

Mitigation Monitoring Program (MMP) has been prepared pursuant to Section 15097 of the California Environmental Quality Act (CEQA) Guidelines, which specifies that a public agency (City of Marina) shall adopt a program for monitoring or reporting on the mitigation measures it has imposed to mitigate or avoid significant environmental effects of a project. On February 14, 2005, a Draft Environmental Impact Report (EIR) (Volume I) was prepared for the University Villages Specific Plan (proposed project), and a Final EIR (Volume 3) was prepared on May 2, 2005. Mitigation measures proposed in the Draft EIR and those modified in the Final EIR are included in this MMP. The MMP includes all mitigation measures identified in the EIR required to reduce significant impacts of the project, mitigation responsibility, mitigation measure timing, monitoring and reporting process, and monitoring responsibility.

Transportation and circulation mitigation measures, identified as TR-1.1 through TR-7.5 in the MMP propose recommended roadway improvements to mitigate a specific intersection or roadway segment level of service (LOS) impact. The final design of the improvement may vary from what is specified in the mitigation measure to reflect roadway operating conditions, local circulation patterns, or other design issues identified at the time detailed planning is undertaken for the specific improvement. Any modification to the recommended improvement specified in these mitigation measures would be required to provide traffic operation mitigation that would be as equally effective as or greater than the proposed mitigation (i.e., it would be functionally equivalent).

| CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| MITIGATION MEASURES IDENTIFIED IN THE EIR | | | | |
| 3.1 Aesthetics and Visual Resources | | | | |
| AE-1.1 <i>Revegetation Along Highway 1. Where demolition or new construction has resulted in the loss of existing vegetation along the Highway 1 corridor, especially in areas where greater visibility of the project site has occurred, new vegetation shall be installed to create a visual buffer between new construction and Highway 1. All replacement vegetation shall be native and consistent with existing, native vegetation at the site.</i> | Developer | Prior to issuance of building/grading permits | Verify revegetation along Highway 1 | City of Marina |

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| <p>AE-1.2 <i>Protection of the Highway 1 Design Corridor and Views of the Santa Lucia Range. Visual simulations shall be prepared and reviewed as part of the Design Review process for buildings that exceed 40 feet in height, within the Highway 1 design corridor. The visual simulations shall demonstrate that the buildings visually complement the natural landscape and topography. Visual simulations for buildings in the vicinity of Highway 1 and Imjin Parkway shall demonstrate that views of the Santa Lucia Range will not be eliminated or substantially impacted.</i></p> | Developer | During the Design Review process | Ensure protection of Highway 1 Design Corridor and views of the Santa Lucia Range | City of Marina |
| <p>AE-1.3 <i>Signage along the Highway 1 Corridor. All signage shall be in compliance with the Highway 1 Design Corridor Guidelines.</i></p> | Developer | Prior to issuance of building /sign permits | Verify signage is in compliance with the Highway 1 Design Corridor Guidelines | City of Marina |
| <p>AE-3.1 <i>Implement light reduction and screening measures to reduce nighttime ambient light increases in the Fort Ord Dunes State Park.</i></p> <p>(a) <i>Keep lighting levels (i.e., intensity/foot-candles) in commercial areas as low as feasible. Install light sources so that there is no light radiation above the horizontal plane (i.e. “dark sky”). Focus lighting downward and prevent the splay of ambient light to other areas. Whenever feasible, use path-level or bollard-type fixtures that keep the light source closer to the ground. Use color-tinted and lower wattage lamps to help reduce lighting-related disturbance.</i></p> <p>(b) <i>Control lighting systems in commercial areas to minimize operating time. Employ an appropriate combination of time scheduling, photo switching, and motion sensors. It is reasonable and feasible that</i></p> | Developer | <p>During the Design Review process</p> <p>Prior to approval of lighting plans</p> | Verify measures are incorporated into lighting plans and implemented during construction | City of Marina |

