HAMILTON MASTER PLAN

Conditions of Approval Reference Version

Project Sponsor:
THE NEW HAMILTON PARTNERSHIP

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INTRODUCTION

PURPOSE

The purpose of the report is to present the Master Plan for development of the Hamilton Field site. This proposal envisions a planned community of approximately 414 acres of office, mixed-use retail/office, residential and park development, linked with automobile, pedestrian and bicycle corridors, and sensitive to the preservation of prime natural resources and open space areas.

The site is ideally suited for in-fill style development. It is conveniently located in northern Marin County, adjacent to major transit routes and in the general vicinity of attractive and vibrant residential communities. San Francisco, a popular cultural and business hub, is nearby, as are local and regional recreational areas, including Mount Tamalpais, the Golden Gate National Recreation Area, Point Reyes, and Pacific Ocean beaches. A broad range of established retail and service businesses are available locally. The City of Novato enjoys an excellent region-wide reputation for its schools, parks, and public services.

The project will be guided through all phases of development to allow the control of issues and elements of concern to the community, while allowing the flexibility for development to respond to market and economic factors over time. This document presents the Master Plan for Hamilton Field approved by the City of Novato on June 22, 1993. Key features of the Master Plan include the following:

- Major park and natural open space areas of approximately 210 acres
- Pedestrian/bicycle linkages between residential, retail and business facilities.
- A mixture of retail, commercial, and office development which will provide local jobs along with fees and taxes for improvement and maintenance of community infrastructure and levels of service.
- Residential development with a range of housing types and affordability, providing the opportunity for local employee housing.
- Procedures for quality control and continuity of the project from initial design through final implementation and on-going maintenance.
USE OF THIS REPORT

The Master Plan report describes the issues, elements, and circumstances of the new Hamilton Field project, and is intended as a clarification document to facilitate communication between the Development Team and the City, public, and other interested agencies and groups. The report is the initial step in the continuing planning process which will lead to specific criteria and agreements to guide and control the development of Hamilton through all phases of design and construction. To date the report has been through many review procedures with the City, related regulatory agencies and the public. Future steps in the planning process will also provide regulatory agency review and public comment opportunities.

DESIGN PROCESS

The Development Team has recognized the importance of the Hamilton Field project to the community from the beginning of its involvement. The process includes the following:

- Implementing communication procedures to gather and understand input from the public, the City of Novato, and related regulatory agencies.
- Establishing a schedule and time frame for orderly processing.
- Visiting the existing site, reviewing site history, and understanding the site’s potentials and constraints.
- Reviewing and understanding past planning documents and technical data related to the site.
- Reviewing and understanding regulatory procedures and approvals for the project.

Community outreach has been an integral and important part of the planning process. Two community meetings and focus group sessions with residents were held at the Hamilton Field site in Spring/Summer of 1991, allowing the participants to give hands-on comment in a comfortable environment. In February of 1992, a Citizens Advisory Committee (CAC) was appointed by the Novato City Council to review and comment on the Hamilton Field Master Plan. The CAC’s input was consolidated into a "Findings and Recommendations" Report in June 1992. This Hamilton Field Master Plan revision incorporates the recommendations of the CAC as well as input from meetings with and presentations to the City Council, Planning Commission, Park and Recreation, and Design Review Board.

GOALS

The Development Team has the following goals for the project:

- To develop Hamilton Field as a high-quality mixed-use residential and retail_office community of significant benefit to the City of Novato and the nearby region.
• To achieve a lively and cohesive community which integrates places for work, places for living, and places for recreation.

• To create a recognizable identity and sense of place for the area that is in keeping with the Novato context.

• To achieve a regional employment center with a diversity of employment opportunities and jobs at various income levels. To offer opportunities to minimize long-distance commuting.

• To provide for a variety of housing, including a range of sizes and levels of affordability that maintains the character of the City of Novato while including affordable and senior housing opportunities.

• To improve the existing blighted conditions, which includes abandoned military buildings, remnants of ammunition bunkers and other military uses, abandoned roadways, and inadequate and obsolete infrastructure.

• To mitigate traffic impacts created by new development at Hamilton Field by both indirect (e.g. reduced densities, a jobs/housing balance, a strong Transportation System Management Program, and pedestrian oriented planning) and direct mitigation measures (e.g. new roads, interchange improvements, and road improvements).

• To preserve the historic characteristics of the former Hamilton Air Force Base, including the reuse of the Old Headquarters Building (also referred to as the 500 Building) and the Bachelor’s Officers Quarters (BOQ).

• To set an example of community-based planning that can be used in future development in Novato.

• To provide the City of Novato a net gain in open space and recreational opportunities.
PROJECT ANALYSIS

EXISTING CONDITIONS

The project is located entirely within the City of Novato in Marin County, California. The project site is part of the former Hamilton Air Force Base, which lies about four miles southeast of the Novato central business district and is bounded on the east by San Pablo Bay and on the west by U. S. Highway 101. The Hamilton Field project itself is bounded on the east by Hamilton Field runways and on the west by U.S. 101. Project freeway access is from the Alameda Del Prado-U.S. 101 interchange to the south and Ignacio Boulevard-U.S. 101 interchange to the north. The project site encompasses approximately 414 acres out of the 1,600 acre total of the former Hamilton Air Force Base.

The characteristic land form of the project site is a former flood plain punctuated with several prominent hill formations. Modestly-sized naturalized wetlands and oak woodland areas occur on the site, predominantly in the northern portion; the remainder of the site has been strongly impacted by previous agricultural and, most recently, military uses.

The quality of road, infrastructure and building elements remaining from previous development vary greatly. In general the existing roads, utilities, and buildings, aside from the Old Headquarters building and Hangar Row area, have fallen into blighted conditions from lack of use and maintenance, and do not meet the code standards of agencies and utility providers. The site is currently serviced in varying degrees of adequacy for new development with major utilities, including water, sanitary sewer, storm drainage, gas, electricity, and communications. Existing land uses adjacent to the project include open space/wetlands, on-going military operations, non-military housing, and R & D light industrial businesses.

HISTORY

Hamilton Field traces its origins back to 1930 when a congressional bill to establish an Army air base at Marin Meadows was signed into law by President Hoover. This legislation led to Hamilton Field becoming a legal reality in 1932, when the deed for the property was transferred from Marin County to the Army Air Corps. The Marin Board of Supervisors sold the base to the Army for one dollar and construction began in June, 1932.

In December, 1933 the base had its first military occupants with the arrival of the 70th Service Squadron. Hamilton Field was officially completed in May, 1935 and was named after Lloyd A. Hamilton, an Air Corps pilot from New York who was killed in action during World War I. The Base eventually became a home for 1100 personnel and 38 airplanes and played a major role in the World War II as a training field and staging area for Pacific operations. During the mid-1940's it also served as a hospital and rehabilitation facility receiving as many as 4,000 war casualties per month.
Hamilton Field was renamed Hamilton Air Force Base in 1945 as a result of the newly created United States Air Force. The arrival of jets created a controversy with the citizens of Novato over the noise and safety of the new jet plane flights. Various incidents over the years fueled the controversy between the military and the local residents. These controversies intensified to a persistent level in 1963 when homes in Bel Marin Keys were built a short distance north of the runway area.

The beginning of the end of Hamilton as a major military installation came in 1973 when the Air Force Reserves replaced the active Air Force. In 1974 the United States Government declared Hamilton Air Force Base as surplus property and portions of the property were considered for sale to the private sector. Since that time various public agencies and private groups have studied the property and suggested a variety of uses for the site. Many of these studies received critical responses from the community; those showing development of a planned mixed use community sensitive to its site and surrounding community received the most consensus.

The City of Novato expressed its goal for the property by designating it as a planned community in its General Plan. The Martin Group became the primary developer in 1991 through invitation and subsequent negotiations with the Department of Defense and the City of Novato, and master planning procedures were initiated. In July, 1992, the Martin Group and Goldman Sachs & Company joined together as the New Hamilton Partnership to act as the master developer for Hamilton Field. In June of 1993 the New Hamilton Partnership received approval of this Master Plan document from the City Council of Novato.
Figure 2: Adjacent Land Uses

Legend:
- Conservation
- Residential
- Commercial
- Office & Industrial
- Public / Institutional
- Military

1. Army airfield
2. Coast Guard hangars
3. Vacant
4. Vacant
5. Military chapel
6. Military service buildings & single/duplex family housing
7. Navy office buildings & DOD multi-family housing
8. Railroad ROW
9. Navy support services building
10. Lenham housing
11. 20+ acres undeveloped land
12. Motel & restaurant
13. Condominium units
14. Single family homes
15. Apartment units
16. PacTel office & switching station
17. Apartment building
18. Navy commissary & shops
19. Gas station
20. Bowling alley & restaurant
21. < 1 acre undeveloped land
22. Mobile home park
23. Floodway canal
24. Three industrial parks
25. Marsh under fish & wildlife reserve

LEGEND

- Military Inholdings

FIGURE 3: EXISTING CONDITIONS

HAMILTON
SITE POTENTIALS AND CONSTRAINTS

The Development Team has developed an understanding of the potentials and constraints of the site by visiting the site, meeting with City and Department of Defense personnel, technical experts and others familiar with the site, and researching existing data from previous planning and technical study efforts. Regional growth patterns and central location within a popular residential area make this an ideal in-fill site. Previous development by the military on the site has left a rich legacy of architectural and landscape elements, along with an existing infrastructure of roads and utilities upon which to begin building a new community.

