

**MARE ISLAND AMENDED AND RESTATED SPECIFIC PLAN FINAL SUBSEQUENT EIR  
MITIGATION MONITORING PROGRAM**

<b>MITIGATION MEASURES</b>			
<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<b>CULTURAL RESOURCES</b>			
<p><b>A.1c:</b> Implement the Interpretive Program.</p> <p>Implementation of an Interpretive Program, as described in the Mare Island Specific Plan Section 8.4.1 at the conceptual level, could partially mitigate the significant adverse impact of demolition on the integrity of the Mare Island Historic District. The Interpretive Program may include photographic documentation. However, an interpretive program would not reduce significant impacts to a less-than-significant level.</p>	<p>Project sponsor shall implement the Interpretive Program with appropriate signage</p>	<p>As called for in Specific Plan</p>	<p>Project sponsor/ Development Services Department</p>
<p><b>A.2:</b> Require Relocation Rather Than Demolition of Notable Resources Where Appropriate.</p> <p>In order to mitigate the effects of demolishing Notable Resources in the Historic District, the criteria for allowing demolition of Notable Resources could include the following finding: “Relocation of the Notable Resource consistent with both the Secretary’s Standards and the technical preservation report entitled <i>“Moving Historic Buildings”</i> is not reasonably feasible.” Where retention or relocation of Notable Resources in conformance with the Secretary’s Standards of <i>“Moving Historic Buildings”</i> is not feasible, the Deterrence Analysis shall address the feasibility of options to full demolition, such as relocation in a manner that is not consistent with <i>“Moving Historic Buildings,”</i> additions, interior renovations, and partial demolition/new construction that may not strictly conform with the Secretary’s Standards.</p> <p>Relocation of a Notable Resource consistent with both the Secretary’s Standards and the technical preservation report entitled <i>“Moving Historic Buildings”</i> by John Obed Curtis (1978) would reduce this impact to a less-than-significant level in those instances where this was feasible. Where options to demolition are not feasible or appropriate, demolition of a Notable Resource would be</p>	<p>Project sponsor or individual developer of a site containing a Notable Resource proposed for demolition shall retain an appropriately qualified historic architectural consultant to investigate relocation of the resource pursuant to the Secretary’s Standards and <i>“Moving Historic Buildings,”</i> and present the results of the investigation to the Development Services Department for review. If relocation is determined infeasible, the Deterrence Analysis required in the Specific Plan shall be augmented with an analysis of the feasibility of options to demolition.</p>	<p>Prior to receipt of a Deterrence Analysis for any Notable Resource in the Historic District that is proposed for demolition</p>	<p>Project sponsor and qualified consultant/ Development Services Department</p>

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permitted and would have a significant and unavoidable impact on an historical resource.			
<p><b>A.4:</b> Implement the <i>Mare Island Historic District Design Guidelines</i> by requiring that all new construction or alterations within the Historic District comply with the Historic District Design Guidelines.</p> <p>The Historic District Design Guidelines describe and illustrate how to apply the Secretary of the Interior’s Standards to the specific conditions of Mare Island Historic District. The Historic District Design Guidelines describe the design character of the Historic District, provide illustrative guidelines for the treatment of Mare Island’s Contributing Resources under the Secretary of the Interiors Standards, and provide design guidelines for new construction. The Historic District Design Guidelines would be used by City staff and the Architectural Heritage and Landmarks Commission to evaluate the appropriateness of work proposed within the Mare Island Historic District. Implementation of the <i>Mare Island Historic District Design Guidelines</i> would mitigate impacts of new infill construction on remaining historic resources. Note, however, that they would not mitigate impacts of demolition of Contributing Resources that would precede new construction.</p>	Project sponsor or developers proposing new construction or alterations within the Historic District shall prepare plans and specifications in compliance with the <i>Mare Island Historic District Design Guidelines</i> , and shall indicate in each Unit Plan and building permit plan set how the Guidelines have been implemented.	As part of each Unit Plan and building permit application	Project sponsor or developer/ Development Services Department
<b>A. 5:</b> Same as Mitigation Measure A.4.	See Measure A.4	See Measure A.4	See Measure A.4
<b>A.6a:</b> Same as Mitigation Measure A.4.	See Measure A.4	See Measure A.4	See Measure A.4
<p><b>A.6b:</b> Cultural Landscape Evaluation.</p> <p>In addition to utilizing the Secretary’s <i>Guidelines for Cultural Landscapes</i>, a cultural landscape evaluation should be completed in order to document the ten landscapes identified as “Contributing Resources” to the National Register Historic District and determined to be “Notable Resources” in the Catalogue of Historic Resources. Along with the cultural landscape evaluation, a detailed map with the National Register landscapes should be provided, in order to identify and recommend an approach to preserve the character-defining features of these historic</p>	Project sponsor shall retain a qualified consultant to prepare a cultural landscape evaluation prior to carrying out any work within any of the ten landscapes identified as “Contributing Resources” to the National Register Historic District, and shall submit the evaluation to the Development Services Department for review and approval.	Prior to approval of a Unit Plan that includes any changes within any of the 10 landscapes	Project sponsor and qualified consultant/ Development Services Department

