

CITY OF VALLEJO PLANNING COMMISSION

Charles Legalos, Chairperson
Kent Peterman, Vice Chair
Robert McConnell
Norm Turley
Gail Manning
Bruce P. Gourley
Suzanne Harrington Cole

MONDAY
16 June 2008

7:00 P.M.

City Hall
555 Santa Clara Street
Vallejo, California 94590

Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection on the table in front of Council Chambers during normal business hours. Such documents are also available on the City of Vallejo website at <http://www.ci.vallejo.ca.us> subject to staff's ability to post the documents before the meeting.

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: June 2, 2008.

E. WRITTEN COMMUNICATIONS: None.

F. REPORT OF THE SECRETARY

None.

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. Tentative Map 06-0006 is an application for a residential subdivision in Mare Island Development Area 4B/4C.

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

L. OTHER ITEMS

Election of Chairperson and Vice-Chairperson.

M. ADJOURNMENT

MINUTES

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: Harrington-Cole, Gourley, Manning, Legalos, Peterman, McConnell, Turley.

Absent: None.

D. APPROVAL OF THE MINUTES.

Commissioner Peterman moved the approval of the minutes of May 5, 2008.

Please vote.

AYES: Harrington-Cole, Gourley, Manning, Legalos, McConnell, Turley.

NOS: None.

ABSENT: None.

It is unanimous motion carries.

E. WRITTEN COMMUNICATIONS

Chairperson Legalos acknowledged that the Commission had received two letters that were delivered after the preparation of the packet. One was from Ms. Miessner and the other was from Ms. Scharf. Both were in favor of the project on this evening's agenda. Ms. Miessner has some concerns about traffic. Copies of the letters are on the dais for the Commissioners and copies are available on the counter outside the Chambers for the public use.

F. REPORT OF THE SECRETARY

Don Hazen: I wanted to let you know that we had three items going to City Council on June 3, 2008: the Mare Island Specific Plan III; the Screening and Landscaping Ordinance; and the Hiddenbrooke SPA for telecommunications.

G. CITY ATTORNEY REPORT

Claudia Quintana: 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 Liaison to City Council. None.

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

Vallejo Planning Commission Minutes

June 2, 2008

Chairperson Legalos: I see we have no cards. Is that correct, Ms. Marshall? May we have a motion for approval of the Consent Calendar and the Agenda, please?

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: I move that we approve the Consent Calendar and the Agenda.

Chairperson Legalos: Please vote.

AYES: Harrington-Cole, Gourley, Manning, McConnell, Legalos, Peterman, Turley.

NOS: None.

ABSENT: None.

It is unanimous. Motion carries.

K. PUBLIC HEARINGS

1. Planned Development 08-0002 is an application to develop a cancer treatment center and research center in North Mare Island. Proposed CEQA Action: Adoption of a Mitigated Negative Declaration for the project pursuant to Resolution 96-447 N.C. adopted by the City Council. Staff Planner: Wayne Rasmussen, Consulting Planner. wasmussen@rasplan.com

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

Don Hazen: Mr. Chair I would like to introduce this subject by first mentioning a little bit about how staff plans on structuring the presentation this evening. I would like to introduce the team that worked on this project. Then they will make a brief presentation, follow by questions and answers to staff, and then when you open the Public Hearing Touro and their team is there and they would like to introduce their team to kick off the Public Hearing. Following any additional comments Touro would like to then concluded the Public Hearing with a PowerPoint presentation. To summarize, there are three items that you will actually be considering with this project: a unit plan, which the decision of the Planning Commission is final unless there is an appeal; action on a proposed Mitigated Negative Declaration; recommendation to City Council on the third component which is a Development Agreement. With that I would like to introduce the team, from your left: Jerry Ramiza is the City's consulting attorney; Tom Sinclair is the consulting project manager; Susan McCue is our City's Economic Development Program Manager; finally Wayne Rasmussen is the City's Planning Consultant. Wayne will be making the initial presentation. David Kleinschmidt is also here and he is the City Engineer.

Chairperson Legalos: Why is Touro presenting at the beginning and at the end? Is that to respond to public concerns?

Don Hazen: They certainly have that opportunity to do that but I think they just wanted to conclude the Public Hearing with a PowerPoint. They wanted to

initially introduce the team to answer any questions that may come up during the staff question and answer period that staff might not be able to answer. I was just notified this evening that they would like the PowerPoint at the end of the Public Hearing. It is different but I don't think there is a problem one way or the other.

Chairperson Legalos: I don't see a problem with that. Thank you.

Wayne Rasmussen: *Wayne did a short PowerPoint presentation that complimented his remarks to the Commission.* Good evening. It is a pleasure to be here. I would like to start off by giving a brief overview of the project area as a way to introduce you and the audience to where the site is. It is a rather complicated site. The project site itself where the Cancer Treatment Center and the infrastructure that is planned to accommodate it is located in the northern portion of Mare Island. *Wayne showed a project vicinity map.* To give you a sense of the overall project Highway 37 is located along the very northern portion of North Mare Island. The Cancer Treatment Center is down in this area bordered by G Street which leads to the Causeway along the southern portion of the site. To the west of the site is Azuar Drive. Coming through the middle of North Mare Island is Railroad Avenue. The marsh lands are over in this area with the Mare Island Strait beyond. The site, itself, where the Cancer Treatment Center is proposed to be located, has a net acreage of 19 acres and a gross acreage of approximately 27 acres. The off-site improvements which would consist of street and other public infrastructure will surround the site and then located to the north as well. The actual use that is being proposed is to develop a large facility for the treatment of cancerous tumors of all sorts and also to provide a facility area, conference room, and offices for research related to the treatment of cancer that would be not just involved with Touro but with other private research groups and universities as well. In order to accommodate the center within the Specific Plan a development transfer had to be considered and ultimately approved by the Planning Division to allow for a transfer of light industrial warehouse types of uses that were otherwise slated for the North Mare Island area to be converted to research and development which is a designation that would accommodate the proposed use. The Specific Plan has provisions for that process and the Planning Division followed that and granted the development transfer accordingly. In addition to the actual facility there is a 444 space parking structure. It is four levels, three levels in height, and would measure approximately 48 feet total. The Cancer Treatment Center building itself would measure 65 feet in height and be two, three and four stories. Also located on the site is a 1 ½ acre storm water detention pond that is intended to capture the runoff during the high rain periods and hold it there until the rains die down so the water can be released off-site. It would also act as a water purification element. Finally, the site itself will be presented by the applicant, and has a single point of access. It would allow motorists to come in and drop off patients and guests at the entrance, or you could continue back to the parking structure, or you could continue on in case of loading to an outdoor screened loading and garbage area. That is primarily what the on-site uses are. As far as the off-site improvements first the project proposes to construct Azuar Drive according to the specifications in the Specific Plan from G Street all the way up to connect to Railroad Avenue. Also part of the project is to construct the CalTrans Highway 37 interchange reconfiguration in this area. In addition to this there is the complete reconstruction of I Street to a two-way traffic road that will provide access into the Cancer Treatment Center. There are improvements to G Street along the site frontage. Finally there are improvements to Railroad Avenue along the side of the site. In addition to that along Railroad Avenue, as a result of negotiations between the City and Touro and others that were that were

concerned about potential traffic problems, Railroad Avenue will become two-way traffic from this point all the way up to the edge of improvements here. Vehicles will be able to come and go this way. The one-way system that consists of Railroad and Walnut will no longer exist. Railroad, until it is developed as a larger facility along here, would carry that traffic. That is the basic proposal.

The environmental evaluation for this project obviously is a little bit complicated. It is a larger project. It is in an area that has traffic issues to consider as well as toxic substances that were remaining on the Island to consider. Quite a large amount of time was spent in trying to sort this out. The City's staff and consultants prepared the draft Mitigated Negative Declaration and Initial Study. That was completed on April 4, 2008. The documents went out to be reviewed by local agencies and State agencies and Federal agencies as well. We sent 17 copies of the document to the State Clearinghouse to send out for review. We got nine response letters. We have responded to all of the nine comment letters. In our response to comments document we respond to all the comments raised in those letters. For the most part there were two major items that required us to spend a little additional time considering. One had to do with toxic materials. DTSC provided a letter to us indicating their concern that there could be spots where hazardous material exists, not on the Cancer Treatment Center site proper. That site has been OK'd to develop it is a clean site. But there are spots within the right-of-way areas that are proposed to be improved. Basically after working further with DTSC they concluded that for the most part that so long as the Navy has had the opportunity to work with the City and others to clean up the remaining hazardous material areas, off-site, before development occurs that there will not be a problem. The other environmental problem that came up and was considered to some extent was the proposed street improvements relative to the Specific Plan and the policies that the Specific Plan has for developing the streets. There again, was quite a bit of discussion between the parties that were concerned. The City, I believe, has substantially resolved this. Staff feels that we have by coming up with a street improvement sequencing plan that would allow for the concerns that were expressed to be substantially resolved. There was concern that, depending on when Railroad Avenue, was to be constructed that truck traffic would have to be diverted over to Auzar and some of the business owners in that area were concerned, as was Lennar and some of the residents. There was some concern by some of the residents that this potentially could direct truck traffic into the residential areas. I think we have worked out a sequencing plan to keep this from occurring. The environmental documentation that you have before you tonight are not uncommon but I just want to quickly review what you have to make sure that you have a grasp on all of it. Your packet is just about the size of a telephone book and I wanted to review this a bit. First, towards the environmental action and environmental documentation you have the resolution that recommends that the City adopt the Mitigated Negative Declaration and Initial Study, attached to that you have the Initial Study and the Mitigate Negative Declaration documents. You have the Response to Comments documents which becomes a part of the environmental records like when you do an EIR. Finally, attached to the resolution as well is the Mitigation Monitoring and Reporting Plan. This is a document that indicates when the various mitigations will take place, who is responsible for them, who is responsible for monitoring them and such. That package of documents is intended to become the environmental record and indicate how the significant impacts presented by the project can be mitigated. Finally, in that regard the applicant has agreed to comply with the mitigation measures as outlined. That concludes my introductory part of the staff report.

Tom Sinclair: It is a pleasure to be here this evening to present the Development Agreement portion of the staff report. This Commission has reviewed and recommended development agreements in the past. I just want to mention, for purposes of the audience's understanding, a development agreement generally comes about when there is a complex project, such as the one presented this evening. The Vallejo Municipal Code defines the purpose: to strengthen the public planning process, to encourage private participation and comprehensive planning, and to reduce the economic costs of development. Those are the purposes that come directly from your Municipal Code. With regard to the proposed Planning Commission actions this evening we recommend that you conduct the Public Hearing, then review and recommend action to the City Council. The way in which you would recommend action by the Council is to adopt a resolution PC 08-14 in your packet. That resolution is lengthy. I would like to just mention that if provided for the five findings that are required under the Municipal Code: 1) that the Development Agreement is consistent with the General Plan and the Mare Island Specific Plan; 2) that it is compatible with the uses and regulations in the Land Use District; 3) the Development Agreement and Unit Plan, itself, are in conformity with public convenience and general welfare, and land use practices; 4) the Development Agreement will not be detrimental to the health, safety and general welfare; 5) it will not adversely affect or delay development of property or the preservation of property values. Those are the five findings that you will find in the resolution this evening.

With regard to the terms of the specific Development Agreement before you I just wanted to summarize some key points. You may have questions with regard to others. The Agreement specifies the project site and the off-site infrastructure improvements that have been described. It also vests the development under the current regulations, that is under the current General Plan, Mare Island Specific Plan, Zoning Ordinance, and any other City ordinances and regulations and rules that apply at the time of the approval of the City Council. The DA specifies that the project will be revenue neutral to the City. In that regard, what we mean is that the annual cost of City services will be fully recovered from project revenues and property taxes, and this project will be subject to property taxes, community facility district payments, and other project related revenues. In addition Touro will agree to take over the City's CFD payments as of the effective date of this Agreement. Because the City has been the owner of this property it has been one of the parties that have paid for City services on the Island and Touro will be assuming those payments. With regard to City fees, Touro will pay all regular City processing fees that are in effect whenever applications are drawn. Touro will also pay any City development impact fees that are in effect as of the effective date of this Agreement and any Citywide increases to those fees. With regard to the infrastructure improvements, when they described those, I do want to mention that, as you are aware both Lennar Mare Island and Touro will or have constructed infrastructure improvements for the benefit of the entire Island. The Development Agreement specifies that there are a couple of different mechanisms by which the fair share of those improvements will be allocated among property owners on the Island. It can either be a reimbursement agreement between Touro and LMI or a benefit assessment district to be approved by the City Council. With regard to Mare Island maintenance, Touro has agreed to pay \$2500 per month on an interim basis to be used exclusively for the maintenance of other Reuse Area 1A properties albeit for weed abatement, or any time that there is debris dumped onto properties out there. Touro will contribute \$2500 a month to the City to maintain other properties north of G Street. The Development Agreement proposes that the project and the infrastructure improvements be subject to prevailing wages under the Davis Bacon Laws. It is a green building program,

which I am sure you will hear more about this evening from the Touro representatives. With regard to local employment and contractors, requires that Touro and its contractors make good faith efforts to hire qualified Vallejo residents or former Mare Island employees and to use Vallejo businesses or services and products. Finally, the term of the Development Agreement would be for five years from the date of close of escrow on the acquisition of the property. It may be extended by an additional two years. That would be 5 plus 2 years from the close of escrow.

There are three other agreements that will travel with the Development Agreement to the City Council. They are not required to be recommended upon by the Planning Commission. I just want to mention those other agreements this evening. There will be an Acquisition Agreement, which will specify the terms and timing under which Touro would acquire the property from the City and the conditions under which the acquisition must take place. There will be a Public Improvements Construction Agreement that addresses the infrastructure requirements, the timing and the performance security related to the construction of the infrastructure. There will be a (*one word could not be understood*) Entry and Demolition Agreement. Which will identify the 17 structures on the project site and in the infrastructure areas that will be demolished by Touro along with the schedule and performance security for the demolition work as well. Those three documents, upon your recommendation of approval for the Development Agreement will travel with the Development Agreement to the City Council for their action.

Susan McCue: I am going to take a moment here and talk about the importance of this project from an Economic Development point of view. Let me start out by saying that we are very excited to be here this evening. We have been working on this project at least a year and a half. City Staff, Consultants, and Touro University have spent a lot of long hours together and gotten us to this point. It is really great to be here. I want to touch on the City's high level economic development goals and how I think this project aligns very nicely with those. The Cancer Treatment Center is huge home run for Vallejo. This particular technology is very cutting edge. It is not even available in the United States and won't be until this particular cancer treatment facility is constructed. We have had one or two articles already in business publications like the San Francisco Business Times. They are touch on really what an amazing thing it is that Vallejo has managed to land what would be the first of its kind in the United States. It is somewhat akin to the Mayo Clinic. I think you cannot exaggerate what that means in terms of marketing ability and what that brings literally to a sense of what Vallejo is. We are very pleased about that. Employment has been touched on. There are at least 150 jobs associated with the Cancer Treatment Center. Sometimes people have said to me, "Well, I am not a brain surgeon," how does this help me? The thing I have talked about is, as with any major institutional facility of this size, yes there are some very high and skilled positions, but it takes a lot of people to run an institution like this. Vallejo has a labor base that will certainly fit nicely with all the jobs that the Center will bring. We are excited about that. I touched a little bit on what this means to Vallejo's image and the perception of Vallejo. In a very practical way having this cutting edge, first of its kind, facility land on Mare Island starts to trigger interest in the remaining acreage and on the remainder of Mare Island. I think you only have to look as far as Mission Bay in San Francisco to see what an important institution can start to spawn in the way of co-locating health/science research facilities and companies who want to locate near a facility like this. Touro will talk more about this, but in terms of putting Vallejo on the map, this really is akin to what Genentech did for Vacaville. I don't think you can overestimate what this means in terms of future

Vallejo Planning Commission Minutes

June 2, 2008

opportunities for Mare Island and the spill over for Vallejo. One thing we get excited about is the demolition. There will be 17 buildings demolished for the Cancer Treatment Facility and the infrastructure improvements. One of the comments that is heard a lot is that when you enter Mare Island on the north end you are hard pressed to know the progress and the really wonderful work that has been done south of G Street. Demolishing these buildings, none of which are historic or have any lingering value, will right away send an important message that there is a major facility on the way and a substantial investment. Positive fiscal impacts in terms of private investment; the University is spending \$22,000,000 on the infrastructure and many millions more on the facility. Not to mention their payroll. As with all development on Mare Island, it will be cost neutral to the City thanks to community facility districts and so on. In addition, the property tax off this caliber building is enormous. We do look forward to that positive fiscal impact. That sums up why we are so excited to be here this evening.

Wayne Rasmussen: I will conclude by passing on staff recommendations. We are recommending that the Planning Commission grant the Mitigated Negative Declaration with the findings and documents attached. That you approve the PD Unit Plan for the project subject to the findings and conditions attached to the resolution. Finally that you recommend to City Council that it adopt the Development Agreement for the project as per your third resolution.

Chairperson Legalos: I have one question for Ms. McCue. I realize that it is probably early to get into any details about staffing but I am curious about the statements made in the last paragraph on page three. It begins, "The center is planning on employing a staff of 150 professionals, often affiliated with surrounding universities and hospitals." Do you have any idea how many of those people would be new to the community? Might some of them be drawn from Sutter and Kaiser, who are already in the community?

Susan McCue: It is a good question. I think Touro would be able to give a better answer to that question.

Chairperson Legalos: I have a couple of other questions. One has to do with the staffing. If you add up the minimum staffing for the two shifts, it is hard to see how 150 people could cover that. There is also a statement that these numbers include volunteers, visitors, salespersons, third party service, and small deliveries. I am not sure how salespersons, and small deliveries enter into the treatment process or how they are included in these numbers.

Susan McCue: That question is better answered by Touro also. Perhaps they can address that.

Commission Manning: I have a question about the changing of the streets, Railroad and Walnut. I am not clear on what happens on Walnut between I and back to 37.

Tom Sinclair: From G Street to I Street the improvements will be made full-width. From I Street to Highway 37 there will be interim improvements. We will try to take out some of the high rises where the facilities underneath have caused bumps in the road. There will be restriping and then it would be turned into a two-way road from G Street, north, to Highway 37.

Commissioner Manning: So both Railroad and G Street will become two-way?