Potential and constraining elements identified by the Development Team as having impact on the Master Plan process include the following:

Site Conditions
• Topography
• Toxic soils
• Circulation patterns
• Blighted facilities
• Historic military facilities
• Flood zones
• Wetlands
• Wildlife habitat
• Trees and vegetation
• Land uses
• Utility corridors
• Transit Corridors

Vicinity Conditions
• Traffic patterns
• Air Quality
• Emergency and public services
• Utilities
• Climate
• Existing land uses
• Ambient character
• Visual fit

SITE DEVELOPMENT POTENTIALS

Analysis of these site and vicinity conditions in conjunction with the Development Team's goals for the project has led to the establishment of the following key site development potentials:

• Potential for development of a balanced job/housing community that promotes less reliance on the automobile.

• Potential for preservation of hilltop, wetland, and oak tree open space areas.

• Potential to use open space, park, and natural habitat areas as an integral part of the planned mixed-use community.

• Potential for the development of a pedestrian/bicycle circulation system that links open spaces, residential neighborhoods, and commercial development.

• Potential for the visually improving existing blighted areas.

• Potential for the development of a pedestrian oriented business campus.
FIGURE 4: POTENTIALS AND CONSTRAINTS
DEVELOPMENT SUITABILITY

Suitability of various parts of the site for development was determined by understanding the potentials and constraints criteria, and applying them to conceptual design along with criteria from public input, regulatory requirements, and proposed land use requirements.

Criteria impacting the suitability for development include:

- sensitive hill topography
- flat topography
- adjacent former Landfill 26
- usable historic/architecture structures
- unusable blighted structures/facilities
- preservable wetland/oak woodland areas
- preservable street trees
- proximity to highways and roads
- proximity to infrastructure/utilities
- proximity to adjacent residential neighborhoods
- proximity to on-going military operations
1. Town Center / Civic Center
   - strategic location with 360 view.
   - memorable architectural character fosters symbolic identity.

2. Linear Buffer
   - appropriate for green belt / separator for residential development.
   - location for Class 1 bikeway & linear trail linkage to open space.
   - spillover of senior center activities.

3. Large scale hangar buildings.
   - appropriate for commercial / office use.
   - adjacent to light industrial use.
   - job market for adjacent residential areas.

4A-G. Residential Development
   - accessibility from existing roads.
   - protected low-lying areas.
   - previously developed areas.

A: Natural Reservoir Hill buffer.
   - View of adjacent park and open space.

B: Possible senior center location.
   - Adjacent to park, linear buffer and transportation route.

C: Existing facilities on hill created level pads.

F&G: Adjacent to existing residential area.
   - Natural growth pattern for future residential development.

**FIGURE 5: DEVELOPMENT SUITABILITY**
THE MASTER PLAN VISION

The model for Hamilton has been a small town setting where neighbors can know one another, where children can walk and bike to local schools and stores, and where residents can live, work, shop and recreate close to home. The overall challenge for Hamilton has been to create an environment that synthesizes the area's existing natural and historic patterns with these new development patterns.

Hamilton will be a balanced residential community, including a variety of housing types, an appropriate amount of schools and parks, and commercial and office uses. The mixed-use commercial centers will contain stores, offices, and public plazas. Fifty-two percent of the total land area will be retained as backdrop of parks and natural open space.

Hamilton will provide a housing resource for northern Marin County and the Novato area, allowing workers to live locally, rather than commuting to the area from Sonoma, Solano, or Napa Counties on Highway 101. The community will offer different housing types to serve a variety of prospective homeowners and renters, including office employees, and seniors.

The following physical elements combine to make up the Hamilton community as envisioned by the Plan. These elements are further discussed in the Design Guidelines. They establish the framework within which the Hamilton community can develop over time.

- Entries
- Vital commercial, office, and civic areas
- Compact residential neighborhoods
- Historic drives and quiet neighborhood streets
- Convenient transit system
- Parks, schools, and recreation facilities
- Natural resources

ENTRIES

Entries give an important first impression for visitors, as well as becoming a symbol of "home" for residents on a daily basis. They are significant components of the "cognitive road map" that help people find their way around.

There will be two community entries into Hamilton: the Main Gate Road entry, and the North Entry located near the proposed Mixed-Use Center in the northwestern corner of the site. The existing historic Main Gate structure will be sensitively rehabilitated to allow modern vehicles to pass. Each entry will include attractive signage, lighting and landscaping.

Smaller residential neighborhood entries will emphasize a spatial transition from the relatively automobile-dominated arterial streets to the smaller-scale collector and neighborhood streets.
LEGEND

- MAIN GATE ENTRYWAY
- PARKWAY DRIVE
- PALM DRIVE
- COMMUNITY CORE LOOP
- RESIDENTIAL NEIGHBORHOOD
- OPEN SPACE
- COMMUNITY ENTRY
- NEIGHBORHOOD ENTRY

FIGURE 6: DESIGN CONCEPTS

HAMILTON
VITAL RETAIL, OFFICE AND CIVIC AREAS

Mixed Use Center

The mixed use center is planned at approximately 9 acres with 75,000 square feet of retail and 115,000 square feet of office located adjacent to Nave Drive at the northeast corner of the plan area.

The intent is to create a small village center, with a clear sense of arrival and a vital character developing from the interaction of shopping, business, and social energies. An emphasis will be placed on promoting pedestrian-oriented activities and the desire to walk, rather than drive, from one part of the center to another. This area will supply neighborhood retail shopping opportunities and office space for professional and other business uses. Community pedestrian/bicycle paths and public transit will link to the area. Architectural form and detailing will be expressive of the historic military character of Hamilton.

Retail tenants will include a supermarket and may include other uses such as a bakery, coffee shop, bookstore, video rental store, copier service, restaurant, retail clothing store, and dry cleaner. Office tenants may include banks, travel agencies or medical offices and other community service oriented uses such as a church, child care facility, or post office. These uses would be housed in a variety of building configurations, including anchors, stand-alone pads, and small support stores.

Office Areas

The existing military hangars may be suitable for rehabilitation and use. The office area will be developed to enhance the positive aspects of existing hangar buildings and to integrate new buildings within the existing hangar building texture. Long range plans for the hangar sites may include new office construction with a building area potential of up to 635,000 square feet, if the hangars are removed in the future. Landscaping will complement the building character and provide visual continuity, shading and screening.
LEGEND

- COMMUNITY ENTRY
- PALM DRIVE
- PARKWAY DRIVE

FIGURE 8: COMMERCIAL, OFFICE, AND CIVIC AREAS

HAMILTON
Town Center

The town center will be located in the heart of the community at the site of the Old Headquarters Buildings at the terminus of the ceremonial Palm Drive entry road. Buildings 500, 501 and 502 will be rehabilitated to provide facilities for various community functions. A space is provide within the Community Center for a child care center which meets all requirements for state community care licensing of a pre-school and/or school age facility for at least 50 children. Other planned uses may include a teen center and senior center. The town center will be designed both as a meeting place and as a social gathering place including landscaped outdoor use areas integrated with the buildings.

COMPACT RESIDENTIAL NEIGHBORHOODS

The new Hamilton community will be designed to create compact neighborhoods that include an individual character for each neighborhood, and a beneficial relationship to the variety of planned community amenities, including schools, daycare, commercial uses, parks and open space, and public transportation. The residential concept is based on a small town model of narrow, tree-lined friendly streets, homes with front porches facing the street, that downplay of the presence of the parked car and garage.

The new Hamilton community will provide a stock of in-fill housing within a growing area of Marin County with the added benefit of contributing to regional goals for protecting undisturbed natural areas from new development. Other material and energy-saving efficiencies will be gained from the re-use of some existing road and utility infrastructure.

Residential units will be developed to meet the needs of a wide range of prospective homeowners and renters, including single family detached homes ranging in density from 8-9 units per acre, plus townhomes, condominiums and rental units up to 12 units per acre.

