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**VIA E-MAIL**

February 7, 2026

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**RE: Draft Mare Island Specific Plan (File #SPA24-0001)**

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Dear Andrea Jones and Mare Island Company / Nimitz Group Team,

Thank you for submitting the First Draft of the Mare Island Specific Plan (MISP) dated October 10, 2024. The City of Vallejo and relevant agencies have completed their review of the MISP and provided comments on the draft plan, included herein. These comments are also provided within an annotation of the draft plan included as a supplement to this letter.

Comments have been provided by the following City Departments:

- City Manager's Office
- Economic Development Department
- Fire Department
- Planning & Development Services Division, supplemented by planning consultant Good City Company
- Police Department
- Public Works Department
- Water Department

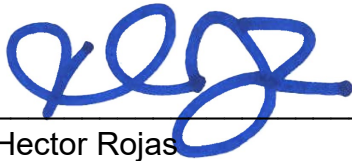
In addition, reviews have been provided by the following outside agencies:

- Caltrans
- SolTrans
- Greater Vallejo Recreation District (GRVD)
- Vallejo Flood and Wastewater District (VFWD)

The next step in the Specific Plan review process will be the submittal of a second draft of the MISP. The resubmittal shall incorporate revisions responsive to the items identified in Section A (Requested Changes) and include written responses to all first-round comments within the provided table. Section B (Suggested and Advisory Changes) identifies additional topics the City recommends be addressed in the next draft or discussed with staff prior to resubmittal at the applicant's discretion. Concurrently, the applicant is expected to advance the studies, analyses, and parallel planning efforts described in Section C (Items for Future Study/Plan/Analysis), while matters outlined in Section D (Items for Development Agreement) will be addressed through negotiation of the Development Agreement accompanying adoption of the Specific Plan. Section E (Regulatory Compliance Checklist) summarizes consistency with applicable State, regional, and local requirements and identifies areas of partial or non-compliance that must be resolved prior to plan approval. Section F (Companion Approvals) identifies related entitlements and regulatory actions that must proceed concurrently with the Specific Plan. Appendix 1 provides the City's memorandum evaluating the Specific Plan's initial compliance with the Metropolitan Transportation Commission's Transit-Oriented Communities Policy.

Thank you to you and your team for working with us toward a new vision for Mare Island.

Regards,



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Hector Rojas  
Long-Range Planning Manager

Cc: By email only

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## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A1</b>	Economic Development	General	Add a glossary of terms and acronyms, as an appendix or after the list of figures/tables.		General	Erin Hanford
<b>A2</b>	Economic Development	General	Include a list of existing buildings as an Appendix to the New MISP (similar to Appendix E in the 2013 Plan). Follow up with Erin Hanford if needed.		General	Erin Hanford
<b>A3</b>	Economic Development	Land Use and Neighborhoods - Public Facilities	Include a list of all current and future public/civic facilities within the SP boundary, at minimum incorporating the Police Substation; Future Public School; Expanded B127 Fire Station parking lot; Community Center; Youth Recreation and Sports Center; Public Works Facility/Corp Yard; Museum Facility; GVRD Facility (if any). Where possible, the New MISP shall identify where on the island map these facilities will be located, or at minimum identify which neighborhood.		General	Erin Hanford
<b>A4</b>	Economic Development	The Island Plan - Historic Resources	Clarify/confirm that the National Historic Landmark Area boundaries in the SP are the same as the 2013 Plan from Section 2.3.1 and consistent with the City's mapping ( <u>Areas A &amp; C look slightly different and Area D appears to be missing from the 2024 Plan</u> ). Provide zoomed-in maps of each of the four National Historic Landmark Areas, with numbered buildings clearly shown, to support review of		35	Erin Hanford

**Section A: Requested Changes**

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	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
			compliance with historic preservation policies. Use consistent language - National Historic Districts vs National Historic Landmark Areas.			
<b>A5</b>	Economic Development	The Island Plan - Naming	Amend neighborhood names – the New MISP cannot use roman numerals as this will cause confusion with the public trust and trust transfer parcel names/titles. Use letters or simple numbers.		40	Erin Hanford
<b>A6</b>	Economic Development	Land Use and Neighborhoods - LUCs	Provide clarity/additional information regarding Land Use Covenants that prohibit residential use. Add a footnote to land use table or Policy to Chapter 5 of New MISP stating that if a site has a restrictive land use covenant, the developer must get DTSC approval before developing residential (or provide confirmation that DTSC has approved residential uses above the ground floor).		Chapter 5	Erin Hanford
<b>A7</b>	Economic Development	Land Use and Neighborhoods	Compare the City’s State Lands settlement agreement with the 2013 MISP and New MISP to ensure that any use restrictions on public lands are implemented in the New MISP land use map. Avoid any conflicts between proposed residential land uses where the settlement agreement prohibits residential development.		67	Erin Hanford

## Section A: Requested Changes

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A8</b>	Economic Development	Land Use and Neighborhoods	Clarify that a 3.34 acre parcel by the intersection of Azuar Drive and 15 <sup>th</sup> Street (APN 0066-170-020) is not owned by Touro University. Verify ownership of this parcel and discuss proposed view corridor (indicated on Figure 5-66) and future intended land use with Martin Brothers Construction Co., if this is the correct owner. As appropriate, revise the proposed park use for this site in the new MISP land use map. The 2013 MISP does not designate a land use for this parcel. If necessary, revise relevant diagrams (Figures 5-64 and 5-66) if the proposed view corridor connection cannot be made through this property.		67	Erin Hanford
<b>A9</b>	Economic Development	Land Use and Neighborhoods - Zones	Separate private educational uses (Touro University is a private school) from public uses in the land use scheme, so that the New MISP's zoning is consistent with the City Zoning Code for the PS zone.		68, 69	Erin Hanford
<b>A10</b>	Economic Development	Mobility - Trails	Clarify public access to the Western Magazine Area - include a map and/or narrative describing how the public will access the WMA (to meet ADA standards, a publicly accessible road may be required). The City will provide direction for the future land use of the WMA (most likely regional park).		148	Erin Hanford

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A11</b>	Economic Development	Infrastructure - Implementation	Add an infrastructure improvements summary table (similar to Table 8-1 in the 2013 MISP) to the New MISP that lists all key improvements and describes the anticipated party who will construct and maintain these improvements, and the anticipated funding sources/cost share. Based on the final Funding Plan, describe the intended financing for each major infrastructure element or system, i.e. CFD, impact fee, developer, grants, etc.		162	Erin Hanford
<b>A12</b>	Planning Division	The Island Plan – Housing Affordability	Describe the inclusionary percentage and AMIs that will be achieved by the New MISP (and codify this commitment in the DA). Provide a summary of the affordable housing production policies to be utilized within the station area (e.g., inclusionary zoning, ministerial approval processes, funding, etc.).		46-47	Hector Rojas
<b>A13</b>	Planning Division	Mobility - Parking	Under 6.4.C, the New MISP states "It is assumed that parking demand will change over time and be higher in the early years of the development and decrease over time" This is vague, provide additional details or standards for the initial ratios, the final ratios, and the triggers for what would cause the ratios to decrease.		55	Troy Reinhalter

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISIP

	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A14</b>	Planning	Parks and Open Space	<p>Provide a comprehensive table of all parks proposed in the plan area and the acreage of each (including Community Parks, Neighborhood Parks, and Pocket Parks). Clarify whether the Parade Grounds Park is the same size in the New MISIP as in the 2013 MISIP.</p> <p>Calculate the total proposed park acreage and the park service ratio for the New MISIP. Do not count the City Park, unless Mare Island proposes to construct the park. The Nature Preserve/Regional Park may be included if MIC makes improvements to this open space and/or contributes to ongoing maintenance. Confirm the proposed ratio meets the General Plan's minimum parkland standard ratio of 4.25 acres per 1,000 residents.</p>			Erin Hanford
<b>A15</b>	Planning	Parks and Open Space	<p>The City Park land is not controlled by MIC. The City will decide what the plan is for the landfill and will convey its decision to MIC. For now, the area should be shown in the New MISIP as Open Space and not a park. The City is unlikely to be interested in taking ownership from the Navy. From a service ratio standard perspective, MIC cannot take credit for City Park acreage since MIC is not currently planning on developing it. If MIC does build</p>			Erin Hanford

**Section A: Requested Changes**

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			<p>the City Park, they make take credit for the acreage. GVRD is not opposed to creating a park from the landfill but would want to ensure that proper protocols are followed regarding subsurface prep, potential settlement, and planting of trees.</p>			
<b>A16</b>	Planning Division	Parks and Open Space	<p>In the Funding Plan and specific plan implementation table, clarify ownership and maintenance for all park types, including community parks, neighborhood parks, and pocket parks. Note that GVRD does not typically administer or manage passive parks.</p>		58-59	Hector Rojas
<b>A17</b>	Planning	Implementation - Transfers	<p>Under 11.5.D the New MISP states a “minimum amount ____ sf of commercial capacity to remain in each phase”. Clarify what is meant by commercial capacity - does this mean active ground floor use? Retail uses? How much square footage is proposed to remain in each phase?</p>		273	Troy Reinhalter
<b>A18</b>	Planning Division	Implementation - Transfer of Federal Lands	<p>Identify a process in the Implementation chapter and DA for applying land use districts to future lands that are transferred to MIC/Nimitz.</p>		63	Hector Rojas

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	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A19</b>	Planning	Land Use	The New MISIP needs to indicate future land use direction for areas outside of MIC ownership/control. See Table A-1 for relevant direction.		67	Gillian Haen
<b>A20</b>	Planning	Land Use	Add a narrative section in the New MISIP regarding the process for development and uses that are allowed on public trust lands. Add a separate map showing the boundaries and which areas are publicly owned / public trust lands.		Chapter 3	Erin Hanford
<b>A21</b>	Planning	Land Use	Create <i>separate</i> land use zones and existing buildings maps. It is okay to keep the outline/shadow and numbers of buildings on the land use zones map, but buildings should not have a land use color that is different from the underlying land use zone. Color the land around large existing industrial buildings as General Industrial grey, (i.e. Buildings 578, 580, 386-390, 483, etc.) rather than showing as undevelopable. Similarly, the gantry & finger piers should be General Industrial grey rather than showing as undevelopable.		67	Gillian Haen

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A22</b>	Planning Division	Land Use and Neighborhoods	Clarify the intended adaptive reuse of the munition bunkers in the New MISP. If unknown, add detail to future phase/framework approval when property is transferred from the Navy.		98	Hector Rojas
<b>A23</b>	Planning Division	Land Use and Neighborhoods	Include a map in the New MISP of parcels with Land Use Covenants.		244	Hector Rojas
<b>A24</b>	Planning Division	Land Use and Neighborhoods - Density	Maintain the maximum residential densities proposed within the New MISP. Per MTC's TOC Policies for Tier 4 transit stations, minimum residential densities throughout the station area (1/2-mile radius) should exceed an "average minimum density" of 25 DU/AC. Include minimum residential densities for the following zones: a. R-HD (min 25 du/ac) b. NMRX (min 35 du/ac) c. CMRX (min 50 du/ac) d. CR (min 65 du/ac)		67-68	Hector Rojas
<b>A25</b>	Planning Division	Land Use and Neighborhoods -Density	HOK/MIC has stated that State Density Bonuses (SBDs) are not necessary and will not be requested since island growth is capped by traffic/utilities capacity. However, the City requests that the		67-68	Hector Rojas

**Section A: Requested Changes**

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			DA includes a clause explicitly waiving the right to SDBs. Please also add a brief Plan section stating MIC's intent with regards to waiving SDBs.			
<b>A26</b>	Planning Division	Land Use and Neighborhoods – TOC Compliance	Plan needs to discuss how it will comply with MTC's TOC requirements for PDA areas		General	Hector Rojas
<b>A27</b>	Planning Division	Land Use and Neighborhoods - TOC	<p>The New MISP needs to describe how the Plan will comply with various aspects of the MTC TOC policy. Full compliance is strongly encouraged but not required (partial compliance may be acceptable). Suggested pathways for New MISP compliance include:</p> <ol style="list-style-type: none"> <li>1. Provide a clear definition for Commercial Office use within the MISP and comprehensive land use table that clarifies in which zones it is allowed (as P or CUP).</li> <li>2. Add minimum height blocks/frontages; one in Phase 2, one in Phase 6 [five or six stories is suggested]</li> <li>3. Add a policy or standard around minimum FAR or minimum square feet of active ground-floor use ("active use" being defined expansively), along identified frontages.</li> <li>4. Add a minimum commercial FAR for the NRMX zone.</li> <li>5. Provide additional context on</li> </ol>		68	Hector Rojas

**Section A: Requested Changes**

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Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
		<p>Commercial Office uses proposed to be located within buildings anticipated to be preserved or adaptively reused within the ferry terminal station area.</p> <p>6. Decrease the parking maximum for RMD from 2 spaces to 1.5 spaces per unit to comply with the MTC TOC Policy Tier 4 maximum.</p> <p>7. Decrease the parking maximum for Medical (MI-M) from 5 spaces per 1,000 sq ft to 4 spaces per 1,000 sq ft to comply with the MTC TOC Policy Tier 4 maximum.</p> <p>8. Describe in more detail how the New MISP addresses transportation access gaps, specifically within ½ mile of the ferry terminal.</p> <p>9. Include a reference to (and a map of) the Equity Priority Communities within greater Vallejo and the benefits to EPCs from transit access improvements within the MISP.</p> <p>10. Include a specific reference to “MTC Mobility Hubs.”</p> <p>11. Provide a summary of the small business and non-profit preservation strategies to be employed within the ferry terminal station area.</p>			