Vallejo Planning Commission Minutes
June 2, 2008

Tom Sinclair: Yes.

Commissioner McConnell: Touro Mare Island is going to be an LLC. Will it be a for profit LLC verses a non-profit. Is that correct?

Jerry Ramiza: Touro is a parent company, Touro University is a non-profit. I guess I would look to Touro to answer the question specifically about the LLC but I am thinking perhaps you are asking that question is because of the property tax issue. We are aware of that concern and in the Acquisition Agreement that the City will enter into with Touro one of the covenants in that Agreement survives escrow, lives on and is actually included in the deed from the City to Touro is the covenant that that property remain on the tax roll and that Touro not seek any property tax exemption and if they were to do so they would have to make an in lieu payment to the City in the amount of property tax that the City would have received if the property were not tax exempt.

Commissioner McConnell: So it would be fully taxable.

Jerry Ramiza: Right.

Commissioner McConnell: There is a proposal for a 1 ½ acre pond for runoff water which will ultimately be, I guess, dumped into the Strait. Has there been any thought given to using that water for irrigation rather than just putting it in the Strait?

Wayne Rasmussen: There has not been any discussion of that, no.

Commissioner McConnell: Is it economically feasible to even consider that?

Wayne Rasmussen: I don't think it would be a consideration particularly because there is not much landscaping proposed in close proximity to that. A major issue with that would be how frequently that detention basin would have to be drained. It would have to be drained between storms so that when the next storm comes up it is empty. It is not a reliable source for irrigation other than potentially during the rainy season.

Commissioner McConnell: Probably not then.

Wayne Rasmussen: Probably not.

Commissioner McConnell: There is going to be a 50' berm out there. Will it be landscaped or will it be left bare?

Wayne Rasmussen: It is proposed to be landscaped with lawn.

Commissioner McConnell: I believe the recommendation of staff was to put some other type of ground cover on there because of the steepness for mowing.

Wayne Rasmussen: That is right. Staff conditions of approval recommend that due to the substantial amount of lawn that is proposed that that material or at least a significant amount of it be substituted with another type of plant material and particularly on the berm because it is a two to one slope. That would be difficult to mow.

Vallejo Planning Commission Minutes

June 2, 2008

Commissioner McConnell: There has been much discussion about whether to landscape berms or leave them bare and whether it causes erosion or does not cause erosion by having plants. Have you looked at that at all?

Wayne Rasmussen: We were a bit concerned because of the 2 to 1 slope but this particular berm not only is proposed for landscaping but it also has a functional bearing to the actual use that is going on inside. I think Touro would be better to respond than I would but it does need to be there for operational safety purposes and given the location of the building on the site in relatively close proximity to the Azuar Drive property line I think probably that if it was a concern of the Commission that the berm is too steep, I would imagine that it could be increased to a three to one. Not too much more than that because you would simply run out of area in which to push the berm out to Azuar Drive.

Commissioner McConnell: I think we will have to defer to your expertise in that area. One of the major concerns of the people who live on that Island in residential houses is the impact of traffic noise and volume. You have mentioned that you are going to have two-way streets and staged development but when the project is finally completed do you anticipate a significant amount of truck traffic and noise volume on Azuar Drive down near the residential section?

Wayne Rasmussen: No we don't. Even as this project unfolds, given the sequencing, we would not expect that to even during construction, and certainly not after construction.

Commissioner McConnell: Maybe you can walk me through the interplay that will occur between the National Atomic Regulatory Commission and the usage of atomic fuel out there. Are we going to have to be concerned from a City standpoint about monitoring this or being involved with the process or is that something we won't have to even worry about?

Wayne Rasmussen: I think it is something that the City would not be getting involved with. We sent the Initial Study and Mitigate Negative Dec to the Federal regulatory agencies and they did not have a response at this point. My understanding is that this particular type of operation is the same, as far as use, storage, and transportation of materials, as many other facilities in the country. This particular type of beam is created in a different way. Based on what we have learned this is not atypical from the standpoint of Federal regulation. The applicant will certainly have to conform to all permit requirements of the US government in the construction and operations and monitoring of this facility.

Commissioner McConnell: So you think we are not going to have that much exposure as a City?

Wayne Rasmussen: Yes, that is what we believe.

Commissioner McConnell: One of the items in the packet is a letter from a law firm expressing concern that the proposed project is incompatible with our zoning and also violates our Specific Plan. Can you comment on our position with regards to that allegation?

Wayne Rasmussen: We had a discussion on that and what the Planning team did was to carefully review the Specific Plan document and try to get as concise a handle on the policy guidance with regard to street improvements as we could. That is laid out in the response to comments document that we have provided for you. The result is that given the Specific Plan guidance and the agreement that

was reached and the conditions of approval that with the proposed sequencing of the improvements that are being made that there would not be an inconsistency with the Specific Plan.

Commissioner McConnell: So you do not feel that this allegation has any merit?

Wayne Rasmussen: I would not necessarily put it that way. There are different ways of looking at it but I think the way we have laid it out in our document, it was clear to the Planning team that, particularly with the sequencing plan, that it would not be inconsistent.

Commissioner McConnell: We are not calling for a full EIR on this project. Can you specify why you think we do not need a full EIR?

Wayne Rasmussen: CEQA says that if there are some potentially significant impacts and you believe you have the opportunity to modify the project with agreement of the developer to mitigate the significant impacts that a Mitigated Negative Declaration would be the appropriate document. As I said earlier, the two primary concerns that we had came down to toxic material and the issue of phasing of the street improvements. As a result of our studies and the sequencing plan and the way we plan to respond to DTSC we felt that those could be mitigated. With that there did not appear to be any reason to require that an EIR be prepared. Also the mitigation relies on previous EIR reports and supplementals. It is not that this is a project that is void of other information. There is a wealth of environmental information to draw from.

Commissioner McConnell: In the response by staff to the comments made, the response was very much based upon the position that we are going to continue with the Navy working on these projects and applications and we will resolve problems as we go. What type of a time frame do you see being involved with the Navy? Are we looking at another year, or two years or longer?

Susan McCue: Good question. I think that is a bit uncertain at this point. What we do have from the Navy is a very firm commitment to work closely with the City to move this project forward as well as Lennar development projects that might be impacted by existing contamination. We have had several good meetings with the Navy staff out of San Diego and I think they are being very responsive to our concerns. We are looking at solutions to have an early transfer to keep the project going.

Commissioner McConnell: Are these commitments in writing?

Susan McCue: The Mayor received a commitment at a pretty high level in a Pentagon visit recently. We have certainly heard those affirmed since then.

Commissioner McConnell: Do you anticipate any change in these commitments if there is a ultimate change in the administration in Washington?

Susan McCue: No.

Commissioner McConnell: Do you think we can count on either administration?

Susan McCue: I think it could only get better.

Vallejo Planning Commission Minutes

June 2, 2008

Commissioner McConnell: That concludes my questioning at this time. I would like to reserve questions for later after staff finishes their presentation and we hear from the applicant.

Commissioner Turley: Thank you Mr. Chairman. On page 5 of the staff report, about half way down, "A campus-like landscape concept that includes an approximately 8-acre area of lawn to the west of the building complex", would that lawn have an automatic sprinkler system?

Wayne Rasmussen: One of the conditions of approval requires that a substantial amount of lawn area be replaced with another landscape material that would not be nearly as water intensive. So once it is decided what that will be the irrigation system will be geared to that.

Commissioner Turley: After this project is 100% complete and the doors are open for business, about how many employees will Touro be using?

Wayne Rasmussen: They have indicated to City staff what we have included in the staff report and I believe it was 150. It is the same as the numbers that were discussed about 10 minutes ago. Those are the numbers they are proposing for full operation.

Commissioner Turley: About 150?

Wayne Rasmussen: Yes.

Commissioner Turley: On the street lights, as much as Mare Island has such a beautiful history, I am wondering if any thought has been given to using gas streetlights or perhaps artificial gas street lights.

Wayne Rasmussen: One of the conditions of approval requires that the developer come back with a street lighting program that would provide a decorative approach that would be consistent with the overall design character of Mare Island. It does not get into the sort of detail that you have brought up. I guess one way of handling that would be to include in the condition that certain types of lights be included in the evaluation prior to the Planning Division approving the lighting program.

Don Hazen: Commissioner Turley, I would just like to add to Wayne's comments that at this point staff is looking at the off-site street designs as a separate process. In our discussions we did envision bringing kind of a master streetscape plan back to the Commission at a later date so we, with the assistance of the Public Works Department, could look at streetlight design, street trees, the spacing, species, the whole streetscape. We did not feel at this point that while looking at one project that it was really possible at this point to do a more comprehensive look at the North Island. We do anticipate bringing that back to you at the proper time.

Commissioner Turley: On page 18 of the staff report, number 5, they talk about this huge catch basin. There is a one land one half acre catch basin and we do not seem to be requiring a safety fence around this. With inquisitive children on the Island I would sure like to see a safety fence around that detention basin. I would rather see that go up and not used than the opposite.

I would like to refer to the Myrna Hayes letter. She mentions in the second paragraph that there is a great deal of environmental cleanup left to be

completed. In the last paragraph she says, "I am concerned that the Initial Study and Mitigate Neg. Dec. have not addressed the impacts the project will have regarding environmental cleanup that is still necessary along Azuar Dr., the traffic route designated as the primary route for traffic use to the project site. I am surprised that the various documents do not address this issue. It is my understanding that some of the property in this area is still owned by the US Navy specifically because of its contaminants and at last report, they were planning to conduct a good deal more of additional investigation and environmental remediation at that site. There are groundwater monitoring wells at that location which might be affected by construction related to the project. While it was not described in the documents, will there be some coordination with the Navy during the development phase of the road improvements to address this issue? Due to this issue, I think there would be a significant impact of this project, if the contaminated Navy owned property is not addressed by the project and its environmental review. While the applicant and the City may have contemplated a solution to this issue, I do not see how you were going to address existing environmental cleanup issues; this topic was not adequately addressed in the Initial Study and proposed Mitigated Negative Declaration and application." And then in the last paragraph on the next page, "Thank you for the opportunity to comment on this plan and its environmental impacts. The Cancer Treatment and Research Center as planned by the project proponents is likely to be a great asset to this community and beyond and I therefore urge you to make the necessary modifications to the project to allow for it to move forward." When she says "to allow it to move forward," could that stop this project?

Wayne Rasmussen: We feel that her comments are very similar to those made by DTSC. After discussions with them and the proposed mitigations that they suggested, and that was, "any improvements in these areas would have to come following the Navy cleanup of those sites." Then the issues go away because they would no longer exist.

Don Hazen: We felt that the North Island was really no different from the South Island with respect to cleanup. We are still processing land use entitlements but we need to properly condition and mitigate the projects to kind of defer that control and oversight of the toxic cleanup to the State DTSC. As Wayne mentioned, we did confer with them, we added the conditions and mitigations that they asked for, so we feel that now time needs to move forward and the cleanup needs to begin but we have done the proper thing as a City and that is to acknowledge that there is a State agency that oversees this. We suggest then moving forward with our land use entitlements and leaving that responsibility to the State.

Commissioner Turley: So it is under control. You mentioned that 17 of the buildings on this project will be demolished.

Wayne Rasmussen: Yes that is correct.

Commissioner Turley: Would some of the buildings remain?

Wayne Rasmussen: None of the buildings on the Cancer Treatment Site would remain, no.

Commissioner Turley: When is the proposed ground breaking on this project?

Wayne Rasmussen: At the end of this year or the beginning of 2009.

Vallejo Planning Commission Minutes

June 2, 2008

Commissioner Turley: How long a project is it going to be?

Wayne Rasmussen: Three and a half years.

Chairperson Legalos: I have more of comment than a question. On the landscaping, as Mr. Hazen pointed out, the City Council is going to be considering a new Screening and Landscaping Ordinance that this Commission passed several months ago. Are you considering replacing living materials with non-living materials as a way to deal with the watering issue?

Wayne Rasmussen: No, there has not been any of that. It has been strictly replacement of different plant materials.

Chairperson Legalos: Have you considered the proposed Ordinance?

Wayne Rasmussen: Don, maybe you could help with that. Even before that, I think the conditions of approval with regard to landscaping will require some very substantial changes to the landscape, particularly with regard to the amount of lawn that is being proposed and sometimes where it is being proposed. Also to get some greater coordination where it is required by the Specific Plan with regard to the main entries to North Mare Island from G Street onto Railroad and G Street at the tee end of Walnut and at G Street and Azuar. There is a variety of conditions that I think basically are going to result in some fairly substantial changes. As to how the new Ordinance would influence the Design Guidelines in light of the Development Agreement maybe Don can handle that subject.

Don Hazen. Sure. Essentially what we are looking for on this project is a commitment on the part of the applicant to develop this in a sustainable way. They have actually taken the initiative to indicate to the City that they wanted this to be kind of a lead, certified project. We could tell by the site design that they were trying to go down that route. What we have done is kind of jumped on that same wagon and suggested conditions that primarily would look at water consumption issues as well. I would have to say that we have gone beyond the Landscape Ordinance that is moving forward to City Council tomorrow night and looking at other issues that we have not currently considered in our Zoning Ordinance. The applicants may want to expand a little bit on in what areas they are pursuing this sustainable development, low water usage, and energy efficiency. You will notice on the plans that the vegetation being proposed on the roof decks of the buildings is a good example. I agree with Wayne what we have done with our conditions is to give us an opportunity at a later date, at the construction plan stage, where we really get into the nitty gritty things to have the option to switch out landscaping, substitute turf for ground cover, and those types of things. I would say that is going beyond our Ordinance being proposed tomorrow night at Council.

Chairperson Legalos: I raised the issue because the discussion seems to be centering around reducing water consumption which might lead one to do more landscaping with more non-living materials. The new Ordinance does set some standards the sets the percent of ground cover that can consist of non-living verses living materials.

Don Hazen: Right and we also looked at ground covers that would achieve that same thing. Even some living species can be very low water users and we were kind of giving first priority to identifying plant species that would give the color and softness to the hard scape and still be low water consumers so second

would be the hard scape, the bark mulch, and those sort of things. We wanted to try to maximize the living materials but not the high water users.

Chairperson Legalos opened the Public Hearing.

Dick Hassell: I am the Senior Vice President of Special Projects. I am very excited tonight, very excited to be here. We have worked on this project for about a year and a half and spent about \$6,000,000. I would like to take an opportunity to introduce some of our family that is here tonight. For Touro there is Dr. Michael Harter, Michael Fairfield, Dr. Kathy Knapp, Jim Mitchell, and Michael Mont. Now for the team that has been working side by side with the City. They have worked days, nights, holidays to put this beautiful package together and I do compliment them on that. They are: Peter di Monchy, Lisa Polk, Nick Roscha, Bruce Lang, Nicole, Dennis, *and one name that I could not understand*. I know a lot of adjectives have been used to describe this project. It is very exciting. Any time you are the first at anything, it is very hard to find a precedent so trying to put it in a frame in a box is a difficult thing to do. I would liken this project to something that is going to change our economic direction. It is going to change the way others see us. It is going to change the way we see ourselves. It is monumental. I liken it to when we were in the cold war with Cuba and the future was unknown, much like our own situation now, our future is very much unknown. At that time the President gave the people a challenge. Touro, at this time would like to give the people of Vallejo a challenge. That challenge is to be part of this project. When we save a life it will not just be the Touro team saving that life it will be the people of Vallejo behind us. The challenge is to save the first life in 2012. I think we can do it. We put a man on the moon in 1969 we can save a life in Vallejo in 2012 with the technology that is the future of medicine. Thank you.

Dan Boradwater, 720 Technology Way: I am the Business Manager of IBEW Local 180. Our jurisdiction covers Napa and Solano counties. We represent 750 electricians. We are in support of this project. As was stated earlier, Touro being the community partner that they are, they have reached out to us to utilize our services and many Vallejo residents will be working on this project. We have a goal in our apprenticeship to put 40 new people to work in the next five years, each year. Half of those will be working on this project as it gets started. There are a lot of different projects that we are asked to buy into, GenenTech in Vacaville is one of those. There was a drug that was to be made in that plant that helped people who had colon cancer. They asked us for our buy in on that project. The sooner they got that thing done the sooner they could start saving lives. This is exactly the same thing right here. You need trained, technical craftsmen and that is what we are. They need all of the kinds of craftsmen, plumbers, electricians, etc. The sooner we get your approval the sooner we can get this thing going. I ask for your support. Thank you.

Katherine Knapp, 1310 Johnson: I am the Dean of College Pharmacy at Touro. College of Pharmacy is a new entity at Touro. We are in our fourth year of operation. We have about 400 students and about 41 faculty members. When I was on my way here tonight I was listening to a cancer case because I think we at Touro were wondering if this could have been treated with our new method. What I was struck by was that the surgery was to be followed by radiation and Kemo. This multiple modality is seen by most as the best way to treat tumors. That relates to how pharmacy relates to this project. We need medicines to go along with the treatments. The patients are likely to also require medications and surgery. That is why we are particularly excited at the College of Pharmacy about this project. Pharmacy's participation and partnership is likely to occur in

two areas. The first is that we have faculty members who are scientists. They are working on cancer drug development. They work as partners with other non-profit institutions as well as those with commercial interests. These partners will welcome the additional brainpower and opportunities that will come along with this center and more opportunities for the community. Secondly the pharmacists, who are physicians on our staff, are working more closely with the patients on the management of their symptoms. Cancer patients are more likely to experience, in association with the drugs that they take, nausea and vomiting, mouth sores, and pain. The pharmacists will help them work through these symptoms. One of our faculty members is a 25 year member of the Oncology team *tape was unreadable*, before he came to work at Touro. Bob was able to work with patients taking new medications, new mixtures of medications, helping with symptom control through use of medications. Touro has already come a long way in the Vallejo community. With the prospect of the Cancer Treatment Center both Touro and the community will enjoy a host of new opportunities and horizons that we cannot even imagine today. Thank you.

