DESIGN REVIEW COMMISSION (DRC) STAFF REPORT

THE CITY OF NOVATO CALIFORNIA

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WORKSHOP
DATE: December 4, 2013

STAFF: Elizabeth Dunn, AICP, Planning Manager
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Carla Violet, Planner
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SUBJECT: **MULTI-FAMILY RESIDENTIAL PROJECT AT THE NORTHWEST CORNER OF MAIN GATE AND "C" STREETS P2013-040; DESIGN REVIEW**
APN 157-980-05; MAIN GATE AND "C" STREETS

REQUESTED ACTION

Conduct a public workshop to review the revised conceptual site design proposed for a new multi-family residential townhome project at the northwest corner of Main Gate and "C" Streets.

SITE DESCRIPTION

The project site is a 2.7-acre parcel (117,617 square feet) on the northwest corner of Main Gate and "C" Streets. The project site has frontage along Main Gate Street on the south and frontage along "C" Street on the east. Immediately adjacent on the north is vacant Novato Unified School District property and immediately adjacent on the west is Lanham Village residential. Adjacent to the project site on the east side of "C" Street is North Bay Children's Center, Novato Charter School, and two vacant lots owned by Novato Unified School District.

The project site is currently vacant. The previous use on the project site was a gas station, and the site includes a vacant building and canopy area associated with the old gas station. There is currently fencing around the project site.

An aerial photo showing the existing site configuration is included as Attachment 3 for reference by the Design Review Commission.

PROJECT DESCRIPTION

Site Design

At the October 2nd Design Review Commission Workshop, the Commission reviewed a conceptual site plan that contemplates a multi-family residential townhome project with an internal street network with park space in the interior. During the Workshop, the public and Design Review Commissioners provided feedback about the site plan. The primary concerns of community members pertained to height, traffic, noise, drainage impacts, and leftover toxic substances at the site (Attachment 2 Design Review Commission Meeting Minutes, October 2,

2013). Residents felt that three stories was too high for the buildings and would not fit with the surrounding neighborhood character. Similarly, as a result of the height, there was concern that noise from the freeway would project off of the proposed townhomes into the residential area to the west (Lanham Village). Comments from the Commission pertained to hardscape requirements, a need for more park space, breaking up building height at Main Gate and "C" Streets, and creating a ring road to increase park space. Lastly, the Fire Marshall commented that the street and alley network needed to be adjusted for fire truck access. The comments related to the conceptual design of the conceptual design site plan are discussed below. Other comments will be addressed at subsequent meetings.

Several modifications were made to the conceptual site plan to address the feedback from the October 2nd Workshop (Attachment 1 Conceptual Plans Package). Major changes include reducing the total number of units from 35 to 31, reducing the number of buildings from 10 to 9, adjusting street and alley network for fire truck access, increasing park space, reducing building height at Main Gate and "C" Street, and modifying the mix of units and parking based on the target market. Key features of the site design are noted below:

- A total number of 31 residential townhomes (reduced by 3 units from previously reviewed plans) would consist of 16 two-bedroom and 15 three-bedroom units, ranging in size from 1,167 square feet to 1,624 square feet, located within nine buildings.

- The height of the building at Main Gate and "C" Streets, which includes 5 units, has been reduced from three stories to two stories to vary the height of the project and better emulate the existing neighborhood character.

- The impervious surfaces have been reduced and more park space is provided.

- A parklet (1,650 square feet) has been added in front of the three-unit building located in the northwest corner of the property. Hamilton Square, which is designed as a central common open space, has also been enlarged from 4,380 square feet to 6,000 square feet. Buildings in the interior of the site would be clustered around the common park space and parklet facing onto both green spaces. Buildings along Main Gate and "C" Streets would have their frontages along Main Gate and "C" Streets.

- Site access would be on Main Gate and "C" Streets. Site access would lead to an internal street network that would provide pedestrian and vehicular circulation within the project site. Sidewalks and parking would be provided along the internal street network.

- Each unit would be provided with two tuck under garage parking spaces that would be accessed at the rear of each unit. A series of alleys at the rear of the buildings would provide garage access to parking spaces.

- On-Street parking would be provided on "C" Street, but it was removed from Main Gate Road.

- Landscaping would be provided along the internal street network, the perimeter of the site, and along Main Gate and "C" Streets.

- The mail pavilion has been relocated to the Main Gate entrance to provide a distinctive

gateway and possible location for public art.

- An art element would also potentially be located in the park space area or on the corner of Main Gate and "C" Streets.

- Alleys and streets would accommodate fire truck turning movements and fire truck access.

Architecture

The applicant has not yet provided revised building elevations that show the two-story building design. This will be the subject of a subsequent Design Review Commission meeting. Staff is also discussing with the applicant whether a mix of two- and three-story buildings is appropriate for the site based on the Hamilton Army Airfield Reuse Plan.

BACKGROUND

Property Owner:	Hamilton Square, LLC
Assessor's Parcel No.	157-980-05
Project Area:	2.7 acres
General Plan Designation:	Neighborhood Commercial (CN)
Existing Zoning:	Planned District (PD)
Existing Use:	Vacant, previous gas station
Adjacent Zoning/Uses:	North – Planned District (PD): Novato Unified School District, Vacant South – Planned District (PD): Meadow Park Residential East – Planned District (PD): Novato Unified School District, Charter School/child Center West – Planned District (PD): Lanham Village residential

HISTORY OF ENTITLEMENTS AT THIS SITE:

August 14, 2007:	Mitigated Negative Declaration, Precise Development Plan, and Design Review approved for office condominium project

ENVIRONMENTAL ASSESSMENT

An environmental assessment is not required to conduct a public workshop. However, an environmental determination will be required for the Design Review Commission to take action on the request to develop a new multi-family residential townhome project. Staff will provide an environmental determination when the project returns to the Design Review Commission for formal action.

STAFF ANALYSIS

Since the Design Review Commission has last reviewed the project plans, the project applicant has made a number of revisions, as highlighted above, to address comments raised by both the public and the Commission. The Design Review Commission is asked to conduct a workshop to obtain public comment and provide feedback to representatives of Hamilton Square, LLC and staff with respect to the revised conceptual site design for the request to develop a new multi-family residential townhome project. The workshop is an opportunity to have an informal discussion regarding the project's conceptual design. As such, the Design Review Commission will not be making a decision to approve or deny the proposed project.

To assist the Design Review Commission with its review of the proposed project, staff has listed the framework of findings, policies, and development standards that apply to the project. These items are provided to help guide the Design Review Commission and public's review of the project. Staff will prepare a detailed analysis regarding whether the proposal by Hamilton Square, LLC meets the noted findings, policies and development standards when the project returns to the Design Review Commission for a formal decision.

Design Review Findings

To approve the proposed new multi-family residential townhome project, the Design Review Commission will need to make three design review findings. These findings are:

> Design Review Finding No. 1: The design, layout, size, architectural features and general appearance of the proposed project is consistent with the general plan, and any applicable specific plan and with the development standards, design guidelines and all applicable provisions of this code, including this title and any approved master plan and precise development plan.
>
> Design Review Finding No. 2: The proposed project would maintain and enhance the community's character, provide for harmonious and orderly development, and create a desirable environment for the occupants, neighbors, and visiting public.
>
> Design Review Finding No. 3: The proposed development would not be detrimental to the public health, safety, or welfare; is not materially injurious to the properties or improvements in the vicinity; does not interfere with the use and enjoyment of neighboring existing or future developments and does not create potential traffic, pedestrian or bicycle hazards.

1996 Novato General Plan

Hamilton Square, LLC is proposing to develop a new multi-family residential townhome project. The project site has a current land use designation of Neighborhood Commercial (CN) in the Novato General Plan. In order to proceed with the project as proposed, the applicant will have to apply for a General Plan Amendment.

The General Plan land use designation that would accommodate the project would be Medium Density Multiple Family Residential (R10). The R10 land use permits a variety of residential

uses, including multiple-family dwellings, two-family dwellings, detached or attached single-family dwellings, recreation, home occupations, community facilities, and other similar uses. The R10 land use designation has an allowable density range of 10.1 to 20.0 dwelling units per acre. As currently proposed, the project is approximately 13 dwelling units per acre.

In addition to specifying acceptable types of land uses and maximum development intensities, the Novato General Plan provides a framework of policies addressing such matters as land use, transportation and circulation, and community character. These policies are intended to coordinate Novato's physical development over a 20-year period. As the conceptual site plan and architectural design progresses into more detailed plans, the Design Review Commission should consider applicable design policies of the Community Identity Chapter of the General Plan when reviewing this proposal. Relevant Community Identity policies are:

> Community Identity Policy 1 Compatibility of Development with Surroundings. Ensure that new development is sensitive to the surrounding architecture, topography, landscaping, and to the character, scale, and ambiance of the surrounding neighborhood. Recognize that neighborhoods include community facilities needed by Novato residents as well as homes, and integrate facilities into neighborhoods.
>
> Community Identity Chapter Policy 7 Landscaping. Encourage attractive native and drought-tolerant, low-maintenance landscaping responsive to fire hazards.
>
> Community Identity Chapter Policy 12 Parking Standards. Reduce the visibility of parking facilities and the amount of land necessary for them to the maximum extent feasible.
>
> Community Identity Chapter Policy 15 Pedestrian Paths. Provide for maximum feasible pedestrian circulation.
>
> Community Identity Chapter Policy 32 Public Art. Promote public art that enhances the cultural life of the community.

Hamilton Army Airfield Reuse Plan

The project site has a current land use designation of Neighborhood Commercial (CN) in the Hamilton Army Airfield Reuse Plan (Reuse Plan), which is consistent with the General Plan land use designation. In order to proceed with the project as proposed, the applicant will have to apply for a Reuse Plan Amendment. Furthermore, the Reuse Plan Medium Density Multiple Family Residential land use designation limits building height to two stories. This would require the applicant to apply for an Amendment to the Reuse Plan to allow for up to three stories for the project to proceed as proposed. This provision is being discussed with the project applicant.

The Reuse Plan includes “Design Guidelines” for development within the planning area. Applicable Goals and Policies for this site are included in Section 8.1.5 and 8.2 of the Reuse Plan (Attachment 4). The policies contain guidelines for aesthetic quality, landscaping, streetscapes, site planning, parking, lighting, walls and fencing. As the conceptual site plan progresses into more detailed plans, the Design Review Commission should consider applicable design guidelines when reviewing this proposal.

The Design Guidelines in the Reuse Plan includes a note to the reader that the Hamilton Field Master Plan and Design Guidelines contain guidelines for the Master Plan area, within which the project site is located. The note refers the reader to the Hamilton Field Design Guidelines (Attachment 5) for additional information; therefore the design guidelines for Hamilton Field should be considered for design consistency.

