 (Wire and Fuel Testing)	component	1,386		1,386			1943; Type O (rep); deters landmark reuse, parking

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	Demolition	Total	Land Use	Comments
6	160A (Garage)	component	576		576			1941; Type B (rep); deters street network
6	376 (Dispensary/Radio Sta. Barracks)	component	3,000		3,000			1920; Type D (non-rep); deters street network, housing
6	376A (Enlisted Quarters)	component	3,094		3,094			1941; Type C (non-rep); deters street network, housing
6	429A (Garage)	component	488		488			1940; Type B (rep); deters housing
6	435 (Garage/Storage)	component	2,055		2,055			1922; Type B (rep); deters street network
6	475 (Concrete Mixing Plant)	component	2,267		2,267			1934; Type O (rep); deters street network
6	511 (Garage)	component	6,182		6,182			1939; Type B (rep); deters housing
6	529 (Motor Vehicle Storage)	component	14,400		14,400			1942; Type K (rep); deters housing
6	531 (Vehicle Repair)	component	15,400		15,400			1942; Type O (rep); deters street network, housing
6	563 (Radio Sta. Support Quarters)	component	9,679		9,679			1941; Type C (non-rep); deters street network
6	645 (Undergrd Fresh Water Tank)	component	NA		NA			1943; Type H (non-rep); deters housing
6	671 (Electrical Substation)	component	960		960			1942; Type E (rep); deters housing
6	781 (Transformer Station)	component	4,498		4,498			1943; Type E (rep); deters street network
6	803 (Storage)	component	1,840		1,840			1945; Type K (rep); deters housing
6	811 (Locomotive Maintenance)	component	1,050		1,050			1944; Type O (rep); deters street network
6	L-F (Garage)	component notable	420		420			1920; Type B (rep); deters housing
6	M-7A (Garage)	component	228	228	228			1916; Type B (rep); deters housing
6	M-D (Garage)	component notable	546		546			1920; Type B (rep); deters housing
6	M-H (Garage/Quarters)	component notable	1,092		1,092			1920; Type D-A (non-rep); deters housing (incompatible type)
6	O-B (Servants Quarters)	component notable	721		721			1935; Type A (non-rep); deters housing (incompatible type)
6	O-F (Garage)	notable	286		286			1900; Type B (rep); deters street network
6	P-D (Garage)	notable	910		910			1944; Type B (rep); deters housing
6	QA 1/2 - QA 19/20 (Garage/duplex)	10 components	16,100		16,100			1942; Type C (rep); deters housing (incompatible type); 10 pairs (20 du)
6	R (Officer's Quarters)	notable	1,507		1,507			1898; Type A (non-rep); deters housing (incompatible type)
6	R-G (Garage)	component	940		940			1873; Type A (non-rep); deters housing (incompatible type)
6	S24-04 (Bomb Shelter)	component	432		432			1942; Type F (rep); deters park open space
6	S-B (Garage)	component	600		600			1935; Type B (rep); deters street network
6	T-A (Garage)	component notable	458		458			1934; Type B (rep); deters housing
6	U-B (Garage)	component notable	572		572			1924; Type B (rep); deters housing
6	U-D (Garage)	component notable	565		565			1920; Type B (rep); deters housing
8	84/84A (Prison Warehouse)	2 notables	36,378	du			RESIDENTIAL	22 du in Brig
8	M-2 (Officer's Quarters)	landmark	5,238	du			RESIDENTIAL	Existing single family home, relocated
8	M-3/M-4 (Officer's Quarters, duplx)	2 landmarks	9,000	du			RESIDENTIAL	Existing single family home, relocated
8	M-5 (Officer's Quarters)	landmark	5,713	du			RESIDENTIAL	Existing single family home, relocated
8	M-37 (Barracks)	notable	75,000	du			RESIDENTIAL	30 du in Marine Barracks
8	H-4 (Med Officer's Quarters)	notable	1,750	du			RESIDENTIAL	Existing single family home
8	H-5 (Med Officer's Quarters)	notable	1,750	du			RESIDENTIAL	Existing single family home
8	H-6 (Garage)	notable	651	651	651		RESIDENTIAL GARAGE	1926; Type B (Rep); COA approved for Retention
8	M-1 (Marine Officer's Quarters)	landmark	8,772	du			RESIDENTIAL	Existing single family home
8	M-1 (Landscape (Landscape))	notable	NA	NA			OPEN SPACE	
8	Palms along Cedar (Landscape)	notable	NA	NA			OPEN SPACE	
8	Parade Ground (Landscape)	notable	NA	NA			OPEN SPACE	
8	Clubhouse Drive Park (Landscape)	notable	NA	NA			OPEN SPACE	
8	764 (Dental Clinic)	component	10,792		10,792			1942; Type P (non-rep); deters street network
8	FA-3 (First Aid Station)	component	1,572		1,572			1942; Type F (rep); deters housing
8	M-1A (Servants Quarters)	component notable	694		694			1938; Type A (non-rep); deters housing (incompatible type)

Appendix B.3

Historic Resources Catalogue



ADOPTED – DECEMBER 2005
AMENDED – JUNE 2007

PUBLIC REVIEW DRAFT: JUNE 11, 2007

**PROPOSED 2007
MARE ISLAND SPECIFIC PLAN AMENDMENT II
REVIEW GUIDE**

Attached are red-lined changes that have been made to **Appendix B.3 Historic Resources Catalogue of the 2005 Mare Island Specific Plan**. Only those pages that have been amended are included. (Revised 6/7/07)

Table 1: Buildings Reclassified as a Notable Resource

	Settlement Agmt. Section	Reuse Area	Building	ERA	Building Type	Size
1.	6 (1)	2B	455	4	L- Storage	31,160
2.	7 (1)	3B	259	3	Storage	24,200
3.	7 (4)	5	766	4	G - Latrine	4,200
4.	7 (4)	5	BS-3	5	H - Other Infrastructure	1,128
5.	7 (5)	5	S32-06	5	F - Bomb Shelter	1,310
6.	7 (6)	6	L-F	4	B - Residential Garage/Shed	420
7.	7 (6)	6	M-D	4	B - Residential Garage/Shed	546
8.	7 (6)	6	N-H	4	A - Residential	1,092
9.	7 (6)	6	O-B	4	A - Residential Servants Quarters	721
10.	7 (8)	6	6-D	3	B - Residential Garage/Shed	765
11.	7 (8)	6	T-A	4	B- Residential Garage/Shed	458
12.	7 (8)	6	U-B	4	B - Residential Garage/Shed	572
13.	7 (8)	6	U-D	4	B - Residential Garage/Shed	565
14.	7 (9)	8	H-64 ¹	4	B - Residential Garage/Shed	651
15.	7 (9)	8	M-001A	4	A - Residential Servants Quarters	694
16.	7 (9)	8	M-001C	4	B - Residential Garage/Shed	680

Notes: 1 - Previously classified as a Notable; no reclassification is required.

INDEX BY
RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
0006	6	Quarters	Notable	1915	A - Single-family residential
0006D	6	Garage	Component	1915	B - Residential garage/shed
0006E	6	Storage	Component	1938	B - Residential garage/shed
0017	6	Quarters	City Landmark	1898	A - Single-family residential
0017B	6	Garage	Component	1935	B - Residential garage/shed
0017C	6	Garage	Component	1930	B - Residential garage/shed
0019	6	Quarters	City Landmark	1898	A - Single-family residential
0019A	6	Garage	Component	1930	B - Residential garage/shed
0021	6	Quarters	City Landmark	1898	A - Single-family residential
0029	6	Quarters	City Landmark	1897	A - Single-family residential
0029A	6	Garage	Component	1933	B - Residential garage/shed
0029G	6	Garage	Component	1932	B - Residential garage/shed
0045	4	School for Apprentices	Notable	1864	P - Masonry Administrative, Institutional, or Commercial
0046	4	Smithery	City Landmark	1856	M - Masonry Industrial Shops
0047	4	Administration Building	City Landmark	1870	P - Masonry Administrative, Institutional, or Commercial
0047A	4	Administration and Office Building	Notable	1917	P - Masonry Administrative, Institutional, or Commercial
0050	4	Shop	Notable	1871	M - Masonry Industrial Shops
0052	4	Shop	Notable	1873	M - Masonry Industrial Shops
0056	4	Bandstand	Notable	1895	Q - Wooden Administrative, Institutional, or Commercial
0065	4	School for apprentices	Notable	1901	P - Masonry Administrative, Institutional, or Commercial
0069	3B	Supply warehouse	City Landmark	1865	J - Masonry Industrial/Ordinance Storage or Warehouse
0071	3B	Storage	Notable	1858	J - Masonry Industrial/Ordinance Storage or Warehouse
0073	3B	Storage	Notable	1898	J - Masonry Industrial/Ordinance Storage or Warehouse
0077	3B	Ordinance storage	Notable	1870	J - Masonry Industrial/Ordinance Storage or Warehouse
0077A	3B	Latrine	Component	1906	G - Latrine
0084	8	Prison	Notable	1909	P - Masonry Administrative, Institutional, or Commercial
0084A	8	Warehouse	Notable	1939	J - Masonry Industrial/Ordinance Storage or Warehouse
0085	3B	Foundry	City Landmark	1858	M - Masonry Industrial Shops
0087	3B	Machine shop	City Landmark	1858	M - Masonry Industrial Shops
0088	5	Stable	City Landmark	1862	J - Masonry Industrial/Ordinance Storage or Warehouse
0089	3B	Boiler shop	City Landmark	1858	M - Masonry Industrial Shops
0091	3B	Boiler shop	City Landmark	1858	M - Masonry Industrial Shops

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RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
0239	3B	Storage supply depot	Component	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
0251	3B	Shop	Component	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0253	3B	Supply department	Notable	1918	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
0255	4	Transformer house	Component	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0257	3B	Storage	Notable	1911	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
0259	3B	Storage	Component/Notable	1911	K - Wooden Industrial/Ordinance Storage or Warehouse
0261	3B	Latrine	Component	1918	G - Latrine
0271	3B	Shop	Notable	1918	M - Masonry Industrial Shops
0273	3B	Shops	Notable	1921	M - Masonry Industrial Shops
0302	5	Offices	Component	1917	R - Metal-Clad Administrative, Institutional, or Commercial
0334	4	Offices	Notable	1918	P - Masonry Administrative, Institutional, or Commercial
0373	3B	Storage	Component	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
0376	6	Dispensary/Radio station barracks	Component	1920	D - Barracks
0376A	6	Enlisted quarters	Component	1941	C - Duplex and multi-family residential
0382	5	Sub assembly	Notable	1941	O - Metal-Clad Industrial Shops
0386	5	Forge Shop	Notable	1922	M - Masonry Industrial Shops
0387	3B	Storage/offices	Component	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
0388	5	Structural Shop	Notable	1922	M - Masonry Industrial Shops
0390	5	Shipfitting shop	Notable	1922	M - Masonry Industrial Shops
0390A	5	Women's Latrine	Component	1942	G - Latrine
0409	2B	Scrap metal warehouse	Component	1921	K - Wooden Industrial/Ordinance Storage or Warehouse
0411	6	Quarters	Notable	1921	C - Duplex and multi-family residential
0417	3B	Medical supply depot	2	1922	R - Metal-Clad Administrative, Institutional, or Commercial
0420	6	Quarters	Notable	1921	A - Single-family residential
0429	6	Quarters	Notable	1921	A - Single-family residential
0429A	6	Storage	Component	1940	B - Residential garage/shed
0431	6	Quarters	Notable	1921	A - Single-family residential
0433	6	Radio Station	Notable	1922	P - Masonry Administrative, Institutional, or Commercial
0435	6	Garage/storage	Component	1922	B - Residential garage/shed
0455	2B	Storage	Component/Notable	1929	L - Metal-Clad Industrial/Ordinance Storage or Warehouse

INDEX BY
RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
0732	5	Electric Distribution Center	Component	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0733	6	WAVES officer's quarters	Component	1944	D - Barracks
0737	6	WAVES subsistence	Component	1944	D - Barracks
0738	5	Propeller shop	Component	1942	O - Metal-Clad Industrial Shops
0742	5	Ordnance machine shop	Notable	1942	M - Masonry Industrial Shops
0742A	5	Latrine	Component	1942	G - Latrine
0749	2A	Post Office	Component	1944	Q - Wooden Administrative, Institutional, or Commercial
0757	3A	Torpedo storehouse	Component	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
0761	2A	Stores	Component	1944	Q - Wooden Administrative, Institutional, or Commercial
0764	8	Dental clinic	Component	1942	P - Masonry Administrative, Institutional, or Commercial
0766	5	Office/latrine	Component/Notable	1942	G - Latrine
0781	6	Transformer station	Component	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0788	5	Storage	Component	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
0789	2A	Electrical distribution	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0801	3B	Electric substation	Component	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0803	6	Storage	Component	1945	K - Wooden Industrial/Ordinance Storage or Warehouse
0804	5	Wire and fuel testing	Component	1943	O - Metal-Clad Industrial Shops
0810	5	Paint/rubber factory	Component	1943	O - Metal-Clad Industrial Shops
0811	6	Locomotive cleaning and maintenance	Component	1944	O - Metal-Clad Industrial Shops
0814	5	Facilities for cleaning ...damaged machinery	Component	1945	X - Not Extant
0822	5	Power station	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0828	5	Power station	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0830	5	Electrical substation	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0834	4	Electrical distribution	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0845	3A	Diesel oil pumphouse	Component	1944	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0854	4	Pumphouse	Component	1926	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
0855	3B	Electrical shop	Component	1925	O - Metal-Clad Industrial Shops
0858	5	Latrine	Component	1942	G - Latrine

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RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
A224	10A	Ordnance storage	Component	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
A225	10A	Ordnance storage	Component	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
A248	10A	20 mm filling house	Notable	1942	M - Masonry Industrial Shops
A256	10A	Ordnance storage	Notable	1943	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
A258	10A	Inert material storage	Notable	1943	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
A260	10A	Electrical distribution center	Component	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
A265	10A	High explosive "D" sifting building	Component	1944	X - Not Extant
A266	10A	Joiner and machine shop	Notable	1945	M - Masonry Industrial Shops
A271	10A	Vacuum system house	Notable	1944	H- Other Infrastructure
A272	10B	Sentry house	Component	1942	H- Other Infrastructure
A276	10A	Fire alarm tower	Component	1942	H- Other Infrastructure
A279	10B	Sentry house	Component	1942	H- Other Infrastructure
A-A	4	Detached quarters	Notable	1908	C - Duplex and multi-family residential
A-I	4	Garage	Notable	1930	B - Residential garage/shed
A-J	4	Greenhouse	Notable	1920	B - Residential garage/shed
Alden Park and Bandshell	4	Alden Park Landscape	Notable	1886	I - Landscape
B	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
B-G	4	Garage	Notable	1930	B - Residential garage/shed
BS2	5	Bus shelter	Component	1942	H- Other Infrastructure
BS3	5	Bus shelter	Component/Notable	1942	H- Other Infrastructure
C	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
C-A	4	Quarters	Notable	1908	A - Single-family residential
Causeway	3A	Causeway	Notable	1935	S - Berths/Quays/Causeways
Chapel Park	4	Chapel Park Landscape	Notable	1908	I - Landscape
C-J	4	Garage	Notable	1930	B - Residential garage/shed
D	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
DD1	4	Drydock 1	City Landmark	1891	S - Berths/Quays/Causeways
DD2	4	Drydock 2	Notable	1910	S - Berths/Quays/Causeways
DD3	5	Drydock 3	Notable	1940	S - Berths/Quays/Causeways
DD4	5	Drydock 4	Notable	1942	S - Berths/Quays/Causeways
D-G	4	Garage	Notable	1943	B - Residential garage/shed
E	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
E-C	4	Garage	Notable	1910	B - Residential garage/shed
E-D	4	Storage	Notable	1930	B - Residential garage/shed
E-F	4	Servant's Quarters	Notable	1920	A - Single-family residential
F	6	Officer's Quarters	Notable	1941	A - Single-family residential
FA-03	8	First aid station	Component	1942	F - Bomb Shelter

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RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
J-E	4	Garage	Notable	1900	B - Residential garage/shed
K	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
K-L	4	Garage	Notable	1919	B - Residential garage/shed
L	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
Landscape	8	M1 Landscape	Notable	ND	I - Landscape
Landscape	8	Palm trees along Cedar Avenue	Notable	1900	I - Landscape
Landscape	8	Clubhouse Drive Park	Notable	1894	I - Landscape
Landscape	8	Parade Ground	Notable	1917	I - Landscape
L-F	6	Garage	ComponentNotable	1920	B - Residential garage/shed
M	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
M-001	8	Marine Officer's Quarters	City Landmark	1870	A - Single-family residential
M-001A	8	Servant's Quarters	ComponentNotable	1938	A - Single-family residential
M-001C	8	Garage	ComponentNotable	1938	B - Residential garage/shed
M-002	8	Officer's Quarters	City Landmark	1888	A - Single-family residential
M-003	8	Officer's Quarters (duplex with M4 right)	City Landmark	1888	C - Duplex and multi-family residential
M-004	8	Officer's Quarters (duplex with M3 left)	City Landmark	1888	C - Duplex and multi-family residential
M-005	8	Officer's Quarters	City Landmark	1888	A - Single-family residential
M-007	6	Quarters	Notable	1915	A - Single-family residential
M-007A	6	Garage	Component	1915	B - Residential garage/shed
M-031	8	Bakery	Component	1941	P - Masonry Administrative, Institutional, or Commercial
M-037	8	Barracks	Notable	1917	D - Barracks
M-060	8	Garage	Component	1938	B - Residential garage/shed
M-063	8	Garage	Component	1910	B - Residential garage/shed
M-125	8	Garage	Component	1942	B - Residential garage/shed
M-126	8	Garage	Component	1942	B - Residential garage/shed
M-D	6	Garage	ComponentNotable	1920	B - Residential garage/shed
N	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
N-H	6	Garage / Quarters	ComponentNotable	1920	D - Barracks
O	4	Officer's Quarters	City Landmark	1900	A - Single-family residential
O-B	6	Servant's Quarters	ComponentNotable	1935	A - Single-family residential
O-F	6	Garage	Component	1900	B - Residential garage/shed
Officer's Row	4	Officer's Row Landscape	Notable	ND	I - Landscape
P	6	Boatswain's House	Notable	1873	A - Single-family residential
P-D	6	Garage	Component	1944	B - Residential garage/shed
Q 01/02	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 03/04	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 05/06	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 07/08	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 09/10	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 11/12	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 13/14	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential

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RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
Q 15/16	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 17/18	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
Q 19/20	6	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
QA 01/02	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 03/04	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 05/06	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 07/08	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 09/10	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 11/12	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 13/14	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 15/16	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 17/18	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
QA 19/20	6	Officer's quarters	Component	1942	C - Duplex and multi-family residential
Quay	3A	Quay Wall/Berths 2-6	Notable	1924	S - Berths/Quays/Causeways
Quay	5	Quay Wall/Berths 13-19	Notable	1924	S - Berths/Quays/Causeways
Quay	3B	Quay Wall/Berths 7-10	Notable	1924	S - Berths/Quays/Causeways
Quay	4	Quay Wall/Berths	Notable	1924	S - Berths/Quays/Causeways
R	6	Officer's Quarters	Notable	1898	A - Single-family residential
R-G	6	Garage	Component	1920	B - Residential garage/shed
S	6	Officer's Quarters	Notable	1898	A - Single-family residential
S11-01	3A	Bomb shelter	Component	1942	F - Bomb Shelter
S11-04	3A	Bomb shelter	Component	1942	F - Bomb Shelter
S22-01	3B	Bomb shelter	Component	1942	F - Bomb Shelter
S23-01	4	Bomb shelter	Component	1942	F - Bomb Shelter
S23-02	4	Bomb shelter	Component	1942	F - Bomb Shelter
S24-04	6	Bomb shelter	Component	1942	F - Bomb Shelter
S32-05	5	Bomb shelter	Component	1942	F - Bomb Shelter
S32-06	5	Bomb shelter	Component/Notable	1942	F - Bomb Shelter
S33-05	5	Bomb shelter	Component	1942	F - Bomb Shelter
S33-06	5	Bomb shelter	Component	1942	F - Bomb Shelter
S33-07	5	Bomb shelter	Component	1942	F - Bomb Shelter
S33-10	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-11	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-12	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-13	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-14	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-15	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-16	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-17	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-18	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-19	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-20	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-21	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-22	4	Bomb shelter	Component	1942	F - Bomb Shelter

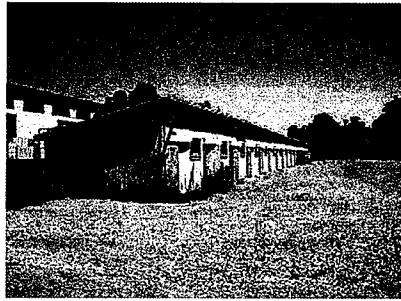
INDEX BY
RESOURCE NUMBER

Resource Number	Area	Resource Name	Classification	Date	Type
S33-23	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-24	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-25	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-26	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-27	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-28	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-29	4	Bomb shelter	Component	1942	F - Bomb Shelter
S33-30	4	Bomb shelter	Component	1942	F - Bomb Shelter
S34-02	5	Bomb shelter	Component	1942	F - Bomb Shelter
S-B	6	Garage	Component	1935	B - Residential garage/shed
T-A	6	Garage	ComponentNotable	1934	B - Residential garage/shed
U	6	Officer's Quarters	Notable	1921	A - Single-family residential
U-B	6	Garage	ComponentNotable	1924	B - Residential garage/shed
U-D	6	Servant's Quarters	ComponentNotable	1920	A - Single-family residential
Ways 1	4	Ways	Notable	1926	S - Berths/Quays/Causeways
Ways 2	4	Ways	Notable	1916	S - Berths/Quays/Causeways

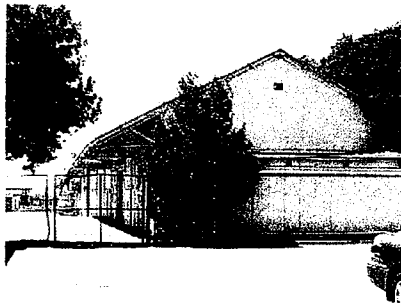
Area 2B - West Industrial Area

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Area	Resource Number	Resource Name	Classification	Date	Type
2B	0409	Scrap metal warehouse	Component	1921	K - Wooden Industrial/Ordinance Storage or Warehouse
2B	0455	Storage	Component/Notable	1929	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
2B	0489	Warehouse	Component	1936	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
2B	0535	Public Works shops	Notable	1941	O - Metal-Clad Industrial Shops



Area 2B **Resource number** 0409
Resource name Scrap metal warehouse
Classification Component **Repetitive resource** K
Type K - Wooden Industrial/Ordinance Storage or Warehouse
Architectural style Utilitarian **Stories** 1
Construction date 1921 **Square feet** 6,000
DPR form yes no **Era** 4



Area 2B **Resource number** 0455
Resource name Storage
Classification Notable **Repetitive resource** L
Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Architectural style Utilitarian **Stories** 1
Construction date 1929 **Square feet** 31,160
DPR form yes no **Era** 4

Section 7, Page 43 National Register Registration Form: A 1929 structure, Building 455 is a storehouse for the Public Works Center. It is a single-story rectangular building with corrugated galvanized siding, the same material that covers the medium-pitch gable roof. It sits upon a raised concrete slab foundation. The are of Building 455 is 31,160 sf. It includes a variety of original wooden windows, most of which are fixed or hopper types.



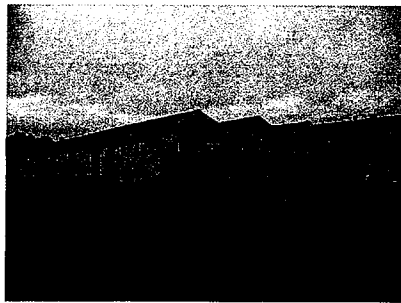
Area 2B **Resource number** 0489
Resource name Warehouse
Classification Component **Repetitive resource** L
Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Architectural style Utilitarian **Stories** 1
Construction date 1936 **Square feet** 28,800
DPR form yes no **Era** 4

Section 7, Page 44 National Register Registration Form: When built in 1936 Building 489 was designated a receiving warehouse. It is a one-story rectangular building providing some 28,800 sf of storage area. The exterior is clad in corrugated steel siding. The foundation is formed concrete. The roof is a low-pitch gable covered with asphalt and gravel. Both its north and south sides have a four-foot high loading ramp running the entire length of the building. Windows are fixed, banked in pairs in a continuous ribbon around the upper portion of the building. Doors are 12 foot high tongue and groove wood sliding on upper rails and side-hinged two panel wood that maintain the original warehouse appearance.

Area 3B - Mixed Use Area

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Area	Resource Number	Resource Name	Classification	Date	Type
3B	0207	Storage	Notable	1911	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0213	Storage	Component	1917	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0215	Storage	Notable	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0221	Storage	Notable	1917	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0223	Storage	Notable	1917	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0225	Plating & finishing	Component	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0227	Storage	Notable	1918	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	0227A	Shop stores warehouse	Notable	1941	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	0229	U.S. Medical Supply Depot	Notable	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0237	Storage	Notable	1918	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0239	Storage supply depot	Component	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0251	Shop	Component	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	0253	Supply department	Notable	1918	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0257	Storage	Notable	1911	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0259	Storage	Component/Notable	1911	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	0261	Latrine	Component	1918	G - Latrine
3B	0271	Shop	Notable	1918	M - Masonry Industrial Shops
3B	0273	Shops	Notable	1921	M - Masonry Industrial Shops
3B	0373	Storage	Component	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0387	Storage/offices	Component	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	0417	Medical supply depot	Notable	1922	R - Metal-Clad Administrative, Institutional, or Commercial
3B	0469	Paint storage	Component	1933	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	0483	Storage	Notable	1940	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	0493	Electrical substation	Component	1936	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	0497	Dispensary	Component	1938	P - Masonry Administrative, Institutional, or Commercial



Area 3B **Resource number** 0257
Resource name Storage
Classification Notable **Repetitive resource** L
Type L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Architectural style Utilitarian **Stories** 1
Construction date 1911 **Square feet** 36,000
DPR form yes no **Era** 3

Section 7, Page 29 National Register Registration Form: Building 257 was constructed in 1911 as a warehouse. It is a long one-story woodframe structure with four gable roof forms spanning its width. Its walls are clad with corrugated sheet iron. Later one-story wooden additions join the north wall and the west wall. Loading doorways spread along the sides of the framing order offer an interesting contrast to the concept of end entryways so prevalent at the time.



Area 3B **Resource number** 0259
Resource name Storage
Classification Notable **Repetitive resource** K
Type K - Wooden Industrial/Ordinance Storage or Warehouse
Architectural style Utilitarian **Stories** 1
Construction date 1911 **Square feet** 24,200
DPR form yes no **Era** 3

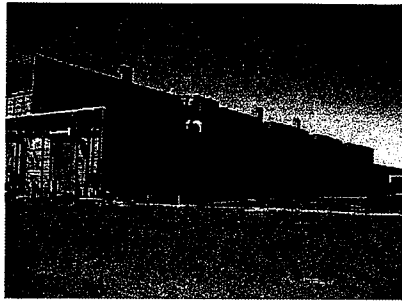


Area 3B **Resource number** 0261
Resource name Latrine
Classification Component **Repetitive resource** G
Type G - Latrine
Architectural style Utilitarian **Stories** 1
Construction date 1918 **Square feet** 1,100
DPR form yes no **Era** 3

Area 5 - Waterfront Industrial Park

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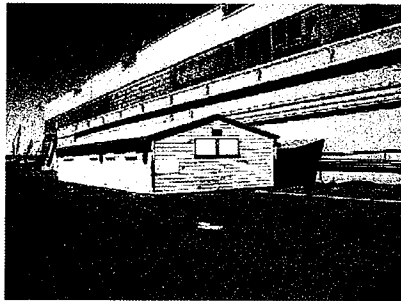
Area	Resource Number	Resource Name	Classification	Date	Type
5	0728A	Storage	Component	1943	K - Wooden Industrial/Ordinance Storage or Warehouse
5	0730	Electrical distribution	Component	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	0732	Electric Distribution Center	Component	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	0738	Propeller shop	Component	1942	O - Metal-Clad Industrial Shops
5	0742	Ordinance machine shop	Notable	1942	M - Masonry Industrial Shops
5	0742A	Latrine	Component	1942	G - Latrine
5	0766	Office/latrine	Component/Notable	1942	G - Latrine
5	0788	Storage	Component	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
5	0804	Wire and fuel testing	Component	1943	O - Metal-Clad Industrial Shops
5	0810	Paint/rubber factory	Component	1943	O - Metal-Clad Industrial Shops
5	0814	Facilities for cleaning ...damaged machinery	Component	1945	X - Not Extant
5	0822	Power station	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	0828	Power station	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	0830	Electrical substation	Component	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	0858	Latrine	Component	1942	G - Latrine
5	0874	Chemical storage area	Component	1943	X - Not Extant
5	BS2	Bus shelter	Component	1942	H- Other Infrastructure
5	BS3	Bus shelter	Component/Notable	1942	H- Other Infrastructure
5	DD3	Drydock 3	Notable	1940	S - Berths/Quays/Causeways
5	DD4	Drydock 4	Notable	1942	S - Berths/Quays/Causeways
5	FA-04	First aid station	Component	1942	F - Bomb Shelter
5	Quay	Quay Wall/Berths 13-19	Notable	1924	S - Berths/Quays/Causeways
5	S32-05	Bomb shelter	Component	1942	F - Bomb Shelter
5	S32-06	Bomb shelter	Component/Notable	1942	F - Bomb Shelter
5	S33-05	Bomb shelter	Component	1942	F - Bomb Shelter
5	S33-06	Bomb shelter	Component	1942	F - Bomb Shelter
5	S33-07	Bomb shelter	Component	1942	F - Bomb Shelter
5	S34-02	Bomb shelter	Component	1942	F - Bomb Shelter



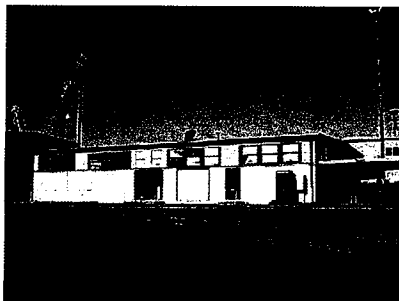
Area 5 **Resource number** 0742
Resource name Ordnance machine shop
Classification Notable **Repetitive resource** M
Type M - Masonry Industrial Shops
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 142,524
DPR form yes no **Era** 5

Section 7, Page 48 National Register Registration Form: Building 742 is one of Mare Island's huge World War II-era shop buildings. It is a rectangular building with an area of nearly 150,000 sf that originally served as an ordnance machine shop when completed in 1942. The building is constructed of reinforced concrete and corrugated steel sheathing supported by steel framing and a formed concrete foundation. The high central bay is topped by a shallow gable roof. The east and west side bays have flat roofs. All roofs are steel panels covered with asphalt and gravel. The windows are steel industrial sash. Subsequent uses of Building 742 include Tool Room and Plan Equipment Maintenance Group shop facilities, submarine battery storehouse, and Ocean Engineering shop spaces.

Photograph 35 National Register Registration Form



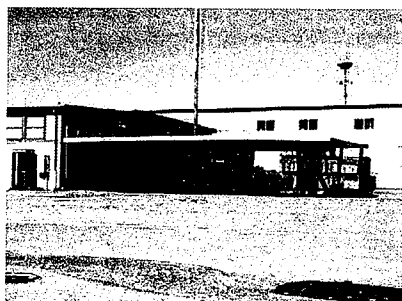
Area 5 **Resource number** 0742A
Resource name Latrine
Classification Component **Repetitive resource**
Type G - Latrine
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 1,452
DPR form yes no **Era** 5



Area 5 **Resource number** 0766
Resource name Office/latrine
Classification Notable **Repetitive resource** G
Type G - Latrine
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 4,200
DPR form yes no **Era** 5



Area 5 **Resource number** BS2
Resource name Bus shelter
Classification Component **Repetitive resource**
Type H- Other Infrastructure
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 1,128
DPR form yes no **Era** 5

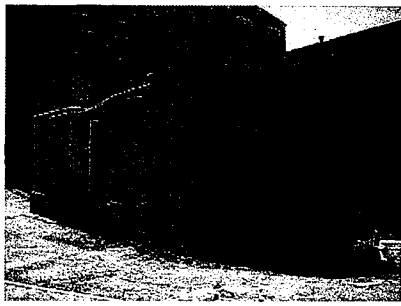


Area 5 **Resource number** BS3
Resource name Bus shelter
Classification Notable **Repetitive resource**
Type H- Other Infrastructure
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 1,128
DPR form yes no **Era** 5



Area 5 **Resource number** DD3
Resource name Drydock 3
Classification Notable **Repetitive resource**
Type S - Berths/Quays/Causeways
Architectural style Utilitarian **Stories** NA
Construction date 1940 **Square feet**
DPR form yes no **Era** 5

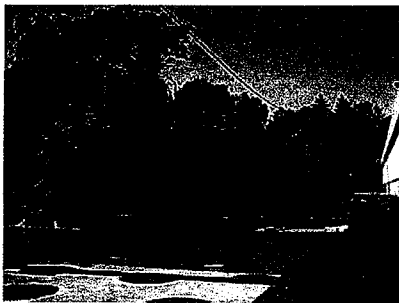
Section 7, Page 39 National Register Registration Form: Constructed by George Pollack, this third permanent drydock at Mare Island was begun in 1937 and completed in 1940. The chief engineer for the project of constructing the concrete structure was Edwin P. Davenport. In addition to building drydocks for the Navy at San Diego and Pearl Harbor, Davenport was involved in the constructing both towers and stringing the deck of the Golden Gate Bridge.



Area 5 **Resource number** S32-05
Resource name Bomb shelter
Classification Component **Repetitive resource** F
Type F - Bomb Shelter
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 665
DPR form yes no **Era** 5



Area 5 **Resource number** S32-06
Resource name Bomb shelter
Classification Notable **Repetitive resource** F
Type F - Bomb Shelter
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 1,310
DPR form yes no **Era** 5



Area 5 **Resource number** S33-05
Resource name Bomb shelter
Classification Component **Repetitive resource** F
Type F - Bomb Shelter
Architectural style Utilitarian **Stories** 1
Construction date 1942 **Square feet** 1,960
DPR form yes no **Era** 5

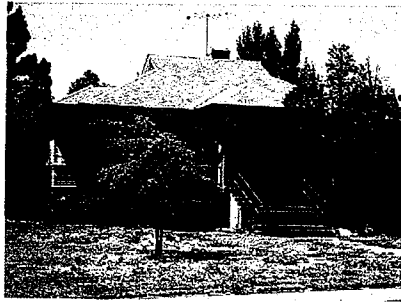
Area 6 - North Residential Village

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Area	Resource Number	Resource Name	Classification	Date	Type
6	0781	Transformer station	Component	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
6	0803	Storage	Component	1945	K - Wooden Industrial/Ordinance Storage or Warehouse
6	0811	Locomotive cleaning and maintenance	Component	1944	O - Metal-Clad Industrial Shops
6	F	Officer's Quarters	Notable	1941	A - Single-family residential
6	I-T	Officer's quarters	Notable	1900	C - Duplex and multi-family residential
6	L-F	Garage	Component/Notable	1920	B - Residential garage/shed
6	M-007	Quarters	Notable	1915	A - Single-family residential
6	M-007A	Garage	Component	1915	B - Residential garage/shed
6	M-D	Garage	Component/Notable	1920	B - Residential garage/shed
6	N-H	Garage / Quarters	Component/Notable	1920	D - Barracks
6	O-B	Servant's Quarters	Component/Notable	1935	A - Single-family residential
6	O-F	Garage	Component	1900	B - Residential garage/shed
6	P	Boatswain's House	Notable	1873	A - Single-family residential
6	P-D	Garage	Component	1944	B - Residential garage/shed
6	Q 01/02	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 03/04	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 05/06	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 07/08	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 09/10	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 11/12	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 13/14	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 15/16	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 17/18	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	Q 19/20	Officer's quarters	Notable	1942	C - Duplex and multi-family residential
6	QA 01/02	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 03/04	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 05/06	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 07/08	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 09/10	Officer's quarters	Component	1942	C - Duplex and multi-family residential

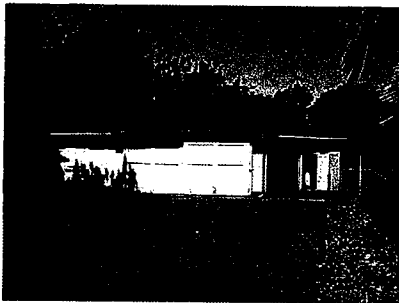
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Area	Resource Number	Resource Name	Classification	Date	Type
6	QA 11/12	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 13/14	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 15/16	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 17/18	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	QA 19/20	Officer's quarters	Component	1942	C - Duplex and multi-family residential
6	R	Officer's Quarters	Notable	1898	A - Single-family residential
6	R-G	Garage	Component	1920	B - Residential garage/shed
6	S	Officer's Quarters	Notable	1898	A - Single-family residential
6	S-B	Garage	Component	1935	B - Residential garage/shed
6	S24-04	Bomb shelter	Component	1942	F - Bomb Shelter
6	T-A	Garage	Component Notable	1934	B - Residential garage/shed
6	U	Officer's Quarters	Notable	1921	A - Single-family residential
6	U-B	Garage	Component Notable	1924	B - Residential garage/shed
6	U-D	Servant's Quarters	Component Notable	1920	A - Single-family residential

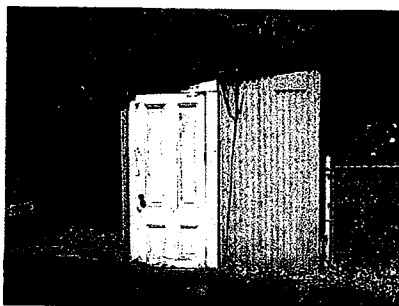


Area 6 Resource number 0006
 Resource name Quarters
 Classification Notable Repetitive resource
 Type A - Single-family residential
 Architectural style Vernacular Stories 1
 Construction date 1915 Square feet 1,583
 DPR form yes no Era 3

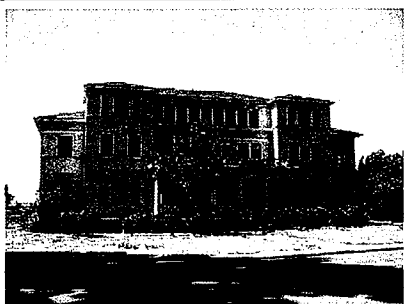
Section 7, Page 32 National Register Registration Form: These two nearly identical woodframe residences were built in 1915 as quarters for marine officers stationed at Mare Island. The single-story Colonial Revival buildings are clad in narrow clapboard siding and have a gable-on-hip roof. The roofs feature a broad overhang and boxed eaves. The buildings are supported on raised concrete foundations. Each house features a three-sided bay on both the north and south sides of the building. Windows are 1/1 double-hung sash. The main entrance into both structures features a hip roof porch supported by square columns with plain capitals. Building 6 features a rear addition not found on Building M7. Sited along the north side of the old Marine Corps parade ground, the relocation of buildings and subsequent new construction has isolated Buildings 6 and M7 from the rest of the Marine compound.