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landscapes. The “ <i>Historic Guidelines</i> ” should be revised to clarify that the ten National Register landscapes are treated as “Notable Resources” and to incorporate the recommendations of the cultural landscape evaluation into recommended treatments for historic landscapes. The applicant will engage a qualified consultant to complete the cultural landscape evaluation prior to any work within the National Register landscapes.			
<b>TRANSPORTATION AND TRAFFIC</b>			
<p><b>B.1:</b> The following mitigations are necessary to address impacts of the Existing Plus Project scenario. The City of Vallejo or the project sponsor shall construct the intersection improvements listed below as new buildings are constructed and occupied in the Plan Area. The City shall establish a financing mechanism and the project sponsor shall pay a fair share of the costs of the traffic mitigation at off-island locations; the project sponsor shall construct improvements at Mare Island intersections.</p>	<p>The City of Vallejo shall prepare a mitigation monitoring report every two years. The project sponsor shall fully fund the costs of preparing and administering the mitigation monitoring report.</p> <p>The mitigation monitoring study will conduct traffic counts at the following locations:</p> <p>Freeway Interchange (A.M. and P.M. peak periods)</p> <ul style="list-style-type: none"> <li>- All ramps at the State Route 37 Mare Island interchange</li> </ul> <p>Street Segments (24 hour automatic counts)</p> <ul style="list-style-type: none"> <li>- Railroad Avenue south of SR 37</li> <li>- Mare Island Causeway west of Mare Island Way</li> <li>- Railroad Avenue north and south of G Street, with separate counts for northbound and southbound traffic</li> </ul> <p>Intersections (A.M. and P.M. peak period turn movement counts)</p> <ul style="list-style-type: none"> <li>- Azuar Avenue and G Street</li> <li>- Railroad Avenue and G Street</li> <li>- Walnut Avenue and G Street</li> <li>- Wilson Avenue and SR 37 EB Ramps</li> <li>- Mare Island Way/Wilson Avenue and Mare Island Causeway/Tennessee Street</li> <li>- Sonoma Boulevard and Tennessee Street</li> </ul>	<p>Monitor and report every 2 years until the earlier of 20 years or 75 percent of non-residential space allowed in Specific Plan has been fully occupied, unless updated cumulative impact analysis carried out at 50 percent occupancy of non-residential space shows that a particular measure would not be necessary.</p> <p>City shall establish funding mechanism within 6 months of approval of Specific Plan.</p> <p>Should there be no funding mechanism agreement established within</p>	<p>Project sponsor to fund establishment of an appropriate funding mechanism, and contribute to that funding mechanism; Public Works Department to implement monitoring and monitoring study, and direct implementation of intersection improvements as they are shown to be needed / Public Works Department and Development Services Department to review monitoring study.</p>

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<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
	<ul style="list-style-type: none"> <li>- I-80 WB Ramps and Tennessee Street</li> <li>- Admiral Callaghan Lane and I-80 EB Ramps</li> <li>- Humboldt Street and Tennessee Street</li> <li>- Humboldt Street and I-80 EB Ramps</li> </ul> <p>The mitigation monitoring study shall summarize the total traffic entering and leaving Mare Island during the daily, peak three-hour and peak hour time periods, and the current directional distribution of traffic. The mitigation monitoring study will calculate level of service at each of the eight intersections using the operations analysis methodology from the most current Highway Capacity Manual.</p> <p>If the average control delay at a signalized intersection exceeds 50.0 seconds (upper quartile of LOS D conditions) or the volume/capacity ratio exceeds 0.95 during either the A.M. or P.M. peak hour, the City of Vallejo in coordination with the project sponsors shall implement intersection improvements and/or traffic demand management measures sufficient to provide</p> <p>average control delays less than 50.0 seconds and a volume/capacity ratio less than 0.95.</p> <p>Peak hour signal warrants will be evaluated for each unsignalized intersection. The signal warrant analysis will be based on the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) as amended by the 2003 California Supplement, or the most current traffic signal warrants used by Caltrans. If the traffic volumes at an unsignalized intersection exceed each of the peak hour signal warrants for the A.M. and/or P.M. peak hour, the City of Vallejo shall implement construction of a traffic signal at the intersection.</p> <p>At 50 percent occupancy of non-residential space, the City</p>	<p>this 6 month period, including provisions for reimbursement for measures determined not necessary, no Unit Plans shall be approved until the funding mechanism has been established.</p>	

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	<p>of Vallejo may update the cumulative traffic analysis based on current information regarding expected land uses, employee densities, trip generation and distribution for residents and employees on Mare Island and current information regarding other cumulative growth in the City and the Bay Area. The updated trip assumptions will be based on traffic counts at specific land uses combined with specific occupancy information, and surveys of employees at businesses on Mare Island. If this new cumulative analysis shows that any mitigation measures listed below will no longer be needed at full buildout of all land uses allowable under the Specific Plan, those shown to be unnecessary shall be considered to have been carried out insofar as is necessary.</p> <p>For those locations where mitigation may continue to be necessary at buildout, monitoring and reporting every two years shall be carried out until 75 percent of the non-residential space is occupied or 20 years from adoption of the Specific Plan, whichever occurs earlier. At that time, the City of Vallejo may conduct an updated cumulative analysis to make final determinations on the traffic mitigation measures that must be implemented prior to full occupancy of all land uses allowable under the Specific Plan.</p>		
<p><b>B.1a: Intersection 3 – Walnut Street and G Street.</b> Widen G Street to provide a third eastbound lane between Walnut Street and Railroad Avenue, to provide a receiving lane for the northbound right turn movement from Walnut Street to eastbound G Street. Prohibit northbound left turn movements from Walnut Street onto westbound G Street. These modifications are in addition to those identified in the MINRUP, all of which are assumed to be included in the project.</p>	<p>(a) The Project Sponsor shall finance preparation of geometrics and an operational plan for this intersection, Intersection 4 at Railroad Avenue and G Street, and G Street between Walnut Street and the Mare Island Causeway showing the improvements in Measures B.1a and B.1b. If the engineering shows that implementation of certain components of measures B.1a and/or B.1b would require additional right-of-way or substandard or unsafe design features that would cause these components to be infeasible, these components would be removed and others substituted that would result in an acceptable LOS D or better at both intersections. The substitutions could include different lane configurations or traffic control</p>	<p>(a) Within 6 months of approval of the Specific Plan. Should there be no funding mechanism agreement, including provisions for reimbursement, established within this 6 month period, no Unit Plans shall be approved until the funding mechanism</p>	<p>(a) Project Sponsor to finance preparation of geometrics and operation plan / Public Works Department and Development Services Department to review and approve</p>