Staff and the project applicant would like the Design Review Commission to comment on the conceptual site plan including the buildings location/placement, setbacks, and location of open space.

Novato Zoning Ordinance

The project site has a current zoning designation of Planned District (PD). The proposed project will require its own Precise Development Plan, which will establish the development standards for the project.

Chapter 19.30.040 of the Zoning Ordinance specifies the number of parking spaces required for the project. The proposed project meets this standard as shown in Table 1 below:

Table 1: Required Parking Spaces for Multi-Family Dwellings, Condominiums and Other Attached Dwellings

STANDARD	REQUIRED	HAMILTON, LLC PROPOSAL
Residential Parking:* 2-bedroom unit: 2 spaces/unit 3-bedroom unit: 2.2 spaces/unit Guest Parking: 1 space/3 units *At least one space per unit shall be covered in either a garage or carport	Residential Parking: 16 2-bedroom units = 32 spaces 15 3-bedrooms = 33 spaces Guest Parking: 31 units = 10 guest spaces	Onsite: 62 spaces (covered, in garages) 21 spaces (along internal "new streets")
COMPARISON	Total Required:75 spaces *31 of the spaces required to be covered	Total Provided: 89 Spaces *62 of the spaces are covered spaces *Additional 6 spaces provided along C Street.

Section 19.30 of the Zoning Ordinance specifies standards for location of parking areas and access to parking areas/spaces. Section 19.28 of the Zoning Ordinance specifies standards for landscaping and Section 19.21 of specifies standards for the art program.

Section 19.34.124 of the Zoning Ordinance specifies standards for open space in multi-family residential projects. While the project site will remain PD, the density of the project falls within the R10 designation. The required open space for multi-family projects within an R10 district is a minimum of 300 to 500 square feet of open space area per unit, depending upon the which R10 designation is used as the template for the development standards for this proposal. The R10 zoning designation requires at least half of the open space to be available to and private for the occupants of each dwelling unit, while the remainder may be combined in common areas

available to other residents of the project. The project includes open space in the center park area, northwest corner parklet, mail pavilion, front yard areas, and balconies. As proposed, the project will satisfy the minimum of 300 square feet of open space area per unit requirement where at least half is available to and private for the occupants of each dwelling unit.

As the plans are still conceptual, they do not currently indicate areas for trash enclosures, but will be included as more detailed plans are developed. Section 19.30.070 specifies parking area landscaping standards. The project includes on-site parking along the new "internal streets" and these streets would include landscaping, with trees, and sidewalks to accommodate pedestrian circulation.

While the project is still in the conceptual phase, staff and the project applicant would like the Design Review Commission to comment on revised site access, the internal circulation, potential landscaping schemes, and potential public art locations as discussed in the project description above.

RECOMMENDATION

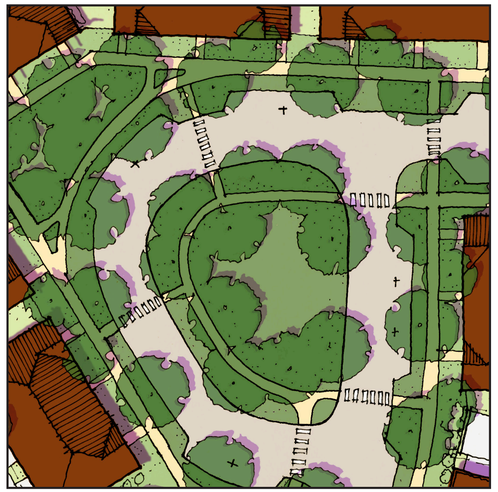
Conduct the public workshop and provide comments to project applicant and staff regarding Hamilton Square, LLC's proposed conceptual site design.

FURTHER ACTION

The proposal by Hamilton Square, LLC to develop new multi-family residential townhomes will return with an architectural design to the Design Review Commission for a public hearing. At this hearing, the Design Review Commission may consider taking a formal action on the project. Subsequently, Hamilton Square, LLC will present to the Planning Commission the conceptual site plans and architectural design at a public hearing. At this hearing, the Planning Commission may consider taking a formal action on the project. After receiving approval for the conceptual site plan and architectural design from the Planning Commission, Hamilton Square, LLC will present the project to City Council for approval.

ATTACHMENTS

1. Conceptual Plans Package
2. Design Review Commission Meeting Minutes, October 2, 2013
3. Aerial Photo of Project Site and Vicinity
4. Hamilton Army Airfield Reuse Plan, Section 8, Design Guidelines
5. Hamilton Design Guidelines



Hamilton Square

Hamilton Square LLC
Novato, California

November 2013: Conceptual Plans

OPTICOS

Illustrative Site Plan

Feet 10 20 30 40

Unit Types Summary				
Unit Type	No. of Bedrooms	No. of Stories	Sq. Footage	No. of Units
Plan A	3	2	1,584	5
Plan B	2	3	1,167	16
Plan C	3	3	1,624	10
Totals				**31**

Parking Summary	
Type	**No. of Spaces**
On-Site	
Off-street Enclosed	62
Off-street Open	-
On-Street New Streets	21
Sub-Total	**83 (2.7 per Unit)**
Off-site	
On-street C Street	6
Sub-Total	**6**
Total	**89**

Park Spaces	
Name	**Sq. Footage**
Hamilton Square	6,000
Parklet	1,650
Totals	**7,650**

Hamilton Square

Hamilton Square LLC
Novato, California

Conceptual Design
Scale: As Noted
November 2013: 2

OPTICOS

Berkeley, California

THE CITY OF
NOVATO
CALIFORNIA

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Design Review Commission Meeting

Location: Novato City Hall, 901 Sherman Avenue

October 2, 2013

MINUTES

Present: Patrick MacLeamy, Chair
Michael Barber, Vice Chair
Joseph Farrell
Beth Radovanovich

Absent: Tom Telfer

Staff: Elizabeth Dunn, Planning Manager
Alan Lazure, Principal Planner
Louise Patterson, Planner II

CALL TO ORDER / ROLL CALL:

The meeting was called to order.

APPROVAL OF FINAL AGENDA:

The final agenda was approved.

PUBLIC COMMENT: None

CONSENT CALENDAR:

1. APPROVAL OF MINUTES OF AUGUST 7, 2013 (PM,MB,JF,TT)

The August 7, 2013 meeting minutes were continued.

2. APPROVAL OF MINUTES OF SEPTEMBER 4, 2013 (PM,MB,BR,TT)

The September 4, 2013 minutes were approved.

PUBLIC HEARINGS: None

CONTINUED ITEMS:

3. PUBLIC ART AT UMPQUA BANK (ED)
P2013-027; DESIGN REVIEW
APN 153-061-30; 999 GRANT AVENUE

Conduct a Design Review hearing on proposed art for one store front glass panel along Redwood Boulevard.

Staff gave an update on the proposal to install art at 999 Grant. Umpqua Bank wants to pay the full in-lieu fee, and provide art along three panels along Redwood Boulevard. Additionally, they'd like to screen their internal, back of house, operations.
Liz Newhouse, and Tomami Marzan of Umpqua Bank provided additional technical information to the Design Review Commission. This would be a silver tone appliqué, and there is no space between the art and the glass panel. This is a permanent feature. The metal panels will be insulated, with lighting above the ATM and night depository, not from behind.

COMMENTS FROM THE DESIGN REVIEW COMMISSION
This is an improvement over what was originally proposed. It represents the City of Novato.
M/S Farrell/MacLeamy (passed 4-0-1) to approve the proposed art at Umpqua Bank.

NEW ITEMS:

4. SHELL GAS STATION REMODEL (LP)
P2013-019; DESIGN REVIEW/USE PERMIT
APN 152-102-04; 1390 S. NOVATO BLVD.

Conduct a public hearing to consider the site plan, building architecture, colors and materials and landscape plan for a remodeled Shell gas station, convenience store and car wash. It has been determined that the project is exempt from CEQA pursuant to Section 15302, Replacement or Reconstruction.

Applicant attendees – Muthana Ibrahim, Architect

Planner Patterson gave a staff presentation stating that the project was reviewed at a design review workshop on August 7, 2013 and is returning for DRC review and approval.

Applicants presented the project site plan, landscape plan, lighting plan, building architecture and colors and materials.

There were no public comments.

The DRC liked the following elements of the project:
- ⇒ Site plan and circulation
- ⇒ Lighting plan
- ⇒ Landscape plan

⇒ Mansard roof
⇒ Colors and materials with the exception of the orange gradient ACH panel which was thought to be in conflict with the red of the Shell Logo color

The DRC continued the project with the following direction:

- Pedestrian access from the fuel pumps to the convenience store needs to be clear, transaction door needs to be located so as not to block pedestrian access
- Tower elements should be eliminated
- The "LOOP" area needs to eliminate the illumination of the white internally illuminated façade, remove the LED mounted screen and stainless steel metal frame
- The color on the orange gradient ACH panels should be minimized or eliminated
- Prepare a colored elevation drawing of the building

PROJECT DESIGN WORKSHOP:

5. HAMILTON SQUARE, LLC (ED)
P2013-040; DESIGN REVIEW
APN 157-980-05; MAIN GATE AND "C" STREETS

Conduct a Design Review Workshop to discuss the site plan for a proposal to use the former gas station at Main Gate and "C" Streets for residential use.

Melinda Hue, contract planner, gave a presentation on the proposal.

COMMENTS FROM THE PUBLIC

Kim Stafford has concerns about the additional homes, and the traffic this use brings. The site is adjacent to Hamilton School which already has a lot of traffic. Additionally, there is a concern that noise will bounce off these townhomes and project into Lanham Village, the property to the west of Main Gate and "C" Streets. There are concerns about what drainage impacts this proposal might create to residents at Lanham Village, as well as the remediation of toxic substances that remain at the Main Gate site.

Another resident indicated that three stories is too tall and doesn't fit with the neighborhood character. Main Gate is a very pedestrian street, and there's no parking now along Main Gate. A third resident agreed about the proposed buildings being too tall, as well as concerns about toxic substances at the site.

PRESENTATION BY JOHN MIKI, ARCHITECT FOR THOMPSON DEVELOPMENT, INC, THE PROJECT SPONSOR

The height of the buildings at the eave is 30 feet; to the ridge is 36 feet. The project has been designed with a fire access break, and is proposing right in, right out along Main Gate.

COMMENTS FROM THE DESIGN REVIEW COMMISSION

Check about the amount of hardscape and if this will be allowed with the new NPDES regulations. The park is very small. Break up the two and three story buildings, especially at Main Gate and "C". It doesn't look like there's a lot of room between buildings at this location.

Commissioner MacLeamy likes the garages in the rear. Suggests that a ring road be the basis for the site plan, and the buildings can look onto a larger green area. The architecture of the rear of the buildings would have to be significant as the rear of the buildings would be visible from Main Gate and "C" Streets. The elevations and edges are critical.