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| <i>lighting be controlled in the above manner commencing two hours after sunset and two hours before sunrise.</i> | | | | |
| AE-4.1 <i>Implement Mitigation Measures AE-1.1 through AE-1.3.</i> | Developer | Same as above | Same as above | City of Marina |
| AE-5.1 <i>Implement Mitigation Measure AE-3.1.</i> | Developer | Same as above | Same as above | City of Marina |
| 3.2 Air Quality | | | | |
| AQ-1.1 <i>Reduction of PM₁₀ during demolition. The following shall be implemented during demolition activities.</i> <ul style="list-style-type: none"> • <i>Material to be demolished shall be wetted during demolition and kept wet until the material is removed. Material shall also be wetted during any subsequent disturbance or removal of the material.</i> • <i>Water all active construction areas at least three times daily. Frequency should be based on the type of operation, soil, and wind exposure.</i> • <i>Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</i> • <i>Haul trucks shall maintain at least 2'0" of freeboards.</i> • <i>Cover all trucks hauling dirt, sand, or loose materials.</i> • <i>Cover inactive storage piles.</i> • <i>Install wheel washers at the entrance to construction sites for all exiting trucks.</i> • <i>Traffic on unpaved roads shall be limited to 15 mph or less.</i> | Developer | Prior to issuance of building/grading permits and during construction | Verify inclusion of mitigation measures in construction plans and verify implementation of measures during construction | City of Marina |

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| AQ-4.1 <i>The applicant and the MBUAPCD will monitor one building demolition for airborne lead levels before any additional demolition occurs. The monitoring shall be designed in conference with the MBUAPCD. After the first building has been demolished, the results of the monitoring shall be submitted to the District for review. Demolition will only be allowed to continue if the District approves the demolition practices associated with acceptable monitoring results.</i> | Developer and MBUAPCD | During demolition | Verify monitoring of airborne lead levels | City of Marina |
| AQ-4.2 <i>The demolition contractor shall be certified by the ARB to remove structures containing lead.</i> | Developer | Prior to issuance of demolition permits | Verify demolition contractor is certified by the ARB | City of Marina |
| AQ-4.3 <i>All buildings to be demolished shall be wetted during demolition and the demolished material shall be wetted during subsequent transport off-site. The demolished material shall be transported off-site expeditiously after demolition of the structure.</i> | Developer/Contractor | Prior to issuance of building permits and during demolition | Verify inclusion of measures into plans and verify buildings to be demolished and demolished materials are wetted during demolition and transport | City of Marina |
| AQ-4.4 <i>All truck loads containing demolished materials shall be covered at all times.</i> | Developer/Contractor | Prior to issuance of building permits and during demolition | Verify inclusion of measures into plans and verify truck loads containing demolished materials are covered | City of Marina |
| AQ-5.1 <i>Reduction of Particulate Matter. The following mitigation measure will be implemented during construction site grading of the Proposed Project.</i> <ul style="list-style-type: none"> • <i>Soil stabilizers shall be applied to all inactive areas.</i> • <i>Active exposed surfaces shall be watered three times daily.</i> | Developer/Contractor | Prior to issuance of building permits and during grading | Verify inclusion of measures into plans and implemented during construction grading | City of Marina |

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| <ul style="list-style-type: none"> • All stock piles shall be covered with tarps when not in use. • All haul roads shall be watered twice daily. • Traffic on unpaved roads shall be limited to 15 mph or less. | | | | | |
| 3.3 Biological Resources | | | | | |
| BR-1.1 | <i>The project applicant shall comply with the provisions of the HCP and IA for the loss of sand gilia populations and no further mitigation would be required.</i> | Developer | Prior to issuance of building permits and during demolition | Ensure inclusion of HCP and IA provisions in construction plans | City of Marina |
| BR-1.2 | <i>Project applicant shall avoid areas containing sand gilia during construction of the Proposed Project and preserve these populations in place in perpetuity or implementation of Mitigation Measure BR-1.3</i> | Developer/Contractor | Prior to issuance of building/grading permits | Verify that project plans include areas to be avoided Ensure avoidance and preservation of areas containing sand gilia | City of Marina |
| BR-1.3 | <i>If the Installation-wide HCP and IA are not executed prior to the proposed project: Project applicant shall acquire a California Fish & Game Code, Section 2081 Incidental Take Permit from the CDFG. Required mitigation for the loss of this species and its habitat will be indicated as a condition of the permit. Mitigation could be accomplished through seed and seedbank salvage, and restoration or creation of habitat of an appropriate size and character at a suitable location on former Fort Ord (e.g. the landfill or Parker Flats).</i> | Developer | Prior to issuance of building/grading permits | Verify developer acquires Incidental Take Permit | City of Marina |