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	<p>devices, implementation of additional Transportation Demand Management provisions that are shown to reduce traffic such that acceptable LOS will be achieved; implementation of additional transit service; reductions in sq. ft. of non-residential space on Mare Island; or other appropriate measures subject to the approval of the City of Vallejo.</p> <p>(b) Based on the above engineering and traffic operations information, the Project Sponsor shall reserve appropriate right-of-way with an offer of dedication along G Street, Railroad Avenue, and Walnut Street as necessary to implement the measure, either as described or as modified in (a) above.</p> <p>(c) Implement B.1 monitoring program, and implement intersection improvements as necessary to maintain LOS D or better</p>	<p>has been established.</p> <p>(b) Within 3 months of final review and approval of geometrics by City</p> <p>(c) Implementation of intersection improvements to occur as needed based on monitoring program. If all or portions of reserved rights-of-way are not needed for improvements and / or all improvements identified in the measure are not needed at the end of 75 percent occupancy of non-residential space or 20 years, which ever is earlier, the City shall take steps necessary to reject the offer of dedication of right-</p>	<p>(b) Project Sponsor to implement/Development Services to review and approve</p> <p>(c) Project sponsor to contribute to funding mechanism established by the City as in B.1; Improvements to be carried out either by Project sponsor with approval of plans and specifications by Public Works Department, or by Public Works Department / Public Works Department and Development Services Department to review monitoring studies</p>

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		of-way, and any remaining funds in the funding mechanism shall revert to Project Sponsor or its successor.	
<b>B.1b: Intersection 4 – Railroad Avenue and G Street.</b> Widen the northbound approach on Railroad by approximately 24 feet to provide a third through lane and a second right-turn lane. Widen the southbound approach on Railroad Avenue to provide a second left-turn lane. Widen the eastbound approach on G Street to provide three through lanes. (LOS D – p.m.)	a) Same as B.1a(a) (b) Same as B.1a(b) (c) Same as B.1a(c)	( a) Same as B.1a(a) (b) Same as B.1a(b) (c) Same as B.1a(c)	(a) Same as B.1a(a) (b) Same as B.1a(b) (c) Same as B.1a(c)
<b>B.1c: Intersection 6 – Wilson Avenue and SR 37 EB Ramps.</b> Install a traffic signal.  Widen the eastbound freeway off-ramp by approximately 12 feet to provide separate left- and right-turn lanes at the Wilson Avenue intersection. (LOS D–a.m.)	Signal: City shall Install signal pursuant to the existing Transportation Impact Mitigation Fee study  Monitoring program same as B.1; City to implement measure if monitoring shows necessary to maintain LOS D or better.	As determined necessary by the TIF  Sponsor shall contribute to a funding mechanism to be established within 6 months of approval of Specific Plan	Project sponsor to contribute fair share to existing City fund/Public Works to implement  Project sponsor to contribute its fair share to a funding mechanism established by City as in B.1; Public Works to implement improvements shown necessary in monitoring studies/ Public Works and Development Services to monitor and review
<b>B.1d: Intersection 8 – Mare Island Way and Tennessee Street.</b> The project sponsor shall widen the northbound approach on Mare Island Way by approximately 12 feet and restripe to provide two left-turn lanes, one shared left-through lane, a through lane, and a right-turn lane. The project sponsor shall also configure the southbound departure lanes on Mare Island Way to allow a free right-turn movement from the eastbound approach from the	Monitoring program same as B.1	Same as B.1. Project Sponsor shall contribute to a funding mechanism to be established within 6 months of approval of Specific	Project sponsor to contribute its fair share to a funding mechanism established by City; Public Works to implement improvements shown necessary in

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Causeway.		Plan	monitoring studies/ Public Works and Development Services to monitor and review
<b>B.1e: Intersection 9 – Sonoma Boulevard and Tennessee Street.</b> Add an exclusive right-turn lane on the northbound approach on Sonoma Boulevard.	Monitoring program same as B.1; City to implement measure if monitoring shows necessary to maintain LOS D or better, with acquisition of necessary right-of-way if monitoring shows that features requiring right-of-way are necessary to meet standard of LOS D or better.	Same as B.1. City to acquire necessary right-of-way using funding mechanism established within 6 months of approval of Specific Plan to which project sponsor shall contribute	Same as B.1. Project sponsor to contribute its fair share to a funding mechanism established by City; Public Works to implement improvements shown necessary in monitoring studies/ Public Works and Development Services to monitor and review
<b>B.1f: Intersection 12 – Tennessee Street and I-80 WB Ramps.</b> Signalize intersection.	Monitoring program same as B.1; City to implement measure if monitoring shows necessary to maintain LOS D or better	Same as B.1. Project Sponsor shall contribute to a funding mechanism to be established within 6 months of approval of Specific Plan	Same as B.1. Project sponsor to contribute its fair share to a funding mechanism established by City; Public Works to implement improvements shown necessary in monitoring studies/ Public Works and Development Services to monitor and review
<b>B.1g: Intersection 14 – Humboldt Street and Tennessee Street.</b> Add an exclusive right-turn signal indication on the southbound approach overlapping with the eastbound left-turn indication.	City shall monitor and modify signal as part of existing Transportation Impact Mitigation Fee program	As determined necessary in TIF	Project sponsor to contribute fair share to existing City fund/Public Works to implement improvements based on TIF monitoring/ Public Works to review
<b>B.1h: Intersection 17 – Sonoma Boulevard and Curtola</b>	City shall monitor and modify signal as part of existing	As determined	Project sponsor to



