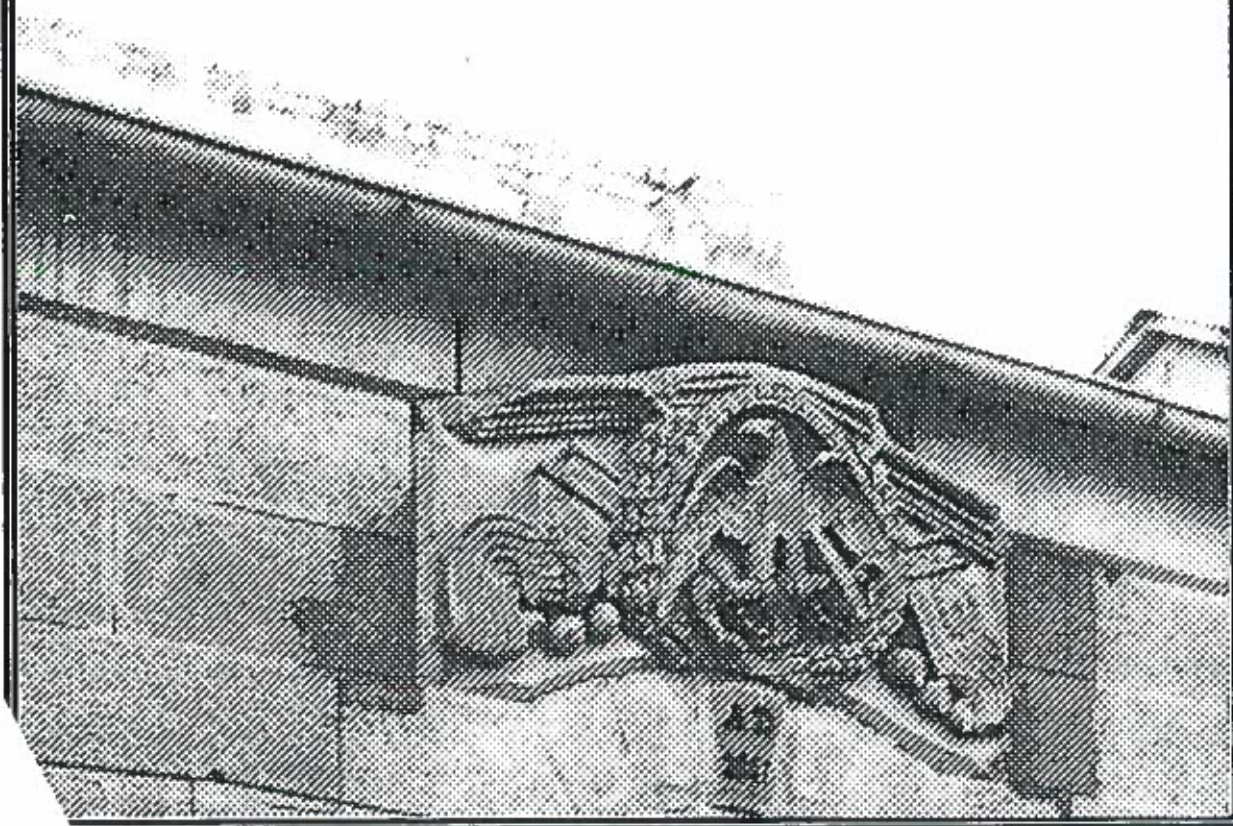


# **Mare Island Specific Plan**





# **MARE ISLAND SPECIFIC PLAN**

**Vallejo • California**

**Adopted by the Vallejo City Council  
March 30, 1999**



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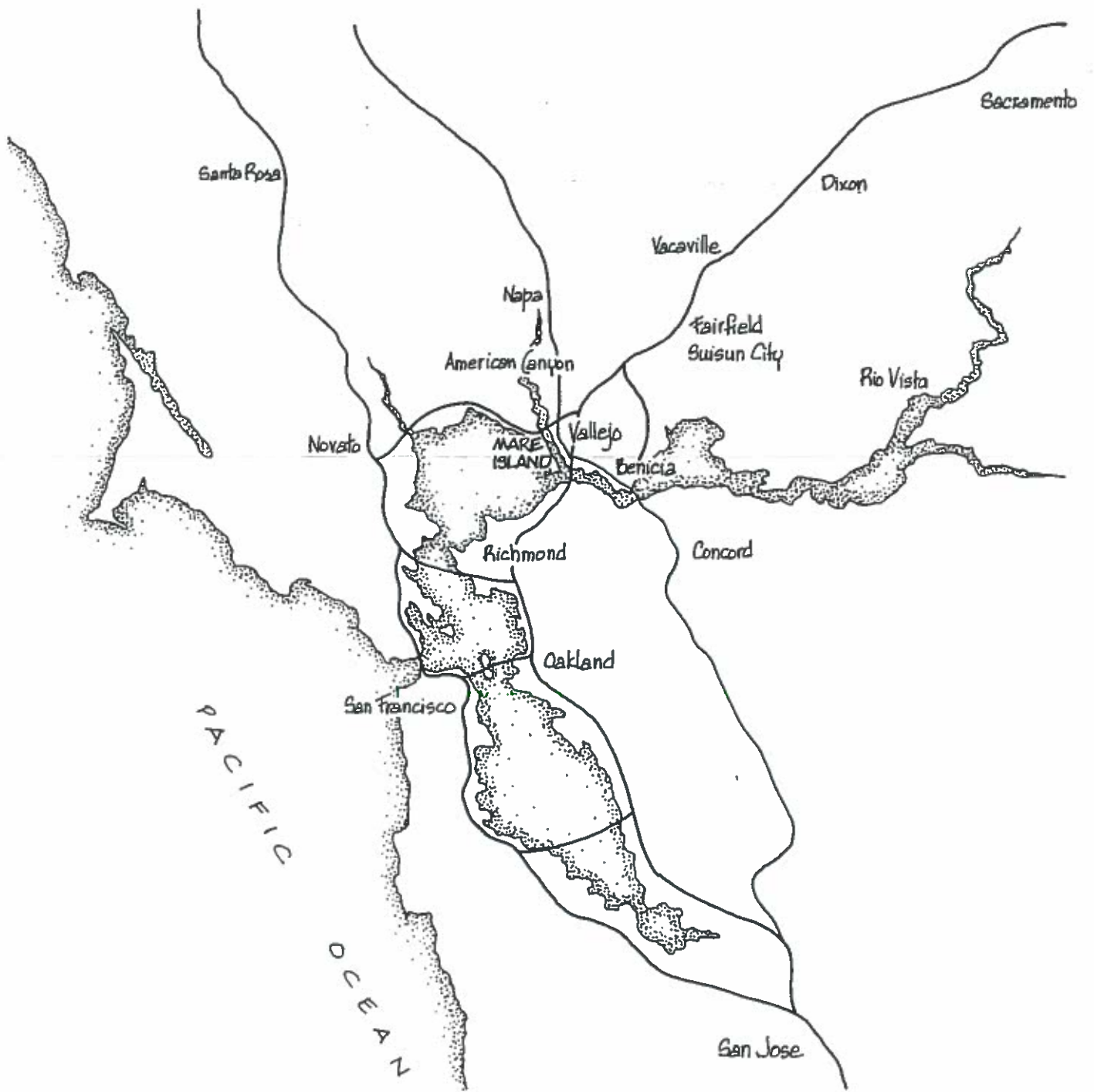
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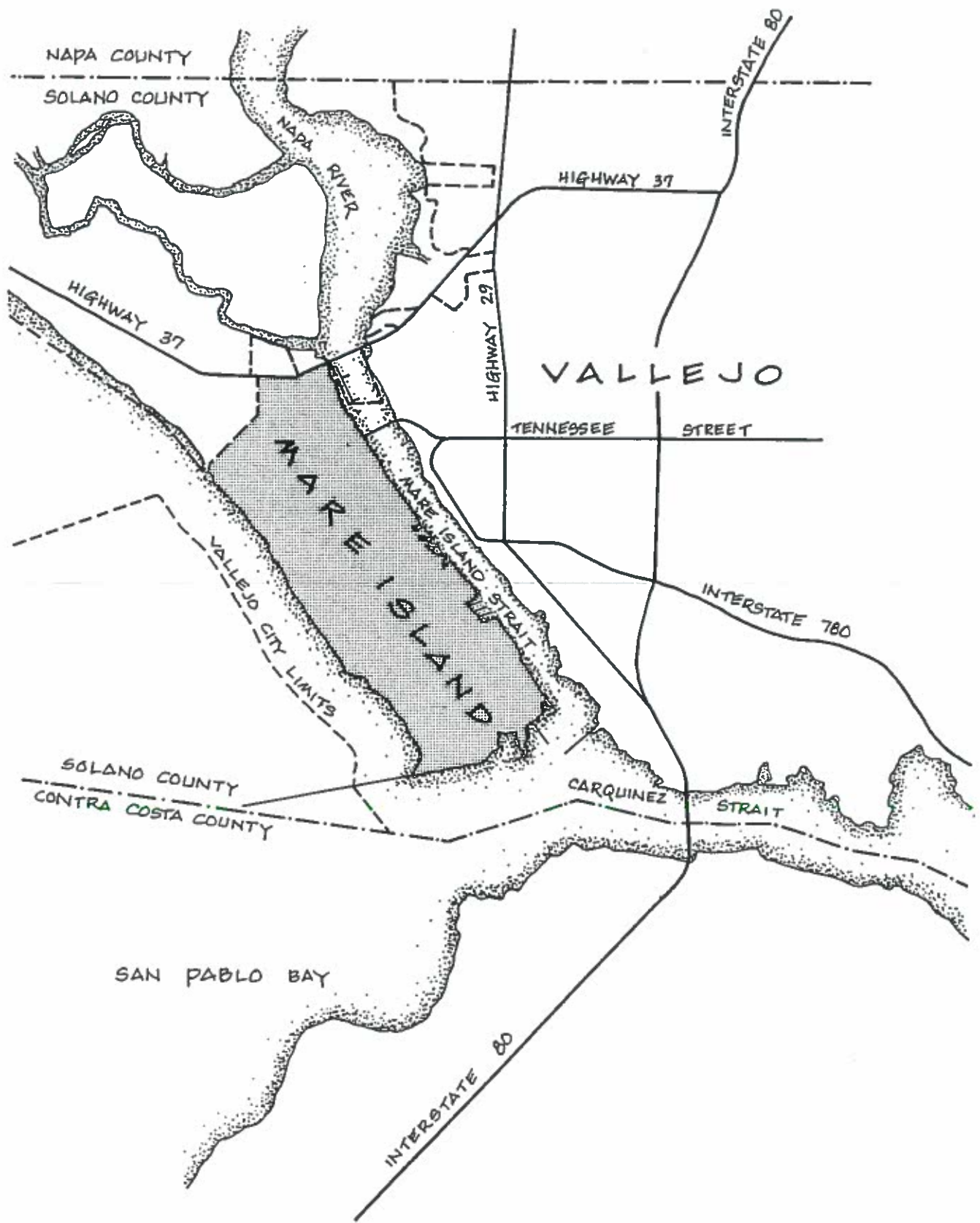
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## Appendices

1. Project Guidelines for Mare Island Contributing Resources - *to be added in the future*
2. Interim Sign Standards







## CHAPTER 1. INTRODUCTION

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### 1.1 Planning for the Reuse of Mare Island

The City of Vallejo undertook an extensive community-based planning process for the reuse of Mare Island Naval Shipyard after the closure of the base was approved in 1993. The result of this process was the *Mare Island Final Reuse Plan* ("Reuse Plan") which was accepted by the Vallejo City Council in 1994. The Reuse Plan served as the guiding document for reuse activities until this Specific Plan ("Plan") was completed as the land use policy document for Mare Island and three related off-island sites. This Plan presents the goals, reuse and development standards, and implementation program to replace the jobs and economic activity once provided by the military use of Mare Island Naval Shipyard. Its primary purpose is to facilitate the creation of a vibrant new civilian employment center and balanced new neighborhood for Vallejo. This document is consistent with the *Vallejo General Plan*, meets all state and City requirements for a specific plan, and it serves as the Planned Development Master Plan pursuant to the *Vallejo Municipal Code*. Finally, this Specific Plan represents a mitigated project; that is, all the mitigation measures included in the Mitigation and Monitoring Program for the Mare Island Reuse Project are incorporated into this Specific Plan.

### 1.2 The Vision for Mare Island

The conversion of Mare Island Naval Shipyard represents a tremendous challenge for Vallejo. It also represents a tremendous opportunity. The reuse process through the development of the Reuse Plan and its implementation through this Plan was structured to address both the challenges and the opportunities. It is the vision of this Plan for Mare Island to return to its role as a major employment center in the Bay Area with jobs in the technical, professional and service sectors. These jobs will provide economic development to benefit the entire community. It is also the vision for Mare Island to become a vibrant, balanced neighborhood of Vallejo, with opportunities for housing, education, recreation, culture, historic preservation and habitat preservation.

This Plan assumes the role of the Reuse Plan in being the City's policy document for reuse, and it becomes the blueprint for the island's reuse into the 21<sup>st</sup> century. Looking into this future is an exciting part of the planning process. Vallejo has been presented with the opportunity to develop a community that will provide facilities and services never before anticipated. It is an opportunity to create a vision for the city's children and grandchildren's jobs, homes, stores and parks and to ensure a high quality of life on Mare Island.