The varying housing units will be designed with an overall architectural style and appearance derived from the 1920’s/1930’s character of the nearby military housing. All residential development, regardless of the density, will include a carefully considered site plan, a special project entry, an attractive architectural character, and a neighborly streetscape character.
Detached Homes

The predominant residential character will be single-family homes designed to emphasize pedestrian qualities and small-town flavor. Garages for single-family dwellings may be designed to reduce their visual impact on the street, allowing the building entries and front porches to dominate the streetscape. In some cases, rear alleys may allow garage and service access, further minimizing the visual impacts of garages on street frontages. A variety of housing types will be provided to accommodate the needs of a cross-section of the community. These will include smaller, detached homes targeted for entry level pricing, traditional size homes to accommodate the expanding family, and a limited number of larger homes.

The homes on WAF Hill will be developed in a manner similar to the homes in many of Novato's other hillside areas. Existing hill-area roadways will be used to access the homes and site grading in this area will be minimized to reduce disruption of the existing land forms, oak trees, and vegetation. Hill homes will carry on the small town character of the more level areas, making adaptations for the sloping nature of the site.

Townhomes and Condominiums

Plans for townhomes will demonstrate consideration of indoor and outdoor privacy, usable weather protected open spaces, noise screening, and streetscape interest. Buildings will be fully landscaped and arranged to create internal courtyards or other usable social areas for residents.

Rehabilitation of BOQ Buildings

The former Bachelor Officer's Quarters (BOQs) will be rehabilitated as affordable housing, in keeping with their historic architectural character. (Refer to page 51 for further information on BOQ housing.) The site will be fully landscaped, including the development of common outdoor use areas for the residents.
FIGURE 9: RESIDENTIAL NEIGHBORHOODS
HISTORIC DRIVES AND QUIET NEIGHBORHOOD STREETS

Hamilton will be served by a hierarchical system of roads, ranging from a major ceremonial drive to local streets. The existing historic Main Gate Road/Palm Drive will serve as the ceremonial main entry road to the town center and southern portion of the planning area. Palm trees will be preserved and relocated to the new streetscape planting area, should the road widening or realignment impact their existing location.

A new Parkway Drive will serve the northern portion of the planning area. This drive will be heavily landscaped in an informal character, to visually integrate the road corridor with the open space area through which it passes.

The Community Core Loop will act as the primary roadway in the historic grid areas adjacent the hangars. This Loop will be landscaped in a more formal character, to complement and harmonize with the existing military buildings.

In residential areas, streets will be developed as narrow as safely possible and lined with street trees. Walking and bicycling will be encouraged by the development of pleasant sidewalks and pathways that connect the residential neighborhoods to each other and to the commercial center, hangar office area, town center, parks, and open space areas.
FIGURE 11: PEDESTRIAN AND BICYCLE SYSTEM

HAMILTON
CONVENIENT TRANSIT SYSTEM

The transit circulation system is intended to provide convenient linkages between local community destinations, park and ride lots and regional transit nodes. Opportunities for reducing automobile usage will include trips to work, to school, to the store for convenience shopping, to the town center, and to visit other neighborhoods.

PARKS AND RECREATION FACILITIES

The Hamilton Plan envisions a comprehensive park and recreation system that includes areas of minimally developed natural land, as well as more developed park areas that will provide opportunities for a wide variety of organized recreational activities. The plan includes one neighborhood park and one community park, and allows for a future school site, for approximately 44 acres. A network of roads and pedestrian/bicycle paths will link the parks to the neighborhoods, town center, and open space. These improved park and recreation facilities will meet the requirements of the City General Plan, as well as section 9-20 of the Novato Municipal Code.

Residential and business development may also include private recreational opportunities that will augment the public recreation system, which may receive credit against park and recreation requirements in accordance with section 9-20.

NEIGHBORHOOD PARK

A 4 acre neighborhood park is planned for the center of Phase I. It will provide opportunities for small-scale children's play, seating, picnicking, relaxation, and informal sports, incorporating the historic fire station.

COMMUNITY PARK

A 31 acre Community Park is planned for Phase II, to be located on the former Landfill 26 and related buffer area. The Community Park is divided into two distinct portions with each portion having its own focus and ambiance.

The southern portion of the Community Park is envisioned to be the cornerstone of the Hamilton community's active recreation facilities. This park will be located adjacent to the school site to provide dual use for activity and parking. The park, developed to City of Novato standards, is intended to meet community demands for competition baseball fields and soccer facilities.

The northern portion of the park will be designed as an opportunity to interpret the natural essence of Hamilton, and to increase residents' awareness and enjoyment of natural areas. These lands will also buffer preserved oak woodland and wetland areas lying to the north from the active recreational uses.
LEGEND

COMMUNITY PARK

NEIGHBORHOOD PARK

NEIGHBORHOOD

LINEAR BUFFER

FIGURE 12: PARK AND RECREATION SYSTEM

HAMILTON
Retain Pacheco Creek and improve flood plain and riparian habitat.

150' Buffer each side of creek

50' Buffer from bottom of hill

300' Wildlife Corridor

Wildlife refuge with very limited human access

LEGEND

HILL / OAK WOODLAND AREA

WETLANDS

CREEK

BUFFER ZONE

FIGURE 15: NATURAL RESOURCES

HAMILTON
NATURAL RESOURCES

The vision for Hamilton includes the preservation and protection of natural resources, including creek corridors, significant wildlife habitats, oak woodlands, and heritage trees. The Pacheco Creek corridor will be enhanced for wildlife habitat, flood control, aesthetic quality, and passive recreation.

Development will be set back from significant natural resources, as shown on the following diagram. Natural resource areas may be accessed for passive viewing on a limited basis via a trail system developed on the existing military utility roads. The northeastern side of Ammo Hill will be designated as a wildlife refuge, with very limited human access.

Overall, the master plan includes approximately 167 acres of general open space. The open space, together with a sensitive trail system, is intended to provide a usable amenity as well as picturesque setting for the project. Further information about the natural resources at Hamilton is found on page 58.
LAND USE AND ZONING SUMMARY

The entire project site falls within the City of Novato PC zoning category which allows flexible and creative site planning for large parcels of land. Review and adoption procedures are regulated by City Ordinances. The Development Team has worked closely with the City to properly amend the General Plan to conform with the master plan as required by Ordinance.

The proposed master plan land use types fall within the following existing City land use categories:

- Residential
- Office/Commercial/Light Industrial/R&D
  Primary planned uses are those supporting a regional or larger customer base and listed in the use categories of the Administrative Professional (AP) and Planned Industrial (MP) zones of the Novato Municipal Code. Ancillary uses are planned under the Retail Business, AP and MP zones; these ancillary uses are limited to 15% of the leasable floor area. All uses will conform to the City zoning code requirements for that use.
- Open Space/Wetlands
- Open Space/Parks

The Land Use Diagram illustrates the proposed physical distribution of these land uses within the Plan Area. The boundaries of land use designations indicate the rough limit of development on each parcel. The following Land Use Summary consolidates the project land use data.

<table>
<thead>
<tr>
<th>BUSINESS USE AREAS</th>
<th>gross square footage</th>
<th>dwelling units</th>
<th>gross density</th>
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<td>Mixed Use Center</td>
<td>9.4</td>
<td>190,000</td>
<td></td>
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<td>Office Uses</td>
<td>25.7</td>
<td>420,000 - 635,000</td>
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<table>
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<th>RESIDENTIAL USE AREAS</th>
<th>gross square footage</th>
<th>dwelling units</th>
<th>gross density</th>
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<td>Single Family Detached Homes</td>
<td>85.2</td>
<td>623</td>
<td>8-9 units/acre</td>
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<td>Hilled Single Family Detached Homes</td>
<td>16.2</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>Townhouses / Condos</td>
<td>10.2</td>
<td>111</td>
<td>12 units/acre</td>
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<td>BOQ Rental Homes</td>
<td>3.1</td>
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<tr>
<td>Senior Rental Homes</td>
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<td>25</td>
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<th>COMMUNITY USE AREAS</th>
<th>gross square footage</th>
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<td>Parks and Recreation</td>
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| TOTALS               | 405.3                | 610,000 - 825,000 | 845           |
SUMMARY
COMMERCIAL 535,000 S.F.
RETAIL 75,000 S.F.
RESIDENTIAL 755 UNITS
70 UNITS AFFORDABLE
25 UNITS SENIOR AFFORDABLE RENTAL

THE NEW HAMILTON PARTNERSHIP

FIGURE 17: ILLUSTRATIVE PLAN
PHASING

The Hamilton Field Master Plan will be developed in two phases, as shown on the following diagram. Phase I incorporates the areas south of Main Gate Road, which generally include:

- Rehabilitated and new offices - 420,000 to 635,000 sq. ft.
- Single family detached housing - 409 units
- Townhouses or condominiums - 111 units
- Rehabilitation of the BOQ's as affordable housing - 70 units
- Main Gate Road improvements
- Detention basin

Maximum Phase I development shall be 590 residential units and 635,000 sq. ft. of non-residential land use.