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<b>Parkway.</b> Revise signal timing. (LOS D – p.m.)	Transportation Impact Mitigation Fee program	necessary in TIF	contribute fair share to existing City fund/Public Works to implement improvements based on TIF monitoring/ Public Works to review
<b>B.1i: Intersection 18 - Solano Avenue and Curtola Parkway.</b> Revise signal timings. (LOS C – p.m.)	City shall monitor and modify signal as part of existing Transportation Impact Mitigation Fee program	As determined necessary in TIF	Project sponsor to contribute fair share to existing City fund/Public Works to implement improvements based on TIF monitoring/ Public Works to review
<b>B.2:</b> The City of Vallejo shall construct the intersection improvements listed below as new buildings are constructed and occupied in the Plan Area. The City shall establish a financing mechanism and the project sponsor shall pay a fair share of the costs of the traffic mitigation.			
<b>B.2a: Intersection 13 - Admiral Callaghan Lane and I-80 EB Ramps.</b> Signalize intersection. (LOS B – p.m.)	Monitoring program same as B.1	Same as B.1  City to establish funding mechanism within 6 months of approval of Specific Plan	Same as B.1. Project sponsor to contribute fair share to new funding mechanism to be established by City/ Public Works to implement and review
<b>B.2b: Intersection 15 - Humboldt Street and I-80 EB Ramps.</b> Signalize intersection. (LOS A – p.m.)	Monitoring program same as B.1	Same as B.1  City to establish funding mechanism within 6 months of approval of Specific Plan	Same as B.1; Project sponsor to contribute fair share to new funding mechanism to be established by City/ Public Works to implement and review.

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<b>B.3b – Mare Island Causeway:</b> The project sponsor shall construct intersection improvements at the intersection of Railroad Avenue with G Street to ensure that the westbound segment of the Causeway would operate at LOS D (see Mitigation Measure B.1b).	Monitoring program same as B.1	Same as B.1a(c)	Same as B.1a(c)
<b>B.3c – Curtola Parkway:</b> The City of Vallejo shall construct intersection improvements at the intersections of Curtola Parkway with Solano Way and Sonoma Avenue to ensure that the segment will operate at LOS D (see Mitigation Measures B.1h and B.1i). The City shall establish a financing mechanism and the project sponsor shall pay a fair share of the costs of the mitigation.	City shall monitor and construct improvements as part of its Transportation Impact Mitigation Fee	As determined necessary in TIF	Project sponsor to contribute fair share to existing City fund; Public Works Department to implement based on TIF monitoring/ Public Works to review
<b>B.3d – Railroad Avenue:</b> The project sponsor shall widen Railroad Avenue to provide three northbound lanes approaching G Street. The improvement would provide LOS D operations on the street segment.	See B.1b	Same as B.1b	Same as B.1b
<b>B.4:</b> The Project Applicant shall construct parking facilities based on the requirements described below as existing buildings are renovated or remodeled and as new buildings are constructed and occupied in the Plan Area. For historic buildings that are being reused, the recommended parking requirements may be applied provided that a justification for a rate reduction of 30-35% is provided for City staff review in each unit plan for buildings that could accommodate office or light industrial uses at any time in the future. For new construction, the parking requirements in the City of Vallejo Zoning Ordinance shall be applied for office uses. For new construction of light industrial uses, a parking rate of 1.25 stalls per 1,000 square feet shall be applied. The project applicant shall prepare a parking management plan for the central historic district. The plan shall provide a shared parking analysis.	Project sponsor shall finance preparation of parking management plans for the Central Historic District and for major new construction areas, for review by City staff. The plans shall include an analysis of the feasibility and practicality of shared parking and of parking located within 1,500 feet of a proposed development. Sponsor shall finalize each parking management plan following direction of City staff.  Project sponsor shall carry out a parking demand analysis one year after the first Unit Plan has been approved and at least 75% occupied for the area within which the Unit Plan is located. The parking demand analysis shall be based on surveys at specific occupied buildings and shall include type of tenants, parking counts during peak mid-morning and mid-afternoon periods, current employee occupancy counts and ultimate building employee capacities. If the analysis shows that parking demand is less than the recommended rates for any specific use type,	Draft parking management plans to be submitted in advance of the first Unit Plan for the Central Historic District and in advance of the first Unit Plan for any major new construction areas. Applicant shall report to Development Services Department annually regarding occupancy of buildings in a Unit Plan area. Parking	Project sponsor shall finance preparation of parking management plans and parking demand analyses/Public Works Department and Development Services Department shall review and approve plans and analyses