**Section A: Requested Changes**

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	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A28</b>	Planning Division	Land Use and Neighborhoods – Allowed Land Uses	The New MISP needs to incorporate a comprehensive land use table indicating what uses are allowed, conditionally allowed, and prohibited in each of the plan's land use zones. Land use types should be consistent with the definitions in the Zoning Code unless otherwise stated. Clarify the zoning and/or allowed land uses in existing (gray) buildings.		68	Hector Rojas
<b>A29</b>	Planning Division	Land Use and Neighborhoods – Light Industrial	Identify in the comprehensive land use table which "uses with high negative environmental impacts or externalities" such as gas stations, dry cleaners, and recycling facilities are prohibited in MI-LI.		70	Hector Rojas
<b>A30</b>	Planning Division	Land Use and Neighborhoods – Active Ground Floors	Within Section 5.3E, add a standard for minimum active ground floor space to frontages identified on Figure 5-3, either in terms of square footage or FAR (does not need to be retail but could be any of the active uses as defined).		71	Troy Reinhalter
<b>A31</b>	Planning Division	Land Use and Neighborhoods – Active Ground Floors	Within Section 5.3E, clarify the list of active ground floor uses; turn narrative into a bulleted list. Add a standard relating to small-format retail uses to ensure some variation on ground floors.  5.3.E LAND USE PLAN DESCRIPTIONS, SPECIAL says there are two special land use		71	Troy Reinhalter

## Section A: Requested Changes

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			types but only one is listed (active ground floor). Clarify.  Clarify that banks shall only be considered active if they have an ATM. Also clarify that offices are not an active ground floor use, nor are incubator and startup spaces. Consider adding an exception where the Planning and Development Services Director can approve uses as active that are not on the list.			
A32	Planning Division	Land Use and Neighborhoods – Development Standards	The proposed minimum building separation of five (5) feet is too small for higher density zones (e.g. RHD, CR, CRMX). Revise and consider a standard that varies depending on building heights (e.g. wider separation for taller buildings).		72-83	Troy Reinhalter
A33	Planning Division	Land Use and Neighborhoods – Development Standards	Add common/private open space requirements for RMD, RHD, and NRMX. Common and private open space requirements may be combined or separate.		72-83	Troy Reinhalter
A34	Planning Division	Land Use and Neighborhoods – Development Standards	Clarify the Main Building Maximum Height standard is the <i>lesser or greater</i> of the listed stories and feet.		72-83	Troy Reinhalter
A35	Planning Division	Land Use and Neighborhoods – Development Standards	Clarify <i>street side</i> and <i>interior side</i> setbacks. Make sure that these are consistently labeled on the site plan diagrams (the associated number		72-83	Troy Reinhalter

## Section A: Requested Changes

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			label is missing from some of the diagrams).			
<b>A36</b>	Planning Division	Land Use and Neighborhoods – Development Standards	For the CRMX and CR, clarify how an eight-story mixed-use building can be built within the 85-foot height maximum if the minimum ground floor non-residential height is 18 feet.		77	Troy Reinhalter
<b>A37</b>	Planning Division	Land Use and Neighborhoods – Development Standards	Increase interior side and rear setback minimums for O, M, and LI when abutting MI-RLD/MI-RMD/MI-RHD. Increase to at least 25 feet for buildings 35 feet or taller.		79-81	Troy Reinhalter
<b>A38</b>	Planning Division	Land Use and Neighborhoods – Farragut Neighborhood	Incorporate the proposed Coral Sea Village land use and subdivision design into the New MISP.		95	Troy Reinhalter
<b>A39</b>	Planning Division	Land Use and Neighborhoods – Touro Neighborhood	Identify where in the Touro neighborhood the remaining 162,000 square feet of academic and office space and 895 dorms would be built. Clarify the timing of this construction; provide more details or assurances that this academic growth will be built last in Phase 9.		120	Hector Rojas
<b>A40</b>	Planning Division	Mobility – Private Streets	Provide a generic street section for private streets (or clarify that Service Street section applies). Provide minimum setbacks for buildings adjacent to these private streets.		130	Troy Reinhalter

## Section A: Requested Changes

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A41</b>	Planning Division	Mobility - Bike/Ped Network	Show off-island connections and layer in the City's Active Transportation Plan (ATP) network, including connections into Downtown.		144	Hector Rojas
<b>A42</b>	Planning Division	Mobility - Transit Network	In Figure 6-19, the figure and legend do not match. There are no potential connections or stations shown on the figure. Nor are there any designated transit-only lanes. There is an additional radius shown that does not correspond to a transit station.		150	Troy Reinhalter
<b>A43</b>	Planning Division	Mobility – Parking Standards	<ol style="list-style-type: none"> <li>1. Provide minimum and maximum parking requirements for specific land use classifications (single family, multifamily, retail, restaurant, office, industrial, etc.), not just by Land Use Zones.</li> <li>2. Provide minimum long-term bicycle parking requirements for all uses/zones; clarify the relationship between employee &amp; visitor count and land uses.</li> <li>3. Clarify how the parking occupancy study described under Design Guidelines in Section 6.4.C will function. For example, who reviews the draft study? What specific exemption from the minimum or maximum requirements does it allow for?</li> </ol>		155	Hector Rojas
<b>A44</b>	Planning Division	Mobility – Parking Standards	Align the New MISP's EV parking standards with the City's Building Code.		155	Hector Rojas

**Section A: Requested Changes**

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<b>A45</b>	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
	Planning Division	Mobility - TDM	<p>Add additional standards and policies to the New MISP regarding the timing of TMA formation and required membership in a future transportation management area (TMA) and/or Parking Management District. This entity should be formed during early phases and most if not all future phases. City suggests use of a points system for residential properties, and a district-wide trip cap and/or parking cap for non-residential properties and tenants. These transportation demand management (TDM) requirements shall be tied to project and phase approvals and entitlements. The framework of the TMA/TDM program should be described in the New MISP, but the details should be contained in a standalone Administrative Guidelines document or the zoning code. Required programs and penalties shall be specified in this separate document. Provide details on the TDM monitoring and proposed annual reporting for trip reductions and any mitigation measures.</p> <p>Trip reductions on Mare Island will likely need to exceed the 15% reduction in the Zoning Code, to alleviate the necessity of a third bridge or other significant</p>		156	Hector Rojas

## Section A: Requested Changes

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	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			transportation infrastructure improvements. As needed to achieve vehicle miles travelled (VMT) mitigation, these measures shall also be included in the EIR.			
<b>A46</b>	Planning Division	Infrastructure – Utility Easements	Clarify that public utility easements will be provided to the City for public utilities that run beneath private streets.		159	Troy Reinhalter
<b>A47</b>	Planning Division	Infrastructure - Stormwater	Describe proposed Storm Drain System phasing and methodology in an Appendix to the New MISP, based on the Infrastructure Plan. Include standards regarding design for storm events and maximum run-off compared to existing conditions. Add legends to Figures 7-4 and 7-5. Add flow directions for each stormwater drainage unit to Figure 7-5.		170	Hector Rojas
<b>A48</b>	Planning Division	Development Controls	Clarify how 5% minimum landscaping for non-residential in CRMX and CR (page 77) is consistent with Table 9-1. Landscape Requirements by Land Use (page 202)		202	Troy Reinhalter
<b>A49</b>	Planning Division	Development Controls – Street Frontage Hierarchy	Clarify the street hierarchy as described on page 211 under Section 9.5.D (i.e. provide a clear bulleted/ordered list or table).		211	Troy Reinhalter

**Section A: Requested Changes**

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	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A50</b>	Planning Division	Development Controls	Under 9.5.D RESIDENTIAL BUFFER ZONE, the New MISP requires an inset of a minimum of 5 feet, but from what? Is it back of curb or property line? City recommends that this buffer zone depth vary depending on the height of the ground floor unit entrance (i.e., a larger buffer for lower/at-grade units, a minimal buffer for units elevated above 5 feet).		212	Troy Reinhalter
<b>A51</b>	Planning Division	Design Controls – Rooftop Elements	Refine standards for rooftop mechanical uses under “9.5.F Building Elements”: <ul style="list-style-type: none"> <li>• 22 feet is unreasonably high for elevator penthouses. Suggest 15 feet max, with Planning and Building Services Director exception up to 22 feet</li> <li>• "All rooftop mechanical systems must be screened from view from the public realm;" provide additional restrictions/limitations on the amount of screening -&gt; require a setback from the roofline (i.e. 1 to 1.1 ratio) or set a maximum percentage of roofline (i.e. 50%) that can have screening flush with the edge above 5 feet in height.</li> </ul>		214	Troy Reinhalter

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A52</b>	Planning Division	Design Controls	<ul style="list-style-type: none"> <li>• Number all standards so that staff can easily refer to standards in future compliance review (1, 2, 3, i, ii, iii, or a, b, c)</li> <li>• Clearly separate standards (shall or will) from guidelines (should or may) and from narrative/intent language</li> <li>• Revise subjective standards or guidelines where appropriate to be objective design standards as required by state law. Residential and mixed-use development requires objective design standards; commercial development may be subject to design guidelines.</li> </ul>		Chapter 9	Troy Reinhalter
<b>A53</b>	Planning Division	Implementation – DA Items	In the New MISP’s Implementation Section, list out key items that will be in the DA such as Transit Phasing, Infrastructure Phasing, Parks Phasing, Affordable Housing Plan & Inclusionary Commitment, Bundling of Phases, and Trip Cap & TDM Administration (including Enforcement & Penalties).		269	Troy Reinhalter

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A54</b>	Planning Division	Implementation - Approvals	Under Section 11.3.A Framework Approval, clarify how this clause “Master tentative maps shall include infrastructure required for the phase by applicable adopted mitigation measures or by the development agreement. Master tentative maps should also include parcels for parks and open space required for the phase in question in accordance with the Specific Plan” is consistent with this phrase: “Design and improvement of subdivisions on developable lots (established through subsequent conventional tentative and final maps pursuant to Title 15 of the Municipal Code of the subdivision ordinance), including any information regarding streets, parks and open space, and infrastructure will not be shown on master tentative maps.		269	Troy Reinhalter
<b>A55</b>	Planning Division	Implementation – General	From the second paragraph in Chapter 11 (on page 269): Master Tentative Maps and/or Development Agreements (“DAs”) shall include as much details as is feasible regarding proposed community facilities and community parks. This critical information shouldn’t be held back until conventional/project-level tentative and final maps. Please revise.		269	Troy Reinhalter

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A56</b>	Planning Division	Implementation – Use Permits	Clarify that Minor Use Permits require Planning and Development Services Director approval and Conditional Use Permits require Planning Commission approval.		269	
<b>A57</b>	Planning Division	Implementation – Review Processes	<p>Amend Chapter 11 to align with the following approach for certain planning approvals:</p> <ol style="list-style-type: none"> <li>1. Allowed with by-right with no discretion or required findings: <ul style="list-style-type: none"> <li>• Up to five Minor Exceptions for Deviation from Standards of Less Than 10%, not including building height or lot coverage.</li> </ul> </li> <li>2. Subject to Planning and Building Services Director approval (appealable to the Planning Commission): <ul style="list-style-type: none"> <li>• Deviations in excess of five total, deviations greater than 10% but less than 25%, or deviations to building heights or lot coverage - following the application procedure described in Chapter 16.608 of the Zoning Code but subject to the unique findings described in the New MISP under 11.4.B.</li> <li>• Zoning Compliance Review</li> <li>• Minor Maps</li> <li>• Lot Line Adjustments</li> <li>• Density/Commercial Square-Footage Transfers up to 20%. Transfers must meet findings of substantial conformance with the New MISP as written in 11.5.D.</li> </ul> </li> </ol>		269	Hector Rojas

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
		<ul style="list-style-type: none"> <li>• Changes to the MISP Land Use Map to implement density or commercial square footage transfers, subject to Director’s findings of substantial conformance</li> <li>• Master Tentative Maps (including easements)</li> </ul> <p>3. Subject to Planning Commission approval (appealable to the City Council):</p> <ul style="list-style-type: none"> <li>• Major Map Adjustments (Major Lot Line Adjustments shall comply with Chapters 15.08 or 15.14 of Zoning Code)</li> <li>• Tentative Maps</li> <li>• Variances, according to the procedures established in Chapter 16.607 of the Zoning Code</li> <li>• Conditional Use Permits</li> <li>• Development Review Permit, subject to Design Review Board recommendation (design review requirements to be discussed with MIC)</li> </ul> <p>4. Subject to City Council approval:</p> <ul style="list-style-type: none"> <li>• Final Maps and Parcel Maps</li> <li>• Master Final Maps</li> <li>• Specific Plan Amendment (including Density/Commercial Square Footage Transfers or Deviation from Standards more than 25%); this also includes changes to the MISP Land Use Map determined by the Director to be inconsistent with the transfer</li> </ul>			