Michael Reddeg, 101 Douglas Ct: I am a resident here in Vallejo and a volunteer. Thank God for volunteers. We had a wonderful clean-up over the weekend. Thank God for the Fighting Back Partnership who go involved in it. This was over in Millerville. I am in favor of this proposal and concept. I urge you to move forward with the Cancer Research Center. Speaking about the Millerville clean-up, about 10 years ago a portion of Millerville was cleaned up in another revitalization effort through Fighting Back Partnership. And again I would like to thank you, Vallejo, for Fighting Back Partnership. Also near Nebraska and Sonoma Blvd along the railroad tracks to Sacramento St there was another clean-up. That was another revitalization. Unfortunately on the way over here I see that enough trash and garbage has accumulated along the railroad tracks for another major clean-up. This railroad for all practical purposes and intents is abandoned property and a blight on our community pertaining to quality of life issues.

Chairperson Legalos: Are you going to comment on the item that is on the agenda?

Michael Reddeg: Yes. What does this have to do with Touro and the research center? All crews and volunteers for clean-ups are affected by policies drastically. Policies that have unintended consequences that exacerbate life and lead to environmental issues. This is a complicated project. I am asking for your listening skills here to understand where I am coming from. I am here tonight for the grave concerns of the systematic dismantling of our railroad system not only on Mare Island but in Vallejo proper as well. How I feel that it is extremely important to reconsider direction of the actions by multiple parties could be considered violations...

Chairperson Legalos: You are off topic here. This item is consideration of the Cancer Treatment Center on Mare Island. You have not said anything yet that is relevant to the item on the agenda. There was an opportunity to address the Commission on items not on the agenda during Community Forum.

Michael Reddeg: This does lead into that. How are you going to get there without the railroad? You are going to have truck traffic that is going to be increased to a level that is going to increase the environmental issues. There is going to be more smog, traffic on our roads. If you will let me I would like to finish the statement.

Chairperson Legalos: You have about one minute left.

Michael Reddeg: This is a policy issue that has to do with where we are going with this. I am in favor of the project.

Chairperson Legalos: You have about 35 seconds left, please conclude your comments or you could bring these comments to the Commission at the beginning of the next Community Forum.

Michael Reddeg: Policy makers have a responsibility to consider how we are going to get there. Without the rail line are you considering the extreme increase in truck traffic, most likely on Tennessee Street, Wilson Avenue, Sacramento Street. What about eco friendly issues? Are we moving forward, backward with environmental issues? Thank you.

Michael Clearfield, 1310 Johnson: I am the Dean of the Medical School at Touro. I have a little less than two years here. When I started I was given the task of trying to see how we could make a difference in the world. Frequently the example of a three-legged stool is used when they are talking about an academic health center. The three legs of the stool are education, research and service. In your career you may be lucky to be affiliated with something that might affect one of these, one time, in a substantive way. This project will affect all three and literally change the face of medicine. From the educational perspective the training that new physicians will be able to get from this facility will augment any and enhance any type of training that we could have done previously. It will give us the technology of the future, today to put out physicians today for the future. The research aspects of it are awe inspiring. Not only in cancer, we don't know how this technology might help other diseases such as heart disease, brain disease, etc. That is one of the exciting things about a technology such as this that does not exist in this country but was actually developed and originated at the Berkeley labs many years ago. Lastly, service. By definition we are going to be treating individuals who have malignancies who now have no hope. They are told, literally, there is nothing we can do for you, no cancer, radiation therapy, no Kemo, will be effective. This therapy might. To sum up, when asked, why do you want to do this? The President of Touro very succinctly said: "Because people are dying and we can help." I believe that is the focus of what this is about. Thank you.

Dan Espinoza, 404 Nebraska St: I am President of the Napa/Solano Building Trades. I want to thank everyone for bringing this project to the forefront. Thank you Touro for bringing a great innovative project to Vallejo. I can't stress how important and life saving this is to the entire community and the world as a whole. Thank you for partnering with local people for contracts and the local workforce. The apprenticeship program is job number one in today's industry. I now ask the Commission to concur with staff's recommendation for the findings and conditions.

Verna Mustico: I am from the Chamber of Commerce. I have a business here, have for 30 years. I am very involved in the community. I am here speaking for the Chamber of Commerce. They sent a letter in support of the project on May the 30th of this year. We already support the economic redevelopment and reuse of Mare Island. The Cancer Center by Touro is an exciting project. It is a key economic engine for Mare Island and for Vallejo. For this reason the Chamber of Commerce is very supportive of the Touro Cancer Treatment Center. For myself, I would like to say, that this is one of the most exciting projects that I have seen anyplace in our community. Now is the time when we truly, truly need it.

Vallejo Planning Commission Minutes

June 2, 2008

We need Touro and hopefully, they need us as much. I am certainly looking forward to it and I am sure we all are. I thank you for your support tonight. Thank you.

Frank Crim, 404 Nebraska St: I am with the Carpenters Union. I am proud to say we have been in Vallejo since 1899. We have approximately 1200 members that live in Solano County. Our jurisdiction is Solano County. We are proud to see this project come and getting closer and closer all the time. It is a great health care facility. It is going to generate local economy. It is also a very pleasant project and we are looking forward to having it in Vallejo to put a positive spin on what the City has been through currently. We are looking forward to seeing that. I have also looked at some information on-line in the last couple of days. Hopefully, this information is correct, but Touro in 2006 a study was done that the amount of money generated into the City was 16.9 million dollars locally. The trickledown effect of that was 26 million dollars. So with a cancer research facility here I can only imagine that would be multiplied by numbers and numbers that are very impressive. I am happy to see that it is being built green. I am also happy that the students here will come locally not to mention the local builders of this project. We have a lot of members here, a lot of good construction hands that would look forward to a project like this. I welcome it dearly. I am sad to say that I lost both my parents to cancer and I just wish you could have been here earlier.

Greg Armstrong: I am with the National Electrical Contractors Association. I am a branch manager of our Napa/Solano District Office. In these tough economic times our local contractors are really looking forward to working on this project and being a part of it. We will be doing everything from the street lighting to the nurse call system inside. I estimate that we will put about 100 to 120 skilled craftsmen to work on this project over the projected 3 ½ year period. It can't come at a better time. Thank you and we recommend approval of the project.

Wanda Chehak, 191 Spyglass: I am retired as of last Friday. I am on the Board for the Chamber of Commerce and am speaking for them. I have some firsthand experience with trying to develop on Mare Island. It has its own special challenges out there which Touro is becoming well aware of. The Chamber is very much in support of this project. We feel that it is a very positive thing happening for the City of Vallejo, particularly in these times when we are seeing so many things that are negative comments about our fair City. I moved here several months ago because I really love it here. I plan to stay here during my retirement. The Chamber has a Mare Island Task Force which many of the businesses on Mare Island attend to express any of the concerns they have concerning development on Mare Island. They have expressed some concerns with traffic movement. They have come to the Task Force meeting and addressed their concerns. I think Touro has made some good moves in addressing this so that they are taking care of what the businesses on the South Island need as well as what is going on, on the North Island. I want to reiterate what Verna said about how the Chamber is definitely in support. We think it is a great way to move economic development forward on Mare Island. It is going to be a huge benefit for the South Island business development as well as North Island.

David Jones, 3280 Sonoma Blvd: I belong to a small, family owned lumber company in town. We have been here since 1920. We have 88 years experience seeing projects come and go through Vallejo. The Carpenters Union has us by a few years but... All the opportunity for a world-class, state-of-the-art, first in the nation cancer treatment center to come to Vallejo is an opportunity that

Vallejo Planning Commission Minutes

June 2, 2008

we should welcome with open arms. Tonight I strongly recommend that you approve this project. Thank you.

Todd Williams, 301 Georgia St #290: I am with the Central Core Restoration Corporation. I wanted to speak on behalf of them. It is being said that this is the biggest thing to hit Vallejo since the Navy. It comes at the right time. I think that it really does show that Vallejo has the capacity to move advanced technology projects forward. We have the City government, the City Planning Commission, and the Council, all unified in an effort to keep moving things forward. I think that investors will see that and make additional investments in our City; at least that is my hope. I realize that 46.7 percent of statistics are made up on the spot so I will not quote any. I wanted to say that we are unified in our support for this project. We feel that it would benefit everyone, including those that will be utilizing the treatment center, especially them. It is for the good of mankind. It will promote other investments in Vallejo. Thank you, at this time for this incredible effort in taking on this amazing task. Thank you.

Bruce Lang: I am the CEO to Touro Mare Island. We are the applicant for Touro University and Touro College out of New York. I would like to start off by showing a rendering of the project. We will move to show, on the Island, the North end that has our site plan. The south end is where the Touro campus is right now, on the 44 acres. What we are doing here is a world class facility. There is no other one in the United States at this time. There are some being processed and considered. Right now we are looking at this and we are looking at building it as a Leeds Platinum Standard project. That means top rating, top scores, all Leeds Platinum, which is leadership in energy and environmental design. To accomplish that we have brought in world class partners. We have Seimens who have created the technology for the research and treatment center. We have Arcadis which is a world class environmental engineering and design firm. We have Lawrence Berkeley Labs going to come on board as a research operator. We have our clinical partner and operator, UCSF. Then we have our construction manager which is Kewit. We have world class partners all the way through. Our site plan has been discussed and the City staff report is fairly comprehensive. What you are looking at is infrastructure that is going to be built with the project. It will be phased with the construction, road closures and traffic controls. It equates to about \$22,000,000 of infrastructure. There is about 4 ½ million dollars of demolition. We are looking at a 42 month construction schedule to open the doors of the building. The infrastructure will be in place prior to that. We are in the design process and are working hand in hand with the City. We must commend the City staff because they have worked diligently for the project. They have put in a lot of time and effort. We would not be here if we did not feel that City staff was in support of being part of the team. We want the community involvement. We want your involvement. We want Council involvement and we want the City staff's involvement. *Bruce showed some pictures of what it would look like from different elevations.* There is a 444 stall parking garage. It is being built green. There are planting on the roof. We are using recycled materials. Our demolition recycling is going to be almost 90% remaining on site. We are aiming again for a green facility. There were some issues brought up about landscaping. We have held meeting with UC Davis and their new Department of Energy Research. We will be creating technology in conjunction with them for inside this facility. We will be looking at rainwater harvesting. We will be looking at rainwater runoff and catch basins that will treat the water when it is available. We are looking at all types of different technology. We have talked to Davis about the possibility of taking the streetlights that are available on the South Island and can we make them solar. We are looking at thing far beyond the normal process because we feel it is the right thing to do. We are building a

world class facility and we want it to be a world class project. This project is going to draw people from around the world to be treated. We want to draw people from around the world to see what Vallejo has done. *Bruce showed at site plan including the parking garage.* We have a pond in the back which is about an acre and a half. That pond will have water in it when it rains. It will have recaptured irrigation water. In torrential rains it will be treated before it moves to a system that dumps it into future ponds. Our goal is to not have any water going into the Napa River if we can help it. *Bruce showed a rendering of the end of the building including the sky bridges.* When you come to one of these facilities you come because you have been told you have months to live. We want to give the people back dignity. When you come to one of these facilities you live is kind of out of control. The whole point of this facility, building and developing it this way in the interiors, will be to put the person back in control of their life. We have watched people who have been told you have six months to live go through 6 – 12 treatments and they walk out and are cured. It is an amazing technology. *Bruce showed a rendering from the side.* We are using solar every place we can. We are using panels that will collect for power, we are using runoff water harvesting, we are going to be developing state-of-the-art mechanical and electrical cooling and heating systems and energy redundancy. *Bruce showed a picture of a treatment room taken in Germany where there is a facility like this operating.* It is state-of-the-art. It is robotics. It has never been done before in the United States. What you have is the patient brought in. The robot puts the patient where he is supposed to be according to the computer system. They scan and recheck and then the treatment begins. In 6 – 8 minutes he is out of the room and he can go to lunch or do whatever he wants. *Bruce showed a picture of the model and pointed out the model setting in front of the Commission.* Landscaping will be developed with City staff, our architects and engineers. It will be green. Where there is turf there will be a water system that does not use the water as a sprinkler system puts out today. You can actually bury the pipe and water the grass at the roots. This facility creates 150 jobs. Some will be here, some will come from hospitals, a lot of them are going to be brand new people brought into the community because of this project. There is a lot of people who have to be brought in because it is the first of its kind. We are looking at \$22,000,000 of infrastructure. \$4,500,000 of demolition and Countywide revenues. This is an economic generator. The University as it sits right now puts about \$26,000,000 into the County's economy. This project is a \$330,000,000 project. It will have 600-700 people working on it while it is being built. The 150 new jobs do not count delivery personnel. Those are people who are staff, highly-paid. Some of them will be living in the area. Some of them will be commuting. They will all be buying goods and services in Vallejo. The bottom line is world-wide press and recognition. This is a world class facility. People from around the world will be coming to see it. They are going to want to know what it looks like and what it has done. The US Green Building Council is involved. You are looking at the first medical project to be done Leeds Platinum in the country. Touro has said, "We want to be the best, we want to build the best, and we want the best partners and we want to bring it here." I think we have done that. We look forward to your vote tonight. We ask you to embrace the project. If you have any questions we have the whole team here. We will bring up the experts and let them answer your questions. Thank you.

Chairperson Legalos closed the Public Hearing.

Don Hazen: We would request that you take separate actions on the three resolutions including the findings and conditions.

Vallejo Planning Commission Minutes

June 2, 2008

Commissioner Manning: This is a wonderful, fabulous project. We are very excited about it. There is just one small thing, I applaud the public art, and I was noticing on page 10, there are three locations that will have public art. We talk later about using local Vallejo residents for the work and I just want to make sure that when we do select the public art that we give priority to Vallejo artists.

Commissioner Turley: I offer a resolution approving the Initial Study and Mitigated Negative Declaration and the proposed Mitigation Monitoring and Reporting Plan for the project with the findings and conditions.

AYES: Harrington-Cole, Gourley, Manning, Legalos, McConnell, Turley.

NOS: None.

ABSENT: None.

It is unanimous motion carries.

Commissioner Turley: I offer a resolution approving the Unit Plan for the project subject to the findings and conditions.

AYES: Harrington-Cole, Gourley, Manning, Legalos, McConnell, Turley.

NOS: None.

ABSENT: None.

It is unanimous motion carries.

Commissioner McConnell: I offer the third motion to recommend to the City Council approval of the Development Agreement with the findings stated in the staff report.

AYES: Harrington-Cole, Gourley, Manning, Legalos, McConnell, Turley.

NOS: None.

ABSENT: None.

It is unanimous motion carries.

Don Hazen: I would like to personally commend the staff that you have sitting at the table in front of you. They have tirelessly worked on this project. I remember, seems like just yesterday, when this application was submitted around the Christmas holidays. I just wanted to express my personal appreciation for the work that they did, including David Kleinschmidt. This was just a fantastic team and I think the great partnership we had with Touro made this an enjoyable process. I just wanted to note that for the record.

Chairperson Legalos: Thank you and I am sure that we all feel the same way and want to show our appreciation.

L. OTHER ITEMS

1. None.

M. ADJOURNMENT

There being no further business to discuss, this session of the Vallejo Planning Commission is now adjourned at 8:45 pm.

Vallejo Planning Commission Minutes
June 2, 2008

Respectfully submitted,

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 16, 2008 Agenda Item: K-1

PREPARED BY: Michelle Hightower

PROJECT NUMBER: Tentative Map #06-0006

PROJECT LOCATION: Area generally bounded by Azuar Drive, Kansas Street, Walnut Avenue and 10th Street, within portions of Mare Island Reuse Area 4 and 6

PROJECT SUMMARY: A request to subdivide approximately 26.8 acres of land into 71 residential lots for existing and new single-family homes and duplexes, and one parcel for a new 4-unit mansion town home. The area currently contains approximately 70 existing buildings, most of which are contributing resources to the Mare Island Historic District.

RECOMMENDATION: Adopt Resolution 08-11 Approving Tentative Map #06-0006, as governed by Chapter 15.08 Tentative Maps of the Vallejo Municipal Code, based on the findings and conditions provided in the Resolution. (See Attachment A)

PROPOSED ENVIRONMENTAL DETERMINATION: The proposal is consistent with the project analyzed in the Final Subsequent Environmental Impact Report for the Mare Island Specific Plan, certified in November 2005.

PROJECT DATA SUMMARY:

Name of Applicant/Property Owner: Tom Sheaff, Lennar Mare Island, LLC

Date of Completion: April 15, 2008

General Plan Designation: Residential - Medium Density and Commercial - General

Zoning Designation: MUPD – Mixed Use Planned Development
Mare Island Specific Plan (Specific Plan)

Specific Plan Land Use: Reuse Area 4 (Historic Core) – Mixed Use, Retail Commercial, Residential, Educational/Civic and Developed Recreation

Reuse Area 6 (North Residential Village) – Retail, Educational/Civic, Developed Recreation and Residential

PROJECT DESCRIPTION:

The proposed subdivision would allow the applicant (Lennar Mare Island, LLC) and master developer of Mare Island to create 72 legal lots for the transfer of ownership, and to facilitate new residential development in the area. (See Attachment E Vesting Tentative Map dated April 9, 2008 prepared by Chaudhary & Associates.) The proposed subdivision is part of an Island-wide project involving the reuse of Mare Island, a former U.S. Naval base, as a civilian community.

Attachment C provides a summary of the proposed lots and sizes, and disposition of the existing buildings, most of which are historic resources. The net square footage for the proposed lots varies from approximately 4,300 square feet to 95,000 square feet. Thirty-one lots would be created for new construction and 41 lots for existing buildings. The applicant has indicated their intent to demolish 23 buildings to accommodate new residential development.

The Vesting Tentative Map provides building footprints for the existing buildings as well as for new residential units and garages. The building locations for future construction are intended to demonstrate the development potential, considering the parking, open space, infrastructure, and historic preservation requirements. No development is proposed as part of the subject project. New construction would require separate development permits including a Certificate of Appropriateness (COA) and Planned Development Unit Plan (Unit Plan).

Location and Setting

The project area is bounded by Kansas Street to the north, Azuar Drive to the west, 10th Street near Chapel Park to the south, and Walnut Avenue to the east. The area is developed with existing vacant and occupied buildings, streets, sidewalks, landscaping, street lights and utilities. The property is generally flat with elevations ranging from 25 to 35 feet. The surrounding area contains a mix of uses including vacant land and buildings, historic as well as new multi-family and single-family residential development, an elementary school, parking lots, and open space including the historic Chapel and Alden Parks.