Area 6 Resource number 0006D
 Resource name Garage
 Classification Notable Repetitive resource B
 Type B - Residential garage/shed
 Architectural style Vernacular Stories 1
 Construction date 1915 Square feet 765
 DPR form yes no Era 3

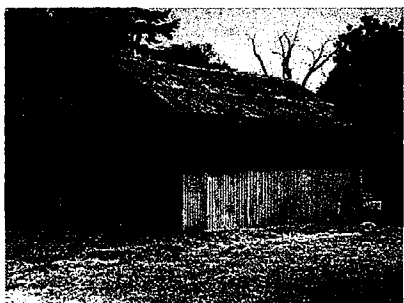


Area 6 Resource number 0006E
 Resource name Storage
 Classification Component Repetitive resource B
 Type B - Residential garage/shed
 Architectural style Vernacular Stories 1
 Construction date 1938 Square feet 70
 DPR form yes no Era 4



Area 6 **Resource number** I-T
Resource name Officer's quarters
Classification Notable **Repetitive resource**
Type C - Duplex and multi-family residential
Architectural style Classical Revival **Stories** 3
Construction date 1900 **Square feet** 9,162
DPR form yes no **Era** 3

Section 7, Page 34 National Register Registration Form: Building I-T is an H-shaped three-story woodframe building with hip roofs. The central portion of the second and third stories is recessed creating porch-like areas. The first story protrudes at the center to form a porch whose cover is supported by six fluted Doric columns. Apparently built to house bachelor officers, Building I-T now contains two sizable family apartments. It is yet another example of Hollyday's Classical Revival style. Bordering the Marine compound, its appearance is reminiscent of some of the Marine officers' quarters. The original construction took place in 1900.
 HABS Documentation - I-T

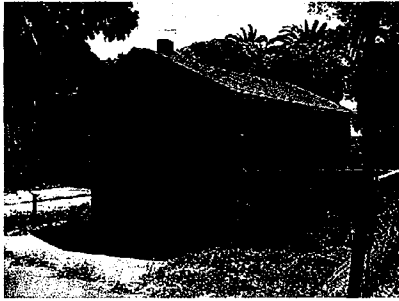


Area 6 **Resource number** L-F
Resource name Garage
Classification Notable **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1920 **Square feet** 420
DPR form yes no **Era** 4



Area 6 **Resource number** M-007
Resource name Quarters
Classification Notable **Repetitive resource**
Type A - Single-family residential
Architectural style Vernacular **Stories** 1
Construction date 1915 **Square feet** 1,682
DPR form yes no **Era** 3

Section 7, Page 32 National Register Registration Form: These two nearly identical woodframe residences were built in 1915 as quarters for marine officers stationed at Mare Island. The single-story Colonial Revival buildings are clad in narrow clapboard siding and have a gable-on-hip roof. The roofs feature a broad overhang and boxed eaves. The buildings are supported on raised concrete foundations. Each house features a three-sided bay on both the north and south sides of the building. Windows are 1/1 double-hung sash. The main entrance into both structures features a hip roof porch supported by square columns with plain capitals. Building 6 features a rear addition not found on Building M7. Sited along the north side of the old Marine Corps parade ground, the relocation of buildings and subsequent new construction has isolated Buildings 6 and M7 from the rest of the Marine compound.
 HABS Documentation - 017, 021, A025, A058, E-F, G, P, U-D



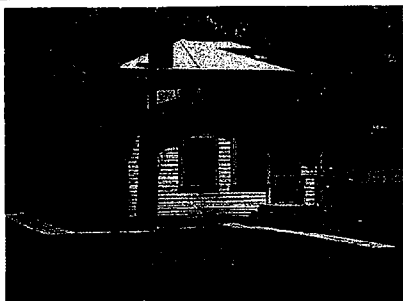
Area 6 **Resource number** M-007A
Resource name Garage
Classification Component **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1915 **Square feet** 228
DPR form yes no **Era** 3



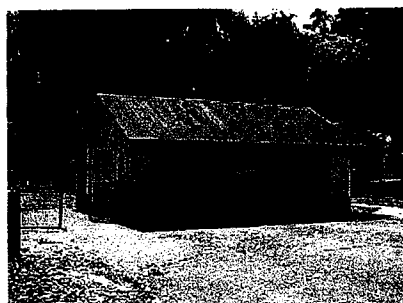
Area 6 **Resource number** M-D
Resource name Garage
Classification Notable **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1920 **Square feet** 546
DPR form yes no **Era** 4



Area 6 **Resource number** N-H
Resource name Garage / Quarters
Classification Notable **Repetitive resource**
Type D - Barracks
Architectural style Vernacular **Stories** 2
Construction date 1920 **Square feet** 1,092
DPR form yes no **Era** 4



Area 6 **Resource number** O-B
Resource name Servant's Quarters
Classification Notable **Repetitive resource**
Type A - Single-family residential
Architectural style Vernacular **Stories** 1
Construction date 1935 **Square feet** 721
DPR form yes no **Era** 4



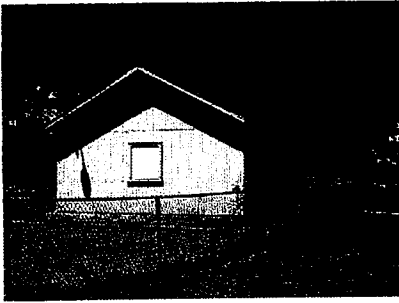
Area 6 **Resource number** O-F
Resource name Garage
Classification Component **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1900 **Square feet** 286
DPR form yes no **Era** 3



Area 6 **Resource number** P
Resource name Boatswain's House
Classification Notable **Repetitive resource**
Type A - Single-family residential
Architectural style Vernacular **Stories** 2
Construction date 1873 **Square feet** 2,534
DPR form yes no **Era** 2

Photograph 12 National Register Registration Form

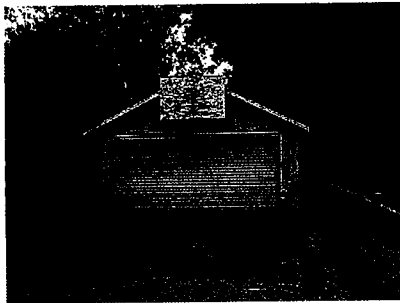
Section 7, Page 20 National Register Registration Form: Known as the boatswain's House since its construction in 1873, this essentially one-story vernacular frame dwelling takes advantage of a severe roof pitch to provide two upstairs rooms. It has been altered by a series of additions that include a flat-roofed kitchen in the rear and a small porch with square wooden collonettes and side railings. Its siting is in conformance with the Sanger Plan.



Area 6 **Resource number** S-B
Resource name Garage
Classification Component **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1935 **Square feet** 600
DPR form yes no **Era** 4



Area 6 **Resource number** S24-04
Resource name Bomb shelter
Classification Component **Repetitive resource** F
Type F - Bomb Shelter
Architectural style Utilitarian **Stories**
Construction date 1942 **Square feet** 432
DPR form yes no **Era** 5

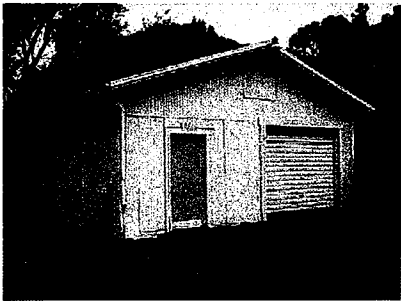


Area 6 **Resource number** T-A
Resource name Garage
Classification Notable **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1934 **Square feet** 458
DPR form yes no **Era** 4



Area 6 **Resource number** U
Resource name Officer's Quarters
Classification Notable **Repetitive resource**
Type A - Single-family residential
Architectural style Classical Revival **Stories** 2
Construction date 1921 **Square feet** 4,140
DPR form yes no **Era** 4

Section 7, Page 42 National Register Registration Form: Somewhat similar to Building I-T, Building U is a square two-story woodframe structure with a gable roof. The walls are clad with bevel siding. Paired double-hung windows trimmed with flat board architraves flank the central entrance in a small one-story portico formed by two Tuscan columns and a plain entablature. The roof fascia is embellished with a crown molding. This 1921 officers' residence complements the much earlier homes along Officers' Row. HABS Documentation U



Area 6 **Resource number** U-B
Resource name Garage
Classification Notable **Repetitive resource** B
Type B - Residential garage/shed
Architectural style Vernacular **Stories** 1
Construction date 1924 **Square feet** 572
DPR form yes no **Era** 4



Area 6 **Resource number** U-D
Resource name Servant's Quarters
Classification Notable **Repetitive resource**
Type A - Single-family residential
Architectural style Vernacular **Stories** 1
Construction date 1920 **Square feet** 565
DPR form yes no **Era** 4

Area 8 - South Residential Area

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Area	Resource Number	Resource Name	Classification	Date	Type
8	0084A	Warehouse	Notable	1939	J - Masonry Industrial/Ordinance Storage or Warehouse
8	0764	Dental clinic	Component	1942	P - Masonry Administrative, Institutional, or Commercial
8	0898	Electrical distribution	Component	1938	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
8	FA-03	First aid station	Component	1942	F - Bomb Shelter
8	H-04	Medical officer's Quarters	Notable	1903	A - Single-family residential
8	H-05	Medical officer's Quarters	Notable	1903	A - Single-family residential
8	H-64	Garage	Notable	1926	B - Residential garage/shed
8	Landscape	M1 Landscape	Notable	ND	I - Landscape
8	Landscape	Palm trees along Cedar Avenue	Notable	1900	I - Landscape
8	Landscape	Clubhouse Drive Park	Notable	1894	I - Landscape
8	Landscape	Parade Ground	Notable	1917	I - Landscape
8	M-001	Marine Officer's Quarters	City Landmark	1870	A - Single-family residential
8	M-001A	Servant's Quarters	Component/Notable	1938	A - Single-family residential
8	M-001C	Garage	Component/Notable	1938	B - Residential garage/shed
8	M-002	Officer's Quarters	City Landmark	1888	A - Single-family residential
8	M-003	Officer's Quarters (duplex with M4 right)	City Landmark	1888	C - Duplex and multi-family residential
8	M-004	Officer's Quarters (duplex with M3 left)	City Landmark	1888	C - Duplex and multi-family residential
8	M-005	Officer's Quarters	City Landmark	1888	A - Single-family residential
8	M-031	Bakery	Component	1941	P - Masonry Administrative, Institutional, or Commercial
8	M-037	Barracks	Notable	1917	D - Barracks
8	M-060	Garage	Component	1938	B - Residential garage/shed
8	M-063	Garage	Component	1910	B - Residential garage/shed
8	M-125	Garage	Component	1942	B - Residential garage/shed
8	M-126	Garage	Component	1942	B - Residential garage/shed



Area 8 Resource number M-001
 Resource name Marine Officer's Quarters
 Classification City Landmark Repetitive resource
 Type A - Single-family residential
 Architectural style Italianate Stories 2
 Construction date 1870 Square feet 8,772
 DPR form yes no Era 2

Section 7, Page 20 National Register Registration Form: Building M1 was designed and built as the residence of the commander of Mare Island's Marine detachment. It was built in 1870 as a two-story concrete-plastered masonry structure capped by a hip roof. A single story portico with Doric columns makes up the main entrance. Its original Italianate design has been altered somewhat through remodeling. Although seemingly out of place, Building M1 is sited according to the Sanger plan for the Marine Corps compound. Originally Building M1, along with Buildings M2, M3/M4, M5, and the original Marine Barracks, flanked the south, north and west sides of a large parade ground. In 1917, with the construction of a new barracks, the bulk of the Marine compound shifted to its current, more westerly location on the island. The relocation of Buildings M2, M3/M4, and M5 and new construction led to the relative isolation of M1 from the remainder of the Marine compound.

Photograph 16 National Register Registration Form



Area 8 Resource number M-001A
 Resource name Servant's Quarters
 Classification Notable Repetitive resource
 Type A - Single-family residential
 Architectural style Vernacular Stories 1
 Construction date 1938 Square feet 694
 DPR form yes no Era 4



Area 8 Resource number M-001C
 Resource name Garage
 Classification Notable Repetitive resource B
 Type B - Residential garage/shed
 Architectural style Vernacular Stories 1
 Construction date 1938 Square feet 680
 DPR form yes no Era 4

Appendix 1:
Index of Resources by Area and Classification

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
1A	Notable	0491	Sentry house and wall	1936	H- Other Infrastructure
2A	Notable	459	Submarine Repair Base Barracks	1931	D - Barracks
2A	Notable	0527	Warehouse	1941	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
2A	Notable	0543	Yard Barracks	1941	D - Barracks
2A	Notable	0545	Rodman Naval Center Recreation Facility	1942	P - Masonry Administrative, Institutional, or Commercial
2A	Component	0559	Hobby shop	1941	O - Metal-Clad Industrial Shops
2A	Component	0657	Submarine Attack Teacher building	1944	P - Masonry Administrative, Institutional, or Commercial
2A	Component	0749	Post Office	1944	Q - Wooden Administrative, Institutional, or Commercial
2A	Component	0761	Stores	1944	Q - Wooden Administrative, Institutional, or Commercial
2A	Component	0789	Electrical distribution	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
2B	Notable	0535	Public Works shops	1941	O - Metal-Clad Industrial Shops
2B	Component	0409	Scrap metal warehouse	1921	K - Wooden Industrial/Ordinance Storage or Warehouse
2B	Component/Notable	0455	Storage	1929	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
2B	Component	0489	Warehouse	1936	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3A	Notable	0485	Administration	1936	P - Masonry Administrative, Institutional, or Commercial
3A	Notable	0487	Motion Picture Exchange	1936	P - Masonry Administrative, Institutional, or Commercial
3A	Notable	0599	Metals storehouse and gun shop	1942	O - Metal-Clad Industrial Shops
3A	Notable	Causeway	Causeway	1935	S - Berths/Quays/Causeways
3A	Notable	Quay	Quay Wall/Berths 2-6	1924	S - Berths/Quays/Causeways
3A	Component	0461	Battery repair shop	1932	M - Masonry Industrial Shops
3A	Component	0463	Storage	1932	X - Not Extant
3A	Component	0463A	Sterilizing plant/impregnating plant/flag painting	1937	X - Not Extant
3A	Component	0471	Diesel fuel storage	1934	P - Masonry Administrative, Institutional, or Commercial
3A	Component	0515	Submarine service building	1941	O - Metal-Clad Industrial Shops
3A	Component	0541	Electrical substation	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
3B	Component	0100	Lumber shed	1902	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	Component	0100A	Shed	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	Component	0102	Lumber shed	1902	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	Component	0125	Administration Building/Vault Extension		H- Other Infrastructure
3B	Component	0213	Storage	1917	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	Component	0225	Plating & finishing	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	Component	0239	Storage supply depot	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
3B	Component	0251	Shop	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	Component <u>Notable</u>	0259	Storage	1911	K - Wooden Industrial/Ordinance Storage or Warehouse
3B	Component	0261	Latrine	1918	G - Latrine
3B	Component	0373	Storage	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	Component	0387	Storage/offices	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	Component	0469	Paint storage	1933	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	Component	0493	Electrical substation	1936	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
3B	Component	0497	Dispensary	1938	P - Masonry Administrative, Institutional, or Commercial
3B	Component	0507	Lumber storage	1938	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	Component	0603	Latrine	1942	G - Latrine
3B	Component	0605	Shipyard's Telephone Exchange	1942	H- Other Infrastructure
3B	Component	0607	Storage	1942	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
3B	Component	0631	Disbursing office	1941	Q - Wooden Administrative, Institutional, or Commercial
3B	Component	0801	Electric substation	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
5	Notable	0676	Pattern production	1940	M - Masonry Industrial Shops
5	Notable	0678	Foundry	1940	O - Metal-Clad Industrial Shops
5	Notable	0680	Machine and optical shop	1940	M - Masonry Industrial Shops
5	Notable	0686	Electric shop	1941	X - Not Extant
5	Notable	0688	Valve testing	1941	M - Masonry Industrial Shops
5	Notable	0742	Ordnance machine shop	1942	M - Masonry Industrial Shops
5	Notable	DD3	Drydock 3	1940	S - Berths/Quays/Causeways
5	Notable	DD4	Drydock 4	1942	S - Berths/Quays/Causeways
5	Notable	Quay	Quay Wall/Berths 13-19	1924	S - Berths/Quays/Causeways
5	Component	0109	Pumphouse #2	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0180	Scrap brass bins	1916	K - Wooden Industrial/Ordinance Storage or Warehouse
5	Component	0302	Offices	1917	R - Metal-Clad Administrative, Institutional, or Commercial
5	Component	0390A	Women's Latrine	1942	G - Latrine
5	Component	0592	Transformer house	1927	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0702	Pig metal storage	1941	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
5	Component	0720	Finger Piers service building	1941	R - Metal-Clad Administrative, Institutional, or Commercial
5	Component	0728	Electrical distribution	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0728A	Storage	1943	K - Wooden Industrial/Ordinance Storage or Warehouse
5	Component	0730	Electrical distribution	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0732	Electric Distribution Center	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0738	Propeller shop	1942	O - Metal-Clad Industrial Shops
5	Component	0742A	Latrine	1942	G - Latrine
5	Component/Notable	0766	Office/latrine	1942	G - Latrine
5	Component	0788	Storage	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
5	Component	0804	Wire and fuel testing	1943	O - Metal-Clad Industrial Shops
5	Component	0810	Paint/rubber factory	1943	O - Metal-Clad Industrial Shops

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
5	Component	0814	Facilities for cleaning ...damaged machinery	1945	X - Not Extant
5	Component	0822	Power station	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0828	Power station	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0830	Electrical substation	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
5	Component	0858	Latrine	1942	G - Latrine
5	Component	0874	Chemical storage area	1943	X - Not Extant
5	Component	BS2	Bus shelter	1942	H- Other Infrastructure
5	Component Notable	BS3	Bus shelter	1942	H- Other Infrastructure
5	Component	FA-04	First aid station	1942	F - Bomb Shelter
5	Component	S32-05	Bomb shelter	1942	F - Bomb Shelter
5	Component Notable	S32-06	Bomb shelter	1942	F - Bomb Shelter
5	Component	S33-05	Bomb shelter	1942	F - Bomb Shelter
5	Component	S33-06	Bomb shelter	1942	F - Bomb Shelter
5	Component	S33-07	Bomb shelter	1942	F - Bomb Shelter
5	Component	S34-02	Bomb shelter	1942	F - Bomb Shelter
6	City Landmark	0017	Quarters	1898	A - Single-family residential
6	City Landmark	0019	Quarters	1898	A - Single-family residential
6	City Landmark	0021	Quarters	1898	A - Single-family residential
6	City Landmark	0029	Quarters	1897	A - Single-family residential
6	Notable	0006	Quarters	1915	A - Single-family residential
6	Notable	0131	Civilian quarters	1899	A - Single-family residential
6	Notable	0133	Civilian Quarters	1899	A - Single-family residential
6	Notable	0231	Train maintenance shed	1918	O - Metal-Clad Industrial Shops
6	Notable	0433	Radio Station	1922	P - Masonry Administrative, Institutional, or Commercial
6	Notable	0637	Transportation repair facility	1943	O - Metal-Clad Industrial Shops
6	Notable	F	Officer's Quarters	1941	A - Single-family residential
6	Notable	I-T	Officer's quarters	1900	C - Duplex and multi-family residential
6	Notable	M-007	Quarters	1915	A - Single-family residential
6	Notable	P	Boatswain's House	1873	A - Single-family residential
6	Notable	Q 01/02	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 03/04	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 05/06	Officer's quarters	1942	C - Duplex and multi-family residential

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
6	Notable	Q 07/08	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 09/10	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 11/12	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 13/14	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 15/16	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 17/18	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	Q 19/20	Officer's quarters	1942	C - Duplex and multi-family residential
6	Notable	R	Officer's Quarters	1898	A - Single-family residential
6	Notable	S	Officer's Quarters	1898	A - Single-family residential
6	Notable	U	Officer's Quarters	1921	A - Single-family residential
6	Notable	0411	Quarters	1921	C - Duplex and multi-family residential
6	Notable	0420	Quarters	1921	A - Single-family residential
6	Notable	0429	Quarters	1921	A - Single-family residential
6	Notable	0431	Quarters	1921	A - Single-family residential
6	Component/Notable	0006D	Garage	1915	B - Residential garage/shed
6	Component	0006E	Storage	1938	B - Residential garage/shed
6	Component	0017B	Garage	1935	B - Residential garage/shed
6	Component	0017C	Garage	1930	B - Residential garage/shed
6	Component	0019A	Garage	1930	B - Residential garage/shed
6	Component	0029A	Garage	1933	B - Residential garage/shed
6	Component	0029G	Garage	1932	B - Residential garage/shed
6	Component	0131A	Garage	1920	B - Residential garage/shed
6	Component	0133B	Garage	1930	B - Residential garage/shed
6	Component	0160	Quarters	1941	A - Single-family residential
6	Component	0160A	Garage	1941	B - Residential garage/shed
6	Component	0376	Dispensary/Radio station barracks	1920	D - Barracks
6	Component	0376A	Enlisted quarters	1941	C - Duplex and multi-family residential
6	Component	0429A	Storage	1940	B - Residential garage/shed
6	Component	0435	Garage/storage	1922	B - Residential garage/shed
6	Component	0475	Concrete mixing plant	1934	O - Metal-Clad Industrial Shops
6	Component	0511	Garage	1939	B - Residential garage/shed
6	Component	0529	Motor vehicle storage	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
6	Component	0531	Vehicle repair	1942	O - Metal-Clad Industrial Shops
6	Component	0563	Naval Radio Station support quarters	1941	C - Duplex and multi-family residential
6	Component	0645	Underground fresh water tank	1943	H- Other Infrastructure

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
6	Component	0671	Electrical substation	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
6	Component	0733	WAVES officer's quarters	1944	D - Barracks
6	Component	0737	WAVES subsistence	1944	D - Barracks
6	Component	0781	Transformer station	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
6	Component	0803	Storage	1945	K - Wooden Industrial/Ordinance Storage or Warehouse
6	Component	0811	Locomotive cleaning and maintenance	1944	O - Metal-Clad Industrial Shops
6	Component/Notable	L-F	Garage	1920	B - Residential garage/shed
6	Component	M-007A	Garage	1915	B - Residential garage/shed
6	Component/Notable	M-D	Garage	1920	B - Residential garage/shed
6	Component/Notable	N-H	Garage / Quarters	1920	D - Barracks
6	Component/Notable	O-B	Servant's Quarters	1935	A - Single-family residential
6	Component	O-F	Garage	1900	B - Residential garage/shed
6	Component	P-D	Garage	1944	B - Residential garage/shed
6	Component	QA 01/02	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 03/04	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 05/06	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 07/08	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 09/10	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 11/12	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 13/14	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 15/16	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 17/18	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	QA 19/20	Officer's quarters	1942	C - Duplex and multi-family residential
6	Component	R-G	Garage	1920	B - Residential garage/shed
6	Component	S24-04	Bomb shelter	1942	F - Bomb Shelter
6	Component	S-B	Garage	1935	B - Residential garage/shed
6	Component/Notable	T-A	Garage	1934	B - Residential garage/shed
6	Component/Notable	U-B	Garage	1924	B - Residential garage/shed
6	Component/Notable	U-D	Servant's Quarters	1920	A - Single-family residential
8	City Landmark	M-001	Marine Officer's Quarters	1870	A - Single-family residential
8	City Landmark	M-002	Officer's Quarters	1888	A - Single-family residential

APPENDIX 1
INDEX BY AREA AND CLASSIFICATION

Area	Classification	Resource Number	Resource Name	Date	Type
8	City Landmark	M-003	Officer's Quarters (duplex with M4 right)	1888	C - Duplex and multi-family residential
8	City Landmark	M-004	Officer's Quarters (duplex with M3 left)	1888	C - Duplex and multi-family residential
8	City Landmark	M-005	Officer's Quarters	1888	A - Single-family residential
8	Notable	0084	Prison	1909	P - Masonry Administrative, Institutional, or Commercial
8	Notable	0084A	Warehouse	1939	J - Masonry Industrial/Ordinance Storage or Warehouse
8	Notable	H-04	Medical officer's Quarters	1903	A - Single-family residential
8	Notable	H-05	Medical officer's Quarters	1903	A - Single-family residential
8	Notable	H-64	Garage	1926	B - Residential garage/shed
8	Notable	Landscape	M1 Landscape	ND	I - Landscape
8	Notable	Landscape	Palm trees along Cedar Avenue	1900	I - Landscape
8	Notable	Landscape	Clubhouse Drive Park	1894	I - Landscape
8	Notable	Landscape	Parade Ground	1917	I - Landscape
8	Notable	M-037	Barracks	1917	D - Barracks
8	Component	0764	Dental clinic	1942	P - Masonry Administrative, Institutional, or Commercial
8	Component	0898	Electrical distribution	1938	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
8	Component	FA-03	First aid station	1942	F - Bomb Shelter
8	Component/Notable	M-001A	Servant's Quarters	1938	A - Single-family residential
8	Component/Notable	M-001C	Garage	1938	B - Residential garage/shed
8	Component	M-031	Bakery	1941	P - Masonry Administrative, Institutional, or Commercial
8	Component	M-060	Garage	1938	B - Residential garage/shed
8	Component	M-063	Garage	1910	B - Residential garage/shed
8	Component	M-125	Garage	1942	B - Residential garage/shed
8	Component	M-126	Garage	1942	B - Residential garage/shed
9	City Landmark	H01	Hospital	1899	P - Masonry Administrative, Institutional, or Commercial
9	Notable	0926	Nurses quarters	1939	D - Barracks
9	Notable	0928	Garage	1939	B - Residential garage/shed
9	Notable	H070	Hospital ward	1926	P - Masonry Administrative, Institutional, or Commercial
9	Notable	H071	Barracks	1927	D - Barracks
9	Notable	H072	Hospital ward	1926	P - Masonry Administrative, Institutional, or Commercial
9	Notable	H073	Sick officers's quarters	1926	P - Masonry Administrative, Institutional, or Commercial
9	Notable	H074	Central heating plant	1928	H- Other Infrastructure

Appendix 2:
Index of Resources by Classification and
Resource Number

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

Classification	Resource Number	Area	Resource Name	Date	Type
Notable	Quay	3A	Quay Wall/Berths 2-6	1924	S - Berths/Quays/Causeways
Notable	Quay	5	Quay Wall/Berths 13-19	1924	S - Berths/Quays/Causeways
Notable	Quay	3B	Quay Wall/Berths 7-10	1924	S - Berths/Quays/Causeways
Notable	Quay	4	Quay Wall/Berths	1924	S - Berths/Quays/Causeways
Notable	R	6	Officer's Quarters	1898	A - Single-family residential
Notable	S	6	Officer's Quarters	1898	A - Single-family residential
Notable	U	6	Officer's Quarters	1921	A - Single-family residential
Notable	Ways 1	4	Ways	1926	S - Berths/Quays/Causeways
Notable	Ways 2	4	Ways	1916	S - Berths/Quays/Causeways
Component Notable	0006D	6	Garage	1915	B - Residential garage/shed
Component	0006E	6	Storage	1938	B - Residential garage/shed
Component	0017B	6	Garage	1935	B - Residential garage/shed
Component	0017C	6	Garage	1930	B - Residential garage/shed
Component	0019A	6	Garage	1930	B - Residential garage/shed
Component	0029A	6	Garage	1933	B - Residential garage/shed
Component	0029G	6	Garage	1932	B - Residential garage/shed
Component	0077A	3B	Latrine	1906	G - Latrine
Component	0098	3B	Timber shed	1898	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	0100	3B	Lumber shed	1902	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0100A	3B	Shed	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0102	3B	Lumber shed	1902	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0109	5	Pumphouse #2	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0115	3B	Electric shop	1901	O - Metal-Clad Industrial Shops
Component	0125	3B	Administration Building/Vault Extension		H- Other Infrastructure
Component	0131A	6	Garage	1920	B - Residential garage/shed
Component	0133B	6	Garage	1930	B - Residential garage/shed
Component	0160	6	Quarters	1941	A - Single-family residential
Component	0160A	6	Garage	1941	B - Residential garage/shed
Component	0180	5	Scrap brass bins	1916	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0213	3B	Storage	1917	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0225	3B	Plating & finishing	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	0239	3B	Storage supply depot	1918	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	0251	3B	Shop	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0255	4	Transformer house	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

Classification	Resource Number	Area	Resource Name	Date	Type
ComponentNotable	0259	3B	Storage	1911	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0261	3B	Latrine	1918	G - Latrine
Component	0302	5	Offices	1917	R - Metal-Clad Administrative, Institutional, or Commercial
Component	0373	3B	Storage	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0376	6	Dispensary/Radio station barracks	1920	D - Barracks
Component	0376A	6	Enlisted quarters	1941	C - Duplex and multi-family residential
Component	0387	3B	Storage/offices	1920	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0390A	5	Women's Latrine	1942	G - Latrine
Component	0409	2B	Scrap metal warehouse	1921	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0429A	6	Storage	1940	B - Residential garage/shed
Component	0435	6	Garage/storage	1922	B - Residential garage/shed
ComponentNotable	0455	2B	Storage	1929	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0461	3A	Battery repair shop	1932	M - Masonry Industrial Shops
Component	0463	3A	Storage	1932	X - Not Extant
Component	0463A	3A	Sterilizing plant/impregnating plant/flag painting	1937	X - Not Extant
Component	0469	3B	Paint storage	1933	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0471	3A	Diesel fuel storage	1934	P - Masonry Administrative, Institutional, or Commercial
Component	0475	6	Concrete mixing plant	1934	O - Metal-Clad Industrial Shops
Component	0489	2B	Warehouse	1936	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0493	3B	Electrical substation	1936	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0497	3B	Dispensary	1938	P - Masonry Administrative, Institutional, or Commercial
Component	0507	3B	Lumber storage	1938	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	0511	6	Garage	1939	B - Residential garage/shed
Component	0515	3A	Submarine service building	1941	O - Metal-Clad Industrial Shops
Component	0516	4	Electrical substation	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0529	6	Motor vehicle storage	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0531	6	Vehicle repair	1942	O - Metal-Clad Industrial Shops
Component	0541	3A	Electrical substation	1941	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0559	2A	Hobby shop	1941	O - Metal-Clad Industrial Shops

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

Classification	Resource Number	Area	Resource Name	Date	Type
Component/Notable	0766	5	Office/latrine	1942	G - Latrine
Component	0781	6	Transformer station	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0788	5	Storage	1942	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0789	2A	Electrical distribution	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0801	3B	Electric substation	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0803	6	Storage	1945	K - Wooden Industrial/Ordinance Storage or Warehouse
Component	0804	5	Wire and fuel testing	1943	O - Metal-Clad Industrial Shops
Component	0810	5	Paint/rubber factory	1943	O - Metal-Clad Industrial Shops
Component	0811	6	Locomotive cleaning and maintenance	1944	O - Metal-Clad Industrial Shops
Component	0814	5	Facilities for cleaning ...damaged machinery	1945	X - Not Extant
Component	0822	5	Power station	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0828	5	Power station	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0830	5	Electrical substation	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0834	4	Electrical distribution	1942	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0845	3A	Diesel oil pumphouse	1944	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0854	4	Pumphouse	1926	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	0855	3B	Electrical shop	1925	O - Metal-Clad Industrial Shops
Component	0858	5	Latrine	1942	G - Latrine
Component	0874	5	Chemical storage area	1943	X - Not Extant
Component	0898	8	Electrical distribution	1938	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	1278	9	Storage	1926	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	782	10A	Electrical distribution	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	A080	10A	Ammunition storage	1918	L - Metal-Clad Industrial/Ordinance Storage or Warehouse
Component	A130	10A	Warehouse	1921	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A131	10A	Warehouse	1921	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A159	10A	Bag charge and filling house	1931	O - Metal-Clad Industrial Shops
Component	A187	10A	Loading plant for explosives	1939	X - Not Extant

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

Classification	Resource Number	Area	Resource Name	Date	Type
Component	A192	10A	Electrical Distribution Building	1940	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	A197	10A	Electrical distribution	1929	X - Not Extant
Component	A220	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A221	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A222	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A223	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A224	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A225	10A	Ordnance storage	1942	J - Masonry Industrial/Ordinance Storage or Warehouse
Component	A260	10A	Electrical distribution center	1943	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	A265	10A	High explosive "D" sifting building	1944	X - Not Extant
Component	A272	10B	Sentry house	1942	H- Other Infrastructure
Component	A276	10A	Fire alarm tower	1942	H- Other Infrastructure
Component	A279	10B	Sentry house	1942	H- Other Infrastructure
Component	BS2	5	Bus shelter	1942	H- Other Infrastructure
Component Notable	BS3	5	Bus shelter	1942	H- Other Infrastructure
Component	FA-03	8	First aid station	1942	F - Bomb Shelter
Component	FA-04	5	First aid station	1942	F - Bomb Shelter
Component	H021	9	Paint locker	1942	H- Other Infrastructure
Component	H034	9	Storage	1918	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	H066	9	Auxiliary pump house	1922	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component	H075	9	Electrical distribution	1929	E - Small Industrial garage/shed/Pumphouse/Electrical Facility
Component Notable	L-F	6	Garage	1920	B - Residential garage/shed
Component Notable	M-001A	8	Servant's Quarters	1938	A - Single-family residential
Component Notable	M-001C	8	Garage	1938	B - Residential garage/shed
Component	M-007A	6	Garage	1915	B - Residential garage/shed
Component	M-031	8	Bakery	1941	P - Masonry Administrative, Institutional, or Commercial
Component	M-060	8	Garage	1938	B - Residential garage/shed
Component	M-063	8	Garage	1910	B - Residential garage/shed
Component	M-125	8	Garage	1942	B - Residential garage/shed
Component	M-126	8	Garage	1942	B - Residential garage/shed
Component Notable	M-D	6	Garage	1920	B - Residential garage/shed
Component Notable	N-H	6	Garage / Quarters	1920	D - Barracks
Component Notable	O-B	6	Servant's Quarters	1935	A - Single-family residential
Component	O-F	6	Garage	1900	B - Residential garage/shed

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

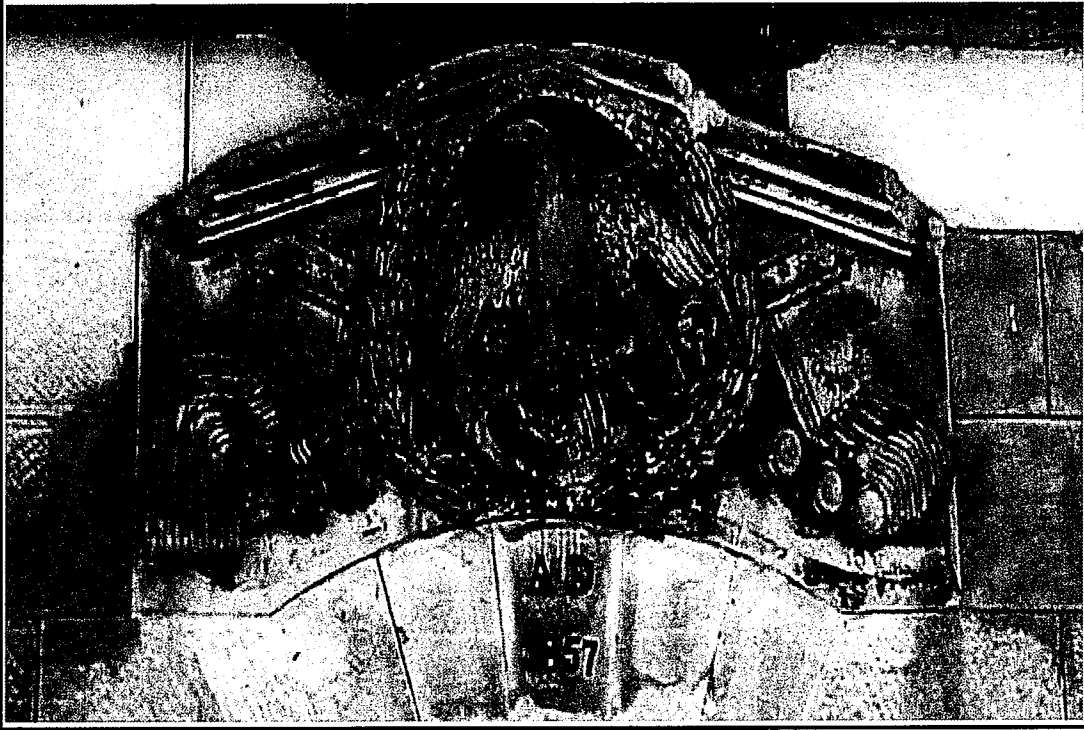
Classification	Resource Number	Area	Resource Name	Date	Type
Component	P-D	6	Garage	1944	B - Residential garage/shed
Component	QA 01/02	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 03/04	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 05/06	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 07/08	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 09/10	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 11/12	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 13/14	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 15/16	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 17/18	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	QA 19/20	6	Officer's quarters	1942	C - Duplex and multi-family residential
Component	R-G	6	Garage	1920	B - Residential garage/shed
Component	S11-01	3A	Bomb shelter	1942	F - Bomb Shelter
Component	S11-04	3A	Bomb shelter	1942	F - Bomb Shelter
Component	S22-01	3B	Bomb shelter	1942	F - Bomb Shelter
Component	S23-01	4	Bomb shelter	1942	F - Bomb Shelter
Component	S23-02	4	Bomb shelter	1942	F - Bomb Shelter
Component	S24-04	6	Bomb shelter	1942	F - Bomb Shelter
Component	S32-05	5	Bomb shelter	1942	F - Bomb Shelter
Component <u>Notable</u>	S32-06	5	Bomb shelter	1942	F - Bomb Shelter
Component	S33-05	5	Bomb shelter	1942	F - Bomb Shelter
Component	S33-06	5	Bomb shelter	1942	F - Bomb Shelter
Component	S33-07	5	Bomb shelter	1942	F - Bomb Shelter
Component	S33-10	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-11	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-12	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-13	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-14	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-15	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-16	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-17	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-18	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-19	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-20	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-21	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-22	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-23	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-24	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-25	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-26	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-27	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-28	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-29	4	Bomb shelter	1942	F - Bomb Shelter
Component	S33-30	4	Bomb shelter	1942	F - Bomb Shelter

APPENDIX 2
INDEX BY CLASSIFICATION AND RESOURCE NUMBER

Classification	Resource Number	Area	Resource Name	Date	Type
Component	S34-02	5	Bomb shelter	1942	F - Bomb Shelter
Component	S-B	6	Garage	1935	B - Residential garage/shed
Component Notable	T-A	6	Garage	1934	B - Residential garage/shed
Component Notable	U-B	6	Garage	1924	B - Residential garage/shed
Component Notable	U-D	6	Servant's Quarters	1920	A - Single-family residential

Appendix E

Preliminary Master Development Plan



ADOPTED DECEMBER 2005
AMENDED JUNE 2007

PUBLIC REVIEW DRAFT: JUNE 11, 2007

**PROPOSED 2007
MARE ISLAND SPECIFIC PLAN AMENDMENT II
REVIEW GUIDE**

Attached are red-lined changes that have been made to Table E.1 **Appendix E Preliminary Master Development Plan of the 2005 Mare Island Specific Plan**, including some corrections. A summary table of the changes made per the 2006 Settlement Agreement are provided below.