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| BR-2.1 <i>Implement Species Specific mitigation measures. Project applicant shall implement mitigation measures BR-4 and BR-5 below, pursuant to applicable USFWS, CDFG and/or HMP guidelines.</i> | Developer | Prior to issuance of building/grading permits | Verify implementation of Mitigation Measures BR-4.1 and BR-5.1 | City of Marina |
| BR-2.2 <i>Implementation of City of Marina tree protection measures (or the University Villages Specific Plan Tree Standards) will concurrently mitigate for habitat loss (i.e., potential nest trees) for those species that utilize trees on the site for nesting. Any tree removal that occurs during the construction phase of the project shall be subject to the conditions in the City of Marina Municipal Code Chapter 12.04 (Tree Removal, Preservation and Protection) (or the UVSP Tree Standards), and shall be mitigated accordingly.</i> | Developer | Prior to issuance of building/grading permits | Verify tree protection measures are incorporated into plans | City of Marina |
| BR-4.1 <i>Pre-construction (i.e. no more than 30 days prior to construction) surveys for active nests shall be conducted within 250 feet of proposed construction activities. If active nests are found and the biologist determines that construction activities would adversely affect the nest or cause nest abandonment, then those activities should be avoided in these areas until the young have fledged, as determined by nest monitoring by a qualified biologist through the breeding season. Once the young have fledged, construction activities may resume in the vicinity and no further mitigation measures would be required.</i> | Developer | Prior to issuance of building/grading permits | Verify inclusion of pre-construction surveys for active nests in plans and verify pre-construction surveys | City of Marina |
| BR-5.1 <i>Conduct surveys for special-status bats in the project site and implement avoidance/relocation plan if present.</i> <i>(a) Prior to the removal of large trees or abandoned buildings, a qualified biologist shall survey the trees and abandoned buildings for presence of roosting bats. If special-status bat species are present, the</i> | Developer | Prior to issuance of tree/demolition/building permits as appropriate | Verify inclusion of surveys for special-status bats in plans and verify surveys | City of Marina |

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| <p><i>following measures should be implemented.</i></p> <p>(b) <i>Tree removal should not occur if maternity bat roosts are present (between April 15 and August 1) in the trees to be removed.</i></p> <p>(c) <i>No tree removal should occur within 300 feet of the maternity roost until all young bats have fledged – as determined by a qualified biologist.</i></p> <p>(d) <i>If special-status bats are present, but there is not an active maternity roost, a Memorandum of Understanding (MOU) with the CDFG should be obtained in order to remove the animals prior to tree removal. Alternate habitat may need to be provided if bats are to be excluded from maternity roosts. A roost with comparable spatial and thermal characteristics should be constructed as directed by a qualified biologist. In the event that adult bats need to be handled and relocated, a qualified biologist shall prepare and implement a relocation plan subject to approval by CDFG that includes relocating all bats found on-site to an alternate suitable habitat. A Mitigation and Monitoring Plan that mitigates for loss of bat roosting habitat should be prepared by a qualified biologist and approved by CDFG prior to tree or building removal.</i></p> | | | | |

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| BR-7.1 <i>Plant native vegetative screening along the western frontage of Highway 1 adjacent to the Imjin Parkway overpass to disrupt or diffuse light from vehicle headlights from reaching the park. Plant species used for the screening shall be native species if possible, or non-invasive ornamental species that are similar in appearance to native vegetation for the region. Caltrans and the California Department of Parks and Recreation shall be consulted on the planning of the landscape design.</i> | Developer | Prior to issuance of building permits and during construction | Verify inclusion of native vegetation screening in plans and verify native vegetation screening | City of Marina |
| 3.4 Cultural Resources | | | | |
| CR-1.1 (a) <i>In the event that any prehistoric subsurface archaeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits, animal bone, obsidian and/or mortar are discovered during construction-related earth-moving activities, all work within 50 meters of the resources shall be halted and the City shall consult with a qualified archaeologist to assess the significance of the find. Archaeological test excavations shall be conducted by a qualified archaeologist to aid in determining the nature and integrity of the find. If the find is determined to be significant by the qualified archaeologist, then representatives of the City and the qualified archaeologist shall meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report shall be prepared by the qualified archaeologist according to current professional standards.</i> | Developer | Prior to issuance of building/grading permits and during construction | Verify that measures are included in plans If any prehistoric subsurface archaeological resources are discovered, verify that construction activities are halted and a qualified archaeologist assess the significance of the find | City of Marina |