GENERAL BUSINESS:

6. CITY COUNCIL/EXECUTIVE STAFF COMMITTEE RECOMMENDATIONS: BOARDS, COMMISSIONS AND COMMITTEES (BCC'S) (AL)

Planner Lazure outlined the item before the Commission; that Council has requested that each BCC review recommendations, developed by a City Council subcommittee, designed to help improve the effectiveness of the BCCs. The Design Review Commission members had the following comments related to the subcommittee's three issue areas:

Recruitment, Assessment, Appointment and Retention of Members

- Ensure that new candidates for the Commission have the proper qualifications for the job, i.e. educated as an architect, landscape architect, etc.

Training/Orientation of Appointees

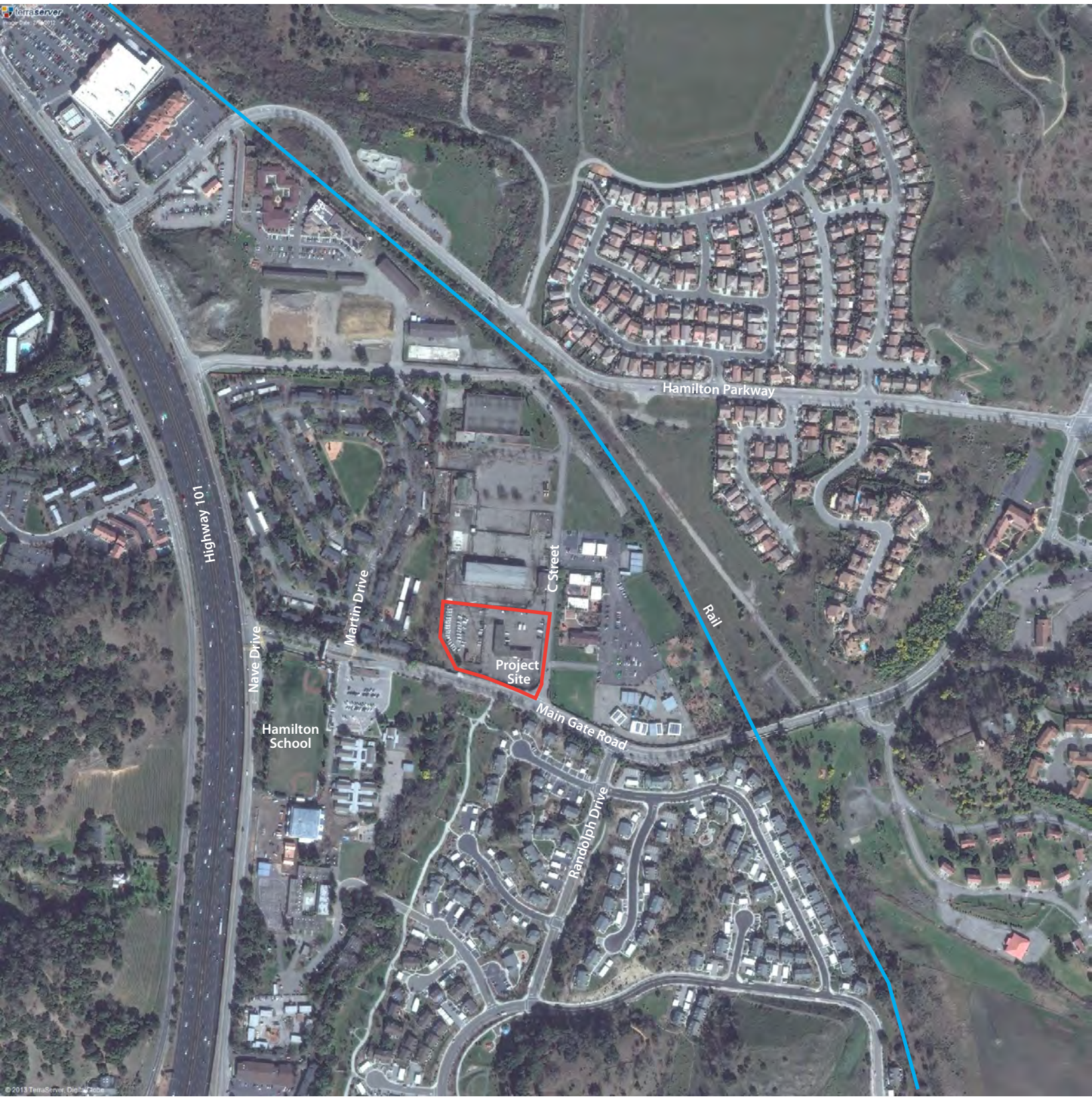
- Make sure that projects to be brought before the Commission are "ready" for review. A project proposal should be well thought out from the general to the specific. The site plan should be the first item of discussion.
- Provide a refresher training course by using the "Function of the DRC/Reviewing Projects" video that was made by staff and commissioner MacLeamy, and/or other similar media.
- What do other cities do for the training of their commissioners?

Fostering Interaction between Council and BBC Members

- Have an annual assessment of approved projects to see what was accomplished or learned from those project reviews.
- Have members of the City Council and Planning Commission occasionally attend a DRC meeting to see what the process entails and to provide continuity and the sharing of an understanding of the Commissions "real time" function.
- Provide a DRC member liaison on a rotating basis to attend a Planning Commission or Council where items need a higher level of review or in the case of an appeal to explain the DRC's basis or rationale for the determination they made on an application. The liaison would represent all views expressed by the Commission in their final determination of the matter.

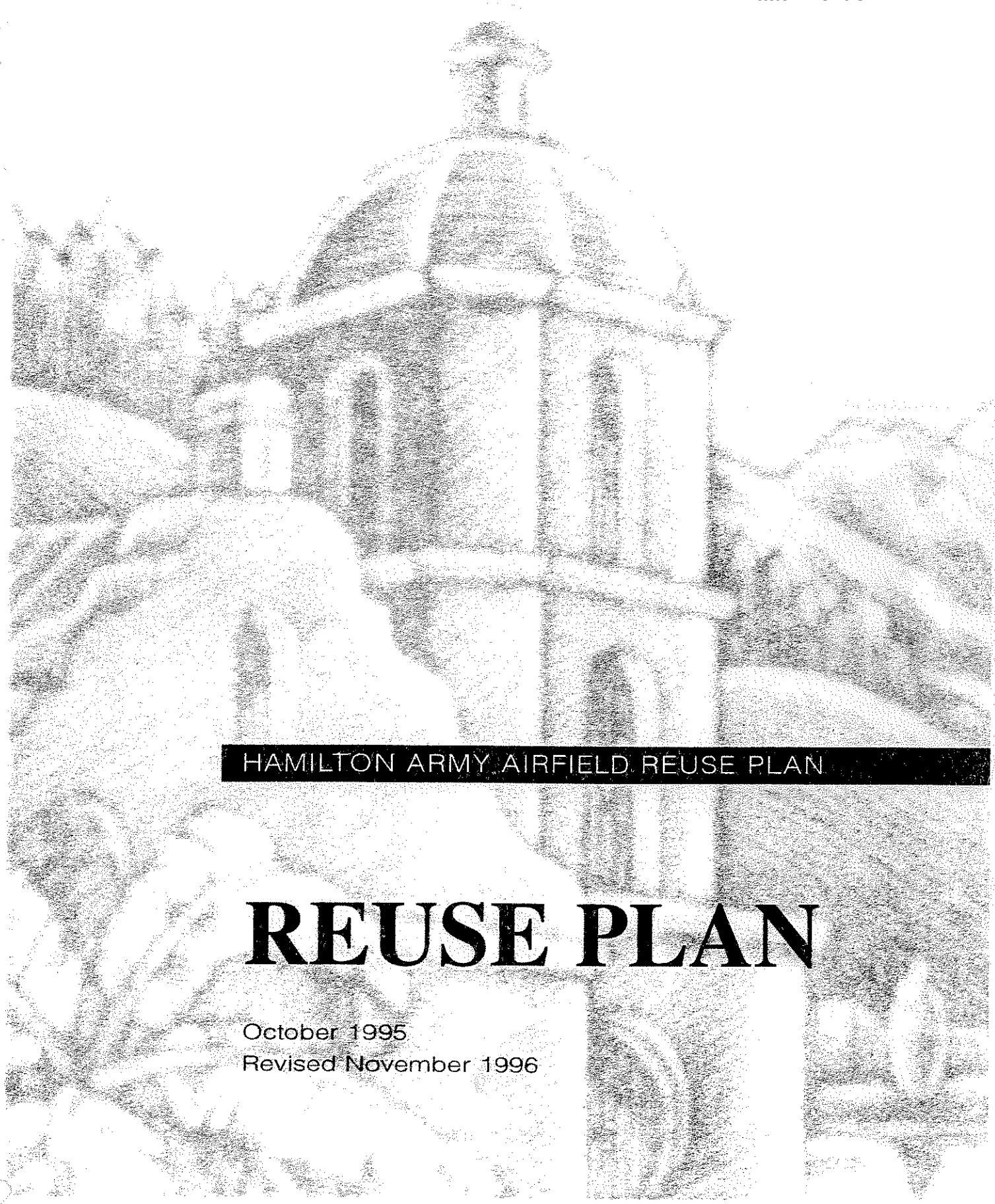
ADJOURNMENT: Adjourned by the Chair at 10:15 p.m.

Attachment 2: Aerial Photo of Project Site and Vicinity



MULTI-FAMILY RESIDENTIAL PROJECT AT THE NORTHWEST CORNER OF MAIN GATE AND "C" STREETS P2013-0140; DESIGN REVIEW
APN 157-980-05; MAIN GATE AND "C" STREETS

Attachment 3



HAMILTON ARMY AIRFIELD REUSE PLAN

REUSE PLAN

October 1995
Revised November 1996

the area to ...

8.2 GOALS AND POLICIES

8.2.1 GOALS AND POLICIES RELEVANT TO MULTIPLE PLANNING AREAS

Issue: The need for a cohesive design plan to ensure that the aesthetic quality of Hamilton is retained.

8.2.1.1 Goal: Beauty and order throughout Hamilton.

Policies:

8.2.1.1.1 Develop a Design Plan for the Reuse Plan area. This Plan should address:

- Site planning and design,
- Architectural design guidelines,
- Landscape programs,
- Streetscape programs, and
- Design guidelines appropriate for each City district.

8.2.1.1.2 Ensure that on the Mainside portion of Hamilton, the Spanish Eclectic architecture shall be retained (with the possible exception of the Capehart Housing area).

8.2.1.2 Goal: A cohesively designed landscape plan for the Reuse Plan area.

Policies:

8.2.1.2.1 Review landscape plans for new development to ensure that landscaping relates well to the scale of structures and land use(s) it serves. To this end:

- Require new development to incorporate street tree planting mature enough to shade and beautify the area.