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			findings, or changes to the Land Use map not pursuant to the density/commercial square foot 20% maximum transfer protocol.			
<b>A58</b>	Planning Division	Implementation	The reference in Section 11.4.B is incorrect. Update reference to chapter 16.608 in Zoning Code (not chapter 16.68).		271	Troy Reinhalter
<b>A59</b>	Planning Division	Implementation – Maximum Development Program	Section 11.5.A of the New MISP states "The maximum allowable development in the Specific Plan area will be approximately 14,400 dwelling units." Delete the word 'approximately'.		272	Troy Reinhalter
<b>A60</b>	Planning Division	Implementation – Maximum Development Program	Page 272 does not contain a maximum number of projected trips by neighborhood, which is needed to confirm the appropriateness of any proposed density transfer under the protocol described in Section 11.5.D TRANSFER APPROVAL AND FINDINGS.		272	Troy Reinhalter
<b>A61</b>	Planning Division	Implementation - Transfers	Clarify the meaning of this clause under Section 11.5.B: Transfers are allowed between existing building (including repurposed structures) and new buildings, provided the projected maximum trip generation is not exceeded. Should this also say, "and the maximum development program"?		273	Troy Reinhalter
<b>A62</b>	Planning Division	Parks and Open Space	MIC has requested flexibility on the exact size and location of parks and open spaces in future phases (after Phase 3). Please add		274	Troy Reinhalter

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			minimum acreages per phase and/or minimum service ratios (per 1,000 residents) that will be implemented by neighborhood, to ensure that adequate park space is included in the future phases.			
<b>A63</b>	Planning Division	Implementation – Non-Conforming Uses	Carry over the following language from the 2013 Plan: “With City approval, existing interim, nonconforming uses can be allowed to remain on Mare Island until development is ready to proceed in conformance with the Mare Island Specific Plan.”		Implementation	Troy Reinhalter
<b>A64</b>	Public Works - Transportation	Mobility - Traffic Management	Clearly identify all signalized intersections in the New MISP. The City’s Public Works Department is in favor of employing roundabouts where possible (in lieu of signals), especially at key intersections such as G & Railroad, G & Walnut, and N & Railroad/Walnut. The design of roundabouts must follow the Caltrans Manual (CA MUTCD) as appropriate.		122	Mark Helmbrecht
<b>A65</b>	Public Works - Transportation	Mobility - Roadway Infrastructure Design/Engineering	Provide a map of the proposed on-island truck routes. Consider overlapping this with bus and shuttle services. Prioritize movement of larger vehicles on the identified truck routes (especially Azuar Dr). Clarify whether heavy vehicle traffic is anticipated on the Mare Island Causeway. Clarify how		122, 133, 140	Mark Helmbrecht

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			trucks will circulate on and off Azuar Drive.			
<b>A66</b>	Public Works - Transportation	Mobility - Street Network	Revise Figure 6-3 Street Type Network. Label roadways and/or revise the color scheme so that all roads can be clearly distinguished (too many greens). Add a north arrow and scale to all maps.		127	Mark Helmbrecht
<b>A67</b>	Public Works - Transportation	Mobility - Roadway Infrastructure Design/Engineering	Provide a map of the proposed on-island truck routes. Assign/propose Traffic Index (TI) values to support the proposed level of traffic and heavy vehicles. Follow State standards for roadways expected to carry heavy vehicles.		127	Mark Helmbrecht
<b>A68</b>	Public Works	Mobility - Roadway Design / Engineering	Travel lanes not next to curbs should be 11 feet wide.		130	James Paluck
<b>A69</b>	Public Works	Mobility - Roadway Design / Engineering	Travel lanes serving buses or next to curbs be 12 feet wide.		131-132, 134-139	James Paluck
<b>A70</b>	Public Works - Transportation	Mobility – Bike/Ped Network	Provide details in the New MISP's Mobility chapter and/or Infrastructure Plan to explain how proposed future bike routes will connect over the Mare Island		144	Tony Chu

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			Causeway, and how bike routes will connect to Bay/Vine Trail.			
<b>A71</b>	Public Works - Transportation	Mobility – Pedestrian Network	Show Class I multi-use paths on Figure 6-17 Pedestrian Network, under Section 6.2.C		147	Mark Helmbrecht
<b>A72</b>	Public Works - Transportation	Mobility - Shuttle and Transit Network	Describe or clarify how Touro University, Nature Preserve, and the shipyard will be served by the proposed shuttle system.		150	Mark Helmbrecht
<b>A73</b>	Public Works - Transportation	Mobility – Shuttle and Transit Network	Figure 6-19 Transit Network should identify graphically which is the intermodal hub on the legend and the diagram.		150	Mark Helmbrecht
<b>A74</b>	Public Works - Transportation	Mobility – Shuttle and Transit Network	Clarify how the shuttle works at the north end of the island. Where does it go/connect, and how does it return to the island?		150	Mark Helmbrecht
<b>A75</b>	Public Works - Transportation	Mobility – TDM Strategies	See Comment A38 above regarding TMA/TDM. Provide clearer framework for TDM in Section 6.4.B. All tenants and property owners (above a certain minimum size) shall be members of a TMA. Each member of the TMA needs to have a TDM coordinator tasked with implementing the TDM measures at their site, helping employees/residents to reduce auto use and trips, and promoting alternatives to driving.		154	Mark Helmbrecht
<b>A76</b>	Caltrans	Mobility – Traffic Improvements	Based on the results of the traffic impact analysis in the EIR, any required traffic improvements and		General	Llisel Ayon

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			mitigation measures shall be incorporated into to New MISP's Implementation chapter and implementation table.			
<b>A77</b>	Caltrans	Mobility - Multi-Modal Improvements	Please review and include references to the Caltrans District 4 Pedestrian Plan (2021) and the Caltrans District 4 Bicycle Plan (2018) in the Draft EIR. These plans evaluated existing walking and bicycling conditions along and across the State Transportation Network (STN) in the nine-county Bay Area and identified location-specific, prioritized needs.		142-146	Llisel Ayon
<b>A78</b>	SolTrans	Mobility – Shuttle and Transit Network	Include a standard or policy in the New MISP that "Off-island bus pull out measurements need to be collaborated with the SolTrans general services team to make sure size meets safety requirements for a safe pull in and pull out."		151	Mandi Renshaw
<b>A79</b>	VFWD	General	Add VFWD as an additional organization on page 3.		3	Tracy Rideout
<b>A80</b>	VFWD	Land Use and Neighborhoods – Property Ownership	Add an ownership map to the New MISP, indicating all of the areas not controlled by Mare Island Company.		64	Tracy Rideout
<b>A81</b>	VFWD	Land Use and Neighborhoods – Existing Buildings	Clarify intended uses for all existing buildings, including Buildings 69, 71, and 77		65	Tracy Rideout

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
A82	VFWD	Land Use and Neighborhoods – Infrastructure Use	Where known, indicate which plan areas are reserved for existing and future public infrastructure, such as the creation of detention basins, sewer/storm/water infrastructure. These must be identified on relevant figures and in the New MISP's infrastructure plan. Land should be reserved, and shown, to provide the area necessary for upgraded pump stations, on-site treatment, and water-quality facilities.		67	Tracy Rideout
A83	VFWD	Infrastructure - Regulatory Compliance	Add a regulatory compliance section to Chapter 7 of the New MISP, covering topics such as private land drainage areas, trash capture, and other environmental regulatory items.		162	Tracy Rideout
A84	VFWD	Infrastructure - Stormwater	Section 7.6.A, the statement, "Multiple studies have been done over the years with the goal of optimizing the watersheds without the need for new outfalls and agencies permitting." is misleading. Optimizing the watersheds was a cost-effective option to explore if watersheds could be adjusted by utilizing existing outfalls from a hydraulic standpoint. The Mare Island Reuse Infrastructure Study recommended plugging some outfalls and installing new outfalls. Modify statement accordingly.		168	Tracy Rideout

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>A85</b>	VFWD	Infrastructure - Stormwater	Update Figure 7-5 to indicate stormwater system components and methodology for handling drainage as indicated on Page 170, Section 7.6.C.		169	Tracy Rideout
<b>A86</b>	VFWD	Infrastructure - Stormwater	If permanent Best Management Practices (BMPs) are installed or hydromodification designs are included as part of development, the owner shall be required to enter into an operations and maintenance agreement. The New MISP should acknowledge this requirement. VFWD or the City would be responsible for inspecting for compliance with NPDES.		170	Tracy Rideout
<b>A87</b>	VFWD	Infrastructure - Stormwater	Trash capture devices will be required to be incorporated into the storm drainage system. Recommend including trash capture devices under Section 7.6.C.		170	Tracy Rideout
<b>A88</b>	VFWD	Infrastructure - Wastewater	Update Section 7.7A and Figure 7-6 Existing Sanitary Sewer System to reflect that there are currently nine active sanitary sewer lift stations on Mare Island that are operated by the VFWD.		171	Tracy Rideout
<b>A89</b>	VFWD	Infrastructure - Wastewater	Update Section 7.7A and Figure 7-6 Existing Sanitary Sewer System to reflect that DOM 4 connects to an 18-inch force main.		171	Tracy Rideout

**Section A: Requested Changes**


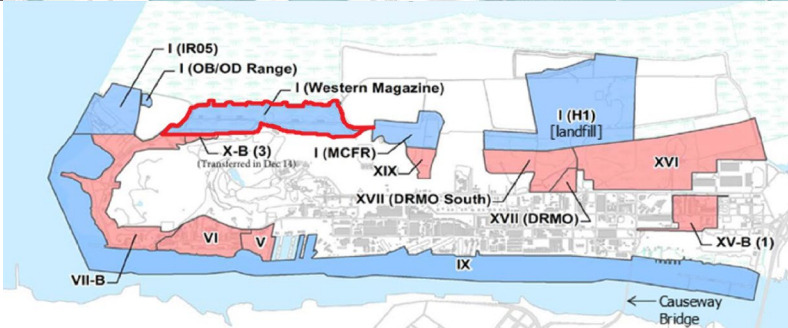
The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

	<b>Department</b>	<b>Chapter-Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>A90</b>	VFWD	Infrastructure - Wastewater	The statement “Discussions with VFWD regarding the available capacity for the project treatment demands at final build out are on-going and a final resolution is pending” is misleading. Delete this statement for now as there have not been discussions regarding treatment plant expansion necessary to accommodate a buildout demand of 9 MGD.		172	Tracy Rideout
<b>A91</b>	VFWD	Infrastructure - Phasing	Insert statement that “VFWD shall determine adequate levels of service with regards to stormwater and wastewater systems, consistent with the Mare Island Infrastructure Assessment and the VFWD Wastewater Master Plan, and these phased commitments shall be codified in the Infrastructure Plan.”		274	Tracy Rideout
<b>A92</b>	Water Department	Infrastructure - Wastewater	Identify the source and/or calculation for the peak wastewater flows of approximately 9 MGD at plan buildout.		172	Dakari Barksdale

**Section A: Requested Changes**

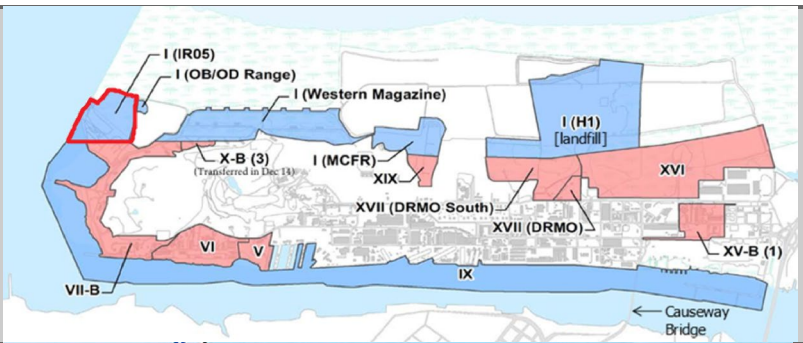
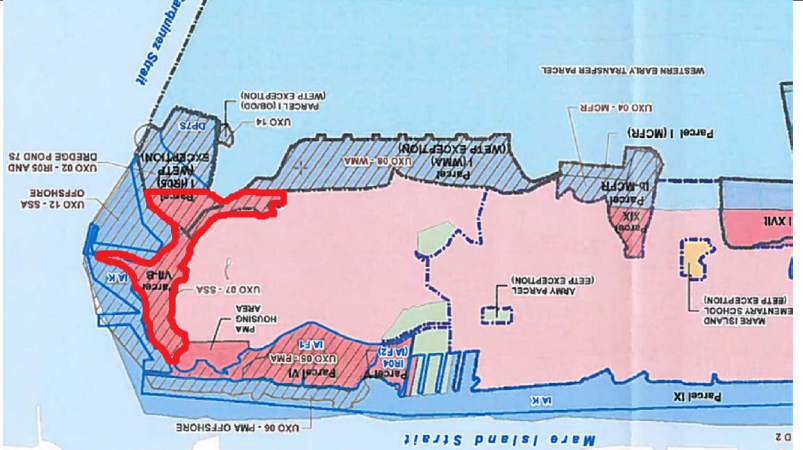
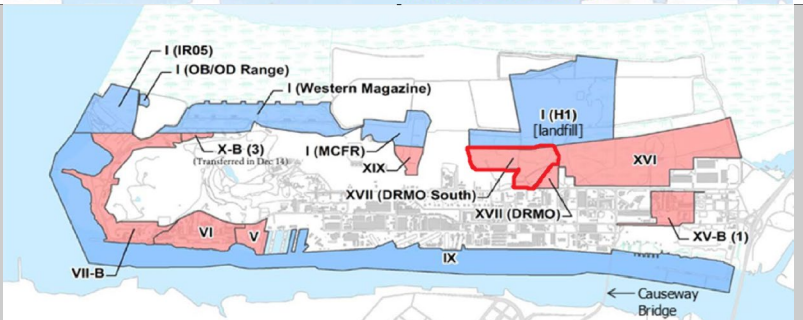
The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

**Table A-1:** The City requests that the applicant regulate future allowed land use for non-MIC controlled areas by adding the desired zoning for the following parcels or areas:

<i>Parcel or Area Description</i>	<i>Map of Parcel or Area</i>	<i>New MISP Land Use Zone</i>	<i>Notes / Allowed Uses</i>
<b>Building 505</b>		<b>[Open Space]</b>	Building itself should not be shown as a different or distinct land use.
<b>Western Magazine Area (WMA) – Parcel I (UXO 08)</b>		<b>[Open Space / Future Study Area]</b>	“Future Study Area” is a use distinction that applies to Public Trust/Publicly-owned Lands, uses will be subject to future studies. No residential or office uses are permitted; only uses allowed are those consistent with Public Use doctrine. Intended use of WMA is public trails and possible adaptive reuse of the existing buildings.