Phase II will generally include:

- Mixed use office/retail - 190,000 sq. ft.
- Parks
- Senior affordable housing - 25 units
- Single Family detached housing - 230 units
- Transit center
- Open space habitat preserve
- Open space/recreation

Maximum Phase II development shall be 255 residential units and 190,000 sq. ft. of non-residential use.
RESPONSE TO ISSUES

This section presents the individual factors taken into account in developing the planning area master plan. The impact of these factors will continue with development of the project area over time, including some variable factors that will change as new data arises during the course of development. Thus, the Master Plan is intended as a living document that presents a comprehensive overview of the intended project while recognizing the needs for flexibility and change. Subsequent planning and controls through Development Agreements, Design Guidelines, CC&R’s, owner associations, codes and regulations will insure that development build-out remains true to the intent of the approved Master Plan.

INFRASTRUCTURE NEEDS AND REQUIREMENTS

A Conceptual Infrastructure Plan, prepared in December of 1992, addresses issues associated with the plan-wide infrastructure, and establishes facility requirements. Further refinement of this Plan may be prepared to accompany Tentative or Final Map submittals. The Plan provides further technical clarification of the following information.

UTILITIES

GAS

Gas service for the project will be provided by Pacific Gas and Electric Company (PG&E), with connections to existing gas lines near Nave Drive. The existing quality of service lines within the project area varies widely; many of the inadequate lines have already been capped off in the vicinity of abandoned buildings and discontinued military use. Adequate gas capacity exists at the point of connection at Nave Drive to serve the project at build out.

ELECTRICITY

Electrical service for the project will be provided from the PG&E Ignacio Substation located about one-half mile from the project area. The 12 KV power line on Nave Drive is available for service to the project and PG&E indicates there is ample power to supply Phases I and II of the project. Specific power needs will be determined at the time of precise development plans.

The 60 KV power line for regional electrical service extending through the project area cannot be relocated or altered and will remain in their current location. Off-site service conduits will be undergrounded with screened electrical transformers at key street level locations. A 150 foot building setback from the center line of the PG&E tower easement is provided for all human occupancy structures. Portions of the Pacheco Creek and creek buffer will be located within this right-of-way and subject to PG &E approvals.
Written information on electromagnetic field (EMF) exposure and design mitigation techniques will be provided to developers, designers, buyers, and tenants on parcels immediately adjacent to the 60 KV tower easement, as required by the City.

All electrical lines other than the existing 60 KV power line will be placed underground in coordination with other utilities.

**WATER**

Water service will be provided to the project area by the North Marin Water District (NMWD). NMWD has indicated that there is sufficient water available for the project as planned.

New water service to the project area will be distributed along main roads and will replace the existing water distribution system. Fire hydrants will be located per Fire District Standards. Landscaping in the project will incorporate water conservation measures, including automatic irrigation systems, low water use plant materials, and the use of reclaimed water where feasible. Additional water saving devices will be incorporated into buildings per Title 24 requirements.

The developer will work with the City and NMWD to select a suitable location for a new water tank, if needed. The City has stated preference for a location other than Ammo Hill.

**COMMUNICATIONS**

Primary telephone service to the project area will be provided by Pacific Bell. The developer will investigate the possible inclusion of fiber-optics and other emerging communication technologies in the plan; alternative telecommunications services may be provided by other telecommunications companies. All phone lines or fiber optic cables will be placed in a system of underground conduits as per section 5-53 of the City Code.

**SANITARY SEWER**

The project is in the Novato Sanitary District, which will provide sanitary sewer services for the project. The district has stated that there is sufficient capacity at the Ignacio Treatment Plant for Phase I. The development strategy for future treatment capacity is currently being determined by the District. The project sponsors will provide on-site sewer infrastructure and contribute a proportionate share of the cost of project related off-site infrastructure, if any, as required under the District ordinances.
**Traffic**

**Auto Circulation**

The project will have two main access roads off Nave Drive: a new Parkway entrance and the existing Main Gate Road entrance. The circulation system is designed to split the project traffic impact roughly in half by directing the project access to the two separate locations on Nave Drive. (Refer to Figure 10, page 23.)

The new Parkway intersection north of State Access Road will primarily serve the residential and retail/office portions of the northern half of the project. The existing Main Gate Road entrance to the project will primarily serve the residential, town center and office site portions of the southern half of the project.

State Access Road will remain a secondary through-road during Phase I but may become a cul-de-sac in Phase II following the completion of the new Parkway.

The circulation system of the residential / retail portion of the northern half of the project is designed to encourage traffic from this area to flow north on Nave Drive to Ignacio Boulevard, thus minimizing the traffic impacts on the mid-section of Nave Drive between the new Parkway Entry and Main Gate Drive Entry.

Similarly, the circulation system for the southern portion of the project is designed to cause the peak hour trips from the residential and office portions to flow to and from the south on Nave Drive. The traffic from this area would use the southerly ramps on Nave Drive and Alameda Del Prado to access the U.S. 101 freeway. This design is intended to relieve the impacts of the project on the critical intersections along Ignacio Boulevard by spreading the traffic out over two freeway access points. The design also minimizes the traffic impacts on Lanham Village.

The traffic analysis conducted for the project as part of the Supplemental Environmental Impact Report (SEIR) has concluded that through the use of the Transportation System Management program (TSM) a new northbound on-ramp and other intersection improvements will mitigate the traffic impacts of the project.

Specifically:

- A Transportation Management System (TSM) will be submitted for approval by the Community Development Director with a goal targeted for a minimum 20% trip reduction during peak commute hours and with the goal increasing to a minimum of 25% at eighty percent of project build-out. The TSM will include a variety of elements to achieve the goal including (but not limited to) the following: bicycle parking facilities at key destination points, preferential parking at commercial building entrances for van and car pools, operation of a shuttle bus during commute periods to link with offsite Golden Gate Transit bus lines, a Hamilton TSM Coordinator, and a detailed annual monitoring and reporting plan for submittal to the City community development Department.
PHASE I

- Construct a new northbound on-ramp on Nave Drive near the intersection of Nave Drive and the northbound Highway 101 off-ramp just south of Ignacio Boulevard and realign Robur Drive to align with the new on-ramp on Nave Drive.
- Reconstruct the existing Highway 101 northbound on-ramp at Ignacio Boulevard moving its entrance further north to allow adequate merging area for the new on-ramp on Nave Drive.
- Add an exclusive eastbound right-turn lane across the Ignacio Boulevard overpass that ends at a right-turn only at Nave Drive.
- Eliminate the left-turn and movement on eastbound Ignacio Boulevard at the intersection of the northbound Highway 101 ramps. Traffic that had previously used this lane is to be redirected to the new on-ramp at Nave Drive.
- Add a second southbound lane to Nave Drive between Ignacio Boulevard and the new on-ramp.
- Modify the Ignacio Boulevard overpass to provide a six-lane cross section that would permit the exclusive eastbound tight-turn lane across the overpass.
- Install a traffic signal at the intersection of Enfrente Boulevard/Highway 101 southbound off-ramp.
- Widen Enfrente Boulevard and the southbound off-ramp at Enfrente Boulevard to provide two southbound lanes. The second southbound lane should begin on the Highway 101 off-ramp and continue to Ignacio Boulevard.
- Modify Enfrente Boulevard southbound approach to Ignacio Boulevard to accommodate an exclusive left-turn lane plus a shared through-right-left turn lane.
- Establish a traffic monitoring program at both Nave/Main Gate Drive intersection and Nave/State Access Road intersection to determine when signal warrants are met.

PHASE II

- Include all of Phase I improvements
- Add a northbound right-turn lane to the intersection of Nave/Ignacio Boulevard/Highway 101 northbound on-ramp.
- Signalize the intersection of Nave Drive/Main Gate Road (if not already signalized). Add a second westbound left-turn lane on Main Gate Rd bringing Main Gate Rd to a five-lane cross section at the intersection.
- Install a traffic signal at the Nave Drive/State Access Rd intersection (if not already signalized) and re-stripe State Access Road to provide clearly delineated left-turn lane and right turn lane.
• Signalize the intersection of Nave Drive/Parkway Boulevard and add a second northbound through lane at the intersection as is consistent with the planned project improvements.
• Widen Nave Drive to four lanes from Main Gate Road south to where Nave Drive already provides four lanes.
• Widen Nave Drive to a four-lane cross section between State Access Rd and Parkway Boulevard
• Widen the segment of Nave Drive north of Parkway Boulevard to a four-lane cross-section.
• Install a traffic signal at the Bolling Drive/Nave Drive intersection and at the Alameda del Prado/Clay Court intersection.