- Require new development processed as a Planned Unit Development to ensure permanent maintenance of landscaped areas through maintenance agreements, "Conditions, Covenants and Restrictions," or similar contracts guaranteeing perennial maintenance.

8.2.1.2.2 Require landscaping to screen, buffer and unify new and existing development.

- Require landscaping to provide visual continuity along a street, even where the buildings are in different zones or land use classifications.

- When conflicting land uses adjoin, require a dense landscape screen to mitigate the friction between land uses.

8.2.1.3 Goal: Interesting and attractive streetscapes throughout the Reuse Plan area.

Policies:

8.2.1.3.1 Develop a street tree planting and replacement program. Require street trees in new developments.

8.2.1.3.2 Maintain and promote a rhythmic and ceremonial streetscape along Palm Drive and South Oakwood Drive. Encourage the same along Main Gate Road and other primary roadways through Hamilton.

8.2.1.3.3 Preserve, when consistent with public safety, mature tree stands along Hamilton's streets.

8.2.1.3.4 Encourage a variation of building and parking setbacks along the streetscape to create visual interest, avoid monotony and enhance the identify of individual areas.

8.2.1.3.5 Require that all sides of a building visible from the street, or a different, adjacent land use, display fully finished architectural detail, including finished doors, windows and exterior surfaces identical to, or which complement, the front of the building.

8.2.1.3.6 Require landscaping treatment on any part of a building site which is visible from the street or a different, adjacent land use.

8.2.1.3.7 Consider contrasting paving for pedestrian crosswalks in order to increase pedestrian safety while adding visual interest to the streetscape.

8.2.1.4 Goal: Preservation of all Hamilton neighborhoods as attractive residential environments.

Policies:

8.2.1.4.1 Encourage and support neighborhood property owner associations which work to improve their communities.

8.2.1.4.2 Enhance neighborhood identity with landscaped, fenced or walled boundaries and distinctive neighborhood entrance treatments.

8.2.1.5 Goal: Non-residential properties which enhance the image of Hamilton.

Policies:

8.2.1.5.1 Review site plans for commercial and non-residential projects. To this end:

- Discourage rectangular buildings parallel to street frontage, including:
  - Require the on-site building layout to be staggered, increasing visual interest and identity.

- Require structural positioning which provides visibility for the whole site, promoting visual interest and security.

- Adjust setback distances according to the height of the structure(s) on the site.

8.2.1.5.2 Require mature landscaping be used to define and emphasize entrances, including those areas lying between a building and its parking lot.

8.2.1.5.3 Require on-site outdoor storage areas to be fully screened from view with a combination of walls and landscaping.

8.2.1.5.4 Encourage non-residential architecture which establishes identity, captures interest and is appropriately scaled to its environs. To this end:

- Encourage a strong geometry of buildings to increase visual interest.

- Ensure the architectural scale relates to the mass of the building(s) to the proposed use.

- Encourage architecture which disaggregates massive buildings into smaller parts, responsive to human scale.

- Encourage variations in roofline and parapet treatments to add design interest.

- Encourage the incorporation of varied planes and textures.

- Encourage "shadow play" through the use of deeply recessed or projected building features, including: pop-out window masses, built-up relief details, cornices, windows, trim and entrances.

- Encourage the use of natural, rather than manufactured building finishes and materials.

8.2.1.5.5 Require appropriate and attractive roof treatments, and require concealment of all roof-top mechanical equipment.

8.2.1.5.6 Enhance the identity and attractiveness of commercial centers.

8.2.1.5.7 Encourage commercial development to incorporate theme elements in the Spanish Eclectic tradition to promote Hamilton's historical significance and public use of the center. Theme elements can include:

- Outdoor cafes,
- Patios and plazas,
- Kiosks,
- Flag courts,
- Fountains,
- Gardens,
- Outdoor markets,
- Trellises and arbors,
- Colonnades and arcades,
- Bell towers,
- Theme towers,
- Galleries,
- Clerestories, and
- Clock standards.

8.2.1.5.8 Encourage commercial projects to include internal features which are designed to draw pedestrians from building to building, or patio to courtyard.

8.2.1.5.9 Encourage the use of commercial site landscaping techniques which increase the pedestrian's pleasure in the immediate environment. To this end:

- Vary the texture of paving at all project entries, at pedestrian crossings, or at gathering areas in order to provide accent and break the monotony of concrete walkways.

- Shade all waiting areas from the sun, including bus stops and turn-outs.

8.2.1.5.10 Encourage bus shelters and bicycle racks to be incorporated in all commercial projects, as appropriate.

8.2.1.5.11 Ensure that all new and remodeled public buildings, service areas, storage facilities, and gathering places meet the design standards required of private development. To this end:

- Ensure that all new and remodeled public buildings are aesthetically attractive.

- Screen city service, maintenance and storage areas from public view with fencing and landscaping to improve the streetscapes in which they are located.

8.2.1.6 Goal: Preservation and enhancement of those structures and/or landmarks which are representative of historic Hamilton.

Policies:

8.2.1.6.1 Encourage the adaptive reuse of historic structures, preserving the harmony and integrity of the structures and their neighborhoods. To this end:

- Renovate building facades to retain, as closely as possible, their historic character.
- Protect and enhance design features associated with historic Hamilton including street trees, gardens, mature trees on existing lots, and street furniture.
- Renovate historic structures with materials and designs compatible with Hamilton's architectural heritage.
- Incorporate historically and architecturally significant buildings into new projects, encouraging developers to renovate or restore those buildings which are considered candidates for nomination to the National Register of Historic Places.

8.2.1.6.2 When preservation of a significant site is not practical, ensure that the adverse impacts of the proposed project are mitigated in accordance with NEPA and CEQA, as well as with other City policies and procedures, including the following (or as required by the City):

- A site investigation under the supervision of a person qualified in his/her respective field, approved by the City, and certified by the County. Whenever possible, students and other residents, as well as organizations, should be encouraged to assist in the investigation.
- A report describing the site, its significance, and recovered data, and the recovered data, photographs and notes, should be deposited in an institution where they are available to the public, and the academic and scientific community. Provision should be made for the return of these materials at such time as the appropriate facilities for their public display, study, or use are available.
- In the case of archeological data recovery excavations, the cost should be the responsibility of the project applicant.

Issue: Frequently the first impression of any development is from the parking lot. Thus, it is extremely important to locate, configure and landscape parking areas to project the desired image.

8.2.1.7 Goal: Parking facilities with design amenities.

Policies:

8.2.1.7.1 Encourage off-street parking as the predominant method of parking.

8.2.1.7.2 Parking requirements should be adequate to meet the needs of specific uses, but they should be minimized to reduce the size of the paved parking area. Small parking lots are usually preferable to large lots.

8.2.1.7.3 Locate parking on the site to de-emphasize the visual impact. Preferable locations of parking lots is to the rear and side of parcels, except for retail situations, where it is recognized that visibility of available parking is desirable. Avoid parking directly against buildings to allow adequate space for walks and landscape screening.

8.2.1.7.4 Separate parking from the street with low berms and a low solid barrier such as a hedge or wall, to soften the visual effect of car grillwork and paving. Consider perimeter planting of trees and shrubs to screen and control the adverse visual impact of parking lots.

8.2.1.7.5 Parking and driveway areas should be landscaped with trees and shrubs. Landscaped beds protected by curbs should be provided at the end of each row of parking. Trees should be used in islands to relieve visual monotony, to provide shade, and to reduce glare.

8.2.1.7.6 Encourage the continuous connection of planters, rather than isolated tree wells, in the design of new parking areas.

8.2.1.7.7 Encourage parking lot design which breaks up parking areas with landscaped belts.

8.2.1.7.8 Encourage the inclusion of pedestrian amenities in parking areas including:

- Pedestrian walkways clearly marked with striping or textured paving.
- Bus waiting areas, benches, public telephones and other features for the convenience and safety of parking area visitors.

8.2.1.7.9 Provide separate access for service trucks.

8.2.1.7.10 All garbage can and dumpster container areas shall be screened on at least three sides with an opaque fence or wall of sufficient height to block views of the containers. In addition to the enclosure screening, plant material and earth berms shall be used for general screening of the trash collection areas from view of main roads, sidewalks, and building entrances. Garbage can and dumpster container areas should be directly accessible by paved parking lot or service roads.

Issue: Site furnishings are elements found in the exterior environment of HAAF. These elements include benches, trash receptacles, planters, tree grates, paving, flagpoles, lighting, drinking fountains, and picnic tables. The appearance of HAAF can be enriched through the development of a family of elements that are related to each other by compatibility of material, color, form and design detail.

8.2.1.8 Goal: Attractive street furniture, appropriate to each area of Hamilton.

Policies:

8.2.1.8.1 On the Mainside of HAAF, site furnishings should support the Spanish-motif theme.

8.2.1.8.2 Locate seating in response to the user's need for resting, waiting, socializing, or lunchtime activities. Benches should be placed adjacent to walkways, entryways, ramps, and stair areas, and at bus stops. Locate benches where they will receive sunlight.

8.2.1.8.3 Drinking fountains shall be provided along walkways and hard-surfaced paved areas, eating areas, and outside recreation areas. Drinking fountains shall be provided for the handicapped.

8.2.1.8.4 Locate telephone booths in highly visible locations for convenience and security from vandalism. Place all service line wiring underground. Provide lighting for nighttime use.

8.2.1.8.5 Trash receptacles shall be highly visible and immediately available for effective litter control. Locate receptacles conveniently and strategically along sidewalks, near major walkway intersections, building entrances, benches, vending machine areas, and recreation and picnic areas.

8.2.1.8.6 Use bollards to control traffic and to separate vehicular traffic from pedestrian traffic.

8.2.1.8.7 Memorial and commemorative plaques may be designed as an integral part of a building or landscape feature. They should be

compatible with the architectural character of their settings in terms of their scale, materials and details.

8.2.1.8.8 Provide planters and tree grates where landscaped areas are not available. They shall be located in plazas, patios, building entrances, and other areas where in-place landscaping areas are not available.

8.2.1.8.9 Locate kiosks in areas of high pedestrian use and visitor traffic areas.

8.2.1.8.10 Use bicycle racks where warranted by demand. They should be located near building entrances where they are open to visual surveillance, but do not impede traffic flow. Locate bicycle racks at major destination points for commuter and recreational bicyclists: at office buildings, the gymnasium, the theater, and other commercial areas.

8.2.1.8.11 Provide trash receptacles in convenient locations.

Issue: Exterior lighting performs a number of functions related to nighttime safety, security, pathfinding, and illumination of landmarks or special features. It should be designed as a coordinated system that is functional, attractive, efficient and easy to maintain.