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| <p>(b) <i>If a Native American site is discovered, then the evaluation process shall include consultation with the appropriate Native American(s).</i></p> <p><i>When Native American archaeological, ethnographic, or spiritual resources are involved, all identification and treatment shall be conducted by qualified archaeologists who are either certified by the Register of Professional Archaeologists (RPA) or meet the federal standards as stated in the Code of Federal Regulations (36 C.F.R. 61), and Native American representatives who are approved by the local Native American community as scholars of the cultural traditions.</i></p> <p><i>In the event that no such Native American is available, persons who represent tribal governments and/or organizations in the locale in which resources could be affected shall be consulted.</i></p> <p>(c) <i>A qualified archaeologist shall be present at the preconstruction meeting to educate all construction workers for the Proposed Project on the identification of subsurface cultural resources. The preconstruction meeting shall be completed prior to the commencement of any earth work or other construction activities and verification of compliance shall be provided to the City. Each contractor and all employees involved with earth moving activities to include, but not limited to grading, scraping, drilling, and trenching, shall be required to participate in this preconstruction meeting. If subsequent contractors are hired who did not participate in this preconstruction meeting they shall be required by the</i></p> | | | | |

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| <i>City to meet independently with the qualified archaeological consultant to review and discuss potential archaeological resources these materials so as to meet the spirit and the intent of this mitigation measure. They too shall provide verification to the City.</i> | | | | |
| <p>CR-2.1 (a) <i>If human bone or bone of unknown origin is found during construction, all work shall stop in the vicinity of the find and the County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission who shall notify the person it believes to be the most likely descendent. The most likely descendent shall work with the contractor to develop a program for reinternment of the human remains and any associated artifacts. No additional work is to take place within the immediate vicinity of the find until the identified appropriate actions have been carried out.</i></p> <p>(b) <i>Implement Mitigation Measure CR-1.1 (b).</i></p> | Developer | During construction | <p>Verify that measures are included in plans</p> <p>If human bone or bone of unknown origin is discovered, verify that construction activities are halted and that the County Coroner is contacted</p> | City of Marina |
| 3.5 Hazardous Materials and Public Safety | | | | |
| <p>HM-3.1 <i>Prior to commencement of on-site construction activities, the Master Developer shall coordinate with the Army to develop a safety program that specifies protocols relative to Munitions and Explosives of Concern (MEC) and in accordance with Cal-OSHA regulations.</i></p> | Developer | Prior to issuance of building/grading permits | <p>Verify coordination with Army to develop a safety program and inclusion of protocols in building/grading permits</p> | City of Marina |

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| 3.6 Hydrology and Water Quality | | | | |
| HY-5.1 <i>Prior to the issuance of grading permits that would affect those drainage facilities supporting California State University Monterey Bay (CSUMB), the developer shall provide CSUMB and the City of Marina Engineer the drainage plans for review, consultation, and/or agreement. The developer shall demonstrate to the satisfaction of the City Engineer that the phasing and timing of drainage improvements have been coordinated with CSUMB.</i> | Developer | Prior to issuance of grading permits in the geographic area that contains the existing CSUMB draining facilities | Verify coordination of phasing and timing of drainage improvements with CSUMB | City of Marina |
| 3.7 Land use and Planning | | | | |
| No Mitigation Measure. | | | | |
| 3.8 Noise | | | | |
| NE-1.1 <i>The City shall ensure that notes for grading plans and/or the site improvement plans would clearly state the noise limitation requirements of Marina Municipal Code Section 15.04.055.</i> | Developer | Prior to issuance of building/grading permits | Ensure notes for grading plans and/or site improvement plans are included in site plans | City of Marina |
| NE-1.2 <i>Pre-drilling shall be required prior to any pile-driving.</i> | Developer | Prior to issuance of building permits | Verify pre-drilling prior to pile driving restriction is included in construction plans | City of Marina |
| NE-2.1 <i>Implement NE-1.2 (pre-drill prior to pile-driving).</i> | Developer | Prior to issuance of building permits | Verify pre-drilling prior to pile driving | City of Marina |
| NE-4.1 <i>The applicant shall ensure that primary outdoor activity areas at new University Villages residences along Imjin Parkway are outside the 70 dBA Ldn noise contour.</i> | Developer | Prior to issuance of building permits | Verify outdoor activity areas are outside the 70 dBA Ldn noise contour | City of Marina |