### 1.3 Reuse Goals

A set of goals were developed through the reuse planning process and they are still the guiding principles for reuse. Some of these goals are not land use-related, but they are important to include in this Plan to provide a context for the land use policies, standards and programs described in this Plan.

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

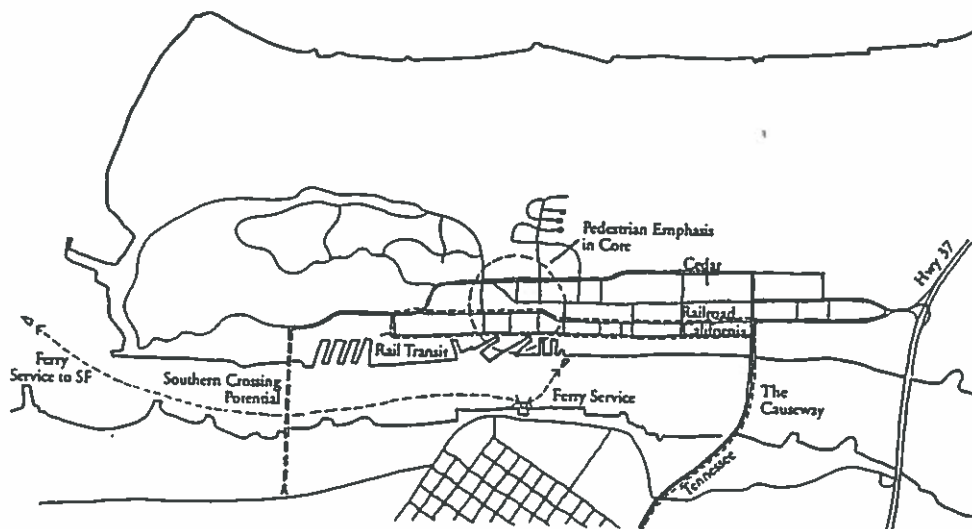
- Preserve and enhance the history of Mare Island as an integral part of the reuse.
- Use a variety of Innovative economic development tools, including public-private partnerships and domestic-international partnerships, for marketing, financing and acquisition.
- Ensure that those impacted by closure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

#### 1.4 Framework for Change

This Plan supports the economic components necessary for the successful reuse of Mare Island. At the same time it provides a framework of goals, policies and standards which will guide reuse of the Island far into the future. This is not a rigid plan or a final picture; instead it provides the foundation and the process for land use decisions that must be made as economic decisions present themselves. This framework provides wide flexibility to respond to economic development and other opportunities for the benefit of the island, the community and the region.

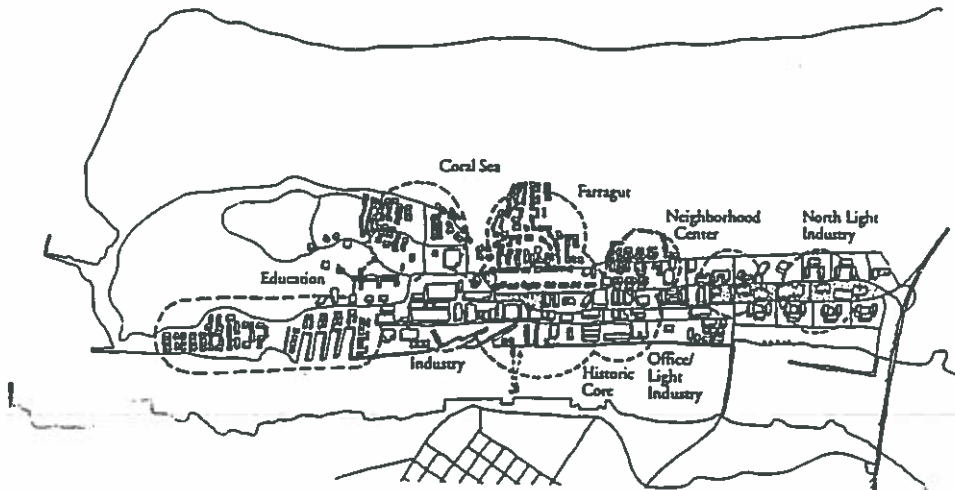
As the foundation for this framework, this Plan includes a series of concepts for access, buildings and places and open space that were established in the Reuse Plan to guide reuse. The following is a summary of these reuse concepts with drawings for illustrative purposes:

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



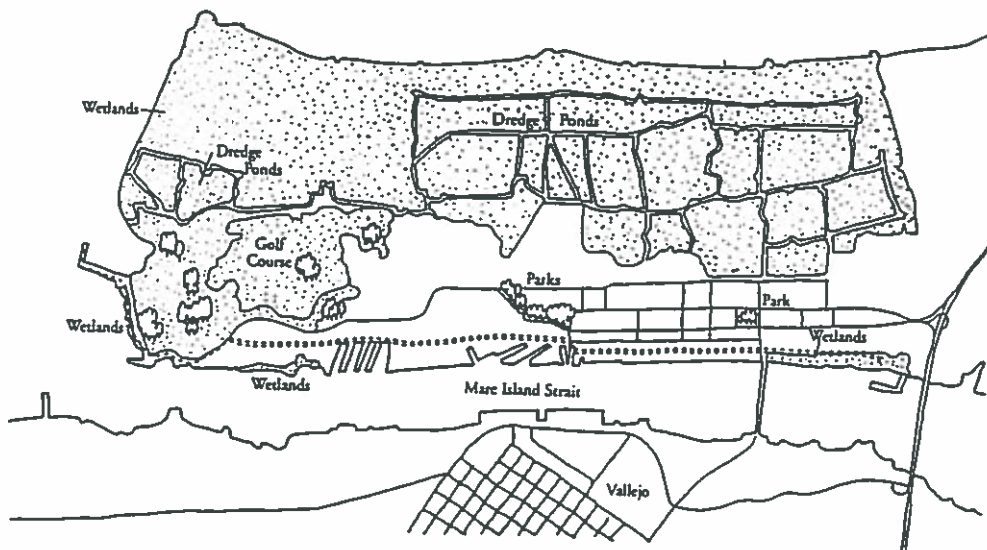
■ **Buildings and Places**

- Mare Island will be a special area of Vallejo comprised of unique pedestrian-scaled districts and neighborhoods.
- The districts and neighborhoods will provide a full range of land uses for the island: employment, residential, commercial, recreation and open space.
- The special heritage of Mare Island which is expressed in its historic buildings and landscaping will be preserved and made accessible to the public.



■ **Open Space**

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



## CHAPTER 2. PLAN BACKGROUND

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### 2.1 Setting

#### ▪ 2.1.1 Regional Location

Mare Island is located on the western edge of the City of Vallejo in southwestern Solano County. It is approximately 30 miles northeast of San Francisco and approximately 60 miles southwest of Sacramento, California's state capital. Mare Island is within easy travel distance of major cities within Solano County (Benicia, Fairfield and Vacaville), and adjoining Napa County (American Canyon and Napa), Contra Costa County (Concord, Martinez and Richmond), Sonoma County (Santa Rosa and Petaluma) and Marin County (San Rafael and Novato).

#### ▪ 2.1.2 Local Setting

Mare Island is located between Mare Island Strait (part of the Napa River) on the east, San Pablo Bay on the west, Carquinez Strait on the south, and Napa Marsh, State Route 37 and San Pablo Bay National Wildlife Refuge on the north. The entire site lies within the incorporated boundaries of the City of Vallejo. The two points of access are from State Route 37, the primary route across the North Bay connecting U.S. Route 101 and Interstate 80, and across the Mare Island Causeway from Tennessee Street, one of Vallejo's main arterials and connections with Interstate 80.

#### ▪ 2.1.3 General Site Characteristics

Mare Island is approximately 3.5 miles long by one mile wide. It has 5,252<sup>1</sup> acres, of which 1,465 acres are dry uplands and 3,787 acres are dredge disposal areas, wetlands and submerged lands. Mare Island is relatively flat ranging in elevation from sea level to 284 feet above sea level at the southern end. As of the end of 1998, the island is developed approximately 960 buildings and other structures with 10.5 million square feet of industrial, office, residential, educational, commercial, recreation, cultural and institutional buildings. There is one large upland open space area, the "Hill" at the southern end of the island, and it is part of the original Mare Island. The Mare Island "complex" also includes the Causeway from the island to Tennessee Street, the off-site Roosevelt Terrace housing complex located on Sacramento Street, Building 513 at the eastern end of the Causeway, and a rail spur which extends from the island and through Vallejo to Broadway, and bulkhead extending from Sandy Beach into Mare Island Strait.

### 2.2 History of Mare Island

#### ▪ 2.2.1 History Prior to Base Realignment and Closure ("BRAC")

There is some evidence that Mare Island was first visited by Native Americans beginning over 2,000 years ago. The first documented European contact with the site occurred in 1775 when it

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<sup>1</sup> This acreage number was revised from the historic number of 5,460 acres for the island. The revision was made to reflect more recent and accurate assessment by the Navy of the amount of submerged lands.

was named "Isla Plana" or Flat Island by the first settlers in the region. General Mariano Vallejo, the Mexican Commandante for Northern California, later renamed the island "Isla de la Yegua" or Mare Island in 1835 supposedly after his white mare fell off a raft and swam to the island. In 1852, Commander John Sloat recommended Mare Island to President Fillmore as the site for the first Pacific naval installation. It was established as such by Commander David Farragut in 1854.

The first ship was launched in 1860, and it was the first of 513 craft built at the island. Most of these were launched during the five years of World War II. The facility also repaired or overhauled 1,227 vessels. Mare Island became one of the busiest shipyards in the world with a peak employment of over 41,000 during this time. In the 1950's, the Navy designated the facility as a building and overhaul yard for submarines, and this was the Shipyard's mission until closure.

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

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

#### ■ 2.2.2 Reuse Process

Since the closure was confirmed in 1993, the City has been actively engaged in reuse. The first step was to implement the conversion process known as the Mare Island Futures Project. This Project had two components. The Legislative Committee was made up of federal, state and local elected officials, and its purpose was to facilitate the timely and efficient conversion. The Work Group was made up of over 50 representatives of labor, business, government, education, environmental organizations, and private citizens with interests in the reuse of Mare Island.

The Work Group had the responsibility for the development of the Reuse Plan with assistance from four sources. The first was from an Advisory Panel from the Urban Land Institute. A group of national real estate and land use professionals with experience in base closures and adaptive reuse analyzed the constraints and opportunities on Mare Island and made recommendations regarding its reuse. The second was a team of consultants for assistance with land use, infrastructure, transportation, market feasibility and fiscal analysis. The third source was from citizen-based resource groups. The fourth source was the community which actively participated in the reuse process through the Work Group's numerous public meetings and community forums. The Reuse Plan was accepted by the City Council in July 1994; this Plan is the Reuse Plan converted to meet state and local requirements for specific plans and planned development master plans.

### 2.3 Relationship to the Vallejo General Plan

The *Vallejo General Plan* has the following goals and policies directly relevant to Mare Island:

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

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

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

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

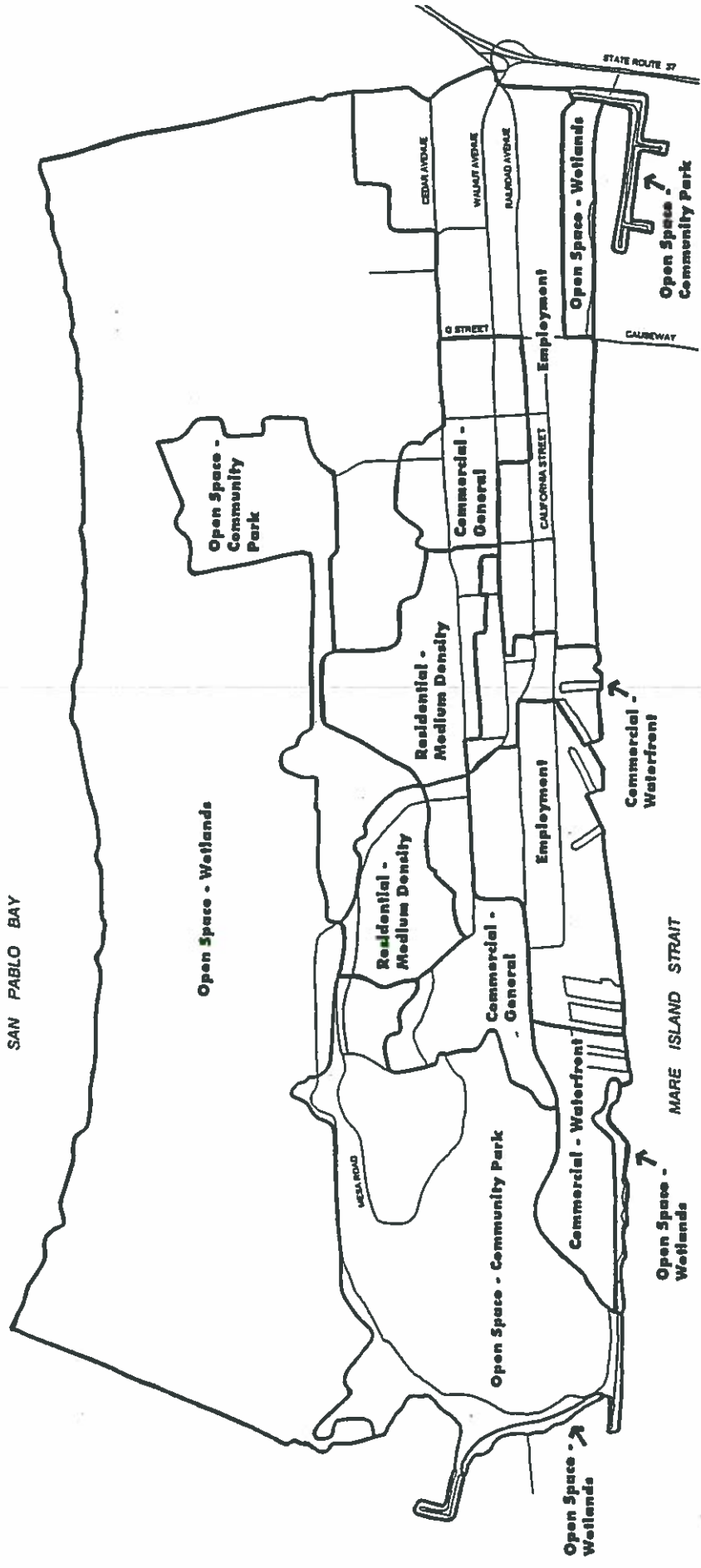
- **Other Services Goal:** To provide an efficient and financially sound system of urban services to protect the health, safety and general welfare of Vallejo area residents.