All internal roads are projected to be at acceptable levels of service based upon the implementation of SEIR mitigation strategies re-designed to reflect the reduced project size (as compared to that studied in the SEIR) presented in this Master Plan. Road corridors will be landscaped with street trees, and main intersections and entries with trees, shrubs and ground cover.

**Pedestrian and Bicycle Circulation**

The on-site bike system will internally link retail, residential, recreational, open space and office uses, and externally link to regional bikeway systems. Right-of-way and roadway sections will be designed to safely accommodate bike lanes and/or pedestrian pathways along collector roads within the proposed development.

**Public Transit**

The Hamilton Field sponsor will work with the Transit District to identify bus routes and convenient stops within the Hamilton Field area to encourage use of mass transit by residents and office employees.

Public transit will be provided by the Golden Gate Bridge Transportation District. Currently, there are several bus stops within a ½ mile of the site including one at the main entry to Hamilton Field along Nave Drive and a Park & Ride lot is located at the Nave Drive/101 Highway off-ramp.

The developer will include on or off-site park and ride lot(s) on land made available by the City. The number of parking spaces will equal 15% of the number of approved residential units.

A four acre site has been reserved as required by the City for use as a possible future transit center to serve transit service in the railroad right-of-way as well as any other public transit such as Golden Gate Transit buses or shuttles. The reserved site is located away from wetland and wildlife habitats.

**Storm Water Drainage**

The existing project levees and storm drain systems do not meet current standards for flood control. The development team will work closely with the City and the Federal Government to meet flood water management
requirements and participate in sub-regional drainage solutions on a pro-rata basis.

The project will provide internal storm water drainage infrastructure improvements in compliance with current City of Novato Development Standards and direct the project generated flows to San Pablo Bay. This improved system will be designed to minimize urban runoff water into the area proposed for wetlands preservation and to match existing on-site flow directions. Drainage swales within open space areas will be restored to a natural habitat condition. Improvements will be regulated by the City Engineer, Regional Water Quality Control Board (RWQCB), and the Federal Emergency Management Administration (FEMA). A detailed description of drainage issues and mitigation measures can be found in the March 1993 SEIR, section 4.2.1.1.39.

Specific storm drainage systems improvements proposed by the project sponsor include:

- **Restoration of Pacheco Creek as a natural creek channel to flood control standards between the existing underground pipe outflow near the State Access Road and the northern wetlands area.**

- Construct a levee east of Hangar Row along eastern boundary of project to provide protection to low laying portions of area if airfield levee were to be removed or fail. Provide a service road on top of the levee.

- Install a catch basin/settlement system to intercept pollutants before storm water can enter low lying wildlife areas.

- Minimize areas of impervious surface coverage and implement maintenance programs which reduce contaminated run-off through litter control, frequent street sweeping, and minimal use of fertilizers and pesticides in landscape areas.

- Replace wetland losses as required by the Army Corps of Engineers in areas where new development impacts existing wetlands.
FIGURE 20: EXISTING REGIONAL FLOODING CONDITIONS

HAMILTON
PUBLIC SERVICES

Police

Police services to the project will be provided by the City of Novato Police Department. Police services for the project will be funded either by increased property taxes, sales tax and other public City revenues accruing to the City through the project. Based upon the SEIR, the addition of 4 officers and 1 vehicle will be needed to service the Hamilton project.

Fire

The project area will be annexed into the jurisdiction of the Novato Fire Protection District. The nearest fire station to Hamilton Field is located at Enfrente Drive across the 101 Freeway. Response time would be approximately four minutes although during peak traffic periods delays could be encountered. The reconstruction of the water supply system and the addition of increased water storage capacity will meet the Fire District’s water flow requirements for the site as well as enhance water flow to nearby residences and businesses. All buildings will be built to current standards to maximize safety and reduce fire risk. This will include fully sprinklered buildings in both the rehabilitated and newly constructed office / commercial facilities.

The Hamilton Field project sponsor will enter into an agreement specifying the terms and conditions under which the property will be annexed into the District.

Schools

The new development will be included within the Novato Unified School District. The project may require additional public elementary school classrooms if the child population increases to the District’s threshold amount. Initially the Hamilton Field school population would utilize the Novato High School, San Jose Middle School and Hamilton Field Elementary School. It is anticipated that the project’s future high school and middle school population can be adequately absorbed by existing facilities.

A school site has been reserved in the Master Plan for prospective use by the School district. In the event that a new school is not required by the district, the land will revert to the City.

The School District has enacted a fee for new residential development to fund school capital improvements; the project sponsor will contribute as required by District regulations.

Hamilton employers will be encouraged to provide on-site training related programs.

Mail Services

The project site will be serviced by the U.S. Postal Service and private delivery services such as UPS and Federal Express. The nearest post office is located at the Nave Shopping Center.
PUBLIC CONVENIENCES

Solid Waste

Solid waste will be collected by the Novato Disposal Service from the project's residential and business areas. On-site recycling and resource recovery programs will be promoted by the Development Team through CC&Rs and owner’s associations for both the residential and commercial components of the project.

A construction debris reduction and recycling plan will be submitted as required by the City.

Newspaper Service

The site will be serviced by a number of newspapers including the Novato Advance, Marin Independent Journal, San Francisco Chronicle, San Francisco Examiner, and West Coast editions of the Wall Street Journal and New York Times.

Shopping

The Hamilton site is well located to enjoy and support many of the businesses and services provided by the Novato community. The Novato Civic Center is located within 4 miles of the site. The downtown retail area and the Vintage Oaks Shopping Center will provide Hamilton residents opportunities for regional and specialty shopping in close proximity to the site. Neighborhood shopping needs can be met at the Pacheco Plaza or Del Prado Square on Ignacio Boulevard. Convenience shopping for Hamilton Field residents and office employees will be provided at the proposed Mixed Use Center on Nave Drive.
LEGEND

△ SHOPPING CENTER

•••••• BUS ROUTE

■ BUS STOP

☑ PARK & RIDE

FIGURE 23: SHOPPING AND PUBLIC CONVENIENCES
LIBRARY FACILITIES

Library services for the project are provided by the Marin County Free Library (MCFL). Book mobile service is currently provided to Lanham Village adjacent to the project site. The project sponsor shall pay any and all library mitigation fees adopted by the City.

AFFORDABLE HOUSING

An affordable housing plan for each development phase will be submitted for approval with the first Precise Development Plans for each appropriate phase. In Phase 1 up to 70 units in the Bachelor Officers Quarters rehabilitation units will be made available in a variety of unit sizes and bedroom numbers for low income rental housing. Up to two-thirds of these units will be for seniors or the physically disabled, if feasible. Phase 2 will provide 25 affordable senior rental units.

Further information regarding the provision of affordable housing at Hamilton is presented in the Affordable Housing Plan contained in the Development Agreement.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Many of the structures on the Hamilton Field site have been (or will need to be) removed because of current seismic, safety and handicap access codes, functional layout problems, and flooding concerns.

The existing Old Headquarters (500 Building) will be preserved and rehabilitated as a featured element in the new town center. The existing Hangars may be rehabilitated on an interim basis depending on tenant needs. Special architectural features such as the Main Entry Gate will be incorporated into the overall campus theme. The flavor of the historic 1920’s Mediterranean military architecture will be retained in the character of the new residential, office, and commercial structures. Light colors, tile roofs, and detailing in the same vernacular as retained historic buildings will be an integral part of the palette for new development.

The recognition of the historic character of some of the site buildings and elements has led to the development of a Preservation Plan that incorporates the property within a Historic District; the district also includes the remainder of Hamilton Field that is still in ownership by the United States Government. The following buildings are planned to be preserved and incorporated into new development:

- 500 Headquarters Building
- 501 Traffic Management Facility
- 502 Numbered Air force Headquarters
- 420 Base Personnel Office
- 422 Airmen's Barracks
- 424 Airmen's Barracks
- 456 Fire Station
Other elements addressed in the Preservation Plan include the Main Gate, the Old Headquarters Street Grid and four Hangar structures as well as the establishment of on-going communication and information sharing procedures with interested agencies and groups.

ARCHAEOLOGICAL RESOURCES

Preliminary borings indicate that no archeological deposits occur directly on the site. The Development Team will cooperate fully with the City and other regulatory agencies to comply with applicable laws.

NOISE SOURCES

CRITERIA

The Noise Element of the City of Novato’s General Plan contains noise and land use compatibility guidelines. The Noise Element considers a Day-Night Average Sound Level (Ldn) of 55 to 60 dB to be “normally acceptable” for residential outdoor areas. This level is based on recommendations by the State of California and the EPA. The goal for indoor noise of 45 dB Ldn is recommended based on the State of California Noise Insulation Standards (CCR Title 24, Part 2).