**Section A: Requested Changes**

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

<b>Parcel or Area Description</b>	<b>Map of Parcel or Area</b>	<b>New MISP Land Use Zone</b>	<b>Notes / Allowed Uses</b>
<p><b>Exception Parcel 5 IR05/Dredge Pond 7S (UXO 02)</b></p>		<p><b>[Open Space / Future Study Area]</b></p>	<p>Publicly-owned lands, uses subject to future studies.</p>
<p><b>Parcel VII-B</b></p>		<p><b>[Open Space]</b></p>	<p>Part of Regional Park/Preserve</p>
<p><b>DRMO South   Parcel XVII</b></p>		<p><b>[Open Space / Future Study Area] &amp; [Park]</b></p>	

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

Parcel or Area Description	Map of Parcel or Area	New MISP Land Use Zone	Notes / Allowed Uses
Marine Corps Firing Range MCFR   UXO 04		[Park] & [Open Space]	Part of Community Park
PMA Housing Area (Buildings A1-A11, A20, A25, A42)		[Open Space / Hotel] (State Trust Uses)	Part of Regional Park/Preserve but allows other uses in addition to parks and open space, in accordance with State Trust agreements. Parcel missing from MIC map.

## Section A: Requested Changes

The following items are requested to be revised or otherwise addressed in the next draft submittal of the New MISP

<b>Parcel or Area Description</b>	<b>Map of Parcel or Area</b>	<b>New MISP Land Use Zone</b>	<b>Notes / Allowed Uses</b>
Western Dredge Ponds (1, 3W, 3NW, 5NW, 3E, 2S, 2M, 2N, 4S, 4M, and 4N)		[Open Space / Future Study Area]	
Navy Parcel XVI		[Open Space / Future Study Area]	
Parcel XIX		[Park]	Part of Community Park



## Section B: Suggested and Advisory Changes

The following items are suggested to be addressed in, or be further discussed prior to, the next draft submittal of the New MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>B1</b>	Economic Development	Parks and Open Space - Naming	Suggest being consistent and using 'Mare Island Regional Park,' which is the City's preferred nomenclature and the language used in the 2013 MISP.		General	Erin Hanford
<b>B2</b>	Economic Development	Land Use and Neighborhoods - Navy Approval	Note that the City will be responsible for obtaining the US Navy's approval on changes in land use before adoption of the New MISP. Advisory comment only – no action needed by MIC.		General	Erin Hanford
<b>B3</b>	GVRD	Parks and Open Space - Maintenance	GVRD requests a small maintenance facility on the island (in part to charge EVs) – unclear if lease or land dedication.		General	Gabe Lanusse
<b>B4</b>	Planning Division	Mobility – Transit Network	The New MISP should indicate where 'red carpet' transit lanes are restricted to bus-only or allowed to be used flexibly.		134	Hector Rojas
<b>B5</b>	Planning Division	Mobility – Transit Network	Co-locate a shuttle stop with the ferry terminal (move the potential transit station shown on Nimitz Ave closer to/adjacent to the ferry terminal).		150	Troy Reinhalter
<b>B6</b>	Planning Division	Infrastructure - Communications	Fiber connections would be desired by the Water Department and likely VWFD to connect to any proposed facilities and existing facilities. VIP Fiber is managed by the City of Vallejo in partnership with Smart Fiber Networks and is powered by Syber Fiber. While VIP Fiber currently has limited infrastructure on Mare Island, efforts are underway to expand its		177	Hector Rojas

## Section B: Suggested and Advisory Changes

The following items are suggested to be addressed in, or be further discussed prior to, the next draft submittal of the New MISP.

			reach. The City is actively negotiating with Island Energy to utilize spare conduits, enhancing fiber service delivery to businesses and residents on the island.			
<b>B7</b>	Planning Division	Design Controls – Historic Adjacency	On Figure 9-5 Overall Setback Plan, identify all "Historic Adjacencies", and clarify whether these are minimum or maximum building heights (or other massing treatments as described in 9-5B and 9-5C.		208	Troy Reinhalter
<b>B8</b>	Planning Division	Implementation	Last two sentences of last paragraph under MINOR MAP ADJUSTMENTS are redundant with each other.		271	Troy Reinhalter
<b>B9</b>	Police Department	Police	Consider integrating advanced technologies into the island's infrastructure, such as Flock Safety systems, Automatic License Plate Readers (ALPRs), Pan-Tilt-Zoom (PTZ) cameras, and gunshot detection systems, to enhance crime detection capabilities.		General	Jerome Bautista (Captain)
<b>B10</b>	Police Department	Police	Copper wire theft is the most prevalent crime on the island. Consider incorporating design and operational strategies into the New MISP to help deter such incidents.		General	Jerome Bautista (Captain)
<b>B11</b>	Public Works - Transportation	Mobility - Roadway Design / Engineering	Consider the impact of a diagonal diverter sending trucks onto Walnut Avenue - may not be appropriate given intended truck route.		127	Tony Chu
<b>B12</b>	Public Works - Transportation	Mobility - Roadway Design / Engineering	Clarify how bollards, planters, signage, pavement markings, or other treatments will be used to make mid-block alleys safe for multiple simultaneous modes of transportation.		131-141	Tony Chu

## Section B: Suggested and Advisory Changes

The following items are suggested to be addressed in, or be further discussed prior to, the next draft submittal of the New MISP.

<b>B13</b>	Public Works - Transportation	Mobility - Bicycle Network	Consider a Class 1 bike path through Community Park and back down to Azuar past the Youth Center and Recreation Fields. Consider making a Class 1 connection from the dead end of Nature Preserve up into the adjacent residential neighborhood. If City Park is to be built by MIC, include a Class 1 bike path connection to the park.		144	Mark Helmbrecht
<b>B14</b>	Public Works - Transportation	Mobility - Intermodal Hubs	The City suggests that any parking at the intermodal hub as described in Section 6.3 be paid and time-limited.		152	Mark Helmbrecht
<b>B15</b>	Public Works - Transportation	Mobility - Ferry Service and Water Taxi	The City suggests that parking at the ferry terminal be paid and/or time limited.		153	Mark Helmbrecht
<b>B16</b>	Caltrans	Mobility - Multi-Modal Improvements	Update reference from Directive 64-R1 to Director's Policy 37. Any Complete Streets reference should be updated reflect Caltrans Director's Policy 37 that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1.		130	Llisel Ayon
<b>B17</b>	SolTrans	Mobility – Transit Network	Azuar Drive, Railroad Avenue, and Nimitz Avenue are the preferred routes for transit services. Clarify whether there will be significant improvements to the roads to accommodate a larger bust. Currently, cutaways (8-person small buses) are only allowed to		150	Mandi Renshaw

## Section B: Suggested and Advisory Changes

The following items are suggested to be addressed in, or be further discussed prior to, the next draft submittal of the New MISP.

			operate on the island due to poor street infrastructure and signage.			
<b>B18</b>	Water Department	Mobility – Roadway Improvements	Ensure the North Mare Island Beautification project is reflected in the Specific Plan, especially street sections for Walnut and Railroad.		41	John Pena

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	<b>Department</b>	<b>Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>C1</b>	Economic Development	Parks and Open Space	City, GRVD, and MIC need to negotiate regarding parks and open space operations and maintenance. Typically, GVRD has only handled active, not passive, parks. GVRD cannot rely upon the existing CFD tax to pay for maintenance. GVRD requests to be involved in the review of future phase applications for proposed parks/open space.		53	Erin Hanford
<b>C2</b>	Economic Development	Conservation Areas	MIC to indicate in the New MISP EIR that the same acreages for the four CDFW conservation areas identified in the 2013 MISP EIR have been maintained, or alternative wetland and biological mitigations have been incorporated.		64	Erin Hanford
<b>C3</b>	Economic Development	Highway Improvements	The New MISP EIR and Infrastructure & Funding Plan shall clearly indicate timing/phasing, responsibility, and cost share for State Route 37 improvements. MIC to add explicit list of highway interchange improvements to New MISP Implementation table.		146	Erin Hanford
<b>C4</b>	Economic Development	Sea Wall	Infrastructure & Funding Plan shall indicate timing/phasing, responsibility, and cost share for sea wall rehabilitation. MIC to add to New MISP Implementation table.		188	Erin Hanford
<b>C5</b>	Fire Department	Fire Services	MIC to coordinate with the City's Fire Department on required fire service improvements. The Fire Department is preparing an RFP to prepare a "standards of cover and risk assessment" to identify fire needs citywide.		General	Arthur Gonzalez

## Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C6</b>	Fire Department	Fire Services	All required fire service improvements will need to be included in the New MISP EIR, and the conceptual location of the fire station should be indicated on a figure in the New MISP. At this time, the City's Fire Department anticipates needing at least one new 3-4 bay fire station; one fire truck (with ladder); one Type 6 fire engine; and 21 firefighters on island – these improvements will be confirmed as part of the EIR.		General	Arthur Gonzalez
<b>C7</b>	GVRD	Parks and Open Space	As part of the Infrastructure Plan and Development Agreement, discuss and determine whether GVRD would be responsible for oversight of the Nature Preserve and other natural/wetland areas. Note that GVRD has not managed natural areas in the past and has no experience in this domain.		General	Gabe Lanusse
<b>C8</b>	Planning Division	Agency Coordination	MIC to coordinate with BCDC, Navy, State Lands, F&W, Island Energy, and PG&E as part of the New MISP EIR, Infrastructure Plan, and Funding Plan.		General	Gillian Haen
<b>C9</b>	Planning Division	Infrastructure and Funding Plan	Second draft of New MISP must be accompanied by draft infrastructure and funding plans.		General	Gillian Haen
<b>C10</b>	Planning Division	Local Tribal Consultation	The New MISP EIR must include the state-required tribal consultation per AB 52 and SB 18.		General	Gillian Haen
<b>C11</b>	Planning Division	School Impacts and Needs	The City requests that MIC engage with a third-party school projections/demand consultant before the release of the second draft Plan. Indicate the location in Phase 3 where a school will be built.		General	Gillian Haen

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C12</b>	Planning Division	Wildfire Impacts	As part of the New MISP EIR, analyze potential wildfire hazards and as needed, suggest mitigations such as removal or trimming of existing eucalyptus trees. Note that City of Vallejo is responsible for tree management, not GRVD.		50	Hector Rojas
<b>C13</b>	Planning Division	Waterfront Plan	MIC to work concurrently with BCDC on the review of a plan for the reuse and enhancement of the waterfront promenade, as the second draft of the MISP is being prepared. The type and intensity of the promenade adjacent to the wetlands must be designed based on consultation with BCDC.		58	Hector Rojas
<b>C14</b>	Planning Division	Highway Improvements	Applicant shall complete Vehicle Miles Traveled (VMT) and Level Of Service (LOS) traffic analysis for cumulative future growth scenario at full buildout, and to provide a list of recommended transportation (intersection/signal/roadway) improvements in the Infrastructure Plan, including any necessary SR-37 ramp improvements. Describe in the IP when these will be built and how they will be funded.		67	Hector Rojas
<b>C15</b>	Planning Division	Street Dedication and Ownership	Clarify the intended ownership of roadways - public or private in the infrastructure and funding plans. Clarify where right-of-way will be dedicated to the City.		127	Troy Reinhalter
<b>C16</b>	Planning Division	Fire Code	The City's Fire Department will need to review second draft of the New MISP for street section dimensions and required fire code access to buildings.		130	Troy Reinhalter

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C17</b>	Planning Division	Historic Resources	Development projects affecting existing buildings need to go through a Northwest Information Center (NWIC) referral process to review potential impacts to historic resources. City acknowledges that this most likely will become a CEQA mitigation measure. Add a note/standard in the New MISP under the Regulatory Agencies section addressing the NWIC referral process.		General	Gillian Haen
<b>C18</b>	Planning Division	Infrastructure - Stormwater	Through the process of drafting the Infrastructure Plan, Public Works (in consultation with VFWD) will provide direction regarding design for storm events, C.3 compliance, and alternative/in-lieu compliance for stormwater management. Add these requirements to the Infrastructure chapter of the New MISP after the Infrastructure Plan is completed.		170	Hector Rojas
<b>C19</b>	Planning Division	Infrastructure Cost Estimates	The City requests that the applicant develop cost estimates for all necessary island-wide infrastructure improvements. MIC to propose funding mechanisms for these improvements. City will review during review of the second draft New MISP.		159	Hector Rojas
<b>C20</b>	Planning Division	Grading Impacts	In the New MISP EIR, provide analysis of potential impacts on sensitive habitats, including from planned grading activities. Provide analysis of geotechnical impacts and any relevant mitigation measures. Provide analysis of flood hazard zones and any building/grading/FEMA mitigations relating to flood hazard.		163	Hector Rojas