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

In addition, there are other goals and accompanying policies that are generally relevant to Mare Island. As documented in the *City of Vallejo Findings Related to Approval of the Mare Island Project*, incorporated herein by reference, this Plan is consistent with all relevant goals and policies.

The designations on the Land Use Map of the *Vallejo General Plan* are shown in Figure 2-1 on the following page.

Figure 2-1  
 General Plan Designations for Mare Island



## CHAPTER 3. LAND USE

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This Plan identifies 13 distinctive reuse areas or land use zones on Mare Island, plus wetland and dredge pond areas located on the west side of the island. These areas were defined during the reuse planning process as a vehicle for understanding the complex nature of the Mare Island and "a way of thinking" about its management and reuse. It is also understood that these areas may evolve over time to respond to reuse realities. It is the intent of this Plan to allow limited flexibility in densities, uses and reuse area boundaries. This flexibility is needed to accommodate public and quasi-public uses, respond to future market changes, ensure the City is able to pursue superior reuse and development opportunities, and further the economic development and other goals of this Plan.

This Chapter of the Plan is the policy point of departure for the City to begin focusing on the land use policies and general standards necessary for successful implementation as envisioned in the Reuse Plan. The first section states the land use policies. The second section is a summary with the Land Use Plan for the island by reuse area, the matrix of land use categories by reuse area, and the general description of land use categories and land use types. The last section briefly describes the character of each reuse area with the allowed use types for each area.

### 3.1 Land Use Policies

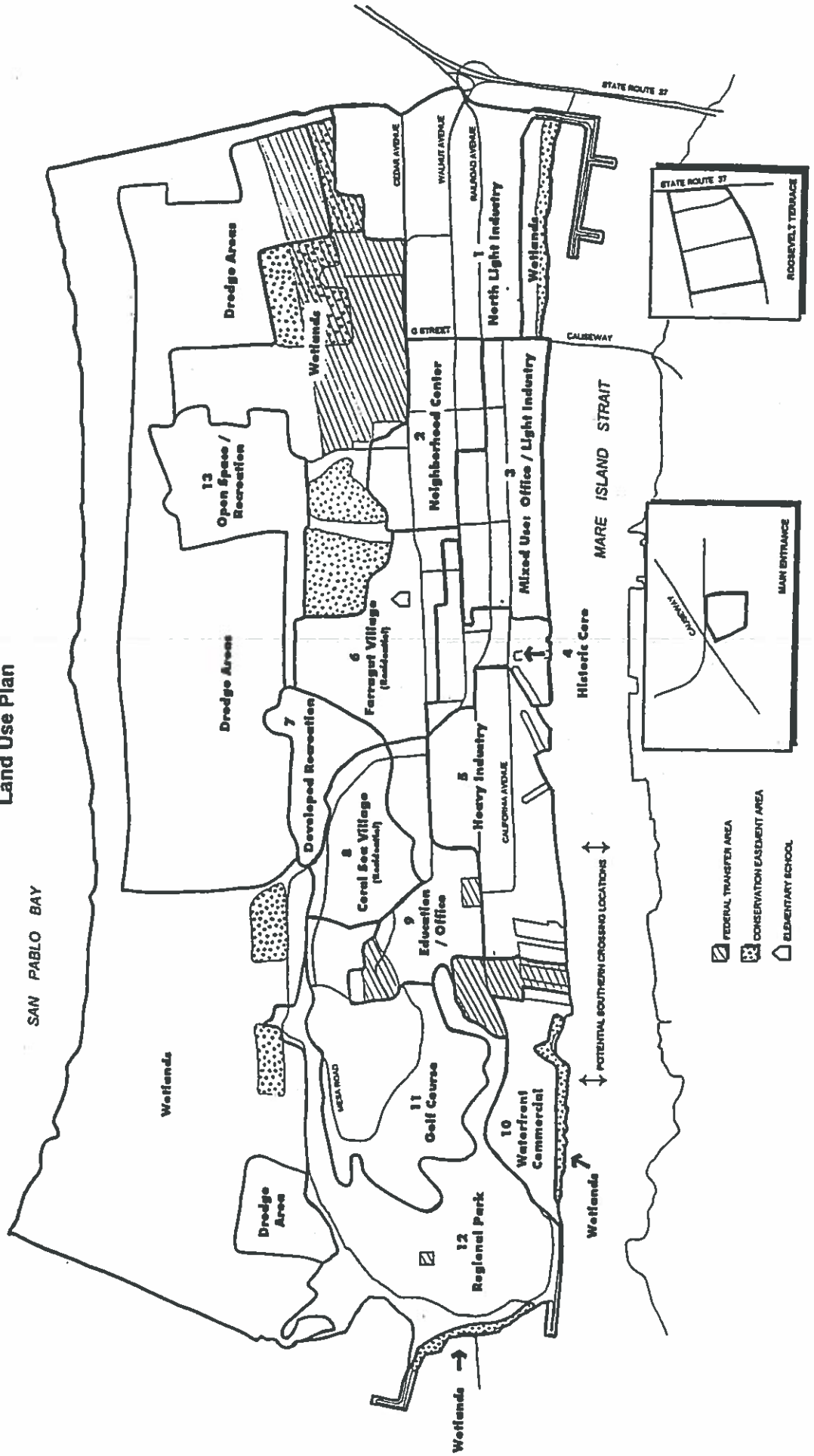
- There shall be a balance of land uses, including industrial, office, commercial, residential, recreational, cultural, educational, open space and habitat conservation, to insure Mare Island is a community where services and resources are available to its residents, workers and visitors.
- The City shall seek to ensure that the island is a financially sustainable community and that revenues are sufficient to provide basic municipal services.
- There will be a strong component of employment-producing land uses on the island to satisfy two needs: one, to replace the jobs that were lost with the closure of the Shipyard, and, two, to ensure a good jobs / housing balance on the island and within Vallejo. Therefore, the number of jobs and the timing for the production of these jobs as established in the Reuse Plan shall be maintained with the development of employment-producing uses.
- To encourage the reuse of the island as a community where people can live and work, live / work uses and home occupations shall be encouraged.
- Uses that attract and support tourism, including tourism related to the natural and contributing historic resources, to the Island and Vallejo shall be encouraged.
- Flexibility in the amount and density of land uses within reuse areas, in the limited transferring of densities and similar land uses between reuse areas, and in the boundaries of reuse areas described in this Plan shall be permitted without amendment of this Plan if the Development Services Director determines that such a change is (1) not significant enough to require additional environmental review and (2) substantially consistent with the intent of this Plan.
- Each reuse area shall have a list of allowed land uses. In the event a use is proposed that is not on this list, the Development Services Director will determine if such use is substantially (1) consistent with the intent of this Plan and (2) compatible with the other uses within the area. If this determination can be made, then the use is allowed.



### 3.2 Land Use Summary

This section includes the overall Land Use Plan (Figure 3-1) and the matrix of land uses by reuse area (Figure 3-2).

Figure 3-1  
Land Use Plan






-  FEDERAL TRANSFER AREA
-  CONSERVATION EASEMENT AREA
-  ELEMENTARY SCHOOL

Figure 3-2: Land Use Matrix

LAND USE	Total Acres	Federal Transfer Acres	Conserv. Easement Acres	Open Space Acres	Developed Recreation Acres	CIVIC Square Feet	Residential Units / Beds	Commercial Square Feet	Office Square Feet	Light Industrial Square Feet	Heavy Industrial Square Feet	Warehouse Square Feet
AREA												
1	182		29	29		18,200	80 / 0	42,100	56,600	569,600		1,285,100
2	85				25	131,200	63 / 45	40,000	234,300			
3	111				8				432,000	680,000		
4	47				7	30,100	25 / 0	5,000				
5	119	7									634,300	
6	107						222 / 0	40,000				
7	48				48							
8	70				4		270 / 0	27,100				
9	101	21			8		50 / 300	1,500	457,500	387,700		
10	84	18	9				750 / 0	20,000				
11	172		11		172			3,000				
12	172	1					8 / 0					
13	82			82								
Weekends	2,865		32	2,865								
Drivage	822	182		760								
R. Terrace	29						350 / 0					
Multi Gate	2								26,200			
Real Spur	24											
TOTALS	8,282	202	81	2,248	272	177,600	1,638 / 345	178,700	1,208,600	2,063,600	634,300	1,285,100

Note: The amount and type of land uses in some areas may be affected by public trust conditions in the future.

### **3.3 Land Use By Reuse Area**

This section first describes the broad land use categories as shown on the matrix. Each category is defined and examples of typical land uses for Mare Island are listed. Each reuse area then is briefly described and the allowed land uses for each area are more defined.

#### **■ 3.3.1 Land Use Categories**

##### **Federal Transfer**

As part of the BRAC disposal process, federal agencies were given the opportunity to request portions of Mare Island be transferred for federal activities. The requests from four agencies were accepted by the Navy, and 207 acres of the island are reserved for the U.S. Army Reserve, U.S. Forest Service, U.S. Fish and Wildlife Service and U.S. Coast Guard. These transfer areas are exempt from local land use authority and not subject to the provisions of this Plan.

##### **Conservation Easement**

Certain undeveloped areas of the island have been determined by the U.S. Fish and Wildlife Service to have significant habitat value. These areas total 81 acres, and they are permanently protected from any level of development.

##### **Open Space**

This category encompasses open space uses that are public or quasi-public. It includes uses that are dedicated to preserving and supporting the permanent open space areas of the Island. Urban uses are limited to those that are compatible with and complementary to the open space or are necessary to support, service and maintain these areas.

##### **Developed Recreation**

This category encompasses recreation uses that are publicly, quasi-publicly or privately operated. These uses provide primarily active recreation activities for residents, workers and visitors of Mare Island, as well as the greater Vallejo community.

##### **Civic**

This category encompasses uses that are public or quasi-public and that provide non-commercial services for the welfare of the Mare Island community and its visitors, as well as the greater Vallejo community.

##### **Residential**

This category includes a variety of residential unit types and densities to meet a broad spectrum of housing needs. The range is from large, detached single family, such as the units along Captains' Row and in the Marine Barracks area, to the attached duplex units in Coral Sea and Farragut Villages.

##### **Commercial**

This use category is the provision of a full range of commercial goods and services primarily to the residents and workers of Mare Island and visitors to the island. These goods and services include retail, financial, personal, entertainment, health and visitor-serving uses.

### Office

This use category includes typical business and professional uses on a scale larger than usually found in commercial areas. These uses are not generally open to individual customers.

### Light Industrial

This use category includes uses that are relatively low intensity and clean in character. They can be conducted entirely in enclosed buildings or in screened outdoor areas and they generate a minimum of truck traffic.

### Heavy Industrial

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

### Warehouse

This category is characterized by uses that generate significant amounts of truck and/or rail traffic required for the distribution of pre-manufactured goods.

### Uses Requiring Major Conditional Use Permits

A few land uses require additional review to ensure operating characteristics do not impact adjacent uses, as in the rest of Vallejo. Major conditional use permits will be required for these uses:

- Religious assembly (except St. Peter's Chapel);
- Off-site alcohol sales;
- On-site alcohol sales (except in bona fide eating establishments).

#### ■ 3.3.2 Area 1 - North Light Industry

This 192-acre area is located between State Route 37 and the North Gate to the north and G Street and the Causeway to the south. Wetlands border the reuse area to the east and wetlands and a dredge disposal area lie to the west. A large pier extends into Mare Island Strait. This reuse area will be developed primarily for light industrial, warehouse and office uses in a contemporary office park. A small commercial area to serve primarily office park users will be located at the entrance. The waterfront promenade will extend the length of the eastern edge of the area on the upland portion, and it will be incorporated into the office park.

*Allowed land uses:*

### Light Industrial

- Research / development: corporate campuses; labs; software development.
- Manufacturing / processing: computer components; small industrial products; bottling.
- Warehouse / distribution: small industrial products; small consumer goods; wine storage and distribution.