The subject area is within the Mare Island Historic District (Historic District), and a portion is also within the National Historic Landmark (NHL) Area A. Most of the buildings and some landscapes affected by the proposed subdivision are designated as contributing resources to the Historic District. This includes the historic Officers' Row, also referred to as "Captains Row" of mansions along Walnut Avenue. The Mare Island Specific Plan Historic Project Guidelines (Project Guidelines) provide three classification levels for the contributing resources which defines the treatment for the buildings/structures as well as requirements for demolition. This includes: Landmarks - "Highly Significant"; Notable Resources - "Individually Significant"; and Component Resources - "Not Individually Significant". As shown in Table A, the area contains 15 Landmarks, 50 Notables, and 4 Component Resources.

Proposed Subdivision Lots

Azuar Drive Area: The proposed subdivision would create 20 lots along Azuar Drive to accommodate Buildings Q1 - Q20. This historic row of 10 duplexes was built in 1942 as Officer's Quarters and is known as the "Q-Quarters". The buildings are classified as Notable contributing resources to the Historic District. As proposed, each two-unit/two-story building

would be divided allowing ownership of each unit and the surrounding open space on the site. The lot sizes range from approximately 4,900 to 9,500 square feet, and include area to construct a 2-car detached garage for each unit that would replace the garage/studio structures (Buildings QA1-QA20) proposed for demolition in the rear. Access to the garages would be provided from Oak Avenue (Renamed Oak Lane). Twenty additional lots will also be created along Oak Lane for future construction of duplex units with 2-car attached garages (referred to informally as "Q-Cottages"). The lots created for the Q-Cottages range from 4,400 to 9,400 square feet. Shared driveways would provide access to four garages. The intent is to provide an adequate open space setting for the Q-Quarters, which is compatible with the historic setting, while adding residential units and providing parking for both the existing and new units. Two typical lot configurations for the Q-Quarters area are illustrated below in Figure 1.

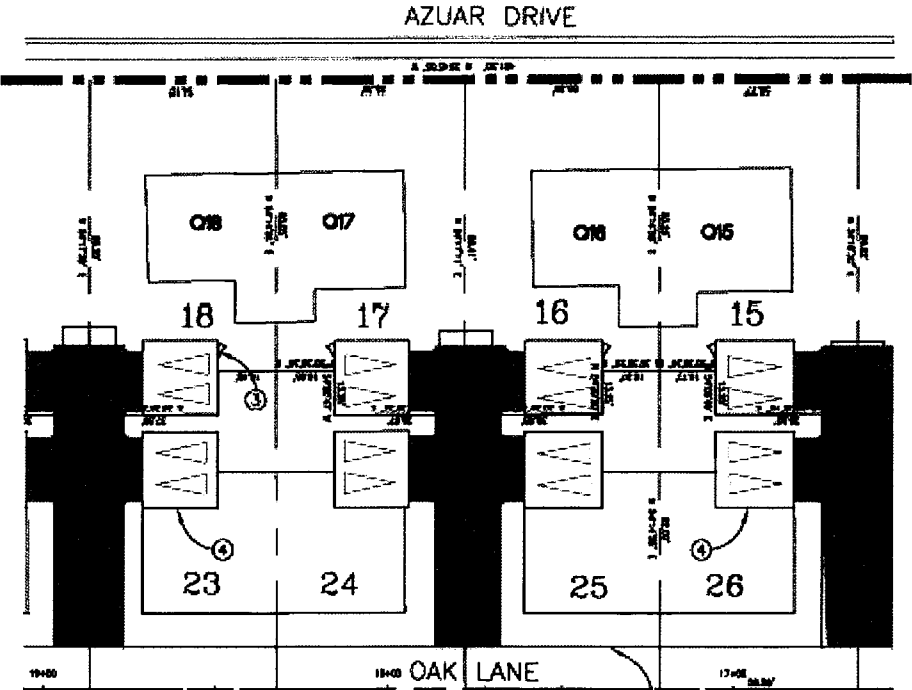


Figure 1 – Proposed Typical Q-Quarter and Q-Cottage Lot Configurations

Along Azuar Drive north of the Q-Quarters, three lots containing historic homes, namely Buildings 133, S, and F would be created. These lots range in size from 15,900 to 16,400 square feet. New 2-car detached garages would be constructed for each of the lots with rear access from Oak Lane. Building R, currently located on Lot A at the corner of Kansas Street and Azuar Drive is proposed for relocation to Lot 52 on the northeast corner of Oak Lane and Rickover Street. A new 2-car garage would also be constructed on the Lot 52 for Building R, and the existing garage, Building RG is proposed for demolition. A 4-unit Mansion Townhome is proposed to replace Building R on Lot A, which is approximately 29,000 square feet. The townhome would be similar in design as the recently constructed Mansion Townhome directly across from Lot A, located on the southwest corner of Azuar Drive and Flagship. The building would front Azuar Drive and have access to a rear motor court from Oak Lane.

Walnut Avenue Area: The applicant has proposed to subdivide the Officers’ Row of mansions along Walnut Avenue for individual ownership. This includes Quarters A through E, G, H and J through O as well as Quarters F and P, south of the Kansas Street. These Officers’ quarters

and surrounding landscapes are located within the NHL Area A, and represent some of the most significant architectural features of the Island. The homes were built in 1900 to replace officers' housing destroyed in an 1898 earthquake. The mansions are currently being used for commercial offices; some are vacant; and the Mare Island Historic Park Foundation leases Quarters A and B for museum and special event purposes.

The proposed lots created for the mansions range from 12,000 to 95,800 square feet. The lot lines are generally consistent with the associated yard areas and existing fence lines. The proposal includes the retention of nine existing garages associated with the mansions, and demolition of eight garages and two accessory structures including a former servant's quarters. New detached 2-car garages with access from Oak Lane are proposed on properties where garages would be demolished.

Ten residential parcels would be created at the rear of most of the Officers' quarters for new single-family detached units (informally referred to as "Mansion Cottages"). These homes would have frontage along Oak Lane and lots large enough to accommodate a 2-car garage and surrounding open space ranging from 7,000 to 16,000 square feet. Building 131, a vacant single-family home currently located on Walnut Avenue near Connolly Street, would be relocated to Lot 48 behind Quarters K. A new detached garage would also be constructed on the lot. Part of the proposed mansion subdivision is provided in Figure 2 below.

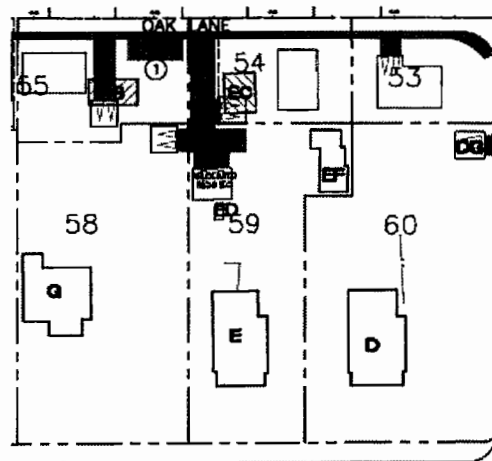


Figure 2 – Proposed Mansion and Mansion Cottages Lot Configuration

Subdivision Layout and Street Design

Primary access to the area is provided via Azuar Drive and Walnut Avenue. Oak Lane, an existing two-lane alley that separates the Q-Quarters along Azuar Drive from the mansions along Walnut Avenue would be widened to include a sidewalk along the east side of the road. Two on-street parking areas with a total of 24 90-degree parking spaces would also be created along Oak Lane. Walnut Avenue would be maintained with two travel lanes; however, a 7-foot parking lane would be provided on the west side fronting the mansions. Due to the historic nature of Walnut Avenue, street widening is not proposed.

The applicant has proposed to maintain all of the existing east-west streets with the exception of 8th Street from Oak Lane to Walnut Avenue. In this area, 8th Street would be closed to through traffic and serve as a driveway. Also, 7th Street from Oak Lane to Walnut Avenue

would convert from a two-way to a one-way street with eastbound traffic only. This is to allow the retention of the historic sidewalk and steps, and extensive vegetation along the south side of the road, and to construct an ADA compliant sidewalk on the north side. Streets within the subdivision would be improved to general City standards and dedicated to the City as public roads. The one exception is Oak Lane, which would be privately owned by a Homeowners Association established for the area.

The following table provides the details of the proposed street designs within the project area:

**Table 1
Proposed Typical Street Design**

Street Name	Right-of-Way	Dimensions
Walnut Avenue (N/S) Typical	61' - 70' Existing: 27' – 30' ^a	East-West: 6' Sidewalk, Two-10' Travel Lanes, 5'-7' Planter, 5'-7', 5-7' Historic Sidewalk
Oak Lane (N/S) Typical	29.5' Existing: 24'	East-West: 5' Sidewalk, Two-12' Travel Lanes (Rolled-curb on East side)
Rickover Street (E/W) Typical	28' Existing: 20' to 30'	South-North: Two-10' Travel Lanes, 4.5' Sidewalk on North Side
8 th Street (E/W) (Azuar to Walnut)	28' Existing: 38' to 40'	South-North: 4.5' Sidewalk South Side, Two-10' Travel Lanes
7 th Street (E/W) (Azuar Dr. to Oak)	28' Existing: 25' to 30'	South-North: Two-10' Travel Lanes, 4.5' Sidewalk North Side
7 th Street (E/W) (East/West) (Oak to Walnut)	38' Existing: 30 25' – 37.5'	South-North: 11' Sidewalk and Planter, One 21' Travel Lane (East bound), 4' Sidewalk

***Notes: Right-of-Way includes curb and gutter. Existing Right of Way a – Back of Curb to Back of Curb**

Street Lights: The applicant has included as part of the Vesting Tentative Map drawings street light designs for the subdivision. Acorn style lights are proposed for Walnut Avenue and the east-west streets.

Infrastructure: To support existing and new development, six-foot public utility easements would be placed outside of the street right-of-way. Additional easements are proposed across several of the proposed lots for utilities.

Site Grading: The application submittal included preliminary grading plans for the project area. As noted, the project area is generally flat. The actual amount of grading necessary for future development would be determined through the Unit Plan process for the individual sites; however, it is estimated that approximately 1,000 cubic yards would be removed from the area.

ANALYSIS:

The project would subdivide approximately 27 acres into 72 lots to accommodate existing mixed-use/residential buildings and new residential development. The applicant or new property owner/s will be required to submit a Unit Plan application for any new construction, reuse of an existing building (if different from the current use), or to significantly rehabilitate an existing building. The exception is a request to construct an accessory structure or garage, which would require a COA, as discussed in the Project Guidelines section below, and a Unit Plan.

Although the proposal involves a request to subdivide property and no development is proposed at this time, the analysis addresses future development and reuse of the existing buildings.

General Plan Consistency

The General Plan land use designation for the property is Residential – Medium Density with a density range of 5 to 50 units per acre for Mare Island. The proposal is to subdivide approximately 27 acres of land to accommodate 75 existing and future single-family and multi-family homes. This provides a net density of 2.7 units per acre; however, the incorporation of existing historic properties of a larger lot sizes up to 95,000 square feet yields a density lower than the range generally intended for this designation.

The proposal is consistent with the Commercial Development Goal 7 which is to promote the use of Mare Island as a commercial economic asset for the City of Vallejo. The proposal to subdivide property on Mare Island to accommodate mixed-use commercial and residential uses would contribute to the economic assets of the City by providing employment, sales tax and property tax revenue.

The proposed subdivision is also consistent with the Land Use and Density Goal 3 - To encourage a variety of density standards and design requirements for 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. The proposed subdivision includes the retention and continued use of many historic resources, and allows for new residential development including single-family detached, duplexes, and multi-family housing.

Vallejo Municipal Code Consistency

Zoning Regulations

The project area is located on Mare Island and is zoned Mixed Use Planned Development (MUPD). The Specific Plan is the Planned Development Master Plan for Mare Island. The project must therefore be consistent with the Mare Island Specific Plan (Specific Plan), which is discussed in the following section.

Mare Island Specific Plan

Mare Island is a former naval base that served as naval facility between 1854 and 1996. In 1993 prior to base closure, 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 along all sides of the island, 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.

In 1999, the City adopted the Mare Island Specific Plan as the implementation document for the Reuse Plan, which was amended in 2005 and 2007. The Specific Plan is the regulatory document for Mare Island.

As conditioned, the project is consistent with the following Mare Island Specific Plan policies:

- Section 3.5.7 Land Use for Reuse Area 4
- Section 3.5.9 Reuse Area 6
- Section 4.0 Urban Design Residential Development Policies
- Section 4.2 Section Setting and Site Design: i,iii, iv and v
- Section 4.4 Existing Landscape: iii,iv, v
- Section 4.5 New Landscape: i, ii, iii, iv, v, vi
- Section 4.6 Landscape Maintenance: ii
- Section 4.7.1 Existing Buildings: i, ii
- Section 4.7.2 New Buildings: i, ii,
- Section 4.8.1 A. Existing Walls and Fences: i, ii, ii; B. New Walls & Fences: I, ii, iii, v
- Section 4.8.2 Exterior Lighting: i, ii, iii, iv v
- Section 4.9.1 Existing Signage: i, ii, iii, iv, v
- Section 4.10.7 Historic Core: iv, xiv
- Section 4.10.9 North Residential Village: i, ii
- Section 5.1.1 B.:1, 2, 3, 9
- Section 5.1.2 Roadway Policies and Standards: ii, vii, viii, ix, x.
- Section 5.2.3 Roadway Configurations: vi

Land Use and Urban Design: As indicated in the Specific Plan Land Use Plan, the project is located within Reuse Areas 4 and 6. The Zoning Designation section above provides a list of land uses allowed within these areas. The existing land uses, which include residential and commercial office, are consistent with the Land Use Plan. While the project involves the subdivision of land for the transfer of property, existing and future land uses must be consistent with the Land Use Plan. As a recommended condition of approval, all future development projects for new construction, significant rehabilitation of an historic structure or building or reuse of an existing building, if different than the current use, shall be consistent with the Specific Plan Land Use Plan.

An objective of the Specific Plan is to provide a wide variety of housing types. As proposed, the subdivision will facilitate individual ownership of existing and future duplex units, new single-family cottage-style homes would be constructed to the rear of the mansions, smaller single-family homes would be reused and relocated, large single-family mansions would be reused for housing, and a multi-family four-plex would be constructed.

The proposed subdivision would not affect the current use of the mansions, which includes office space and museum/special events. On-street parking will be provided along Walnut to support these activities and new 2-car garages are proposed for sites where the existing garages will be demolished. The existing Q-Quarters are currently vacant with the exception of one unit that is currently being used as a temporary real estate office. These duplexes are intended to be reused for residential activity.

The proposed subdivision design is consistent with the existing historic character of the area. As proposed, the Q-Cottages on the west side of Oak Lane would have building setbacks consistent with the existing Q-Quarter garage/studios proposed for demolition. However, the building placement for the Mansion Cottages on the east side would vary, but would be compatible with the area. Staff recommends that the Unit Plan for the Q-Cottages include a residential footprint small enough to allow open space to surround the rear structures and provide adequate Oak Lane yard landscaping, as demonstrated in the Vesting Tentative Map. The building footprints illustrate that the proposed location for new garages for the mansions will also vary in location and have access from Oak Lane. This is consistent with the policy to

minimize driveways along primary roads. Staff recommends, as a condition of approval/project requirement, that future Unit Plans for the mansion garages have access from Oak Lane or a side street.

Landscape and Street Lights: The project area contains a vast amount of mature landscaping including the historic landscapes surrounding the mansions. The Vesting Tentative Map identifies a significant number of trees proposed for removal in order to accommodate new development and placement of utilities. As a condition of approval, staff recommends that a detailed survey of the existing trees and shrubs and a replacement plan be provided for review and approval prior to recording the Final Map. In particular, trees should be replanted along Oak Lane to maintain the existing setting of the area and more trees shall be preserved throughout the area than shown on the drawings.

The applicant has proposed to retain the existing acorn style street lights along Walnut Avenue and install new acorn street lights along the remaining streets in the subdivision. A recommended condition of approval is that all street lights along Walnut Avenue be painted green to match the existing historic light fixtures.

Parking: To provide the required parking for the existing Q-Quarters and mansions, the Vesting Tentative Map includes proposed building locations for garages. Given that the proposal involves the demolition of the Q-Quarters studio/garages in the rear, staff recommends as a condition of approval, that the applicant be required to demolish the studio/garages and apply for a Unit Plan to construct new garages for the Q-Quarters prior to recording the Final Map. This will ensure that parking for the Q-Quarters is provided before the units are occupied.

As part of the street improvements, two 90-degree parking areas would be created along Oak Lane, providing 24 parking spaces. These areas as well as the 2-car garages proposed on-site for the residential units, and on-street parking along Azuar Drive would provide ample parking for the development. Parking for the mansions which are currently being used predominately for commercial offices would be provided along Walnut Avenue. In the event the mansions are used for residential activity and the associated garages have been demolished or are proposed for demolition, the future property owner would be required to construct a new garage prior to occupancy. To enforce this requirement, staff recommends that as a condition of approval, the applicant record a Land Use Covenant/Deed Restriction to obligate property owners to comply with this requirement, and proof of recordation be provided to the City.

Two traffic circulation changes are proposed as part of the subdivision. Eighth Street would be closed for through traffic from Oak Lane to Walnut Avenue. This two-way street generally serves as a driveway for Quarters A and B. As a condition of approval, staff recommends that the applicant provide a gate along the driveways at both Oak Lane and Walnut Avenue to restrict public access. In addition, 7th Street from Oak Lane to Walnut Avenue will be converted from a two-way street to one-way for eastbound travel only. This will allow the historic sidewalk, steps and landscaped area along the south side to be retained. However, Sheet 7 of the Vesting Tentative Map shows the removal of these historic features. It is recommended that the applicant submit a revised Sheet with this correction. The above changes have been reviewed by the City Engineer and are not expected to impact the traffic circulation in the area.

Mare Island Specific Plan Historic Project Guidelines

Because the project area is entirely within the Historic District, the project must comply with the Mare Island Historic Project Guidelines (Project Guidelines). The Project Guidelines address alterations to contributing resources or alterations within the project site of a contributing resource, new construction, and building demolition within the Historic District. Based on the Project Guidelines, new construction within the Historic District is subject to COA approval by the Architectural Heritage and Landmarks Commission (AHLC). The proposed demolition of a Notable Resource also requires a Deterrence Analysis and a Relocation Analysis to ensure that all alternatives to demolition have been considered; and demolition of a Component Resource requires a finding that the demolition is necessary for the implementation of the Specific Plan (Development Plan).