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| NE-4.2 <i>An acoustical analysis shall be performed to ensure all interior noise levels at new University Villages residences along Imjin Parkway meet the 45 dBA standard.</i> | Developer | Prior to issuance of building permits | Verify interior noise levels meet the 45 dBA standard | City of Marina |
| 3.9 Public Utilities | | | | |
| UT-1.1 <i>The project sponsor shall implement the water conservation measures identified in the Specific Plan.</i> | Developer | During construction | Verify waster conservation measures are implemented | City of Marina |
| UT-1.2 <i>As part of the project, the project sponsor shall replace the water transmission infrastructure lines in a manner approved by the City to drastically reduce the volume of unaccounted-for water throughout the project boundary.</i> | Developer | During construction | Verify water transmission infrastructure lines are replaced | City of Marina |
| UT-4.1 <i>To ensure continued compliance with AB 939, the City of Marina shall expand the curbside recycling program to serve all properties within University Villages, including multi-family residences and commercial establishments. The project sponsor shall design multi-family and commercial sites to provide for trash enclosures of adequate size to accommodate the collection of both garbage and recyclable refuse. Recyclable refuse shall include cardboard, plastics, paper, metal, grass and whatever else is anticipated to be recycled.</i> | City of Marina/Developer | Prior to issuance of building permits | Verify that the City expands the curbside recycling program to all properties within University Villages Verify inclusion of trash enclosures in plans | City of Marina |
| 3.10 Transportation and Circulation | | | | |
| TR-1.1 <i>Signalize the California Avenue/Reservation Road intersection (#2).</i> | City of Marina (Developer will fund fair-share contribution through traffic impact fee [TIF]) | CIP identifies this project as TI 13, to be completed in 2007/2008 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |

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| TR-1.2 <i>Widen Imjin Road and Reservation Road at the Imjin Road/Reservation Road intersection (#3) to provide one NB left, one NB through and three NB right turn lanes. A third WB and EB through lane as well as a third WB left turn lane would also be required.</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as R-46, to be completed in 2013 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina |
| TR-1.3 (a.) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway.</i> (b.) <i>Signalize the SB Highway 1 Ramps/12th Street/Imjin Parkway intersection (#7) and restripe the 12th Street/Imjin Parkway bridge over Highway 1 to accommodate two WB left turn lanes and one EB lane (or functional equivalent). (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | a. CIP identifies this project as R-48, to be completed in 2006/2007 b. CIP identifies as TI 22, to be completed 2007/2008 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina |
| TR-1.4 (a.) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway.</i> (b.) <i>Close the median (or functional equivalent) at the Highway 1 NB Ramps/Imjin Parkway intersection (#8). (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | a. CIP identifies this project as R 48, to be completed in 2006/2007 b. CIP identifies this project as TI 23, to be completed in 2007/2008 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina |

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| TR-1.5 <i>Widen Imjin Parkway and 2nd Avenue at the 2nd Avenue/Imjin Parkway intersection (#9) to provide a second NB and WB left turn lane, add a NB and EB right turn lane and convert the NB and EB signal phasing to a right turn overlap.</i> | Developer (fully fund). | To be bonded for prior to recordation of final map and to be constructed prior to issuance of first building permit for Phase II. | The City of Marina to verify bonding prior to approval of Final Map and to verify completion of construction prior to issuance of first building permit for Phase II. map | City of Marina |
| TR-1.6 <i>Add a second westbound left turn lane at the Imjin Road/Imjin Parkway intersection (#11). (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as R-46, to be completed in 2013 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
| TR-1.7 <i>Widen the east and westbound approaches of the Abrams Drive/Imjin Road intersection (#12) and convert the EB-WB signal phasing to provide EB-WB protected left-turn phasing.</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-27, to be completed in 2005/2006 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |

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| <p>TR-1.8 (a) <i>Signalize 4th Avenue/3rd Street intersection (#17) and add a NB and SB left turn lane. (Shared Contribution).</i> <i>OR.</i> (b) <i>Install a modern roundabout at the 4th Avenue/3rd Street intersection (#17). (Shared Contribution)</i></p> | <p>CSUMB (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as TI-30, to be completed through coordination with CSUMB and the City of Marina</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina.</p> |
| <p>TR-2.1 (a) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway. (b) Widen Highway 1 NB off-ramp at 12th Street (#5) to a two-lane ramp (or functional equivalent, to be determined following the completion of a developer-funded PSR for the Highway 1/12th Street-ramps).</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>(a) CIP identifies this project as R58, to be completed in 2006/2007 (b) CIP identifies this project as TI-23, to be completed in 2007/2008</p> | <p>Ensure TIF is paid in accordance with the Development Agreement Ensure completion of PSR</p> | <p>City of Marina</p> |

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| <p>TR-2.2 (a) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway</i></p> <p>(b) <i>Widen Highway 1 SB on-ramp at 12th Street (#7) to a two-lane ramp (or functional equivalent, to be determined following the completion of a developer-funded PSR for the Highway 1/12th Street-ramps).</i></p> | <p>(a) Developer (fair share contribution)</p> <p>(b) City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>(a) CIP identifies this project as R58, to be completed in 2006/2007</p> <p>(b) CIP identifies this project as R-49, to be completed in 2020</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> <p>Ensure completion of PSR</p> | City of Marina |
| <p>TR-3.2 (a) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway</i></p> <p>(b) <i>Convert SB Highway 1 off-ramp to become an off-ramp loop at the Highway 1 SB ramps/Imjin Parkway intersection (#7) (or functional equivalent, to be determined following the completion of a developer-funded combined PSR for the Highway 1 SB ramps/Imjin Parkway intersection and Imjin Parkway and 2nd Avenue at the 2nd Avenue/Imjin Parkway intersection)</i></p> | <p>(a) Developer (fair-share contribution).</p> <p>(b) City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>(a) CIP identifies this project as R58, to be completed in 2006/2007</p> <p>(b) CIP identifies this project as R-49, to be completed in 2020</p> | <p>(a) Ensure TIF is paid in accordance with the Development Agreement</p> <p>(b) Ensure completion of PSR</p> | City of Marina |
| <p>TR-3.3 (a) <i>Complete Project Study Report (PSR) for future Rte. 1/12th Street interchange and 2nd Avenue/Imjin Parkway</i></p> <p>(b) <i>Widen Imjin Parkway and 2nd Avenue at the 2nd Avenue/Imjin Parkway intersection (#9) to provide third NB and WB left turn lanes; add a second NB and EB right turn lanes, add a second EB left turn lane, a third EB and WB through lane, and add a SB right turn lane and convert the SB and NB signal phasing to</i></p> | <p>(a) & (b) City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>(a) CIP identifies this project as R58, to be completed in 2005/2006</p> <p>(b) To be bonded for prior</p> | <p>(a) Ensure TIF is paid in accordance with the Development Agreement (b) The City of Marina to verify bonding prior to approval of Final Map and to verify completion of construction prior to consistent with timing identified in PSR.</p> | City of Marina |

| <p align="center">CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM</p> | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| <p><i>turn lane and convert the SB and NB signal phasing to a right turn overlap) (or functional equivalent, to be determined following the completion of a developer-funded combined Project Study Report [PSR]).</i></p> | | <p>to recordation of final map and to be constructed prior to consistent with timing identified in PSR.</p> | <p>timing identified in PSR.</p> | |
| <p>TR-3.4 <i>Widen Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) to provide one NB and EB right, three EB and WB through lanes. The signal setting should be optimized and right turn overlap phasing installed for the SB right turn.</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as TI-25, to be completed in 2020</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina</p> |
| <p>TR-3.5 <i>Widen Imjin Parkway and the re-striping of Imjin Road at the Imjin Road/Imjin Parkway intersection (#11) to provide three EB and WB through lanes and the re-striping of the NB as one NB left and two NB right turn lanes.</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as R-46, to be completed in 2013</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina</p> |
| <p>TR-3.6 <i>Widen the Abrams Drive/Imjin Road intersection (#12) to provide three EB and WB through lanes with optimized signal phasing.</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as R-46, to be completed in 2013</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina</p> |