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	<b>Department</b>	<b>Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>C21</b>	Planning Division	Recycled Water	The infrastructure and funding plans shall indicate volume of recycled water required for landscape irrigation on Mare Island, and purple pipe improvements needed to serve this volume of recycled water. Note that the City does not currently have a recycle water system, but AB 1572 prohibits the irrigation of non-functional turf in commercial, municipal, and HOA-managed properties with potable water. Enforcement is expected to begin by 2026.		167	Hector Rojas
<b>C22</b>	Planning Division	Stormwater	Identify proposed stormwater measures by phase in Infrastructure Plan to the fullest extent possible.		170	Hector Rojas
<b>C23</b>	Planning Division	Energy System Impacts	Complete an Electrical System Impact Study as part of the Infrastructure Plan. Include the energy demands of the water and wastewater systems. Have Island Energy and PG&E review the draft study, and include the results & any necessary dry utility improvements in the New MISP and EIR.		175	Hector Rojas
<b>C24</b>	Planning Division	Soils	In the New MISP EIR, include information (map and table) regarding known and suspected contaminated sites, as well as ongoing cleanup sites.		244	Hector Rojas
<b>C25</b>	Police Department	Police Services	Funding Plan shall identify any changes to public facilities impact fees or other funding mechanisms such as Community Facilities District (CFD) to cover police services.		General	Jerome Bautista (Captain)

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C26</b>	Police Department	Police Services	As part of the New MISP EIR, prepare a police service capacity study to fully analyze potential impacts to police services/facilities and determine the necessary mitigations such as a new police substation on the island.		General	Jerome Bautista (Captain)
<b>C27</b>	Public Works - Transportation	Traffic Analysis	Complete a Traffic Impact Analysis (TIA) for the New MISP EIR, and share it with Public Works for review. Clarify all assumptions and inputs to the TIA, including existing and future land uses, future roadway network, ITE trip generation rates and any adjustments to these standards (including for TDM and mixed uses).		General	Mark Helmbrecht
<b>C28</b>	Public Works	Roadway Improvements - Details and Phasing	The New MISP implementation table, EIR, and DA shall all include additional information on required roadway improvements, including widening, striping, and signalization. MIC shall provide an updated list of transportation capital improvement projects needed to serve project traffic and the proposed funding mechanism(s) to pay for these improvements (potentially a Mare Island DIF or EIFD), as well as the proposed cost share.  The funding and infrastructure plans shall clarify when the Mare Island Causeway is to be expanded to three lanes. Clarify how MIC is funding and phasing this improvement, as it is not and will not be covered by a City CIP.		123	James Paluck

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C29</b>	Public Works - Transportation	Roadway Improvements - Details	Provide details in the New MISP's Mobility chapter and/or Infrastructure Plan to explain how new roads will interface with existing roads (signals, diverters, all-way stops, etc.).		127	Tony Chu
<b>C30</b>	Public Works - Transportation	Traffic Analysis	Review intersection operations of Railroad Ave at N Street in the TIA prepared for the New MISP EIR.		128	Tony Chu
<b>C31</b>	Public Works - Transportation	Traffic Analysis	The TIA prepared for the New MISP EIR shall model the future roadway network with diagonal diverters (as shown on 6.1.E) included as part of the model/roadway network.		130	Mark Helmbrecht
<b>C32</b>	Public Works - Transportation	Shuttle and Transit Network	Provide additional details in the Infrastructure Plan and Development Agreement (DA) regarding off-island transit, and how the shuttle system connects to SolTrans and other off-island stations.		151	Mark Helmbrecht
<b>C33</b>	Public Works - Transportation	TDM Strategies	Discuss operations and maintenance details of any micromobility/scooter share program in the Infrastructure Plan and/or DA.		154	Mark Helmbrecht
<b>C34</b>	Public Works	Infrastructure - Flooding	Currently, frequent flooding occurs along L Street. The New MISP's Infrastructure Plan shall describe planned improvements (such as road elevation/reconstruction and pumping) to address this existing condition.			Tony Chu

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C35</b>	Caltrans	VMT Analysis and Mitigations	Analyze Vehicle Miles Travelled impacts as part of New MISP EIR and include any necessary mitigation measures. Coordinate with Caltrans prior to or during public draft review on potential corridor projects – Caltrans proposes that the project contribute to SR 37 Corridor Projects that will combat sea level rise, safety, and congestion as a VMT mitigation measure.		General	Llisel Ayon
<b>C36</b>	SolTrans	Transit Services	Clarify if SolTrans is expected to provide 15-minute service or if this will be provided by developer-sponsored shuttle service.		151	Mandi Renshaw
<b>C37</b>	SolTrans	Transit Services	Clarify the expected responsibility of SolTrans for future transit service, especially with regards to off-island service.		151	Mandi Renshaw
<b>C38</b>	SolTrans	Transit Services	In the Infrastructure Plan, clarify the operator and owner of Building 599 (intermodal hub).		151	Mandi Renshaw
<b>C39</b>	VFWD	Utility Impacts and Mitigations	The New MISP EIR must be accompanied by a detailed Utility Impact Study to assess conditions and impacts. The New MISP shall carry over required utility improvements, phasing, and responsibility.		General	Tracy Rideout

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C40</b>	VFWD	Utility Impacts and Mitigations	The Mare Island Infrastructure Assessment (MIIA) has been completed, however, additional analysis may be necessary. The infrastructure and funding plans should address re-use, expansion, and/or replacement of stormwater and wastewater systems before development approval. If existing infrastructure has less than 50 years of useful life or is over capacity, then the infrastructure shall be replaced in accordance with VFWD standards by the project developer.		General	Tracy Rideout
<b>C41</b>	VFWD	Infrastructure - Utility Placement	As part of the Infrastructure Plan, hold discussions between City, MIC, and VFWD regarding the location of utility easements and corridors. Typically, public utility easements (PUEs) are provided, and usually occur adjacent to rights-of-way in the front of the property, but occasionally along sides.		162	Tracy Rideout
<b>C42</b>	VFWD	Wastewater	VFWD owns all sewer and storm infrastructure on the island per the grant deed and agreement. MIC should identify which is public and which is private for all infrastructure.		General	Tracy Rideout
<b>C43</b>	VFWD	Stormwater	Regarding New MISP Section 7.6.A, no mention is made of Stormwater Pump Station 15 near State Route 37. While this pump station is expected to be removed as part of the phased improvements it is still required in the interim to provide drainage for areas of North Mare Island. Add this		168	Tracy Rideout

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
			pump station to existing conditions in New MISP and its Implementation Plan.			
<b>C44</b>	VFWD	Stormwater	In the infrastructure and funding plans, identify the responsible party for replacing each stormwater improvement segment and clarify subsequent ownership of those improvements, particularly where replacement pipes are proposed to closely match existing routes.		169	Tracy Rideout
<b>C45</b>	VFWD	Stormwater	As part of Infrastructure Plan and New MISP EIR, provide a future sea level rise analysis including mean sea level projections, using BCDC guidance.		170	Tracy Rideout
<b>C46</b>	VFWD	Infrastructure - Stormwater	Color code the existing stormwater lines or areas on the Stormwater Map to show ownership and responsible party. Add discussion into New MISP and its Implementation Plan as appropriate.		168	Tracy Rideout
<b>E47</b>	VFWD	Infrastructure - Wastewater	The City (and MIC) will need to hold discussions with VFWD during drafting of the Infrastructure Plan to ensure that public sewer lines will be permitted beneath private streets. The sewer code should allow public mains to be located beneath privately owned roadways.		General	Troy Reinhalter

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
C48	VFWD	Infrastructure - Wastewater	The Infrastructure Plan shall include details regarding the phasing of wastewater improvements as well as a plan for reuse, expansion, and/or replacement of existing pipes as part of phased development. MIC shall clarify the timeline for the Infrastructure Plan. It should accompany the resubmittal of the New MISP. The conclusions of the Mare Island Infrastructure Assessment must inform the New MISP's infrastructure and funding plans.		173	Tracy Rideout
C49	VFWD	Wastewater	Current wastewater flow from Mare Island exceeds allocated capacity. Given that the wastewater system is already exceeding its permitted capacity, new development must be analyzed and phased with concurrent infrastructure replacement/rehabilitation to ensure that additional wastewater volume created by new development is balanced by reduction in inflow and infiltration ("I/I"), and is designed to meet VFWD standards. This will ensure the system is not additionally overburdened beyond capacity. Conditions of approval will be required for all new development considered within this the planning area which require equivalent I/I reductions are achieved prior to any new development adding volume to the wastewater system. Due to excessive I&I within the planning area, developers may be required to undertake projects to reduce I&I in areas outside of the phased improvement boundary to create capacity in the system for the proposed development. This topic		171	Tracy Rideout

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
			requires further discussion between City, MIC, and VFWD, including discussions regarding treatment plant expansion to accommodate a buildout demand of 9 MGD of wastewater.			
<b>C50</b>	VFWD	Wastewater	The New MISPP EIR shall include mitigation or mandatory project components necessary to avoid or mitigate impacts related to wastewater.		171	Tracy Rideout
<b>C51</b>	VFWD	Wastewater	A sewer infrastructure sizing study will be required for each specific development area. Sizing must be provided for the build-out condition for entire tributary area. Any pipes identified for reuse must have a minimum of 50 years of remaining useful life at time of transfer to VFWD.		171	Tracy Rideout
<b>C52</b>	VFWD	Wastewater	Infrastructure and funding plans shall acknowledge and address that VFWD's existing Treatment Plant Master Plan (Master Plan) does not include projected buildout demands of 9 MGD. A significant expansion to VFWD's wastewater treatment plant capacity will be required to handle this proposed volume. The Master Plan shall be updated/amended to identify and address the projected flows. A portion of the costs associated with treatment capacity expansion and regulatory permit updates that will be required to accommodate the increased flows shall be borne by the developer.		172	Tracy Rideout

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	Department	Topic	Comment	MIC Response	Pg. Ref	Staff
<b>C53</b>	Water Department	Ownership of Infrastructure	Identify ownership of all infrastructure in planning area, both private and public (City or VFWD). The funding plan shall identify the construction and maintenance funding mechanisms/cost share. The City's Water Department is open to a discussion about future ownership.		164	Dakari Barksdale
<b>C54</b>	Water Department	Pad Elevations	As part of the Infrastructure Plan, provide a pressure zone study and typical maximum pad elevations island wide, particularly for any pads elevated above the grade of the future water storage tanks. Include an estimate of the number of units/square foot above the storage tank elevations. Include this information in the New MISP as Figure 7-1 Grading Plan.		164	Dakari Barksdale
<b>C55</b>	Water Department	Wastewater	Provide an estimate for total potable water demand in the Infrastructure Plan and under New MISP Section 7.5.B.		165	Dakari Barksdale
<b>C56</b>	Water Department	Potable Water	Provide an estimate for the length of potable water improvements in the Infrastructure Plan, and if appropriate, in the Utility Improvements table in the New MISP.		166	Dakari Barksdale
<b>C57</b>	Water Department	Potable Water	Provide the proposed dimensions of the new water tank shown on New MISP Figure 7-3.		166	Dakari Barksdale
<b>C58</b>	Water Department	Potable Water	Requirements and sizing of new water storage tanks must be reviewed/approved by the City's Water Department. This will further be reviewed as part of Water Supply Assessment/New MISP EIR		167	Dakari Barksdale

### Section C: Items for Future Study/Plan/Analysis

The following items need to be addressed through ongoing or future studies, analyses, or parallel planning efforts.