At HAAF, there is a wide variety of lighting types and designs, resulting in inconsistency in the lighting fixtures or spacing. Many roadway fixtures are located on buildings; therefore, many streets are poorly lit or not lit at all. The general effect is of a roadway lighting system that contributes to visual clutter while performing inadequately in some areas.

8.2.1.9 Goal: Aesthetically pleasing, functionally adequate outdoor lighting.

Policies:

8.2.1.9.1 Develop a standardized lighting system along HAAF's primary roadways.

8.2.1.9.2 Require uniformity in street lighting standards within each neighborhood, commercial area and public space. Lighting designs that complement the setting, age, character, building, and landscape should be used.

8.2.1.9.3 Minimize outdoor lighting intrusion into residential neighborhoods.

8.2.1.9.4 Lights should not blink, flash or change intensity.

8.2.1.9.5 Encourage energy efficient outdoor lighting in new development and, when feasible, as a replacement for existing, high energy outdoor lighting.

8.2.1.9.6 Provide adequate lighting for safety and security.

8.2.1.9.7 Architectural landmarks, entry areas, monuments, and similar features shall be lighted with low-level spotlights, floodlights or wall lights. The light source should not be visible.

Issue: One method to improve HAAF visual environment is to provide screening of unsightly views (i.e., parking lots, storage areas, trash dumpsters, electrical substations, mechanical equipment, etc.). Screening for housing privacy is also an issue. Existing fences used for screening are not standardized in appearance.

8.2.1.10 Goal: Attractive and functional walls and fences throughout Hamilton.

Policies:

8.2.1.10.1 Encourage walls and fences which protect security without detracting from the appearance of streets, alleys and other public ways and spaces.

8.2.1.10.2 Discourage the use of chain link fencing and barbed wire. When they are necessary, require their screening with vines, shrubs and other appropriate landscaping.

8.2.1.10.3 Encourage the use of landscaping, vines and other decorative materials to improve the appearance of walled properties in residential areas.

8.2.1.10.4 Trash enclosures and other walls/fences which are incidental to the primary use within a Planning Area should be of a compatible architectural design to the primary buildings and structures.

8.2.1.10.5 Whenever possible, encourage electrical vaults to be placed underground. Where electrical vaults must be above ground, require these installations to be aesthetically screened.

Issue: In general, the existing signing system at HAAF detracts from the overall image of the base exterior by cluttering and confusing the street scene. There is little consistency of sign design, style, color, typeface, location, etc. Signs are not always in harmony with their architectural or landscape settings. Signs are small and often difficult to read; an example is the base directory sign. There are conditions where excessive information is being conveyed, resulting in confusion and potential traffic hazards.

8.2.1.11 Goal: Attractive and appropriate signage throughout Hamilton.

Policies:

8.2.1.11.1 Establish a sign program that is coordinated and consistent, while offering flexibility.

8.2.1.11.2 Establish the boundaries of Hamilton by marking major entries with uniform signs, landscaping and illumination.

8.2.1.11.3 Encourage the use of uniformly designed entry monuments to identify both residential and non-residential areas.

8.2.1.11.4 Require and enforce master sign programs to be developed and maintained in commercial and other non-residential areas.

8.2.1.11.5 Minimize the number of signs.

8.2.1.11.6 Use standard typography on all signs for effective communication.

8.2.1.11.7 Entry signs shall be integrated with the environment of the entrance.

8.2.1.11.8 Signs attached to buildings shall be composed with existing architectural features.

8.2.1.11.9 Avoid freestanding signs where possible, and consider motorist and pedestrian safety in sign location.

8.2.2 GOALS AND POLICIES RELEVANT TO SPECIFIC PLANNING AREAS

Planning Area 1: Rafael Village

Issue: Rafael Village is the most visible Planning Area of HAAF and should become an aesthetically appealing asset to Novato.

8.2.2.1 Goal: Rafael Village as an attractive neighborhood.

Policies:

8.2.2.1.1 Ensure that all new residential development and renovation is compatible with the architectural scale, massing and landscaping of adjoining neighborhoods. To this end:

- Landscape plans for new residential development shall complement neighboring lots, buffer adjoining land uses, and ameliorate variations in size, setbacks or architectural character of nearby buildings.

- New development shall relate structural size and bulk, placement of doors and windows, and setbacks, colors and materials to be compatible with the existing neighborhood.

- Prohibit scale extremes in development, so that multi-story buildings are never allowed adjacent to single-family, low rise residences without adequate setbacks.

8.2.2.1.2 Encourage multi-family residential development which incorporates innovative design appropriate to its site and environs. To this end, encourage multi-family residential site planning which provides residents with shared open space, semi-private common areas and recreational facilities.

8.2.2.1.3 Ensure that new residential development does not front along Ignacio Boulevard (i.e., driveway access).

8.2.2.1.4 Ensure that residential development enhances the streetscape within its neighborhood. To this end:

- Walls protecting residential development shall be landscaped with vines, and/or with trees and shrubs in the setback area.

- Encourage curvilinear wall alignments and meandering sidewalks along the peripheries of residential development.

- Require new residential development to incorporate shade trees on new streets.

8.2.2.1.5 Ensure that residential development avoids architectural monotony. To this end:

- Avoid boxy structures.
- Encourage varied wall and roof lines.
- Relate setback distances to the height of the proposed building in multi-family residential development.

8.2.2.1.6 Ensure that residential development is compatible with its environment. To this end:

- Encourage the incorporation of outdoor features compatible with Northern California's climate including colonnades, patios, automobile courts and the like.

- Encourage architecture consistent with Northern California traditions, including modern interpretations

of California Bungalow, shingle, Monterey, California Ranch, Mission and Spanish Colonial.

- Encourage the use of natural materials, including river rock, brick, wood timbers, glazed and unglazed tile.

8.2.2.1.7 Use the environmental review process to ensure that the environmental and aesthetic qualities of residential projects meet Novato standards and the policies identified in this document.

8.2.2.1.8 If the mature trees in the Planning Area are determined to be healthy, the master developer shall consider retaining as much of the streetscape as possible.

8.2.2.1.9 Underground overhead utility lines as required by the City.

8.2.2.1.10 At subsequent levels of planning, a detailed design program shall be established to address: architecture, landscape/ streetscape, street furniture, lighting, and like design components. The design program shall be compatible with the adjacent neighborhoods. (It should be noted that this is one of two Planning Areas in which Spanish Eclectic architecture is not specifically being recommended.)

Planning Area 2: Capehart Housing

Issue: The existing structures in Capehart Housing are unattractive, with carports used for storage, creating a cluttered feeling.

8.2.2.2 Goal: Capehart Housing as an attractive neighborhood.

Policies:

8.2.2.2.1 At subsequent levels of planning, a detailed architectural improvement program shall be prepared to address: facade treatments, carport/garage treatments, street furniture and like design features. The architectural improvement program should identify architectural treatments with other design features which are compatible with the architectural style(s). The Spanish Eclectic architectural style is not required in this Planning Area.

8.2.2.2.2 If feasible, underground utility lines.

8.2.2.2.3 Preserve and maintain the existing mature streetscape.

8.2.2.2.4 Preserve and maintain the open space areas.

Planning Area 4: Commissary Triangle

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 5: Exchange Triangle

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 6: Town Center

Issue: The Town Center is the primary focal point at Hamilton with historic buildings which are architecturally significant.

8.2.2.4 Goal: Preservation and enhancement of the Town Center.

Policies:

8.2.2.4.1 Any new construction shall be a Spanish architectural style consistent with the existing structures in the area.

8.2.2.4.2 The existing landscaped median shall be extended to create the one acre park/plaza. The park shall be landscaped with similar or complimentary landscape materials as the median is at present. Appropriate street furniture shall be provided (i.e., sitting areas, fountains, lighting, etc.).

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 7: Hospital Hill

Issue: The removal of all the structures on Hospital Hill offers unique design opportunities.

8.2.2.5 Goal: An aesthetically appealing development atop Hospital Hill.

Policies:

8.2.2.5.1 Preserve and maintain the wooded hillsides to the extent feasible.

8.2.2.5.2 Preserve and enhance the landscaped island in front of the existing Hospital, if feasible.

Planning Area 8: Bowling Alley

Refer to issues, goals and policies in Section 8.2.1 which address non-residential uses, compatibility of land uses, Spanish-style architecture, parking, landscaping, and other related design issues.

Planning Area 9: Officers' Club

Refer to issues, goals and policies in Section 8.2.1 which address non-residential uses, compatibility of land uses, Spanish-style architecture, parking, landscaping, and other related design issues.

Planning Area 10: Ballfields

Refer to issues, goals and policies in Section 8.2.1 which refer to parking, lighting, and street furniture.

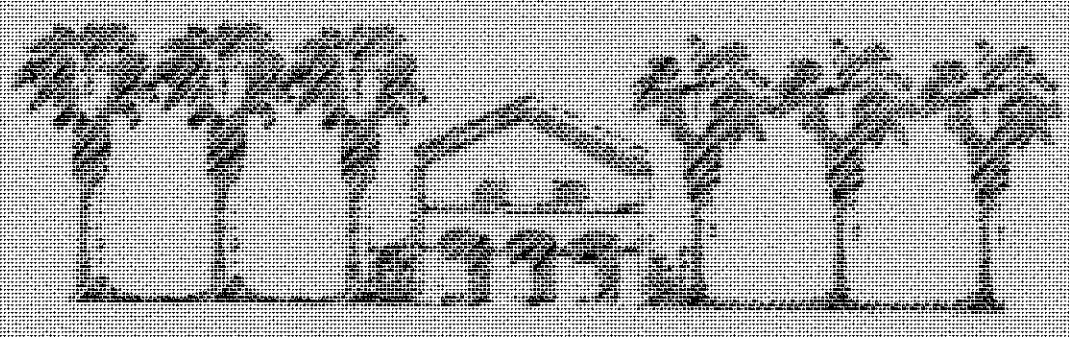
Runway

Conversion of the runway to wetlands will result in a natural open space with potentially high visual quality. As with most open space areas, appropriate maintenance will prove critical in retaining high visual quality. Please refer to the EIS prepared for the runway by the U.S. Army Corps of Engineers.

NHP Master Plan

The approved NHP Master Plan and Design Guidelines contain extensive design guidelines to maintain and create high visual quality in the NHP Master Plan area. The reader is referred to these documents for additional information.

Attachment 4



HAMILTON

CENTRAL DESIGN CONCEPTS AND DESIGN GUIDELINES

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COMPACT RESIDENTIAL NEIGHBORHOODS

Residential land uses will have a great impact on the character and quality of the Hamilton community. The Hamilton Master Plan envisions the creation of a series of distinct, pedestrian-oriented, public transit-oriented neighborhoods, developed with a sensitivity to the surrounding topography, open space, adjacent development, TSM plans and historic character of the former military base. The guidelines described on the following pages are intended to achieve this goal.