A large part of the project area is also within NHL Area A. This includes the Officers' Row of mansions and surrounding landscaped areas. To preserve the architectural and historic integrity of these buildings, the Project Guidelines requires that any interior or exterior alterations to a Landmark (all mansions) be subject to a COA for review and approval by the AHLC. To ensure the preservation of the historic landscapes surrounding the mansions, classified as Notable contributing resources, the Project Guidelines require that a Cultural Landscape Evaluation be prepared for the area. As a condition of approval, staff recommends that a Cultural Landscape Evaluation of the contributing landscapes be prepared for approval by the Planning Manager prior to recording the Final Map. Staff further recommends as a condition of approval/project requirement that the applicant record a Land Use Covenant/Deed Restriction that compliance with the Project Guidelines and the policies and standards in the Specific Plan is required, and proof of recordation be provided to the City.

Street improvements are proposed for the existing roadways, which include widening of travel lanes, new curbs and gutters, and new sidewalks. As shown in Table 1, the existing streets typically range from 26 to 38 feet in width and would be widened to 28 to 78 feet wide. Street and Public Improvement Plans for the project area are also subject to COA approval from the AHLC.

It is also worth noting that Sheet 2 of the Vesting Tentative Map, as submitted does not list the Q-Quarter studio/garages for demolition. As a condition of approval, staff recommends that the applicant be required to revise and resubmit Sheet 2 of the Map to include the Q-Quarter studio/garages as buildings to be demolished.

Mare Island Design Guidelines for the Historic District

The Project Guidelines require that projects within the Historic District are consistent with the Mare Island Design Guidelines for the Historic District (Design Guidelines) - Appendix B.4 of the Specific Plan. Based on the Design Guidelines, the project area is within the Residential Character Area G. As conditioned, the project complies with the following applicable design guidelines:

- Chapter 9 – New Construction: 9.2, 9.4, 9.5, Parcel Line
- Chapter 12 – Residential Character Area: 12.1, 12.2, 12.3, 12.6, 12.7, 12.8, 12.10, 12.11

Historic Development Pattern: The proposed property boundaries for the historic resources are based on the existing features such as fence lines, landscaping and driveways. The smaller, offset lots at the rear of the Officers' Quarters properties for the Mansion Cottages are designed to encourage a variety of smaller, individual custom homes with staggered setbacks and unaligned fences, and to allow an assortment of attached and detached garages. The intent of the design is to create a development that mimics an area of detached accessory structures and small cottages at the rear of the larger lots.

Historic Streets: To maintain the existing character of the area, Oak Lane and the side streets (Rickover, 7th and 8th Streets) will be widened to provide two 10-foot travel lanes and sidewalks on one side. The exception is 7th Street from Oak to Walnut which will become a one-way street in order to retain the historic sidewalk on the south and an ADA compliant sidewalk on the north. As recommended by the Design Guidelines, detached sidewalks are provided along Walnut Avenue; however, monolithic sidewalks are proposed along the side streets and Oak Lane, as appropriate.

Subdivision Regulations

The applicant has filed a Vesting Tentative Map to subdivide a 26.8 acre area into 71 lots and one parcel. This proposal has been reviewed and found to be in compliance with the Vallejo Municipal Code, Title 15, and Subdivisions, subject to the conditions of approval for the following reasons:

1. The site is physically suitable for the type of development proposed. The subject project involves the subdivision of land for the transfer of property ownership. Since no development is proposed at this time, the site would be maintained; therefore this requirement has been met.
2. The site is physically suitable for the proposed density of development. The subject project involves the subdivision of land for the transfer of property ownership to accommodate existing and future development. Given that no development is proposed at this time, the site would be maintained; therefore this requirement has been met.
3. The design or improvements are not likely to cause substantial environmental or wildlife damage. The project site is in an urban area that has been previously developed and does not contain any wildlife.
4. The design is not likely to cause serious public health problems. The subject project area has been cleared for environmental remediation under the regulation of the Department of Toxic and Substances Control (DTSC).
5. The design of the subdivision will not conflict with public easements for access through or use of, property within the subdivision unless alternate easements will be provided and will be substantially equivalent. The Public Works Department has reviewed the application and has included as a condition of approval that the design not conflict with any public easements or access.

AHLC Review

The Vallejo Municipal Code (VMC) Subdivision Regulations do not require AHLC approval of subdivision maps. To allow AHLC input on the proposal, staff met with the Design Assistance Committee on two occasions and incorporated several of the DAC recommendations. Staff also presented the proposed subdivision to the AHLC for their review and comment at a public meeting on May 15, 2008. During the meeting, one commissioner indicated preference to not construct new residential units behind the mansions. No additional comments were made by the AHLC.

ENVIRONMENTAL DETERMINATION:

The subject property is located within the boundaries of the Mare Island Specific Plan. The City Council accepted the Final Mare Island Reuse Plan in July 1994 and certified a Final 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 as the implementation document for the Reuse Plan, and approved an Addendum to the 1998 EIS/EIR for the Mare Island Specific Plan. A Subsequent Environmental Impact Report (SEIR) and Mitigation Monitoring Program was subsequently certified by the City Council in November 2005 for the Mare Island Specific Plan Amended and Restated in December 2005, which superseded the 1999 Specific Plan. The proposal to subdivide 26.8 acres for existing and future commercial and residential development within the Historic Core is consistent with the project analyzed in the 2005 SEIR for the Mare Island Specific Plan.

Section 15162 of the California Environmental Quality Act (CEQA) Guidelines states that once an EIR and/or Negative Declaration has been certified for a project, no subsequent EIR or Negative Declaration shall be prepared unless: 1) substantial changes are proposed in the project which will require major revisions of the previous SEIR and FEIS/EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous SEIR or Final EIS/EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or 3) new information of substantial importance is presented which was not known and could not have been known at the time the previous EIR or Negative Declaration was certified. Staff has determined no subsequent environmental document is required for the following reasons:

1. The 2005 SEIR analyzed full build out of Mare Island, as provided in the Land Use Plan and in Appendix E, Preliminary Master Development Plan to the Specific Plan. Because the proposed subdivision to accommodate existing and future land uses within the subject project area does not include any changes in land use intensity or type, nor does it propose additional demolition of buildings that contribute to the Mare Island Historic District beyond what was identified in the Development Plan, and it includes a roadway system consistent with the street cross-sections as provided in Appendix C, Street Cross-Sections for Mare Island, the findings and conclusions of the 2005 SEIR still apply.
2. The 2005 SEIR concluded that the Specific Plan project would create significant and unavoidable impacts in the historical resources, transportation, air quality, and noise categories. No information is available that would suggest a changed circumstance

surrounding the project or that would identify new significant impacts as a result of the proposed subdivision.

3. No new information has been presented which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete which shows that project, which allows for the subdivision of land to accommodate existing and future commercial and residential development within the Historic Core, will have one or more significant effects not discussed in the previous SEIR or FSEIS/EIR; nor that that significant effects previously examined will be substantially more severe than shown in the previous SEIR or Final SEIS/EIR; or that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects.

Staff has recommended as a condition of approval that all applicable mitigation measures identified in the previous environmental documents for the Specific Plan continue to apply to the proposed project.

CONCLUSION/RECOMMENDATION:

Based on the proceeding, staff recommends that the Planning Commission adopt Resolution No. PC 08-11 recommending approval of Tentative Map #06-0006 subject to the findings provided in the Resolution and Conditions of Approval provided in Attachment A.1.

ATTACHMENTS:

- A. Resolution Recommending Approval of Tentative Map #07-0004 with Conditions of Approval as Attachment A.1
- B. Conflict of Interest Map
- C. Table A – Proposed Lots
- D. Selected Area Photographs
- E. Vesting Tentative Map Drawings Dated April 9, 2008

The following documents are part of the record and are available upon request:

- A. Final EIS/EIR for the Disposal and Reuse of Mare Island Naval Shipyard
- B. Mare Island Specific Plan Addendum to the Final EIS/EIR for the Disposal and Reuse of Mare Island Naval Shipyard
- C. Final Subsequent EIR for the Mare Specific Plan Amended and Restated

Prepared by:


Michelle Hightower, Senior Planner

Approved by:


Don Hazen, Planning Manager

CITY OF VALLEJO PLANNING COMMISSION

RESOLUTION NO. PC 08-11

A RESOLUTION OF THE PLANNING COMMISSION
APPROVING A VESTING TENTATIVE MAP APPLICATION
TM 06-0006

Subdivision of a 26.6-Acre Site on Mare Island; Reuse Area 2A, with
Portions of Reuse Areas 4 and 6
Area Generally Bounded by
Azuar Drive/Kansas Street/Walnut Avenue/10th Street

I. GENERAL FINDINGS

WHEREAS, an application was filed by Lennar Mare Island, LLC seeking approval for a Vesting Tentative Map to create 71 lots and one parcel for the purposes of sale and redevelopment; and

WHEREAS, the City of Vallejo Planning Commission conducted a duly noticed public hearing to consider the application for the Vesting Tentative Map on June 16, 2008, 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:

II. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

Section 1. A Final Subsequent Environmental Impact Report (SEIR) for the Mare Island Specific Plan has been prepared and was certified in November 2005. The proposal to subdivide a 26.6-acre area for existing and future commercial and residential development was analyzed in SEIR and mitigation measures were identified.

Section 2. Per Section 15162 of the California Environmental Quality Act (CEQA) Guidelines, once an EIR and/or Negative Declaration has been certified for a project, no subsequent EIR or Negative Declaration shall be prepared for a unless: 1) substantial changes are proposed to the project; 2) substantial changes occur with respect to the circumstances under which the project is undertaken; or 3) new information of substantial importance is presented which was not known and could not have been known at the time the previous EIR or Negative Declaration was certified. Based on the discussion contained in the staff report, there is no evidence of the circumstances noted in condition 1, 2, or 3 above, therefore a subsequent/supplemental environmental document is not required.

III. FINDINGS RELEVANT TO VESTING TENTATIVE MAP AND FINDINGS FOR PROJECT APPROVAL AND FOR DETERMINATION OF PROJECT CONSISTENCY WITH APPLICABLE GENERAL PLAN

Section 1. The Planning Commission finds that applicant submitted an application for a Vesting Tentative Map, pursuant to the City of Vallejo Municipal Code Chapter 15.10 Vesting Tentative Maps for the creation of legal parcels.

Section 2. 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, and subject to the conditions attached to this resolution, that:

1. The Vesting Tentative Map is consistent with the goals and policies of the Vallejo General Plan.
2. The Vesting Tentative Map is consistent with Section 15162 of the CEQA Guidelines.
3. The Vesting Tentative Map is consistent with the goals and policies of the Mare Island Specific Plan.
4. The Vesting Tentative Map is in conformance with the Subdivision Map Act and the Subdivision Ordinance.
5. The design or improvements are not likely to cause substantial environmental or wildlife damage.
6. The design is not likely to cause serious public health problems.
7. The design of the subdivision will not conflict with public easements for access through or use of, property within the subdivision unless alternate easements will be provided and will be substantially equivalent.

IV. RESOLUTION RECOMMENDING APPROVAL OF THE VESTING TENTATIVE MAP APPLICATION FOR TM 06-0006, SUBJECT TO CONDITIONS OF APPROVAL

NOW, THEREFORE, LET IT BE RESOLVED that the Planning Commission hereby APPROVES Tentative Map #06-0006 for a Vesting Tentative Map that would allow the creation of 71 lots and one parcel on Mare Island for the purpose of sale, based on the findings contained in this Resolution and subject to the Conditions of Approval attached hereto and incorporated herein by reference.

V. VOTE

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Vallejo, State of California, on the ____ day of _____, 2008, by the following vote to-wit:

CHARLES LEGALOS, CHAIRPERSON
City of Vallejo PLANNING COMMISSION

Attest:

Don Hazen
Planning Commission Secretary

**PLANNING COMMISSION
RECOMMENDED CONDITIONS OF APPROVAL
Tentative Map #06-0006**

A. Planning

1. 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 the project.
2. All applicable conditions of approval and CEQA mitigation measures for the Mare Island Specific Plan are incorporated by reference as a condition of approval for this project.
3. Prior to Final Map submittal, the applicant shall submit an application for a COA for the Improvement Plans to allow the construction of street improvements within the Historic District.
4. The Planning Division shall confirm that final Improvement Plans substantially conform to the approved or amended as necessary Vesting Tentative Map drawings prior to improvement plan approval.
5. Prior to Final Map recordation, Conditions, Covenants and Restrictions (CC&Rs) for each parcel or lot shall be approved by the Planning Manager, City Engineer, and City Attorney and recorded. The CC&Rs shall include but not be limited to requirements regarding treatment of existing historic resources and new construction within the Mare Island Historic District boundaries and the requirement that all applicable standards and policies in the Mare Island Specific Plan.
6. Prior to Final Map recordation, the applicant shall submit a Cultural Landscape Evaluation for the landscapes surrounding the 15 Landmark mansions for review and approval by the Planning Manager. Such document shall be provided to all property owners of Lots (57 - 71).
7. No new construction, landscaping, fencing or alterations within the project area shall be installed or constructed prior to the approval of a Planned Development Unit Plan (Unit Plan) by the Planning Division. This shall not apply to a single new detached garage, which shall only require a COA from the AHLC.
8. All future Unit Plans involving development projects for new construction or significant rehabilitation of an historic structure or building or reuse of an existing building (if different from current occupancy) shall be consistent with the Mare Island Specific Plan, including but not limited to the Mare Island Specific Plan Historic Project Guidelines and Historic Design Guidelines and the Vallejo Municipal Code. Projects shall be compatible with existing buildings within the Historic District.
9. A COA for any Planned Development Unit Plan for the area shall be subject to review and approval by the AHLC.

10. No alterations to the interior or exterior of the Landmark mansions or the project site of the mansions shall occur without review and approval by the AHLC.
11. The applicant shall record a Land Use Covenant/Deed Restriction that the property within the subdivision will comply with the Historic Project Guidelines, and the policies and standards in the Specific Plan, and these conditions of approval. Proof of recordation shall be provided to the City.
12. Garage access for the Landmark mansions shall be provided from Oak Lane or a side street and not from Walnut Avenue.
13. Prior to Final Map submittal, the applicant shall provide a detailed site map that identifies all existing trees or natural attributes, and specify which trees are proposed for removal. Such map shall include the retention of more trees than identified on the Vesting Tentative Map and provide a replacement plan.
14. As part of the future Unit Plan submittal for the proposed Q-Cottages, the design of the buildings shall be small enough to allow open space to surround the rear structures and provide adequate Oak Lane yard landscaping.
15. The applicant shall provide a revision of Sheet 2 of the Vesting Tentative Map showing the proposed demolition of Buildings QA1- QA 20.
16. Prior to Final Map submittal, the applicant shall apply for a COA to demolish the studio/garages, and shall apply for a Unit Plan to construct new garages for the Q-Quarters.
17. The applicant shall record a Land Use Covenant/Deed Restriction to obligate property owners of the Landmark mansions used for residential activity, to construct a two-car garage, as applicable, prior to occupancy.
18. All street lights along Walnut Avenue shall be painted green to match the existing historic light fixtures.
19. The applicant shall install a gate across the driveways at both Oak Lane and Walnut Avenue to restrict public access prior to completing the improvements along Oak Lane.
20. Prior to Final Map submittal, the applicant shall submit revise and submit Sheet 7 of the Vesting Tentative Map showing the retention of the historic sidewalk, steps and landscape strip along 7th Street.
21. The approval of the Vesting Tentative Map or Final Map shall not constitute the approval of the construction of any improvements within the project area boundaries.