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	the parking management plan for the entire area shall be revised to reflect the results of the demand analysis. If the analysis shows that parking located within 1,000 feet of the development site is more than 50% occupied, the parking management plan shall be revised to allow for remote parking throughout the entire area.	demand analyses, to include a survey of parking use and occupancies, shall be carried out one year following 75% occupancy.	
<b>B.6:</b> The project sponsor, the City of Vallejo, and/or other revenue sources shall fund the implementation of transit service as new buildings are constructed and occupied in the Plan Area, as described in the Mare Island Specific Plan, Chapter 5.6, and as shown on Figure II-4 of this Subsequent EIR. The project sponsor shall contribute its fair-share of the costs associated with providing public transit service to the Plan Area.	See monitoring program for Mitigation Measure B.11 for TDM Plan	City shall establish funding mechanism within 1 year of approval of Specific Plan; project sponsor to contribute a fair share annually. City of Project Sponsor to provide transit service to Mare Island when demand warrants	City shall establish funding mechanism/ Public Works Department and Development Services Department to monitor transit demand and City or Project sponsor to implement transit service when demand warrants
<b>B.7:</b> To the extent the rail freight service continues to be provided on Mare Island, the project sponsor, the City of Vallejo, and/or other revenue sources shall fund the implementation of rail improvements as new buildings are constructed and occupied in the Plan Area. The project sponsor shall contribute its fair-share of the costs associated with providing rail improvements in the Plan Area.	Project sponsor shall establish a fund to cover rail improvements and contribute a fair-share to the fund on an annual basis. Project sponsor shall identify improvements necessary adjacent to each new or renovated building, based on list in Appendix D of Draft SEIR. City shall conduct inspections every 2 years to determine that improvements necessary adjacent to each renovation or new construction site have been implemented.	Project sponsor shall establish fund within 1 year of approval of Specific Plan; project sponsor to contribute annually. Project sponsor shall identify improvements necessary adjacent to each new or renovated building at time of Unit Plan approval and shall arrange for improvements, to be reimbursed from	Project sponsor to provide Development Services Department with evidence of having established the funding mechanism within 1 year of approval of Specific Plan; Project sponsor and other rail users as appropriate shall contribute annually; sponsor to arrange for improvements,/ Public Works Department to monitor and review implementation.

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		fund.	
<b>B.8:</b> The project sponsor shall construct the intersection improvements listed below as new buildings are constructed and occupied in the Plan Area. The City shall establish a financing mechanism and the project sponsor shall pay a fair share of the costs of the traffic mitigation.			
<b>B.8a: Intersection 3 - Walnut Street and G Street.</b> Widen G Street to provide a third eastbound lane between Walnut Street and Railroad Avenue, to provide a receiving lane for the northbound right turn movement from Walnut Street to eastbound G Street. Prohibit northbound left turn movements from Walnut Street onto westbound G Street.	Monitoring program same as B.1a	Same as B.1a	Same as B.1a
<b>B.8b: Intersection 4 - Railroad Avenue and G Street.</b> Construct all improvements currently planned by the project sponsor and the City of Vallejo. In addition, the project sponsor shall: widen the northbound approach on Railroad Avenue by 12 feet to provide a second right-turn lane; widen the southbound approach on Railroad Avenue by 12 feet to provide a second left-turn lane; widen eastbound G Street to provide a third through lane, merging to two lanes east of Railroad Avenue; widen the westbound approach on G Street to provide a right-turn lane; and, to accommodate widening the eastbound merge area on G Street, prohibit future street or driveway access to G Street east of Railroad Avenue. This would require motorists destined for the parking lot adjacent to the Welcome Center (Building 485) to travel south on Railroad Avenue, turn east on E Street and then north along the existing Nimitz Avenue right-of-way. While inconvenient, the impact of this mitigation measure would not be a significant environmental effect. (LOS D – p.m.).	Monitoring program same as B.1b	Same as B.1b	Same as B.1b
<b>B.8c: Intersection 8 - Mare Island Way/Wilson Street and Mare Island Causeway/Tennessee Street.</b> The project sponsor shall widen the northbound approach on Mare Island Way by	Monitoring program same as B.1d	Same as B.1d	Same as B.1d

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approximately 12 feet and restripe to provide two left-turn lanes, one shared left-through lane, a through lane and a right-turn lane. The project sponsor shall also reconfigure the southbound departure lanes on Mare Island Way to allow a free right-turn movement from the eastbound approach from the Causeway. (LOS D – p.m., LOS D – a.m.)			
<b>B.8d: Intersection 17 - Sonoma Boulevard and Curtola Parkway.</b> Widen the northbound approach on Sonoma Boulevard to accommodate two left-turn lanes, one through lane and one shared through-right lane. (LOS D – p.m., LOS D – a.m.)	Monitoring program same as B.1	Same as B.1 City to establish funding mechanism within 6 months of approval of Specific Plan	Same as B.1. Project sponsor to contribute fair share to new funding mechanism to be established by City/ Public Works and Development Services Departments to implement and review
<b>B.9a: Intersection 15 – Humboldt Street and I-80 Eastbound Ramps.</b> Signalize the intersection. (LOS A – p.m.)	Monitoring program same as B.1	Same as B.1 City to establish funding mechanism within 6 months of approval of Specific Plan	Same as B.1. Project sponsor to contribute fair share to new funding mechanism to be established by City/ Public Works to implement and review
<b>B.9b: Intersection 18 - Solano Avenue and Curtola Parkway.</b> Add an exclusive right-turn lane on the southbound approach. (LOS D – p.m.)	Monitoring program same as B.1	Same as B.1 City to establish funding mechanism within 6 months of approval of Specific Plan	Same as B.1 Project sponsor to contribute fair share to new funding mechanism to be established by City/ Public Works to implement and review
<b>B.11: Implement Transportation Demand Management (TDM) Plan.</b> The project sponsor shall develop and implement a TDM Plan that will reduce the ultimate number of trips generated by the project by 15 percent. The project sponsor shall fund the ongoing annual TDM Plan costs. The TDM Plan could include a	Project sponsor shall finance development of TDM Plan, to include Mare Island TDM Coordinator, for review by Public Works and Development Services Departments. The TDM Plan shall include provision for a biennial evaluation of use of the list of measures included in the	Within 1 year of approval of Specific Plan Revise as needed	Project sponsor finance development of and revise TDM Plan/Public Works Department and Development Services