- **Media production: special effects; television production studios; printing.**
- **Business services: support uses for light industrial uses.**

**Warehouse**

- **Warehouse / distribution.**

**Heavy Industrial**

- **Recycling / processing: limited to area east of Cedar Avenue with all outdoor areas screened.**

**Office**

- **Business services: larger establishments that provide financial, real estate, legal and support services.**
- **Research / development: corporate campuses; labs; software development.**
- **Media production: offices for television, motion picture, multi-media and print media.**

**Commercial**

- **Retail: stores and shops that sell goods to the general public.**
- **Business services: smaller establishments that provide financial and support services.**
- **Eating establishments: restaurants; fast food; delicatessens; snack bars.**
- **Automotive services: service stations.**
- **Lodging: hotels; motels.**

**Civic**

- **Government services: administrative offices; public safety facilities; maintenance facilities.**
- **Utilities: administrative offices; substations and/or structures; maintenance facilities.**

**Developed Recreation**

- **Parks: picnic areas; playgrounds; grass areas; gardens.**
- **Fishing pier.**

**Residential**

- **Group: dormitory related to other uses on the island.**

### ■ 3.3.3 Area 2 - Neighborhood Center

This 85-acre area is bounded by G Street and the Causeway to the north, 3<sup>rd</sup> Street to the south, Walnut and Railroad Avenues to the east, and wetlands to the west. This reuse area will be developed as a mixed use center providing office, civic, commercial, residential and developed recreation uses. Housing will be extended close to the civic and commercial core and a civic open space area will be centrally located to provide a focus for the residential, civic, office and commercial uses.

#### *Allowed land uses:*

##### Office

- **Business services:** larger establishments that provide financial, real estate, legal, and support services.
- **Research / development:** corporate campuses; labs; software development.
- **Medical services:** labs; group medical offices.
- **Media production:** offices for television, motion picture, multi-media and print media.

##### Civic

- **Government services:** administrative offices; public safety facilities; maintenance facilities.
- **Utilities:** administrative offices; substations and other structures; maintenance facilities.
- **Educational facilities:** preschools; day care centers; college / university extensions.
- **Cultural facilities:** community centers; libraries; museums; art galleries; theaters.
- **Medical:** clinics.
- **Religious assembly:** any gathering place for religious services, meetings and/or events.

##### Residential

- **Multi-family:** attached; zero-lot line; townhouse; condominium.
- **Live / work:** artist studios; one- and two-person professional offices; home occupations.

##### Commercial

- **Retail:** stores and shops that sell goods to the general public.
- **Personal services:** establishments that provide instructional, medical, maintenance and improvement services.
- **Business services:** smaller establishments that provide financial, real estate, legal and support services.
- **Eating establishments:** restaurants; fast food; delicatessens; snack bars.

- Entertainment: theaters; amusement centers; Indoor sports; outdoor sports.
- Automotive services: service stations; light auto repair.

#### Developed Recreation

- Developed recreation: ballfields; tennis courts; swimming pools; gymnasiums.
- Parks: picnic areas; playgrounds; grass areas; gardens.

#### ■ 3.3.4 Area 3 - Mixed Use: Office / Light Industry

This 111-acre reuse area is bounded by G Street and the Causeway to the north, approximately 7<sup>th</sup> and 8<sup>th</sup> Streets to the south, Mare Island Strait to the east, and Railroad and Walnut Avenues to the west. This area will be developed with office and light industry uses with many of these oriented towards the waterfront. The waterfront promenade will continue the length of this area where feasible.

##### *Allowed land uses:*

#### Office

- Business services: larger establishments that provide financial, real estate, legal and support services.
- Research / development: corporate campuses; labs; software development.
- Medical services: clinics; labs; group medical offices.
- Media production: offices for television, motion picture, multi-media and print media.

#### Light Industrial

- Research / development: corporate campuses; labs; software development.
- Manufacturing / processing: computer components; small industrial products; bottling.
- Warehouse / distribution: small industrial products; small consumer goods; wine storage and distribution.
- Media production: special effects; television production studios; printing.
- Business services: support uses for light industrial uses.

#### Civic

- Government services: administrative offices; public safety facilities; maintenance facilities.
- Utilities: administrative offices; substations and/or other structures; maintenance facilities.
- Medical: clinics; hospitals.

### Developed Recreation

- Parks: picnic areas; playgrounds; grass areas; gardens.

#### ■ 3.3.5 Area 4 - Historic Core <sup>2</sup>

This 47-acre area is centrally located on the island. It is bounded by Walnut Avenue and 9<sup>th</sup> and 10<sup>th</sup> Streets on the south, 7<sup>th</sup> and 8<sup>th</sup> Streets on the north, Mare Island Strait on the east, and Oak Avenue on the west. Within this area is the highest concentration of contributing historic structures, including St. Peter's Chapel, Captains' Row and Dry Docks 1 and 2. This area will be reused primarily with visitor-oriented uses. The waterfront promenade will extend along the eastern edge where feasible.

*Allowed land uses:*

### Developed Recreation

- Parks: picnic areas; playgrounds; grass areas; gardens.

### Civic

- Government services: administrative offices.
- Utilities: administrative offices.
- Cultural facilities: community centers; libraries; museums; art galleries; theaters.
- Religious assembly: any gathering place for religious services, meetings and/or events.

### Residential

- Single family / duplex: attached; detached; zero-lot line.
- Multi-family: attached; zero-lot line; townhouse; condominium.
- Live / work: artist studios; one- and two-person professional offices; home occupations.

### Commercial

- Retail: stores and shops that sell goods to the general public.
- Business services: smaller establishments that provide financial, legal, and other services.
- Eating establishments: restaurants; delicatessens; snack bars.
- Lodging: hotels; bed and breakfast inns.

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<sup>2</sup> Area 4 was known as "Historic District" in the Reuse Plan. Its title was changed to avoid confusion with the National Historic Landmark district and the National Register of Historic Places district that are designated on the island.



▪ **3.3.6 Area 5 - Heavy Industry**

This 119-acre area extends from 9<sup>th</sup> Street to the north to 15<sup>th</sup> Street to the south and from Mare Island Strait to the east to Cedar Avenue to the west. This area contains the largest buildings on the Island, two dry docks and several overhead cranes. Industrial uses, both heavy and light, will be the predominant uses within the area. The waterfront promenade will extend along the eastern edge where feasible. Seven acres of the U.S. Army Reserve facility is located at the southern end of the area.

*Allowed land uses:*

Heavy Industrial

- Research / development.
- Manufacturing / processing.
- Warehouse / distribution.
- Media production.
- Business services.
- Construction services.
- Equipment services.

Light Industrial

- Research / development: corporate campuses; labs; software development.
- Manufacturing / processing: computer components; small industrial products; bottling.
- Warehouse / distribution: small industrial products; small consumer goods; wine storage and distribution.
- Media production: special effects; television production studios; printing.
- Business services: support uses for light industrial uses.

▪ **3.3.7 Area 6 - Farragut Village**

This 107-acre area is dominated by residential uses. It is bordered by 3<sup>rd</sup> Street to the north, 12<sup>th</sup> Street to the south, Oak Avenue to the east and dredge disposal areas to the west. Mare Island Elementary School is located within this area. Reuse will continue residential uses with additional residential units and retail uses between 3<sup>rd</sup> and 5<sup>th</sup> Streets.

*Allowed land uses:*

Developed Recreation

- Developed recreation: ballfields; tennis courts; swimming pools; gymnasiums.

- **Parks:** picnic areas; playgrounds; grass areas; gardens.

**Civic**

- **Utilities:** substations.
- **Educational facilities:** public and private schools (K-12); preschools; day care centers.
- **Cultural facilities:** community centers; libraries.
- **Religious assembly:** any gathering place for religious services, meetings and/or events.

**Residential**

- **Single family / duplex:** attached; detached; zero-lot line.
- **Multi-family:** attached; zero-lot line; townhouse; condominium.
- **Live / work:** home occupations.

**Commercial**

- **Retail:** stores and shops that sell goods to the general public.
- **Personal services:** establishments that provide instructional, medical, maintenance, and improvement services.
- **Business services:** smaller establishments that provide financial, real estate, and legal services.
- **Eating establishments:** restaurants; delicatessens; snack bars.
- **Entertainment:** theaters; indoor sports.

■ **3.3.8 Area 7 - Developed Recreation**

This 48-acre area is located west of Mesa Road between the Farragut and Coral Sea Villages. Uses that will be located in this area are those associated with active recreation.

*Allowed land uses:*

**Developed Recreation**

- **Developed recreation:** ballfields; golf courses; stables; tennis courts.
- **Parks:** picnic areas; playgrounds; grass areas; gardens.

**Civic**

- **Utilities:** substations and other structures.

### Commercial

- Eating establishments associated with recreational use: restaurants; snack bars.

#### ■ 3.3.9 Area 8 - Coral Sea Village

This 70-acre area is bounded by Mesa Road to the north and west, Club Drive to the south, and Sulsun Avenue to the east. The area is developed with residential uses and the Marine Barracks and Parade Grounds. Residential uses will continue to predominate with a commercial area.

*Allowed land uses:*

### Developed Recreation

- Developed recreation: ballfields; golf courses; tennis courts; swimming pools.
- Parks: picnic areas; playgrounds; grass areas; gardens.

### Civic

- Utilities: substations.
- Educational facilities: public and private schools (K-12); preschools; day care centers.
- Cultural facilities: community centers; libraries.
- Religious assembly: any gathering place for religious services, meetings and/or events.

### Residential

- Single family / duplex: attached; detached; zero-lot line.
- Multi-family: attached; zero-lot line; townhouse; condominium.
- Live / work: home occupations.

### Commercial

- Retail: stores and shops that sell goods to the general public.
- Personal services: establishments that provide instructional, medical, maintenance and improvement services.
- Business services: smaller establishments that provide financial, real estate, legal and support services.
- Eating establishments: restaurants; delicatessens; snack bars.

#### ■ 3.3.10 Area 9 - Education / Office

This 101-acre area north of the Golf Course, south of 14<sup>th</sup> Street, east of Club Drive and west of Railroad Avenue. This area contains the former Combat Systems Technical School complex,

Officers' Club, Owens Center and Building 866. Reuse of this area will include educational and office uses with associated residential, developed recreation and support uses. Approximately eight acres in the southwestern section of the site is a federal transfer to the U.S. Forest Service for an administrative headquarters. Another 13 acres in the southeastern section of the site is part of the federal transfer to the U.S. Army Reserve.

*Allowed land uses:*

Developed Recreation

- Developed recreation: ballfields; tennis courts; swimming pools; gymnasiums.
- Parks: picnic areas; playgrounds; grass areas; gardens.

Civic

- Government services: administrative offices; public safety facilities; maintenance facilities.
- Utilities: administrative offices; substations.
- Educational facilities: public and private schools (K-12); preschools; day care centers; colleges; universities.
- Cultural facilities: community centers; libraries; theaters.

Residential

- Group: dormitory related to other uses on the Island.

Commercial

- Eating establishments: restaurants; fast food; delicatessens; snack bars.
- Entertainment: theaters.

Office

- Business services: larger establishments that provide financial, real estate, legal and support services.
- Research / development: corporate campuses; labs; software development.
- Medical services: hospitals; labs; group medical offices.
- Media production: offices for television, motion picture, multi-media and print media.

■ **3.3.11 Area 10 - Waterfront Commercial**

This 94-acre area is bounded by 18<sup>th</sup> Street and Piers 22 and 23 to the north, the regional park to the south and west, and wetlands and Mare Island Strait to the east. The wetlands are covered by a 9-acre conservation easement, and will not be developed. Approximately 16 acres of the area are part of the federal transfer to the U.S. Army Reserve. This area will be developed with

higher density residential units and a commercial area. The waterfront promenade will extend along the eastern edge. The northern landing of the Southern Crossing could be developed within this area. The land uses in this area will be subject to public trust conditions if ownership of all or part of this area is transferred to the state.

*Allowed land uses:*

**Developed Recreation**

- Parks: picnic areas; playgrounds; grass areas; gardens.

**Civic**

- Utilities: substations.

**Residential**

- Multi-family: attached; zero-lot line; townhouse; condominium.
- Live / work: artist studios; one- and two-person professional offices; home occupations.

**Commercial**

- Retail: stores and shops that sell goods to the general public.
- Personal services: establishments that provide instructional, medical, maintenance and improvement services.
- Business services: smaller establishments that provide financial, real estate, legal and support services.
- Eating establishments: restaurants; fast food; delicatessens; snack bars.

▪ **3.3.12 Area 11 - Golf Course**

This 172-acre area includes the existing 100-acre nine-hole golf course. The course will be expanded to 18 holes with expansion of existing clubhouse and parking facilities.

*Allowed land uses:*

**Developed Recreation**

- Developed recreation: golf course.

**Civic**

- Government services: administrative offices; public safety facilities; maintenance facilities.
- Utilities: substations; water facilities.

### Commercial

- Retail: shops associated with the golf course.
- Eating establishments associated with the golf course: restaurants; snack bars.

### 3.3.13 Area 12 - Regional Park

This 172-acre area is at the southernmost end of the island, and it includes the "Hill" with the highest elevation of 284 feet above sea level. This area will be a regional park with walking, cycling and equestrian trails. The waterfront promenade will be extended to the park. Also within this area are the Cemetery, six historic houses, an 11-acre conservation easement over the wetlands, Piers 34 and 35, and the one-acre federal transfer area for the U.S. Coast Guard.

*Allowed land uses:*

### Open Space

- Wetlands: wetlands; conservation easements; habitat maintenance; habitat restoration; Interpretative facilities; scientific / educational facilities; trails.
- Eco-recreation / education: interpretative facilities; scientific / educational facilities; trails; staging areas; passive recreation; concessions.