	<b>Department</b>	<b>Topic</b>	<b>Comment</b>	<b>MIC Response</b>	<b>Pg. Ref</b>	<b>Staff</b>
<b>C59</b>	Water Department	Potable Water	The design criteria flow for new water storage tanks should be at least maximum day demand + fire flow. This may be increased to peak hour flow. The volume required will need to consider and potentially include the City-side of the system (Grid Zone 212). Sizing of water distribution mains should be considered as well.		167	Dakari Barksdale
<b>C60</b>	Water Department	Energy System Impacts	New pump stations and/or lift stations need to be factored into the power requirements for Mare Island development and be identified in the Infrastructure Plan and on New MISP Figures 7-3 and 7-7 as appropriate.		175	Dakari Barksdale
<b>C61</b>	Water Department	Infrastructure - Water	The City's Water Department will provide direction regarding future pipe diameters, based on Mare Island Infrastructure Assessment and Utility Impact Study. The Water Department will confirm whether "All new pipes within the north-south roadways (Nimitz Avenue, Railroad Avenue, Walnut Avenue, and Azuar Drive) shall be a minimum 12-inch diameter pipe."		167	Dakari Barksdale

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>D1</b>	Economic Development	Parks and Open Space	Future responsibility to develop, maintain, and fund parks and open spaces shall be identified in the New MISP Implementation Table, Infrastructure Plan, Funding Plan, and Development Agreement.		General	Erin Hanford
<b>D2</b>	Economic Development	Parks and Open Space	MIC will be required to build pocket parks, community parks, and other identified parks such as the Parade Grounds (but not City Park), and this commitment shall be spelled out in the D.A. With respect to parks O&M, the City's suggested approach is to allow its current agreement with GVRD expire in 2026 and enter in a small agreement with GVRD for the island tot lot. Then, during the master operations and maintenance agreement renegotiation with GVRD, the City will enter into a broader agreement for the funding and maintenance of future active parks on Mare Island.		General	Erin Hanford
<b>D3</b>	Fire Department	Fire Services	Clarify funding mechanism/cost share for fire service on Mare Island.		General	Arthur Gonzalez
<b>D4</b>	Fire Department	Fire Services	Discuss potential fire boat implementation with the City's Fire Department.		General	Arthur Gonzalez

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>D5</b>	GVRD	Parks and Open Space Funding	City, GVRD, and MIC will need to agree to or negotiate the exact disposition of future parks impact fees and/or community facilities districts between City and GVRD that support parks construction, operations, and maintenance. Typically, specific park agreements are negotiated through the City's Technical Plan Review Committee process - GVRD could potentially manage both community parks and pocket parks.		General	Gabe Lanusse
<b>D6</b>	Planning	Approval and Review Procedures	Discuss with applicant, then describe design review procedures, expectations, requirements in the D.A., including timeliness of reviews.		270	Troy Reinhalter
<b>D7</b>	Planning Division	Affordable Housing	Provide commitments in the D.A. related to affordable housing, including details on the timing, inclusionary percentage, and AMIs that will be achieved by the New MISP.		46-47	Hector Rojas
<b>D8</b>	Planning Division	Density Bonuses	MIC states they don't need density bonuses and don't intend on using SBD (since island growth is capped by traffic/utilities capacity). However, City recommends that the DA includes a clause "explicitly waiving the right to the State Density Bonus" and that the Plan includes a brief section stating their intent with regards to not employing State Density Bonus. The language should		67-68	Hector Rojas

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			clarify that “For all Mare Island Company-owned properties, the intent is not to utilize SDB – however, this does not preclude other non-MIC owned properties on Mare Island from using SDB.”			
<b>D9</b>	Planning Division	Transit Network	The Infrastructure Plan and Development Agreement should address coordination with SolTrans and the City regarding the funding, operation, and long-term maintenance of proposed shuttle and bus transit services, including clear identification of when such services would be implemented and which parties would be responsible for capital costs, operations, and maintenance. This analysis should also address water-based transit elements, including proposed water taxi service and a future ferry terminal on the island, with similar clarity regarding phasing, funding responsibilities, and operational oversight.		150	Hector Rojas
<b>D10</b>	Planning Division	Water Taxi Service	The Infrastructure Plan and Development Agreement should clarify the scope of any required pier improvements, associated funding sources, implementation timing, and the entity responsible for operating future water taxi service. To the extent water taxi service is relied		153	Hector Rojas

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
			upon as a trip reduction or vehicle miles traveled mitigation measure, the Development Agreement should include firm and enforceable commitments to ensure the service is implemented and maintained.			
<b>D11</b>	Planning Division	Infrastructure – Funding and Phasing	The Infrastructure Plan should identify clear triggers for implementation (such as development phase or unit count) and assign responsibility for the construction, funding, operation, and long-term maintenance of major systems, including parks and recreation facilities, transportation infrastructure, transit services (shuttle, ferry, and intermodal hubs), piers, and wet and dry utilities. In addition, the plan should provide sufficient detail regarding the phasing and timing of removal and replacement of existing pipes and pump infrastructure to ensure compliance with current City standards, as requested by both the City and VFWD.		159	Hector Rojas
<b>D12</b>	Planning Division	Infrastructure – Funding	Ensure the Development Agreement contains commitments regarding the phasing and funding for sea wall/levee enhancements. FEMA will need to certify improvements and provide C-LOMRs.			Troy Reinhalter

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>D13</b>	Planning Division	Community Benefits	Specify any commitments to workforce and job training to support all Vallejoans, including subsidized spaces for start-up businesses, loan programs, local hire programs, and funding for related efforts.			Hector Rojas
<b>D14</b>	Public Works - Transportation	Trip Cap and Maximum Development	<p>Total number of trips onto the island will need to be capped under the Development Agreement, including Touro University as part of full buildout.</p> <p>TA trip generation data for full build out needs to include trips generated by existing uses including all growth on parcels not controlled by MIC in order to evaluate the proposed roadway network and associated transportation program associated with the New MISP.</p>		120	Mark Helmbrecht
<b>D15</b>	Public Works - Transportation	Improvement Phasing	The Infrastructure Plan, Funding Plan, and Development Agreement shall articulate the phasing triggers for major transportation and transit improvements.		150-153	Mark Helmbrecht
<b>D16</b>	Public Works - Transportation	Shuttle and Transit Network	In the Infrastructure Plan, provide additional details regarding operations of shuttle system and codify this in the Development Agreement.		151	Mark Helmbrecht

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
<b>D17</b>	Public Works - Transportation	Ferry Service and Water Taxi	In the Infrastructure Plan, provide details about routes, operations, and maintenance for potential water taxi service and codify this in the Development agreement.		153	Mark Helmbrecht
<b>D18</b>	Public Works - Transportation	Mobility - Marina	Discuss the need for a marina on Mare Island, the potential impact on the river and adjacent municipal marina, and the potential for providing public boat launch facilities on Mare Island.		General	Mark Helmbrecht
<b>D19</b>	Public Works - Transportation	TDM Strategies	Codify requirements relating to future TMA/TDM/Parking Management District in the Development Agreement. Incentive unbundled parking or include it in the TDM point system. Consider charging for off-street parking as a trip reduction measure. Clarify whether on-street parking will be paid, time-limited, and who will control/enforce. The infrastructure and funding plans shall provide additional details regarding off-site parking lots and clearly articulate any MIC responsibilities in the Development Agreement. Discuss the use of city-owned properties at Tennessee / Mare Island Way for off-island park and ride lots to support trip reductions.		156	Mark Helmbrecht

## Section D: Items for Development Agreement

The following items have been identified as items to be resolved through the negotiation of Development Agreement to accompany the adoption of the MISP.

	Department	Chapter-Topic	Comment	MIC Response	Pg. Ref	Staff
D20	SolTrans	Transit Network	Clarify the expected responsibility of SolTrans for future transit service, especially with regards to off-island service. Conversely, clarify MIC's commitments for transit facilities, vehicles, and service (at various buildout thresholds).		151	Mandi Renshaw
D21	VFWD	Infrastructure - Wastewater	There needs to be a discussion/negotiation during Development Agreement involving both City and VFWD to clarify who owns and is responsible for the various sections of wastewater pipe and pump stations. City's position is that VFWD owns all wastewater utilities on the island.		172	Tracy Rideout
D22	Water Department	Recycled Water	Discussions are required with City's Water Department during Development Agreement to determine pathway to providing recycled water to Mare Island (since this does not currently exist in Vallejo).		167	Troy Reinhalter

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### State Statutes and Authorities

#### *Compliance with Specific Plan Statutes (California Government Code §§ 65450–65457)*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E1</b>	The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan (Id. at § 65451(a)).	Partially Compliant	Comments have been provided on open space and land use within the New MISP (A14-16, 54, 62). The New MISP needs to reflect future land uses across the entire island.	67
<b>E2</b>	The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan (Ibid.).	Partially Compliant	Comments have been provided regarding required updates to this information and related information pending future studies/plans (see Section C).	Chapters 6, 7
<b>E3</b>	Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources	Partially Compliant	Provided, but see related comments provided on development processes and standards for conservation (A57, C2). The City is seeking confirmation on conservation easements/areas.	Chapters 4, 11

**Section E: Regulatory Compliance Checklist**

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E4</b>	A thorough discussion and program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the preceding three paragraphs	Partially Compliant	Discussion provided in the New MISP. Comprehensive implementation table requested to be added. Other additional detail and supporting studies (EIR, Infrastructure Plan, and Funding Plan) are needed as requested in comments to fully determine compliance (Section C).	Chapter 11
<b>E5</b>	Any other subjects that are necessary or desirable for general plan implementation (Gov. Code § 65452)	Partially Compliant	Addressed through requested changes to the MISP.	General

***Compliance with Housing Element, HCD, and Related State Housing Laws (California Government Code §65580 et seq.)***

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E6</b>	Confirm whether the Specific Plan properly addresses RHNA obligations and sites identified in the Vallejo Housing Element (HCD compliance).	Compliant	None of the sites in the Specific Plan area have been included in the 6 <sup>th</sup> Cycle Housing Element sites inventory. Any new units will be in addition to what is targeted in the Housing Element.	General
<b>E7</b>	Review for relationship to any Housing Element programs, including required residential uses/definitions.	Partially Compliant	Some references are provided in the New MISP as to general goals of the Housing Element. The City suggests inclusion of more specific references to Housing Element programs, as well as details regarding affordability of units.	46, 47

**Section E: Regulatory Compliance Checklist**

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E8</b>	Review HCD letters for any HCD objections/special requirements.	Not Applicable	N/A	

***Compliance with State Density Bonus Law (California Government Code §65915)***

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E9</b>	Ensure development standards do not preclude State-mandated concessions/waivers.	Partial	Standards provided do not preclude State law. However, additional language is needed in the New MISP to the effect that, while it is recognized that the plan does not preclude density bonus law, the intent is that stated maximum densities will be applied to development and that the DA will waive State Density Bonus rights for MIC-controlled properties.	General

***Compliance with the Subdivision Map Act (California Government Code §66410 et seq.)***

	<b>Inclusion Requirements</b>	<b>Compliance Determination:</b>	<b>Comment</b>	<b>Pg. Ref.</b>
<b>E10</b>	Verify tentative map and subdivision provisions align with City and State law	<b>Compliant</b>	References to Subdivision Map Act are provided throughout in the New MISP. All future tentative and final maps will need to comply with the City’s subdivision ordinance. The City has requested revisions to approval procedure for lot line adjustments (A57).	273

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### *Compliance with California Building Standards*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E11</b>	Title 24	<b>Compliant</b>	References to Title 24 are provided throughout the New MISP. Individual building permits will be subject to relevant codes and standards.	General

### *Consistency with State Lands Agreements*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E12</b>	Confirm consistency with 2004 Mare Island Settlement & Exchange Agreement with respect to public trust obligations	<b>Unclear</b>	The City has provided comment on land use consistency with settlement agreement (A7). Additional discussion and review required.	General

### Regional Statutes and Authorities

#### *Compliance with San Francisco Bay Conservation & Development Commission (BCDC) Requirements*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E13</b>	Requirements for coordination/permits with BCDC for development or fill within 100 ft of Bay	<b>Compliant</b>	References are included in Section 5.2 of the New MISP regarding jurisdiction for BCDC review. Suggest clarifying proposed BCDC review process: During City review of 2nd draft MISP, applicant shall seek	58

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

Inclusion Requirements:	Compliance Determination:	Comments:	Pg. Ref.
		concurrent preliminary review of waterfront plan by BCDC (and any other areas subject to BCDC jurisdiction). After Plan adoption, applicant shall submit for BCDC permit/entitlement review.	

### *Compliance with San Francisco Bay Regional Water Quality Control Board (RWQCB) Requirements*

Inclusion Requirements:	Compliance Determination:	Comments:	Pg. Ref.
<b>E14</b>	Coordination with RWQCB and Army Corps if filling wetlands	<b>Partially Compliant</b>	References are provided in the New MISP to required permit from Army Corps; however, reference to RWQCB requirements also need to be added.
<b>E15</b>	Plan Standards for fill and dredging	<b>Partially Compliant</b>	City suggest stating where specific standards for fill and dredging are to be referenced. Grading plan needs to be added. Pad elevation diagram needs to be added.
<b>E16</b>	Verify procedures around RWQCB/NPDES stormwater permit requirements	<b>Compliant</b>	Reference are made in the New MISP to RWQCB requirements.

### *Compliance with Metropolitan Transportation Commission / ABAG Requirements*

Inclusion Requirements:	Compliance Determination:	Comments:	Pg. Ref.
<b>E17</b>	Review for preliminary Transit Oriented Communities Policy compliance	<b>Partially Compliant</b>	See additional TOC notes and compliance memo provided (Appendix 1).