PROJECT COMPATIBILITY WITH EXISTING AND FUTURE NOISE ENVIRONMENT

TRAFFIC NOISE

Major roadways in the study area are U.S. Highway 101, Nave Drive, and Main Gate Road. There will also be new streets as part of the project. The nearest proposed sensitive uses to Highway 101 would be the housing on and around WAF Hill. According to the future noise contours in the Noise Element of the General Plan, the closest residential buildings are exposed to noise levels slightly above “normally acceptable”. There is an existing CalTrans noise barrier along Highway 101 in this area and there will be intervening buildings and topography which will provide some acoustical shielding. Therefore, freeway noise at these homes is expected to be in the “normally acceptable” range. However, site-specific noise measurements should be conducted for the units closest to the freeway.

Proposed residential uses along project collector streets or Main Gate Road may be exposed to “conditionally acceptable” noise levels. Outdoor use areas such as backyards can be shielded by using solid property line fences to meet the City’s residential outdoor noise goal.

AIRCRAFT NOISE

The Air Force base was discontinued in the mid 1970s and currently, Hamilton Airfield is used only sporadically. At the current level of aircraft activity, noise impact from aircraft on the project uses is not expected to be significant. (Noise contours contained in the “EA/EIR for Joint Military/Civilian General Aviation Use of Hamilton Air Force Base, 1984” show project residential uses exposed to a CNEL less than 55 dB.) The Noise Element of the City’s General Plan contains noise contours to be used for
planning purposes in the event Hamilton Air Force Base is reactivated. These noise level contours affect the western half of the proposed residential areas. However, according to recent base closure studies, the government is not planning to reactivate the Air Force base.

**Potential Impacts of Project-Generated Noise**

Existing residential and school uses are located between the project site and Highway 101 and along Nave Drive and Main Gate Road. The project will increase traffic along these roadways. Significant impacts could occur if noise levels noticeably increase or exceed the "normally acceptable" range due to project traffic. Elements for the mitigation of noise impacts along Main Gate Road have been worked out in discussion with Lanham Village residents; they include a new wall to be located near the back side of the sidewalk along Main Gate Road and the replacement of existing windows along Main Gate Road with double pane glass.

**Air Quality**

The Master Plan includes a recommended Transportation Systems Management (TSM) program, as summarized in the Infrastructure Needs section, page 40, that will contribute to the reduction of air pollution. A plan will be prepared to address this issue, including procedures for minimizing air pollution during construction as required by the City and described in the March 1993 Final SEIR.

**Geological, Soils, and Slope**

**Grading**

Site development will require some modification of the topography within the project area. The site as it now exists has limited areas of undisturbed natural topography and many of the disturbed areas are visually unattractive. New site grading will result in improved drainage/flood safety within developed areas and new landscaping will improve the overall visual quality of the site. Preliminary grading studies indicate that an on-site of cut and fill balance can be achieved without exporting or importing basic fill material. Related materials that will need to be imported are crushed rock for roadbeds, asphalt for paved surfaces, and topsoil for landscaping purposes.

The following project areas will require grading:

- The former Landfill 26 will require capping (to be done by the Army Corps of Engineers.)
- The low lying area around the Hangar Area will require the creation of a flood control levee.
- The northeast-facing slope of Reservoir Hill may require a minor retaining wall to accommodate residential development.
- A retaining wall will be constructed at Palm Drive along the southwest edge of WAF hill.
The grading plan will include the following measures to reduce impacts and to improve site conditions:

- Erosion control measures per City standards to prevent degradation of wetlands areas and siltation of Pacheco Pond.
- Planting of vegetation to protect graded areas and to enhance the visual quality of the project site.
- Shaping of ground surface in landscaping areas for proper surface drainage and for improved visual quality purposes.

Detailed grading information will be documented on the Tentative Maps which will be submitted to the City at a later date.

**Contamination**

**On-site Contamination**

All known contaminated areas located on the project site have been remediated by the Federal Government.

**Off-site Contamination**

After the original sale site was auctioned in 1985, the Federal Government discovered an abandoned landfill (Landfill 26) on a portion of the sale parcel. The total area embraces approximately 24 acres, and was in use from the early 1940's until the early 1970's and has remained inactive since. Extensive tests have been conducted on the landfill area under the direction of the Army Corps of Engineers, and the tests show that the most wide-spread contamination consists of motor oils with hot spots containing elevated levels of pesticides, PCB's and heavy metals randomly scattered throughout the landfill. There is some ground water contamination present as a result of some of the contamination leaching into the ground water.

After discovery of the landfill, the Federal Government and the buyer of the property (Berg-Revoir) amended the sale document to establish a buffer around Landfill 26 and to exclude Landfill 26 and the buffer from the sale parcel. Consequently, the Federal Government will retain ownership in perpetuity of the approximately 41-acre Landfill 26 / buffer area. In addition, the Federal Government has agreed to remediate both the soil and water contamination.

The soil contamination will be remediated by construction of an impermeable landfill cover ("cap") in order to encapsulate the contaminated soil so that the contamination cannot continue to migrate into the ground water and cannot spread beyond the present bounds of Landfill 26 or rise to the surface. Present estimates project the cap will be completed in July 1995.

The ground water contamination will be remediated by construction and maintenance of a ground water extraction system within the landfill to de-water the soil in order to reduce the leaching of contaminants into the ground water. The ground water extraction system will be installed down-gradient of the landfill to extract and treat the contaminated ground water.
LEGEND

- > 30% SLOPE
- 15 - 30% SLOPE
- 0 - 15% SLOPE

FIGURE 25: EXISTING SLOPE ANALYSIS

HAMILTON
FIGURE 26: EXISTING TOPOGRAPHY

HAMILTON
LEGEND

a   ALLUVIUM

Kss  HAMILTON FIELD ARKOSE

f/a  FILL OVER ALLUVIUM

FILL OVER COLLUVIUM

f/c  FILL OVER BAY MUD

BAY MUD

APPROX. CONTACT BETWEEN MAPPED UNITS

/80  BEDROCK ATTITUDES (DIP & STRIKE)

For detailed discussion of the existing geological conditions & potential mitigation measures, refer to the July 1988 DEIR for Hamilton Field Master Plan, pgs 3-337 to 3-359, prepared by EIP Associates.

FIGURE 27: GEOLOGIC CONDITIONS

HAMILTON
After cleaning, the ground water will either be re-injected into the ground, pumped into the sanitary sewer system, or pumped into the existing drainage system. The water clean-up may take as long as 20 to 30 years, but neither the presence of contaminated ground water nor the clean-up process present a danger to activities on the surface.

The Federal Government will pay for and oversee the remediation of the contaminated soil and ground water, and the Regional Water Quality Control Board will have jurisdiction of the soil remediation program, which must be pre-approved and carried out according to State standards, and the California Regional Water Quality Control Board will approve the water remediation plan and insure that the water is cleaned according to California standards.

After the soil remediation is complete, and while the water clean-up continues, the City, with the permission of the project owner, may install and maintain roads, trails, walkways, parking facilities, recreation facilities and similar improvements in the area for public use.

**Geologic Conditions**

In addition to areas of man-made fill, the project site is comprised of two distinctly different types of geologic materials: consolidated (bedrock) and unconsolidated (alluvium, colluvium and bay mud). The unconsolidated nature of man-modified, colluvium, and alluvium soil makes them weak and potentially subject to sliding on denuded steep slopes unless mitigated. The semi-fluid nature of bay mud is compressible when heavy loads such as structures or artificial fill are placed upon it, resulting in differential settling. Differential settlement in these soils can be mitigated with proper engineering design.

Prior to construction of each Master Plan phase, detailed geologic investigations will be conducted in association with preparation of the Precise Development Plans to evaluate differential settlement, grading, erosion and seismic conditions. The design of building foundations, and grading and erosion control programs will be based on specific geotechnical report recommendations.

**Emergency Medical Facilities**

Emergency medical services for residents, employees, visitors, and customers of the project will be provided by the Novato Fire District.

**Natural Resources**

**Wildlife and Vegetation**

The project Final SEIR identifies eight biotic communities: Valley-Foothill Riparian, Valley Oak Woodland, Coastal Oak Woodland, Annual Perennial Grassland, Fresh Emergent Wetlands, Saline Emergent Wetlands, Riverine, and Urban. Areas of significant natural vegetation occurs in the northerly and northeasterly portion of the site. Impacts and mitigation measures for vegetation and wildlife areas are presented in the March 1993
Final SEIR, pp 4.2.2-21 to 4.2.2-33. Specific issues of concern include alteration, protection, and preservation of existing wetland areas, alterations to the Pacheco Creek alignment, protection of wildlife habitat areas from human and domestic animal intrusion, protection of significant trees on an individual project development basis, protection of large areas of existing oak woodlands, and protection for all habitats from site construction procedures and by products such as siltation and product debris.

The Master Plan program for preservation of wildlife and vegetation includes the following elements. Many of these items are also shown on Figure 15, page 29.