B. Building

1. The State Historical Building Code shall be used in the rehabilitation of the existing historic buildings.

2. Prior to occupancy, the applicant shall apply for the appropriate building permits for any existing structure.

C. Public Works

1. Submit to Public Works a Final Map for review and approval, prepared by a licensed land surveyor or registered civil engineer authorized to practice land surveying in the State of California.
2. Identify on the Final Map landscape maintenance easements (LME), access easements, private mutual access easements, public easements, drainage easements, and open spaces to be conveyed to the City. Also identify on the Final Map all easements to be conveyed to other jurisdictions and private parties.
3. Provide additional parking on Oak Lane between 10th Street and Rickover Street for the benefit of nearby properties. Identify on the Final Map private pedestrian access easements for Q Quarter garages.
4. Identify on the Final Map all mutual access and utility easements in favor of surrounding lots. (For example, these boundaries are indicated by a keynote 1 on sheet 2 of the Vesting Tentative Map.)
5. Identify on the Final Map all mutual access easements to garages. (For example, these boundaries are indicated by a keynote 3 on sheet 2 of the Vesting Tentative Map.)
6. Prior to Final Map approval, the developer shall pay to the City charges required by Solano County for providing copies of the recorded map to the City and applicable Public Works Department (Public Works) map check fees.
7. Prior to Final Map approval, the Developer shall enter into a Subdivision Agreement with the City, and pay to the City all applicable plan check and inspection fees for infrastructure grading and project in place at the time of Final Map approval. If a plan review and inspection services agreement is in place between the City and Lennar Mare Island, the fee amounts shall be the amounts specified in the agreement. One hundred percent of plan check fees shall be paid at the time of submittal of the Improvement Plans. Post performance and labor and material bonds for site grading and subdivision improvements as required by the City Standard as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA, which shall include The Vallejo Municipal Code, City of Vallejo Regulations and Specifications for Public Improvements, dated August 1992, and other documents as required by the City Engineer. Note that landscape bonds may be separate from other public improvements.
8. Prior to Final Map approval, obtain permits required for development from government and other jurisdictional agencies, such as Dept. of Toxic Substance

- Control, Regional Water Quality Control Board, etc., as applicable, and submit copies to the City Engineer.
9. Prior to approval of the Final Map provide evidence that the existing off-site Mare Island infrastructure planned to be used to support this development meets the requirements of City Standards as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA.
 10. Prior to Final Map approval, submit site improvement plans to Public Works for review and approval. Improvement plans shall include, but not be limited to grading, drainage, domestic water, sanitary sewer, storm drain, joint trench, streetlight and landscaping. Site improvement plans shall be prepared by a registered civil engineer licensed to practice in the State of California.
 11. Oak Lane is not an approved street name. Prior to Final Map approval submit a list of proposed street names for approval by the Police Department, Fire Department and Post Office.
 12. Prior to Final Map Approval, submit street signing and striping plans for review and approval by the City Engineer. Plans shall comply with CalTrans and City of Vallejo standards. Landscape plans shall include, but not be limited to, planting, irrigation, private or public fencing, entrance monuments or features, public retaining walls, and drainage patterns.
 13. Submit hydrology calculations to the City Engineer to show that the proposed street sections have been designed to include drainage (the dry travel lanes to be a minimum of ten feet), so as to serve the drainage and collect runoff, per City Standards as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the Development Agreement between the City and Lennar Mare Island, LLC (DA).
 14. Oak Lane will not be accepted as a public street. This alley shall be dedicated as a private roadway and maintained by a funding mechanism mutually acceptable to the City and Developer. Such funding mechanism shall be established prior to issuance of building permits. The Covenants, Conditions and Restrictions of all deeds issued within the subdivision shall contain provisions requiring participation in said funding mechanism. The Q-quarters, Q-cottages, and mansion townhome fronting Oak Lane shall belong to the association formed by the funding mechanism.
 15. Provide private easements for utilities shown on neighboring properties, such as the sewer lateral for lot 55 and similar.
 16. Driveway location, width, and slope shall conform to City Standard as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA. Garage set back shall be a minimum of 5 feet from rear property line and a minimum of 25 feet from the face of curb on the opposite side

- of the alley for all garages that open to Oak Lane. Garage set back shall be a minimum of 20 feet for all garages that open to all other streets.
17. Driveways shall be constructed a minimum of 5 feet from any fire hydrant or street light.
 18. An alley driveway should be labeled as property line instead of right-of-way.
 19. Roadway width on Walnut Avenue shall be a minimum of 27 feet, measured face of curb to face of curb. Roadway width on Rickover Street, 7th Street, and 8th Street shall be a minimum of 23 feet, measured face of curb to face of curb. Roadway width on Oak Lane shall be a minimum of 24 feet, measured face of curb to face of curb, unless otherwise approved by the City Engineer.
 20. Signage shall be installed to prohibit parallel parking along Oak Lane.
 21. The full right-of-way and public utility easements of Walnut Avenue including the perpendicular parking spaces and sidewalks from Kansas Street to 8th Street on the east side of Walnut Avenue shall be dedicated for City acceptance at the same time as a single project.
 22. The perpendicular parking area on Walnut Avenue, adjacent to the Veterans Clinic shall provide a minimum of 5 feet clear space between parked cars and flow of traffic (25 feet from face of curb at the front of parking stall to the curb line on Walnut Avenue).
 23. The perpendicular parking area on Oak Lane shall provide a minimum of 5 feet clear space between parked cars and flow of traffic (25 feet from face of curb at the front of parking stall to the curb line on Oak Lane).
 23. Adequate line of sight per the Highway Design Manual shall be provided for all the access locations, including driveways.
 24. The public utility and street tree easement width must be as wide as is necessary (normally six to ten feet) to house, without any conflict, all utility boxes and appurtenances, street trees, gas, electric, street lights, fire hydrants, water meters, telephone, cable, etc. Show proof that adequate room is provided to the satisfaction of the City Engineer.
 25. Property lines on the Final Map shall be drawn to exclude the perpendicular parking spaces along Oak Lane from the adjacent property and include them in the Oak Lane private roadway street cross section.
 26. Dedicate on the Final Map a minimum 42 feet wide public utility easement on Oak Lane to house, without conflict, all utility boxes and appurtenances, street trees, gas, electric, street lights, fire hydrants, water meters, telephone, cable, etc. Show proof that adequate room is provided to the satisfaction of the City Engineer.
 27. Dedicate on the Final Map a minimum 30 feet wide reciprocal access easement on Oak Lane.

28. On improvement plans show the location of mailboxes. If a cluster mailbox is used, it shall be located adjacent to a sidewalk or walkway. A car stop space shall be provided to not interrupt traffic to the satisfaction of the City Engineer.
29. Relocate any existing utility line that may be in conflict with the proposed improvements into a public utility easement. This shall not preclude abandonment in place of utility lines where appropriate and approved by the City Engineer.
30. Prior to acceptance of improvements a Local Improvement Benefit District, pursuant to Chapter 14.36 of the Vallejo Municipal Code, for backbone infrastructure on Mare Island shall be formed.
31. The Developer shall provide apportionment of assessment of existing districts resulting from the subdivision prior to approval of the Final Map.
32. Existing Island Energy (IE) easements within the proposed subdivision shall be quit claimed to Developer by IE prior to issuance of building permits or acceptance of subdivision, whichever comes first.
33. Concurrent with final map approval, a Maintenance District shall be formed for performing maintenance of all public landscaping within the right of way and all public open space, and other maintenance functions as may be necessary. Codes, Covenants and Restrictions (CC&R's) for the subdivision shall require formation of a homeowners association or other funding mechanism acceptable to the City in the event that the Maintenance District is ever dissolved.
34. Prior to issuance of building permits, other than building permits for model units not to exceed three single-family style units and one mansion townhome, establish a funding mechanism mutually acceptable to the City and Developer for operation and maintenance of private open space areas, including private pedestrian access easements and other private facilities, subject to the approval of the Planning Division, Public Works Director, and the City Attorney. The Covenants, Conditions and Restrictions of all deeds issued within the subdivision shall contain provisions requiring participation in the said funding mechanism.
36. During construction, it shall be the responsibility of the contractor to provide for safe traffic control in and around the site. This may include but not be limited to signs, flashing lights, barricades and flag persons.
37. Developer shall be required to provide full roadway width asphalt concrete overlay where multiple transverse utility crossings have been installed within existing roadways per City Standard as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA to the satisfaction of the City Engineer
38. All grading shall be in conformance with Chapter 12.40 of the Vallejo Municipal Code for grading and excavation.

39. Subdrains that are lower than 15 feet crossing single-family lots must be disclosed in the deed to the homebuyer.
40. Site drainage shall be collected on-site and conveyed to the public storm drain system. Sheet flow of water over driveways, sidewalks, slopes, or onto adjacent parcels shall not be permitted. Sidewalk cross drains shall be installed per City Standard as they may be modified by the DA and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA to carry surface water into the gutter. Sidewalk cross-drains shall not be located in the driveway approach.
41. Retaining walls over 1 foot in height shall be reviewed and approved by the Public Works Department and Building Division. Building permits shall be required.
42. Prior to building permit issuance, submit plot plans for review and approval to the City Engineer.
43. Prior to occupancy provide six inches of topsoil, or approved equal, on the landscape areas of each lot.
44. Prior to occupancy install street trees as required by Chapter 16.70 of the Vallejo Municipal Code. The trees shall be selected from City approved street tree list and be approved by the City Engineer and Planning Manager.
45. Prior to acceptance of the subdivision, the landscape architect for the subdivision must perform a complete and thorough field review of any private landscape irrigation and planting within the subdivision and provide the City in writing a certificate that all landscaping, planting, and irrigation within the subdivision is in full compliance with the City ordinances and guidelines and approved landscape, planting and irrigation plans.
46. If any lot is to be regraded after mass grading is completed, a new grading permit will be required and additional fees will have to be paid. Review of the proposed grading by a soils engineer and field-testing of the grading shall be required.
47. Any off site grading shall require written permission from the owner(s) of the property on which grading is to be performed.
48. Dust and erosion control shall be in conformance with City Standard as they may be modified by the Development Agreement and Specific Plan, as amended, to the reasonable satisfaction of the City Engineer, taking into account health and safety issues pursuant to Section 2.3.7 of the DA and ordinances. State Water Quality Control Board regulations and the project Storm Water Pollution Prevention Plan (SWPPP) shall be adhered to.
49. Prior to occupancy, all utilities and street improvements supporting the units to be occupied shall be substantially complete to the satisfaction of the City Engineer.
50. Prior to acceptance of the subdivision deliver one complete streetlight assembly (pole, luminaire and lamp) to the City of Vallejo Corporation Yard for every 50 city street lights, or fraction thereof, identified on the approved street light plan.

51. Costs for operation and maintenance of non standard street lighting, beyond that of City Standard street lighting, shall be funded through a maintenance district or other funding mechanism mutually acceptable to the City and Developer, subject to the approval of the Planning Division, Public Works Director, and the City Attorney. The Covenants, Conditions and Restrictions of all deeds issued within the subdivision shall contain provisions requiring participation in the said funding mechanism.
52. Prior to granting of occupancy for any newly constructed units, the Developer shall provide and install parking enforcement signs along 10th Street, Rickover Street, 8th Street, 7th Street, Kansas Street, Oak Lane, Azuar Drive and Walnut Avenue within the subdivision.
53. Developer shall be required to pay the cost of a 3rd party geotechnical consultant for review of all grading plans, soils reports, grading earthwork, and grading progress reports if deemed necessary by the City Engineer.
54. The roadway cross section for Walnut Avenue shall accommodate two minimum 10 foot travel lanes. Any travel lane smaller than 10 feet will require a design exception from the Civil Engineer to release the City from liability.
55. The roadway cross section for Walnut Avenue from Kansas Street to 8th Street shall be redesigned to show a 3 foot wide valley gutter between the parking stall and the travel lane. The roadway cross section for Walnut Avenue from Kansas Street to 8th Street shall be designed to note that the historic sidewalk on Walnut Avenue shall remain unless damaged, broken, cracked, or not properly sloped as determined by the Public Works Inspector in the field.
56. The roadway cross sections shall be redesigned such that the centerline is located between the two travel lanes.
57. The roadway cross section for Oak Lane shall be redesigned such that the mountable curb is along the east side only.
58. The roadway cross section of 7th Street shall be designed to show the existing sidewalk and staircase to remain including a note that the historic sidewalk on 7th Street shall remain unless damaged, broken, cracked, or not properly sloped or where the staircase and handrail do not meet current building standards as determined by the Public Works Inspector in the field.
59. Show existing Arizona Street as removed and include the removal of the Arizona Street sign.
60. The 8th Street driveway between Oak Lane and Walnut Avenue shall be blocked from access to Walnut Avenue.
61. Prior to building permit application submittal or acceptance of the subdivision, whichever comes first, submit Covenants, Conditions and Restrictions for review and approval by the City Engineer, Planning Manager and City Attorney.

62. Prior to granting of building permit for the first six Q-Quarters, the Developer shall complete the roadway improvements for Oak Avenue, and for 7th Street and Rickover from Azuar Drive to Oak Avenue to the satisfaction of the City Engineer.
63. Centerline of streetlights within parkway strips shall be installed 2 feet from face of curb. [Sec. 15.06.030 (VMC)]
64. Submit turning template for shared driveways to multiple lots such as 45, 67, and 68; 54, 58, and 59; 50 and 64; 62 and 53; and parcel A showing how adequate vehicular turning movements are provided to the satisfaction of the City Traffic Engineer and City Engineer.
65. Storm drain pipes such as those on lots 23, 25, 27, 31, 35, 37, 39, and parcel A shall be privately owned and maintained by a funding mechanism mutually acceptable to the City Engineer and Developer. Private storm drain easements or deed restrictions shall be recorded to allow for access and maintenance by the approved funding mechanism.
66. Prior Final Map approval, provide clearance from all utility companies indicating that their conditions were met.
67. All curb returns shall be per the City Standards and Specifications.
68. Vertical and horizontal alignment of all streets shall conform to City of Vallejo standards.
69. Handicapped curb ramps shall be required to be installed in accordance with design standards included in the City's Standard Plans and Specifications and the American Disabilities Act (ADA). Curb ramps shall be constructed to cross both sides and in all directions at an intersection unless otherwise approved by the City Engineer.
70. The staircase on Walnut Avenue at Kansas Street shall be removed and replaced with an ADA compliant sidewalk or an ADA compliant sidewalk or ramp may be installed adjacent to the existing staircase. The sidewalk adjacent to the staircase on Walnut Avenue at 10th Street shall be an ADA compliant sidewalk.
71. All curb ramps shall have wet-set truncated domes per ADA standards.
72. All progress reports, daily reports, and the final report including test data generated by the project soils engineer, soils technicians and other firm representatives of the soils engineer regarding site grading, trench backfill, and roadway compaction must be submitted to the City in a timely manner, no later than a week after generation; such reports will provide the City with current information relative to the grading, backfill and roadway construction operations.
73. Subgrade compaction test data and a letter from the soils engineer that the intent of the soils report has been met must be submitted prior to aggregate base placement. Aggregate base compaction test data and a letter from the soils engineer that the intent of the soils report has been met must be submitted prior to asphaltic concrete placement.

74. City Standard Specifications requires 95% compaction for the top 2.5 feet of streets.
75. Based on Best Available Data, the parcels are designated by the Federal Emergency Management Agency (FEMA) as Special Flood Hazard Area Zone X. Flood zone X is used on new and revised maps in place of zones B and C. Zones B and C are areas identified in the Community Flood Insurance Study as areas of moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded by concentrated rainfall. The failure of a local drainage system creates areas of high flood risk within these rate zones. Flood insurance is available in participating communities but is not required by regulation in these zones. Based on Section 7.98.130 of Flood Ordinance 1526 N.C. (2d), the Director of Development Services shall administer, implement, and enforce the flood ordinances.
76. Per the Dowling Associates Intersection Recommendations dated April 6, 2007, a one-way stop is recommended on Rickover Street at Walnut Avenue and Azuar Drive and on 10th Street at Azuar Drive. A one-way stop shall be required at these intersections. The one-way stop shall be located on the lower volume street. The City Engineer reserves the right to request additional stop signs.
77. No building permit shall be granted over any existing or proposed easement. New structures shall not be located within a utility easement or utility lines shall be relocated and the existing easement quitclaimed.
78. All driveway approaches are to be constructed per City Standards. Remove all existing driveway approaches that will not be used and replace with City Standard curb, gutter and sidewalk. The mountable curb on the east side of Oak Lane is an exception to City Standards.
79. Both sides of the driveway to lots 70 and 71 from back of curb to back of curb shall be constructed at the same time and shown on the Final Map.
80. Traffic control for road closure and detours shall meet or exceed Caltrans specifications.
81. All parking stalls and striping shall be per City standard.
82. (PW1.) **HOW PROJECT CONDITIONS SATISFIED.** Prior to building permit issuance, 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.
83. (PW2.) **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).

84. (PW3.) **IMPROVEMENT PLANS.** Prior to building permit submittals, submit three sets of plans to the **Department of Public Works** for plan check review and approval. (Improvement or civil plans are to be prepared by a licensed civil engineer.) Plans are to include, but may not be limited to, grading and erosion control plans, improvement plans, joint trench utility, street light plans, and landscaping, irrigation and fencing plans and all supporting documentation, calculations and pertinent reports. (COV, Regulations & Standard Specifications, 1992 Section 1.1.7-A).
85. (PW4.) **GRADING** 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 Subdivider/project sponsor. Site grading shall comply with City Municipal Code. (VMC, Chapter 12.40).
86. (PW5.) **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).
87. (PW6.) **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).
88. (PW7.) **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).
89. (PW8.) **COMPACTION TESTS.** Prior to building permit issuance 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).
90. (PW9.) **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).
91. (PW10.) **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).
92. (PW11.) **ENCROACHMENT PERMIT.** Prior to building permit issuance, obtain an encroachment permit from the **Department of Public Works** for all work proposed within the public right-of-way. (VMC, Section 10.16).

93. (PW12.) **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).
94. (PW13.) **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).
95. (PW14.) **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).
96. (PW15.) **BONDS AND FEES.** 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.)
97. (PW16.) **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).
98. (PW17.) **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).
99. (PW20.) **JOINT TRENCH.** The Subdivider shall provide joint trench plans for the underground electrical, gas, telephone, cable television and communications conduits and cables including the size, location and details of all trenches, location of all building utility service stubs and meters and placement or arrangements of junction structures as a part of the Improvement Plans submitted for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer. (VMC, Sections 15.06.160&170).

D. Water

1. All water system improvements shall be consistent with the Vallejo Water System Master Plan, 1985, prepared by Kennedy/Jenks Engineers as updated by Brown & Caldwell, 1996. Prior to Improvement Plan approval and 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).
 - 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 any new water mains.
 - g. 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).
2. **FIRE FLOW REQUIREMENTS.** Fire flow requirements of the Fire department shall be complied with. 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.
 3. For single family residential units, the fire flow is 1,500 gpm. For other developments, see the Vallejo Water System Master Plan, 1985, prepared by Kennedy Jenks and its latest update by Brown and Caldwell dated April 1996.
 4. Prior to Improvement Plan approval and building permit issuance, hydraulic calculations shall be submitted to the Water Superintendent demonstrating that the fire flow requirements are complied with.
 5. **FIRE PROTECTION SYSTEMS.** 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. **WATER EASEMENTS.** Easements shall be granted for all water system improvements installed outside the public right-of-way in the City's Standard Form for Grant of Water Line Easement with the following widths:
 - 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.
 - c. Other facilities will be reviewed by the Water Division.
 7. **WATER METERS.** Each unit or structure shall be metered separately.
 8. **WATER SERVICE BONDS AND FEES.** 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.
 9. **WATER SYSTEM INSTALLATION.** 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.

10. All water system improvements shall be consistent with the Mare Island Water Model prepared by Kove Engineering date June 3, 2005.
11. Prior to Final Map recordation or an legally enforceable agreement that states that no development can be done until all of the water improvements serving the new lots or in the streets fronting the lots to be created shall be installed.
12. Phasing of the improvements shall be installed so that the required fire flow to Mare Island is maintained.
13. Water improvements plans shall be submitted to and approved by the Water Superintendent. The water improvements shall be constructed before any building permits are issued for any buildings in the final map lots.
14. Show on the improvements plans the limits of all IR sites. The water model shall limit or require additional items of work to be done if a water improvement is to be installed in an IR site.
15. Water meters, back flow devices, and Fire Assemblies, shall be set in a public street at back of sidewalk or back of curb if no sidewalk is installed in a landscaped area.
16. Relocate existing water meters, fire services, and back flow devices so that these facilities are placed at back of proposed sidewalk and in the public street frontage of the new lot that the water facilities will serve.