SUMMARY CRITERIA FOR A COMPACT, FRIENDLY NEIGHBORHOOD

Well Defined Entries and Edges

Personal Scale Streetscape

- *narrow street width*
- *canopy of street trees*
- *minimize driveway*
- *provide safe, pleasant pedestrian environment*
- *provide convenient, attractive public transit facilities*

The Compact Lot

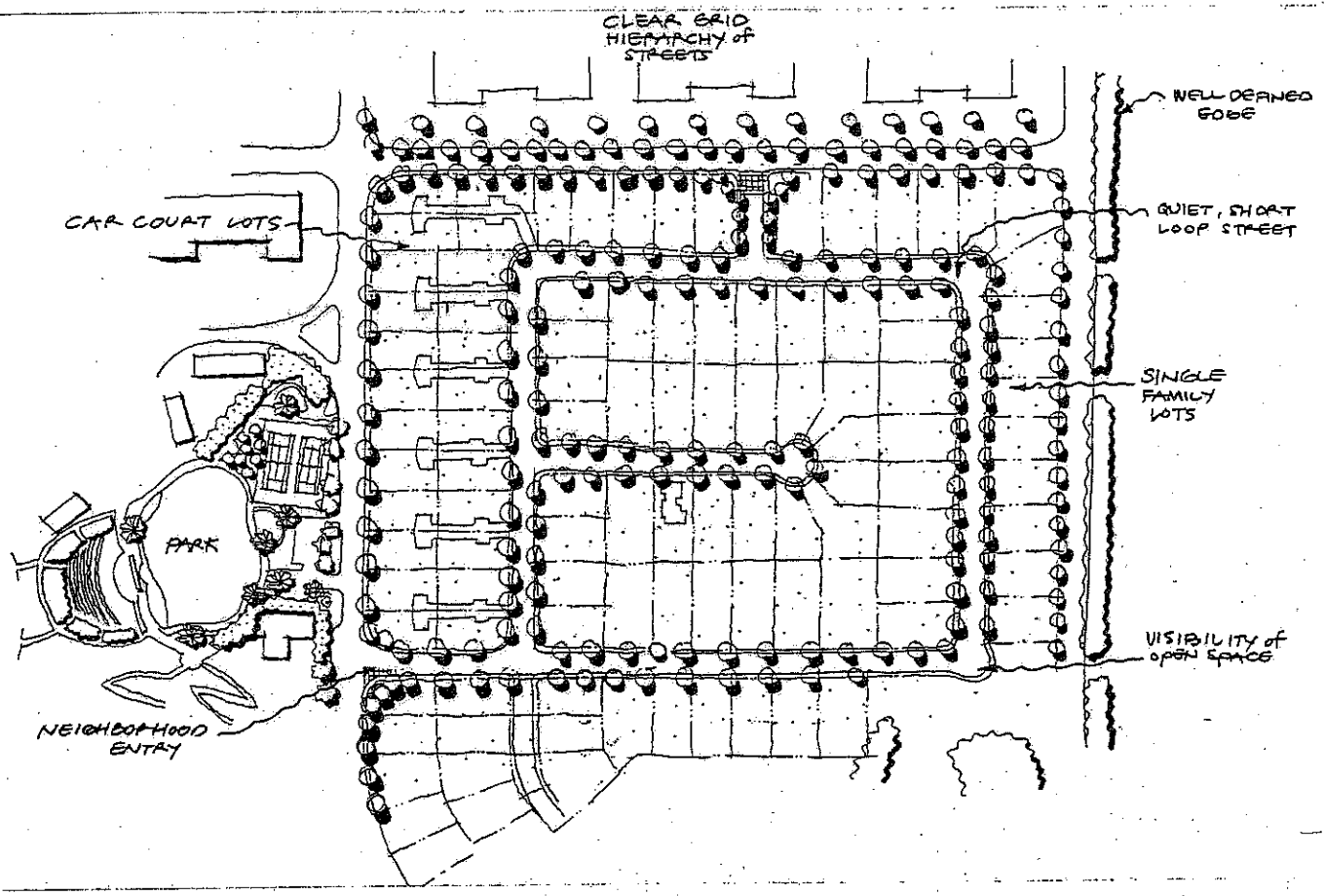
- *lot types in varied groupings to create diversity, not chaos*
- *front yard setbacks reduced*
- *reduced visibility of parking*
- *individual private space with clear territorial edges*
- *usable space (backyard/front yard)*

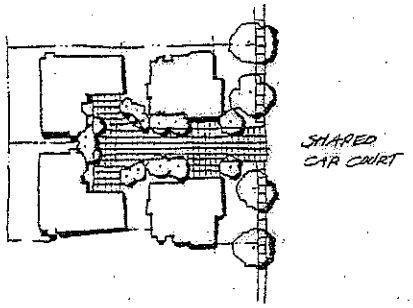
Architectural Character

Utilize a mixture of historic architectural styles, including Traditional Craftsman, California Bungalow, and a preponderance of Spanish Colonial Revival. Specific design elements to be encouraged include:

- *minimal setbacks to enclose street with buildings*
- *porches and front stoops provide opportunities for interaction with neighbors*
- *de-emphasize garages*
- *historic detail, metals, forms, and colors*
- *mixed groupings of a variety of unit types and related styles*

Components of a Compact, Friendly Neighborhood





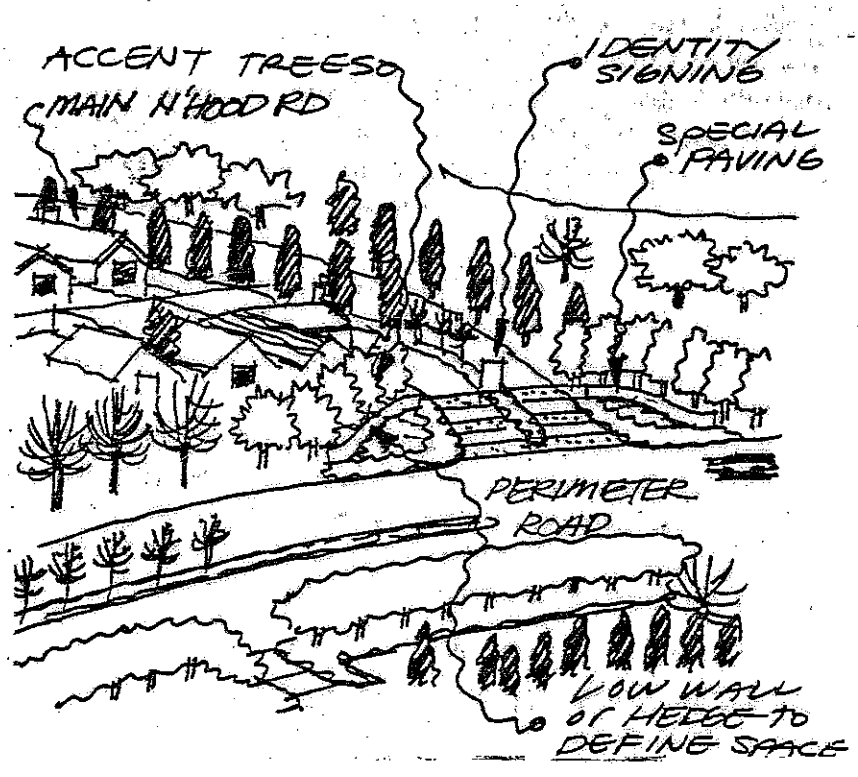
Car Court enlargement

- *Use short streets, cul-de-sac corners, and loop roads to create an intimate neighborhood scale*
- *Limit the number of homes on a street to reduce auto traffic; create a quieter, friendly street*
- *Provide views of parks, open space, and community features form the street*
- *Integrate transit stop into design of neighborhood*

Neighborhood Entries

As the first points of impression, neighborhood entries can help to establish a clear sense of identity and sense of "home" for residents and visitors. Each should be made up of well-composed blend of signage, lighting, architectural elements, and landscaping located at the juncture of the perimeter road and the main neighborhood road.

- Provide at least one specially landscaped entry area for each residential neighborhood, particularly emphasizing the intersection with the most used entry street.
- Direct views from the project entry towards neighborhood amenities such as a recreation center, park, or open space, to create opportunities for visual/social interaction as people enter and leave the neighborhood. Entry roads should not terminate with axial views directly towards garages.
- Define an "outdoor room" for each entry with elements such as special paving, art work, specimen stones, low decorative walls, trees, or colorful bedding plants.
- Design the entries to harmonize with the adjacent streetscape and architectural treatment. Understated monumentation should be used rather than a profusion of large signs to identify neighborhoods.



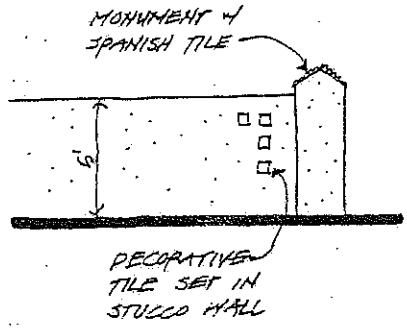
Highlight neighborhood entries with special landscaping, signing, and lighting

Neighborhood Edges

A well considered relationship to the surroundings should be evident at neighborhood edges.

Sound Walls and Privacy Fences

- The goal for Hamilton is to create an integrated community, not a series of walled neighborhoods. To this end, where possible, homes should face or side onto the community road system.
- The top of sound walls should not exceed the minimum elevation required to achieve acoustic goals, with a maximum height of 5 feet.
- Long undifferentiated stretches of walls or fences should be avoided. A combination of materials, textures, jogs, berms and landscaping should be provided to breakup the continuous plane where long stretches are unavoidable.
- Avoid rear yard wood fences alaong community roads. Utilize simple white stucco walls with detailing or accents consistent with the Hamilton archtiectural heritage.
- Earth berms with planting should be used to reduce wall height where feasible.
- When located at the roadway right-of-way, perimeter fencing should jog around utility boxes or other infrastructure elements located in the public use easement.



Stucco Wall Example

Open Space Interface

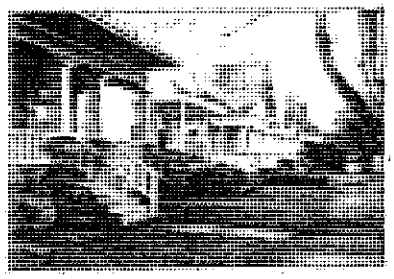
Open space edges should be designed to reduce fire hazards, and allow recreational access to open space.

- Establish a 30 foot wide irrigated fuel break band in the transition zones between residential neighborhoods and open space. Within this fuel break, plant fire retardant and low fuel plant materials, and irrigate periodically during the dry season. Clear out annual grasses, dead leaves, and dead wood annually.
- Use plant materials that visually blend with and enhance the natural open space character. Include plants with wildlife food and habitat value.
- Avoid fencing at visual amenities, such as common open space and parks, to avoid blocking attractive views.
- Fencing between private yards and open space may be solid or open; owners may also opt to forego fencing altogether, depending on personal preference and privacy needs. In all cases, the fencing should be designed to contain pets and children in the yard, keep deer out, visually blend with the open space character, and allow views into open space areas.