### Developed Recreation

- Developed recreation: stables.
- Parks: picnic areas.

### Civic

- Government services: administrative offices; public safety facilities; maintenance facilities.
- Utilities: substations.
- Cemetery: outdoor interment.

### Residential

- Single family / duplex in existing structures only.

### Commercial

- Eating establishments associated with the regional park: snack bars.

### 3.3.14 Area 13 - Open Space / Recreation

This 92-acre area is located on a landfill site between the dredge ponds and nontidal areas on the north, south and west. To the east are vacant lands. It is accessed via Dump Road, an

extension of A Street. The former industrial waste facility is located at the northern end. This area will remain in open space for recreational purposes.

*Allowed land uses:*

Open Space

- Eco-recreation / education: interpretative facilities; scientific / educational facilities; trails; staging areas; passive recreation; concessions.

Developed Recreation

- Developed recreation: ballfields.
- Parks: picnic areas; playgrounds; grass areas; gardens.

Civic

- Utilities: substations; maintenance facilities.

▪ **3.3.15 Wetlands, Submerged Lands and Dredge Disposal Areas**

This 3,787-acre area is primarily the western half of the island, but it also includes the water areas along the eastern and southern sides of the island. The wetlands and submerged lands total approximately 2,865 acres and the dredge disposal areas total approximately 922 acres. There are ten active ponds and six inactive ponds. A federal transfer of 162 acres and Building 505 are for the U.S. Fish and Wildlife Service for an extension of the San Pablo Wildlife Refuge and an interpretive center.

*Allowed land uses:*

Open Space

- Wetlands: wetlands; conservation easements; habitat maintenance; habitat restoration; interpretative facilities; scientific / educational facilities; trails.
- Dredge ponds: dredge ponds; pond maintenance facilities; interpretative facilities; scientific / educational facilities; trails.
- Eco-recreation / education: interpretative facilities; scientific / educational facilities; trails; staging areas; passive recreation; concessions.

▪ **3.3.16 Roosevelt Terrace**

This 29-acre area is developed with 600 units of World War II-era multi-family units. Up to half of these units will be removed through combining units and/or eliminating buildings. Additional parking and landscaping will be provided.

*Allowed land uses:*

Residential

- Single family / duplex: attached; detached; zero-lot line.
- Multi-family: attached; zero-lot line; townhouse; condominium.
- Live / work: home occupations.

■ **3.3.17 Main Entrance**

This 2-acre area is located adjacent to the eastern end of the Causeway and developed with the former badge and employment office for the island and associated parking. It will be developed with an office or similar commercial use. There may be some opportunity for developed recreation uses as well.

*Allowed land uses:*

Civic

- Government services: administrative offices; public safety facilities.
- Utilities: administrative offices.
- Educational facilities: public and private schools (K-12); preschools; day care centers; colleges; universities.

Commercial

- Business services: smaller establishments that provide financial, real estate, legal, and support services.

Office

- Business services: larger establishments that provide financial, real estate, legal, and support services.
- Research / development: labs; software development.
- Medical services: labs; group medical offices.
- Media production: offices for television, motion picture, multi-media and print media.

Developed Recreation

- Parks: picnic areas; playgrounds; grass areas; gardens.

■ **3.3.18 Railroad Spur**

The on-island rail system extends across the Causeway through Vallejo to the intersection of Sereno Drive and Broadway. The spur will continued to be used for rail traffic.



### **3.4 Accessory and Temporary Uses**

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

## CHAPTER 4. URBAN DESIGN

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The purposes of this Chapter are twofold and are consistent with the Intent of the Reuse Plan. The first is to establish the general policies and development standards related to urban design to guide and facilitate reuse and development. These elements include: site design; architecture; landscaping and fencing; signage; and street furniture and public art. The second is to build on the opportunities on the island to create an exciting community out of the existing development and environment. These opportunities are the Island's historic character, variety of open spaces, diversity of landscaping and lack of commercialism.

### 4.1 Urban Design Policies

- The overall theme for the island shall be one that looks forward to the 21st century with the best of contemporary urban design and architecture while respecting the architectural heritage of the island and its unique natural resources.
- Based on historic land use patterns and the existing development on the island, such as industrial uses adjacent to industrial uses, mixed uses shall be acceptable with adequate buffering. In areas of existing development or because of constrained sites, this buffering does not have to be achieved through distance between uses; it can be achieved through innovative urban design.
- Mare Island has over 500 buildings, structures and landscaped areas which have historic significance. These resources shall be considered during project planning as required in Chapter 16.38, Part II, "Mare Island Amendment", of the *Vallejo Municipal Code*, including the future provisions the *Project Guidelines for Mare Island's Contributing Resources* that will be prepared and incorporated into this Plan.
- Development in proximity to Mare Island Strait, Carquinez Strait and San Pablo Bay shall take advantage of its proximity to the water through site and architectural design. Urban development in proximity to Mare Island Strait shall consider how it is viewed from across the Strait along Vallejo's eastern waterfront. The reuse and/or development of the Island's waterfront shall compliment the development of Vallejo's waterfront on the eastern side of the Strait.
- Development at the North Gate, at either end of the Causeway, and at the terminus of the Southern Crossing shall create strong entrance statements to the island.
- As places of living, the residential areas will be a varied, eclectic group of neighborhoods with a broad spectrum of housing types and densities building on the distinctive character of the island's existing varied residential areas. Higher densities are encouraged. The patterns of streets and alleys and the provision of pedestrian, bicycle and transit movement shall facilitate more traditionally designed places to live.
- Development standards for Roosevelt Terrace shall be determined through the unit plan process since it is physically separate from Mare Island. These standards shall be based on compatibility with and enhancement of the surrounding neighborhood.

## **4.2 Site Design**

Because of Mare Island Naval Shipyard's long history and because of its spurts of rapid and intense growth during World Wars I and II and the Cold War, the island developed haphazardly. Some areas are carefully laid out in a defined pattern with open spaces and parking areas, such as around Captains' Row and In Farragut and Coral Sea Villages. Certain buildings, such as Rodman Center, are sited well with the parking integrated with the building entrance and the use of formal landscaped space to define the entrance. Other areas have a hodge-podge of buildings packed together with no adjacent parking or setbacks from the narrow streets, such as within the former Controlled Industrial Area. These varying levels of development intensity, however, provide the Island with much of its character.

The site design requirements for reuse and/or development projects will be determined through the unit plan process. The standards that will be used to make this determination include, but are not limited to:

- Compatibility with existing development on and adjacent to the adjacent project site;
- Provision of adequate parking, landscaping and open space, where feasible;
- Provision of adequate physical and/or visual buffering between land uses; and
- Use of innovative reuse and/or development techniques.

## **4.3 Architecture**

The architecture on Mare Island is varied and represents over 130 years of architectural styles and movements. Along with these distinctive historic styles, there is a large number of buildings and structures that can be considered "utilitarian" in their styling. These were constructed from the early 1900's through the 1980's, and they are simple in design and materials. Their simplicity also established the character of the island. There are a few good examples of contemporary architecture that make strong visual statements while complimenting their older neighbors.

Two of the most outstanding elements that go far in defining the look of Mare Island are the use of color and the exaggerated industrial look of the buildings in the older industrial areas. The range of colors is very distinctive because of the lack of colors commonly used for advertising purposes. The industrial look of Areas 3 and 5 is emphasized by the industrial details on the buildings. Exposed mechanical systems on the exterior walls, multiple oversized vents on the roofs, skylights with wire glass, and corrugated metal roofs all contribute to this look.

### **4.3.1 Standards for Existing Buildings**

- Additions and/or alterations to contributing resources shall comply with the provisions of Chapter 16.38, Part II, of the *Vallejo Municipal Code*.
- Additions and/or alterations to non-contributing buildings shall be consistent with the mass, scale, architectural style, materials and details of the existing structure and shall not detract from the character of any adjacent contributing structures or areas.
- Original colors shall be maintained unless it can be demonstrated that a new color scheme is more consistent with the island's palette, particularly in the adjacent area.

#### ■ 4.3.2 Standards for New Buildings

- High quality contemporary architecture is expected on Mare Island for new construction. However, this contemporary architecture shall "echo" one of the existing architectural styles to maintain the overall character of the island. "Echoing" can be achieved in a variety of ways, including the use of similar materials, using some of the industrial elements found on the older industrial buildings, repeating the rhythm and styles of windows and doors, adding details that are reminiscent of a particular style, or using the same type of roof.
- New buildings adjacent to contributing resources shall complement the character of these properties and provide a smooth transition in the streetscape consistent with Chapter 16.38, Part II, of the *Vallejo Municipal Code*.

#### 4.4 Landscaping and Fencing

Most of Mare Island has existing vegetation which falls into one of two general categories: "natural" and "urban". "Natural" vegetation includes the following types of habitats:

- Wetlands (salt marsh, brackish marsh, and diked marsh) along the western side of island, at the southern tip, and along Mare Island Strait near the southern end and north of the Causeway.
- Non-native grasslands that are at the southern end of the island primarily on the "Hill";
- Northern coastal scrub along the steep, south-facing slope at the southern end of the island;
- Coast live oak woodlands are located near the summit of the "Hill".

"Urban" vegetation includes the landscaped areas within the developed portion of the island. Most of this landscaping has been in place for many years, and many of the areas are considered contributing historic resources. The largest of these areas is Alden Park in the Historic District. Alden Park contains a variety of exotic trees brought to the shipyard throughout the past century by naval vessels. Other significant landscaped areas include: Chapel Park; Farragut Plaza; Officers' Row; Maine Parade Grounds; around the Marine Officer's Quarters (M-1); around the Hospital complex; Clubhouse Drive Park; the palm trees on Cedar Avenue; the Cemetery; the area around the historic quarters at the southern end of the Island. The urban vegetation outside these historic areas is very distinctive as well. Palm trees and eucalyptus trees dominate the landscape and streetscape.

There are basically five types of fencing (which includes fencing and walls) on Mare Island. The predominant type is chain link fencing topped with barbed wire. Another type is chain link fencing in the rear yards of most of the residential units on the island. The third type is the rural fencing at the southern end of the island that was used mainly for containing cattle on the "Hill". It consists of wood posts and barbed wire. The fourth type is more visual than functional. Several areas of the island have metal posts that are connected with lengths of metal chain. There are also one-of-a-kind fencing styles, such as the picket fence around the Cemetery and the decorative concrete wall that support the signage for the Combat Systems Technical Schools Command.

#### ■ 4.4.1 Standards for Existing Landscaping

- Wetlands shall be preserved and protected.

- Natural upland vegetation shall be preserved and protected to the extent practicable to maintain the character of the southern end of the island.
  - Urban vegetation areas that are considered contributing resources shall be subject to Chapter 16.38, Part II, of the *Vallejo Municipal Code*.
  - Other urban vegetation areas shall be preserved where practicable and incorporated into new landscaping.
- **4.4.2 Standards for New Landscaping**
  - New landscaping shall be required with all projects requiring unit plan approval. The amount of required landscaping shall be determined through the unit plan process in relationship to the overall project being considered. However, required landscaping will include, depending on location, street trees, landscaping around buildings and parking lots and site boundary landscaping.
  - All new landscaping shall reflect the existing urban landscaping on the island, particularly the historic landscaping by using similar or compatible species and similar patterns and proportions of lawn, shrubs and trees.
  - Except in Area 1, existing significant vistas and view corridors to Mare Island Strait, Carquinez Strait, San Pablo Bay and/or San Pablo National Wildlife Refuge shall not be substantially impaired while recognizing the importance of street landscaping. In Area 1, new vistas and view corridors shall be created through building placement and the use of landscaping.
- **4.4.3 Landscape Maintenance**

All existing and new landscaping shall be maintained in a neat, clean and healthy condition. This shall include pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants with in-kind plants when necessary and the regular watering of all plants.
- **4.4.4 Standards for Existing Fencing**
  - Existing fencing shall be reviewed as part of the unit plan process for reuse and/or development projects. The review shall consider the need for the existing fencing in the project in terms of security, separation of uses, and/or screening of unattractive activities. If it is determined that the existing fencing needs rehabilitation, modification or removal, such requirements shall be made part of the unit plan process.
  - Existing barbed wire, razor wire, or similar material shall be removed as the site on which the fencing is located is reused or developed. The City may remove existing fencing not associated with any project when it is determined the screening serves no purpose.
- **4.4.5 Standard for New Fencing**
  - New screening may be required for reuse or redevelopment projects requiring unit plan approval. The type, design, height, and location of required fencing and fencing that is

requested as part of a unit plan application shall be determined in context of the project. Criteria such as security, screening, separation of uses, sight distance limitation and other potential traffic hazards, view blockage and aesthetics will be used in making this determination.

#### **4.5 Signage**

One of the most striking things about Mare Island is the lack of signage. It is a unique experience to travel around the island, through industrial and commercial areas, and not see commercial-type signage. There are small signs that identify the former military uses of buildings; however, most of these have been removed as the Navy and its tenants reduce their presence. Almost all buildings have the numbers assigned by the Navy.

##### **4.5.1 Standards for Existing Signage**

Existing signs shall not be removed from any building or area of the island or altered unless such removal or alteration is approved by the City. For a sign to be removed or altered, it must meet the following criteria:

- The sign does not contribute to the historic character of the building or the area.
- The sign is irrelevant to the present or proposed use of the building or area. Examples of this criteria include signs that identify a former tenant or use or that refer to the prior caretaker status of the building.
- The sign is not the building number or area identification sign, unless it will be replaced with an in-kind sign.
- The sign's removal or alteration will not irreversibly damage the building or area. Any damage to a building or area resulting from the removal or alteration of a sign shall be repaired immediately by the tenant to meet the City's approval. Any alteration required to remove a sign must meet the City's approval.
- The altered sign meets the standards in Section 4.5.2 below.