**SPECIFIC PLAN AMENDMENT II
SUMMARY OF CHANGES TO TABLE E.1**

Reuse Area	Bldg. No.	SPA II	2005 SP sf	SPA II sf	Difference
2A	527	Retain	0	114,328	114,328
Total					114,328
	New Bldg. 2A	Reduce	45,000	0	-45,000
	New Bldg. 2B	Reduce	45,000	0	-45,000
	New Bldg. 2C	Reduce	45,000	20,672	-24,328
Total					-114,328
Net Change					0
2B	535	Retain	49,866	0	49,866
Total					49,866
	New Bldg. 2H	Reduce	45,000	0	-45,000
	New Bldg. 2J	Reduce	45,000	40,134	-4,866
Total					-49,866
Net Change					0
3A	599	Retain	0	112,500	112,500
	757	Retain	0	6,375	6,375
	845	Retain	0	186	186
	S11-01	Retain	0	1,960	1,960
Total					121,021
	New Bldg. 3A		125,000	116,479	-8,521
	New Bldg. 3X		112,500	0	-112,500
Total					-121,021
Net Change					0
4	632		0	812	812
	S23-01		0	988	988
	854		0	795	795
	634		0	743	743
Total					3,338
	New Bldg. 4A		10,000	6,662	-3,338
Total					-3,338
Net Change					0

Table E.1
MASTER DEVELOPER
PRELIMINARY DEVELOPMENT PLAN TABULATIONS
 Revised 4/07

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
1B	Northwest Industrial Area											
1B	625 (Utility)	NA										Telephone Bldg. (980 sf)
1B	629	NA	63,437	63,437							HEAVY INDUSTRIAL	
1B	759	NA	120,000	120,000						183,437	HEAVY INDUSTRIAL	
	<i>Subtotal</i>			183,437								
1B	627 (Warehouse)	NA	245,435	245,435						245,435	WAREHOUSE	
	<i>Subtotal</i>			245,435								
1B	751 (Warehouse)	NA	234,168	234,168						172,733	LIGHT INDUSTRIAL	Ground floor only
	<i>Subtotal</i>			234,168						61,435	WAREHOUSE	Mezzanine only usable for warehouse
1B	ADDITIONS TO BLDGS.				36,960					36,960	LIGHT INDUSTRIAL	
	<i>Subtotal</i>				36,960						LIGHT INDUSTRIAL	
	AREA TOTAL			663,040		36,960				700,000		
2A	Town Center											
2A	459 (Barracks)	notable	41,194	41,194							OFFICE/R&D	
2A	543 (D-Barracks)	notable	47,485	47,485						88,679	OFFICE/R&D	
	<i>Subtotal</i>			88,679								
2A	NEW BLDG. 2A			0		45,000					OFFICE/R&D/LIGHT INDUSTRIAL	Reduced sf for additional historic bldg. retention
2A	NEW BLDG. 2B			0		45,000					OFFICE/R&D/LIGHT INDUSTRIAL	Reduced sf for additional historic bldg. retention
2A	NEW BLDG. 2C			20,672		24,328					OFFICE/R&D/LIGHT INDUSTRIAL	Reduced sf for additional historic bldg. retention
2A	NEW BLDG. 2D			45,000							OFFICE/R&D/LIGHT INDUSTRIAL	
2A	NEW BLDG. 2E			45,000							OFFICE/R&D/LIGHT INDUSTRIAL	
2A	NEW BLDG. 2F			45,000							OFFICE/R&D/LIGHT INDUSTRIAL	
2A	NEW BLDG. 2G			30,076							OFFICE/R&D/LIGHT INDUSTRIAL	
	<i>Subtotal</i>			185,748								Assume 2/3 Office/R&D and 1/3 Light Industrial - see below
						123,832					OFFICE/R&D	Office/R&D portion - 2/3 of above subtotal
						61,916					LIGHT INDUSTRIAL	Light Industrial portion - 1/3 of above subtotal
2A	523 (Sports Facility)	unclassified, non-contrib.	59,866	59,866							CIVIC/EDUCATIONAL	Sports Center
2A	545 (Recreation Facility)	notable	71,379	71,379							CIVIC/EDUCATIONAL	Rodman Center
	<i>Subtotal</i>			131,245						131,245	CIVIC/EDUCATIONAL	
2A	NEW RETAIL				50,000						COMMERCIAL	Neighborhood retail
	<i>Subtotal</i>			50,000						50,000	COMMERCIAL	Neighborhood retail
2A	NEW APTS										RESIDENTIAL	100 du total (new apartments)
2A	527 (Warehouse)	notable	114,328	114,328				0			WAREHOUSE	1941; Type L (rep.); delers street network; site access; housing
2A	839 (Utility)	unclassified	811					811				Clornation facility (811 sf)
2A	861 (Utility)	unclassified	1,792					1,792				Sewer pump station 4 (1792 sf)
2A	559 (Hobby Shop)	component	21,120					21,120				1941; Type O (rep.); delers street network, new building site, parking
2A	657 (Submarine Teaching)	component	7,165					7,165				1944; Type P (non-rep.); delers new building site; parking
2A	749 (Post Office)	component	2,706					2,706				1944; Type Q (non-rep.); delers parking
2A	761 (Stores)	component	6,025					6,025				1944; Type Q (non-rep.); delers parking
2A	789 (Electrical Distribution)	component	589					589				1942; Type E (rep.); delers parking
	<i>Subtotal</i>			114,328								
	AREA TOTAL			334,252		235,748	114,328	23,723		570,000		
2B	West Business Park											
2B	535 (Public Works Shops)	notable	49,866	49,866				0			LIGHT INDUSTRIAL	1941; Type O (rep); Partial Demolition & Relocation; delers street
	<i>Subtotal</i>			49,866						49,866		

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
3B	223 (US Med Supply Depot)	notable	39,800	39,800							OFFICER&D	
3B	487 (Dispensary)	notable	15,114	15,114							OFFICER&D	
3B	521 (Administrative Offices)	notable	76,342	76,342							OFFICER&D	
3B	Quay (Quay/Walls/Berth)	notable	NA	NA							OFFICER&D	
	Subtotal			148,256						148,256	OFFICER&D	
3B	NEW BLDG 3H			45,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3J			45,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3K			45,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3L			45,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3M			18,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3N			55,000							OFFICER&D/LIGHT INDUSTRIAL	
3B	NEW BLDG 3Q			25,000							OFFICER&D/LIGHT INDUSTRIAL	
	Subtotal				278,000					278,000	OFFICER&D	Assume 2/3 Officer&D and 1/3 Light Industrial - see below
										215,744	OFFICER&D	Officer&D portion - 2/3 of above subtotal
										62,256	LIGHT INDUSTRIAL	Light Industrial portion - 1/3 of above subtotal
3B	73 (Storage)	notable	10,800	10,800							LIGHT INDUSTRIAL	
3B	101 (Shop)	notable	26,640	26,640							LIGHT INDUSTRIAL	
3B	111 (Storage)	notable	11,340	11,340							LIGHT INDUSTRIAL	
3B	117 (Warehouse)	unclassified, non-contrib.	42,000	42,000							LIGHT INDUSTRIAL	Building also contains Officer&D
3B	121 (Power Plant)	notable	50,713	50,713							LIGHT INDUSTRIAL	
3B	166 (Shop)	notable	15,550	15,550							LIGHT INDUSTRIAL	
3B	207 (Storage)	notable	50,000	50,000							LIGHT INDUSTRIAL	
3B	221 (Storage)	notable	64,000	64,000							LIGHT INDUSTRIAL	
3B	223 (Storage)	notable	18,000	18,000							LIGHT INDUSTRIAL	
3B	263 (Supply Dept.)	notable	56,514	56,514							LIGHT INDUSTRIAL	
3B	273 (Storage)	notable	43,680	43,680							LIGHT INDUSTRIAL	
	Subtotal			389,237						389,237	LIGHT INDUSTRIAL	
3B	NEW BLDG 3T			40,000							LIGHT INDUSTRIAL	
3B	NEW BLDG 3U			40,000							LIGHT INDUSTRIAL	
3B	NEW BLDG 3V			20,000							LIGHT INDUSTRIAL	
	Subtotal				100,000					100,000	LIGHT INDUSTRIAL	
3B	483 (Storage)	notable	360,000	360,000							WAREHOUSE	5 floor bldg. (3 floors warehouse, 2 floors light indus.)
3B	NEW BLDG 3W									144,000	LIGHT INDUSTRIAL	5 floor bldg. (3 floors warehouse, 2 floors light indus.)
	Subtotal									193,845	WAREHOUSE	Building for 866 Demo in RA 8 (60% in RA 5 and 50% RA 3B)
3B	127 (Fire Station)	unclassified, non-contrib.	16,900	16,900							CIVIC/EDUCATIONAL	Fire Station
3B	605 (Telephone Exchange)	notable	9,700	0							CIVIC/EDUCATIONAL	Telephone Utility, retained with no identified reuse
	Subtotal			16,900						16,900	CIVIC/EDUCATIONAL	
3B	NEW BLDG 3R			6,500							COMMERCIAL	
	Subtotal			6,500						6,500	COMMERCIAL	
3B	77 (Ordinance Storage)	notable	40,000	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	85 (Foundry)	landmark	34,370	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	87 (Machine Shop)	landmark	30,150	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	89 (Boiler Shop)	landmark	12,100	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	91 (Boiler Shop)	landmark	11,000	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	271 (Shop)	notable	63,576	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	69 (Supply Warehouse)	landmark	64,205	du							RESIDENTIAL	Bldg. can also be used as office if office sf is reduced in area.
3B	71 (Storage)	notable	66,000	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	141 (Coal Shed)	landmark	6,834	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	143 (Coal Shed)	landmark	5,900	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	145 (Coal Shed)	landmark	6,834	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	147 (Coal Shed)	landmark	7,500	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	149 (Coal Shed)	landmark	9,588	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	151 (Coal Shed)	landmark	11,348	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	153 (Coal Shed)	landmark	8,250	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	155 (Coal Shed)	landmark	6,045	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.
3B	163 (Coal Shed)	landmark	10,500	du							RESIDENTIAL/OFFICE	Bldg. can also be used as office if office sf is reduced in area.

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
3B	VA Clinic	unclassified non-contrib	?	NA							OUTPARCEL	City property, leased to VA
3B	215 (Storage)	notable	12,669					12,669				1918; Type J (rep); delers landmark reuse, street access, parking
3B	227 (Storage)	notable	9,954					9,954				1918; Type K (rep); delers site access, parking, housing
3B	227A (Shop Stores, Warehouse)	notable	5,145					5,145				1941; Type K (rep); delers site access, parking, housing
3B	237 (Storage)	notable	63,400					63,400				1918; Type L (rep); delers site access, parking, housing
3B	257 (Storage)	notable	36,000					36,000				1911; Type L (rep); delers site access, parking, housing
3B	417 (Med Supply Depot)	notable	23,850					23,850				1922; Type R (non-rep); delers parking
3B	569 (Police Station)	notable	13,069					13,069				1942; Type Q (non-rep); delers landmark reuse, street network, site access
3B	77A (Latrine)	component	284					284				1906; Type G (rep); delers street network, parking
3B	98 (Timber Shed)	component	14,335					14,335				1898; Type J (rep); delers street network, parking
3B	100 (Lumber Shed)	component	18,300					18,300				1902; Type K (rep); delers parking
3B	100A (Shed)	component	1,100					1,100				1940; Type E (rep); delers parking
3B	102 (Lumber Shed)	component	18,000					18,000				1902; Type K (rep); delers parking
3B	115 (Electric Shop)	component	8,750					8,750				1901; Type O (rep); delers street network, site access, parking
3B	125 (Admin Bldg/Vault)	component	476					476				unknown date; Type E (non-rep); delers parking
3B	213 (Storage)	component	18,208					18,208				1917; Type L (rep); delers new bldg site, parking
3B	225 (Plating & Finishing)	component	14,100					14,100				1918; Type J (rep); delers site access, parking
3B	239 (Storage Supply Depot)	component	3,250					3,250				1918; Type J (rep); delers site access, parking
3B	259 (Storage)	component	1,800					1,800				1918; Type E (rep); delers parking
3B	261 (Latrine)	component	24,200					24,200				1911; Type K (rep); delers new bldg site, parking
3B	373 (Storage)	component	1,100					1,100				1918; Type G (rep); delers parking
3B	387 (Storage/Offices)	component	31,120					31,120				1920; Type L (rep); delers street network
3B	469 (Paint Storage)	component	124					124				1933; Type E (rep); delers parking
3B	483 (Electrical Substation)	component	150					150				1938; Type E (rep); delers parking
3B	507 (Lumber Storage)	component	27,784					27,784				1938; Type E (rep); delers parking
3B	603 (Latrine)	component	1,168					1,168				1942; Type G (rep); delers new building site
3B	607 (Storage)	component	7,920					7,920				1941; Type Q (non-rep); delers site access, parking
3B	631 (Disbursing Office)	component	6,002					6,002				1940; Type E (rep); delers parking
3B	801 (Electric Substation)	component	4,176					4,176				1925; Type O (rep); delers parking
3B	855 (Electric Shop)	component	2,236					2,236				1942; Type F (rep); delers street network
3B	SZ2-01	component	432					432				
	AREA TOTAL			914,393		384,500				1,492,738		
	Historic Core											
4	47 (Admin Bldg)	landmark	26,940	26,940							OFFICER&D	
4	47A (Admin & Office)	notable	13,800	13,800							OFFICER&D	
4	C (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	D (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	E (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	G (Officer's Quarters)	landmark	2,660	2,660							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	H (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	J (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	K (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	L (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	M (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	N (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	O (Officer's Quarters)	landmark	7,358	7,358							OFFICER&D/RESIDENTIAL	Mansion (Captains Row)
4	A1 (Garage)	notable	610	610							PARKING	
4	A-J (Greenhouse/Shed)	notable	207	207							RES/GARDEN	
4	B-G (Garage)	notable	416	416							PARKING	
4	E-D (Storage)	notable	170	170							STORAGE	
4	H-B (Garage)	notable	400	400							PARKING	
4	K-L (Garage)	notable	593	593							PARKING	
4	A-A (Detached Quarters)	notable	672	672					672		RESIDENTIAL	
4	C-A (Quarters)	notable	700	700					700		RESIDENTIAL	
4	E-F (Quarters)	notable	985	985					985		RESIDENTIAL	
4	J-E (Quarters)	notable	640	640					640		RESIDENTIAL	
4	E-C (Quarters)	notable	1,200	1,200					1,200		RESIDENTIAL	
4	Farragut Plaza (Plaza Landscape)	notable	NA	NA							OPEN SPACE	
4	Officer's Row (Row Landscape)	notable	NA	NA							OPEN SPACE	
4	Alden Park & Bandshell (Landscape)	notable	NA	NA							OPEN SPACE	

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
	Subtotal			117,000					117,000		
4	116 (Shop)	notable	29,000	29,000						LIGHT INDUSTRIAL	
4	164 (Shop)	notable	7,400	7,400					36,400	LIGHT INDUSTRIAL	
	Subtotal			36,400							
4	46 (Smithery)	landmark	49,710	49,710						CIVIC/EDUCATIONAL	MHPF Museum
4	104 (St. Peter's Chapel)	landmark	3,218	3,218						CIVIC/EDUCATIONAL	Chapel
4	Chapel Park (Park Landscape)	notable	NA	NA						OPENSACE	
4	110 (Pumphouse)	notable	2,516	2,516						CIVIC/EDUCATIONAL	Utility - Drydock Pumphouse
4	235 (Offices/Printing Plant)	notable	7,800	7,800						CIVIC/EDUCATIONAL	
4	624 (Latrine)	component	1,122	0						CIVIC/EDUCATIONAL	Toilets (1,122 sf); retained with no development reuse
4	634 (Lunch/Locker Room)	component	743	743			0			COMMERCIAL	Utility (743 sf); retained with no development reuse
4	854 (Pumphouse)	component	795	795			0			COMMERCIAL	Utility - Pumphouse (795 sf); retained with no development reuse
4	1336 (?)	unclassified, non-contrib.	0	0						CIVIC/EDUCATIONAL	Utility - Electrical; retained with no development reuse
4	A (Officer's Quarters)	landmark	10,401	10,401						CIVIC/EDUCATIONAL	MHPF Museum
4	B (Officer's Quarters)	landmark	7,358	7,358						CIVIC/EDUCATIONAL	MHPF Museum
4	DD1 (Dry Dock)	landmark	NA	NA						CIVIC/EDUCATIONAL	
4	56 (Bandstand)	notable	304	0					82,541	CIVIC/EDUCATIONAL	
	Subtotal			82,541							
4	45 (School for Apprentices)	notable	8,200	8,200						COMMERCIAL	Visitor-Serving Retail on ground floor, office/live-work above
4	50 (Shop)	notable	8,450	8,450						COMMERCIAL	Visitor-Serving Retail on ground floor, office/live-work above
4	52 (Shop)	notable	21,000	21,000						COMMERCIAL	Visitor-Serving Retail on ground floor, office/live-work above
4	58 (Unknown)	unclassified, non-contrib.	6,270	6,270						COMMERCIAL	Visitor-Serving Retail
4	65 (School for Apprentices)	notable	16,600	16,600						COMMERCIAL	Visitor-Serving Retail on ground floor, office/live-work above
4	99 (Fire House)	notable	1,900	1,900						COMMERCIAL	Visitor-Serving Retail on ground floor, live-work above
4	99A (Fire House Garage)	notable	1,840	1,840					64,260	COMMERCIAL	Visitor-Serving Retail on ground floor, live-work above
	Subtotal			64,260							
4	255 (Transformer)	component	144							FEATURE	Interpretative Program
4	S33-10 (Bomb Shelter)	component	988							FEATURE	Interpretative Program
4	S33-13 (Bomb Shelter)	component	1,960							FEATURE	Interpretative Program
4	S33-15 (Bomb Shelter)	component	1,310							FEATURE	Interpretative Program
4	S33-17 (Bomb Shelter)	component	1,960							FEATURE	Interpretative Program
4	S33-20 (Bomb Shelter)	component	1,960							FEATURE	Interpretative Program
4	Ways 1 (Ways)	notable	NA							FEATURE	Interpretative Program
4	Ways 2 (Ways)	notable	NA							FEATURE	Interpretative Program
4	Quay (Quay)	notable	NA							FEATURE	Interpretative Program
4	FS2 (Ferry Slip)	notable	NA							INFRASTRUCTURE	Transportation Service
4	NEW BLDG 4A			6,662		3,338			6,662	COMMERCIAL	Visitor-Serving Retail on ground floor, live-work above; reduced sf due to additional historic bldg. retention
	Subtotal			6,662					6,662	COMMERCIAL	Visitor-Serving Retail on ground floor, live-work above
4	65 (School for Apprentices)	notable	16,600							RESIDENTIAL	Visitor-Serving Retail on ground floor, live-work above
4	99 (Fire House)	notable	1,900							RESIDENTIAL	Visitor-Serving Retail on ground floor, live-work above
4	108 (Storage)	notable	21,600				21,600				1911; Type R (non-rep); deters landmark reuse, laydown area; hazardous materials require demolition
4	116 (Shop)	notable	5,000				5,000				1905; Type O (rep); deters pedestrian access; demo limited to south lean-to
4	334 (Offices)	notable	22,566				22,566				1918; Type P (non-rep); deters landmark reuse, site access, laydown area
4	C-J (Garage)	notable	460				460				1930; Type B (rep); deters landmark reuse, housing
4	D-G (Garage)	notable	800				800				1943; Type B (rep); deters landmark reuse, housing
4	G-B (Garage)	notable	760				760				1934; Type B (rep); deters landmark reuse, housing
4	H-C (Garage)	notable	216				216				1944; Type B (rep); deters landmark reuse, housing
4	H-D (Garage)	notable	168				168				1919; Type B (rep); deters landmark reuse, housing
4	J-E (Garage)	notable	640				640				1900; Type B (rep); deters landmark reuse, housing
4	516 (Electrical Substation)	component	3,784				3,784				1943; Type E (rep); deters laydown area, hazardous materials require demolition
4	632 (Welding Material Issue Sta)	component	812	812			0			COMMERCIAL	1933; Type E (rep); deters public plaza
4	834 (Electrical Distribution)	component	400				400				1942; Type E (rep); deters laydown area, parking

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
4	S23-01 (Bomb Shelter)	component	988	988				0			COMMERCIAL	1942; Type F (rep); delers street network, park open space
4	S23-02 (Bomb Shelter)	component	648					648				1942; Type F (rep); delers street network, park open space
4	S33-11 (Bomb Shelter)	component	665					665				1942; Type F (rep); delers street network, park open space
4	S33-12 (Bomb Shelter)	component	1,635					1,635				1942; Type F (rep); delers street network, park open space
4	S33-14 (Bomb Shelter)	component	1,310					1,310				1942; Type F (rep); delers street network, park open space
4	S33-16 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, parking
4	S33-18 (Bomb Shelter)	component	988					988				1942; Type F (rep); delers street network, park open space
4	S33-19 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, park open space
4	S33-21 (Bomb Shelter)	component	988					988				1942; Type F (rep); delers street network, park open space
4	S33-22 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, park open space
4	S33-23 (Bomb Shelter)	component	2,064					2,064				1942; Type F (rep); delers street network, park open space
4	S33-25 (Bomb Shelter)	component	988					988				1942; Type F (rep); delers street network, park open space
4	S33-26 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, park open space
4	S33-27 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, park open space
4	S33-28 (Bomb Shelter)	component	1,310					1,310				1942; Type F (rep); delers street network, park open space
4	S33-29 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delers street network, park open space
4	S33-30 (Bomb Shelter)	component	1,635	1,800				1,635		1,800		1942; Type F (rep); delers street network, park open space
	Subtotal			1,800						1,800		
4	NEW BLDG. 4B			1,840		1,840				1,840	COMMERCIAL	
	Subtotal			1,840		1,840				1,840	COMMERCIAL	
	AREA TOTAL			300,201		6,662				310,903		
5	Waterfront Industrial Park											
5	112 (office)	unclassified, non-contrib.	24,000	24,000							OFFICE/R&D	Portion of Building 112; building also contains Heavy Industrial
5	746 (lab)	unclassified, non-contrib.	28,272	28,272							OFFICE/R&D	
	Subtotal			52,272						52,272	OFFICE/R&D	
5	88 (Stable)	landmark	14,210	14,210						14,210	COMMERCIAL	
	Subtotal			14,210						14,210	COMMERCIAL	
5	106 (Shop)	notable	37,400	37,400							LIGHT INDUSTRIAL	
5	106A (Shop)	notable	12,294	12,294							LIGHT INDUSTRIAL	
5	114 (Mill)	notable	38,877	38,877							LIGHT INDUSTRIAL	
5	150 (Offices)	unclassified, non-contrib.	9,000	9,000							LIGHT INDUSTRIAL	Work facility/offices (south of DD 2)
5	542 (Saw Dust Storage)	notable	361	361							LIGHT INDUSTRIAL	
5	670 (Production Shop)	notable	8,601	8,601							LIGHT INDUSTRIAL	
5	672 (Production Shop)	notable	9,400	9,400							LIGHT INDUSTRIAL	
5	674 (Production Shop)	notable	8,804	8,804							LIGHT INDUSTRIAL	
5	676 (Pattern Production)	notable	128,852	128,852							LIGHT INDUSTRIAL	
5	688 (Valve Testing)	notable	15,284	15,284							LIGHT INDUSTRIAL	
5	722 (Laundry)	unclassified, non-contrib.	12,025	12,025							LIGHT INDUSTRIAL	Laundry facility
5	750 B153(Paint and Blast)	unclassified, non-contrib.	60,000	60,000							LIGHT INDUSTRIAL	
5	1338 (Outbuilding)	unclassified, non-contrib.	6,180	6,180							LIGHT INDUSTRIAL	XKT outbldg.
5	DD3 (Drydock)	notable	N/A	N/A							N/A	
5	DD4 (Drydock)	notable	N/A	N/A							N/A	
5	BS-2 (Bus Shelter)	notable	N/A	N/A							N/A	Barge serving
	Subtotal		1,128	345,078						345,078	N/A	Transportation serving
5	NEW BLDG. 5A			83,094						83,094	LIGHT INDUSTRIAL	Replaces Building 738/Reduced due to Additional sf from Bldg. 742
5	NEW BLDG. 5B			90,000						90,000	LIGHT INDUSTRIAL	
5	NEW BLDG. 5C			75,000						75,000	LIGHT INDUSTRIAL	
	Subtotal			248,094						248,094		
5	NEW BLDG. 5D			193,845						193,845	WAREHOUSE	Replaces 50% of Building 866 Demo in RA 8
	Subtotal			193,845						193,845		
5	112	unclassified, non-contrib.	127,000	127,000							HEAVY INDUSTRIAL	Portion of Building 112; building also contains Office/R&D
5	118 (Shop)	notable	45,000	45,000							HEAVY INDUSTRIAL	sq. footage per arch. Study
5	126	unclassified, non-contrib.	130,400	130,400							HEAVY INDUSTRIAL	
5	382 (Subassembly)	notable	30,600	30,600							HEAVY INDUSTRIAL	

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
5	386 (Forge Shop)	notable	84,135	84,135							HEAVY INDUSTRIAL	
5	388 (Structural Shop)	notable	69,800	69,800							HEAVY INDUSTRIAL	
5	390 (Shoifitting Shop)	notable	183,535	183,535							HEAVY INDUSTRIAL	
5	678 (Foundry)	notable	107,699	107,699							HEAVY INDUSTRIAL	
5	680 (Machine and Optical Shop)	notable	257,750	257,750							HEAVY INDUSTRIAL	
5	742 (Ordinance Machine Shop) See Note	notable	142,524	84,000							HEAVY INDUSTRIAL	Demo to small lean-to (3,000 sf) along eastern edge; remaining 55,524 sf retained but not used?
5	1310	unclassified, non-contrib.	105,600	105,600						1,225,419	HEAVY INDUSTRIAL	
	Subtotal			1,225,419								
	840 (Electrical Substation)	unclassified, non-contrib.	?	0								Utility - Electrical; retained with no identified development reuse
	914 (Sewer Pump Station)	unclassified, non-contrib.	?	0								Utility - Sewer Pump Station; retained with no identified development reuse
5	113 (Storage)	notable	21,130					21,130				1899; Type L (rep); delets site access, parking
5	206 (Roodman Annex Rec Center)	notable	17,900					17,900				1917; Type R (non-rep); delets landmark reuse, street access; parking
5	208 (School for Apprentices)	notable	24,846					24,846				1917; Type R (non-rep); delets landmark reuse, street access; parking
5	109 (Pumphouse #2)	component	2,000					2,000				1940; Type E (rep); delets laydown area
5	180 (Scrap Brass Bins)	component	1,881					1,881				1916; Type K (rep); delets laydown area, parking
5	302 (Offices)	component	2,650					2,650				1917; Type R (non-rep); delets saydown area, parking
5	390A (Women's Latrine)	component	521					521				1942; Type G (rep); delets laydown area; parking
5	592 (Transformer House)	component	144					144				1927; Type E (rep); delets laydown area, site access, parking
5	702 (Pig Metal Storage)	component	7,500					7,500				1941; Type L (rep); delets parking
5	720 (Finger Piers Service Bldg)	component	6,147					6,147				1941; Type R (non-rep); delets laydown area; parking
5	728A (Electrical Distribution)	component	780					780				1941; Type E (rep); delets laydown area, parking
5	730 (Electrical Distribution)	component	1,802					1,802				1943; Type K (rep); delets laydown area, parking
5	732 (Electric Distribution Center)	component	1,620					1,620				1941; Type E (rep); delets laydown area, parking
5	738 (Propeller Shop)	component	3,094					3,094				1941; Type E (rep); delets laydown area, parking
5	742A (Ordinance Machine Shop)	component	20,395					20,395				1942; Type O (rep); delets new building site
5	766 (Office/Latrine)	component	1,452					1,452				1942; Type G (rep); delets street network
5	788 (Storage)	component	4,200					4,200				1942; Type G (rep); delets laydown area; parking
5	804 (Wire and Fuel Testing)	component	1,386					1,386				1942; Type K (rep); delets laydown area, parking
5	810 (Paint/Rubber Factory)	component	3,525					3,525				1943; Type O (rep); delets landmark reuse, parking
5	822 (Power Station)	component	2,340					2,340				1943; Type O (rep); delets landmark reuse, parking
5	828 (Power Station)	component	2,706					2,706				1942; Type E (rep); delets laydown area, parking
5	830 (Electrical Substation)	component	1,155					1,155				1942; Type E (rep); delets site access, laydown area, parking
5	858 (Latrine)	component	462					462				1942; Type G (rep); delets street network
5	B53 (Bus Shelter)	component	1,128					1,128				1942; Type H (non-rep); delets street network; condition precludes relocation
5	FA-04 (First Aid Station)	component	1,947					1,947				1942; Type F (rep); delets parking
5	S32-05 (Bomb Shelter)	component	665					665				1942; Type F (rep); delets site access, parking
5	S32-05 (Bomb Shelter)	component	1,310					1,310				1942; Type F (rep); delets street network
5	S33-05 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delets site access, laydown area, parking
5	S33-06 (Bomb Shelter)	component	1,960					1,960				1942; Type F (rep); delets site access, laydown area, parking
5	S33-07 (Bomb Shelter)	component	1,635					1,635				1942; Type F (rep); delets site access, laydown area, parking
5	S-34-02 (Bomb Shelter)	component	1,635					1,635				1942; Type F (rep); delets landmark reuse, parking
	AREA TOTAL			1,636,979		193,845		149,876		2,078,918		
6	North Residential Village											
6	433 (Radio Station)	notable	3,203	3,203							CIV/EDUCATIONAL	
6	733 (WAVES Officer's Quarters)	notable	11,128	11,128							CIV/EDUCATIONAL	Lord's Fellowship
6	737 (WAVES Subsistence Bldg)	notable	10,704	10,704							CIV/EDUCATIONAL	Lord's Fellowship
6	864 (Elementary School)	unclassified, non-contrib.	0	0							CIV/EDUCATIONAL	Elementary school - Vallejo Unified School District
6	2000 (Elementary School)	unclassified, non-contrib.	0	0							CIV/EDUCATIONAL	Elementary school - Vallejo Unified School District
6	2001 (Elementary School)	unclassified, non-contrib.	0	0						25,035	CIV/EDUCATIONAL	Elementary school - Vallejo Unified School District
	Subtotal			25,035								
6	760 (Ancillary Bldg?)	unclassified, non-contrib.	3,180	3,180						3,180	COMMERCIAL	Retail
6	6 (Quarters)	notable	1,583	du							RESIDENTIAL	Existing single family home
6	17 (Quarters)	landmark	1,268	du							RESIDENTIAL	Existing single family home