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<p>number of the following suggested measures, as needed to meet the overall reduction goal.</p> <ul style="list-style-type: none"> <li>• Mare Island TDM Coordinator &amp; Information Kiosks</li> <li>• Coordination of a Rideshare Matching System</li> <li>• Central Historic District Transit Center</li> <li>• Operation of Mare Island Shuttle linking to Vallejo Destinations</li> <li>• Operation of Mare Island Express Buses linking to Regional Destinations</li> <li>• Development of Pedestrian Corridors to Transit Center/Stops</li> <li>• Transit Amenities (bus stops, shelters, etc.)</li> <li>• Transit Pass Sale and/or Subsidy</li> <li>• Preferential Carpool and/or Vanpool Parking</li> <li>• Development of Additional On-Island Housing</li> <li>• On-site Bike Lockers</li> </ul> <p>See also Measure B.6 regarding transit</p>	<p>Plan and an estimated effectiveness of Plan to reduce trip generation. The evaluation of plan effectiveness shall compare calculated vehicle trip generation with observed trip generation. The calculated trip generation will be based on actual current building occupancies and trip generation rates consistent with those used in the SEIR. The observed trip generation will be based on the actual counts of traffic entering and exiting Mare Island at the SR 37 interchange and Mare Island Causeway during peak hours based on the biannual traffic monitoring report. This information may be supplemented by specific traffic counts and/or employee surveys at specific land uses on Mare Island that compare observed peak hour traffic generation with standard (SEIR and/or Institute of Transportation Engineers) peak hour traffic generation rates.</p>	<p>every 2 years</p>	<p>Department to review and approve Plan and biennial evaluation and revisions</p>
<b>AIR QUALITY</b>			
<p><b>C.1:</b> The following dust control practices would mitigate fugitive dust impacts during demolition, renovation, and construction activities:</p> <p>Basic control measures to be implemented at all construction sites:</p> <ul style="list-style-type: none"> <li>• Water all active construction areas at least twice daily.</li> <li>• Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.</li> <li>• Pave, apply water three times daily, or apply (nontoxic)</li> </ul>	<p>Project sponsor shall identify all dust control measures to be included in construction contracts in each Unit Plan. The list of measures shall include the basic control measures and shall include those for sites larger than four acres when applicable to a particular Unit Plan. Each Unit Plan shall identify which optional measures will be included. The Unit Plan shall specify that the contractor's foreman shall report on dust control activities in daily log during demolition, excavation and grading, and during landscaping or other earth-moving activities during all phases of construction. The Unit Plan shall also specify</p>	<p>In each Unit Plan, include dust control measures to be implemented during demolition, excavation and grading, landscaping, and other earth-moving activities.</p>	<p>Project sponsor and construction contractors/Development Services Department</p>

**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.</p> <ul style="list-style-type: none"> <li>• Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.</li> <li>• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> </ul> <p>Enhanced control measures to be implemented at construction sites larger than four acres in area in conjunction with basic measures above:</p> <ul style="list-style-type: none"> <li>• Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)</li> <li>• Limit traffic speeds on unpaved roads to 15 mph.</li> <li>• Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>• Replant vegetation in disturbed areas as quickly as possible.</li> </ul> <p>Following are optional control measures that are strongly encouraged for large construction sites located near sensitive receptors, or that for any other reason may warrant additional emissions reductions. To the extent that these measures are feasible, implementation would further reduce dispersion of fine particulates.</p> <ul style="list-style-type: none"> <li>• Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.</li> <li>• Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas.</li> <li>• Suspend excavation and grading activity when winds</li> </ul>	<p>that construction contractor shall prepare and submit a monthly summary of dust control activities based on foreman’s daily log to Development Services Department. Development Services Department to conduct monthly random inspections to insure compliance.</p>		