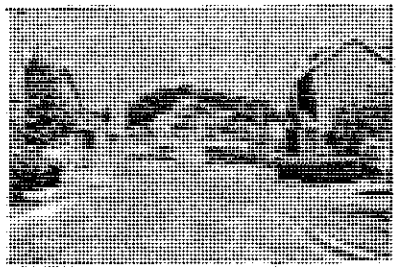
Personal Scale Streetscape

Neighborhood streets provide internal neighborhood circulation, and efficient, safe vehicular corridors. They can creatively contribute to the character for each neighborhood. Historically, streets at Hamilton have been tree-shaded, pedestrian-friendly places.

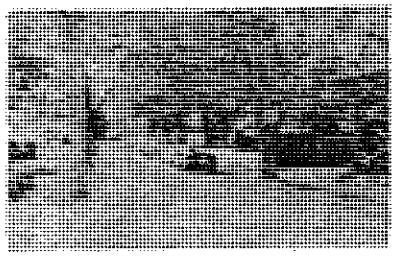
- Design transit stops to be architecturally integrated with neighborhood. Locate transit stop in a safe, attractive setting. Provide amenities such as



Front porches create an inviting street image



Shallow setbacks reduce visual width of street



The planting area between the curb and sidewalk provides an area for street trees

special planting, benches, shelter and signage which encourage use of transit.

- A perceivable hierarchy of streets should be designed, that logically steps down in size from collectors to cul-de-sacs. Street widths should reinforce the neighborhood roadway hierarchy, with important streets being wider and minor streets being narrower.
- Narrow, shaded, pedestrian-friendly streets should be developed. A number of variations in street, parking, and sidewalk configurations should be used to achieve this end, including:
  - Locating parking and sidewalk on one side of the street only.
  - Clustering guest parking in designated parking areas to reduce need for on-street parking, thus allowing narrower streets.
- The neighborhood street system should allow safe and efficient pedestrian, bicycle and vehicular movement through the residential areas, while discouraging vehicular through-traffic.
- The visual and spatial experiences for drivers and pedestrians should be addressed when laying out roads. Views and vistas to features such as heritage trees, open space and parks should be provided.

Sidewalks

- Sidewalks should be pulled away from the curb to allow street trees and landscaping to scale the street more effectively.
- Provide 4 foot wide sidewalks, minimum, on neighborhood streets.

Curb & Gutter Section

- Use of alternatives to standard curb and gutter street edge, such as rolled or angled curbs, is encouraged.

On-Street Parking

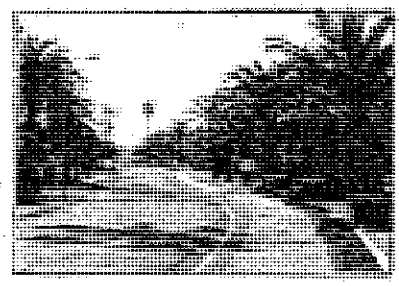
On-street parking is appropriate on local residential streets, however, providing parking on-street often conflicts with the goal for narrower streets. As such, designers should find inventive ways to address parking. Several methods include:

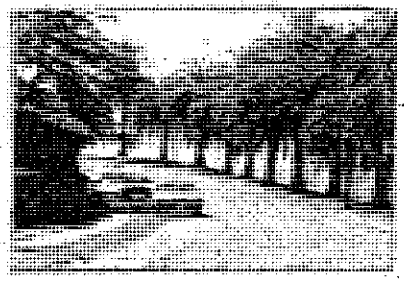
- Locating parking on one side of the street only.
- Clustering guest parking
- Creating planting pop-outs at regular intervals to allow street trees to be planted closer to the roadway.
- Integrate appropriate transit stops as indicated in TSM program.

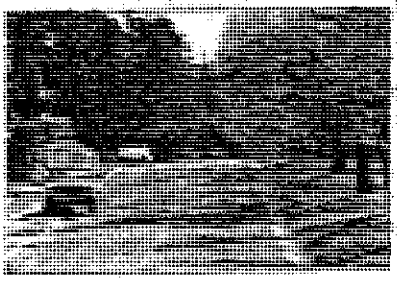
Street Trees and Landscaping

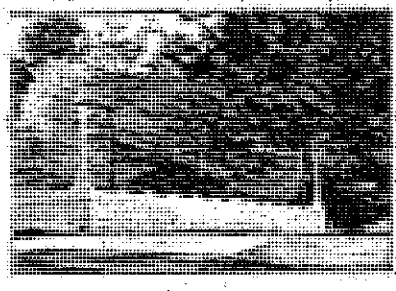
Street trees and landscaping are a large component of the visual image of a neighborhood.

- Street trees should be located to clarify the overall streetscape hierarchy of a neighborhood, with larger trees selected for larger, more important streets.
- All streets should be planted with trees to provide shade and to soften the visual impact of the street. Use a single street tree species along an individual street for continuity.
- Planting strips between the curb and sidewalk should be a minimum of 4 feet wide to allow sufficient room for ultimate tree growth.



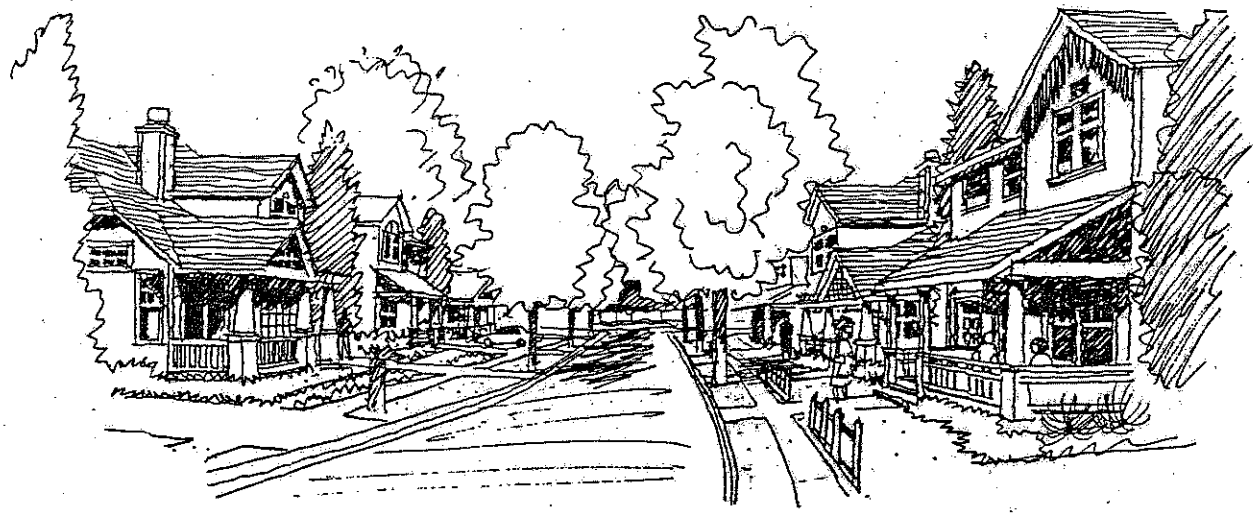






Design influences of historic streets of Hamilton include formal lines of palm trees, clusters of large shade trees, rock retaining walls, sculptured bridge and main gate elements, and historic pedestrian-scale light standards.

Components of a Friendly Street



The Sidewalk
- *planted parkway adjacent the curb to buffer from street*
- *pedestrians close to front doors*

The Street
- *as narrow as possible*
- *strong tree canopy*
- *safe to cross or play*
- *slow traffic speeds*

Front Yard
- *visible from the street*
- *clear territorial edge (defines with picket fence, trellis, hedge, flower beds)*
- *usable space, not only for show*

Landscape Parkway
- *gets planting close to the street*
- *gives sense of enclosure*

Building Edge
- *front porch or stoop*
- *highlight the front door*
- *de-emphasize the garage*

Driveways
- *minimize width*

Home Siting and Outdoor Use Space

At Hamilton several types of homes are expected, including traditional single family homes, cluster homes and townhouses, senior housing, and rehabilitated apartments. Regardless of the lot size or neighborhood density, the homes and their accompanying yards must be designed to contribute to the overall quality of life for residents.

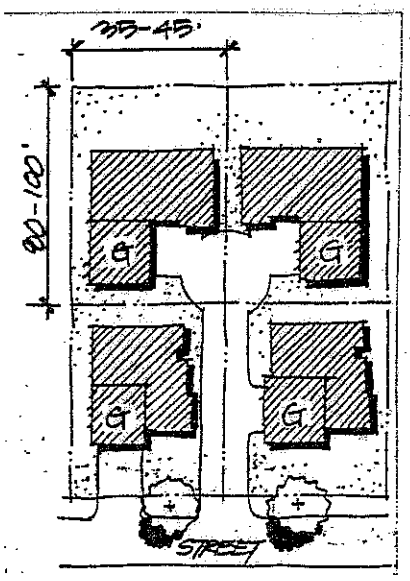
Traditional Housing

For the purposes of these guidelines, "traditional housing" refers to the arrangement of a detached single family home on a single lot.

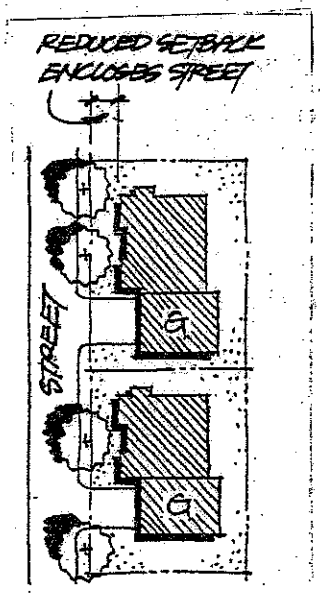
Lot Configuration and Home Siting

- The goal for Hamilton is to create an integrated community, not a series of walled neighborhoods. To this end, where possible, homes should face or side onto the community road system.
- Vary front and side yard setbacks. Adjust building orientation to street to avoid monotonous streetscape. Setbacks of both front and side yards should be considered in relationship to the scale of individual homes, for example, larger homes may require deeper setbacks.
- Lot sizes and configurations should be varied to create visual interest or respond to site conditions.
- Orient homes and lots to maximize exposure to open space, parks and distant views. Create usable, sunny patio spaces. Patio areas should not face directly onto streets or other objectionable on or off-site areas. Provide screening between individual patios.
- Provide adequate usable rear and side yard areas to allow ease of maintenance and to accommodate outdoor uses of residents.