| <p align="center">CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM</p> | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| <p>TR-3.7 <i>Widen the 4th Avenue/3rd Street intersection (#17) to provide EB and WB left turn lanes.</i></p> | <p>CSUMB (fully fund).</p> | <p>CIP identifies this project as TI-30, to be completed through coordination with CSUMB and the City of Marina</p> | <p>Verify improvement identified in CSUMB 2004 Master Plan Network Changes.</p> | <p>City of Marina</p> |
| <p>TR-5.1 (a) <i>Widen Imjin Road/Reservation Road intersection (#3) to provide for a WB to SB flyover ramp, and re-stripe of the NB approach to one left, one through and two free right turn lanes.</i></p> <p><i>OR.</i></p> <p>(b) <i>The Blanco Road connector between Imjin Parkway and Reservation Road could be constructed as a six lane arterial, although the FORA CIP identifies this as a four-lane road. (Shared Contribution)</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as R-48, to be completed in 2020</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina.</p> |
| <p>TR-5.3 <i>Signalize the California Avenue/Reindollar Avenue intersection (#6). (Shared Contribution)</i></p> | <p>City of Marina (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as TI-26, to be completed in 2020</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina.</p> |

| CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| TR-5.4 <i>Widen Imjin Parkway and California Avenue at the California Avenue/Imjin Parkway intersection (#10) to provide a second EB left turn lane, a WB left turn lane and NB right turn overlap signal phasing. (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-25, to be completed in 2014 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |

| CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| TR-5.5 <i>Signal phase the Imjin Road/Imjin Parkway intersection (#11) to provide NB right turn overlap phasing. (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as R-46, to be completed in 2013 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
| TR-5.6 <i>Widen the Abrams Drive/Imjin Road intersection (#12) to provide a second WB left lane, a NB left turn lane and NB right turn overlap signal phasing.</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as R-46, to be completed in 2013 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
| TR-5.7 <i>Construct a modern roundabout at the Imjin Road/8th Street intersection (#15). (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-8, to be completed in 2006/2007 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
| TR-5.8 <i>Widen 3rd Street at the 2nd Avenue/3rd Street intersection (#16) to provide a second EB left lane, WB and SB right turn lanes and optimized signal phasing. (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-7, to be completed in 2006/07 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |

| <p align="center">CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM</p> | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| <p>TR-5.9 <i>Widen 3rd Street and 4th Avenue at the 4th Avenue/3rd Street intersection (#17) to provide right turn lanes on all four approaches would be required. (Shared Contribution).</i> <i>OR</i></p> | <p>CSUMB (Developer will fund fair-share contribution through TIF)</p> | <p>CIP identifies this project as TI-30, to be completed through coordination with CSUMB and the City of Marina</p> | <p>Ensure TIF is paid in accordance with the Development Agreement</p> | <p>City of Marina.</p> |

| <p align="center">CITY OF MARINA UNIVERSITY VILLAGES SPECIFIC PLAN EIR MITIGATION MONITORING PROGRAM</p> | | | | |
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| Project-Specific Mitigation Measures | Mitigation Responsibility | Mitigation Timing | Monitoring and Reporting Process | Monitoring Responsibility |
| TR-5.10 <i>Construct a modern roundabout at the 4th Avenue/3rd Street intersection (#17). (Shared Contribution)</i> | CSUMB (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-30, to be completed through coordination with CSUMB and the City of Marina | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
| TR-7.1 <i>Add a SB right turn lane at the 2nd Avenue/3rd Street intersection (#16). (Shared Contribution)</i> | City of Marina (Developer will fund fair-share contribution through TIF) | CIP identifies this project as TI-17, to be completed in 2014 | Ensure TIF is paid in accordance with the Development Agreement | City of Marina. |
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