E. Vallejo Sanitation and Flood Control District

1. Pay a plan review fee prior to further review. Fee due: No Fee paid date: No Receipt No: No; Not due at this time. Applicant can estimate \$1,500 for review of improvement plans for residential subdivision.
2. After plans are approved submit a Connection Permit Application (SSI) Form for connection fee calculation (\$20 submittal fee). Non-residential developments shall also submit a Pretreatment Questionnaire for review by VSFCD Pollution Control Department. (See note below)
3. If any of the VSFCD comments are in conflict with comments from other reviewing agencies, please request clarification.
4. The existing sanitary sewer and storm drain system, that remains from the operation of Mare Island by the US Navy, are both in very poor condition. Most of these remaining systems are at the end of their usable lives. The existing sewer on Mare Island is a large source of infiltration and inflow (I/I) leaking into the VSFCD sewer collection system and will need to be disconnected and abandoned, or rehabilitated, or replaced to meet VSFCD standards.
5. The VSFCD reserves the right to comment on the proposed storm drain and sanitary sewer alignments on private property. See conditions below related to maintenance of utilities on private property by HOA, or other. The existing sewer

alignment shows 4 units connecting to a public main on private property where there is not standard VSFCO access (see conditions below) to the main or manholes. This will not be allowed. A possible solution may be to have the two Q quarters (eg. 16 and 17, typical) served by a private common lateral that runs in an easement between the two downstream units (eg. 24 and 25). Common Laterals are not normally allowed except by written permission of the District. The units that are close to Oak Lane (eg. 24 and 25, typical) could sewer directly to Oak Lane, either below the garage or in the side yard.

SEWER

6. All sanitary sewer (SS) within the parcel(s) shall be privately owned and maintained by the property owner, unless otherwise approved by VSFCO.
7. For SS that is to be publicly owned and maintained the minimum size of SS shall be 8-inches.
8. For SS that is to be privately owned and maintained, the minimum slope of SS shall be 2%.
9. Prior to rehabilitation or replacement, the sewer system shall be smoke tested for cross connection with non-sewer sources of inflow such as ground water collection, storm drain inlets and roof water leaders. All cross connections with non-sewer sources shall be eliminated, and the non-sewer sources of inflow shall be re-routed to the storm drain system, or other.
10. The locations of the sanitary sewer laterals shall be coordinated with the proposed landscape planting so that trees are not planted within 10-feet of the sewer laterals.
11. Consideration shall be given to those sewer systems where more than one pump will be discharging into a SSFM. For example buildings E/EF, C/CA. Check valves may be all that is required with some determination by the engineer that the system will operate satisfactorily when both pumps come on simultaneously, and will still be self cleansing with only one pump running.
12. Private sewer on Lots 67, 68, and 69: Routing the sewers below the garage structures should be avoided where possible, similar to the sewer alignment on Lot 64, which is preferred.
13. Public Main between Lots 62 and 63: Combine the laterals for Lot 63, and/or add a manhole on the main and connect the laterals at a manhole. (Note, when we agreed to this public main on private property, VSFCO's understanding was there would be no laterals connected directly to the main pipe. This is because VSFCO does not allow laterals on the easement sewer, especially one that is as deep as this one.)
14. The District assumes that the improvements shown on the Vesting Tentative Map will be installed, complete, in place prior to acceptance of the subdivision improvements. This includes a sewer main in Oak Lane between 10th and Rickover, and the ejector pumps and private sanitary sewer force mains (SSFM)

that will serve the officers quarters (A to O, Lots 57 to 69) fronting Walnut between 10th and Kansas.

15. SS Laterals: On the improvements plans, the proposed locations of SS laterals will need to be coordinated with the location of proposed street trees. Sanitary Sewer laterals are to split the distance between street trees. If this coordination is to be done at the time of construction then the final improvement plans need to include a note stating that "at the time of construction staking for sanitary sewer laterals, the project surveyor is to place a marker to indicate the locations of the four nearest street trees for each lateral." We recommend that this effort also be coordinated on the plans prior to construction.

STORM DRAIN

16. For common SD serving multiple lots, that is to be privately owned and maintained, the minimum size of SD shall be 6-inches.
17. The SD on private property serves multiple lots can be common private SD. The property owners will need to be notified that they are responsible for maintaining the storm drain on their property.
18. On the improvement plans, the proposed locations of SD catch basins will need to be coordinated with the location of proposed street trees. Each catch basin is to be at least six feet from the nearest street tree. If this coordination is to be done at the time of construction then the final improvement plans need to include a note to the effect that "at the time of construction staking for the storm drain, the project surveyor is to place a marker to indicate the locations of the two street trees on each side of each catch basin." This shall also be coordinated on the plans prior to approval by VSFCD.

STORM WATER QUALITY AND PRE-TREATMENT

19. Pretreatment of storm water runoff is required. Refer below to standard conditions of approval.

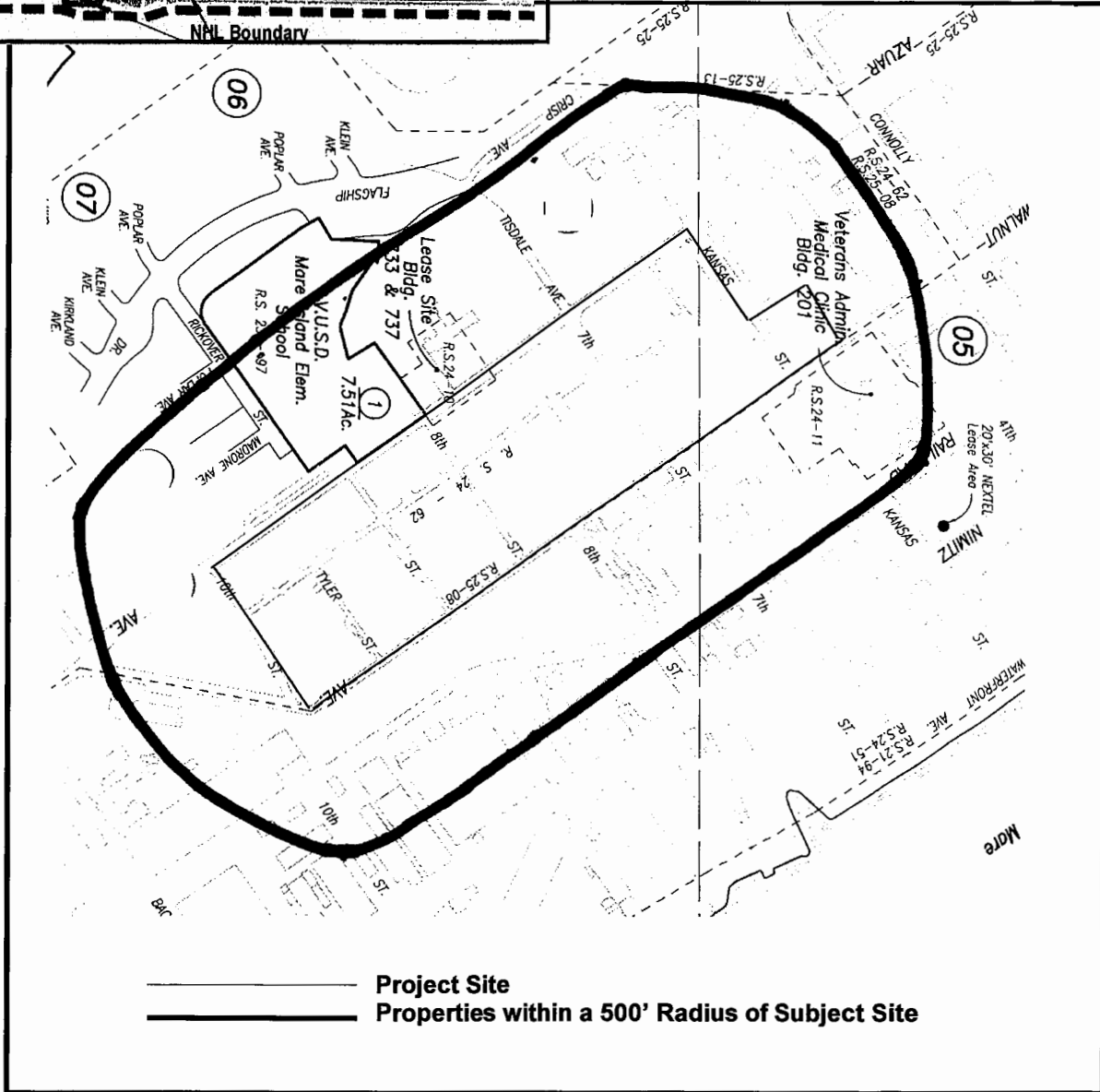
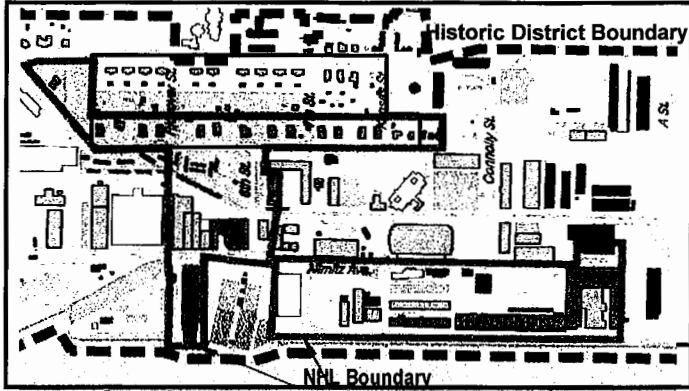
GRADING

20. 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. Refer below to standard conditions of approval.
21. The subject Vesting Tentative Map is not approved by VSFCD. As a minimum, the above comments will need to be addressed by the developer for VSFCD approval of the grading and improvement plans for the project. If the Vallejo Planning Department is to approve the subject Vesting Tentative Map, we request that the approval be subject to the following conditions from VSFCD:
22. Applicant shall pay all fees (plan review fees, connection fees, etc.) required by VSFCD for the subject project.

23. Improvement plans shall comply with the VSFCD Engineering Design Standards and Policies, within the Master Bid Document dated March 2007 or later, regarding design and construction of storm drains (SD) and sanitary sewer (SS) facilities. Improvement plans shall indicate that proposed improvements are to be constructed in accordance with Standard Plans And Specifications included in the VSFCD Master Bid Document dated March 2007, or later edition.
24. 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 cleaning, catch basin cleaning, and other similar measures (see Section 10 Storm Water Runoff of the VSFCD Engineering Design Standards and Policies).
25. VSFCD reserves the right to require that gravity sewers be no more than 10-feet deep.
26. Pretreatment of storm drainage water runoff is required, storm drainage runoff shall be conveyed over landscaped areas or otherwise treated using structures before discharging into the public system. This is to improve the stormwater quality leaving the site. As much as practicable, developer shall incorporate measures described in "Start at the Source" a residential site planning and design guidance manual for storm water quality protection (written by BASMA) as a means of mitigating project impacts, and reduce impacts of increases in impervious surfaces.
27. The development shall be planned so that all VSFCD SD and SS facilities shall be accessible by standard access. Standard access means that each structure (MH or CB) shall be accessible by an AC paved path, 15-feet wide from the public street to each maintenance structure (MH, CB, etc.), such that VSFCD maintenance vehicles can drive to and park over the facilities. Unless otherwise allowed by VSFCD, District vehicles must be able to drive forward in and forward out. The designer shall refer to VSFCD Engineering Design Standards and Policies (No. 2-03 and 5-07) and VSFCD standard detail No 25 for access criteria.
28. Existing storm drain and/or sanitary sewer facilities that are to be abandoned in place shall be filled with grout, otherwise they shall be removed.
29. All sanitary sewers (public and private) within the new parcel(s), that are not to be abandoned, will be replaced with new SS from the wall of each building to the point of connection with the public sewer main in accordance with minimum District standards. Where existing pipes can be rehabilitated in-place, the District will allow that existing pipes be rehabilitated, provided that the property owner has demonstrated that the rehabilitated sewers will be isolated from non-sewer inflow, and will meet minimum District requirements including pipe size and slope. Construction documents for replacement or rehabilitation of the existing sewer system would have to be prepared by a licensed civil engineer. Construction documents shall be approved by VSFCD. Construction shall be inspected by VSFCD.

30. All public and private improvements shown on the Vesting Tentative Map will be installed, complete, in place prior to acceptance of the subdivision improvements. This includes the ejector pumps and private sanitary sewer force mains (SSFM) that will serve the officers quarters (A to O) fronting Walnut between 10th and Kansas. Construction documents for these private sewer and force main systems must be prepared by an engineer (mechanical or civil) licensed to practice in the State of California.
31. Lots 57 to 70 (Quarters A to P): Floor drains for subterranean basement space in these quarters shall be pumped to discharge onto the ground surface of the private yards at least 25-feet, or more, away from the nearest gutter or storm drain inlet.
32. The storm overflow pattern will need to be shown on the grading plans. Determine the 100-year storm tributary area. This may differ from the 15-year tributary area. Ensure that there are no buildings, including the existing Q quarter buildings, within the limits of the 100-year storm overflow pattern. Ensure that there is an overland release of ponded surface water at least one foot below any building floor space (habitable living space, storage, etc.), and at least 6-inches below the ground surface outside of any subterranean basement space.
33. The VSFCDD reserves the right to comment on the proposed storm drain and sanitary sewer alignments on private property. VSFCDD comments will be dependent upon the conditions of other agencies for the formation of homeowner associations for these lots. If the individual lot owners do not share maintenance by way of a homeowners association (HOA) then the SS and SD mains on private property serving more than two lots will have to be publicly owned and maintained by VSFCDD, subject to requirements for VSFCDD standard access. If utility maintenance is shared by way of HOA then the SS and SD mains on private property will be privately owned and maintained by the HOA. VSFCDD reserves the right to require a different alignment of SD and SS depending on the future determination with regard to HOA for this subdivision.

PROJECT LOCATION



TENTATIVE MAP APPLICATION #06-0006
CONFLICT OF INTEREST MAP
500' RADIUS

Table A
Proposed Lot and Parcel Information

Lot No.	Area Sq. Ft.	Bldg. No/s	Building Classification & Disposition
1.	9,855	Q1	Notable/Retain
2.	5,727	Q2	Notable/Retain
3.	5,709	Q3	Notable/Retain
4.	5,732	Q4	Notable/Retain
5.	5,714	Q5	Notable/Retain
6.	5,687	Q6	Notable/Retain
7.	5,670	Q7	Notable/Retain
8.	9,508	Q8	Notable/Retain
9.	6,072	Q9	Notable/Retain
10.	5,175	Q10	Notable/Retain
11.	5,174	Q11	Notable/Retain
12.	9,409	Q12	Notable/Retain
13.	8,882	Q13	Notable/Retain
14.	5,003	Q14	Notable/Retain
15.	5,256	Q15	Notable/Retain
16.	5,126	Q16	Notable/Retain
17.	5,111	Q17	Notable/Retain
18.	4,990	Q18	Notable/Retain
19.	5,223	Q19	Notable/Retain
20.	9,056	Q20	Notable/Retain
21.	8,903	QA19	Notable/Demolish
22.	4,674	QA20	Notable/Demolish
23.	4,489	QA17	Notable/Demolish
24.	4,573	QA18	Notable/Demolish
25.	4,588	QA16	Notable/Demolish
26.	4,682	QA15	Notable/Demolish
27.	4,481	QA13	Notable/Demolish
28.	7,735	QA14	Notable/Demolish
29.	9,166	QA11	Notable/Demolish
30.	4,539	QA12	Notable/Demolish
31.	4,592	QA9	Notable/Demolish
32.	5,466	QA10	Notable/Demolish
33.	8,867	QA7	Notable/Demolish
34.	4,955	QA8	Notable/Demolish
35.	4,980	QA5	Notable/Demolish
36.	4,969	QA6	Notable/Demolish
37.	5,005	QA3	Notable/Demolish
38.	4,962	QA4	Notable/Demolish
39.	4,987	QA2	Notable/Demolish
40.	9,478	QA1	Notable/Demolish
41.	16,477	133	Notable/Retain
42.	15,919	S	Notable/Retain
43.	16,117	F	Notable/Retain
44.	10,397	OF	Component/Demolish
45.	11,537	NH	Component/Demolish
46.	12,444	MD	Notable/Demolish
47.	9,813	671, LF	Components/Demolish
48.	10,995	Vacant	NA
49.	13,527	KE	Notable/Retain

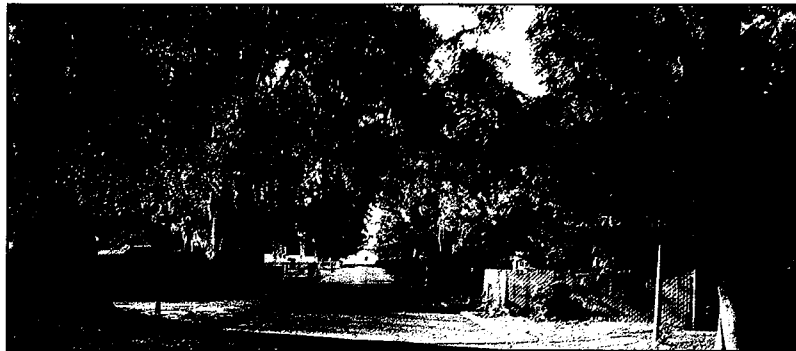
50.	11,572	Vacant	NA
51.	7,092	Vacant	NA
52.	9,451	Vacant	NA
53.	10,507	Vacant	NA
54.	12,161	EC	Notable/Relocate
55.	8,934	GB	Notable/Demolish
56.	11,340	HD	Notable/Demolish
57.	38,171	H, HB, HC	H-Landmark/Retain HB, HC Notable/Retain
58.	41,667	G	G-Landmark/Retain
59.	28,878	E, ED, EF	E-Landmark/Retain, ED,EF-Notable/Retain
60.	39,595	D, DG	D-Landmark/Retain DG-Notable/Retain
61.	49,807	C, CA, CJ	C-Landmark/Retain CA,CJ-Notable/Retain
62.	40,045	B, BG	B-Landmark/Retain BG-Notable/Retain
63.	95,796	A, AA, AI, AJ	A-Landmark/Retain AA,AI,AJ-Notable/Retain
64.	34,552	J, JE	J-Landmark/Retain JE-Notable/Retain
65.	41,613	K, KL, KE	K-Landmark/Retain KL,KE-Notable/Retain
66.	25,265	L, LF, 671	L-Landmark/Retain, LF- Notable/Demolish 671-Component/Demolish
67.	26,776	M, MD	M-Landmark/Retain MD-Notable/Demolish
68.	29,892	N, NH	N-Landmark/Retain NH-Notable/Demolish
69.	29,261	O, OB	O-Landmark/Retain OB-Notable/Demolish
70.	12,528	P, PD	P-Landmark/Retain PD-Notable/Retain
71.	11,502	17	Landmark/Retain
Parcel A	28,906	R, RG	R- Notable/Relocate RG-Notable/Demolish

Note: Buildings Q1-Q20 and QA1- QA20 are Duplexes (Q1/Q2, QA1/QA2, etc.)