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
6	19 (Quarters)	landmark	1,400	du					1,400		RESIDENTIAL	Existing single family home, relocated to accommodate new street
6	21 (Quarters)	landmark	1,855	du					1,855		RESIDENTIAL	Existing single family home
6	29 (Quarters)	landmark	1,383	du					1,383		RESIDENTIAL	Existing single family home
6	133 (Civilian Quarters)	notable	2,263	du					2,263		RESIDENTIAL	Existing single family home
6	411 (Quarters)	notable	2,276	du					2,276		RESIDENTIAL	Existing single family home
6	429 (Quarters)	notable	1,918	du					1,918		RESIDENTIAL	Existing single family home
6	F (Officer's Quarters)	notable	1,218	du					1,218		RESIDENTIAL	Existing single family home
6	I-T (Officer's Quarters)	notable	3,390	du					3,390		RESIDENTIAL	Existing single family home
6	M-7 (Quarters)	notable	1,682	du					1,682		RESIDENTIAL	Existing single family home, relocated to accommodate new street
6	P (Boatswain's House)	notable	2,534	du					2,534		RESIDENTIAL	Existing single family home
6	Q12 - Q19/20 (Quarters/duplexes)	10 notable	39,300	du					39,300		RESIDENTIAL	Existing duplexes (10 duplexes with 20 units)
6	S (Officer's Quarters)	notable	2,881	du					2,881		RESIDENTIAL	Existing single family home
6	U (Officer's Quarters)	notable	4,140	du					4,140		RESIDENTIAL	Existing single family home
6	131 (Civilian Quarters)	notable	1,473					1,473				1899; Type A (non-rep); deters park space
6	231 (Train Maintenance Shed)	notable	11,085					11,085				1918; Type O (rep); deters street network, site access, housing
6	431 (Quarters)	notable	1,218					1,218				1921; Type A (non-rep); deters higher density housing type
6	637 (Transportation Repair Facility)	notable	61,229					61,229				1943; Type O (rep); deters street network, site access, housing
6	6D (Garage)	component notable	765					765				1915; Type B (rep); deters housing
6	6E (Garage)	component	70					70				1938; Type B (rep); deters housing
6	17B (Garage)	component	340					340				1935; Type B (rep); deters housing
6	17C (Garage)	component	340					340				1930; Type B (rep); deters housing
6	18A (Garage)	component	440					440				1930; Type B (rep); deters housing
6	28A (Garage)	component	288					288				1933; Type B (rep); deters housing
6	29G (Garage)	component	320					320				1932; Type B (rep); deters housing
6	131A (Garage)	component	280					280				1920; Type B (rep); deters park open space
6	133B (Garage)	component	600					600				1930; Type B (rep); deters street network
6	160A (Garage)	component	1,675					1,675				1941; Type A (non-rep); deters street network
6	376 (Dispensary/Radio Sta Barracks)	component	576					576				1941; Type B (rep); deters street network
6	376A (Enlisted Quarters)	component	3,000					3,000				1920; Type D (non-rep); deters street network, housing
6	429A (Garage)	component	3,034					3,034				1941; Type C (non-rep); deters street network, housing
6	455 (Garage/Storage)	component	488					488				1940; Type B (rep); deters housing
6	475 (Concrete Mixing Plant)	component	2,055					2,055				1922; Type B (rep); deters street network
6	511 (Garage)	component	2,267					2,267				1934; Type O (rep); deters street network
6	529 (Motor Vehicle Storage)	component	6,182					6,182				1939; Type B (rep); deters housing
6	531 (Vehicle Repair)	component	14,400					14,400				1942; Type K (rep); deters housing
6	563 (Radio Sta. Support Quarters)	component	15,400					15,400				1942; Type O (rep); deters street network, housing
6	645 (Underground Fresh Water Tank)	component	9,679					9,679				1941; Type C (non-rep); deters street network
6	671 (Electrical Substation)	component	NA					NA				1943; Type H (non-rep); deters housing
6	781 (Transformer Station)	component	960					960				1942; Type E (rep); deters housing
6	803 (Storage)	component	4,498					4,498				1943; Type E (rep); deters street network
6	811 (Locomotive Maintenance)	component	1,840					1,840				1944; Type O (rep); deters street network
6	L-F (Garage)	component notable	420					420				1920; Type B (rep); deters housing
6	M-7A (Garage)	component	228					228				1915; Type B (rep); deters housing
6	M-D (Garage)	component notable	546					546				1920; Type B (rep); deters housing
6	N-H (Garage/Quarters)	component notable	1,092					1,092				1920; Type D (non-rep); deters housing (incompatible type)
6	O-B (Servant's Quarters)	component notable	721					721				1935; Type A (non-rep); deters housing (incompatible type)
6	O-F (Garage)	notable	286					286				1900; Type B (rep); deters street network
6	P-D (Garage)	notable	910					910				1944; Type B (rep); deters housing
6	QA 1/2 - QA 19/20 (Garage/duplex)	10 components	16,100					16,100				1942; Type C (rep); deters housing (incompatible type), 10 pairs (20 du)
6	R (Officer's Quarters)	notable	1,507					1,507				1898; Type A (non-rep); deters housing (incompatible type)
6	R-G (Garage)	component	940					940				1873; Type A (non-rep); deters housing (incompatible type)
6	S24-04 (Bomb Shelter)	component	432					432				1942; Type F (rep); deters park open space
6	S-B (Garage)	component	600					600				1935; Type B (rep); deters street network
6	T-A (Garage)	component notable	458					458				1934; Type B (rep); deters housing
6	U-B (Garage)	component notable	572					572				1924; Type B (rep); deters housing
6	U-D (Garage)	component notable	565					565				1920; Type B (rep); deters housing
AREA TOTAL										28,215		
South Residential Village										28,215		

Area	Building Number & Function	Historic Bldg. Classification	Existing (Sq Ft)	Reuse Sq Ft Subtotal	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
8	NEW BLDG 9A				20,000						OFFICE/RD	
8	NEW BLDG 9B				8,469						CIVIC/EDUCATIONAL	
	Subtotal					28,469				28,469		
8	8409AA (Prison/Warehouse)	2 notables	36,378	du					36,378		RESIDENTIAL	22 du in Brig
8	M-2 (Officer's Quarters)	landmark	5,238	du					5,238		RESIDENTIAL	Existing single family home, relocated
8	M-3/M-4 (Officer's Quarters, duplx)	2 landmarks	9,000	du					9,000		RESIDENTIAL	Existing single family home, relocated
8	M-5 (Officer's Quarters)	landmark	5,713	du					5,713		RESIDENTIAL	Existing single family home, relocated
8	M-37 (Barracks)	notable	75,000	du					75,000		RESIDENTIAL	30 du in Marine Barracks
8	103 (Post Office)	notable	5,156	5,156							CIVIC/EDUCATION	Former Post Office, relocated to Cedar from Area 3B
8	H-4 (Med Officer's Quarters)	notable	1,750	du					1,750		RESIDENTIAL	Existing single family home
8	H-5 (Med Officer's Quarters)	notable	1,750	du					1,750		RESIDENTIAL	Existing single family home
8	H-64 (Garage)	notable	651	N/A				651	0		RESIDENTIAL GARAGE	
8	M-1 (Marine Officer's Quarters)	landmark	8,772	du					8,772		RESIDENTIAL	Existing single family home
8	M-1 (Landscaped (Landscape))	notable	NA	NA							OPEN SPACE	
8	Palms along Cedar (Landscape)	notable	NA	NA							OPEN SPACE	
8	Parade Ground (Landscape)	notable	NA	NA							OPEN SPACE	
8	Clubhouse Drive Park (Landscape)	notable	NA	NA							OPEN SPACE	
	Subtotal			5,156						5,156		
8	764 (Dental Clinic)	component	10,792					10,792				1942; Type P (non-rep); deters street network
8	FA-3 (First Aid Station)	component	1,572					1,572				1942; Type F (rep); deters housing
8	M-1A (Servant's Quarters)	component notable	694					694				1938; Type A (non-rep); deters housing (incompatible type)
8	M-1C (Garage)	component notable	680					680				1938; Type B (rep); deters housing
8	898 (Electrical Distribution)	component	63					63				1938; Type E (rep); deters parking
8	M-31 (Bakery)	component	1,976					1,976				1941; Type P (non-rep); deters housing
8	M-60 (Bakery)	component	2,745					2,745				1941; Type B (rep); deters housing
8	M-63 (Garage)	component	7,701					7,701				1910; Type B (rep); deters housing
8	M-125 (Garage)	component	543					543				1942; Type B (rep); deters housing
8	M-126 (Garage)	component	543					543				1942; Type B (rep); deters housing
	Subtotal							27,960				
	AREA TOTAL					28,469				33,625		
9	University Area										OFFICE/RD	
9	944 (Office)	unclassified, non-contrib	13,128	13,128								
	NEW BLDG 9A				20,000						OFFICE/RD	Conference Center
	Touro University	includes as follows (landmark)	542,890	542,890							CIVIC/EDUCATIONAL	4,800 students
		(14 notables)										
		(2 components)										
9	US Forest Service	unclassified, non-contrib.	N/A	NA							OUTPARCEL	
9	US Army Reserve	unclassified, non-contrib.	N/A	NA							OUTPARCEL	
9	H-21 (Paint Locker)	component	575					575				1942; Type H (non-rep); deters parking, recreational open space
9	H-66 (Auxiliary Pump House)	component	624					624				1922; Type E (rep); deters parking, recreational open space
9	H-75 (Electrical Distribution)	component	121					121				1929; Type E (rep); deters parking, recreational open space
	AREA TOTAL					20,000				576,018		
	South Island Business Park											
10A	782 (Electrical Distribution)	component	1,296	1,296							LIGHT INDUSTRIAL	
10A	A31 (Magazine)	notable	2,400	2,400							LIGHT INDUSTRIAL	
10A	A48 & A65 (Ordinance Warehouse)	notable (2)	13,650	13,650							LIGHT INDUSTRIAL	
10A	A54 (Ammunition Storage)	notable	5,304	5,304							LIGHT INDUSTRIAL	
10A	A69 (Warehouse)	notable	6,700	6,700							LIGHT INDUSTRIAL	
10A	A72 (Warehouse)	notable	7,350	7,350							LIGHT INDUSTRIAL	
10A	A75 (Ammunition Storage)	notable	31,683	31,683							LIGHT INDUSTRIAL	
10A	A76 (Ammunition Storage)	notable	15,686	15,686							LIGHT INDUSTRIAL	
10A	A80 (Ammunition Storage)	component	7,836	7,836							LIGHT INDUSTRIAL	
10A	A130 (Warehouse)	component	19,000	19,000							LIGHT INDUSTRIAL	

Area	Building Number & Function	Bldg. Classification	Historic	Existing (Sq Ft)	Reuse (Sq Ft)	New (Sq Ft)	New Sq Ft Subtotal	Reduced (Sq Ft) Due to SA	Demolition	Residential	Total	Land Use	Comments
10A	A131 (Warehouse)	component		18,411	18,411							LIGHT INDUSTRIAL	
10A	A159 (Bag Change and Filling Hse)	component		9,876	9,876							LIGHT INDUSTRIAL	
10A	A215 (Projectile Processing Pft)	notable		22,500	22,500							LIGHT INDUSTRIAL	
10A	A220 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A221 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A222 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A223 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A224 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A225 (Ordinance Storage)	component		10,251	10,251							LIGHT INDUSTRIAL	
10A	A248 (20 mm Filling House)	notable		14,673	14,673							LIGHT INDUSTRIAL	
10A	A256 (Ordinance Storage)	notable		1,280	1,280							LIGHT INDUSTRIAL	
10A	A258 (Inert Material Storage)	notable		60,000	60,000							LIGHT INDUSTRIAL	
10A	A260 (Electrical Distribution Cent)	component		208	208							LIGHT INDUSTRIAL	
10A	A266 (Joiner & Machine Shop)	notable		71,515	71,515							LIGHT INDUSTRIAL	
10A	A271 (Vacuum System House)	notable		731	731							LIGHT INDUSTRIAL	
10A	A276 (Fire Alarm Tower)	component		N/A	N/A							N/A	
10A	Finger Piers (Berth 24)	notable		N/A	N/A							N/A	
	Subtotal				370,309						370,309		
10A	900 (Warehouse?)	unclassified, non-contrib.		18,270	18,270						18,270	HEAVY INDUSTRIAL	
10A	NEW BLDG 10A				55,000	55,000						HEAVY INDUSTRIAL	
10A	NEW BLDG 10B				55,000		110,000					HEAVY INDUSTRIAL	
	Subtotal						110,000				110,000		
10A	A192 (Electrical Distribution Bldg)	component		135					135				1940; Type E (rep); detars street network
	AREA TOTAL				388,579		110,000	573,768			498,579		
Notes:													
BUILDINGS THAT HAVE BEEN RELOCATED OR DEMOLISHED PRIOR TO 2005 SP													
BUILDINGS THAT HAVE BEEN RECLASSIFIED OR RETAINED PER THE 2006 SETTLEMENT AGREEMENT OR CORRECTIONS AS PART OF SPA1													

**PROPOSED CODE TEXT AMENDMENT TO CHAPTER
16.38 ARCHITECTURAL HERITAGE AND HISTORIC
PRESERVATION – MARE ISLAND AMENDMENT**

**PROPOSED AMENDMENT TO CHAPTER 16.38 ARCHITECTURAL
HERITAGE AND HISTORIC PRESERVATION OF
THE VALLEJO MUNICIPAL CODE
(CTA #06-0006)**

Sections 16.38.030 to 16.38.049 of the Vallejo Municipal Code provide regulations related to development within the Mare Island Historic District. The following changes are proposed to reflect the adoption of the 2005 Mare Island Historic Project Guidelines, Appendix B.1 of the 2005 Mare Island Specific Plan Amended and Restated, and the proposed Specific Plan Amendment II Project. These changes are documented in the proposed Ordinance, Attachment 1C to the Staff Report. (Revised 6/07/07)

II. Mare Island Amendment Historic District

16.38.030 Purpose of Mare Island amendment

The purpose of Section 16.38.30 through 16.38.32 is to establish the sources of regulatory authority which set forth standards, procedures and regulations for contributing resources on the former Mare Island Naval Shipyard (Mare Island). The sources listed in this section are in addition to any other applicable local, state or federal law which may apply.

16.38.31 Development Review within the Mare Island Historic District

All new construction, demolition, alteration and relocation of contributing resources, including but not limited to landscaping, signage, and fencing within the Mare Island Historic District, as defined in the Mare Island Specific Plan, shall be subject to the standards, regulations and procedures as contained in the following documents: 1)

The Mare Island Specific Plan/Master Plan, and all of its appendices, particularly:

- a) Appendix B.1 Mare Island Historic District Project Guidelines~~The purpose of the Mare Island amendment (amendment) is to establish standards, procedures and regulations for contributing resources on the former Mare Island Naval Shipyard (Mare Island). These standards, procedures and regulations provide for a balanced approach to preservation consistent with the city's economic development and land use goals for the successful and expeditious reuse of the island. This amendment implements Stipulation 7, Long Term Preservation Planning, contained in the Memorandum of Agreement for Mare Island's historic properties, as amended. The purpose of this amendment is to:~~
- 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 United States;~~

- 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
development
- (Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.031 Relationship of Mare Island amendment to Vallejo general plan and Mare Island specific plan; previous environmental review

16.38.032 Designation of landmarks

Additional contributing resources including previously unevaluated or undiscovered resources may be designated as city landmarks by the commission pursuant to Part III of this chapter. Such previously unevaluated or undiscovered resources may be potentially eligible for listing in the California Register of Historical Resources. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.031 Definitions *(Provided in Section 2 of the Historic Project Guidelines.)*

- A. "Amendment" means Chapter 16.38, Part II, Mare Island Amendment, of this Title.
- B. "Aspects of integrity" means the aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) codified in National Register Bulletin 15.
- C. "California Register" means the California Register of Historical Resources.
- D. "CEQA" means the California Environmental Quality Act.
- E. "Certificate of appropriateness" is the approval issued by the planning manager or commission for a construction, alteration and/or relocation project that is in conformance with all the provisions of this chapter prior to the undertaking of the project.
- F. "Certified historic preservation project" means a project certified by the National Park Service for purposes of investment tax credits codified in 36 CFR 67.
- G. "Chief building official" means the chief official of the building division of the development services department or his or her designee.
- H. "City landmark" means 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 commission.

I. "City of Vallejo Mare Island Historic District" means the district established with the adoption of this amendment. The boundaries of this district are consistent with those of the National Register of Historic Places' Mare Island Historic District

J. "Commission" means city of Vallejo architectural heritage and landmarks commission.

K. "Contributing resource" means a 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, and/or 3) designated as contributing to the character of the city of Vallejo Mare Island Historic District.

L. "Demolition permit" is the approval issued by the commission for a demolition project that is in conformance with all the provisions of this chapter prior to the undertaking of the project.

M. "Exterior architectural appearance" is defined as the architectural character and general composition of the exterior of a building or structure, including, but not limited to, such character defining features as: type and texture of building material; type, design, and character of all windows, doors, stairs, porches, railings, molding and other appurtenant elements.

N. "Interior architectural appearance" means the architectural character and general composition of the interior of a city landmark, including, but not limited to, such character defining features as: rooms and/or spaces; structural elements and archaic building materials which may be concealed within walls, floors and roofs; wall, ceiling and floor finishes; and mechanical, electrical and plumbing fixtures and equipment.

O. "Mare Island Historic District" means the district listed in the National Register for Historic Places in 1997. The boundaries of this district include all parts of the National Historic Landmark listed in 1976.

P. "Mare Island Naval Shipyard Historic District" means the National Historic Landmark designated by the Secretary of Interior in 1976. The National Historic Landmark covers five separate areas: Shipyard Historic District; Shipyard Support District; Naval Ammunition Depot; Hospital District; and U.S. Marine Barracks District.

Q. "Mare Island Specific Plan" means the specific plan prepared pursuant to Chapter 16.104 and Chapter 16.116 of this Title.

R. "Memorandum of Agreement" means the "Memorandum of Agreement Among The United States Navy, The Advisory Council on Historic Preservation and The California State Historic Preservation Officer Regarding the Layaway, Caretaker Maintenance, Leasing, and Disposal of Historic Properties on the Former Mare Island Naval Shipyard, Vallejo, California", dated May 1997 and as amended February 2000. Noncontributors listed in the Memorandum of Agreement Appendix C are not subject to the provisions of this amendment.

S. "Planning manager" means the manager of the planning division of the development services department or his or her designee. The planning manager or his or her designee shall serve as the secretary to the commission.

T. "Project" means the whole of any action related to new construction, alteration, relocation or demolition of a contributing resource or group of contributing resources.

U. "Project guidelines" means project guidelines for Mare Island contributing resources.

V. "Project site" means the legal parcel on which a project, as defined herein, is located. If no legal parcel exists which either immediately or reasonably surrounds a project, such project site may be determined by the planning manager or commission.

W. "Recordation requirements" means Historic American Buildings Survey (HABS) documentation appropriate to the significance of a contributing resource to be demolished as determined by the commission in consultation with the National Park Service.

X. "Reuse Area 4: Historic District" means the area designated in the city of Vallejo's Mare Island Final Reuse Plan, dated July 1994, as the island's historic area.

Y. "Standards for treatment" means Secretary of the Interior's Standards for Treatment of Historic Properties (U.S. Department of the Interior, 1995).

Z. "Substantial adverse change" means when a project would cause a substantial adverse change in the significance of a contributing resource.

(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.033 Application of amendment (No longer Applicable)

This amendment shall apply to contributing resources on Mare Island when title to these resources is transferred from the U.S. Navy to a non-federal entity. Prior to a transfer of property, and pursuant to the approved economic development conveyance, this amendment shall also apply to contributing resources subject to an executed lease in furtherance of conveyance. (Ord. 1438 N.C.(2d) § 1 (part) 2000; Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.034 Designation of landmarks. (Moved to Section 15.38.031 above.)

Effective with adoption of this amendment, all fifty National Historic Landmarks structures, buildings and landscapes on Mare Island, as listed in Exhibit 1, shall be designated as city landmarks. Additional contributing resources including previously unevaluated or undiscovered resources may be designated as city landmarks by the commission pursuant to Part III of this chapter. Such previously unevaluated or undiscovered resources may be potentially eligible for listing in the California Register of Historical Resources. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.035 Establishment of the city of Vallejo Mare Island Historic District (Included in Chapter 2.0 of the Mare Island Specific Plan.)

Effective with adoption of this amendment, the city of Vallejo Mare Island Historic District, as shown in Exhibit 2, shall be established. This district shall be included

in the Mare Island specific plan. Establishment of this district shall not affect the Mare Island Naval Shipyard Historic District or the Mare Island Historic District. However, Reuse Area 4: Historic District shall be known as Reuse Area 4: Historic Core in the Mare Island specific plan and all other subsequent planning documents. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.036 Project guidelines (Completed as Appendix B.1, Appendix B.2, Appendix B.3 and Appendix B.4.)

A. The planning manager shall develop project guidelines in consultation with the commission. These project guidelines shall function as the development plan for the city of Vallejo Mare Island Historic District and shall 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 standards for treatment and determine the project site for each resource or group of resources. These project guidelines shall include the existing designation status for each resource, including identification of those resources designated as city landmarks. These project guidelines shall be developed in consultation with the Office of Historic Preservation and National Park Service.

B. The planning manager shall complete the project guidelines within eighteen months from the effective date of this amendment. Upon completion, the project guidelines shall be reviewed programmatically as required by CEQA, and considered by the commission for recommendation to the city council as an amendment to the Mare Island specific plan.

C. The project guidelines shall be used by the planning manager, commission and other interested persons in the evaluation of projects involving contributing resources. The adoption of these project guidelines does not preclude the need for additional environmental review pursuant to CEQA, for individual projects.

D. Prior to the adoption of project guidelines, the standards of treatment shall be used in their place for the evaluation of projects that include contributing resources.

(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 141 N.C.(2d) § 2 (part), 1999.)

16.38.037 Certificates of appropriateness (Provided in Section 4.0 of the Historic Project Guidelines.)

A certificate of appropriateness is required for all alteration, construction and/or relocation projects, except as described in Section 16.38.039. There shall be different levels of review based on the scope of the proposed project. The proposed project shall be judged for compliance with project guidelines developed pursuant to Section 16.38.036. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

**16.38.038 Certificates of appropriateness—Application contents; time for
(Provided in Section 4.0 of the Historic Project Guidelines.)**

An application for a certificate of appropriateness shall be on a form prescribed by the commission, and accompanied by plans appropriate to scope of and/or stage of work and historic and existing photographs. An application for a certificate of appropriateness shall be submitted as early as possible in the design process to allow meaningful input regarding environmental and design issues from the planning manager and commission. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

**16.38.039 Certificates of appropriateness—Types of projects; exceptions
(Provided in Section 4.0 of the Historic Project Guidelines.)**

A. A certificate of appropriateness is required for the following types of projects:

1. Construction of a new building or structure, addition to an existing building or structure, within the project site of a contributing resource;
2. Alteration of a contributing resource in any manner which affects the exterior architectural appearance of a building or structure including installation or alteration of any exterior sign;
3. Construction or alteration within the project site of a contributing resource of site features including, but not limited to, landscaping, fencing, walls, paving and grading;
4. Interior alterations of a city landmark; and
5. Relocation of a contributing resource.

B. An application for a certificate of appropriateness may be acted on either administratively by the planning manager or by the commission subject to the following procedures:

1. Administrative decision. Projects to be acted on administratively by the planning manager are those that meet the following criteria:

- a. Consistent with project guidelines developed pursuant to Section 16.38.036; and
- b. Do not include changes to a city landmark or the project site of a city landmark.

The planning manager shall provide to the commission copies of all applications for administrative approval when deemed complete and copies of all administrative decisions when the decision is made.

2. Commission decision. Projects to be referred to and acted on by the commission are those that are:

- a. Inconsistent with project guidelines developed pursuant to Section 16.38.036;
- b. Include relocation of a contributing resource;
- c. Include changes to a city landmark or the project site of a city landmark;
- d. Requested by a member of the commission when such a request is made within five working days of the administrative decision on the project; or
- e. Appeals of administrative decisions.

. Exceptions. The following projects do not require certificates of appropriateness:

1. Painting, routine maintenance or minor repair (as defined in the rules of the commission);

2. Interior alterations of contributing resources which are not city landmarks;
 3. Emergency measures of construction, alteration or demolition which are deemed necessary to correct unsafe or dangerous condition of any structure, other feature or part thereof, where such condition has been declared unsafe or dangerous by the chief building official or the fire chief and where measures have been declared necessary by such officials to correct the conditions and where only such measures as are reasonably necessary to correct unsafe or dangerous conditions shall be performed;
 4. Memorandum of Agreement Appendix A (1992 Programmatic Agreement, Appendix B, Actions Not Requiring Further Consultation); and
 5. National Park Service approved Certified Historic Preservation Projects. The commission shall be notified of such projects by the planning manager and given the opportunity to comment on the project.
- (Ord. 1410 N.C.(2d) § 2 (part), 1999.)

16.38.040 Certificates of appropriateness—Process (Provided in Section 4.0 of the Historic Project Guidelines.)

The process for consideration and issuance of certificates of appropriateness shall facilitate expeditious reuse of Mare Island. The planning manager and commission shall seek to expedite review and consider applicant requests for action with priority to the maximum extent feasible.

A. Environmental Review. All projects are subject to environmental review to the extent required by CEQA prior to a decision being made on the project. The commission shall be consulted during the environmental review process for projects that have the potential for substantial adverse changes to contributing resources.

B. Administrative Decision.

1. The planning manager shall review, based on the project guidelines developed pursuant to Section 16.38.036, the application and supporting materials and approve, deny, or conditionally approve the certificate of appropriateness within thirty calendar days following receipt of a completed application.
2. Any person adversely affected by the decision may appeal the administrative decision by filing a written request with the secretary of the commission within ten calendar days of the administrative decision.

C. Commission Decision.

1. An application for a certificate of appropriateness shall be reviewed according to the project guidelines developed pursuant to Section 16.38.036.
2. The commission shall make a decision within forty-five calendar days following receipt of a completed application unless the applicant agrees to an extension of time.
3. Any person adversely affected by the commission's decision may appeal the decision to city council by filing a written request with the city clerk within ten calendar days of the commission's action.

D. City Council Decision. Under the terms of an executed lease of furtherance of conveyance, and prior to transfer of title, any certificate of appropriateness

application reviewed and denied by the commission and subsequently appealed to and approved by the city council shall be stayed until the planning manager concludes consultation with the United States Navy on the certificate of appropriateness. Within thirty days of receipt of adequate documentation from the planning manager, should the Navy object to such city council action, the city council action shall be deemed null and void. Should the Navy not object within the thirty day period, the city council action shall be deemed to have full force and effect.

~~(Ord. 1438 N.C.(2d) § 1 (part), 2000; Ord. 1410 N.C.(2d) § 2 (part),~~

~~1999.)~~ **16.38.041 Demolition permits (Provided in Section 5.0 of the Historic Project Guidelines.)**

~~A demolition permit is required for all demolition projects. The proposed project shall be judged for compliance with project guidelines developed pursuant to Section 16.38.036. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~**16.38.042 Demolition permits--Application contents; time for submittal of application (Provided in Section 5.0 of the Historic Project Guidelines.)**~~

~~An application for a demolition permit shall be on a form prescribed by the commission and accompanied by plans appropriate to scope of and/or stage of work, historic and existing photographs, and additional supporting materials as required by the planning manager. An application for a demolition permit shall be submitted as early as possible to allow meaningful input regarding environmental issues from the planning manager and commission. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

~~**16.38.043 Demolition permits--Process; findings; mitigation (Provided in Section 5.0 of the Historic Project Guidelines.)**~~

~~A. Process. The process for demolition permits shall facilitate expeditious reuse of Mare Island. The planning manager and commission shall seek to expedite review and consider applicant requests for action with priority to the maximum extent feasible.~~

~~1. All projects involving demolition of a contributing resource are subject to environmental review to the extent required by CEQA prior to a decision being made on the demolition project. The commission shall be consulted during the environmental review process for projects that have the potential for substantial adverse changes to contributing resources.~~

~~2. An application for a demolition permit shall be reviewed according to the project guidelines developed pursuant to Section 16.38.036.~~

3. The commission shall make a decision within forty five calendar days following receipt of a completed application unless the applicant agrees to an extension of time.

4. Any person adversely affected by the commission's decision may appeal the decision to city council by filing a written request with the city clerk within ten calendar days of the commission's action.

B. Findings. A permit for demolition of a contributing resource shall be issued if the requirements of CEQA have been met and if the commission makes findings that the project substantially meets the following criteria

1. The contributing resource does not meet the National Register aspects of integrity.

2. The contributing resource has not been willfully neglected by the non-federal owner so as to result in its deterioration or abandonment.

3. The proposed project is consistent with the goals and policies of the Mare Island specific plan and complies with project guidelines developed pursuant to Section 16.38.036.

4. The demolition would not cause a substantial adverse change in the National Register of Historic Places and/or California Register of Historical Resources eligibility of Mare Island Historic District.

C. Mitigation Requirement. Reasonable and feasible mitigation identified in compliance with CEQA may be imposed as a condition of demolition at the discretion of the commission. Mitigation may include a requirement for recordation through HABS documentation prior to demolition.

(Ord. 1410 N.C.(2d) § 2 (part), 1999.) 16.38.044 Demolition of hazardous structures (Provided in Section 5.0 of the Historic Project Guidelines.)

A hazardous structure that poses an imminent threat to public health or safety, as determined by the chief building official, is exempt from the requirements for demolition of this amendment. If the threat to public health or safety would not be increased, the commission shall be notified of the pending demolition at least five working days prior to the action. Plans for the new construction on the site of the demolition shall comply with the project guidelines for new construction developed pursuant to Section 16.38.036.

16.38.045 Related regulations (Provided in Section 5.0 of the Historic Project Guidelines.)

A. California State Historical Building Code (SHBC). SHBC offers alternative measures applicable to qualified historic buildings and structures which help avoid the loss of historic character. The chief building official shall apply SHBC in review and approval of projects involving qualified historic buildings and structures. (California Code of Regulations Part 8, Title 24)

B. Seismic Hazard Identification and Mitigation Program for Unreinforced Masonry Buildings (Chapter 12.07, Vallejo Municipal Code).

C. Mare Island Building and Fire Code Compliance (Chapter 12.50, Vallejo

Municipal Code).
(Ord. 1410 N.C.(2d) § 2 (part), 1999.)
No changes.

16.38.046 Conservation easements (Provided in Section 6.0 of the Historic Project Guidelines.)

~~Conservation easements of contributing resources may be conveyed to nonprofit or other qualified organizations pursuant to California Civil Code 815. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

16.38.047 Mills Act (Provided in Section 6.0 of the Historic Project Guidelines.)

~~Owners of qualified contributing resources who agree to comply with certain preservation requirements pursuant to California Revenue and Taxation Code Article 1.9, Sections 439-439.4, Historic Property, may enter into historic property agreements with the city subject to criteria adopted by city council. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

16.38.048 Duty to keep in good repair (Provided in Section 4.0 of the Historic Project Guidelines.)

~~The owner of a contributing resource shall 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. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

16.38.049 Ordinary maintenance and repair (Provided in Section 4.0 of the Historic Project Guidelines.)

~~Nothing in this 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. (Ord. 1410 N.C.(2d) § 2 (part), 1999.)~~

**ADDENDUM
TO THE SUBSEQUENT
ENVIRONMENTAL IMPACT REPORT FOR THE
MARE ISLAND SPECIFIC PLAN
AMENDED AND RESTATED**

PUBLIC REVIEW DRAFT: JUNE 11, 2007

A. INTRODUCTION

This document is an Addendum to the Subsequent Environmental Impact Report (SEIR), State Clearinghouse #2003092057 for the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan), which was certified by the Vallejo City Council in November 2005. The purpose of the Addendum is to disclose and discuss any potential environmental impacts associated with a proposed amendment to the 2005 Specific Plan and an amendment to Chapter 16.38 Architectural Historic Preservation Ordinance of the Vallejo Municipal Code. The project encompasses amendments to both documents and is referenced as “SPA II” in this Addendum.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15164, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when a proposed action will not lead to a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. CEQA requires that the decision making body consider the Addendum with the Final EIR prior to making a decision on the project. As further described in Section C of this document, the City has determined that the proposed SPA II will result in none of the conditions described in Section 15162 of the CEQA Guidelines requiring the preparation of a Subsequent EIR, and the preparation of this Addendum is the appropriate environmental review document required by CEQA.

B. PROJECT DESCRIPTION

Project Location and Setting

Mare Island occupies approximately 5,250 acres within the City of Vallejo. The Island is bounded by the San Pablo Bay to the west, Carquinez Strait to the southwest, Mare Island Strait to the northeast, with the mainland further east, and a series of sloughs and marshlands and Highway 37 to the north. Mare Island generally encompasses 1,400 acres of dry uplands and 3,800 acres of wetlands, submerged lands and inactive dredged material disposal ponds.

Mare Island Naval Shipyard closed operation as a naval facility in 1996. The Shipyard was listed as a National Historic Landmark (NHL) in 1975, which includes four specific land areas and 50 buildings, all of which still remain in existence. A larger portion of the former Shipyard contains 502 historic structures that are Contributing Resources to the Mare Island Historic District, which was listed in the National Register in 1997.

Project Background and Previous Environmental Review

In 1993 prior to closure of the Shipyard, the City of Vallejo conducted a community-based planning process for the potential reuse of Mare Island as a civilian area of the City. This effort resulted in the development of the Final Mare Island Reuse Plan (Reuse Plan), which identified 13 Reuse Areas for Mare Island, as well as wetlands and dredge ponds areas on the west side of the Island. The Reuse Plan described the desired character of each Reuse Area and the potential redevelopment opportunities. The City Council accepted the Final Mare Island Reuse Plan in July 1994 and certified an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Disposal and Reuse of Mare Island Naval Shipyard in 1998.

In 1999 the City Council adopted the Mare Island Specific Plan (1999 Specific Plan) as the implementation document for the Reuse Plan after approving an Addendum to the 1998 EIS/EIR. The 1999 Specific Plan included additional detail regarding land use policies, allowable land uses and development standards. Amendments to the City of Vallejo Municipal Code (V.M.C.) Zoning Ordinance and General Plan were also made to address policies related to the treatment of the historic resources, and to ensure consistency with the 1999 Specific Plan.

The City selected Lennar Mare Island (Lennar) as the Master Developer of approximately 650 acres of uplands on Mare Island, and in 2001 entered into a Development Agreement (DA) with Lennar to provide a binding mechanism to ensure the timely, efficient, and orderly development of the area. In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan and adopted the 2005 Mare Island Specific Plan Amended and Restated (2005 Specific Plan). The 2005

Specific Plan covers the entire Island and generally consists of a development program similar to that in the 1999 Specific Plan as well as the 1994 Mare Island Final Reuse Plan. The primary changes from the 1999 Specific Plan included an additional 2.7 million square feet of development potential; more detailed development policies; elimination of a third access point from the mainland to the Island, via the Southern Crossing; and inclusion of the Historic Project Guidelines. The adopted 2005 Specific Plan replaces and supersedes the 1999 Specific Plan.

Pursuant to the requirements of the California Environmental Quality Act (CEQA), the City Council certified a Final Subsequent Environmental Impact Report (SEIR) for the 2005 Specific Plan on November 29, 2005. The SEIR identified and analyzed the significant impacts associated with the incremental change in intensity and distribution of land uses on Mare Island from the 1999 Specific Plan, as described in the 2005 Specific Plan. The SEIR concluded that the incremental change would result in unavoidable adverse impacts in cultural resources, transportation, air quality, and noise categories. Three project alternatives were also analyzed that included a No Project Alternative, Historic Preservation Alternative, and the Reuse Area 1A Increased Development Alternative.

The SEIR identified mitigation measures to lessen the severity of potential adverse environmental impacts, some of which would not reduce the impacts to a level of insignificance. While most of the mitigation measures were incorporated as part of the approved project, several were rejected by the City Council as infeasible. The Council concluded that although the 2005 Specific Plan would result in adverse environmental impacts that cannot be avoided even with the incorporation of all feasible mitigation measures into the project, the anticipated economic, social, technological or other benefits of the project outweighed the unavoidable adverse effects, and such effects were considered acceptable. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15093, the City Council adopted a Statement of Overriding Considerations for the 2005 Specific Plan and SEIR. A Mitigation Monitoring Program was also adopted. The SEIR is available at the City of Vallejo Planning Division and is incorporated herein by reference.

Proposed SPA II

Lennar and the City propose to amend the 2005 Specific Plan and the V.M.C. regarding policies generally related to historic resources on Mare Island. The purpose of the amendment is to address commitments made by Lennar regarding impacts of the 2005 Specific Plan "Development Plan" on historic resources, pursuant to a Settlement Agreement between Lennar, the National Trust for Historic Preservation (NTHP), the Vallejo Architectural Heritage Foundation (VAHF) and the City of Vallejo. During the public review process for the 2005 Specific Plan and SEIR, representatives of the NTHP and VAHF had expressed concerns regarding the Development Plan's impacts to historical resources. To address their issues, Lennar entered into negotiations with the NTHP, VAHF, and City, and in April 2006, a Settlement Agreement between the above parties was approved by City Council and executed. The Settlement Agreement commits

Lennar to apply for an amendment to the 2005 Specific Plan to ensure that the negotiated terms of the Settlement Agreement are implemented. In June 2006, Lennar submitted an application for the subject Specific Plan Amendment.

The City Planning Division also proposes to include additional changes to the 2005 Specific Plan that address issues raised since its adoption in December 2005, and to incorporate appropriate mitigation measures identified in the SEIR adopted by City Council. Minor editorial and formatting changes to enhance the documents are included as well.