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

##### **4.5.2 Standards for New Signage**

A unified sign program will be developed for all new signage on the Island. This program shall be consistent with the general standards listed below. Until this program is approved, all new signage shall comply with interim sign standards developed by the Development Services Director (Appendix 2).

- The purposes of signage on Mare Island are to direct traffic to buildings and areas and to identify buildings and areas. Signs shall not advertise products or services unless the product or service is part of a business' name.

- Individual sign programs shall be required for reuse and/or development projects of more than one building or structure.
- The sign copy on an individual sign face shall be limited to the name of the business, the street address and/or building number, and two design features, such as logos, figures or symbols.
- All signs shall respect the architectural character of Mare Island.
- Signs shall be compatible with the building to which they are attached. Size, height, location and material shall strongly relate to building design and style. Colors shall be compatible with the building's colors.
- Signs shall comply with all applicable requirements of the Building Division.

#### **4.6 Street Furniture and Public Art**

Street furniture can include any or all of the following:

- |                    |                      |
|--------------------|----------------------|
| ▫ Street lights    | ▫ Trash receptacles  |
| ▫ Utility poles    | ▫ Drinking fountains |
| ▫ Transit shelters | ▫ Phone booths       |
| ▫ Benches          | ▫ Planters           |
| ▫ Bicycle racks    | ▫ Street signs       |
| ▫ Parking meters   | ▫ Newspaper racks    |

All of these elements can be found on Mare Island. They are either completely utilitarian and lacking any distinctive design, or they are characteristic of the design styles of their time. For example, there are several types of street lights on the island. There are the basic, utilitarian aluminum standards with extended arms that could be found throughout Vallejo and other communities. There are also several distinctive types of lights, such as those around Alden Park and Captains' Row with their Victorian influence and those near 13th Street and Cedar Avenue with their Streamline Modern look.

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

##### **4.6.1 Standards for Street Furniture**

- Existing street lights that have a distinctive character shall be retained where feasible.
- In all reuse and/or development projects, well-designed street furniture shall be required to provide amenities for the users of the projects. The type, location, and intensity of furniture shall be determined through the unit plan process.
- Bicycle racks are encouraged for all non-residential uses. They may be required through the unit plan process for certain reuse and/or development projects when it is determined that the use of bicycles is feasible and will lessen parking demands.

- **4.6.2 Standards for Public Art**

- Public art is encouraged for all uses. The City will grant a density bonus or reduction in measurable standards when public art is incorporated into a reuse and/or development project. The amount of the bonus or reduction will be determined through the unit plan process based on the type and intensity of the land use and the extent of the project's public art program.

#### **4.7 Island Entrances**

There are currently two entrances to the island: the Causeway and the North Gate. A third, the Southern Crossing, is proposed for the long-term future. These entrances form the first impressions of the island, and their urban design will play an important role in the marketing of the island in the short-term and in establishing the vision of the island in the long-term. The City will require reuse and/or development projects at each entrance to address the urban design of the entrance as a component of the projects.

#### **4.8 Waterfront**

One of Mare Island's greatest assets is its waterfront along Mare Island Strait and Carquinez Strait. It provides opportunities for a variety of experiences based on the character and amount of the development to the west and the type of habitat to the east. The following are brief conditions in each of the reuse areas and what is envisioned generally for the future. Specific details about the reuse and enhancement of the waterfront will be developed through an overall plan prepared for the waterfront that will be submitted to the San Francisco Bay Conservation and Development Commission for approval.

- **Area 1 (North Light Industry)**

At the far northern end, between the pier and the Causeway, there are wetlands to the east with a habitat conservation area. There will be public promenade running the length of the area between the wetlands and the light industrial and office uses. This public access will connect the pedestrian access points onto the pier and the Causeway. The type and intensity of promenade adjacent to the wetlands will be designed based on consultation with the natural resources agencies. New development will be sited to take advantage of the waterfront by providing view and access corridors and by orientation of buildings.

- **Area 3 (Office / Light Industry)**

This section of the waterfront is industrial in nature. The public promenade will be continued along the Strait through this area where it is not in conflict with industrial uses or other uses incompatible with public access.

- **Area 4 (Historic Core)**

This part of the waterfront is the most intensely developed section as well as the most historic. Building Ways 1 and 2, Dry Docks 1 and 2, and Berths 10 through 12 dominate this section with numerous support buildings right up to the edge of the seawall. Because of the number of large structures immediately along the waterfront, public access will be more circuitous with the promenade going around the buildings ways and dry docks. Since the intent of this reuse area is



to retain these structures as examples of past activities on the island, it will be desirable to route the promenade adjacent to the structures. This area will be pedestrian-oriented, and the waterfront promenade will link with other island-pedestrian routes through the area.

- **Area 5 (Heavy Industry)**

In this area are Dry Docks 3 and 4, Building Ways 3, Berths 13 through 20, and Piers 21 and 22 along the waterfront edge. Most of the buildings are set back with the area closest to the Strait formerly used for lay down of industrial supplies and products. Industrial activities will continue in this area, and many of these will be heavy uses that include manufacturing. Public access along the waterfront in this area will be incompatible with these uses, and it will be routed from the Historic Core south on Cedar Avenue to 14th Street and along Railroad Avenue as far as the U.S. Army Reserve Facility. Future development in this area may continue to look as it does now or it may be redeveloped. In this latter situation, the relationship between the development and the waterfront will be determined through the unit plan process with the goal of providing as much public access as is practicable.

- **Area 10 (Waterfront Residential)**

Public access along the waterfront in this area is uncertain. The development of the U.S. Army Reserve facility may preclude direct access. It will be developed through the unit plan process.

- **Area 12 (Regional Park)**

This area is at the far southern end of the island, and it marks the transition between the Mare Island Strait and Carquinez Strait. The waterfront edge is partially unimproved and partially improved with a seawall leading to Pier 34. The toe of the "Hill" runs very close to the waterfront in this section except for the small valley in which the historic ammunition magazines are clustered. Historic housing looks down on the waterfront from the "Hill". Because this area will be developed with recreation and open space uses, public access along this section of the waterfront is likely. Since the ammunition magazines will probably remain as contributing resources, pedestrian access will be extended landward. There may also be opportunities for pedestrian access to go up the slope from the waterfront to the housing and into the rest of the open space area.

## CHAPTER 5. TRANSPORTATION

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The ability of local and regional transportation facilities, systems and services to accommodate travel demand play a significant and integral role in the reuse of Mare Island. Existing transportation facilities on and off the island could constrain reuse and development by not providing acceptable levels of convenience for various land use types. However, the island's position in the Bay Area transportation system, with the ferries and highway and rail access, and the planned on- and off-island improvements will overcome any constraints. This section of the Plan focuses on the transportation issues related to reuse as well as the transportation improvements that are required to serve the Island through its conversion to civilian uses. The transportation systems that serve the island are streets, transit, bicycles and pedestrians, trucks and rail, aviation and barge. Additional details about the existing systems are found in the Final EIS/EIR on pages 3-123 through 3-145.

### 5.1 Streets

Mare Island is strategically located in the North San Francisco Bay Area within the Interstate 80 corridor. Access to the island is achieved through two entrances: the North Gate off State Route 37; and the Main Gate, at the intersection of Tennessee Street, Wilson Avenue, and Mare Island Way. Traffic through the Main Gate access the island itself across the Causeway, which includes a drawbridge section.

Internal circulation is provided on four north-south major streets, California, Railroad, Walnut, and Cedar Avenues, and one east-west major street, G Street. The latter connects with the Main Gate via the Causeway. Walnut Avenue connects directly with the North Gate. Some of the streets are one-way or have three lanes with reversible middle lanes. The collector system consists of shorter segments, as do the residential and alley systems. There are 8.8 miles of arterial streets and 5.8 miles of collector streets. There are six signalized intersections.

Parking on Mare Island consists of on-street spaces, formal surfaced parking lots, and informal parking. There are 8,500 spaces in the formal off-street lots. There is limited parking within the former Controlled Industrial Area (portions of Areas 3, 4, and 5).

Most of the existing street system will be improved on a phased basis. These improvements include existing streets, new roads and construction of signalized intersections. New and upgraded collectors and arterials will be constructed with bike lanes. All new and upgraded streets will have curbs, gutters and sidewalks. Crosswalks will be provided at all intersections and mid-block where needed, and all signalized intersections will have pedestrian and bicycle-activated signals. Figure 5-1 below lists the transportation improvements and Figure 5-2 illustrates their locations that are proposed at this time. However, as reuse and development projects are implemented, these improvements may change as part of these projects. Streets may be realigned or removed to improve access and circulation.

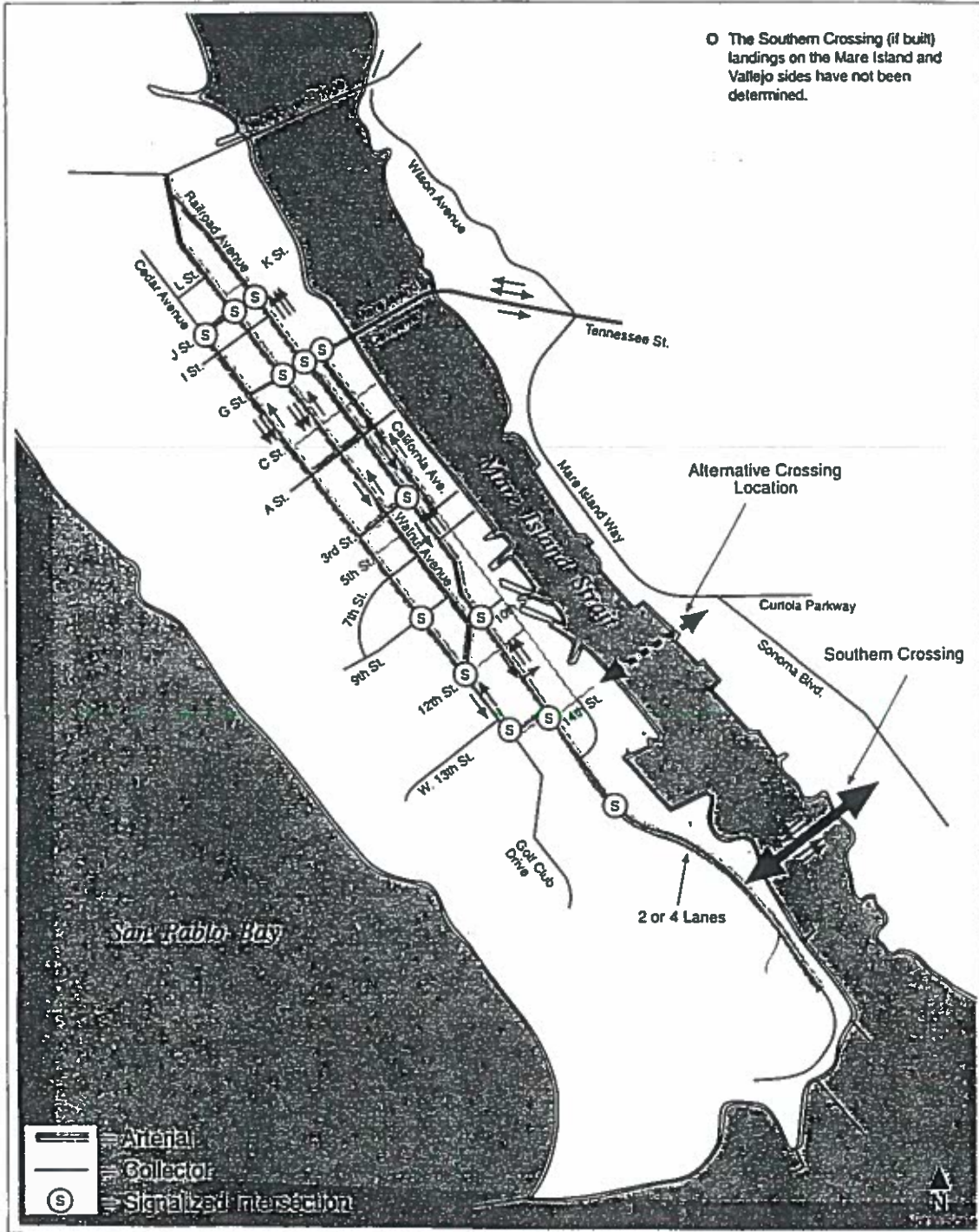
Figure 5-1

Mare Island Street System Improvements

Facility	Facility Improvements
North Gate	Reconfigure approach to include three inbound and outbound lanes.
Causeway	Retain reversible operation.
Southern Crossing	Construct four- to six-lane bridge over the Mare Island Strait towards the southern end of the island.
Island arterials and collectors	Provide new traffic controls and directional and other informational signage.
Traffic signals	Install new traffic signals when warrants are met.
Railroad, Walnut and Cedar Avenues	Widen, realign and/or upgrade in the developed portions of the island.
Existing collectors	Upgrade in the developed portions of the island.
Local service roads	Construct about four miles of new collectors.
Existing parking lots	Upgrade signing and striping at existing lots.
New parking lots	Construct approximately 3,300 new parking spaces.