MITIGATION MEASURES			
Mitigation Measure	Monitoring Program	Timing	Implementing/ Reviewing Party
<p>(instantaneous gusts) exceed 25 mph.</p> <ul style="list-style-type: none"> <li>Limit the area subject to excavation, grading, and other construction activity at any one time.</li> </ul> <p>To reduce emissions from construction equipment exhaust:</p> <ul style="list-style-type: none"> <li>Use alternative fueled construction equipment, when feasible.</li> <li>Minimize idling time (e.g., 5-minute maximum).</li> <li>Maintain properly tuned equipment.</li> </ul> <p>Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.</p>			
<p><b>C.2:</b> Incorporating the following design features would reduce traffic-related emissions:</p> <p>For commercial, institutional, and industrial uses within the Specific Plan area:</p> <ul style="list-style-type: none"> <li>Encourage area tenants to implement carpool/vanpool programs, e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.</li> <li>Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.</li> <li>Design and locate new buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.</li> <li>Provide on-site shops and services, e.g., cafeteria, bank/ATM, dry cleaners, convenience market, for area employees, where feasible.</li> <li>Provide on-site child-care facilities within walking distance of area employment centers, where feasible.</li> <li>Provide shuttle service to transit stations and multimodal</li> </ul>	<p>Project sponsor and individual developers of commercial, institutional and industrial uses shall include a menu of traffic-related emissions reduction features in each Unit Plan Each Unit Plan shall require that these measures be included in each contract for sale or lease of commercial, institutional or industrial space. Sponsor or developer shall identify those features to be included in each Unit Plan submitted to the Development Services Department for review and approval; each Unit Plan shall include at least preferential parking for carpool/vanpool vehicles, secure bicycle parking, showers and lockers for employees bicycling or walking to work, and short-term bicycle parking for retail customers. Other features should be included where feasible.</p>	<p>Include in Unit Plans and building permit documents for each building to be renovated or constructed throughout development program.</p>	<p>Project sponsor and individual developers/ Development Services Department shall confirm that listed measures and other features are included in Unit Plans and in construction drawings.</p>



**MITIGATION MEASURES**

<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>centers, where needed.</p> <ul style="list-style-type: none"> <li>• Provide preferential parking (e.g., near building entrance, sheltered area) for carpool and vanpool vehicles.</li> <li>• Implement parking fees for single occupancy vehicle commuters.</li> <li>• Provide secure, weather-protected bicycle parking for area employees.</li> <li>• Provide safe, direct access for bicyclists to adjacent bicycle routes.</li> <li>• Provide showers and lockers for employees bicycling or walking to work.</li> <li>• Provide secure short-term bicycle parking for retail customers and other non-commute trips.</li> </ul> <p>For residential uses within the Specific Plan area:</p> <ul style="list-style-type: none"> <li>• Provide neighborhood-serving shops and services within one-half mile of residential areas, where feasible.</li> <li>• Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc.</li> <li>• Provide shuttle service to transit stations and multimodal centers.</li> <li>• Provide shuttle service to major destinations such as employment centers, shopping centers, and schools.</li> <li>• Connect bicycle lanes and/or paths in residential areas to the rest of the network on Mare Island.</li> <li>• Connect pedestrian sidewalks and/or paths to adjacent land uses, transit stops, and/or citywide network.</li> </ul>	<p>Project sponsor or individual developers of residential uses shall include menu of traffic-related emissions reduction features in each Unit Plan for residential areas. Sponsor or developer shall identify those features to be included in each Unit Plan submitted to the Development Services Department for review and approval; each Unit Plan shall include at least connections to bicycle lanes/paths and to pedestrian sidewalks/paths to the rest of the bicycle and pedestrian network on Mare Island, and shall include other features where feasible.</p>	<p>Include in Unit Plans and building permit documents for each building to be renovated or constructed throughout development program.</p>	<p>Project sponsor and individual developers/ Development Services Department shall confirm that listed measures and other features are included in Unit Plans and in construction drawings.</p>
<p><b>C4:</b> Provide an adequate buffer zone between any source of toxic air contaminants or odors and land uses sensitive to air contaminants, such as residential, educational, and health care facilities. Possible sources of toxic air contaminants include land</p>	<p>Project sponsor shall identify every industrial site that has the potential to generate 200 heavy-duty diesel truck trips per day in each Unit Plan in an industrial area that is located within 65 feet (200 meters) from a residential,</p>	<p>Initial identification of potential sites shall be included in each Unit Plan.</p>	<p>Project sponsor to prepare information for Unit Plans. Development Services</p>

<b>MITIGATION MEASURES</b>			
<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
<p>uses attracting a high level of diesel vehicle activity, heavy-duty truck routes, and industrial uses, depending on the tenant. The appropriate dimensions of each buffer zone would depend on a variety of factors, including the nature of the activities occurring at the source and the types and quantities of materials being stored or used at the facility. For example, any use that has the potential to generate 200 heavy-duty diesel truck trips per day should be located at least 20 meters (about 65 feet) away from sensitive uses.</p> <p>Project sponsor shall require that each industrial tenant provide information on daily truck trips expected to be generated. Any industrial use generating 200 or more diesel truck trips per day shall be located at least 65 feet from sensitive uses such as residential, educational and health care facilities.</p>	<p>health care, or educational use. The City shall conduct surveys every 2 years until 75% of non-residential properties are occupied, to determine approximate number of diesel truck trips per day generated at large industrial sites and provide results to the Development Services Department.</p>	<p>Surveys of large industrial users shall occur every two years.</p>	<p>Department shall arrange for or conduct surveys and prepare reports / Development Services Department to review Unit Plans to ensure that uses that generate more than 200 diesel truck trips per day are located more than 65 feet from sensitive users. Development Services Department to prepare and review survey reports to ensure substantial diesel truck activity is at least 65 feet from sensitive uses.</p>
<b>NOISE</b>			
<p><b>D.1:</b> Limit construction activities to normal daytime hours (7 a.m. to 6 p.m.), Monday through Saturday, with no construction on Sundays or federal holidays unless approved by the Chief Building Official.</p>	<p>Project sponsor shall include limitations on hours of construction in each Unit Plan, to be included in construction contract documents. .</p>	<p>During construction and/or renovation of each building</p>	<p>Project sponsor and construction contractors/Development Services Department</p>
<p><b>D.4.a:</b> A qualified acoustical consultant shall be retained by the project sponsor to perform annual noise evaluations near light and heavy industrial uses that are located adjacent to residential areas in Reuse Areas 4, 6, 8 and 9, and in Reuse Area 10A near the planned regional park and report to the City. If the ambient Ldn exceeds Noise Element standards in any location, the acoustical consultant shall provide detailed recommendations as to one of the following: installation of noise insulation in the industrial building; changing the types of activities performed or enclosing</p>	<p>Project sponsor shall establish fund to support acoustical studies and insulation of residential uses, if necessary, on Mare Island. City shall retain acoustical consultant. The acoustical consultant shall perform annual noise evaluations in areas identified, prepare a report on results, and make recommendations depending on the results. Development Services Department shall review report and accept or reject recommendations, and shall monitor implementation of accepted recommendations. Project</p>	<p>Project sponsor shall provide evidence to Development Services Department that Fund has been established within 1 year of approval of Specific Plan.</p>	<p>Project sponsor; acoustical consultant retained by Development Services Department/ Development Services Department to review acoustical studies and monitor installation of insulation in industrial</p>