The proposed SPA II includes the following:

1. Reclassification of 15 historic resources to upgrade their level of significance. Appendix B.1 Historic Project Guidelines provides the regulatory process for the reuse, rehabilitation, relocation, and demolition of historic resources on Mare Island. The Guidelines have established three classifications of historic buildings: City Landmarks (Highly Significant); Notable Resources (Individually Significant); and Component Resources (Not Individually Significant). The criteria to demolish historic buildings on Mare Island are based on their individual classification. Under the approved 2005 Specific Plan, 183 Contributing Resources would be demolished. This affects 154 Components and 29 Notable Resources. No Landmark Resources would be demolished under the 2005 Specific Plan. The proposed amendment would upgrade 15 of the Components to Notable Resources, thus the requirements to demolish those buildings would be more restrictive.
2. Retention of nine historic resources originally approved for demolition and reuse of two historic resources with no designated use. As stated above, under the approved plan, 183 Contributing Resources would be demolished, and of that number, 29 are classified as a Notable Resource. SPA II would retain nine additional buildings classified as a Notable Resource and approved for demolition, which would decrease the total number of Notables that would be demolished. In addition, two buildings also classified as Notable Resources with no reuse activity identified in the 2005 Specific Plan, would be reused. Thus, fewer Notable Resources would be demolished.
3. Additional criteria and standards to demolish historic resources. The Historic Project Guidelines provides regulatory procedures and required criteria to demolish a Contributing Resource. These criteria are intended to ensure that the Master Developer or property owner has evaluated all possible reuse options for the structures. SPA II would include additional criteria required to demolish a Notable Resource. This generally includes a relocation and reuse analysis, an approved development permit for a replacement project, a financial analysis to determine that the replacement project is feasible, and that the project can commence within six months of all City approvals, and the appropriate level of HABS (Historic American Buildings Survey)

documentation. As agreed, SPA II would specifically exclude Contributing Resources within Reuse Areas 2A, 2B, and 3A from the additional demolition criteria.

4. Land use restrictions related to the inactive dredge ponds. As part of a separate agreement with the Master Developer and a third party, the City committed to restricting land uses within the inactive dredge pond areas on Mare Island to activities compatible with managed wetlands, open space or conservation, and to not allow the reactivation of the dredge ponds as a commercial activity.
5. Clarification of building standards for new residential subdivisions. The redevelopment of Mare Island includes new housing development that requires review and processing of residential subdivision applications. While Chapter 4 Urban Design Guidelines of the 2005 Specific Plan addresses most issues related to residential development, SPA II would incorporate additional standards. These include the requirement that all accessory structures, patios, trellises, etc. for single-family homes be subject to setback requirements as established in the development permit approved for the subject subdivision; that all additions to single-family homes, including enclosed porches, be subject to development review; and that garage conversions and construction of carports be prohibited in the residential areas.
6. Incorporation of applicable mitigation measures identified in the SEIR and adopted by the City Council. To minimize the impact of the 2005 Specific Plan on historic resources, the SEIR identified two mitigation measures that as proposed, would be included as criteria to demolish an historic resource. The mitigation measures generally call for the preparation of a relocation and reuse analysis before the demolition of a Notable Resource, and preparation of a cultural landscape evaluation prior to carrying out any work within any of the ten historic landscapes on Mare Island.
7. Other minor text amendments. In addition to the above-described amendments, the City has also proposed to make minor non-substantive editorial and formatting changes to enhance the documents. These changes would not affect the approved Development Plan or policies for implementing the 2005 Specific Plan.
8. Amendments to the Vallejo Municipal Zoning Code related to historic resources on Mare Island. Chapter 16.38 Architectural Heritage and Historic Preservation Chapter of the V.M.C. requires the development of Historic Project Guidelines for the preservation and treatment of Mare Island historic resources. Given the adoption of the 2005 Specific Plan, which included the incorporation of Appendix B.1 Historic Project Guidelines, the V.M.C. would be amended to delete this requirement and include appropriate references to the Historic Project Guidelines for consistency.

C. SCOPE OF THE ADDENDUM

This Addendum to the 2005 SEIR examines the potential environmental impacts associated with the proposed SPA II, which includes amendments to the V.M.C. The Addendum has been prepared pursuant to the requirements of CEQA and in accordance with the CEQA Guidelines, and is intended to inform the public and the City Council of potential environmental impacts that may occur with the adoption of the proposed SPA II.

CEQA Guidelines Section 15164 provides authority for use of an addendum to document the basis for a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately analyzed in an existing certified EIR. That section states, in pertinent part:

- a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred ...
- b. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- c. The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- d. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, the lead agency's decision to use an addendum must be supported by substantial evidence that none of the following conditions that would trigger the preparation of a Subsequent EIR, as provided in Section 15162, are present. That section limits the requirement for preparation of a Subsequent EIR to the following situations, presented below in pertinent part:

- a. Substantial changes are proposed in the project, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects;

- b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete ... shows [that]: The project will have ...significant effects not discussed in the previous EIR...[or] Significant effects previously examined will be substantially more severe than shown in the previous EIR.

SPA II would not trigger preparation of a Subsequent EIR, under conditions set forth in CEQA Guidelines Section 15162 for the following reasons:

- a. The proposed SPA II does not represent a substantial change from the 2005 Specific Plan. The retention and reuse of additional historic buildings would decrease the loss of historic resources. While it would increase the total amount of non-residential building area analyzed as part of the SEIR, Lennar has proposed to reduce the square footage of new buildings in the SPA II Preliminary Master Development Plan as part of the amendment, thereby maintaining the total amount of development as the 2005 Specific Plan. This change is noted in SPA II Appendix E and Chapter 3, Land Use Element. The remaining amendments would affect the process by which historic resources could be demolished and policy changes regarding land use, development standards and minor edits to the documents, including demolition criteria, elimination of the dredge ponds as an allowed activity, development standards, incorporation of applicable mitigations measures, and editorial changes, none which represent a significant change over the 2005 Specific Plan.

The proposed SPA II would lessen the environmental effects of the 2005 Specific Plan by reducing the number of historic resources that would be demolished and reducing the amount of new construction.

- b. SPA II contains no substantial changes that would require major revisions to the 2005 SEIR due to the involvement of significant environmental effects or a substantial increase in the severity of previously identified significant effects. While SPA II involves several changes regarding historic structures on Mare Island, these changes would not result in new or substantially increased impacts to the historic resources individually or the Historic District. The proposed changes affecting dredge ponds, and the incorporation of standards for new residential subdivisions, mitigation measures from the SEIR, and non-substantive text changes would not

affect the total amount of development analyzed and approved for the 2005 Specific Plan, and would therefore not result in new or substantially increased environmental effects previously identified in the SEIR.

- c. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous SEIR was certified as complete, and the proposed SPA II would not have significant effects not discussed in the previous SEIR. The purpose of the Settlement Agreement was to address the impacts of the 2005 Development Plan on historic resources. The remaining elements regarding the dredge ponds, new residential subdivisions, mitigation measures and non-substantive text changes proposed as part of SPA II would not affect the environmental analysis. Therefore, there are no mitigation measures or alternatives which are considerably different from those analyzed in the SEIR that would substantially reduce the environmental effects related to the project.

Environmental Analysis

The following is a complete list and analysis of the significant and mitigable impacts and the significant unavoidable impacts identified in the SEIR. In this case, the proposed project is in reference to the 2005 Mare Island Specific Plan. (A complete description, analyses and associated mitigation measures are contained in the SEIR.) No new significant impacts will result from the proposed SPA II.

A. Cultural Resources

Impact A.1: The proposed demolition of Contributing Resources would diminish the integrity of the Mare Island Historic District.

The proposed SPA II would lessen the impact of the project to the Historic District. The proposed retention of nine additional Contributing Resources programmed for demolition, and reuse of two additional Contributing Resources that had no designated reuse activity would decrease the number of buildings that would be demolished and increase the number of historic structures that would remain present in the Historic District, furthering the preservation of the Historic District. SPA II would also reclassify 15 Contributing Resources from a Component to a Notable classification and required additional and more restrictive criteria to demolish a Notable Resource to ensure all reasonable reuse and relocation options have been assessed.

Impact A.2: The proposed demolition of Notable Resources would impact each of these Contributing Resources at the level of the individual resource.

The proposed SPA II would lessen the impact of those Contributing Resources that would be retained, reused and reclassified. Nine historic resources programmed for demolition buildings would be retained and would therefore no longer be impacted by 2005 Specific Plan. The added level of review and criteria

required to demolish a Notable Resource would reduce the impact to the individual resources by requiring a reuse and relocation analysis to determine if demolition is the only feasible option.

Impact A.3: The proposed project would contribute to the cumulative impacts on Mare Island historical resources.

The proposed SPA II would lessen the cumulative impacts on Mare Island historical resources. As noted above, nine historic resources programmed for demolition buildings would be retained in SPA II and would therefore not be impacted by 2005 Specific Plan. This reduces the cumulative impact on historic resources.

B. Traffic

Impact B.6: The full buildout of the proposed project would increase demand for public transit service to an area that is not currently served by transit.

The proposed SPA II project would not affect the total amount of development on Mare Island as defined in the 2005 Specific Plan, nor buildout of the project and would therefore not result in any new or increased impacts related to the use of public transit.

Impact B.10: Traffic generated by full buildout of the proposed project would cause levels of service to degrade to unacceptable levels on one roadway segment in the long-term 2020 Future Baseline Plus Project scenario.

The proposed SPA II project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic.

Impact B.11: Traffic generated by full buildout of the proposed project with the 2020 Baseline would cause several impacts to study intersections and roadway segments that are significant and unavoidable.

The proposed SPA II project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic.

C. Air Quality

Impact C.2: Operation including occupation and use of the development would cause long-term traffic-related emissions of ozone precursors and particulate matter.

The proposed SPA II project would not affect the buildout of the project and would therefore not result in any new or increased impacts related traffic-related air-quality issues.

D. Noise

Impact D.5: Traffic would cause noise increases at locations near sensitive land uses.

The proposed SPA II project would not affect the buildout of the project and would therefore not result in any new or increased impacts related to traffic or noise.

D. CONCLUSION

The proposed SPA II is intended lessen the environmental impacts by retaining, reclassifying, and reusing additional historic resources than under the 2005 Specific Plan. Changes to the V.M.C. would provide consistency between the Mare Island Specific Plan and Chapter 16.38 of the V.M.C. and would not affect the physical environment. Based on the environmental analysis supported by substantial evidence provided in this Addendum, the City concludes that the proposed SPA II does not require major changes to the 2005 Specific Plan and the proposed changes do not rise to the level of change that require a Subsequent EIR. The City concludes, as set forth in this Addendum, that no new significant or substantially more severe environmental effects would result from the proposed SPA II. The City also determines that none of the criteria in CEQA Guidelines Section 15162 are present and therefore no subsequent EIR or additional CEQA compliance is required for the adoption of SPA II

**STAFF REPORT TO THE ARCHITECTURAL HERITAGE
AND LANDMARKS COMMISSION
MAY 17, 2007**

**ATTACHMENT – CONSOLIDATED COMMENTS
FROM THE NATIONAL TRUST FOR HISTORIC
PRESERVATION AND VALLEJO ARCHITECTURAL
HERITAGE FOUNDATION
RECEIVED AT MAY 17, 2007 PUBLIC HEARING**

(STAFF REPORT ATTACHMENTS ARE NOT INCLUDED)

ARCHITECTURAL HERITAGE & LANDMARKS COMMISSION

STAFF REPORT

Date of Hearing: May 17, 2007

Agenda Item: 13a

Applications: Amendment to the 2005 Mare Island Specific Plan Amended and Restated (SP #98-01C), including the Mare Island Historic Project Guidelines, Mare Island Historic Resources Catalogue, and Preliminary Master Development Plan; and an Amendment to Chapter 16.38 of the Vallejo Municipal Code (CTA #06-0006).

Recommendation: Forward a recommendation to the City Council to **Adopt** an Amendment to the Mare Island Specific Plan Amended and Restated (SP #98-01C), including the Mare Island Historic Project Guidelines, Mare Island Historic Resources Catalogue, and Preliminary Master Development Plan; and to **Adopt** an Amendment to Chapter 16.38 of the Vallejo Municipal Code (CTA #06-0006), subject to findings contained in this staff report.

1. LOCATION: Mare Island Historic District

2. APPLICANT: Dina Tasini
Lennar Mare Island LLC
690 Walnut Ave, Suite 100
Vallejo, CA 94592

City of Vallejo Planning Division
555 Santa Clara Street
Vallejo, CA 94590

3. MASTER DEVELOPER: Lennar Mare Island, LLC
690 Walnut Avenue
Vallejo, CA 94590

4. PROJECT DESCRIPTION SUMMARY:

Lennar Mare Island, LLC (Lennar) and the City of Vallejo (City) propose to amend the 2005 Mare Island Specific Plan Amended and Restated, (2005 Specific Plan) and to amend the City of Vallejo Municipal Code (VMC) regarding policies related to Mare Island historic resources and the Mare Island Historic District (Historic District). The proposed amendments are referred to as "Specific Plan Amendment II", (SPA II). The primary purpose of SPA II is to: (1) address commitments made

by Lennar regarding impacts of the 2005 Preliminary Development Plan (Development Plan) on the Historic District, pursuant to a Settlement Agreement between Lennar, the National Trust for Historic Preservation (NTHP), two individuals representing the Vallejo Architectural Heritage Foundation (VAHF) and the City of Vallejo; (2) incorporate appropriate mitigation measures as required by the certified Subsequent Environmental Impact Report (SEIR) Mitigation Monitoring Program (MMP) for the 2005 Specific Plan; and (3) make editorial and reformatting changes that enhance the documents. SPA II also includes changes to address issues that have evolved since the adoption of the 2005 Specific Plan. This includes land use restrictions related to the inactive dredge ponds, clarification of building standards for new residential subdivisions and other non-substantive changes and corrections throughout the documents.

The documents that would be amended as part of SPA II include: (1) 2005 Mare Island Specific Plan; (2) Appendix B.1 Historic Project Guidelines; (3) Appendix B.3 Historic Resources Catalogue; (4) Appendix E Preliminary Master Development Plan; and (5) Chapter 16.38 Architectural Heritage and Historic Preservation of the Vallejo Municipal Code.

5. ENVIRONMENTAL REVIEW

An Addendum to the SEIR for the 2005 Specific Plan has been prepared for SPA II, pursuant to Section 15164 California Environmental Quality Act (CEQA) Guidelines. Based on the analysis provided in the Addendum, the Project will not result in any new or more significant effects than already identified in the 2005 SEIR.

6. NOTICING AND PUBLIC COMMENTS

On April 10, 2007, a public notice was mailed to property owners within the Historic District and Mare Island federal tenants, nearby neighborhood groups, and interested parties for a public hearing on April 26, 2007. On April 26, 2007, the AHLC announced to the public that the project would be continued to May 17, 2007.

7. PROJECT DESCRIPTION

Background

In December 2005, the City Council approved Lennar's proposal to amend and restate the 1999 Mare Island Specific Plan. The Mare Island Specific Plan guides the future development of Mare Island, a former Naval Shipyard which closed operation in 1996. The 2005 Specific Plan generally consists of a development program similar to that in the 1999 Specific Plan as well as the

1994 Mare Island Final Reuse Plan, and specifically incorporates policies related to the Historic District. The Historic District was designated as a nationally recognized historic landmark (NHL) in 1975 and a local historic district in 1999. The Historic District contains 502 historic buildings and structures listed as contributing resources, including 42 City Landmarks.

To facilitate development within the Historic District, the 2005 Specific Plan, specifically the Historic Project Guidelines, establishes three building/structure classifications for contributing resources. This includes City Landmarks (Highly Significant); Notable Resources (Individually Significant); and Component Resources (Not Individually Significant). The criteria to demolish historic buildings on Mare Island are based on their individual classification. The Development Plan, as approved in 2005, calls for the demolition of 183 contributing resources and of those approved for demolition, 154 are Component Resources and the remaining 29 are Notable Resources. No Landmark Resources would be demolished under the 2005 Specific Plan.

On November 29, 2005, the City Council certified the Subsequent Environmental Impact Report (SEIR) prepared for the 2005 Specific Plan and adopted a statement of overriding considerations. The adopted plan included several changes to the Mare Island Historic Project Guidelines, as recommended by the AHLC. A Mitigation Monitoring Program (MMP) identifying measures to reduce the project impacts was also adopted.

Settlement Agreement

During the public review process for the 2005 Specific Plan and SEIR, representatives of the NTHP and the VAHF expressed concerns regarding the impacts of the Development Plan on the Historic District. Members of the AHLC also expressed similar concern. To address these issues, Lennar and the City entered into negotiations with the NTHP and VAHF, and in April 2006, a Settlement Agreement between the above parties was approved by the City Council. The Settlement Agreement commits Lennar to apply for the subject amendment to the 2005 Specific Plan to ensure that the negotiated terms of the Settlement Agreement are implemented. Lennar is also required to consult with the NTHP on the proposed amendment.

As part of the negotiations, Lennar, City Staff, and representatives from the NTHP, VAHF, and State Office of Historic Preservation (SHPO) conducted several site visits to evaluate many of the buildings proposed for demolition and the setting of the surrounding areas. Based on the evaluation and follow-up discussions, the parties agreed to the following primary terms:

- Reclassification of 15 historic resources to upgrade their level of significance
- Retention of nine (9) historic resources originally approved for demolition

- Reuse of two (2) contributing resources originally approved for retention with no planned reuse
- Additional criteria to demolish certain Notable Resources

Staff has included an annotated version of the Settlement Agreement that provides references to amendments made to the 2005 Specific Plan. (See Attachment A.) A summary list of the contributing resources affected by the Settlement Agreement and proposed SPA II is also provided as Attachment A-1 to the Settlement Agreement. As negotiated, most of the buildings to be reclassified are located within Reuse Areas 4 and 6, within and surrounding the historic core and most of the buildings to be retained and reused are located within Reuse Areas 2B and 3A, near the Mare Island Causeway. Lennar also agreed to reuse to the extent feasible, the Morton Field Archway, a non-contributor to the Historic District.

Reclassification: Per Sections 6 and 7 of the Settlement Agreement, 15 contributing resources would be reclassified from a Component to a Notable Resource. The reclassification would affect the demolition requirements for these resources. The approved Historic Project Guidelines allow Component Resources to be demolished if the City makes a finding that the proposed action is reasonably necessary to implement the Development Plan. To demolish a Notable Resource, the City must make a finding that retention is a “deterrent” to the successful reuse of Mare Island, which requires a detailed Deterrence Analysis. A relocation analysis is also required, as indicated in the MMP, to determine if relocation is a feasible option. The reclassification elevates the level of review required to demolish these 15 contributing resources. These proposed changes are reflected in SPA II, Chapter 2.0 of the 2005 Specific Plan, Section 3.0 of the Historic Project Guidelines, and Sections 2A, 2B, 4, 6 and 8 of the Historic Resources Catalogue and Development Plan.

Retention: The Development Plan in the 2005 Specific Plan includes demolition of most historic resources within Reuse Areas 2A, 2B and 3A, such that the historic character of these areas would be affected. This area-wide demolition is intended to provide usable land necessary for new construction in order to achieve the economic goals of the 2005 Specific Plan, to construct parking areas that would support those buildings proposed for reuse, and to install upgraded infrastructure. Sections 6 and 7 of the Settlement Agreement require the retention and reuse of 11 additional buildings to maintain more of the historic character of the areas, thereby reducing the impact on the Historic District. SPA II includes the proposed retention of these buildings as noted in Section 5.0 of the Historic Project Guidelines, and Sections 2A, 2B, 3A, 4, 6 and 8 of the Historic Resources Catalogue and Development Plan.

The retention and reuse of additional buildings would logically increase the total amount of non-residential building area analyzed and approved as part of the Development Plan. Based on the type and size of buildings to be retained and

reused through the Settlement Agreement and subject amendment, approximately 266,000 square feet of additional non-residential building area would be added to the Development Plan. To offset this amount and eliminate the need to conduct further environmental review of SPA II, Appendix E shows a comparable reduction in square footage for new buildings in the Development Plan as part of this amendment.

Proposed Increased Demolition Criteria for Certain Notable Resources:

Sections 9 through 11 of the Settlement Agreement address increased demolition criteria for Notable Resources. To allow Lennar to move forward in some areas, Reuse Areas 2A, 2B and 3A are exempted from this additional requirement, as well as Buildings 206, 208, 237 and 257. These criteria, as defined in Section 5.0 of the Historic Project Guidelines, are intended to ensure that the master developer or property owner has evaluated all feasible reuse options for the resources. A summary of the criteria is provided below:

- A Unit Plan shall be approved for a replacement project that will either (1) include new construction within or partially within the footprint of the Notable Resource proposed for demolition; or (2) involve the rehabilitation of a nearby Landmark or Notable Resource that will necessitate removing one or more Notable Resources of lesser reuse potential to create adequate parking, circulation, or lay down for the rehabilitated Landmark or Notable Resource; or (3) be part of a public works project.
- The proponent of each replacement project shall have demonstrated to the City commercially reasonable financial resources necessary to complete the proposed replacement project, and the replacement project shall be scheduled to commence within six (6) months of receipt of all necessary City approvals.
- Prior to demolition, Lennar shall prepare the appropriate level of HABS documentation for any Notable Resource, including photographs, plans and a written description to the extent such documentation has not already been completed.

Amendments to Approved Certificate of Appropriateness (COA): The 2005 Specific Plan called for demolition of certain contributing resources where COAs had already been approved for reuse by the AHLC. Section 7 of the Settlement Agreement and the proposed SPA II, as noted in Section 5.0 of the Historic Project Guidelines (Attachment C), require that prior to demolition of these resources, amendments to those COAs must be approved by the AHLC.

Rehabilitation Fund: It is also worth noting that the parties agreed to include in the Settlement Agreement a mitigation measure approved by City Council as part of the SEIR certification. (See Sections 1 – 4 of the Settlement Agreement.) This requires Lennar to establish a mitigation or rehabilitation loan fund for

historic resources within the Historic District. The details of the fund are provided in Section 5.0 of the Historic Project Guidelines (Attachment C). Generally, Lennar would provide loans up to \$250,000 at an interest rate of one percent (1%) less than the then prime lending rate, with the maximum outstanding balance of all loans to not exceed Two Million Dollars (\$2,000,000.00).

Additional Negotiated Terms: Although not part of the SPA II, Lennar has donated \$250,000 to the Mare Island Historic Park Founding (MIHPF) as a fund to restore St. Peter's Chapel or other historic buildings within the Mare Island Historic Core, per Section 5 of the Settlement Agreement. The initial agreement for this donation was part of separate agreement between the City and Lennar. Projects for which these funds would be used will be reviewed by the AHLC at a public meeting to determine consistency with the Secretary of Interior Standards. Advance notification of these public meetings would be provided to the NTHP and VAHF.

Lennar will also fund \$15,000 to be used to educate members of the AHLC on the application of the Historic Project Guidelines and Historic Design Guidelines, as specified in Section 13 of the Settlement Agreement. Lennar and City Staff anticipate such training to take place within one to two months following the adoption of the SPA II by City Council.

Consultation with the National Trust for Historic Preservation: As required by Section 12 of the Settlement Agreement, the proposed SPA II was forwarded to the NTHP for review and comment in August 2006. Lennar met with NTHP representatives and City Staff in September 2006 to discuss their comments and revised the documents accordingly. The documents have since been revised and two subsequent drafts have been resubmitted to the NTHP for further consultation. To allow the VAHF an opportunity to review the proposed SPA II, the NTHP also forwarded copies of the draft documents to the VAHF representatives.

A compilation of comments from the NTHP and VAHF has been received between December 2006 and May 2007, (See Attachment H). In general, their comments addressed the need for clarification of the negotiated terms, the review process for projects within the National Historic Landmarks District, and minor corrections to the documents.

The NTHP and VAHF also expressed concern that the title "Deterrence Analysis", as noted in Section 5.0 of the Historic Project Guidelines regarding the demolition of Notable Resources, is inconsistent with the overall goal to preserve historic resources. While this issue was not addressed in the Settlement Agreement, the proposed amended Historic Project Guidelines includes the title "Site Development Analysis" to replace "Deterrence Analysis" and several references to "deterrent" have been eliminated. This section has also been amended to outline the demolition review process that would require a project proponent to prepare a Feasibility Analysis to evaluate all feasible reuse options

including relocation, as required by the Mitigation Measure (see description below). In the event the Feasibility Analysis determines that no feasible reuse options are available, the project proponent is required to submit a Unit Plan for a Replacement Project, as previously discussed, and thereafter prepare a Site Development Analysis (formerly Deterrence Analysis) and HABS documentation, all of which would be considered by the AHLC. Staff believes this process and amended title for the site/building analysis addresses the concerns of the NTHP and VAHF, and allows for an appropriate review process for the AHLC.

The subject project was continued from the April 26, 2007 AHLC meeting agenda to the May 17, 2007 meeting in order to allow the NTHP and VAHF additional time to review and comment on the documents. Staff has since consulted with the VAHF and has incorporated further changes to the documents to address their concerns.

SEIR Mitigation Measures

SPA II also includes the incorporation of mitigation measures approved as part of the certified SEIR for the 2005 Specific Plan. This includes the requirement to prepare a Feasibility Analysis that evaluates relocation alternatives prior to submitting a Site Development Analysis, (formerly referred to as Deterrence Analysis) for approval by the Development Services Division. (Mitigation Measure A.2). In addition, projects involving demolition or any work within the site of a cultural landscape shall also require that the project sponsor retain a qualified consultant to prepare a cultural landscape evaluation prior to carrying out any work within any of the ten landscapes identified as contributing resources to the National Register Historic District, and shall submit the evaluation to the Development Services Department for review and approval. (Mitigation Measure A.6b). These mitigations measures are incorporated into Sections 4.0 and 5.0 of the Historic Project Guidelines.

Document Reformatting

The above referenced changes have been included in Chapter 2.0, Cultural Resources of the 2005 Specific Plan; the Historic Project Guidelines, Historic Resources Catalogue, Preliminary Development Plan and and/or other appropriate sections of the 2005 Specific Plan. To facilitate the AHLC review of the project, a revised version of the Historic Project Guidelines and Chapter 2.0 of the Mare Island Specific Plan and a review guide are provided. Changes made to the Historic Project Guidelines are highlighted and reflect revisions made pursuant to the Settlement Agreement as well as general edits to clarify and or/enhance the information provided in the documents.

To improve the documents, staff has also eliminated text that originally appeared in both Chapter 2.0 and the Historic Project Guidelines. General policy and background information is provided in Chapter 2.0 and information to facilitate development review is provided in the Historic Project Guidelines.

Amendment to the Vallejo Municipal Code (VMC)

Chapter 16.38 Architectural Heritage and Historic Preservation Chapter of the V.M.C. currently requires the development of Historic Project Guidelines for the preservation and treatment of Mare Island historic resources. Given the adoption of the 2005 Specific Plan, which included the incorporation of Appendix B.1 Historic Project Guidelines and other related appendices, the V.M.C. is proposed to be amended to delete this requirement and include a reference to the Mare Island Specific Plan for projects within the Mare Island Historic District.

8. ARCHITECTURAL HERITAGE AND LANDMARKS COMMISSION JURISDICTION

The 2005 Specific Plan Area encompasses all of the Mare Island Historic District, for which the AHLC has project review authority. SPA II provides changes specifically related to policies and development review within the Historic District; therefore, a recommendation from the AHLC to the City Council is necessary. Given the complexity of the project, City Staff and Lennar held a Study Session with the AHLC in September 2006 and May 2007.

9. CONCLUSION

Staff and Lennar believe the proposed SPA II satisfies Section 12 of the Settlement Agreement to include certain negotiated terms as part of an amendment to the 2005 Specific Plan. These changes address the concerns of NTHP, VAHF, SHPO and members of the AHLC by minimizing or reducing the impacts of the 2005 Development Plan on the Historic District. The approved Development Plan has been revised to reflect the additional retained historic resources and the associated documents have also been edited and reformatted to more clearly define the development review process required for projects within the Historic District. The proposed amendment to Chapter 16.38 of the VMC also provides consistency with the 2005 Specific Plan.

10. STAFF RECOMMENDATION:

Staff recommends that the AHLC forward a recommendation to the City Council to **Adopt** SP #98-01C and **Adopt** Code Text Amendment CTA #06-0006 regarding the Mare Island Historic District subject to findings below:

Findings

1. The proposed amendment to the 2005 Mare Island Specific Plan and Vallejo Municipal Code are consistent with the General Plan policy that

requires the preparation of a Specific Plan to describe how the historic areas will be reused. The project is also consistent with the historic preservation goal to preserve and improve historically and architecturally significant structures and neighborhoods by providing an enhanced process for reviewing and taking action on the disposition of contributing resources within the Mare Island Historic District.

2. The proposed amendment to the 2005 Mare Island Specific Plan and Vallejo Municipal Code are consistent with Zoning Ordinance. The adopted Historic Project Guidelines were required by the Zoning Ordinance and together with the reclassification of certain historic resources, the additional demolition resource criteria and review mechanisms provided by the 2005 Mare Island Specific Plan, allow for an efficient and balanced review process that will be of benefit to the AHLC, City Staff and owners of property within the Mare Island Historic District.

ATTACHMENTS:

- A. Annotated Copy of the Settlement Agreement (Previously Provided)
- B. Chapter 2.0 of the 2005 Mare Island Specific Plan
- C. Appendix B.1 Amended Historic Project Guidelines
- D. Appendix B.3 Amended Historic Resources Catalogue (Previously Provided)
- E. Appendix E.1 Amended Preliminary Master Development Plan (Previously Provided)
- F. Chapter 16.38 Amended Preservation Ordinance to the Vallejo Municipal Code (Previously Provided)
- G. Addendum to the Subsequent Environmental Impact Report (Previously Provided)
- H. Comments from the National Trust for Historic Preservation and Vallejo Architectural Historic Foundation (Previously Provided)

Prepared by: 
Michelle Hightower, Senior Planner

Consolidated Comments Memo, May 17, 2007

Points:

NTHP/VAHF Comments	City of Vallejo Response	VAHF Comments (5/7/07)
<p>The word "Guidelines" is used interchangeably to mean both the Design Guidelines and the Historic Project Guidelines--perhaps they should be recognized with different, consistent titles from the outset of each document that remain consistent.</p>	<p><i>The intent is not to use the word " Guidelines" interchangeably. The Historic Project Guidelines are referenced as such in both the subject document and Chapter 2 of the Specific Plan document, and the Design Guidelines are referenced as such in both documents</i></p>	<p>This matter was resolved in the April 19, 2007 Draft.</p>
<p>Following up on this point about confusion between the Guidelines, it seems that at the introductory portion of the Historic Project Guidelines, at page 7 under section 1.3, the applicability and use and scope of the Design Guidelines should be referenced, perhaps even with a chart, showing applicable locations (e.g., NHL area 12).</p>	<p><i>The document has been reformatted to define the Design Guidelines for the Historic District in Section 1.3.5</i></p>	<p>Revision has been made.</p>
<p>The HP Guidelines should be referenced as applicable to eligible as well as listed historic resources (e.g., section 2.4.2.).</p>	<p><i>The classification system established for resources on Mare Island involved an extensive process that included the identification of all of the "Contributing Resources" to the Mare Island Historic District, as listed in the National Register, and the classification of each of these resources as provided in the Specific Plan. The reformatted Historic Project Guidelines provides the process to reclassify the resources in Section 2.3.1; however, we do not believe it was the City's nor</i></p>	<p>Many State and Federal laws apply to historic resources based on eligibility for the National Register, regardless of current designation. Some progress has been made in the documents.</p> <p>Note: While the Agreement stipulated certain points as a "must address" items, it did not limit discussion to those items. The language stipulates "shall include topics such as"; this is not limiting language.</p>

<p>As an addition to the HP Guidelines, we propose that they provide that notice of any proposed COA for Mare Island shall be posted on the City website and emailed to the VAHF and members of the Landmark Commission within two days of filing.</p>	<p><i>This request was not addressed as part of the Settlement Agreement. In addition, public notices are only required for projects considered by the AHLC and are prepared and distributed one-week prior to the meeting. Notices are not posted on the City's web site for any Commission or for the City Council, nor are notices emailed to Commissioners or Council members. With limited staff, we do not believe this is a reasonable request.</i></p>	<p>The City website already has a page listing current and upcoming commission and council meetings with their agendas, as well as archived agendas and video tape footage, it should provide the same public access to information regarding the AHLC, a regulatory agency.</p> <p>Staff has assured VAHF that the all future AHLC meetings will be included on the City's webpage. While VAHF and the NTHP still feel that the current method of noticing projects is inadequate, it is not within the scope of the documents under review to stipulate such process.</p>
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	<i>Lennar's intent to readdress any of the buildings on Mare Island whereby additional buildings would be added as eligible resources. In addition, the Settlement Agreement does not require the suggested revision.</i>	
There is also a document-wide confusion about the use of the words "structures" and "buildings" and those should be defined and used appropriately.	<i>The document has been revised to provide this distinction</i>	Staff and VAHF have worked together to resolve this issue. Language is clarified in the May 17, 2007 draft to the satisfaction of VAHF.
The applicability of the California State Historic Building Code to all projects affecting historic resources on Mare Island should be referenced throughout the documents in appropriate sections. (Again, we are willing to provide a red-lined document that includes suggested reference points. The section discussing the SHBC should refer to the California Building Code definitions, which may change over time. The section should reference structures, sites, and buildings rather than just structures. (Page 17, 2.4.2.) Thus, the first sentence should read "Structures, sites, and buildings...".	<i>The reformatted document provides a discussion of the California State Historic Building Code in Chapter 4, the Development Plan and Review Process, Section 4.7 explaining how the Building Code would apply to projects within the Historic District.</i>	Staff and VAHF have worked together to resolve this issue. Language is clarified in the May 17, 2007 draft to the satisfaction of VAHF.
There are also confusing references to a single "Historic District" when in fact there are three districts: a National Historic Landmark District, a National Register of	<i>While the distinction between the three districts is important background information, with the exception of the NHL District Areas, the review process is the same. To eliminate confusion to the average user of this</i>	Staff and VAHF have worked together to resolve this issue. Language is clarified in the May 17, 2007 draft to the satisfaction of VAHF.

<p>Historic Places District, and a City District. While the latter two districts share boundaries, the NHL is smaller. At page 21, this should be discussed in section 3.3. (which title should be plural Districts). It would be helpful if each district should be listed and explained, and then referenced with the appropriate title throughout.</p>	<p><i>document, Chapter 2 Definitions in the revised document has been modified to include that the National Register and City Districts are referred to as the "Mare Island Historic District", which also includes the National Historic Landmark District Areas.</i></p>	
<p>The demolition criteria need an additional section explaining that the NHL "features" (trees, sidewalks, roads, structures [cranes, fences, cultural landscape features) require oversight pursuant to the MOA which transferred authority to the Landmarks Commission from the Keeper of the Register. Our understanding is that City staff reviews proposed alterations to see how important the issue is, whether landscape designated, etc. As provided in the Design Guidelines, a proposed minor change of a character-defining feature within the NHL can be approved over the counter, with notice to the Commission; other proposed changes go to the Commission for approval. This should be explained in the HP Guidelines.</p>	<p><i>This request was not addressed as part of the Settlement Agreement. However, to clarify, the MOA transferred the oversight authority to the AHLC of the City of Vallejo as the keeper of the NHL, and was amended to include all of the Mare Island Historic District, listing the Contributing Resources to the District as an Attachment. In our review of the document, it did not specifically call out any provisions for the "character defining features within the NHL". Section 4.1 of the reformatted Project Guidelines has been revised to include "Alteration of a project within a NHL District Area requires a COA from the AHLC". If it is determined that the features mentioned in your comment are "character defining features", then the Secretary of Interior Standards will be applied.</i></p>	<p>The MOA stipulates that all parties involved comply with State and Federal laws and Section 106. The requirements for an NHL are set at a higher standard for an NHL, and these documents fail to comply with this. This has been mentioned repeatedly throughout the negotiation process.</p> <p>While the Agreement stipulated certain points as a "must address" items, it did not limit discussion to those items. The language stipulates "shall include topics such as"; this is not limiting language.</p>

**STAFF REPORT – PLANNING
CITY OF VALLEJO
PLANNING COMMISSION**

DATE OF MEETING: June 18, 2007

PREPARED BY: Devan Reiff

PROJECT NUMBER: Use Permit #06-0019

PROJECT DESCRIPTION:

Major Use Permit to allow the conversion of an existing commercial building at 2020 Sacramento Street into a church for the Bay Pentecostal Church. Anticipated maximum capacity for the 2,960 square foot building is 108 seats, with 25 surface parking spaces provided at the adjacent southern lot. The exterior of the existing building will be modified with stained glass windows and a steeple; the interior will be redesigned for church services. The applicant has a separate Lot Line Adjustment application to merge the adjacent vacant lot with the lot of the proposed church, for the purposes of providing adequate church parking.

RECOMMENDATION: Approve with Conditions

CEQA: The proposed project meets the requirements for the Class 3 Categorical Exemption, Section 15303 "New Construction or Conversion of Small Structures" under Article 19 of the California Environmental Quality Act (CEQA). The proposed project involves the conversion of an existing small structure from one use to another where minor modifications are made to the exterior of the structure, and installation of small new equipment and facilities are performed.