Figure 5 - 2

Mare Island Street System Improvements



## **5.2 Transit**

No public transit currently serves Mare Island. Regional and local routes provide access to the Main Gate area. The City's ferry between Vallejo and San Francisco departs and arrives directly opposite Mare Island.

Mare Island will be incorporated into the Vallejo and regional public transit system. Shuttle service via bus and/or ferry service between Vallejo and Mare Island is proposed. A transit center and transit service on-island is also proposed. As street improvements are made, bus turnouts will be incorporated into the design, and rights-of-way will be reserved for potential light rail service. Shelters and benches will be provided at transit stops.

## **5.3 Bicycles and Pedestrians**

Bicycles were a unique part of Mare Island transportation system before closure. In the 1980's, there were approximately 3,400 government-owned bicycles on the island used by the workers. Bicycles historically have facilitated movement in the densely developed central part of the island. There are 1.6 miles of bike lanes and paths, about half of which meet Caltrans' standards.

There are 8.3 miles of sidewalks on the island, translating into about 24 percent of the street system. Sidewalks are provided on at least one side of all residential streets and on many of the central island streets. The Causeway provides a sidewalk into Vallejo. Pedestrian-activated signals and crosswalks are well developed.

The pedestrian and bicycle system is part of the traffic mitigation program for the island to minimize auto traffic and required roadway capacity. Two key components of this system are bicycle and pedestrian facilities, capitalizing on the unique conditions imposed by the island itself and the history of bicycle usage on the island. Ideally, residents would be able to walk or ride a bike to work and for shopping purposes.

There will be a waterfront promenade the entire length of the island along Mare Island Strait, except where public access will conflict with waterfront industrial activities. A pedestrian-bicycle corridor is proposed for Walnut Avenue between G Street and Cedar Avenue to serve as the pedestrian link between the promenade, Neighborhood Center and Historic Core. Trails will connect the ferry terminus with on-island routes. Pedestrian circulation will be established along Railroad Avenue and the waterfront promenade. In the Regional Park, walking, cycling, and equestrian trails will be linked to other areas on the island.

## **5.4 Trucks and Rail**

Goods are shipped to Mare Island via trucks and trains. Truck routes to the Island follow the primary access routes through Vallejo to both island entrances, although prior to closure most deliveries used the Main Gate due to security requirements. The railroad line, which includes a one-mile off-site segment between the eastern end of the Causeway and Broadway in Vallejo, consists of about 22 miles of active track and 24 miles of inactive track. The line crosses the Causeway.

As Mare Island develops, the large amounts of land designated for industrial type uses may generate a demand for freight shipments via rail. Given the good condition of the rail system, it can be used as an incentive for business to locate to the area, and, as such, consideration should be given to its continued use. However, the main shortcoming of the system is the absence of warning and safety devices at numerous street crossings.

A review of rail and street crossing indicated that there are up to 35 locations that require some form of crossing protection. In many cases, the addition of crossing signs and flashing lights would be considered adequate improvements to the system; however, there are five intersections that may require flashing signals and gates.

#### **5.5 Barges**

Access to Mare Island Strait, Carquinez Strait, the Sacramento Delta and San Francisco Bay make the use of barges a component of Mare Island's transportation system. There are piers, berths, and the sea wall along the industrial areas that facilitate this mode of transportation.

#### **5.6 Aviation**

Prior to closure there were two helicopter landing sites. One was on the Marine Parade Grounds and the other was on a converted parking lot on Walnut Avenue in Area 1. According to the Federal Aviation Administration ("FAA"), there are no specific barriers to civilian use of these sites; however, FAA approval will be required prior to civilian reuse.

#### **5.7 Off-Island Improvements**

This Plan anticipates the planned Improvements to State Route 37 and Wilson Avenue / Mare Island Way as approved by the City. Tennessee Street will be improved operationally. These improvements will facilitate access to the Island at the North Gate and over the Causeway. To further improve access, it is proposed to construct a southern crossing towards the southern end of the island over Mare Island Strait. The location of the crossing is undetermined, but the intent is to provide a connection between the island and Interstates 80 and 780. If a southern crossing is infeasible, then alternative off-island improvements will be needed to accommodate reuse of the island.

## CHAPTER 6. INFRASTRUCTURE

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Prior to closure, operations at Mare Island were supported by a complex utility infrastructure. Many of the existing systems will be needed to support reuse. The City has reviewed the condition and capacity of the existing systems on the island, as well as the capital improvement requirements and expected annual operations and maintenance costs for each system. These investigations have been prioritized based on the classifications described below.

"Essential" systems are absolutely necessary for reuse. These include: potable water; sanitary sewer; storm water; electric; gas; and telephone. They have been evaluated in detail to determine system capacity and condition and to identify deficiencies related to build-out. A capital improvement plan has been formulated to correct deficiencies associated with insufficient capacity, failed components or non-conformance with civilian standards for the particular system. This plan is included in the *Mare Island Utilities, Operations, Maintenance and Capital Improvement Plan*, dated July 1997, incorporated herein by reference.

"Alternate" systems, many of which were specialized for shipyard operations, have an uncertain reuse potential. These systems include: pure water; salt water; industrial wastewater; dredge lines; dry dock flood and drain; steam; hot water; compressed air; and fuel oil. Their future use will be dependent on the market demand and the cost of service within the reuse framework.

The two types of systems are described below. More detailed descriptions are in the Final EIS/EIR on pages 3-162 through 3-177.

### 6.1 Water

The City provides potable water to the Island through two transmission mains: one crosses the southern end of Mare Island Strait and other is suspended from the Causeway and connects to the pump station at G Street and California Avenue. The system consists of approximately 62 miles of distribution piping, three active water storage tanks, five booster pumps, water meters, backflow prevention devices and valves and hydrants. The total system delivery capacity is 6.2 million gallons per day ("mgd"). Prior to closure, the water demand was 2.3 mgd during the winter months to 3.3 mgd during the summer months.

Several specific capital improvements have been identified as required to bring the system to City standards. While the timing of these improvements will largely be driven by the level of development activity, some of the major improvements will be required early in the reuse process. These improvements are:

- Construct a new 5.7 MG storage tank to provide adequate water storage for domestic and fire demands, and remove three tanks along with their pump stations and the Causeway pump station.
- Install new water service meters.
- Replace existing water mains, and install additional mains.
- Install backflow devices.
- Replace gate valves.

## **6.2 Sanitary Sewer**

Vallejo Sanitation and Flood Control District ("VSFCD") provides sanitary sewer service to the island. The wastewater is not treated on-site. It is collected by gravity sewers and lift stations throughout the island and pumped through a main that runs along the Causeway to the VSFCD north Interceptor to the wastewater treatment plant located on Ryder Street in South Vallejo. The sanitary system consists of 36 pump stations and an emergency generation station. The main trunk sewer, which serves the entire island, is in Railroad Avenue. The service agreement between the Navy and VSFCD allowed a total volume of 2.5 million gallons at a peak maximum daily flow rate of 6.5 mgd. Prior to closure the average daily flow of sanitary sewage was 1.5 mgd. During the rainy season the peak flow exceeded the 7.5 mgd capacity.

Although the sanitary sewer system is currently functional, it is in very poor condition with a significant inflow and infiltration problem which will require substantial replacement of the system. These improvements will largely be driven by the phased transition of the island to private market uses. The short-term improvements include the following projects:

- Eliminate one lift station at the far north end of the island, and replace it with a gravity main. This will require additional sewer line to isolate an area of high inflow and infiltration.
- Replace existing mains and manholes, and install additional mains and manholes.
- Remove unnecessary pump stations, and upgrade the remaining stations..

## **6.3 Storm Water**

VSFCD provides storm water service to the island. The collection and disposal system collects surface water runoff and conveys the water to the Mare Island Strait through outfall pipes at about 65 locations. The storm water system consists of a network of catch basins, pipes, manholes, pump stations and outfalls with flapper valves. The capacity of the system varies depending on the tidal stage in Mare Island Strait.

The improvements associated with cross connection problems have been included with the sanitary wastewater above. Improvements for the storm drain system focus on compliance with environmental regulations regarding control of storm runoff. The following modifications will be required:

- Remove some pump stations, and repair pumps in remaining stations.
- Add channels, collectors, trunk lines and manholes.

## **6.4 Electric**

Electrical power is provided currently to Mare Island by Island Energy under a contract with the Navy. Power is distributed throughout the island from the main substation by a series of loops connecting a network of switch stations and substations. The overall system uses a network configuration, utilizing multiple feeds to all substations for reliability and flexibility. The existing system can support the land uses envisioned in this Plan. Major projects that might be undertaken by include: sealing underground electrical vaults against water intrusion; abating asbestos related to cable insulation; new electrical service meters throughout the island; and replacing the overhead distribution system in the residential areas along the Causeway and east of Railroad Avenue.



## **6.5 Natural Gas**

Mare Island receives natural gas from PG&E and Island Energy through a main that crosses Mare Island Strait at the Causeway. Gas consumption is metered at the Main Entrance and at Building 121, the central power plant on the island. The distribution system consists of 8-inch and smaller mains that cross connect to form loops. Prior to closure, the total gas usage was approximately 629,300 therms per month. Primary uses were for space heating, hot water heating and some industrial furnace operations. Gas was also used in the now-deactivated central power plant to power the steam distribution system that provided heating for most of the shipyards administrative and industrial facilities. The existing system can support the land uses envisioned in this Plan. The major improvement project for this vendor is the installation of new gas meters throughout the island.

## **6.6 Telephone**

Mare Island has two telephone systems; one serves the residential uses and the other serves the administrative and industrial uses. The residential system is provided via underwater cables below the Causeway. The other system was provided by the Navy Consolidated Area Telephone System ("CATS"), provided by two telephone switches and maintained by AT&T. The Navy has disposed of this system to a private vendor, GST Telecom. The telephone system can support the land uses envisioned in this Plan.

## **6.7 Alternative Systems**

The Navy has abandoned in place the following alternative systems: pure water; salt water; industrial wastewater; steam; hot water; and compressed air. It is expected that the dredge system will be maintained and the dry dock system will be maintained until these facilities are transferred.

## **CHAPTER 7. OTHER SERVICES**

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Community services on Mare Island were provided through the Navy prior to closure. As the island transitions into civilian use, such services will continue to be provided for the residents, workers, and visitors. This Chapter briefly discusses the main services that will be on the island.

### **7.1 Public Safety**

During the conversion of the island to civilian use, both the Navy and City are providing public safety services to the Island through the Cooperative Agreement. The City will assume more of these services through the conversion process.

### **7.2 Education**

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

### **7.3 Recreation**

Mare Island has existing recreational facilities including: a golf course, indoor gymnasium and swimming facilities, athletic fields, tennis courts, fishing piers and theaters. It is proposed that many of these facilities will continue to provide recreational opportunities to the island and the rest of the community. The Greater Vallejo Recreation District ("GVRD") provides recreational services to the Vallejo community. Its service area includes Mare Island, but currently it has no facilities on the island. It is the intent that GVRD will extend its services to the island. However, the final decision on what entity will operate what recreation and open space facilities will occur depending on many factors, including the availability of funding and staff, involvement of state and federal agencies in the regional park and wetland areas, and the disposition of the facilities for publicly- or privately operated recreation.

### **7.4 Solid Waste and Recycling**

The current providers for solid waste and recycling in Vallejo are Vallejo Garbage Service and Pacific Rim respectively. It is the intent of the City to continue the franchises with these providers, and/or any City franchisees in the future, to include Mare Island.

### **7.5 Cable Television**

The City's current franchisee for cable television services is TCI, Inc. It is the intent to expand the franchise with TCI or other television franchisees in the future to include Mare Island.

## CHAPTER 8. PLAN IMPLEMENTATION

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The successful reuse of Mare Island is dependent on many implementation programs. This chapter identifies those programs related to environmental review, land use and parcelization. This chapter also identifies those financing tools the City may consider to accomplish reuse.

### 8.1 Environmental Review

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

This Plan underwent additional environmental review with the preparation of an Addendum to the EIS/EIR.

All reuse and/or development activities that are carried out in the implementation of the Plan and that are considered "projects" will be subject to further environmental review to the extent required by CEQA and, if required, by NEPA.

### 8.2 Land Use

#### 8.2.1 General Plan

While Mare Island is within Vallejo's city limits, prior to closure it was only briefly acknowledged in the *Vallejo General Plan* because of its status as a federal facility exempt from local land use control. However, after closure the City amended the text to include more discussion and policies regarding reuse of the island and changed the designations on the Land Use Map for the island, Roosevelt Terrace and the Main Entrance. The City Council amended the text of the Vallejo General Plan on December 10, 1996 and the Land Use Map on March 30, 1999.

#### 8.2.2 Specific Plan

A specific plan is a tool to implement a general plan. Its contents include at a minimum the following elements: distribution, location and extent of land uses; distribution, location, extent and intensity of infrastructure required to support the land uses; development and conservation standards; and an implementation program to carry out the plan. It also describes the relationship with the general plan. This Specific Plan meets all these requirements, and it was adopted by the City Council on March 30, 1999.

#### 8.2.3 Development Agreements

The City has selected master developers for Mare Island and Roosevelt Terrace. The City is negotiating development agreements with these master developers pursuant to the requirements

of State planning law and Title 17, Part 2 of the *Vallejo Municipal Code*. The agreements must include the following provisions: duration of the agreement; permitted uses of the property; density or intensity of use; maximum height and scope of proposed buildings; reservations or dedications of land for public use; and availability of municipal services. All projects must be consistent with the provisions of the agreements.