- a contiguous 167 acre open space area that contains the large majority of significant wetland and oak woodland habitats. Housing and active recreation uses are sited to divert people and domestic animals away from sensitive habitat areas.
- the designation of the northernmost area of the site as a wildlife refuge, with very limited human use.
- a fifty foot buffer of open space at the north westerly side of Reservoir Hill and a 300 foot buffer around Ammo Hill.
- a 300 foot wide wildlife corridor linkage between Ammo Hill and Reservoir Hill to allow for the undisturbed passage of animals.
- a 150 foot wide buffer area adjacent Pacheco Creek (see next page for further information.)
- a natural transition zone with native plant materials between the active sports portion of the Community Park and open space areas.
- retention of abandoned buildings or structures that are found to be habitat for wildlife species of concern. Suitable danger warning signs and fencing will be provided to prohibit human intrusion or injury. Should building removal be necessary, adequate mitigation for habitat loss will be provided before demolition takes place.
- a management plan for open space that addresses the following issues and elements: open space trail system, protection of wildlife from domestic animals, buffer zones between open space and adjacent development, new wildlife and vegetation habitat development, monitoring and on-going maintenance of newly developed and preserved habitats, application of irrigation water, fertilizers and sprays.

The project sponsor will work closely with the City, County, Army Corps Of Engineers, State Fish & Game and other related agencies to develop mitigation and management procedures that meet applicable laws and regulations.

**Wetlands**

This Master Plan significantly reduces the amount of wetlands impacted by proposed development compared to previously submitted plans. The March 1993 Final SEIR identifies up to two acres of impacted wet-
lands. A definitive determination of the exact acreage required for mitigation will be issued by the Corps of Engineers upon submittal of final plans as required by Section 404 regulations.

Mitigation efforts to offset the impact to vegetation and wildlife will be performed as required by the Corps and DFG as described in the March 1993 Final SEIR. To compensate for the loss of habitat, the project applicant will create and restore wetland and riparian habitat at a ratio of 5:1 new to filled acres with 3:1 on-site acres and 2:1 off-site acres. Compensatory wetlands would be added adjacent to existing wetlands where feasible and an open space buffer zone will separate development sites from the wetland and riparian areas.

**Pacheco Creek**

The existing open creek alignment will be retained and upgraded to provide a restored riparian and wildlife habitat. The Parkway planned for Phase II will be aligned to minimize creek crossings. A 150 foot wide buffer zone will be provided on both sides of the creek, to protect wildlife habitat from intrusion. This creek buffer may coincide with the PG&E right of way or power line setback. A recreational trail may be developed along one side of the creek.

**Existing Trees**

A variety of established tree species are present at Hamilton Field including heritage specimen native oaks and palm trees.

**Natural Areas**

The unused northern portion of the site that will be placed into an open space land use designation is largely vegetated with native species. Large established oak trees are found on the knolls, including Reservoir Hill, WAF Hill, and Ammo Hill. Significant undifferentiated masses of willows are found in proximity to the wetland and marsh areas which will remain as open space.

**Urban Areas**

Significant trees of varying value are located on the southern portion of the site are found along the street edge, mostly in the Old Headquarters area. Several different tree types are present as street trees, including Palms, Green Ash, and Camphor trees (Refer to Figure 28.) Depending on economic feasibility, aesthetic compatibility and technical factors such as flood control requirements, certain of these species, including the Palms, may be suitable for retention or relocation.

Further information about the preservation of trees in natural and urban areas is presented in the March 1993 Final SEIR, page 4.2.2-29.
MANAGEMENT OF NON-DEVELOPED AREAS

The project includes approximately 167 total acres of natural open space, exclusive of parks. The project sponsor will work closely with the City and other managing agencies to plan for management and maintenance. Issues to be addressed include

- Preservation/protection of wildlife and vegetative communities
- Control of impacts from adjacent development and open space visitor intrusions
- Management of abandoned buildings and other structures found to be habitat for endangered, candidate, or migratory animal species (including bats and owls)
- Fire prevention
- Monitoring of habitat restoration progress.

ENERGY CONSERVATION

The project will promote the reduction of energy consumption using building siting, planting techniques, and building material selection. Project buildings will be developed in conformance with Title 24 and subject to regulatory review and approvals.

REQUIRED APPROVALS

The project site is zoned Planned Community (P-C) District. The P-C designation permits latitude in physical design, land use arrangements, building heights, opportunities, rather than strict conformance to the provisions of other zoning districts, and allows for a mix of land uses on the site, provided each type of land use conforms to the respective PC Zoning District requirements.

The project site is designated in the Novato General Plan as within the Ignacio-Hamilton Sub center and is designated for Infill within the Sub center on the Novato General Plan Map. The project received General Plan amendment and Master Plan approvals from the City of Novato in June 1993. Design Review and building permits will be required for construction of individual projects. This Master Plan reflects the Conditions of Approval that were a part of the approving ordinance.

The project will be reviewed by additional regulatory agencies, including the Novato Fire Protection District, North Marin County Water District, Novato Sanitary District, Marin Local Agency Formation Commission (LAFCO), Marin County Flood Control & Water Conservation District, Bay Area Air Quality Management District, California Department of Fish and Game, California Regional Water Quality Control Board, and the U.S. Army Corps of Engineers. The project site is not within the zone of ordinary jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC), which extends 100 feet landward from the shoreline of San Pablo Bay.
A Development Agreement between the project sponsor and the City was negotiated and approved by the City Council in June 1993 to assure the orderly development of the project. Each aspect of the project will require Subdivision Maps and Precise Development Plan applications to the City and related regulatory agencies. Submittal procedures include detailed Design Review for conformance with ordinances, regulations and design criteria.
# APPENDIX A:
## CONDITIONS OF APPROVAL COMPLIANCE