PROJECT DATA SUMMARY

Name of Applicant: Pastor Ben B. Patts, Bay Pentecostal Church, 822 Marin, Vallejo, CA 94589

Date of Completion: May 18, 2007

General Plan Designation: High Density Residential

Zoning Designation: Linear Commercial

Site/Surrounding Land Use: Site is an existing 2,960 square foot commercial building, formerly used as an auto glass retailer. Adjacent to the site on the north is an automobile repair shop; to the south are single family houses and duplexes; to the west, across Sacramento Street are single family houses; to the east is vacant land owned by the Vallejo Sanitation and Flood Control District.

The site is a block south of the Sunrise Memorial Cemetery.

Site: Commercial/warehouse space, once used as an auto glass shop.

Lot Area: (Lot 33): 6,000 square feet

Total Floor Area/Ratio: 2,960 square feet; .49 FAR

Landscape /Coverage: 3,040 square feet; .51% lot coverage ratio

Parking Required/Provided:

Buildings with religious assembly are required to have one parking space for every eighty square feet of floor area where seats are not fixed. The proposed church will have moveable seats. The main sanctuary area (with foldable partitions for two classrooms) is approximately 1,920 square feet, requiring 24 parking spaces. Applicant is proposing 25 parking spaces, including one ADA accessible space. Staff considers the on-site parking to be sufficient for the expected services and activities of the church.

BACKGROUND SUMMARY

Applicant proposes to convert an existing commercial building into a church. No additions of square footage to the existing building, which measures approximately 2,960 square feet are proposed, but the interior would be reconstructed to include a main sanctuary, pulpit, pastor's office, two classrooms, a kitchenette and two restrooms. The total proposed maximum occupancy is 108 people. The exterior changes would include a steeple, measuring to a height of approximately 30 feet; two stained glass windows in the front; three arched windows on the south face of the building and two arched windows on the north face. The building's siding would be stucco.

The Bay Pentecostal Church, as led by the applicant, Pastor Ben Patts, is an established 70-person congregation in Vallejo, primarily serving the Filipino community. The types of services to be held at the site, according to the applicant, includes two Sunday services, which typically averages fifty people, held from 8am-12pm, and from 5pm-8pm; a Saturday night choir practice; and two small group gatherings from 7-10pm on Wednesday and Friday nights. Further, twice yearly meetings and community workshops are proposed, to be held Fridays-Sundays. Services do include amplified music and hymnal singing, but the applicant reports no noise complaints from neighbors in their existing services at 822 Marin Street.

The General Plan designation is High Density Residential; churches and religious assembly are considered by staff to be compatible uses in High Density

Residential areas. The site is zoned Linear Commercial, a district mapped on major corridors, to encourage well-designed, community-level commercial areas. Vallejo Municipal Code section 16.22.040 lists Religious Assembly as a Civic Use, permissible in Linear Commercial districts with a major use permit. In September, 2006, the Planning Commission considered a similar conversion of a commercial building into a church at a site approximately a half mile north of the present application.

Public Notice: Notice of the proposed use permit application was sent to property owners within 500 feet of the subject property, the Vallejo Heights Neighborhood Association and the applicant on June 6, 2007. At the time of the writing of this report, no public comments had been received. Comments received after distribution of the agenda packet will be provided at the Commission hearing.

ANALYSIS

Use: The site has a single-story commercial/industrial building, which is currently vacant but had previously been an auto-glass retailer. Staff notes that since purchasing the property, the applicant cleaned up the property with new paint, and removed debris and parked vehicles from the adjacent lot. While there are residential uses to the south and west of the proposed church, the relatively small congregation and the limited number of services do not appear to pose an impact on those residences. Sacramento Street is an arterial with four lanes of traffic, and according to the City of Vallejo Traffic Engineer, trip generation impacts would be negligible, because the arrival and departure of parishioners in cars will occur during off-peak hours.

The issue of potential noise impacts on the neighborhood was considered by staff, which concludes that the amplified music from the Sunday services would not be significant, for the following reasons: the musicians would be located at the rear of the building; the 80 foot width of Sacramento Street and its ambient noise from street traffic would likely mask the music; music is not considered to be disruptive during the hours when services can be expected.

Since the application involved conversion of a commercial building into a church, staff consulted with the Economic Development Division staff for policy guidance. Annette Taylor concluded that the loss of this building from the commercial inventory was not significant.

Proposed Building Design: Applicant does not intend to add any square footage to the existing building, and make only cosmetic changes to the exterior of the existing structure, including adding a steeple which would rise to 30 feet and large stained glass windows at the front and sides of the building. Other changes to the building will be in the interior, as described in the Background section of this report. The existing structure is a single story, approximately 18 feet in height.

Site Plan/Landscaping: The proposed parking, 25 spaces, meets the requirements and will include one ADA-accessible space. The landscaping plan will be low ground-covering plants around the perimeter of the site, the parking lot and in front of the church, and the mature palm tree at the southeast corner of the property will be retained. This modest landscaping plan will still be an improvement on the current condition of the property.

The proposed church is in the 100-year flood plain. The City of Vallejo Building Division will not require raising the floor, because the building is existing, and no substantial interior modifications are planned.

ENVIRONMENTAL DETERMINATION

The application is exempt from CEQA, based on the Class 3 Categorical Exemption, Section 15303 "New Construction or Conversion of Small Structures" under Article 19 of the California Environmental Quality Act (CEQA). The proposed project would involve the conversion of an existing small structure from one use to another where minor modifications are made to the exterior of the structure, and installation of small new equipment and facilities. .

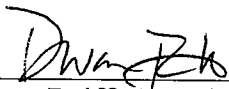
CONCLUSION/RECOMMENDATION

Staff has determined that the proposed project, as conditioned, is an appropriate use with the City's General Plan and Municipal Code, and all applicable ordinances, standards, guidelines, and policies. Therefore, staff recommends that the Planning Commission approve the Use permit, #06-0019, based on the findings and subject to the attached Conditions of Approval.

EXPIRATION

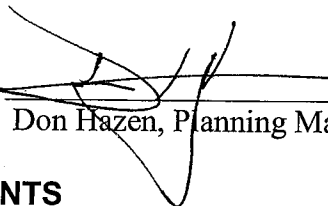
This use permit shall expire automatically 24 months after its approval unless building permits are secured and construction has begun or unless this permit is extended by the City prior to the expiration date.

Prepared by:



Devan Reiff, Associate Planner

Reviewed by:



Don Hazen, Planning Manager

ATTACHMENTS

1. Resolution of Approval, with attached conditions

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC-07-

**A RESOLUTION OF THE PLANNING COMMISSION
APPROVING A CONDITIONAL USE PERMIT APPLICATION
USE PERMIT #06-0019**

Bay Pentecostal Church—conversion of commercial building

The proposed project is located at 2020 Sacramento Street, near the intersection of Denio Street.

APN# 0051-190-330, 340

WHEREAS an application was filed by Pastor Ben Patts of the Bay Pentecostal Church, seeking approval for a conditional use permit to convert a commercial building to a church in a Linear Commercial district; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Conditional Use Permit on June 18, 2007 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

The project is exempt from CEQA, based on the Class 3 Categorical Exemption, Section 15303 “ New Construction or Conversion of Small Structures” under Article 19 of the California Environmental Quality Act (CEQA). The proposed project involves the conversion of an existing small structure from one use to another where minor modifications are made to the exterior of the structure, and installation of small new equipment and facilities are performed.

II. FINDINGS RELEVANT TO USE PERMIT AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN

Section 1. The Planning Commission finds that the applicant submitted a Major Use Permit application for a conversion of a commercial building to a church, pursuant to the City of Vallejo Municipal Code Chapters 16.22.040 and 16.82 Conditional Use Permit Procedure.

Section 2. The Planning Commission finds, based on the facts contained in the staff report attached herein and incorporated herein by this reference, and the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.

a) Sacramento Street is classified as an arterial street, meeting the requirement of Section 16.82.060 (D) which specifies that churches will have direct access to a collector or major street.

2. The impacts, as described in subsection 1 and the location of the proposed conditional uses are consistent with the City's General Plan.

a) The General Plan designation is High Density Residential. High Density Residential districts allows religious assembly with a major use permit.

Section 3. The Planning Commission finds that the project is consistent with Chapter 16 of the Vallejo Municipal Code in that

1. A site development plan approval is not required, based on City of Vallejo Municipal Code 16.90.020 (D.4), which excepts "Developments or improvements which require approval of the planning commission, such as planned unit developments or use permits" from the site development plan approval.

2. The site's zoning is Linear Commercial, a district mapped on major corridors, to encourage well-designed, community-level commercial areas. Religious assembly is allowed in these districts with the approval of a major use permit.

III. RESOLUTION APPROVING THE CONDITIONAL USE PERMIT APPLICATION FOR CHURCH AT 2020 SACRAMENTO STREET

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Conditional Use Permit application (UP# 06-0019) for the conversion of a commercial building into a church, all the evidence before it and the findings contained in this resolution and in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

IV. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 18^h day of June, 2007, by the following vote to-wit:

AYES:

NOES:

ABSENT:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION
Attest:

Don Hazen
Planning Commission Secretary

Attachment 1. CONDITIONS OF APPROVAL
MAJOR USE PERMIT #06-0019
(APN# 0051-190-330, 340)

CONDITION COMPLIANCE PRIOR TO BUILDING PERMIT SUBMITTAL:

Planning Division

1. Prior to building permit submittal, submit a numbered list to the Planning Division stating how each condition of project approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project.

City Engineer

1. Prior to building permit submittal, submit site grading, drainage, improvement, utility and landscaping & irrigation plans for review and approval. Site plan shall show all proposed and existing improvements and utility services. Secure approval of site plans prior to building permit.
2. Site grading shall not adversely impact neighboring properties.
3. Remove existing driveway approach fronting the property that will not be used, with standard curb, gutter and sidewalk.
4. Driveway approach width shall not be less than 25 feet.
5. Survey document prepared by Arpent Land Surveyor, Inc., indicates that existing southern property line is in conflict with the two existing buildings on adjacent property. It is recommended that the southern property line legally be adjusted so that property line follows the existing fence, which is not in conflict with the existing buildings.
6. Apply for a lot line adjustment to combine the two parcels. The lot line adjustment shall be recorded before building permit.
7. Line of sight of traffic at the entrance shall be evaluated during the design of landscaping plan.
8. Prior to approval of construction plans, provide bonds and pay applicable fees. Bonding shall be provided to the City in the form of a "Performance Surety" and a separate "Labor and Materials Surety" in amounts stipulated by City ordinance. (VMC, Section 15.12.090, Resolution Nos. 84-554 N. C. and 02-55 N. C.)

9. Prior to issuance of grading permit, submit a soils report for review. An independent soils and geological review of the project may be required. The City shall select the soils engineer with the cost of the study to be borne by the developer/project sponsor. Site grading shall comply with City Municipal Code. (VMC, Chapter 12.40).
10. Prior to building permit submittal or acceptance of grading, compaction test results and certification letter from the project soils engineer and civil engineer confirming that the grading is in conformance with the approved plans must be submitted to the Department of Public Works for review and approval. Test values must meet minimum relative compaction recommended by the soils engineer (usually at least 90 percent). (VMC, Section 12.40.070-R).

Fire Prevention Division

1. Building to be redesigned to create two exits from main seating area; exits must swing outward (1998 CBC Section 1001).
2. Submit a numbered list to the Fire Prevention Division stating how each condition of project approval will be satisfied.
3. The project shall conform to all applicable requirements of Title 19-Public Safety, 1998 CFC and all VMC Amendments.
4. Automatic fire sprinkler/extinguishing systems are required for all commercial occupancies.
5. Prior to building permit submittal, building/construction plans and plans for required fire protection systems (automatic sprinklers, smoke alarms, etc.) shall be submitted to the Fire Prevention Division for review and approval. All applicable plan review and inspection fees shall be paid.
6. Prior to occupancy/final building inspection, install portable fire extinguishers as required by the Fire Prevention Division.
7. Prior to occupancy/final building inspection, install approved numbers or addresses on all buildings in such a position as to be clearly visible and legible from the street. Residential buildings shall have numerals or letters not less than 3 inches in height, and approved color that contrasts the background. Commercial occupancies shall have numerals or letters not less than 6 inches in height of contrasting background, and illuminated at night. (1998 CFC Section 901.44; added VMC 12.28.170)

Water Division

1. Prior to building permit issuance, submit a numbered list to the Water Division stating how each condition of project approval contained in this report will be satisfied.
2. All water system improvements shall be consistent with the Vallejo Water System Master Plan, 1985, prepared by Kennedy/Jenks Engineers. Prior to building permit issuance, water system improvement plans shall be submitted to the Water Division for review and approval, and shall contain at least:
 - a. Location and size of fire sprinkler service connection(s).
 - b. Location and size of domestic service connection(s), if separate from church.
 - c. Location and size of irrigation service connection(s).
 - d. Location of fire hydrants.
 - e. Location of structures with respect to existing public water system improvements, such as mains, meters, etc.
 - f. Location and size of backflow prevention devices [required on water service connections to irrigation systems, certain commercial water users, and to commercial fire sprinkler systems, per City Ordinance 922 N.C. (2d)].
3. Fire flow and pressure requirements of the Fire Department shall be satisfied. Fire flow at no less than 25-psig residual pressure shall be available within 1,000 feet of any structure. One half of the fire flow shall be available within 300 feet of any structure. See the Vallejo Water System Master Plan, 1985, prepared by Kennedy/Jenks Engineers.
4. Prior to building permit submittal, hydraulic calculations shall be submitted to the Water Division demonstrating that the fire flow required by the Fire Marshall is satisfied.
5. Fire hydrant placement and fire sprinkler system installation, if any, shall meet the requirements of the Fire Department. For combined water and fire services, the requirements of both the Fire Department and the Vallejo Water System Master Plan, with latest revisions, shall be satisfied.
6. Easements shall be provided for all water system improvements installed outside the public right-of-way:
 - a. 15 ft. wide (minimum) for water mains.
 - b. 10 ft. wide (minimum) for fire hydrants, water meters, backflow preventers, double detector check valves, etc.
7. Each unit or structure shall be metered separately.

Vallejo Sanitation and Flood Control District

1. The Preliminary Plan Review fee has not been paid. Project plans submitted for this project shall be considered subject to all VSFCDD guidelines, policies, and standards.
2. Prior to building permit issuance, submit complete improvement plans and supporting documentation for proposed sanitary sewage and storm drainage work to VSVCD for review and approval.
3. Prior to building permit submittal, a VSFCDD Connection Permit is required. Pay all applicable review and connection fees.
4. VSFCDD comments shall be understood to require modification of the project to any extent necessary to meet VSFCDD requirements, unless specifically stated.
5. All individual parcels shall drain and sewer directly to the public system.
6. Non-District facilities serving more than one lot will not be allowed.
7. The project, as submitted, was incomplete. The following information is needed:
 - a. Topographic contours and/or elevations.
 - b. All proposed and existing District facilities to serve the project. Provide site utility plan showing existing and proposed sanitary sewer and storm drain facilities, mains, laterals, connections, etc.
8. Prior to building permit submittal, submit grading and erosion control plans to VSFCDD for review and approval. Do not block drainage from adjacent lands.
9. The 100-year storm overflow pattern shall be shown on the grading plans. Provide a secondary (surface flow) drainage system to handle flows in excess of the capacity of the primary system (piped or channelized). The proposed building locations shall avoid this secondary path. Also, determine the 100-year storm tributary area. This may differ from the 15-year tributary area.
10. All storm drainage shall be collected onsite and conveyed underground to the public storm drain system.
11. Pretreatment of storm drainage water runoff is required. Storm drainage runoff shall be conveyed over landscaped areas or otherwise treated, as feasible, before discharging into the public system. This is to improve the stormwater quality leaving the site. The project architect or civil engineer should contact VSFCDD for possible design solutions and their impact on the design of the project.

12. Submit proof of NOI, Storm Water Pollution Prevention Plan, and Post Construction best management practice design plan (see current VSFCO Storm Water Management Plan appendix 4b.)
13. Grading and improvement plans shall include storm water pollution prevention plans for use during site development and building construction to mitigate impacts of this development. This plan shall include calculations, measures related to debris, refueling areas, disposal of excess materials, site cleanup hazardous substance containment, street clearing, catch basin cleaning, and other similar measures (see current VSFCO Storm Water Management Plan Section 4.4.5).

CONDITION COMPLIANCE PRIOR TO FINAL COMPLETION/OCCUPANCY

Planning Division

1. A lot line adjustment, joining both parcels into a single lot, is required to be filed with the county prior to final occupancy.
2. All services are to be held indoors. Out door services must be permitted by the City of Vallejo.

City Engineer

1. Enter into a deferred improvement agreement with the City of Vallejo to participate in the cost of under-grounding overhead utility wires fronting the property along Sacramento Street.
2. Remove and replace broken curb, gutter and sidewalk fronting the property as determined in the field by City Engineer (VMC, Section 10.04).
3. Signing and striping shall be per City of Vallejo standard (VMC, Section 16.62.140).
4. Parking lot slope shall not be more than 5% in any direction (VMC, Section 16.62.150 (c1)).
5. Install required street tree fronting the property. Street tree shall be selected from City's approved street tree list (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).

Additional Standard Conditions that may apply:

6. **PUBLIC IMPROVEMENT STANDARDS.** All public improvements shall be designed to City of Vallejo standards and to accepted engineering design

standards. The City Engineer has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (COV, Regulations & Standard Specifications, 1992).

7. LINE OF SIGHT CRITERION. In design of grading and landscaping, line-of-sight distance shall be provided based on CalTrans standards. Installation of fencing, signage, above ground utility boxes, etc. shall not block the line-of-sight of traffic and must be set back as necessary. (VMC, Section 10.14).
8. ON-SITE SOILS ENGINEER. During grading operations, the project geologist or soils engineer and necessary soils testing equipment must be present on site. In the absence of the soils engineer or his representative on site, the Department of Public Works shall shut down the grading operation. (VMC, Section 12.40.080).
9. DUST AND EROSION CONTROL. All dust and erosion control shall be in conformance with City standards and ordinances. (VMC, Sections 12.40.050 & 12.40.070).
10. DRIVEWAY STANDARDS. Entrances to any private project must be standard driveway approaches unless deviation is permitted by the City Engineer. (VMC, Section 12.04.100).
11. STREET EXCAVATION PERMIT. Obtain a street excavation permit from the Department of Public Works prior to performing any work within City streets or rights-of-way, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (VMC, Section 10.08).
12. ENCROACHMENT PERMIT. Prior to building permit submittal, obtain an encroachment permit from the Department of Public Works for all work proposed within the public right-of-way. (VMC, Section 10.16).
13. TRAFFIC CONTROL PLAN. Prior to start of construction, submit a traffic control plan to the Department of Public Works for review and approval. (CalTrans Traffic Manual).
14. COORDINATION OF CONSTRUCTION INSPECTION. Construction inspection shall be coordinated with the Department of Public Works and no construction shall deviate from the approved plans. (COV, Regulation & Standard Specification Sections 1.1.4 & 1.1.5).
15. PLAN CHANGES. The project design engineer shall be responsible for the project plans. If plan deviations are necessary, the project engineer must first prepare a revised plan or details of the proposed change for review by the Department of Public Works and, when applicable, by Vallejo Sanitation and Flood Control District. Changes shall be made in the field only after approval by

the City. At the completion of the project, the design engineer must prepare and sign the "as built" plans. (COV, Regulation & Standard Specification Section 1.1.9).

16. **INSTALL IMPROVEMENTS.** Prior to occupancy/final building inspection, install the improvements required by the Department of Public Works including but not limited to streets and utilities. (VMC, Section 12.04.060).
17. **SIDEWALK REPAIR.** Prior to occupancy/final building inspection, remove and replace any broken curb, gutter, sidewalk, or driveway approach as directed in the field by the City Engineer. (VMC, Section 10.04).
18. **STREET TREES.** Prior to release for occupancy, plant required street trees in accordance with City Municipal Code. The list of approved trees is available in the office of the Public Works Director. The minimum standard shall be at least one tree for each 50 feet of street frontage or fraction thereof, including secondary or side streets. Street tree(s) shall be inspected by Public Works Landscape Inspector prior to release for occupancy. (VMC, Section 15.06.190 and Regulations and Standard Specifications Section 3.3.48).

Fire Prevention Division

1. Prior to occupancy/final building inspection, install "No Parking/Fire Lane" signs along interior access roadways in locations where vehicle parking would encroach on a 20-foot clear width of roadway. (CVC Section 22500.1; CalTrans Traffic Manual, sign #R26F).
2. Prior to occupancy/final building inspection, pay applicable fees and obtain an inspection from the Fire Prevention Division. All meetings and inspections require a minimum 24-hour advance request.
3. Development sites shall be maintained weed free during construction.
4. Addition fire hydrant(s) are required. Please provide hydrant vicinity map. All fire hydrants are to have "blue dot" highway reflectors installed on the adjacent street of the driveway to clearly identify the fire hydrant locations.
5. An automatic fire extinguishing system is required for the protection of all hood, duct, plenum, and cooking surfaces.
6. If security gates are desired at any entrances to the project, they shall be provided with a Fire Department approved entry system.
7. A fire alarm system is required for this project.

Water Division

1. Water service shall be provided by the City of Vallejo following completion of the required water system improvements and payment of applicable fees. Performance and payment bonds shall be provided to the City of Vallejo prior to construction of water system improvements. Fees include those fees specified in the Vallejo Municipal Code, including connection and elevated storage fees, etc. and fees for tapping, tie-ins, inspections, disinfection, construction water, and other services provided by the City with respect to the water system improvements. The Water Division may be contacted for a description of applicable fees.
2. Prior to occupancy or final building inspection, install water system improvements as required. Backflow device/s, where required, shall be installed in areas hidden from public view and/or shall be mitigated by landscaping.

Vallejo Sanitation and Flood Control District

1. Prior to occupancy/final building inspection, provide a standard VSFCD cleanout at the right-of-way/easement line per District standards and a two-way cleanout at the building per the U.P.C.

Police Department

1. The street numbers shall be displayed in a prominent location on the street side of the property in such a position that the number is easily visible to approaching emergency vehicles. The numbers shall be no less than four inches in height and shall be of a contrasting color to the background to which they are attached. The numbers shall be illuminated during darkness.
2. The street numbers shall be displayed on the roof so as to be visible to law enforcement aircraft at an altitude of 1500 feet. Numbers are to be no less than 48" in height.
3. The minimum of one-foot candle at ground level overlap shall be provided in all exterior doorways area. Under no circumstances should the lighting trespass onto the adjacent properties.
4. The minimum of one-half foot candle at ground level overlap shall be provided on outdoor pedestrian walkways intended for public use.
5. All exterior doors shall be of solid core construction with a minimum thickness of 1 ¾ inches or with panels not less than 9/16 inches thick.
6. Glass on exterior doors or within 40 inches of an exterior door shall be break resistant glass or glass-like material to the satisfaction of the police department.

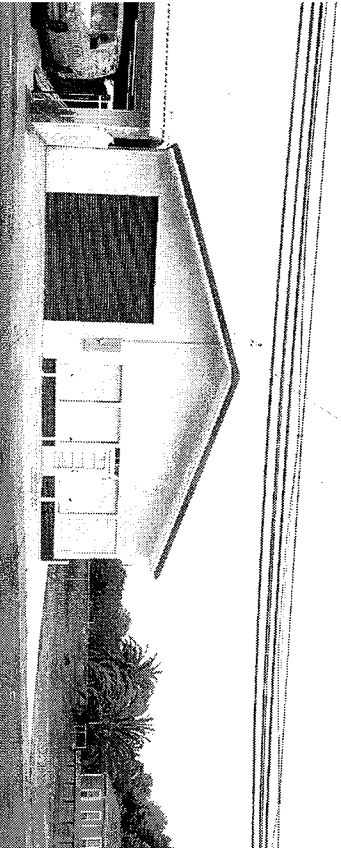
7. All windows with 12 feet of the ground level shall have a secondary lock mounted to the frame of the window. The secondary lock shall be a bolt lock and shall be no less than 1/8 inch in thickness. The lock shall have a hardened steel throw of ½ inch minimum length.
8. Glass sliding doors shall have a secondary type locking device to the satisfaction of the police department. The secondary lock shall be a dead bolt lock and shall be no less than 1/8th inch in thickness and shall have a minimum hardened steel throw of ½ inch.

GENERAL CONDITIONS

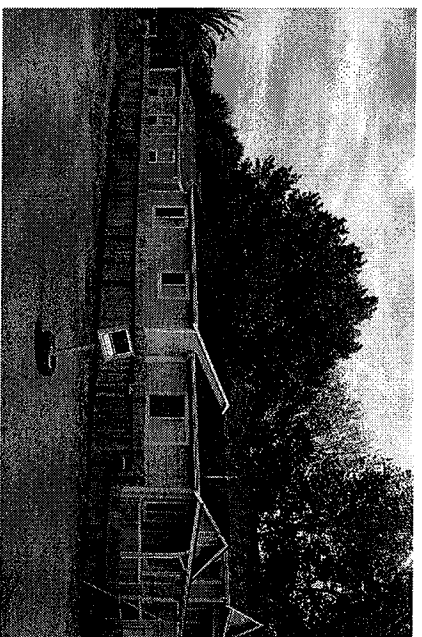
1. All contractors and subcontractors working on the project shall obtain current City of Vallejo business licenses.
2. The conditions herein contained shall run with the property and shall be binding on the applicant and all heirs, executors, administrators, and successors in interest to the real property that is the subject of this approval.
3. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.
4. This Major Use Permit applies to the project as presented by the applicant, as described in the Project Description of the staff report:

“Major Use Permit to allow the conversion of an existing commercial building at 2020 Sacramento Street into a church for the Bay Pentecostal Church. Anticipated maximum capacity for the 2,960 square foot building is 108 seats, with 25 surface parking spaces provided at the adjacent southern lot. The exterior of the existing building will be modified with stained glass windows and a steeple; the interior will be redesigned for church services. The applicant has a separate Lot Line Adjustment application to merge the adjacent vacant lot with the lot of the proposed church, for the purposes of providing adequate church parking. The types of services to be held at the site, according to the applicant, includes two Sunday services, which typically averages fifty people, held from 8am-12pm, and from 5pm-8pm; a Saturday night choir practice; and two small group gatherings from 7-10pm on Wednesday and Friday nights. Further, twice yearly meetings and community workshops are proposed, to be held Fridays-Sundays.”

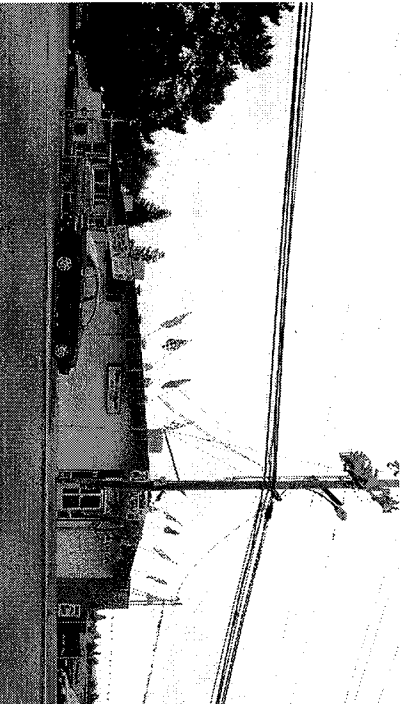
2020 Sacramento: Bay Pentecostal Church, MUP # 06-0019



Site: 2020 Sacramento Street



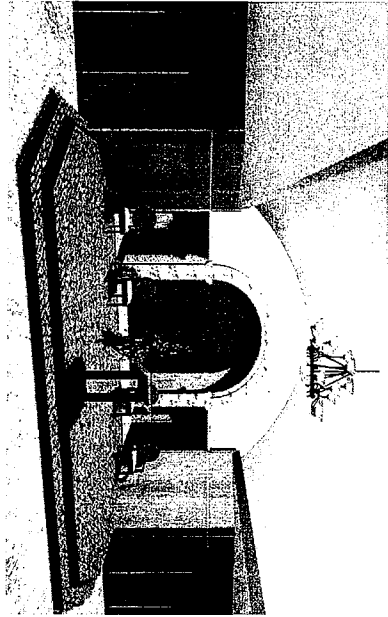
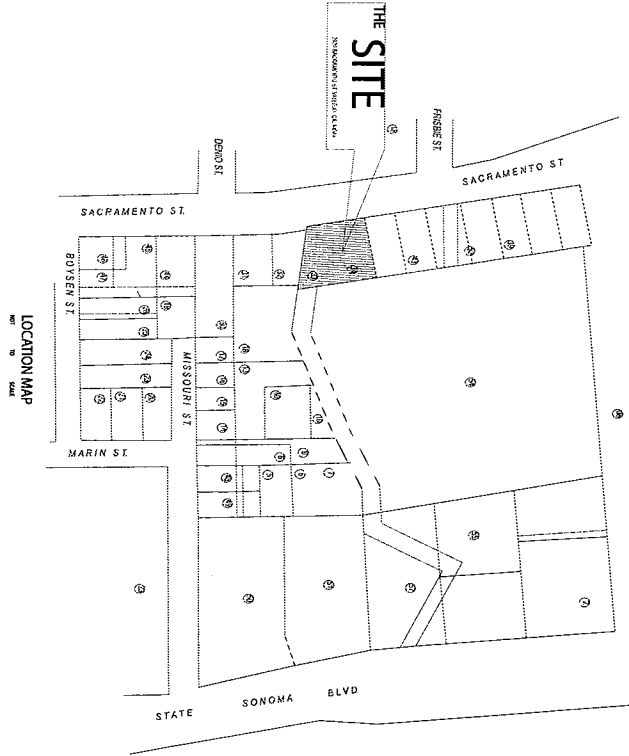
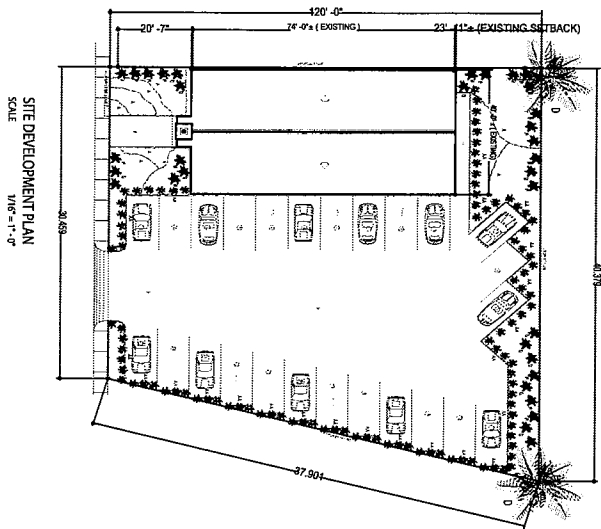
Proposed parking lot; adjacent housing to the south



Neighborhood character north on Sacramento Street



Neighborhood character west on Sacramento Street

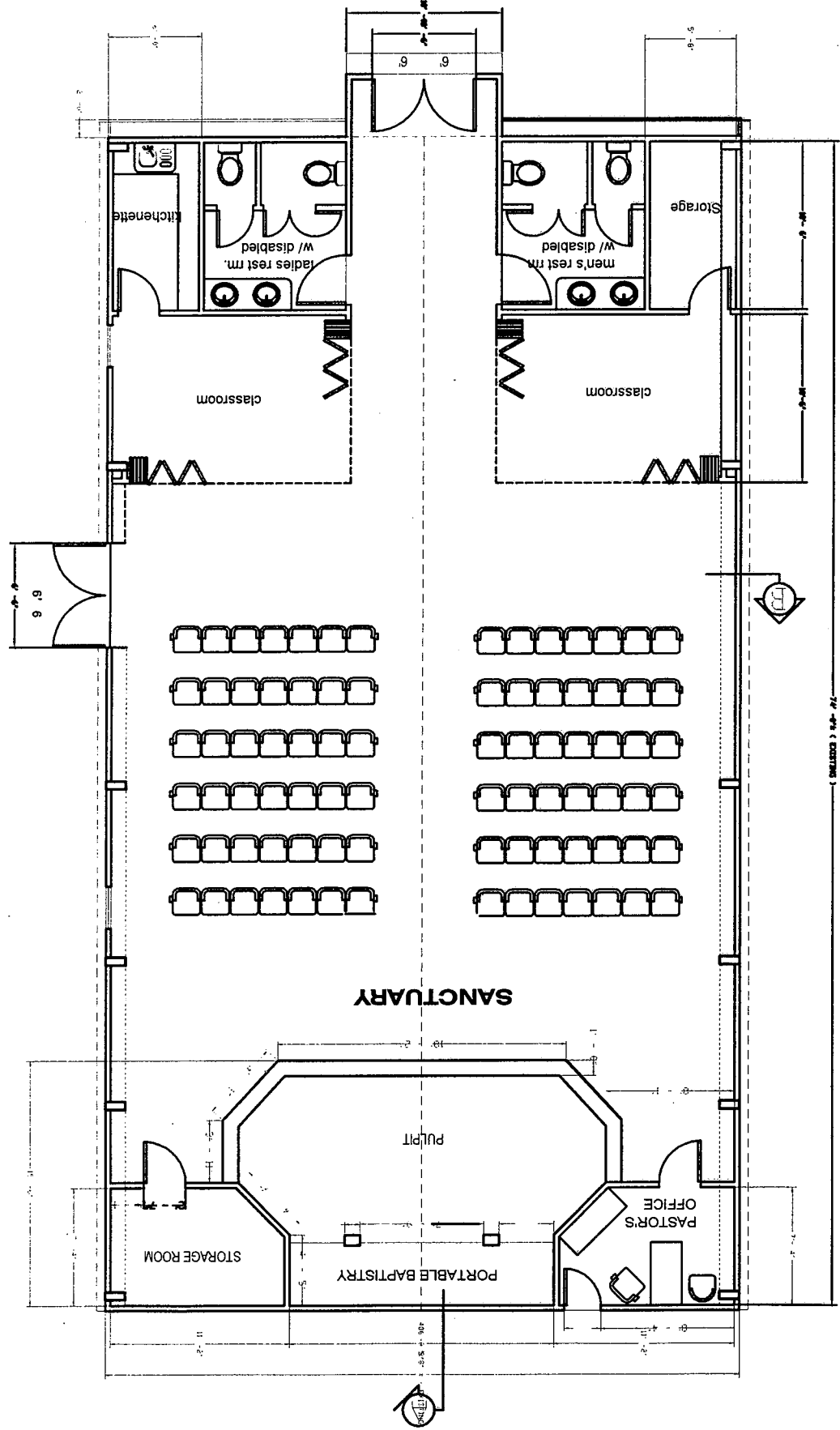


INTERIOR PERSPECTIVE

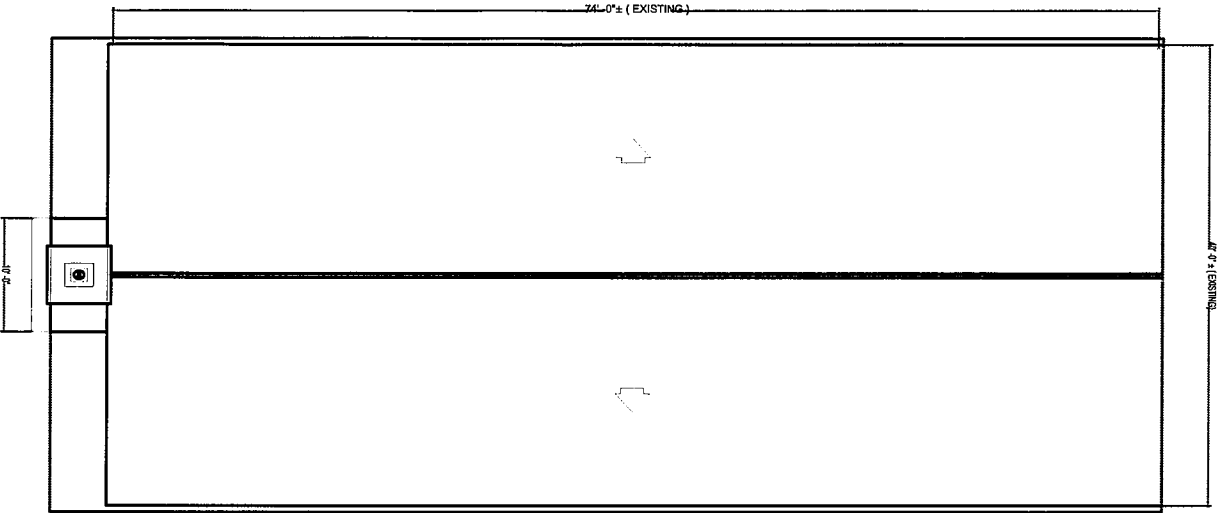


ARCHITECT REC. NO. _____ P.R. NO. _____ DATE ISSUED: _____ DATE ISSUED: _____ TITLE: _____ VALID UNTIL: _____		PROJECT: PROPOSED RENOVATION	OWNER: BAY PENTECOSTAL CHURCH	CONTENTS: EXTERIOR PERSPECTIVE INTERIOR PERSPECTIVE SITE DEVELOPMENT PLAN LOCATION MAP	REVISIONS: _____ _____ _____	DESIGNED BY: _____ CHECKED BY: _____ DATE: _____	SHEET NO. A1 SUPERSEDE SHEET NO.
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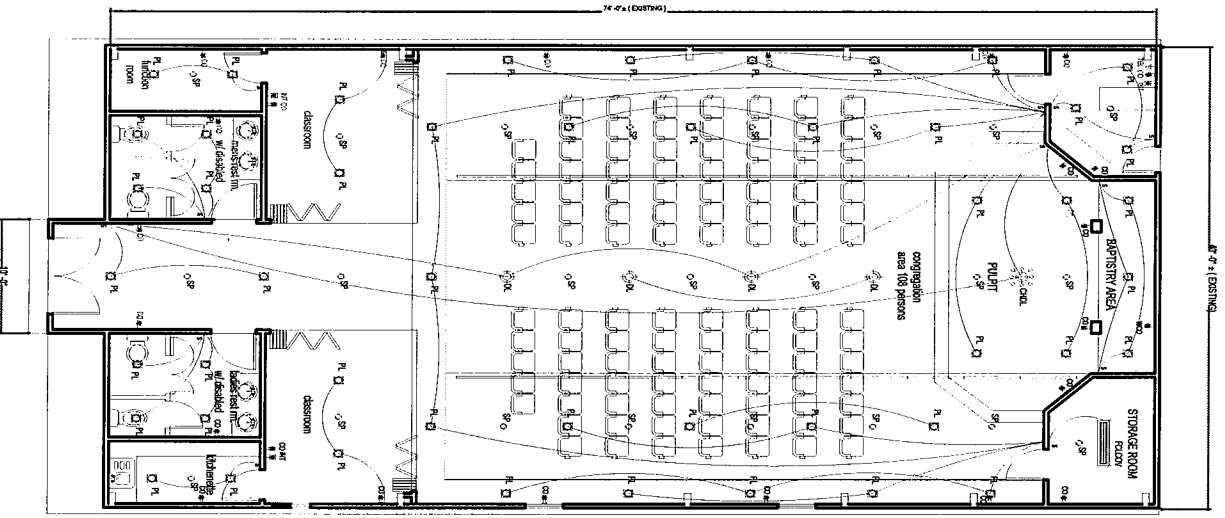
FLOOR PLAN - 100
PROPOSE CHURCH
2020 SACRAMENTO ST.
VALLEJO, CALIFORNIA
 SCALE: 1/8" = 1'-0"