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E18</b>	Alignment with Bay Trail program	<b>Compliant</b>	There is a small portion of connector trail on island ( <a href="https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-interactive-map">https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-interactive-map</a> ). MTC may provide comments upon further document circulation.	53, 55

### ***Compliance with County Active Transportation Plan (ATP) Requirements***

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E19</b>	Compare Plan network to ATP's Bicycle Network and Pedestrian Projects	<b>Partially Compliant</b>	The New MISP references the ATP; however, the proposed bike network is inconsistent with the ATP. See pg. 21 of reference doc ( <a href="https://sta.ca.gov/wp-content/uploads/2020/06/Vallejo.pdf">https://sta.ca.gov/wp-content/uploads/2020/06/Vallejo.pdf</a> ). The City also requests more clarity regarding connections to off-island network.	145

### ***Compliance with Caltrans Requirements***

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E20</b>	Ensure coordination for Highway 37 roadway reconfigurations/changes	<b>Partially Compliant</b>	This is noted in the New MISP. See related comments on Highway 37 improvements (C3, 14, 35).	63

### Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

<b>E21</b>	Confirm compliance with Caltrans Permanent Pedestrian Facilities Handbook for streetscapes	<b>Not Compliant</b>	Please add specific reference to these standards within the New MISP.	130, 142
<b>E22</b>	Check for Complete Streets policy alignment	<b>Partially Compliant</b>	See comment provided regarding street design (B16).	130

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### Local Codes and Regulations

#### *Vallejo General Plan 2040*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E23</b>	Review conformance with relevant General Plan policies	<b>Partially Compliant</b>	The City suggests providing additional reference to relevant General Plan policies. See Annotated MISP for reference.	Appendix A (280-282)
<b>E24</b>	Verify alignment with “District – Mare Island” land use designation or proposed updates to this designation (land use map)	<b>Compliant</b>	‘District - Mare Island’ intended to facilitate implementation of specific plan, per General Plan (2-20).	24
<b>E25</b>	Confirm Specific Plan includes a statement of its relationship to the general plan (Gov. Code § 65451(b))	<b>Compliant</b>	See E23 above.	24
<b>E26</b>	A detailed statement of the relationship of the specific plan to the general plan, including consistency between both plans and a comparison of goals, objectives, and policies.	<b>Partially Compliant</b>	The City suggests providing additional reference to relevant General Plan policies. See Annotated MISP and Section F below for reference.	Appendix A (280-282)
<b>E27</b>	A discussion of how the plan implements the policies of the general plan.	<b>Partially Compliant</b>	The City suggests providing additional reference to relevant General Plan policies. See Annotated MISP and Section F below for reference.	Appendix A (280-282)

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### Vallejo Municipal Code (VMC)

	<b>Inclusion Requirements</b>	<b>Compliance Determination:</b>	<b>Comment</b>	<b>Pg. Ref.</b>
<b>E28</b>	Review alignment between MI districts and existing Vallejo zones	<b>Partially Compliant</b>	The New MISP proposes a separate set of land use categories with similar, but slightly different standards (MI-). The City requests a comprehensive land use table in New MISP (A28).	159
<b>E29</b>	Compare proposed discretionary review process in SP to Municipal Code procedures	<b>Not Compliant</b>	See the City's comments on the proposed review processes as revisions have been requested (A57).	269
<b>E30</b>	Review proposed zoning amendments with respect to SP overlay mapping per Ch. 16 procedures. Ensure MISP zoning (SP overlay) is established per Vallejo Zoning Code §§16.210.01 and 16.609.04	<b>Partially Compliant</b>	This is an item for the City to reference as zoning amendments proceed.	General
<b>E31</b>	Ensure AHLC role in Certificates of Appropriateness and demolition findings is preserved in SP implementation procedures for historic resources	<b>Compliant</b>	Language has been provided on AHLC in the New MISP. See additional comments on historic resources (A4, B7, C17)..	286
<b>E32</b>	Check Plan upholds or exceeds City inclusionary requirements	<b>Compliant</b>	City has no inclusionary requirement at this time; however, see the City's comments on affordable housing (A12, 53, D7).	General

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### *Vallejo Fire Department / Life Safety & Building Standards / Local Fire Code Amendments*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E33</b>	Check latest Fire Hazard safety maps for overlap, and if so, confirm inclusion of defensible-space and wildfire hazard reduction requirements	<b>Not Compliant</b>	Note that two moderate hazard areas overlap with planning area. The City updated its fire hazard maps updated in 2025 (see: <a href="https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones">https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones</a> ). Add references to the New MISP and its EIR.	General
<b>E34</b>	Confirm Plan will meet local fire flow pressure standards	<b>Partially Compliant</b>	This is an item for future study in the Utility Impact Study and Infrastructure Plan.	General
<b>E35</b>	Ensure adherence to California Building Standards Code (Title 24) including CalGreen, Fire Code, and local fire code amendments	<b>Compliant</b>	See related comment under State Title 24 standards (E11).	General
<b>E36</b>	Review proposed street sections (and fire apparatus access) with Fire Department	<b>Partially Compliant</b>	See related comment (C16).	General

## Section E: Regulatory Compliance Checklist

The Specific Plan has been assessed for compliance with the following State, Regional, and Local regulations, policies, and practices. Items that are partially compliant or noncompliant shall be addressed by the applicant.

### *Local Public Works / Stormwater Manuals and Engineering Standards*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E37</b>	Confirm concordance with municipal standards for infrastructure, water, sewer, stormwater (MS4 and C.3)	<b>Partially Compliant</b>	See related comments provided (A11, 46, 47, 81-91).	Chapter 7
<b>E38</b>	Ensure integration of local requirements for on-site stormwater drainage and Low Impact Development (LID).	<b>Partially Compliant</b>	See related comments provided (A47, 83-86, 90, C18, 22, 40, 43-46)	168

### *Local Financing & Phasing Practices*

	<b>Inclusion Requirements:</b>	<b>Compliance Determination:</b>	<b>Comments:</b>	<b>Pg. Ref.</b>
<b>E39</b>	Confirm Chapter 9 & 11 provisions on phasing, infrastructure funding, and development agreements are consistent with City law/practice	<b>Partially Compliant</b>	See related comment provided regarding financing (A11).	Chapter 7, Chapter 11

## Section F: Necessary Updates for “Companion” Approvals to New MISP

The New MISP is a high-level planning document that will guide development on Mare Island. It will be accompanied by concurrent approvals of conforming amendments to the City’s Propel 2040 General Plan, Zoning Code, and Subdivision Ordinance, and the adoption of a Development Agreement. The following amendments to the Zoning Code and General Plan will be required.

The City thanks Mare Island Company for the preliminary submittal of the White Paper on Companion Approvals - the City has reviewed and revised these initial suggestions below, and has also identified additional updates to the Zoning Code and General Plan. These necessary updates and amendments are conveyed using the following formatting:

- **Bolded text indicates edits/additions to MIC’s initial White Paper recommended by the City of Vallejo.**
- **Underlined text indicates additions to the existing General Plan policy and action language.**
- **~~Strike-through~~ text indicates deletions from the existing General Plan policy and action language.**

### 1. Zoning Code Amendments

#### a. Zoning Map Amendments

- i. Redesignate the “General Industrial” zones (between the Causeway and Highway 37) to “SP-4 Mare Island.”
- ii. Redesignate the “Public and Semi-Public” zone (adjacent to Highway 37) to “SP-4 Mare Island.”
- iii. Redesignate the “Resource Conservation” zone (adjacent to Mare Island Strait) to “SP-4 Mare Island.”
- iv. **Redesignate the “Parks, Recreation, and Open Space” zones to “SP-4 Mare Island.”**
- v. **Remove all underlying zoning from Mare Island, leaving only the “SP-4 Mare Island” overlay.**
- vi. **Update the SP-4 Mare Island specific plan boundary to match the new Specific Plan’s boundary.**

#### b. Conforming Zoning Code Amendments to the following Code sections:

- i. §16.614.03: correcting citations to old Specific Plan appendices.
- ii. §16.210.01: correcting reference to 2005 Specific Plan in Table 16.210-A.
- iii. **Chapter 14.45 ‘City Of Vallejo—Mare Island Services Financing Code:’ update as needed to reflect final adopted Funding Plan for Mare Island.**

## Section F: Necessary Updates for “Companion” Approvals to New MISP

- c. Amend Zoning Code §16.609.04(D): This provision currently requires that all development within any Specific Plan district undergo the City’s development review procedure. A caveat to this requirement should be added to this code section to enable certain categories of projects (**as identified and defined in the New MISP’s Implementation chapter**) to undergo a streamlined version of development review. **This code section should reference MISP Sections 11.3-11.6.**
- d. Amend Zoning Code §**16.601.05** and **16.604.01**: Identify the required design review process for the New MISP, that is compliant with State law regarding Objective Design Standards.
- e. Review and consider whether Mare Island should be listed under Code §**16.209.01** – City suggests deleting Mare Island from “Development in Areas Subject to Existing Master Plans.”

### 2. General Plan Amendments

- a. General Plan Land Use Map Amendments:
  - i. Re-designate the “Industrial” portion of the Island (between the Causeway and Highway 37) to “District-Mare Island.”
  - ii. Re-designate the “Parks, Recreation, and Open Space” portions of the Island within the Specific Plan area to “District-Mare Island.”
  - iii. **Re-designate portions of the “Public Facilities and Institutions” (Caltrans-owned property along Highway 37) that are within the New MISP boundary to “District-Mare Island.”**
  - iv. **Re-designate all other remaining areas within the New MISP boundary to “District-Mare Island.”**
- b. Conforming amendments to the following Propel Vallejo General Plan 2040 sections:
  - i. Table 1-2 (Consistency with Adopted Plans): add reference to the New MISP.
  - ii. Page 2-4: update discussion of Mare Island’s “interested developers,” including reference to Lennar Mare Island (replace with Mare Island Company).
  - iii. Page 2-12: update discussion of employment centers located on Mare Island, as the current language reflects the 2013 MISP (particularly south of Historic Core). Update references to Tisdale Avenue and Kansas Street.

## Section F: Necessary Updates for “Companion” Approvals to New MISP

- iv. **Page 2-13: update the Residential Neighborhoods narrative and number of residential units anticipated to be developed on Mare Island to reflect the range studied in the New MISP and EIR.**
- v. **Page 2-14: add discussion of gateway entering Mare Island off Highway 37, including the ongoing Beautification Project.**
- vi. Page 2-20: update definition of the District – Mare Island (D-MI) land use designation, as it references the DA with Lennar Mare Island. Update to reflect the portion of the island designated as “District-Mare Island.”
- vii. **Page 2-23: update Map in Table PF-1 to reflect revised District-Mare Island.**
- viii. **Page 3-10: update Action CP-1.15D and Page 4-31: Action NBE-5.6B by replacing ‘Vallejo Sanitation and Flood Control District’ with ‘Vallejo Flood and Water District (VFWD)’.**
- ix. **Page 3-11: update Map CP-1 to reflect planned public safety facilities on Mare Island.**
- x. **Page 3-18: update Map CP-2 to reflect planned parks and schools on Mare Island.**
- xi. **Pages 3-21 to 3-23: update table CP-2 to reflect planned parks and sports facilities on Mare Island.**
- xii. **Page 3-24: delete Action CP-3.4C ~~Update the City regulations to allow a portion of the parkland dedication requirement to be met through the provision of on-site mini parks and trails in new development.~~**
- xiii. **Page 3-24: revise Action CP-3.5C: Formalize an arrangement for managing and operating the Mare Island ~~Shoreline Heritage Preserve~~ Regional Preserve.**
- xiv. **Page 3-26: update Map CP-4 to remove Mare Island Golf Club and Mare Island Sports Complex.**
- xv. **Page 4-14: revise Policy NBE-2.1 Strengthen Local Identity. Focus future growth to foster a vibrant Downtown/Waterfront District, a dynamic redeveloped Mare Island, strong job centers, comfortable neighborhoods, thriving neighborhood corridors and urban villages, and retail/entertainment clusters that draw visitors from the city and the region.**
- xvi. **Page 4-14: add Action NBE-2.1C Follow the unique development review process described in the Mare Island Specific Plan, as appropriate, to facilitate flexible and phased development over multiple decades.**

## Section F: Necessary Updates for “Companion” Approvals to New MISP

- xvii. Page 4-16: add Action NBE-2.7B Implement the adopted Mare Island Specific Plan which seeks to improve the jobs-housing balance within the City of Vallejo, with a goal of meeting a 1.25 jobs-to-housing ratio (on the island).
- xviii. Page 4-20: update Policy NBE-3.9 and Action-3.9A/B to reflect new Specific Plan and remove references to Lennar Mare Island. **Revise Policy NBE 3.9 Achieve the objectives of the Mare Island Specific Plan to foster a multi-use community with a balance of light industrial/manufacturing, industrial, retail, office, commercial, medical, residential, educational, recreation, cultural, and open space uses, meeting the needs of future generations. Revise Action NBE-3.9B to include discussion of the active ground floor use strategy and neighborhood centers. Revise Action NBE-3.9C to state that the updated Development Agreement shall clarify the responsible parties for funding improvements to pedestrian and transit connections on Mare Island.**
- xix. Page 4-21: remove references to Lennar Mare Island from Action NBE-3.11B. **Add Actions under Policy NBE-3.11 to reflect new Specific Plan including “Ensure Mare Island Company fulfills the obligations set forth in the Development Agreement with respect to services, parks, utility infrastructure, and community facility improvements,” “Support flexible implementation of the various phases described in the Mare Island Specific Plan such that the job-generating components of the Plan remain market viable over its lifetime,” “Support the establishment and ongoing management of funding mechanisms agreed upon between Mare Island Company and the City (as stated in the Mare Island Specific Plan’s Funding Plan).”** Revise Action NBE-3.11A to include mention of key economic growth sectors: health care, media production, technology/research and development, automation and robots, advanced manufacturing, clean and green technologies, repair service, and light industrial/makerspace.
- xx. Page 4-24: add Action NBE-4.2E underneath Policy NBE-4.2 Support Mare Island Company’s implementation of the vision for an activated, amenitized, public waterfront along the western side of Mare Island, including a promenade and waterfront-adjacent ‘green fingers’ (linear open spaces).
- xxi. Page 4-31: clarify Action NBE-5.6F: Ensure that Mare Island Company works with FEMA to evaluate levees on the western side of Mare Island to enhance the embankments as necessary or construct additional sea walls.
- xxii. Page 4-34: add Action NBE-5.9D Monitor implementation of a long-term sea level rise mitigation and resilience strategy on Mare Island, including but not limited to sea wall rehabilitation, filling and grading of low-lying areas, wetlands restoration, green fingers and other stormwater infiltration areas.