■ **8.2.4 Planned Development Zoning**

The City's Zoning Ordinance includes a type of land use process and zoning classification known as "Planned Development". The City has zoned the developed portion of Mare Island as MUPD, Mixed Use Planned Development. This Plan was adopted by the City as the Planned Development Master Plan on March 30, 1999. Created in the Plan are zoning standards and regulations unique to the island. Reuse and development activities must be consistent with the policies in this plan, and they will be implemented under the Plan's standards and regulations. These activities will be processed through the City as Planned Development unit plans according to which category they fall into:

- Unit plans that are referred to the Planning Commission for recommendation to the City Council for final action:
  - Projects that are inconsistent with the Plan and/or adopted development agreements and that require amendment of the Plan and/or development agreements prior to approval.
- Unit plans that are referred to Planning Commission for final action (unless appealed to the City Council):
  - Projects that include action on a tentative or vesting tentative subdivision map;
  - Projects that include action on a major conditional use permit, as required by the Plan.
- Unit plans that are acted on by the Planning Division (unless appealed to the Planning Commission):
  - Projects that are consistent with the Plan and the applicable development agreement and that require building permits.

Expiration dates of unit plans will be determined through the unit plan approval process.

■ **8.2.5 Historic Preservation**

The City amended Chapter 16.38, Architectural Heritage and Historic Preservation, of the *Vallejo Municipal Code* on March 23, 1999 to include standards and procedures for projects affecting contributing resources.

■ **8.2.6 Other Applicable Land Use Regulations**

In addition to the development agreement, planned development and historic preservation regulations described above, Mare Island is also subject to the following regulations contained in the *Vallejo Municipal Code*:

### Use Permits

As noted in Chapter 3 above, some land uses are allowed only with the issuance of a use permit. The applicable regulations for this process and these types of uses are included in Chapter 16.82.

### Accessory and Temporary Uses

Accessory and temporary uses are subject to Chapter 16.58.

### Home Occupations

Home occupations are subject to Chapter 16.60.

### Performance Standards Regulations

Noise, air pollution, odor, humidity, heat, cold and glare performance standards are prescribed in Chapter 16.72.

### Energy and Water Conservation Regulations

Energy conservation, water conservation and wind energy guidelines are prescribed in Chapter 16.74.

### Enforcement Procedure

The zoning provisions of this Specific Plan / Master Plan will be enforced through the provisions in Chapter 16.100, "Enforcement Procedure" and/or Chapter 1.15, "Administrative Citations".

### Appeals

The procedure for processing an appeal of a decision by City staff and/or the Planning Commission is described in Chapter 16.102.

## **8.3 Parcelization**

The land use plan in Chapter 3 divides Mare Island into specific subareas according to expected reuse themes and land use characteristics. However, within each of the main land use subareas shown on the plan, additional definition will be required of individual parcels or blocks to meet one or more of the following needs:

- Facilitate reuse leasing or property transfers;
- Reflect the environmental clean-up effort and express priorities for clean-up of specific parcels;
- Define necessary transportation or utility service corridors between parcels; and/or
- Express variations in expected / allowable land use within an overall subarea as planning studies are more refined.

The City has defined a parcelization plan to meet these needs. The process of parcelization planning will continue over time as more becomes known regarding market demand for facilities, environmental clean-up funding and other factors. This parcelization process will be tied to the City's database of

buildings and areas, allowing detailed assessment of individual parcels for lease or sales potential, existing and potential facilities, environmental clean-up status, utility services and other factors. All subdivisions or determinations of Map Act exemptions will comply with the requirements of the State Subdivision Map Act and Title 15, Subdivisions, of the *Vallejo Municipal Code*.

#### **8.4 Financing**

The conversion of Mare Island to productive economic uses will occur over a multi-year period. Financing for the activities envisioned in this Plan will be provided by several public and private sources. The financing strategy is based on the following principles:

- Financing is structured to be self-sustaining to the extent possible after the period of initial investment.
- Capital improvements during the transition period will be phased over time and will match available funding sources.
- Available funds will be expended in the following order of priority: negative net operating income; capital improvements in substandard and obsolete infrastructure; and demolition of unmarketable structures, particularly in Areas 1 and 5.
- When a parcel is available for transfer and disposition, the eventual buyer will be responsible for building rehabilitation and demolition costs attributable to the parcel and their fair share of infrastructure improvement costs for the entire island.
- The Navy will contribute for a certain period caretaker financing for mothball costs, provision of public services (such as police and fire), and payments to agencies and department providing user-fee based services (such as water, sanitary sewer, and storm drainage) for unoccupied space.

There are a range of financing strategies which may be employed by the City to fund development and infrastructure improvements:

##### **Positive Net Operating Income**

After a certain period of operation, the lease, tax and assessment income revenues is designed to exceed operating costs of the island.

##### **Cash from Property Sales**

This source is the net amount of cash expected from the sale of property. The net amount is the remainder after accounting for commissions, attributable building rehabilitation costs, attributable demolition costs, and allocated infrastructure improvement costs. This last category, allocated infrastructure improvements, may be financed by some form of public bonding such as Mello-Roos.

##### **Redevelopment Tax Increment Bond Proceeds**

Mare Island has been the subject of special legislation by the California Legislature which enables it to become a redevelopment project area in accordance with Community Redevelopment law, but with certain exceptions in the process of creating the project area. The City Council would need to act on the formation of a redevelopment project area on Mare Island. In California, redevelopment project areas are geographic areas which, once created, retain most of the increment in property tax generated above the base year for purposes of blight removal. In a typical situation, this tax increment is only the amount

of property tax above the year when the project area was created. However, for military base conversions that have never generated property tax, this base year is assumed to be the year of the legislation, meaning that all property tax generated by the converted base flows to the Vallejo Redevelopment Agency except for certain funds for the school district and Solano County. Tax increment funds anticipated in the future are bondable; that is, can be used to pay for public tax increment bonds for certain public purposes related to removal of blight and infrastructure improvements.

#### Developer Financing

The most important source of financing will come from private developers. Without the involvement of the private sector financing, the City cannot proceed with the reuse of Mare Island on its own. However, it is clear that because of the high cost of infrastructure improvements some form of City investment will be required to make island development projects attractive investment opportunities to the private sector.

#### Assessment District

The City could consider the formation of an assessment district as a funding source for the primary infrastructure's improvement costs. As property is subdivided and transferred, the new owner becomes responsible for this additional annual tax. However, at the time the improvements are made, the existing property owner is responsible for the entire assessment payment each year until new buyers purchase smaller parcels. Using an assessment district to fund infrastructure improvements would require either the City or the developer to pay the annual assessment until the property was sold to new owners.

#### Maintenance District

The formation of a maintenance district may be considered as a funding source for the ongoing maintenance of common landscaped areas, recreation facilities and street lighting.

#### Service District

Service districts could be formed to address certain municipal service costs (e.g., police and fire protection, Causeway bridge operations.)

#### Industrial Development Bond ("IDB") Financing

This financing tool can be used by manufacturing companies to finance the construction of new manufacturing facilities or equipment acquisition. IDBs cannot be used for the needed infrastructure improvements.

#### Other Funding Sources

Numerous other funding sources are utilized by the City for reuse activities. These include federal Economic Development Administration ("EDA") and Office of Economic Adjustment ("OEA") funds, lease revenue from island tenants, the City's Cooperative Agreement with the Navy, and funding from California Trade and Commerce. All of these funding sources are needed for administration, planning studies, property management, and the maintenance of the existing infrastructure systems. None of these funding sources can be used for the infrastructure improvements.

**Mare Island Specific Plan  
Appendix 1**

**PROJECT GUIDELINES FOR  
MARE ISLAND CONTRIBUTING RESOURCES**

*To be added in the future when completed*



**Mare Island Specific Plan  
Appendix 2**

**INTERIM STANDARDS AND PROCEDURES  
FOR SIGNS ON MARE ISLAND**

**I. Purpose of the Standards and Procedures**

The purpose of these standards and procedures is threefold. First, they establish the City's Interim signage requirements for Mare Island until similar standards are adopted as part of the Mare Island Specific Plan / Planned Development Master Plan. Second, they insure the preservation of the island's unique historic resources and character. Third, they provide island tenants with clear requirements for signage and "one-stop" permit processing.

These standards and procedures have been approved by the Navy for routine cases, including addresses, directional signs, and business identification signs. Non-routine cases regarding promotional signs require approval by the Navy. As property owner and lead agency under the National Historic Preservation Act, the Navy will act as the final approving entity in the event of any disputes regarding the implementation of these standards and procedures.

**II. Existing Signs**

Existing signs shall not be removed from any building or area of the island or altered unless such removal or alteration is approved by the City. For a sign to be removed or altered, it must meet the following criteria:

- A. The sign does not contribute to the historic character of the building or the area.
- B. The sign is irrelevant to the present or proposed use of the building or area. Examples of this criteria include signs that identify a former tenant or use or that refer to the prior caretaker status of the building.
- C. The sign is not the building number or area identification sign, unless it will be replaced with an in-kind sign.
- D. The sign's removal or alteration will not irreversibly damage the building or area. Any damage to a building or area resulting from the removal or alteration of a sign shall be repaired immediately by the tenant to meet the City's approval. Any alteration required to remove a sign must meet the City's approval.
- E. The altered sign meets the standards in Section III, "New Signs".

The existing free-standing changeable copy signs may be used only by the City for informational purposes. These existing signs are located at the Causeway, Rodman Center, St. Peter's Chapel, and two within the Shipyard. No additional free-standing changeable copy signs will be allowed.

**III. New Signs**

**A. General Standards**

- 1. The purposes of signage on Mare Island are to direct traffic to buildings and areas and to identify buildings and areas. Signs shall not advertise products or services unless the product or service is part of a business' name.

**5. Sign Area**

The amount of total allowed sign area will be based on two criteria: the original use of the building and the length of the principle building frontage adjacent to a street. These criteria will be applied as follows:

**a. Residential Buildings**

The total allowed sign area shall not exceed one-half square foot per linear foot of principle building frontage not to exceed 15 square feet for single- and duplex-unit buildings and 30 square feet for multi-unit buildings, whichever is less.

**b. Cultural, Educational and Recreational Buildings**

The total allowed sign area shall not exceed one-half square foot per linear foot of principle building frontage not to exceed 100 square feet per building, whichever is less. The exception to this is St. Peter's Chapel whose sign area shall not exceed 15 square feet.

**c. Office and Industrial Buildings**

The total allowed sign area shall not exceed one square foot per linear foot of principle building frontage with the total sign area not to exceed the following standards, whichever is less:

- 1) For buildings under 25,000 square feet in total floor area: 100 square feet;
- 2) For buildings between 25,000 and 100,000 square feet in total floor area: 200 square feet;
- 3) For buildings over 100,000 square feet in total floor area: 250 square feet.

The exception to these standards is for the Buildings 46, 47, and 88 whose sign area shall not exceed 32 square feet.

**E. Monument Signs**

Monuments signs may be allowed for the purpose of directing traffic to a building, business, set of buildings, set of businesses, and/or to an area of the island. The City, in consultation with the Navy's Caretaker Office, will make the final determination of where a monument sign will be located and what will be identified on it. Monument signs shall meet the following standards:

1. The maximum sign height shall be 6 feet.
2. The maximum number of faces on a sign shall be four. Each face shall not exceed 32 square feet in area.

**F. Directional Signs**

The City shall decide where and how many directional signs can be located to direct traffic to a building, set of buildings or area. These signage shall be limited to traffic terms such as "Enter"

or "Exit" and shall not include any business names. The exception to this standard is the special circumstance of providing direction to a particular building or business whose location is not readily apparent from the street. A directional sign shall not exceed 4 square feet in total area. This sign area is in addition to the allowed sign area described in Section III.D, "Sign Area", when used in conjunction with a particular business.

**G. Building Markers**

Building markers, which include memorial signs or tablets, names of buildings, historic significance, and date of construction, are allowed when constructed of bronze, stone, or other similar material. The maximum size is 4 square feet. This sign area is in addition to the total allowed sign area described in Section III.D, "Sign Area".

**H. Banners and Art Signs**

Non-commercial banners, flags, and art signs may be used temporarily for no more than 30 days to decorate the streetscape and to advertise public events and other similar special events subject to the approval of the City and the Navy.

**I. Temporary Signs**

**1. Business Identification Signs**

Temporary business identification signs are allowed pending completion of the permitted permanent business identification signs. The sign may be plastic, fabric, or similar material. It shall not exceed the sign area standards described in Section III.D, "Sign Area". The maximum time period a temporary sign may remain up is 30 calendar days.

**2. Real Estate Signs**

Temporary real estate signs are allowed within the island. In residential areas, the maximum sign area is 4 square feet. In non-residential areas, the maximum sign area is 32 square feet. At the entrances to the island, a maximum of four real estate signs are allowed as long as the City is noted as a contact. The size of these entrance signs will be determined by the City based on their location and visibility from the street.

**3. Construction Signs**

Building, site, and/or infrastructure construction signs are allowed. Sign area shall not exceed 32 square feet per sign per building, site or project. Signs shall be removed within 10 working days after the completion of construction.

**IV. Procedures**

Sign permits from the City are required for the removal or alteration of existing signs and the installation of new signs. Permits are to be obtained from the Planning Division prior to the removal or alteration of existing signs and prior to the fabrication and installation of new signs. Building and electrical permits may also be required from the Building Division.