<b>MITIGATION MEASURES</b>			
<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
the activities on the industrial site; or relocating the industrial use elsewhere on Mare Island, at an appropriate distance from residential uses or the regional park.	sponsor or appropriate property managers shall carry out recommendations accepted by Development Services Department.	Acoustical studies and reports shall be carried out annually until 75% of the non-residential space has been occupied or all residential uses in mixed-use area have been insulated, whichever occurs first.	building, enclosing activities, or relocation of industrial use if needed, depending on results of acoustical studies..
<b>D.4.b:</b> Industrial uses shall provide a maximum separation between industrial and adjacent residential, educational, or recreational development; noise-intensive industrial operations shall be concentrated away from adjacent residential, educational, or recreational development; and light industrial and office uses in enclosed buildings should be used to provide a buffer zone and isolate industrial noise from adjacent residential, educational, or recreational development.	Project sponsor shall include appropriate separation between residential areas and proposed industrial uses in each Unit Plan that includes industrial uses. Development Services Department shall review Unit Plans to ensure appropriate separation is included.	During review of each Unit Plan throughout development	Project sponsor/ Development Services Department
<b>D.5.a:</b> Use roadway designs and traffic controls to discourage high traffic volumes and speeds along Azuar Drive south of G Street, and establish a heavy truck prohibition on Azuar Drive south of G Street, on Walnut Avenue between Kansas Street and G Street, and on Flagship Drive.	Project sponsor shall install speed limit signs and truck prohibition signs along streets identified in measure. Project sponsor shall maintain signs in good condition. Public Works Department shall review and approve signs and shall inspect installation and maintenance.	Within 6 months of approval of Specific Plan	Project sponsor/Public Works Department
<b>D.5.b:</b> Establish a noise monitoring program to provide for biennial noise measurements along the residential portions of Azuar Drive and Walnut Avenue taken in conjunction with traffic counts; a detailed acoustical study prepared by an appropriately qualified acoustical consultant documenting results of the measurements and discussing noise levels in relation to Noise	Project sponsor shall establish a fund to support biennial acoustical studies in areas noted in measure. Development Services Division shall retain a qualified acoustical consultant to carry out biennial noise measurements, in conjunction with traffic counts, and prepare report. Project sponsor or other property	Project sponsor shall provide evidence to Development Services Department that Fund has been established within	Project sponsor to establish and maintain fund; Development Services Department to retain consultant for biennial studies;

<b>MITIGATION MEASURES</b>			
<b>Mitigation Measure</b>	<b>Monitoring Program</b>	<b>Timing</b>	<b>Implementing/ Reviewing Party</b>
Element criteria; and implementation of a noise insulation program if any residences along these streets are shown to be exposed to traffic noise levels that have increased by 5 dB or more.	managers shall implement any recommended noise insulation program.	one year of approval of Specific Plan.  Acoustical studies shall be carried out every two years after approval of Specific Plan, until 75% of non-residential space is occupied or until all residences along the identified streets have been insulated, whichever occurs first.	Development Services Department to review studies and monitor insulation installation.
<b>D.5.c:</b> Provide building construction and noise insulation to achieve interior noise levels of less than 45 dBA Ldn, approximately 25 dBA exterior-to-interior reduction as required in Title 24 of the California Code of Regulations, for high-density residential development in mixed uses of Reuse Areas 2A and 3B.	Project sponsor and/or individual developers shall include proposed insulation provisions for residential uses in mixed use buildings in Unit Plans for sites in Reuse areas 2A and 3B to insure that construction plans and specifications for residential development in mixed-use areas include appropriate insulation and construction features to achieve required level of exterior-to-interior noise reduction, based on estimated exterior noise levels calculated using most recent traffic monitoring report carried out pursuant to Measure B.1 Development Services Department shall review building plans for each mixed-use building to ensure noise insulation and construction features are included.	For each Unit Plan for mixed-use residential buildings throughout development program	Project sponsor and construction contractors/Development Services Department
<b>UTILITIES/SERVICES</b>			
<b>E.3a.</b> The City could implement water conservation measures the same as or similar to those included in the draft Water Shortage Contingency Plan. Implementation of these measures would offset the water deficit in the third year of consecutive dry years.	The City shall adopt water conservation measures.	Adopt within 6 months of action on Specific Plan; implement during low rainfall years.	City Council and Public Works Department Water Division/ Public Works Department