## Section F: Necessary Updates for “Companion” Approvals to New MISP

- xxiii. Page 4-35: update various references to collaborative work with Lennar Mare Island (replace with Mare Island Company). **Add policy or action clarifying that if a site/parcel has a restrictive land use covenant, the Mare Island Company must get DTSC approval before developing residential uses on previously contaminated lands, or secure DTSC approval for residential uses above the ground floor.**
- xxiv. Page 5-5: update Fiscal Sustainability graphic to remove reference to Lennar Mare Island.
- xxv. **Page 5-7: expand Policy EET-1.3: Visitor Destination. Make Vallejo an important visitor destination in the Bay Area, with an emphasis on Mare Island Historic Core/Gateway District and Downtown Vallejo Waterfront.**
- xxvi. **Page 5-10: add Action EET-1.10E. Leverage public property at the corner of Wilson Avenue and Tennessee Street (Badge and Pass site) to support off-island park and ride lots to achieve trip reduction and VMT reduction goals for Mare Island.**
- xxvii. **Page 5-11: revise Action EET-1.11B: Work with property owners to facilitate the restoration and reuse of Navy assets on Mare Island for productive maritime use by marine contractors, for public cultural and recreational uses, and for productive non-maritime uses by appropriate private vendors/industries.**
- xxviii. **Page 5-11: revise Action EET-1.11D ~~As part of the Specific Plan and EIR update, require completion of relevant traffic/mobility studies and plans to improve transportation to and from Mare Island. Identify and study the feasibility of methods to improve transportation to and from Mare Island.~~**
- xxix. **Page 5-11: revise Action EET-1.11C ~~Provide oversight and support to property owners (potentially including funding and partnerships) in their efforts to clean up sites on Mare Island and effectuate brownfield redevelopment. Identify and pursue funding and partnerships to facilitate cleanup of sites on Mare Island and support brownfield redevelopment.~~**
- xxx. **Page 5-18: revise Action EET-3.5C Require new development to incorporate telecommunications conduits, where appropriate and feasible, affording connections to local area networks, including the City's Fiber Optic Network (including collaborating with local telecommunication providers to establish advanced telecommunications infrastructure on Mare Island).**
- xxxi. **Page 5-18: rewrite Action EET-3.6E as ~~Consider promoting all or a portion of Downtown Vallejo or Mare Island's industrial district as an "Innovation District," "Maker District," and/or "Advanced Manufacturing Hub".~~ Promote an "Advanced Manufacturing District" as a key aspect of Mare Island's future development and support the growth of advanced fabrication, maker spaces and creative industries,**

## Section F: Necessary Updates for “Companion” Approvals to New MISP

incorporating contemporary land uses on-island to meet the needs of present and future businesses and residents.

- xxxii. **Page 6-3: update Map MTC-1 Regional Connections to show future transit, planned park and ride, ferry connections, and planned truck routes serving Mare Island.**
- xxxiii. **Page 6-8: update Map MTC-2 Regional Trail Network to show key public trails on Mare Island (Figure 6-18. Trails Network), especially portions of the Bay Trail.**
- xxxiv. **Page 6-13: update Map MTC-3 Circulation to reflect Mare Island street hierarchy as described on Figure 6-3. Street Type Network (adapt the Specific Plan nomenclature to GP’s system of arterials and collectors). Delete label stating that Railroad Avenue will be widened to six lanes north of G Street.**
- xxxv. **Page 6-14-6.15: update Table MTC-1 to reflect forecasted Traffic Volume Changes (based on EIR Transportation Assessment for New MISP) and if appropriate, update street definitions for Mare Island.**
- xxxvi. **Page 6-17: update Map MTC-4 Preliminary Complete Streets Overlay to reflect key transit streets and bicycle priority streets on Mare Island.**
- xxxvii. **Page 6-21: revise Action MTC-2.12C Update City regulations and Specific Plans to require or incentivize the installation of sufficient electric charging infrastructure at high-priority locations, such as large new employment sites and large new multifamily residential developments.**
- xxxviii. **Page 6-21: ~~delete Action MTC-2.13C Consider measures such as regulations or incentives to promote the installation of electric charging infrastructure at high-priority locations, such as new large employment sites. [redundant with MTC-2.12C]~~**
- xxxix. **Page 6-23: update Map MTC-5 Bicycle Network to reflect changes to bicycle network in the New MISP.**
  - xl. **Page 6-24: update Map MTC-6 Transit Service to show the two planned intermodal transit hubs and the on-island transit loop.**
  - xli. **Page 6-26: revise Policy MTC-3.5: Walkability. Promote a well-designed, interconnected, pedestrian-friendly environment in the Downtown/Waterfront District, around the Mare Island Ferry Terminal/A Street and around the future Mare Island Waterfront Park.**

## Section F: Necessary Updates for “Companion” Approvals to New MISP

- xlii. **Page 6-26: revise Action MTC-3.5A: ~~Continue Work~~ with property owners to improve the pedestrian realm connecting Downtown with the waterfront, and along the waterfront on both sides of the Mare Island Strait, consistent with the Waterfront Planned Development Master Specific Plan and the Mare Island Specific Plan.**
- xliii. **Page 6-28: revise Action MTC-3.11A: Require commitments by the developer of Mare Island regarding future water shuttle service connecting the Downtown/Waterfront District and points on Mare Island (and identify triggers for associated funding & facilities). ~~Explore the feasibility of water shuttles connecting the Downtown/Waterfront District and points on Mare Island.~~**

## **Appendix 1: Initial Review for Compliance with current Metropolitan Transportation Commission (MTC) Transit-Oriented Communities (TOC) Policy**

### *Background*

MTC adopted the TOC Policy to encourage additional density in areas around transit stations to, among other goals, increase transit ridership, lower dependence on vehicle trips, and support economic and housing opportunities in station areas. MTC will consider compliance with the TOC Policy in future One Bay Area Grant (OBAG) funding cycles and with applications for discretionary funding.

The Mare Island Specific Plan (MISP) includes an area within one-half mile radius of the Ferry Terminal that falls under the Tier 4 requirements of the TOC Policy. An overlay of this radius over the proposed land uses within the MISP is provided as Exhibit A.

### *TOC Policy Requirements*

The TOC Policy provides recommended densities and parking limits within station areas. The Policy also provides additional guidelines to encourage the following: affordable housing production; preservation of existing affordable housing, small businesses, and non-profits; and improved access and circulation around station areas.

### **1. Residential and Commercial Office Densities**

The TOC Policy identifies both minimum densities/FARs and suggested “minimum maximum” densities/FARs (i.e., the lowest the maximum allowed densities should be in an area) for residential and commercial office uses. For calculating the densities, existing uses/buildings may be exempted (per the discretion of the implementing jurisdiction). In the case of an adaptive reuse of an existing commercial building (relevant to the historic buildings within the MISP), MTC acknowledges that the density of newly constructed buildings should strive to approach the required density but full compliance may be a challenge. The TOC Policy provides these minimum requirements with an understanding that alternative or flexible approaches may be more appropriate within specific circumstances.

**Table 1: Required TOC Tier 4 Residential and Commercial Office Densities**

	Residential	Commercial Office
Average Minimum	25 DU/AC	1.0 FAR
Lowest Allowed Maximum (must exceed)	35 DU/AC	3.0 FAR

*DU/AC = Dwelling Units per Acre*

*FAR = Floor Area Ratio*

Compliance Evaluation: The MISP does not provide minimum densities. The maximum residential densities provided within the station area, however, average well above the required minimum maximum. Good City calculated the average maximum residential density at roughly 84 units per acre within the station area.

Many of the commercial buildings within the station area are historic buildings proposed for adaptive reuse with existing densities below the minimum required commercial office densities. This is important context that can be provided as part of the MTC review for TOC compliance. The MISP also has limited areas dedicated to Commercial Office uses. These uses are not defined specifically within the TOC Policy, however, the MISP may provide a definition in order to focus which areas within the MISP are subject to those required Commercial Office densities. While the MISP is unlikely to approach the Commercial Office densities required for the station area, a combination of exceeding the required compliance for residential uses and the site specific context for potential office uses can be factored into MTC's overall compliance review.

## **2. Affordable Housing Production, Preservation of Affordable Housing, Small Businesses and Non-Profits**

The TOC Policy provides a menu of options to consider to encourage affordable housing through the production and the preservation of existing affordable housing, small businesses, and non-profits. These options may be referenced on page 26 of the MTC Administrative Guidance document.

Compliance Evaluation: The MISP does not make clear the strategies that will be implemented to encourage affordable housing production beyond general reference to ministerial approval processes. Other approaches, such as inclusionary zoning or approaches to funding affordable housing projects, should be referenced within the plan.

The existing station area contains a limited amount of existing, low-density housing. This limits the applicability of the required affordable housing preservation policies. Details on the existing housing types within the station area will need to be provided to MTC.

The station area does contain existing small businesses and non-profits. The plan generally speaks to a desire to keep existing tenants in place. However, specific strategies as provided within the TOC Policy should be selected and included within the plan.

## **3. Parking Management**

The TOC Policy provides the following required parking maximums and requirements for bicycle parking as summarized in Table 2.

**Table 2: Requirements for Vehicle and Bicycle Parking**

	Residential	Commercial Office
Maximum Vehicle Parking	1.5 Spaces per Unit	4 Spaces per 1,000 square feet
Minimum Secure (long-term) Bicycle Parking	1 Space per Unit	1 Spaces per 5,000 square feet

Compliance Evaluation: The parking ratios in the MISP for residential development are primarily 1 space per unit, with a maximum of 2 spaces per unit allowed for lower density housing (in RMD and RLD). These lower density types are limited within the station area, however, with only a small area zoned RMD in the ½ mile radius, and the average of all allowed residential parking within the station area is well within the required maximum.

For most commercial zones, the MISP establishes a maximum parking allowance for office use of 4 per 1,000 square feet, which complies with the TOC Policy (with the exception of the Medical zone, which allows 5 spaces per 1,000 square feet).

The requirements in the MISP for both residential and office use should be expanded to include minimum bicycle parking requirements.

#### **4. Transit Station Access and Circulation**

The TOC Policy requires the following within all qualifying station areas, as referenced on page 40 of the MTC Administrative Guidance document:

- Adoption of a Complete Streets policy
- Implementation of active transportation projects for “All Ages and Abilities”
- Completion of an access gap analysis and accompanying service improvement program for station access
- Identify opportunities for MTC Mobility Hub locations

Compliance Evaluation: The MISP includes extensive detail on complete streets design, enhancements to the active transportation network, and transit hub locations. The specific plan itself should make reference to impact of access improvements for Equity Priority Communities within greater Vallejo. Capital improvement needs will be further enumerated through the forthcoming Infrastructure Plan being prepared by the City of Vallejo. The MISP should also incorporate language to specifically reference MTC Mobility Hubs.

## **Overall TOC Compliance/Alignment Recommendations:**

### **Residential Development**

1. Required - Maintain the maximum residential densities proposed within the MISPP.
2. Required – Per Tier 4, minimum residential densities throughout the station area should exceed an “average minimum density” of 25 DU/AC. Include minimum residential densities for the following zones:
  - a. R-HD (min 25 du/ac)
  - b. NMRX (min 35 du/ac)
  - c. CMRX (min 50 du/ac)
  - d. CR (min 65 du/ac)

### **Commercial Development**

3. Required - Provide a clear definition for Commercial Office use within the MISPP and land use table that clarifies in which zones it is allowed (as P or CUP). [MI-M/MI-O?]
4. Required – Add minimum height blocks/frontages; one in Phase 2, one in Phase 6 [five or six stories]
5. Required – Add a policy or standard around minimum FAR or minimum square feet of **active ground-floor use** (defined expansively), along identified frontages
6. *Suggested* – Add minimum commercial FAR for NRMX
7. For further discussion - Provide context on Commercial Office uses proposed to be located within buildings to be preserved or adaptively reused within the MISPP (areas zoned for new Commercial Office buildings within the MISPP are primarily located outside of the TOC area).

### **Affordable Housing**

8. Required - Provide a summary of the affordable housing production policies to be utilized within the station area (e.g., inclusionary zoning, ministerial approval processes, funding, etc.).
9. *Suggested/for further discussion* – Identify the target overall inclusionary percentage and AMIs for these units
10. *Suggested/for further discussion* - Provide a summary of the small business and nonprofit preservation strategies to be utilized within the station area.

### **Parking**

11. *Suggested* – decrease the parking maximum for RMD from 2 spaces to 1.5 spaces per unit to comply with Tier 4 maximum
12. *Suggested* – decrease the parking maximum for Medical (MI-M) from 5 spaces per 1,000 to 4 spaces per 1,000 sq ft to comply with Tier 4 maximum

13. Required - provide minimum long-term bicycle parking requirements for all uses/zones.
14. For further discussion - describe in more detail how the plan evaluates and addresses transportation access gaps, specifically within ½ mile of the ferry terminal.
15. Note: Include a reference to (and a map of) the Equity Priority Communities within greater Vallejo and the benefits to EPCs from transit access improvements within the MISP.
16. Note: Include a specific reference to “MTC Mobility Hubs.”

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**Key Links:**

- <https://toc.mtcanalytics.org/>
- <https://mtc.ca.gov/digital-library/5046647-draft-evaluation-criteria-framework-mtc-transit-oriented-communities-policy>

**Exhibit A:  
Mare Island  
Specific Plan  
Tier 4  
Radius (1/2  
mile from  
Ferry  
Terminal)**