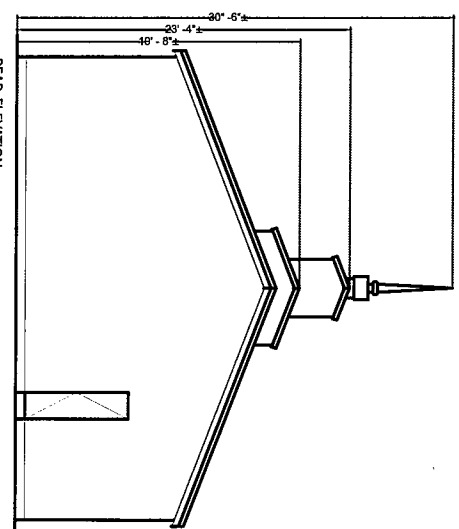
7/1-2018 (EXISTING)



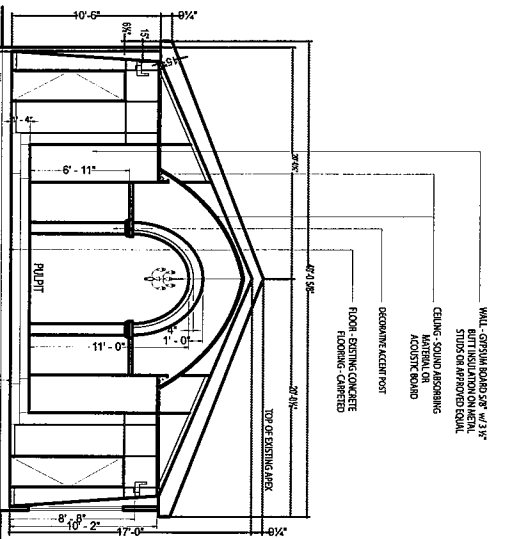
ROOF PLAN
SCALE: 1/4" = 1'-0"



REFLECTED CEILING PLAN &
AUXILIARY POWER LAYOUT
SCALE: 1/4" = 1'-0"



REAR ELEVATION
SCALE: 1/4" = 1'-0"



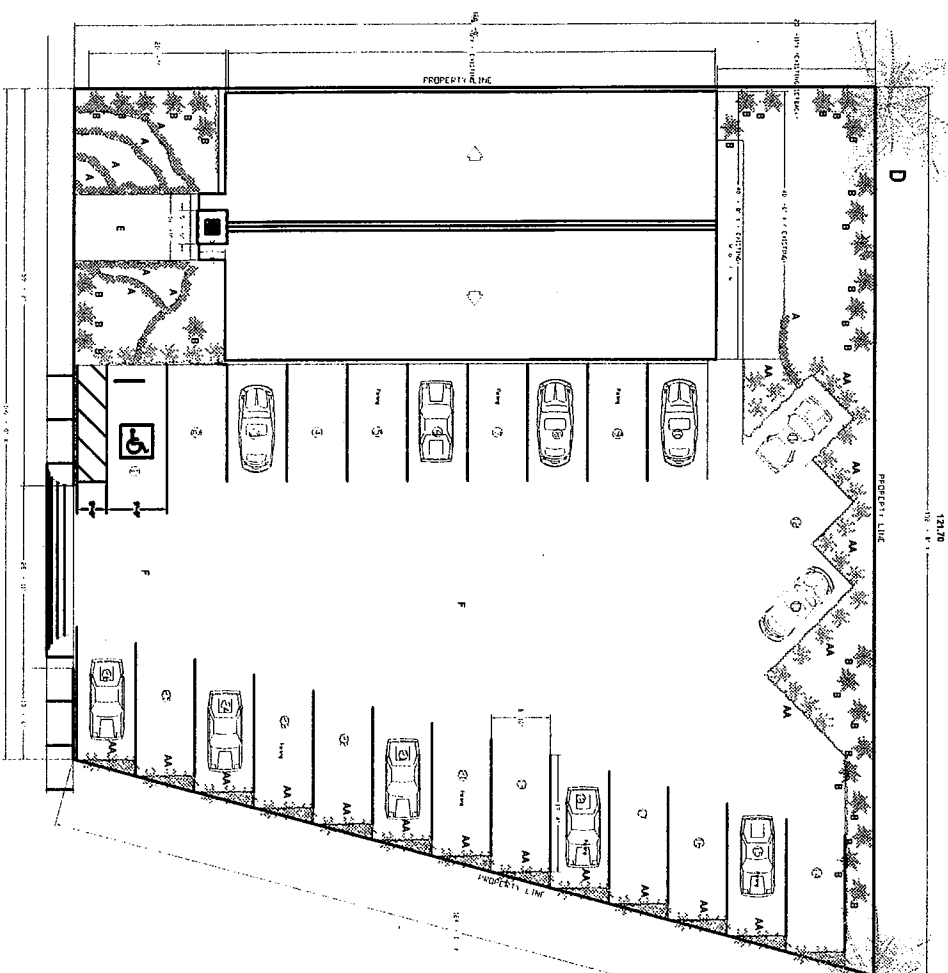
SECTION B (CROSS SECTION)
SCALE: 1/4" = 1'-0"

ELECTRICAL LEGEND WITH SPRINKLER HEADS:

- CHAMBER LIGHT
- DOWNLIGHT
- W/COVERLIGHT
- PULPIT LIGHT
- SPRINKLER
- FLUORESCENT
- SWITCH
- CONFERENCE OUTLET
- INTERIOR ROOM OUTLET
- TELEPHONE OUTLET
- WATERPROOF CONFERENCE OUTLET

- WALL - GYPSUM BOARD, 5/8" x 1 1/2"
- CEILING - SOUND ABSORBING MATERIAL ON ACOUSTIC BOARD
- FLOOR - SOUNDING CONCRETE FLOORING - CARPETED
- DECORATIVE ACETEK POST
- TOP OF EXISTING FLOOR
- EXISTING FIN. FLOOR

ARCHITECT	PROJECT: PROPOSED RENOVATION	OWNER: BAY PENTECOSTAL CHURCH	CONTENTS: EXTERIOR PERSPECTIVE INTERIOR PERSPECTIVE SITE DEVELOPMENT PLAN LOCATION PLAN	DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____ DATE: _____	SHEET NO. A3
REG. NO. PTR. NO. DATE ISSUED: _____ TIN NO. VALID UNTIL: _____	LOCATION: 2020 SACRAMENTO VALLEJO, CA. 94589	APPROVED: _____	REVISIONS:	DATE: _____	SUPERSIDE SHEET NO.



LEGEND:
SOFTSCAPE:
A - GROUND COVERING (4" HT.)
AA - BUSHES & CYPRESS (2 1/2" WIDE)
B - RED PALM 3' HT (5 pcs)
C - BERMUDA GRASS
D - EXISTING PALM TREE
HARDSCAPE:
E - PAVING BLOCKS
F - CONCRETE PAVEMENT

SITE DEVELOPMENT & PLANTING PLAN

SACRAMENTO ST.



City of Vallejo Memo

To: Planning Commission
From: Planning Division, Marcus Adams *MA*
Date: June 18, 2007
Re: Item K3 (revised proposal) Use Permit #07-0002, Arrow tow service/auto storage yard

BACKGROUND & DISCUSSION:

On April 16, 2007, the Planning Commission reviewed an application to operate a towing storage yard with capacity for 30 vehicles at 107 Couch Street. Arrow Tow Service operates a towing storage yard on Maine Street and the current proposed yard would serve as over-flow for their main yard. The Planning Commission unanimously denied the application primarily based on issues related to: the "permanence" of the proposed use; proposed screening material/methods; and the City's desire to beautify Sonoma Boulevard (see Exhibit A: Planning Commission minutes).

On April 23, 2007, the attorney's office representing the property owner and his tenant, Arrow Tow Service, filed an appeal of the Planning Commission's decision with the Planning Division and City Clerk's Office (see Exhibit C). However, upon recognizing that the applicant had substantially modified his project with the intent of addressing the Planning Commission's concerns, staff suggested that the revised proposal should be heard by the Planning Commission instead of the City Council on appeal. The applicant concurred and Commissioner Manning consented to having the item reheard by the Planning Commission.

RECOMMENDATION:

Staff's original recommendation to the Commission for project approval was based on the City's ability to impose stringent conditions that staff believed would mitigate any unsightliness, noise, traffic and other associated aspects of the proposed use from the adjacent Sonoma Boulevard commercial core. However, one important issue with the Planning Commission was the fact that a conditional use permit is permanent and the City cannot legally impose time limits for expiration. The applicant has now modified his proposal to include the following (see Exhibit F: list of proposed changes):

- a) A five year sunset provision on the Use Permit
- b) Reasonable height restrictions on all vehicles stored at the site
- c) No motor homes will be stored on site
- d) Reasonable time restrictions on when site can be accessed to drop off or remove vehicles from the site
- e) An eight foot high redwood fence will surround the property on all sides
- f) Vehicles will not be repaired on site
- g) Two trees of the Cypress variety will be planted on the right and left of the gate facing Couch Street

Staff has reviewed the revised proposal and recommends approval of the applicant's proposed changes with the exception of the following modifications to the above proposed changes:

- a) Applicant voluntarily agrees to a three year sunset provision in lieu of the proposed five years
- b) "Reasonable height restriction" shall be eight feet maximum vehicle height
- d) "Reasonable time restrictions" for drop off and vehicle removal shall be from 8:00 a.m. to 9:00 p.m.
- e) The "eight foot high redwood fence surrounding the property on all sides" shall have a stucco finish
- g) The proposed "Cypress variety" trees shall be replaced with a street tree variety selected from the City's Recommend Street Tree list or other variety approved by staff

Staff also recommends adding the following additional conditions of approval:

- Based on consent from the applicant, the approval of towing service/storage yard use shall expire three years from the date of approval, at which time the use shall be vacated within 30 days.
- In lieu of the requirement for five feet of perimeter landscaping, the applicant shall submit a landscape and irrigation plan illustrating boundary landscaping for a minimum of four feet and two city approved street trees within 30 days of project approval.
- Maximum storage shall not exceed 20 vehicles on the site.
- The applicant shall complete all required improvements within 60 days of project approval. Failure to complete the improvements within the 60 day period shall result in expiration of the temporary administrative permit and administrative citations.

- A land use agreement acceptable to the City Attorney shall be recorded prior to issuance of permits which indicates the term of the use permit for which the property owner and tenant acknowledge for this use.

Exhibit A: Resolution (use permit approval)
Exhibit B: Alternative Resolution (appeal denied)
Exhibit C: April 16th Planning Commission minutes
Exhibit D: April 16, 2006 Planning Division staff report
Exhibit E: Property owner's appeal statement letter
Exhibit F: Applicant's letter of proposed changes
Exhibit G: Conflict of Interest map

J:\PL\marcus\2007permits\up\arrowtow\107couch-00023\PC memo (revisedproposal)

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC-07-

**A RESOLUTION OF THE PLANNING COMMISSION
APPROVING A CONDITIONAL USE PERMIT APPLICATION
USE PERMIT #07-0004**

Arrow Tow Service Storage Yard

The proposed project is located at the intersection of Sonoma Boulevard and Couch Street.

APN# 0072-160-830

WHEREAS an application was filed by Keith Oberman of Arrow Tow Service seeking approval for a conditional use permit to allow permanent use of a temporary tow storage yard; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Conditional Use Permit on April 16, 2007 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS on April 16, 2007, on completion of the public hearing, the Planning Commission denied Use Permit #07-0002; and

WHEREAS on April 23, 2007, a timely appeal of the Planning Commission's decision was filed with the Planning Division and City Clerk's Office; and

WHEREAS based upon submittal of a revised project proposal and written waiver of expedited appeal process on _____, 2007 by the applicant, the Planning Commission conducted a duly noticed public rehearing to consider the application for the Conditional Use Permit on June 18, 2007 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Section 1. The Planning Commission finds that on the basis of the whole record before it there is no substantial evidence that the project will have a significant effect on the environment per Section 15332, Class 32 Categorical Exemption, "In-Fill Development" of the California Environmental Quality Act.

II. FINDINGS RELEVANT TO USE PERMIT AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN

Section 1. The Planning Commission finds that the applicant submitted a Major Use Permit application for a towing storage yard pursuant to the City of Vallejo Municipal Code Chapters 16.30 and 16.82 Conditional Use Permit Procedure.

Section 2. Planning Commission finds, based on the facts contained in sections 1-12 of the staff report attached herein and incorporated herein by this reference, and the evidence presented at the public hearing, and subject to the conditions attached to this resolution that:

1. The location, size, design and operating characteristics of the proposed conditional use will be compatible with adjacent uses, building or structures, with consideration given to harmony in scale, bulk, coverage, and density; to the availability of civic facilities and utilities, to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity and physical character of surrounding streets; and to any other relevant impact of the proposed use.
2. The impacts, as described in subsection 1 and the location of the proposed conditional uses are consistent with the City's General Plan.

III. RESOLUTION APPROVING THE CONDITIONAL USE PERMIT APPLICATION FOR A TOWING STORAGE YARD AT 107 COUCH STREET

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES the Conditional Use Permit application (UP# 07-0002) for the towing storage yard, based on all the evidence before it and the findings contained in this resolution and in the staff report attached hereto and incorporated herein and subject to the Conditions of Approval attached to this resolution.

IV. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 18th day of June, 2007, by the following vote to-wit:

AYES:
NOES:
ABSENT:

CHARLES LEGALOS, CHAIRPERSON

City of Vallejo PLANNING COMMISSION
Attest:

Don Hazen
Planning Commission Secretary

CONDITIONS OF APPROVAL
MAJOR USE PERMIT #07-0002
(APN# 0054-172-280)

CONDITION COMPLIANCE PRIOR TO BUILDING PERMIT ISSUANCE
(conditions in italics represent new or amended conditions):

Planning Division

1. Prior to building permit issuance, the applicant shall submit a numbered list to the Planning Division stating how all conditions of project approval will be satisfied.
2. Prior to building permit issuance, the applicant shall submit revised plans drawn by an experienced drafter or architect and landscape architect illustrating the following:
 - a) Lighting for the site as required by the Police Department. The plan shall illustrate the light standard (pole) and housing as well as proposed height and locations.
 - b) *A fencing plan which illustrates an eight foot high wood fence with stucco facing around the perimeter of the property.*
 - c) *A landscape and irrigation plan which illustrates two city approved street trees and four feet of boundary landscaping which shall serve to screen the site from public view. Plants shall be drought tolerant.*
3. *The approval of towing service/storage yard use shall expire three years from the date of approval, at which time the use shall be vacated within 30 days. If the applicant desires to continue the use, a new use permit application shall be filed within 60 days of the three year expiration date.*
4. *Prior to building permit issuance, the applicant shall submit a copy of a recorded land use agreement setting forth, on a form approved by the city attorney, the applicant's and City's understanding regarding the three-year length of the proposed use issued for operation of a towing service and storage yard at 107 Couch Street..*
5. *The applicant shall complete all required improvements within 60 days of project approval. Failure to complete the improvements within the 60 day period shall result in expiration of the temporary administrative permit and administrative citations.*
6. *Maximum storage shall not exceed 20 vehicles on the site.*
7. *No motor homes and/or recreational vehicles shall be stored on the site.*

8. *No vehicle repair shall be allowed on the site*
9. *Vehicles shall not exceed eight feet.*
10. *Vehicles shall be dropped off or removed from the site between the hours of 8:00 a.m. and 9:00 p.m.*
11. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.

Public Works

1. Prior to building permit application, submit a numbered list to the Planning Division stating how each condition of project approval contained in this report will be satisfied. The list should be submitted to the project planner who will coordinate development of the project. (PW1)
2. Prior to building permit issuance, obtain an encroachment permit from Public Works for all work proposed within the public right-of-way. (PW11)
3. Prior to approval of construction plans, provide bonds and pay applicable fees. Bonding shall be provided to the City in the form of a "Performance Surety" and a separate "Labor and Materials Surety" in amounts stipulated by City ordinance. (PW15)
4. Submit a plan showing the following required improvements for review and approval:
 - a) Install minimum sixteen feet wide commercial standard drive approach fronting the property along Couch Street that is aligned with existing gate.
 - b) Place sixteen feet wide asphalt concrete from back of new driveway approach up to fifty feet deep into the lot.
 - c) Place minimum two inches of compacted aggregated base class II over the remainder of the lot.

Vallejo Sanitation and Flood Control District (VSFCD)

1. Prior to building permit issuance, a VSFCD Connection Permit is required. Pay all applicable review and connection fees.
2. Storm drain fees will apply if the lot is to be paved.

3. VSFCD request a minimum 10' wide access easement from Couch Street to the rear of the lot in order to access their pump station.

CONDITION COMPLIANCE PRIOR TO FINAL BUILDING INSPECTION:

Planning Division

1. Obtain an inspection from the Planning Division prior to occupancy/final building inspection. All inspections require a minimum 24-hour notice. Occupancy permits shall not be granted until all construction and landscaping is completed and finalized in accordance with the approved plans and required conditions of approval or a bond has been posted to cover all costs of the unfinished work as agreed to by the Planning Manager.

Public Works

1. Remove and replace broken curb, gutter and sidewalk fronting the property as determined in the field by City Engineer. (VMC, Section 10.04).
2. Install minimum sixteen feet wide commercial standard drive approach fronting the property along Couch Street that is aligned with existing gate.
3. Place sixteen feet wide asphalt concrete from back of new driveway approach up to fifty feet deep into the lot.
4. Place minimum two inches of compacted aggregated base class II over the remainder of the lot.
5. Prior to occupancy/final building inspection, install the improvements required by the Department of Public Works including but not limited to streets and utilities.

STANDARD CONDITIONS

Planning Division

1. Development sites shall be maintained weed free during construction.
2. Construction-related activities shall be limited to between the hours of 7 a.m. and 6 p.m., Monday through Saturday. No construction is to occur on Sunday or federal holidays. Construction equipment noise levels shall not exceed the City's maximum allowable noise levels.

3. Required landscaping shall be maintained in a neat, clean, and healthy condition. This shall include pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of all plantings.

Public Works

1. All public improvements shall be designed to City of Vallejo standards and to accepted engineering design standards. The City Engineer has all such standards on file and the Engineer's decision shall be final regarding the specific standards that shall apply. (PW2)
2. Entrances to any private project must be standard driveway approaches unless deviation is permitted by the City Engineer. (PW9)
3. Obtain a street excavation permit from Public Works prior to performing any work within City streets or rights-of-way, or prior to any cutting and restoration work in existing public streets for utility trenches. All work shall conform to City standards. (PW10)

Crime Prevention

1. Property should be marked on all four sides by signage noting No Trespassing and providing business name, business contact number, and Vallejo Police Dept. contact information (Non-Emergency Number, 648-4321), see provided example.
2. Property should be well lit in order to allow officers/citizens outside the fencing to see activity occurring inside the fenced area at night to help prevent vandalism/break-ins. Suggested lighting is Metal-Halide, however at the very least High Pressure Sodium should be utilized.
3. Fencing, lighting, and signage should be properly maintained.
4. Properly display business name and street address at entry/exit points. This information will show property ownership and allow for contact regarding issues.

GENERAL CONDITIONS

1. The applicant shall defend, indemnify, and hold harmless the City of Vallejo and its agents, officers, and employees from any claim, action, or proceeding against the City and its agents, officers, and employees to attack, set aside, void, or annul this approval by the City. The City may elect, at its discretion, to participate in the defense of any action.

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC-07-

**A RESOLUTION OF THE PLANNING COMMISSION
APPROVING A CONDITIONAL USE PERMIT APPLICATION
USE PERMIT #07-0004**

Arrow Tow Service Storage Yard

The proposed project is located at the intersection of Sonoma Boulevard and Couch Street.

APN# 0072-160-830

WHEREAS an application was filed by Keith Oberman of Arrow Tow Service seeking approval for a conditional use permit to allow permanent use of a temporary tow storage yard; and

WHEREAS the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Conditional Use Permit on April 16, 2007 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS on April 16, 2007, on completion of the public hearing, the Planning Commission denied Use Permit #07-0002; and

WHEREAS on April 23, 2007, a timely appeal of the Planning Commission's decision was filed with the Planning Division and City Clerk's Office; and

WHEREAS based upon submittal of a revised project proposal and written waiver of expedited appeal process on _____, 2007 by the applicant, the Planning Commission conducted a duly noticed public rehearing to consider the application for the Conditional Use Permit on June 18, 2007 at which testimony and evidence, both written and oral, was presented to and considered by the Planning Commission; and

WHEREAS based on evidence received at the public hearing, the Planning Commission makes the following factual findings:

I. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Section 1. The Planning Commission determines that this project is disapproved, and it is therefore exempt from CEQA review pursuant to CEQA Statutes §21080 (b)(5).

II. FINDINGS RELEVANT TO USE PERMIT AND FINDINGS REGARDING PROJECT DENIAL AND INCONSISTENCY WITH APPLICABLE GENERAL PLAN

Section 1. The Planning Commission finds that the applicant submitted a Major Use Permit application for a towing storage yard pursuant to the City of Vallejo Municipal Code Chapters 16.30 and 16.82 Conditional Use Permit Procedure.

Section 2. The Planning Commission finds, based on the facts contained in sections 1-12 of the staff report attached herein and incorporated herein by this reference, and the evidence presented at the public hearing that:

The operating characteristics of the proposed conditional use would not be compatible with adjacent uses, building or structures, with consideration given to desirable neighborhood character and to any other relevant impact of the proposed use in that:

- a) The operation of a vehicle storage yard on an unusually visible site along Sonoma Blvd is inconsistent with recent efforts to landscape and beautify Sonoma Blvd.
- b) The plan for beautifying Sonoma Blvd included recent requests from the City to neighbors of this site to landscape, beautify and invest resources into making Sonoma Blvd an attractive business corridor.
- c) The desired neighborhood character along Sonoma Blvd is one supportive of visible attractive and thriving businesses.
- d) The proposed site is visible from both Sonoma Blvd and Couch Street, and even with enhanced landscaping and fencing, the vehicle storage yard use is unattractive in that it is shielded on all sides by either a concrete fence or a redwood fence to obscure from view the stored vehicles.
- e) The operation of a vehicle storage yard is incompatible with the immediate area in that there are no other storage or vehicle storage facilities in the immediate area.

III. RESOLUTION DENYING THE CONDITIONAL USE PERMIT APPLICATION FOR A TOWING STORAGE YARD AT 107 COUCH STREET

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby DENIES the Conditional Use Permit application (UP# 07-0002) for the towing storage yard, based on all the evidence before it and the findings contained in this resolution and in the staff report attached hereto and incorporated herein.

IV. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the 18th day of June, 2007, by the following vote to-wit:

AYES:
NOES:
ABSENT:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION
Attest:

Don Hazen
Planning Commission Secretary

- a. Specific Plan Amendment 98-01C and Code Text Amendment 06-0006 for Mare Island Specific Plan II and CTGA to Architectural Heritage & Historic Preservation Ordinance.
- b. Use Permit 05-0026 to restore abandoned commercial use in residential area and substitute another use. *(Consent)*
- c. Revision of Chapter 16.70 Screening and Landscaping Regulations. *Continued from the meeting of April 16, 2007.*
- d. Site Development 07-0002 appeal of a telecommunication facility located in the Catalina Circle Neighborhood.

H. CITY ATTORNEY REPORT

None.

J. REPORT OF THE PRESIDING OFFICER AND COMMISSIONERS

Commissioner Salvadori: I would like to remind the Commission of something that I reported on at the last Commission meeting related to raising funds for the parade. I would challenge this Commission and other commissions as well as City department if they would or could get together and raise \$500 so we could be represented in that parade. I am willing to do that. If there are other Commissioners willing please talk to me. Thank you.

K. LIAISON REPORTS

1. Council Liaison to Planning Commission
None.
2. Planning Commission Liaison to City Council
None.

L. PUBLIC HEARINGS

1. **Code Text Amendment 06-0004** to revise the Vallejo Municipal Code, Chapter 16.70 Screening and Landscaping Regulations. Proposed CEQA Action: Exempt. *Continued from the meeting of February 5, 2007.*

Continued to the meeting of May 7, 2007.

2. **Major Conditional Use Permit 07-0002** for a tow storage yard located at 107 Couch Street. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

Marcus Adams: This regards Arrow Tow Service located at 107 Couch Street. It is at the intersection of Sonoma Blvd and Couch Street. *Marcus gave a short PowerPoint presentation.* Tonight on the dais you were given a memo from staff and a petition. The memo dealt with some condition changes which I will get into later. The petition was in opposition of the project from neighboring property owners. *Marcus showed pictures of the exterior and interior of Arrow Tow Service.* They are already operating at this location. They got a temporary Administrative Permit from staff back in January on the condition that they submit a formal application for permanent use at that location. That is what is before us tonight.

*Marcus showed pictures of the adjacent properties. There was a paint and body shop to the south and a restaurant in front of the proposed site. There is a transmission shop to the east and to the west VSFCD pump station. There are some railroad tracks in between that and the site. Some of the issues are: site lighting. Crime prevention asks that the applicant provide light for crime prevention purposes. The applicant is going to ask relief from that lighting condition. He believes the lights on the adjacent lot could sufficiently light the site. The officer who imposed the condition is on vacation but another officer said that he did not believe these lights would be sufficient. He does agree that if the applicant could show that these lights are sufficient he would be willing to waive this condition. Staff feels the same way, if indeed the current lights satisfied the police department. The other issue is the VSFCD pump station. There is a representative from VSFCD here tonight who is going to speak so I will let him deal with the access issue. Briefly, currently VSFCD accesses their pump station from Sonoma Blvd. That access has been a temporary position. There is no time limit on how much longer CalTrans is going to let VSFCD use that access. It is VSFCD's desire that in order for them to continue to access this site they need access through the subject property. The final issue is the screening of the site. Staff reviewed this proposal very carefully because we realized that although it is zoned Intensive Use and is in an industrial district it is visible from several points and is in a commercial corridor that we hope to see improved. Zoning does allow for this use but staff takes particular interest in the screening. The current screening does not get the job done. The landscaping, of course, would take time to grow but the wall would immediately take care of the screening issues. *Marcus showed a picture of the cyclone fence with slats from Couch Street and Sonoma Blvd.* One other point that was brought to my attention, in the staff report I stated that in the 70s and 80s there was a car lot at the site. The car lot was approved but never built. Any questions?*

Commissioner McConnell: One of the conditions submitted by the Police Department, condition 3, is that fencing shall not obstruct the view. If we require an 8' masonry wall how can we reconcile those two conditions?

Marcus Adams: In the memo that you received tonight that is the condition that I stated would be removed.

Commissioner McConnell: My recollection is that a couple years ago the City spent considerable time, money and effort on the beautification of Sonoma Blvd. How do we reconcile the beautification of Sonoma Blvd with what is a tow yard and storage facility on Sonoma Blvd?

Marcus Adams: The proposed wall and landscaping is how we are dealing with that issue. The landscaping we recommended goes far and beyond what would normally be required in the IU zone. Instead of two feet we asked for five feet. We asked for landscaping not only in the front but all the way around. The Code allows for a chain link fence with slats. We asked for the wall. We limit the size of the vehicles that can be stored there. Nothing can be beyond 8' tall. It is our contention that with these measures you can have a use there that is allowed in the best way possible without changing the zoning or denying a use that is allowed there.

Commissioner McConnell: Your recommendation is for a solid wall all the way around with gate openings. Yet we are going to require lighting to shine down into this lot.

Marcus Adams: My understanding is that they want light, because they will have access to this property, and if they have to go in they don't want it to be dark.

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Commissioner McConnell: Tow yards are required to take City tows in order to be on the City approved list. Yet one of our concerns has been that some of the tow yards have oversaturated their tow yards. This is not a particularly large lot. Shouldn't we be considering a limitation of the number of vehicles that can be stored at this facility, as well as other facilities in the City?

Marcus Adams: They state that they have a capacity for 30 vehicles. We can ask that the spaced be demarcated. If 30 is too many we could put a condition that limits the number of vehicles that can be stored.

Commissioner McConnell: I think we would need some information that would provide that kind of meaningful information in order to make a meaningful decision. Currently there are some RVs out there that you can certainly see over the top of the fence. That type of vehicle would no longer be permitted at that location?

Marcus Adams: They are over 8 feet tall and therefore would not be permitted.

Commissioner McConnell: The drainage out there, I believe your report recommends that there be storm drainage no matter what, right?

Marcus Adams: I would have to look that up but once again there is a VSFCD representative here tonight who could definitely respond to that question.

Commissioner McConnell: Where does runoff from that lot go?

Marcus Adams: I will let the VSFCD representative answer that question.

Commissioner McConnell: I am envisioning a rather elaborate drainage system out there to gather any hazardous runoff. That might be a prohibitive factor for a lot of this size. I would like to hear something about that as well. Finally there is an adjacent neighborhood and I think we would have to consider some sort of restrictions at to the timing of the place. Yet I know that these guys get called out at all hours of the day and night for tows. They have to tow the vehicles because the City requires they do and they want to stay on the tow list. We would need to limit them if they were approved at all. No vehicle entrance between 10 or 11 PM and 7 or 8 AM. I would like to hear some addressing of those concerns throughout the presentation.

Commissioner Turley: Is this a lot for placing vehicles that have a traffic ticket on them and the police order the vehicle picked up and towed into storage or are these inoperable vehicles?

Marcus Adams: From what I have seen it has been operable vehicles but I am sure the applicant can speak better to that question.

Commissioner Turley: Currently there are two RVs in there that are about 9 to 10 feet high. If this was approved those would be illegal and have to be removed, is that correct?

Marcus Adams: Correct.

Commissioner Turley: Will the curb and gutter be replaced?

Marcus Adams: That is a condition of approval, yes.

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Commissioner Turley: Will an opening be prepared for an entrance and will the sidewalk be replaced with perhaps 6' concrete instead of 4 ½"?

Marcus Adams: I am not sure on the 4 ½ compared to 6 but they are going to have to replace that and a standard City driveway be installed.

Commissioner Turley: Alright. If this was on a back street somewhere I would not have much of a problem with this. But on Sonoma Blvd a lot of our visitors to Vallejo just might very well take Sonoma Blvd. I do not think this would make Vallejo more appealing. Number 10, second paragraph, you mention that staff did receive three inquiries. Two were with stated opposition. Two people, one a neighboring individual, stated that a towing yard which is visible from both Couch and Sonoma should not be the type of use that the City would allow on this site based on the operating characteristics of such a use. Number 12, third paragraph, staff has received comment is opposition of the project. After they get through using that lot they would be leaving a lot of toxic waste in the form of gas, oil and diesel. It would have to be removed probably very expensively.

Commissioner Salvadori: I did not see anywhere in the report a sunset clause or time limitation on this use at this location. Was that something that you discussed?

Marcus Adams: Myself and the Planning Manager did discuss this. I believe the City Attorney has a comment of the ability of staff to add a sunset clause.

Claudia Quintana: You cannot do that.

Commissioner Salvadori: So the choice of the Commission is to deny the application or to approve it in perpetuity.

Claudia Quintana: Yes. Use Permits run with the land. You approve a use permit and the conditions and they run with the land whether or not it is sold it would run with the land. You can reasonable limit the condition of use. You could put hours. I am not sure if the applicant might speak to his hours but you can reasonably set hours of operation.

Commissioner Salvadori: If the expectation is that the City would want to change the zoning in that area. If the use permit is approved at this point it is there for as long as it is an active use. You cannot change the zoning and disallow the use permit.

Claudia Quintana: You could ask for a rezoning.

Commissioner Salvadori: I could ask for it but there would be no way of preventing the use as long as it was in use.

Claudia Quintana: That is correct.

Commissioner Salvadori: My second question has to do with runoff. The plot plan calls for the retention of gravel and not being paved. If it were paved then at least there would be a better opportunity to collect runoff and mitigate any potential spills. There is no talk about requiring paving at this site.

Marcus Adams: Actually there is talk about requiring paving. Public Works asked for a minimum of 50 feet depth and 16 feet wide paving. They were more concerned with gravel on the street than with runoff. I ask that we listen closely tonight to our expert who is here to address that issue.

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Commissioner Salvadori: Did you discuss the possibility of paving the entire lot.

Marcus Adams: I did discuss that with the owner but with the cost and so forth that is not something that he was amenable too.

Don Hazen: Condition 4C from Public Works is actually requiring that a 2" compact base be required on the remainder of the lot. Compact base is the minimum amount of pervious surface that you need to support the weight load of the vehicles. It is the next best thing to permanent paving. As the City's economic development efforts, over time, improve staff feels that ultimately there might be a higher and better use of this site. I think Public Works is taking that into consideration.

Commissioner Salvadori: I thank you for that. I think that is what the issue is coming down to for me. If there was a way to insure the City that there would be an opportunity for a better use in the foreseeable future then you can be a little more lenient in certain areas but the guidance given by the City Attorney basically is that this could be there 50 years from now upon acceptance of the use permit.

Don Hazen: With one caveat that the terms of the lease or something known between the owner and the tenant. We have to at some point allow for the fact that the free market will sometimes take care of those issues. From a City enforcement standpoint that is correct, a use permit as long as it is operating within compliance of the conditions cannot be revoked. The free market does sometimes have a way of solving those issues.

Commissioner Salvadori: Before someone from VSFCDC comes up was there any discussion of any compensation for the property owner for the granting of this easement or is it just something that they would like to have?

Marcus Adams: With so many attorneys in the house I am a little nervous on answering that. But, yes.

Commissioner Salvadori: Thank you.

Commissioner Turley: In regard to the base that you mentioned, that would be very absorbent. Whatever hit that base would sure go right through it and into the sub-grade. The other thing that really bothers me a lot is that it is the same as someone wanting to build a house. Then they think gee maybe we should get a permit for this. Well someone is coming in here tonight to ask permission to store cars when the cars are already stored. That bothers me.

Don Hazen: We might ask our staff person from VSFCDC to use this opportunity to possibly address the drainage issues if it would be helpful for the Commission.