<table>
<thead>
<tr>
<th>number</th>
<th>condition</th>
<th>Old Master Plan inconsistent</th>
<th>Text location in Revised Master Plan</th>
<th>Figure in Revised Master Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SEIR mitigations are conditions of approval, too.</td>
<td>Y</td>
<td>53, 58, 59, 60</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Mitigation measures and conditions of approval shall be monitored for compliance</td>
<td>N</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Certain SEIR mitigation measures shall not be applied to the project (list)</td>
<td>N</td>
<td>-</td>
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<tr>
<td>4</td>
<td>Change Master Plan document to comply with COA's</td>
<td>N</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Maximum Development (acres, square footage, dwelling units) and minimum lot sizes</td>
<td>Y</td>
<td>31, many others</td>
<td>Figs. 5, 6, 8, 9, 16, 17, 18</td>
</tr>
<tr>
<td>6</td>
<td>Maximum lot coverage in single family detached; maximum building height</td>
<td>N</td>
<td>-</td>
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<tr>
<td>7</td>
<td>Modifications to Affordable Housing Plan</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>a. prepare a plan for each phase</td>
<td>Y</td>
<td>51</td>
<td></td>
</tr>
<tr>
<td></td>
<td>b. In Phase I, 70 units in BOQ will be affordable</td>
<td>Y</td>
<td>51</td>
<td></td>
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<tr>
<td></td>
<td>c. In Phase II, provide 25 affordable senior rentals</td>
<td>Y</td>
<td>51</td>
<td></td>
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<tr>
<td>8</td>
<td>Provide handicapped accessibility and parking in residences</td>
<td>N</td>
<td>-</td>
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</tr>
<tr>
<td>9</td>
<td>Provide a plan for Phase II showing parks, school, road, open space, creek alignment, and wetlands to City for approval</td>
<td>Y</td>
<td>-</td>
<td>Figs. 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17</td>
</tr>
<tr>
<td>10</td>
<td>Provide space for child care in Buildings 500-502</td>
<td>N</td>
<td>-</td>
<td></td>
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<tr>
<td>11</td>
<td>City gets to approve the child care operator</td>
<td>N</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Developer is responsible for improving Buildings 500-502, and managing for up to 5 years</td>
<td>N</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Developer shall provide improved park facilities, per section 9-20 of Municipal Code</td>
<td>Y</td>
<td>25</td>
<td>Fig. 12</td>
</tr>
<tr>
<td></td>
<td>a. Phase I shall include a 4 acre neighborhood park, incorporating the fire station</td>
<td>Y</td>
<td>25</td>
<td>Figs. 12, 13</td>
</tr>
<tr>
<td></td>
<td>b. Phase II shall include parks in accordance with section 9-20 of Municipal Code</td>
<td>Y</td>
<td>25</td>
<td>Figs. 12, 14</td>
</tr>
<tr>
<td>14</td>
<td>Retail Center (parcel 2) shall include a site reserved for a supermarket</td>
<td>N</td>
<td>-</td>
<td></td>
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<tr>
<td>number</td>
<td>condition</td>
<td>Old Master Plan inconsistent</td>
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<tr>
<td>15</td>
<td>Reserve a school site in Phase II, if School District commits to build it.</td>
<td>Y</td>
<td>47</td>
<td>-</td>
</tr>
<tr>
<td>16</td>
<td>Establish 150 foot building setback from PG&amp;E easement</td>
<td>Y</td>
<td>37</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>a. Provide written disclosure to home buyers and tenants proximal to easement</td>
<td>Y</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>b. Provide information to designers and contractors</td>
<td>Y</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>17</td>
<td>Retain Pacheco Creek and improve flood plain and riparian habitat</td>
<td>Y</td>
<td>43, 60</td>
<td>Fig. 15, 17</td>
</tr>
<tr>
<td>18</td>
<td>Buffers:</td>
<td>Y</td>
<td>59</td>
<td>Figure 15</td>
</tr>
<tr>
<td></td>
<td>Provide a 150 foot buffer around Pacheco Creek and wetlands.</td>
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<tr>
<td></td>
<td>Provide a 300 foot buffer around Ammo Hill.</td>
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<tr>
<td></td>
<td>Provide a 50 foot buffer around the northwesterly side of Reservoir Hill.</td>
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<tr>
<td></td>
<td>Provide a 300 foot wildlife corridor between Ammo and Reservoir Hills.</td>
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<td></td>
<td></td>
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<tr>
<td>19</td>
<td>Preserve or relocate significant Palm trees</td>
<td>Y</td>
<td>21, 60</td>
<td>-</td>
</tr>
<tr>
<td>20</td>
<td>Prepare a management plan for buildings found to be endangered species habitat</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>a. If buildings remain, prohibit human intrusion. Habitat mitigation shall be in place prior to building removal</td>
<td>N</td>
<td>-</td>
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</tr>
<tr>
<td></td>
<td>b. Provide fencing and signage at open space access points for domestic pet control. Restrict uncontrolled and unleashed pets from access to open space.</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>21</td>
<td>Provide 5:1 wetland mitigation, with 3:1 on-site and 2:1 on or off-site</td>
<td>Y</td>
<td>60</td>
<td>-</td>
</tr>
<tr>
<td>22</td>
<td>Northern area of the site shall be designated a wildlife refuge with very limited human access</td>
<td>Y</td>
<td>59</td>
<td>Fig. 15</td>
</tr>
<tr>
<td>23</td>
<td>Any site use or occupancy other than project sponsors office or non-profit groups shall be permitted only after precise plan approvals</td>
<td>N</td>
<td>-</td>
<td>-</td>
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<tr>
<td>24</td>
<td>Provide a separate reclaimed water system if feasible</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>25</td>
<td>Reserve a 4 acre area in Phase II for a possible future transit center</td>
<td>Y</td>
<td>42</td>
<td>Fig. 10, 16</td>
</tr>
<tr>
<td></td>
<td>Old Master Plan inconsistent</td>
<td>Text location in Revised Master Plan</td>
<td>Figure in Revised Master Plan</td>
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<tr>
<td>26</td>
<td>Provide the following:</td>
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<tr>
<td>a.</td>
<td>TSM Plan for traffic trip reduction</td>
<td>Y 40</td>
<td>-</td>
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</tr>
<tr>
<td>b.</td>
<td>Master Plan amendment, including:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1.</td>
<td>design guidelines for Phases I and II, including public art and levee landscaping</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>revised Pacheco Creek drainage plan</td>
<td>N -</td>
<td>-</td>
<td></td>
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<tr>
<td>c.</td>
<td>Street improvement plans</td>
<td>N -</td>
<td>-</td>
<td></td>
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<tr>
<td>d.</td>
<td>Highway 101 improvement plans</td>
<td>N -</td>
<td>-</td>
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</tr>
<tr>
<td>e.</td>
<td>Evaluation of structural safety of existing bridges and culverts to remain</td>
<td>N -</td>
<td>-</td>
<td></td>
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<tr>
<td>f.</td>
<td>Occupancy will not be permitted until infrastructure is constructed</td>
<td>N -</td>
<td>-</td>
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</tr>
<tr>
<td>g.</td>
<td>Detailed permanent maintenance provisions for special public facilities, including flood control facilities, streetscape, community facilities, and historic Main Gate (submit as part of Financing Mechanisms)</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>h.</td>
<td>An agreement with Novato Fire Protection District</td>
<td>Y 47</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>i.</td>
<td>Street modifications shall not diminish existing bike lanes or pedestrian facilities</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>j.</td>
<td>An analysis of grading required for Phases I and II</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>k.</td>
<td>A construction vehicle management plan</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Additional studies, including soils reports, storm drainage, traffic, parking, noise, open space restoration, as required by Community Development Director</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Developer shall participate in Project Study Report for Highways 101 and 37, and nearby streets</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Infrastructure shall be constructed in accordance with requirements of tentative maps and precise plans</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>All rights-of-way and easements shall be provided by the developer</td>
<td>N -</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>All overhead utilities (except PG&amp;E transmission line) shall be undergrounded</td>
<td>Y 38</td>
<td>-</td>
<td></td>
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<tr>
<td>number</td>
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<tr>
<td>32</td>
<td>Submit a Plan to restrict access to adjacent Federal lands</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>33</td>
<td>Provide bike lanes and paths. Bike paths shall include a connection to Las Gallinas Sanitary District path, if feasible</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>34</td>
<td>Provide fencing and other plans to facilitate pedestrian crossing of Main Gate Road, in consultation with Lanham Village and Military housing</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>35</td>
<td>Provide parking for park and open space uses to City standards</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>36</td>
<td>Street access subject to City review</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>37</td>
<td>Provide a park and ride lot for use by commuters equal to 15% of the maximum number of approved units</td>
<td>Y</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>38</td>
<td>All developed areas shall be removed from flood hazards. Developer shall process through FEMA</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>39</td>
<td>No exceptions to City ordinances are requested as part of Master Plan application. Future requests for exemptions shall be reviewed with development applications</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>40</td>
<td>Community Development Director gets to decide timing for future studies, reports, plans, etc...</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>41</td>
<td>Main Gate Road improvement plans for Phase I shall show roads, walls, new trees.</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>42</td>
<td>Prepare on site Sewer Master Plan and Sewer Improvement Plans for Novato Sanitary District approval. Developer responsible for construction of facility improvements.</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>43</td>
<td>Provide right of way for Marin County Flood Control District flood control and access purposes</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>44</td>
<td>Apply to North Marin Water District for new facilities, and assume responsibility for construction of facility improvements. Dedicate easements where necessary to serve project.</td>
<td>Y</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>45</td>
<td>Work with Water District to select water tank site</td>
<td>Y</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>46</td>
<td>Demonstrate that non-residential uses will participate in PG&amp;E Large Commercial Incentives Program</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>47</td>
<td>Prepare plans for construction debris recycling and reuse. Use recycled material in construction where feasible</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>48</td>
<td>Applicant shall enter into a development agreement with City</td>
<td>N</td>
<td>-</td>
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<tr>
<td>Number</td>
<td>Condition</td>
<td>Old Master Plan inconsistent</td>
<td>Revised Master Plan</td>
<td>Figure in Revised Master Plan</td>
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<tr>
<td>49</td>
<td>Pay any and all library mitigation fees</td>
<td>Y</td>
<td>51</td>
<td>-</td>
</tr>
<tr>
<td>50</td>
<td>Reach agreement with Novato Unified School District for land dedication before issuance of final subdivision map</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>51</td>
<td>Provide convenient storage places for recyclables in the design of all residences and commercial development</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>52</td>
<td>Grading in Phase II to support development in Phase I shall be allowed subject to Tentative Map approval</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>53</td>
<td>All studies required in the Final SEIR shall be completed as indicated in MMRP</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>54</td>
<td>Show second road to Nave Drive in Phase I Tentative Map</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>55</td>
<td>Permitted uses in &quot;Office Areas&quot; (list)</td>
<td>Y</td>
<td>31</td>
<td>-</td>
</tr>
<tr>
<td>56</td>
<td>Provide information for Marin County Congestion Management Program</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>57</td>
<td>Tentative Map and Precise Development Plan applications will require Council approval</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>58</td>
<td>Only EPA sanctioned fireplaces shall be installed</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>59</td>
<td>Aviation related uses are prohibited</td>
<td>N</td>
<td>-</td>
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<tr>
<td>60</td>
<td>No conditions shall limit the right to litigate against the impacts of aviation</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>61</td>
<td>Developer will investigate inclusion of fiber optics</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>62</td>
<td>Developer shall provide plan for testing potential contamination of proposed fill</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>63</td>
<td>If fiscal benefit to City great enough, no need to establish a Mello-Roos District</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>64</td>
<td>Developer shall get insurance as required under the Development Agreement</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>65</td>
<td>Exhibits and attachments</td>
<td>N</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>