SELECTED PHOTOGRAPHS OF PROJECT AREA
TENTATIVE MAP #06-0006



Q-Quarters - Azuar Drive



Oak Avenue



Rear Yards - Mansions - Oak Avenue

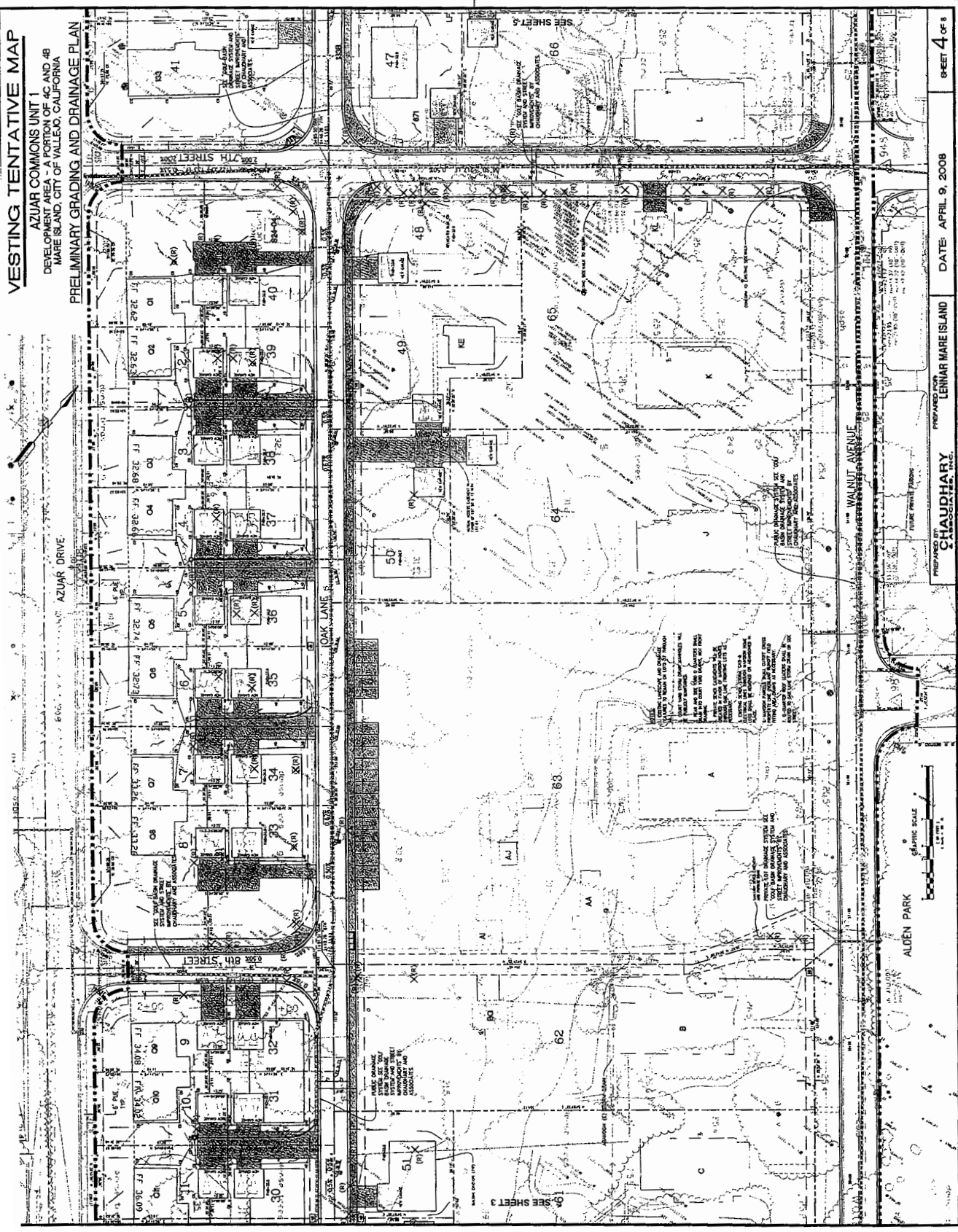


Front/Side Yards - Mansions - Walnut Ave.

VESTING TENTATIVE MAP

AZUAR COMMONS UNIT 1
DEVELOPMENT AREA PORTION OF 4C AND 4B
MARE ISLAND, CITY OF VALLEJO, CALIFORNIA

PRELIMINARY GRADING AND DRAINAGE PLAN



DATE: APRIL 9, 2008

PREPARED BY: LENNAR MARE ISLAND

SHAUDHARY & ASSOCIATES, INC.

GRAPHIC SCALE
1" = 100'

ALDEN PARK

SEE SHEET 3

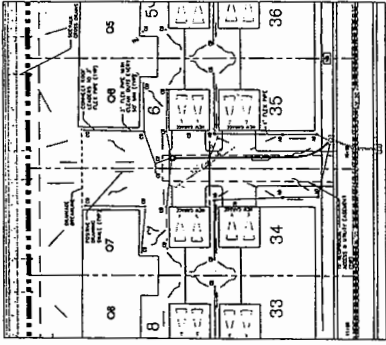
SEE SHEETS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

SEE SHEETS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

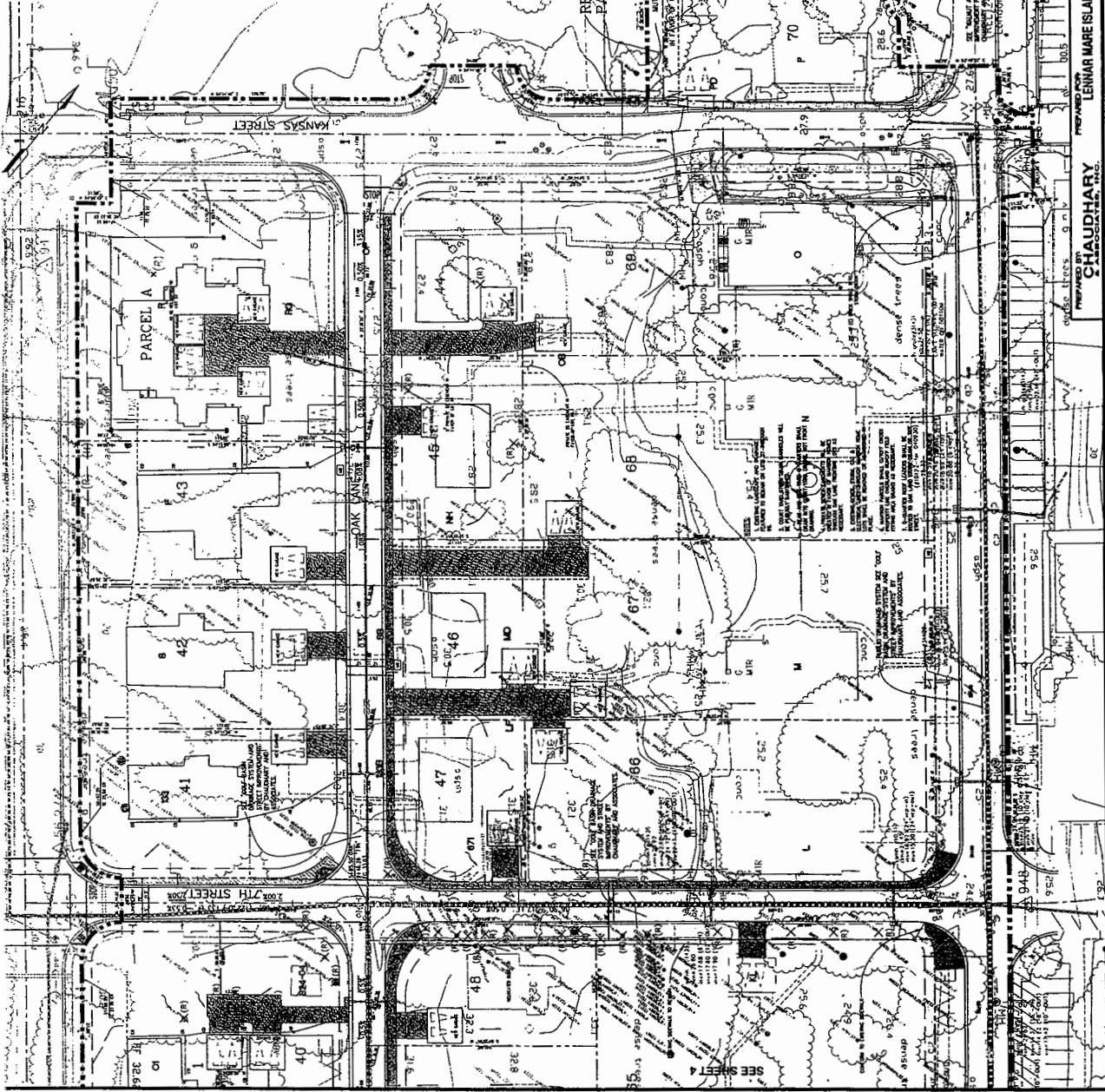
SEE SHEETS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

SEE SHEETS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

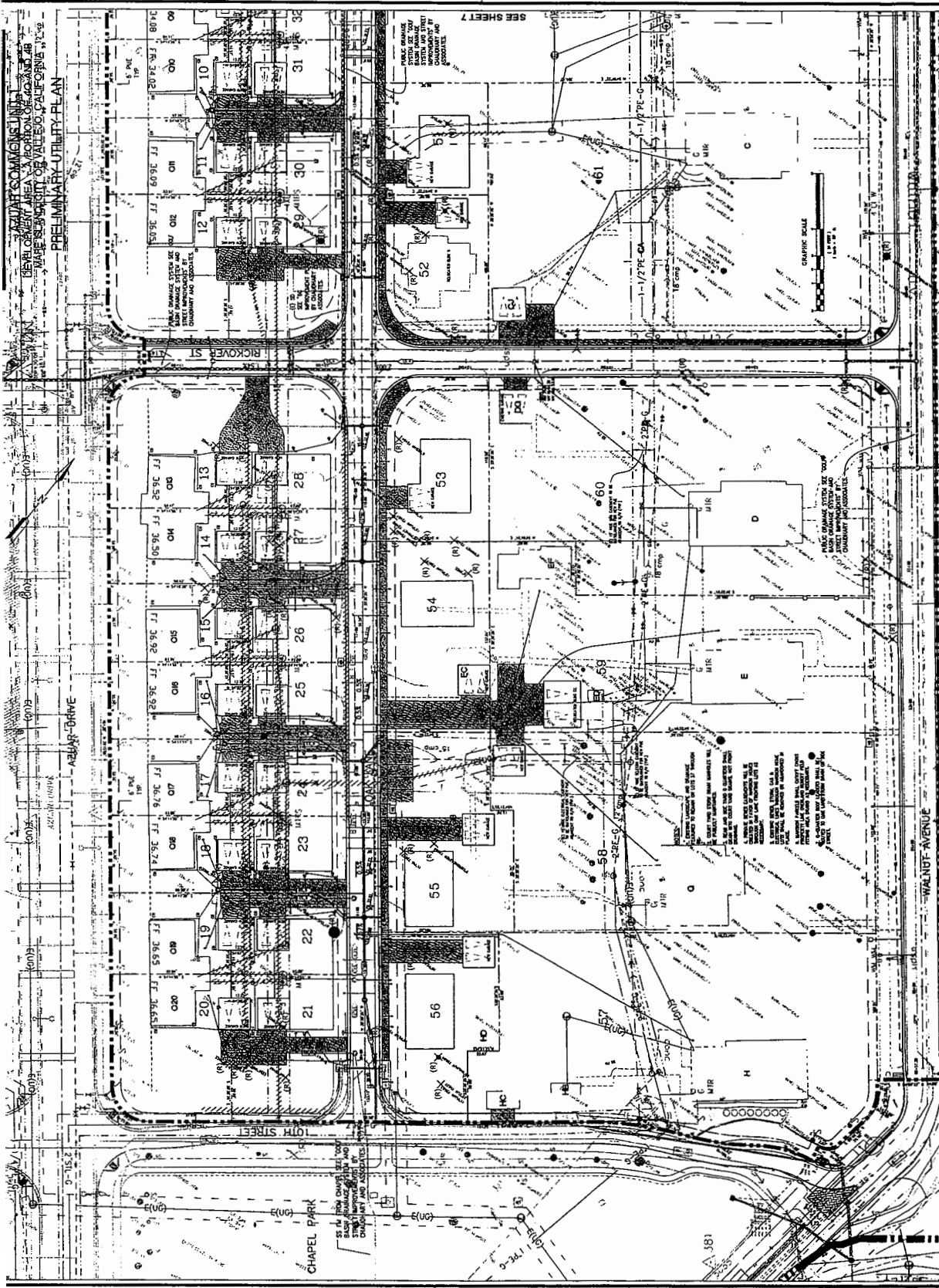
AZUAR COMMONS UNIT 1
 DEVELOPMENT AREA - A PORTION OF 4C AND 4B
 MARE ISLAND, CITY OF VALLEJO, CALIFORNIA
PRELIMINARY GRADING AND DRAINAGE PLAN



TYPICAL LOT DRAINAGE
 SCALE 1" = 20'



APART COMMONS UNIT
SEVIL ORIENT AREA - A PORTION OF ACRES 48
MAP 5, SAN JOSE, CALIFORNIA 17-58
PRELIMINARY UTILITY PLAN



DATE: APRIL 9, 2008

PREPARED BY: CHAUDHARY
FOR: LENNAR MARESLAND

PROJECT: SEVIL ORIENT AREA - A PORTION OF ACRES 48
MAP 5, SAN JOSE, CALIFORNIA 17-58

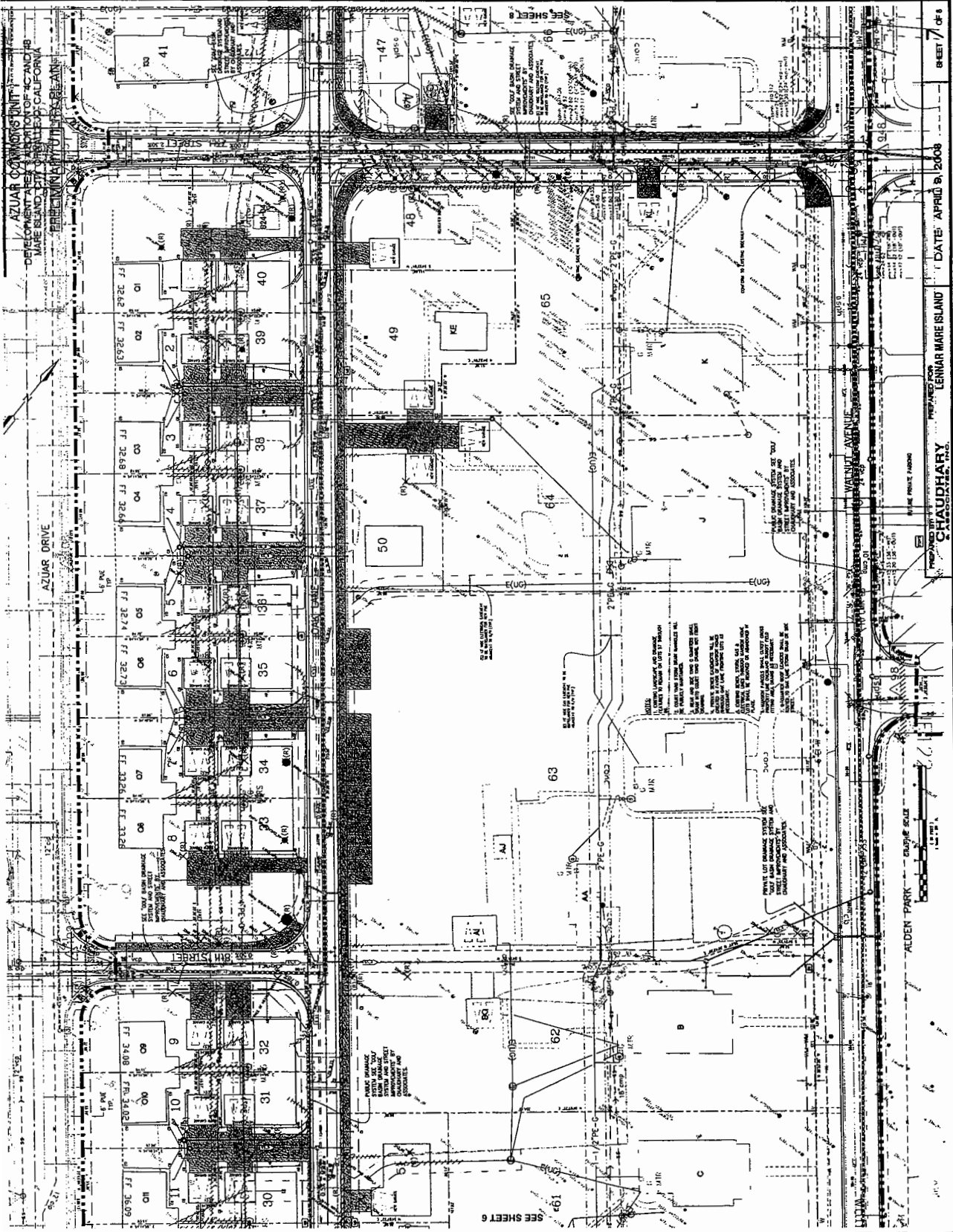
10TH STREET

CHapel PARK

WALNUT AVENUE

RICKOVER ST

ALBANY DRIVE



AZUAR DRIVE
 DEVELOPMENT AREA 10 OF 10 AND 18
 MARE ISLAND CITY, CALIFORNIA

DATE: APRIL 9, 2008
 SHEET 7 OF 8

PREPARED FOR
LENNAR MARE ISLAND

PREPARED BY
CHAUDHARY ENGINEERS, INC.

SCALE: 1" = 40'