Rolf Ohlemutz: I am the District Engineer at VSFCDC. This is a permanent use permit for this particular property. When we built the pump station on City land adjacent to this property in the late stages of construction we ran into problems with CalTrans. They did not want our maintenance people to access this pump station from Sonoma Blvd. With the pump station already in place we went into some intense negotiations and came up with a temporary permit form CalTrans for access from Sonoma Blvd. We had to promise CalTrans that in the future we would pursue alternative access to this pump station. That would be through the applicants property. For that particular reason we put a double wide gate on the back fence of Mr. Saqueton's property. He was very cooperative through the entire process. He granted a temporary construction easement during construction. I assumed that our relations with Mr. Saqueton would stay good through this entire process. Due to the

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temporary status of our permission from CalTrans to access from Sonoma Blvd and the permanent nature of the use permit I am obligated to be on record with a request that when we talk about the ultimate use of this property that we desire to purchase an easement through the property from Couch Street to the double gate in the back for access to our pump station. That access would have to be an all weather road and it would have to be open and accessible at all times.

With respect to the drainage issues there is pavement planned for this area. I would request the plans be sent to the District because we would have to charge a connection fee that is charged per square foot of impervious use. The applicant would have to prove that at some prior time there was pavement on the lot to get relief from the connection fee. In terms of the disposal of the drainage, I have not studied the application carefully, but the drainage could go to the curb on Couch Street or to the back to a ditch along the railroad. Disposing of the drainage would be no problem. We would request that there be some kind of filtering of runoff to prevent hazardous materials from getting into the storm drain facility and ultimately out into Austin Creek.

Chairperson Legalos: There have been a number of comments about the appearance of this facility from Sonoma Blvd., do you know of any plans to improve the looks of the pump station. It is not an attractive element. The masonry wall behind the pump station would only accentuate the presence of the pump station.

Rolf Ohlemutz: The pump station itself has been through a review by City staff. When we did the design we made sure that most of the features were below ground. What you see right now is what we intend to be there. I am not sure if the City would open up this case again.

Chairperson Legalos: The fences and landscaping are particularly unattractive. Is there any reason why the station could not be hidden from view entirely?

Marcus Adams: I am not sure about entirely. Rolf and I have worked closely on many projects. With the Commission's thoughts tonight I am sure we could work together to put some slats in the fence to try to soften that some. We would need to discuss the landscape further.

Rolf Ohlemutz: We would certainly work with you.

Chairperson Legalos: In my opinion the slats only accentuate the chain link and makes matters worse. If some landscaping could be done that would be a great improvement.

Commissioner Salvadori: I would like to go back and address the runoff issue. If this entire lot were paved you would recommend some type of filtering system. We would have to require that in the use permit. However, if a soft substrate is allowed then those chemicals would just soak into the ground and there would be some level of runoff but would there be no requirement for filtering?

Rolf Ohlemutz: That is correct. It would be the problem of the owners. If the contamination stays on site it would not be our concern.

Chairperson Legalos opened the Public Hearing.

Tim Jones: I am an attorney representing both the applicant and the land owner. I have a few comments that I want to clarify concerning the proposed use of this land. First of all, this is intended to be a tow yard. It is a tow yard primarily for operable

vehicles. The poor people who have tickets and had their vehicle towed or parking in a handicapped area and had their vehicles towed. There is no anticipation that those vehicles are going to be there for a long period of time. It certainly is not a place where vehicles are worked on. The application does not request that. The use permit would not include that. The concerns about chemicals coming out of these cars is no more serious than you would find in a parking lot or along the street curb where the cars park. I want to be sure that we separate a lot where there is a mechanic who strips cars apart as opposed to this lot which is for storing primarily cars that are in good working order and would not be presumed to put out any more chemical emissions than the average car. Obviously the overriding concern for both the applicant and the owner is the cost that are going to be incurred in allowing this project to move forward. We are talking about a parcel of land that at maximum can house thirty vehicles. This is not a high rent district nor is anyone building an expensive building here. The amount of money available for improvements is limited. If this project goes forward the amount of money that is available we want to use for the best purposes. I am not sure that a Cadillac fix can be afforded at this point. I would like to directly speak to Commissioner Salvadori and his concern with a sunset provision. This is designed by the applicant to be a temporary use. He is currently looking for a permanent position in which to house these vehicles. Given the right conditions for this use permit we are willing to stipulate to a reasonable sunset provision. This is something we can do voluntarily. That is certainly something that we are willing to offer up. There would be a reasonable period of time then this application would have to be rereviewed or sunset automatically. The biggest concern right now for the landlord and the applicant is the cost of building a 8' masonry wall around this entire lot. It is an incredible cost. Masonry and/or stucco is the most expensive form of construction. We understand the purpose behind this. We are sympathetic with the purpose but an 8' masonry wall that encloses a really large rectangular lot, I am not sure it is going to accomplish what staff is setting out for, that is to insulate the lot from outside view. It would create a concrete behemoth that would be used for tagging and even though the police concerns have been removed from the report they are certainly still there. No one can see inside this facility. In compromise we are willing to offer some sort of obscure fencing on the areas of the property that are of primary interest to staff and I believe that would be the area of the property that backs up against the pumping station that is visible from Sonoma Blvd but not from Couch St. Properties along Couch would suggest that the chain link fencing along with the vinyl slats might be adequate for that. It would be possible to install an obscure barrier by the pumping station that would completely shield the lot from view. That might be a lot more economical than asking that an 8' masonry wall be built around the entire project. If the lot is completely obscured from view I am not sure that lighting serves any purpose whatsoever. In any event we have no objection to installing lighting. I would suggest that that would be something that the applicant and landlord can work with staff to determine if the existing lighting is sufficient for the purpose, if it is not we don't have a problem with installing reasonable lighting. One of the other major concerns however, is landscaping and irrigation. There is no water hook up. The cost of hooking up to the water system in order to irrigate ground shrubbery is astronomical compared to the amount of rent that can be rendered from the lot. In mitigation, what we propose is planting two trees in the front of this lot. One on each side of the gate that is used to access the lot. Those trees would be of a variety that would be subject to negotiation between staff and the applicant. They can block, if not all, then a lot of the view. They can be supplemented by drought tolerant shrubbery. It is not the planting or the five feet back that is the problem it is the installation of the irrigation. That is because of the hook up requirements that that would entail. That is a major expense and we think we can work around it by using drought tolerant shrubbery and by using trees that do not need the irrigation. We are hoping that that will be sufficient mitigation, particularly on the Couch side of

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the street; on the side of the street with the round restaurant and on the other side where the auto body paint shop is located. Any questions?

Commissioner Turley: This yard is proposed for 30 vehicles, is that correct?

Tim Jones: Correct.

Commissioner Turley: Did you know before tonight that the Engineer with VSFCD wants an easement down the middle of that?

Tim Jones: Yes.

Commissioner Turley: With that easement would there still be room for 30 vehicles?

Tim Jones: No. The easement issue is really not on the table regarding the use permit because it is private property. The District can condemn and easement and certainly can take an easement, no question. If they do it would probably void the lease by the applicant. The value of that easement is the only thing that would potentially be in dispute but the VSFCD's ability to get that easement, when and if they need it is without question.

Commissioner Turley: With the easement how many cars could you park there?

Tim Jones: With that easement, the gate was put dead center, given the width of that double gate, if that is the size of the easement they want to take it would pretty much eliminate the ability to use that lot for parking cars. There would not be enough space left to make it worthwhile.

Commissioner Salvadori: Would there be anything that lot could be used for with the easement?

Tim Jones: With that easement possibly a drive through espresso stand. I don't know because it cuts the heart out of that property. There would not be much.

Commissioner Salvadori: To start with the types of cars that are likely to be towed here, the way you were describing them, would eliminate any cars that were damaged or in any kind of collision.

Tim Jones: I can't tell you that they would not be towed there. I can tell you that they would not be there for an inordinate amount of time. I can't limit what the applicant tows there as a tow truck driver but it would not be the intent to store long term any vehicles on this lot.

Commissioner Salvadori: My concern is the leaking of chemicals. They are more likely to come from vehicles that are damaged.

Tim Jones: From my years of working on cars, back when you could work on cars, I would agree with that statement. However, I think that the City Attorney would agree with me that if there were any chemical runoff, any contamination of the soil, the applicant and the land owner are both strictly liable for any damages that flow from that.

Commissioner Salvadori: That is true. You said that you could voluntarily request a sunset clause. Do you have any sense of what a reasonable time would be?

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Tim Jones: Given your comments I quickly asked the applicant and I threw out the number of ten years. He had no problem with that. We could certainly talk about that.

Commissioner Salvadori: OK. As you described the masonry fencing it sounded like it would be a nice looking touch. You are right you would be building, effectively, the walls to a castle. Have you any suggestions of a type of fencing that would be more reasonable, more economical, that would equivocally screen the site? Something that is not chain link.

Tim Jones: We had talked about installing redwood fencing. Cost is the overriding reason for that. Redwood is attractive. Most of us have it around our homes. It would obscure the view of what is behind it. It can be done economically. Also that fencing is way easier to remove when and if down the road there is another use put to this property that would require the changing of those fences. It is an easier material to work with and much less expensive.

Commissioner Salvadori: You would put a six foot redwood fence with a two foot decorative top on it and have eight feet.

Tim Jones: Yes but we think an eight foot fence is somewhat untenable given that the VMC generally does not allow a fence over six feet tall. We would rather have a restriction on the height of the vehicles to six feet than build an eight foot fence. An eight foot fence does add to the cost dramatically because nothing comes standard eight foot tall for a fence. Right now there are two motor homes parked there that are over eight feet tall. We are ok with limiting no recreational/motor home type vehicles in there that reach that height.

Commissioner Salvadori: If you limit it to six feet then you would not be able to put some of the SUVs in.

Tim Jones: That might be too much of a limitation.

Chairperson Legalos: You mentioned putting in some drought tolerant trees. How would you propose watering those during the first year or so. Even drought tolerant trees need care until they get established.

Tim Jones: Obviously if you need to plant trees and water them for the first year until the roots take hold potable water is going to have to be brought in to do that with. I do not know of another way to do it. However, that would be way cheaper than having to hook up to the City water system to irrigate a couple shrubs.

Chairperson Legalos: You would be willing to do that?

Tim Jones: Yes.

Chairperson Legalos closed the Public Hearing.

Commissioner Turley: I hate to get lengthy letters on our desk right at the start of the meeting because just simply cannot read them thoroughly. There is one here from Marie Saqueton who is the land owner and wants the project granted. She would like it put into the record.

Chairperson Legalos adjourned the meeting for five minutes to read the letter.

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Letter submitted by Marie Saqueton: The access gate at our property located at 107 Couch Street will render said property unrentable and useless, because no tenant would want a dominant tenement to have free access to their business premises at anytime, for security reasons. It will also limit the usable space of the small lot, because the clearance that will be required for access will take most of the property area. Most importantly, the tenant will never be able to get a business liability insurance coverage with such an easement in place, allowing strangers free access to the premises at anytime without the knowledge of the business owner. In my 30 years experience as insurance broker, no standard or non-standard insurance carrier will underwrite such a high risk exposure. Therefore, with such an easement we will never get a tenant in that property and that would greatly deprive us of our planned retirement income. When we granted free usage of that property to the Vallejo Sanitation Engineer no easement gate was ever granted. Then suddenly it was installed without our knowledge. I don't know if this was done with malicious misrepresentation on their part or not.

As for any objection coming from the Nino Brothers, not to approve the use of this tenant, that is without merit because that is just out of spite and personal revenge against us, because they tried many times to buy that property but we would not sell to them. The reason is what they did to me and my real estate client a few years back which was underhanded, unethical and downright in bad taste.

You see, my husband and I formerly owned the whole three lots in that corner of Sonoma Blvd and Couch St. We sold the two front lots years ago to the operators of the restaurant, Mr. & Mrs. Jesus Magallanes. Unfortunately, the couple passed away and the children wanted their share of the inheritance. They hired Attorney Loren E. Straughn to handle the probate and they hired me to do the real estate listing. I am a licensed California Realtor. The listing period was from 5/1/03 to 11/1/03. The asking price was \$350,000 as given to me by the probate lawyer. I listed it in the Multiple Listing Service of the Bay Area Real Estate Information Service (BAREIS) to which I am a bonified member. All members of BAREIS have access to the information, including daily status updates, if it is sold, pending or withdrawn from the market. We are required by BAREIS to make updates within 48 hours or else pay a \$100 fine per day for non-compliance. This information is relevant to the action timing of the Ninis in acquiring the two lots on probate sale.

On June 13, 2003 I found a willing and able buyer by the name of Chong Ly and his wife, Meang Ly, who owned a Donut shop on Sonoma Blvd. They offered \$300,000 cash and I sent the offer to the probate lawyer. I was informed by the lawyer that all offers will be presented at the same time and after the published public notice of the probate sale is satisfied. I informed my clients about the probate process and they were willing to wait. I kept in touch with the lawyer's office the oldest beneficiary for updates. They gave me the impression that we will win the bid.

On July 2, 2003 we got the acceptance much to the delight of my clients. The probate lawyer said that we just have to wait for the court calendar hearing of the formal confirmation. We were informed that all inspections should be done by the clients and escrow should close no later than August 19, 2003, right after the confirmation. My clients were agreeable and we opened escrow with North American Title Co. in Vallejo, with the required deposit. The escrow officer was Leslie Cron (now Mrs. Stewart) and the escrow number was 56104-04218626. I did that as instructed by the office of the lawyer. According to the secretary of the lawyer, the beneficiaries were excited about the offer and would like to close escrow ASAP. I ordered all necessary inspections including natural hazards and environmental inspection which was done by LGS. I was acting as the buyers and

sellers agent so I had to protect both their interests. Both parties were aware of my dual representation from the very start.

The confirmation hearing was set for August 19, 2003 at 8:30 AM at the Hall of Justice in Fairfield. The lawyer told me that it was not necessary for me and the buyers to be present at the hearing because it was just a matter of court formality procedure. The Friday before that Monday hearing I received a call from a real estate agent by the name of Earl Trumble, who wanted to know if the property is still available. I told him no because it was already in escrow. He asked when it was closing. I said as soon as we get the formal confirmation from the probate court. He was so sweet on the phone, and even said, "By the way sweetie, when is the confirmation hearing?" I honestly answered, "on Monday." Knowing that this man is old and had been in the business for a long time I presumed that he would be ethical, professional and would adhere to the code ethics of realtors. Was I wrong about him.

The next thing I learned from the probate lawyer was that an offer came from the floor just before the Judge pounded his gavel to confirm. The offer came from the Nino Brothers just a few dollars over my client's offer. Earl Trumble was their agent. The Ninos had all the time to make an honest offer while the bidding was publicized, but no they waited until the last minute to steal the deal from under us with just a few dollars over our approved offer. I was so upset that I called Mr. Trumble and told him how unethical and unprofessional he was by taking advantage of my honesty. His reply was, "It's a dog eat dog world in this business and I had to act in the interests of my clients." My reply was, "I hope you can sleep well at night with a clear conscience, but from now on I will watch out for you. May God forgive you, and peace be with you."

I had to order cancellation of our escrow. My clients were refunded their deposit by the title company. That was a very sad awakening for me to know that there are still some business people who are devoid of decency, character and don't even know the meaning of goodwill.

Sometime last year, Earl Trumble finally realized that we still own the adjoining property to 105 Couch Street and we even have a recorded easement on that property for years. He started calling my real estate broker, Arnie Patton and wanted him to convince me to sell the lot to his clients. Mr. Patton knowing what Trumble and the Ninos did to me in the past, told him to call me directly, he never did. Then the Nino brothers started calling my husband asking to buy the lot, and they even came to see us in person many, many times. I told them how I felt in the way they acquired 105 Couch Street which left a bad taste in my mouth. They denied having to do with the probate sale and blamed it all to Earl Trumble. They even said a lot of bad things about Earl Trumble and his brother, but I knew they were just trying to get my sympathy. I told them that if I was a vindictive person, I would have reported Trumble to DRE for some disciplinary action on him, but I leave people like him to heaven, they will get their last judgment at the end. I was very adamant not to sell to the Ninos and my husband backed me up.

I later found out that the developer who had been talking to us about developing that corner, was the same guy that was dealing with the Ninos. My husband even went to the extent of offering the Ninos a large profit if they would sell in turn their parcel, so we can have the corner developed, but they refused. Our offer was even more generous than their offer for the lot. We really wanted to have that corner developed but bad blood was started by the underhanded action on the Nino brothers in the first place. We have been in numerous business ventures in Vallejo since 1965, and we have never encountered a bad experience such as this.

This is my honest and documented account of things.

Chairperson Legalos reconvened the meeting and reopened the Public Hearing.

Eddie Nino, 1357 Swinson Court, Vallejo: Me and my family own quite a few parcels around this particular property. The use on this property will impact our properties and also what the City would like to see on Sonoma Blvd within the next few years. I have talked to landowners adjacent to this parcel and everyone is objecting to this tow yard. I think it is an eyesore to Sonoma Blvd. It is going to effect all the businesses around. If you look closer at the way this thing is located it is almost at the entry level of Sonoma Blvd. From previously talking to City Planning and Public Works they want to enhance Sonoma Blvd. They wanted our participation in doing extra landscaping. Everyone was up for it. Everyone was willing to pay into putting some of the electrical underground. Now you are turning this place into a junkyard. Some of the cars on this lot have been there since January. The two mobile homes have been there since January. There is not even one car that is less than \$1000 to \$1500 bucks. There is definitely going to be chemical leakage. If there is not proper drainage it is going to affect our property. Some of this leakage is going to spill on our property. We want you to reconsider your decision and give a big thought about what they are trying to do here. I am for enhancing Vallejo and making Sonoma Blvd a better street. Why are we turning it into a junkyard? Thank you.

Chairperson Legalos reclosed the Public Hearing.

Commissioner Turley: A minute ago I was complaining about getting a two page letter on the desk tonight and we just don't have the time to read these things and understand completely what is going on. Now since I have said that I was just handed a seventeen page document about one of the projects we have tonight. I object to this because I want to do my best up here. I can't do my best unless I get all the information. I have a problem with things like that. In the last paragraph of the City of Vallejo memo dated April 16, 2007, the last paragraph, fencing should not be obstructed in such a way that prevents police officers or citizens noticing activity inside. The next page, second paragraph, says they have not obtained their permit yet and the improper maintenance and deteriorating condition of the yard is already visible. Such a tow yard should not be permitted on a main street. We were told by Public Works for the last few years that there is a major plan to landscape and enhance Sonoma Blvd and we were asked by Sammy Gonzalez in Public Works to participate. The environmental impacts of such a yard are severe. How long will the vehicles be there? I think the attorney said not very long. Yet, it seems that the vehicles that are there now have been there since January which, is four months back. I am not going to be able to support this tonight.

Commissioner Salvadori: There are still a lot of questions in my mind and at this point the overriding one is, and although it is not officially connected, I think by my comments already you know that I do not think this is the best use for this property. I was glad to hear the attorney for the applicant say that they would be willing to consider a sunset clause. If there is truly a belief that VSFCD takes the easement necessary to access their pump station this use could not even exist on this lot. I really think that has to be addressed first. Why put the City in the situation that it has approved a use, which we may not agree is the best use, to find out it can't be used for that anyway. I would certainly like to see the applicant and VSFCD come to some kind of agreement before we are put to the test of accepting this. In addition I would like to see a sunset clause accepted and made as part of the application. I would like to see a proposal of fencing. I do think that the applicant's

attorney did have a good point with regard to the masonry fencing. I am concerned that if it was only a six foot fence, and I do not agree that you wouldn't see a 6'8" SUV over the top of the fence whether it is from Sonoma or Couch St. There has to be some thought process into what that fence would be and how tall it would be in order to accommodate the use as well as the screening. The landscaping is another issue. I think there is plenty to keep talking about with regard to this lot. The first thing being whether or not it could truly be used in this fashion if it had an easement of the size that is being talked about. My position would be to move to continue this and allow the conversations to continue to provide something that is much more defined with a sunset clause, with reasonable expense in terms of fencing.

Don Hazen: I consultation with the City Attorney we would want to recommend that you actually delete the condition of VSFCD that is requiring the easement as a condition of approval. The matter before you this evening really has no relationship with that easement. There are State laws that govern how governmental agencies can acquire easements if they need it. Really the issue before you this evening is a request for a use permit for a tow storage yard. That is a separate process the Commission does not need to get in the middle of. Our recommendation is to remove that as a condition. Commissioner Salvadori's concern that that might be a hang up in the project we would just advise you to review the project on its own merits irrespective that a special district might be negotiating with the property owner or pursuing imminent domain proceedings at a later date. They currently have access to their pump station. It is a more preferable access so it is not like public health is at risk because we do not have access to a pump station.

Commissioner Salvadori: I take umbrage with that. It is ludicrous for me to accept the idea that we will approve a use on a parcel that could not possibly sustain that use knowing that another agency is moving in that direction. Why can't they have those conversations first before we are forced to make the decision on this? We all pretty much agree that this is not the best use for the property. Why pass a use permit if it is never going to be used for that?

Claudia Quintana: I think what I am trying to do is separate the issues because there are different findings that need to be made in order to justify each action the Commission takes. If we take out the issue of the easement then the Commission is free to concentrate on whether or not this is the correct use of property by looking at the resolution and looking at the findings that need to be made. If the Commission can't make those findings then at least we can look at what is necessary and articulate it in terms of whether or not this is a use that would fit within the geography of Vallejo.

Commissioner Turley: I sure agree with Commissioner Salvadori. It seems to me we are getting the cart before the horse. It seems like that if VSFCD was going to require an easement and they brought that to the applicant and the applicant says then I can not do it, then why have it before the Commission.

Commissioner Manning: Even if we take out the easement potential I really think I am getting mixed messages from staff on what is being proposed because masonry walls are a very expensive thing to do and I have some concerns that it could be a home for the homeless and not be safe for people in the community. It could be a place where people could hide. When I look at all the conditions that are here it leads me to believe that staff also feels that there are problems with having something like this in this location which is Sonoma Blvd. So hearing from the attorney representing the owner and applicant they have raised a lot of concerns about the costs of such a thing. I do not think this is the right use for this space. I

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think staff sort of feels that way too. Yet we have a recommendation to approve this.

Marcus Adams: Could there be a better use there a use that was more aesthetic or pleasurable, more than likely yes. However, the zoning does allow for the use and so I thought what was the best way to accommodate this allowed use and preserve the aesthetics needed in this area. I realize these conditions would be expensive but this is a site that is critical in its location. It is a case of if you want this use at this site you may have to take some steps that maybe you would not have to at another location, particularly an industrial zone that is not so visible to the public. That is why some of the conditions that may seem greater in terms of the cost were put in. The fencing is required in the zoning. For tow yards you will often see fencing that is taller than six feet it is a requirement that they can be up to eight feet. Staff is already seriously increasing the amount of landscaping at tow yards because we do have a number of complaints from the public about tow yards keeping up their appearance.

Commissioner Manning: We are still struggling as a community and we definitely want to have more business here. We don't want to make it so onerous that small businesses can't afford to have their locations here. We want to do the right thing for the community in keeping it beautiful but we don't want the owners unable to break even. I think with all the things it would take to mitigate Sonoma Blvd and with the concerns of the neighbors that this is not the right use at this location and I think it would be better served if staff could help the applicant find another location that would be better suited for this use.

Commissioner McConnell: I move that we deny the application. This City spent a lot of time, money and effort trying to devise a plan to beautify Sonoma Blvd. We heard comments tonight about why this is not the right type of activity at this particular location. We have heard opposition speak to the eyesore. I tend to agree with them there are just too many problems with this particular location for this type of activity. I think the applicant would be ill served by trying to address the costs of such compliances that would be put upon this lot. When I see something that calls for parking of up to 30 vehicles and I hear opposition based upon eyesore from property owners who have some types of activities up there I have to agree with them. More expectantly I firmly expect them to make that position consistent. When we have applications along Sonoma Blvd that will address parking for much more than 30 vehicles at that time. The same argument would apply then as it does tonight. The idea of using this as a stop gap method of income for the City is understandable given the economic consideration of this City. But I think that is being penny wise and pound foolish. I would hope that staff would discourage such thinking in the future. My motion is to deny the application.

Chairperson Legalos: I am going to support Commissioner McConnell's motion. The police do tow damaged vehicles if the vehicle is unlicensed. If there are infractions those vehicles are likely to be there for a long time and likely to cause a problem with toxic waste. It seems like what is being proposed by the applicant is a bare wooden fence with no landscaping and no irrigation in an area that is an entry to the City. I am going to support the motion to deny.

Claudia Quintana: If the thought is to deny the application perhaps you could make reference to the language that is in the resolution to be able to properly support the decision. As you know if you did approve a conditional use permit you would have to find that the use would be compatible with the buildings, uses and structures giving consideration to size, scale and bulk and density. If you are proposing to deny it that you give some thought to how it does not fit. If the vote results in denial

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you can direct staff to come back with a resolution that reflects the findings that you are making.

Commissioner McConnell: I will make that request of staff and I will articulate that the site is incompatible with the nature of the area. There are no other parking lots or storage yards in this area. The conditions that would be placed in an attempt to comply with this usage would be unreasonable at best because of the types of restrictions that would be necessitated, by the sensitivity to the area, by the easement constraints, by CalTrnas, by the presence of White Slough, it is not compatible from an ecological standpoint or the environment in that area as well. I move to deny.

Marcus Adams: Staff in preparation for potential denial will ask that the use discontinue within 30 days of the Planning Commission decision unless of course there is an appeal filed. They were under a temporary permit which would expire.

AYES: McConnell, Manning, Legalos, Turley, Salvadori, Engelman.

NOS: None.

ABSENT: Peterman.

Motion carries.

3. **Minor Use Permit 07-0003** to expand a drug and alcohol treatment facility from 6 to 8 persons located at 200 Peppercorn Court. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

June Cummings:

Martin & Marilyn Silverstein, 215 Peppercorn Ct, Vallejo: My name is Martin Silverstein and this is my wife Marilyn. We have owned our residence located at 215 Peppercorn Court in Vallejo for 28 years. We would like to present our opinions regarding the expansion of the community based drug and alc

4. **Variance 06-0001** to modify an existing shopping center sign at Redwood Plaza to permit for 5 tenant signs. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

5. **Tentative Map 07-0003** to create two parcels for commercial development on Mare Island. Proposed CEQA Action: Exempt.

Staff recommends **approval** based on the findings and conditions.

M. OTHER ITEMS

1. Development Agreement 07-0001 for the Annual Review of the Lennar Mare Island Development Agreement. *Continued to the meeting of May 21, 2007.*

M. WRITTEN COMMUNICATIONS

None.



STAFF REPORT

CITY OF VALLEJO PLANNING COMMISSION

Date of Hearing: April 16, 2007 Agenda Item: K 2

Application Number: Use Permit #07-0002 as governed by Section 16.82 of the Vallejo Municipal Code (V.M.C.)

Recommendation: Recommend **Approval** of Use Permit #07-0002 subject to the findings and conditions contained in the staff report.

1. **PROJECT DESCRIPTION:** The applicant is proposing a tow storage yard with capacity for 30 vehicles. Access to the yard would be from Couch Street only. No structures are proposed for the yard which is enclosed by a chain link fence with vinyl slats. The applicant operates a towing storage yard on Maine Street and the current proposed yard would serve as an over-flow yard for the Maine Street lot. The project is illustrated on a site plan submitted by the applicant (see Attachment B)
2. **LOCATION:** 107 Couch Street APN: 0054-172-280
3. **APPLICANT:** Arrow Tow Service
924 Maine Street
Vallejo, CA 94590
4. **PROPERTY OWNER:** Joe Saqueton
P.O. Box 1796
Vallejo, CA 94590
5. **EXISTING LAND USE:** The property is currently being operated as a tow storage yard as a temporary use under Administrative Permit #07-0001.
6. **SURROUNDING LAND USES:** The subject property is encompassed by a paint and body shop to the north, a restaurant to the south, a transmission shop to the east, and Sonoma Boulevard to the west.
7. **CONSISTENCY WITH THE GENERAL PLAN:** The General Plan Land Use designation for this site is "Employment." The proposed tow storage yard is an allowed use in Intensive Use zoning districts and is defined as clearly compatible with the General Plan land use designation.

8. ENVIRONMENTAL REVIEW: The project meets the requirements for Section 15332, Class 32 Categorical Exemption, "In-Fill Development" of the California Environmental Quality Act because the proposed project meets the following conditions:

- a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c. The project site has no value as habitat for endangered, rare or threatened species.
- d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e. The site can be adequately served by all required utilities and public services.

9. CONFORMANCE WITH APPLICABLE ZONING REGULATIONS:

ZONING. The property is zoned Intensive Use (IU). Towing services uses with storage area are allowed in IU districts, subject to conditional use permit approval.

The following zoning ordinance development standards are applicable:

LANDSCAPING- Section 16.70.070(C)(1-4)V.M.C.

Boundary Landscaping. Boundary landscaping is required for a minimum depth of four feet along all property lines abutting streets except for the area required for street openings.

Vehicle Storage and Parking Areas. In addition to the landscaping required by subsection A, not less than two percent of any vehicle storage or parking area shall be landscaped.

Additional Landscaping. All portions of the building site, exclusive of structures, parking areas, recreational uses, driveways and walkway, shall be landscaped.

Trees. At least one street tree is required for each 50' of street frontage or fraction thereof.

The applicant's site plan does not propose any landscaping for the site. Staff recommends as a condition of approval that the required boundary landscaping be increased by one foot (four to five) along Couch Street and that five feet of perimeter landscaping (excluding rear gate area accessing VSFCD pump station) along with two street trees (one on each side of the Couch Street entrance gate) be required, subject to Planning Division approval.

10. NOTICING AND PUBLIC COMMENTS: Notice of the proposed project was sent to: property owners within 500 feet of the subject property, the Vallejo Times Herald and the applicant on March 22, 2007.

Staff did receive three inquiries regarding the project, two with stated opposition. The two individuals opposed to the project, one a neighboring property owner, stated to staff that a "towing yard" which is visible from both Couch and Sonoma Boulevard should not be type of use the City would allow on the site, based on the operating characteristics of such a use.

11. DEPARTMENT AND AGENCY REVIEW: Notice of the application was sent to the City & Traffic Engineer, Vallejo Sanitation and Flood Control District, Fire Prevention, Crime Prevention and the Community Development Department. Comments from these departments are incorporated in the staff analysis and conditions of approval.

12. STAFF ANALYSIS: The tow storage yard currently operating at the subject site was approved for temporary operation January 3, 2007 with the condition that the temporary use would expire on January 17th or that the operator of the tow yard apply for a conditional use permit to continue operating. Prior to Arrow Tow Service occupying the site, the lot had been vacant. The subject site housed a car wash in the late 1970's and 1980's.

Although the site is highly visible to vehicles traveling southbound on Sonoma Boulevard and partially visible to those traveling northbound, the IU zoning of the site is appropriate as the light and heavy industrial uses continue to transition north on Couch Street. While staff would have preferred a use that would better implement the General Plan land use designation of "Employment," staff views this use as an interim use until property values increase to a point that a higher and better use of the property is requested.

As noted in Section 10 of this report (Public Comments) staff has received comments in opposition to the proposed permanent use of the lot for a tow service. The main points of opposition expressed related to visual blight and day-to-day operating characteristics of tow storage yards. Based on staff's experience with other tow storage yards in the city, staff shares these same concerns; however, staff believes that with appropriate boundary and perimeter landscaping, and strict adherence to the Planning Division's conditions of approval related to the day-to-day operation of the yard, undesirable visual and physical impacts from the proposed use can be minimized. To ensure that vehicles are not seen from public streets, staff will recommend as a condition of approval that an eight foot masonry wall (or wood fence with stucco facing) be constructed around the perimeter of the property and that vehicles exceeding eight feet in height be prohibited from being stored on the lot.

The Vallejo Sanitation and Flood Control District (VSFCD) have requested that they be provided a minimum ten foot easement through the site to access their pump station which abuts the rear of the subject site. Currently, VSFCD accesses their pump station from Sonoma Boulevard but Caltrans has informed VSFCD that the encroachment to the pump station from Sonoma Boulevard cannot continue indefinitely. Because the desired easement is on private property, staff believes that the issue should be worked out between the property owner and VSFCD.

13. STAFF RECOMMENDATION:

Staff recommends the Planning Commission **ADOPT** a Resolution approving Use Permit #07-0002 subject to findings and conditions found in the attached Resolution.

EXPIRATION


Approval of a use permit shall expire automatically twenty-four months after its approval unless authorized construction has commenced prior to the expiration date.

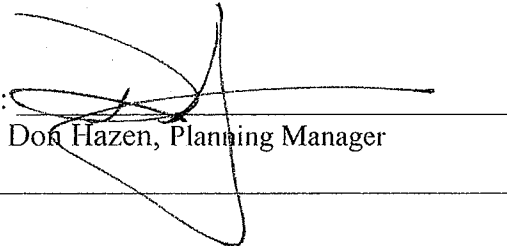
APPEAL

The applicant or any party adversely affected by a decision of the Planning Commission may within ten days after the rendition of the decision of the Planning Commission appeal in writing to the City Council by filing a written appeal with the City Clerk and Planning Division. Such written appeal shall state the reason or reasons for the appeal and why the applicant believes he or she is adversely affected by the decision of the Planning Commission. Such appeal shall not be timely filed unless it is actually received by the City Clerk or designee no later than the close of business on the tenth calendar day after the rendition of the decision of the Planning Commission. If such date falls on a weekend or city holiday, then the deadline shall be extended until the regular business day.

GROUND FOR REVOCATION OR SUSPENSION

The planning commission shall have the power to revoke or suspend a use permit in any case where the permit was obtained by fraud; or where the conditions of such use permit have not been or are not complied with; or in any case where a person, firm, partnership, association, or corporation holding a use permit, directly or indirectly, conducts or carries on the use in a manner as to materially and adversely affect the health, safety, or welfare of persons residing or working in the vicinity or neighborhood of the property subject to such use permit; or directly or indirectly conducts or carries on the use in a manner that is materially detrimental to the public health, safety or welfare, or injurious to property or improvements in the vicinity of the neighborhood of the property subject to such use permit. (VMC Section 16.82.110)

Prepared by: 
Marcus Adams, Associate Planner

Reviewed by: 
Don Hazen, Planning Manager

- Attachment A: Resolution and conditions of approval
- Attachment B: Site plan and parcel map
- Attachment C: Conflict of Interest Map

Law Offices of
HILLMAN, LUCAS & JONES

RECEIVED

A Professional Corporation

F. Richard Lucas
M. Kendall Hillman
Matthew R. Lucas
Timothy M. Jones

2007 APR 23 PM 2:53

**OFFICE OF THE
CITY CLERK
CITY OF VALLEJO**

One Harbor Center, Suite 220
Suisun City, California 94585
(707) 427-7377
Fax (707) 427-7370
TJones@HLJLaw.com

April 23, 2007

Allison Villarante
Vallejo City Clerk
555 Santa Clara Street
Vallejo, California 94590

Hand Delivered

Re: Notice of Appeal – Use Permit Application # 07-0002

To Whom It May Concern:

Our office represents Joe Saqueton and his tenant Arrow Tow Service. Please be informed of our clients' intent to appeal the Planning Commission's April 16, 2007, decision to deny Arrow Tow Service's application for Use Permit #07-0002, as governed by Section 16.82 of the Vallejo Municipal Code. Our clients' seek reversal of the Planning Commission decision based on our clients' belief that the Commission's findings were inconsistent with the law and the Municipal Code. The Planning Commission's decision adversely affects both Joe Saqueton and Arrow Tow Service as the decision prohibits our clients from using the property as a tow yard, and thereby affecting each economically.

This notice and appeal satisfies the requirements of Section 16.102.020 (A.) of the Vallejo Municipal Code.

Very truly yours,

HILLMAN, LUCAS & JONES



Timothy M. Jones

TMJ/jmc

Law Offices of
HILLMAN, LUCAS & JONES

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JCanning@HLJLaw.com

May 15, 2007

Marcus Adams
Staff Planner
555 Santa Clara Street
Vallejo, California 94590

Re: Appeal – Use Permit Application # 07-0002

Dear Mr. Adams:

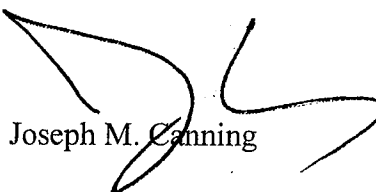
Thank you for your time in meeting with us to discuss our clients' appeal of the Planning Commission's April 16, 2007, decision. As per your request I am providing a list of proposed changes to the initial application our clients' submitted.

- One high pressure sodium lamp to light the area;
- Reasonable height restrictions on all vehicles stored at the site;
- No motor homes will be stored on site;
- Reasonable time restrictions on when site can be accessed to drop off or remove vehicles from the site;
- An eight foot high redwood fence will surround the property on all sides;
- Vehicles will not be repaired on site;
- Two trees of the Cypress variety will be planted on the right and left of the gate facing Couch Street; and
- A five year sunset provision on the Use Permit.

All other provisions of the application are to remain the same unless otherwise outlined above. Again, thank you for your time and effort in assisting us with the matter. Feel free to call with any questions that you may have.

Very truly yours,

HILLMAN, LUCAS & JONES


Joseph M. Canning