A variety of inventive lot shapes and layouts are possible



Cottage Lots arranged around a car court



Cottage lots with recessed garage

- Provide adequate setbacks between units to protect privacy and to allow landscaping appropriate with scale of homes. Setbacks should be varied to respond to side conditions, architectural mass, and character of neighborhood.
- When minimum side yard setbacks are utilized, the glazing and windows on side facades should also be minimized or mutually arranged for privacy.

Individual Private Space

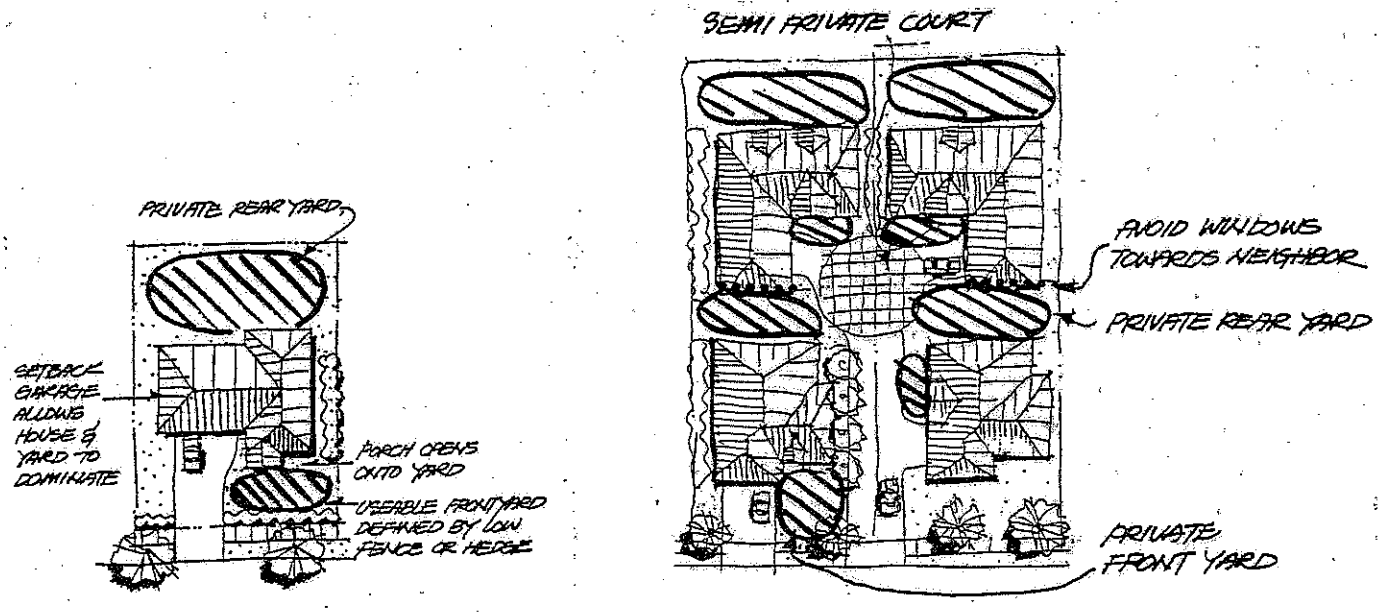
Another important component of traditional housing is personal, private yard space. On compact lots, this space is smaller than the typical single family home, so it must be of high quality to provide for enjoyment for the residents. Individual private spaces should be created by integrating the following design elements:

- Front yards semi-enclosed with low fencing or shrubs, to define a clear "territory."
- Visual privacy from neighbors. Views from yards should not impinge upon neighboring interior private uses, nor should the interior uses directly look upon private yards of a neighbor. Windows should be placed to help create this visual privacy.
- Rear yards enclosed with fencing or planting.

In single family housing neighborhoods, evaluate the potential for reducing individual homeowner maintenance by having the homeowner's association maintain all landscaping in front yards.

Garages and Driveways

- The visual impacts of garage doors should be minimized. Reduced setbacks are permitted for side loading garages.



Individual private space in compact traditional housing

- When utilizing a side loading garage, articulate the primary garage facade facing the street with window openings and shadow relief.
- The setback of doors for 3-car garages should be staggered. Reduce driveway width by narrowing driveways at street.

Accessory Structures

The intent of development standards for accessory structures is to avoid creating a nuisance which may interfere with a neighbor's privacy or outdoor enjoyment, such as noise, dust, or odor.

- Design accessory structures to be architecturally compatible with the main structure.
- Site and design accessory structures to minimize their visibility from adjacent residences and public areas. Avoid creating intrusive views into neighboring homes or outdoor use areas from accessory structures.
- No satellite dishes are allowed in residential neighborhoods.

WAF Hill Homes

WAF Hill was historically the location of multistory barracks complex. In the place of these barracks, a series of new homes have been approved. The development of these new homes should be characterized by a heightened design concern for site grading, architecture, erosion control, fencing, lighting, and tree preservation.

Site Grading

While the existing roads and graded pads should be utilized as much as feasible, WAF Hill development may require additional grading of the site during the development period. This grading should emphasize the protection of the overall natural character of the setting while creating safe, usable areas for development.

- Vary the steepness of man-made slopes to create a softly undulating land form. Gradually round tops and toes of slopes and blend the edges into a smooth, natural appearing transition between new development and the adjacent natural grade.
- Grading for homes should recreate the appearance of natural-looking land forms, emphasizing a contour grading approach rather than wide step terracing. Vary patterns of pad grading to create visual interest.
- Provide lot pads sufficiently sized to accommodate grade differentials between adjacent structures without the use of major retaining walls.
- Design graded slopes to allow for proper revegetation.
- Provide erosion control on all graded slopes using hydroseeding, jute mesh or other soil stabilization techniques.
- The height of visible retaining walls should be no greater than 4 feet. Retaining walls may exceed 4 feet if part of a building or hidden within a building. Planting, material selection, and other design techniques should be used to soften the visual impact of walls. Stepped, planted terraces should be used in areas where higher walls are required.

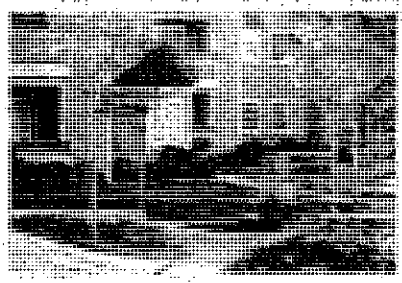
Other Hillside Considerations

- Outdoor lighting should not exceed what is necessary for safety, in order to minimize the nighttime visual impacts of hill area development. Lighting should be of low level intensity with fixtures that blend with the natural environment. Lighting should not spill over into natural open spaces.
- Fencing should be integral with the residential architecture and to blend with the surrounding landscape. Walls and fences should be the minimal height necessary to accomplish functional goals.
- Healthy specimen trees should not be removed in hillside areas. These trees are valuable to the community because they lend a visual coherence and "image," as well as symbolizing the heritage of the area. The condition of diseased or declining specimens should be evaluated on a case by case basis, with removal as the last resort for trees that are judged unable to recover. Dead specimens may be removed.
- All specimen trees removed should be replaced in kind with 15-gallon trees. Replacement trees should be planted, irrigated and maintained to ensure their continuing survival.
- Improvements under the drip lines of existing trees should be minimized. Irrigation water should not encroach within the drip line of specimen trees which have been previously unwatered and are susceptible to water damage, especially native oaks.

Cluster and Attached Housing

In higher-density situations, such as cluster homes, townhouses, senior housing, and rehabilitated apartments, careful consideration should be given to those facilities that are shared by all residents, including common outdoor spaces, parking areas, and attached buildings.

Common Outdoor Use Spaces



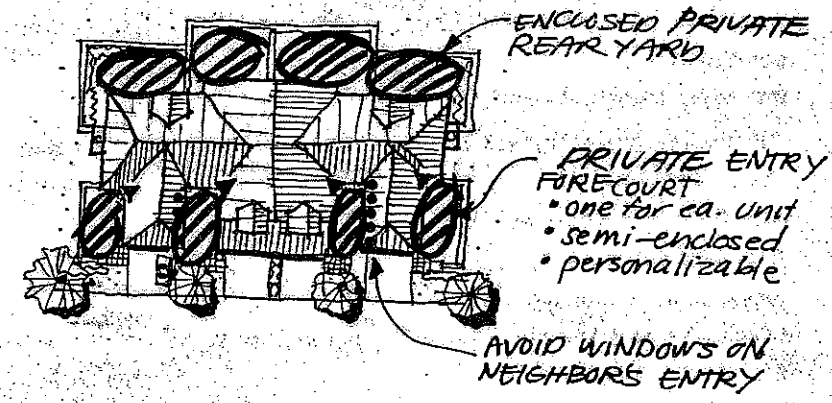
Common outdoor use space

- Common outdoor use spaces should be designed to encourage use and enjoyment by residents. The demand for outdoor use space can be met by providing private patios for each home, developing a central recreation complex, or a combination of both. Spaces should not be filled with unusable expanses of planting.
- Townhouses and condominiums should provide a reasonable amount of landscaped common open space to provide visual relief and recreation space. The type of outdoor use space provided should reflect the profile of the targeted residents.
- Homes and lots should be oriented to maximize exposure to open space, parks and distant views.
- Provide landscaping and automatic irrigation in all common outdoor residential areas.
- Encourage transit use by incorporating convenient, attractive facilities into the design of common areas.

Individual Private Space

The private outdoor spaces and yards associated with attached units are smaller, so they must be of high quality to provide enjoyment for the residents.

- Create a distinct, personalizable entry forecourt for each unit, protected from direct view from neighbor's windows.
- Create a usable, sunny patio space for each unit. Avoid facing patio areas directly onto streets or other objectionable on or off-site areas.
- Provide screening between neighboring entry forecourts and patios.



Individual Private Space in Attached Housing

Internal Streets, Parking Lots, and Carports

Creating a positive streetscape is one of the most important design issues to be accomplished in higher-density residential development. The smaller private spaces must be complemented by high quality public spaces, of which streets are the most important such space.

- Internal streetscapes dominated by a repetitive pattern of facades should be avoided. Use street trees, landscape planting, and vary front and side yard setbacks to reduce the visual impact. Adjust building orientation to street to avoid monotonous streetscape.
- Lot sizes and configurations should be varied to create visual interest or respond to site conditions.
- Provide parking in small parking lots or "streets" adjacent to units; large undifferentiated parking areas should not be created. Landscape parking areas to provide shade and to soften visual impact.
- Car courts should be used to minimize paving and create common areas for building groupings.
- Carports should blend visually with the building character. Carports should be enclosed. The end conditions of carports should receive special elements, such as trellises, to screen views of cars.

ments, such as trellises, to screen views of cars.

Storage and Utility Areas

- Provide adequate outdoor covered and enclosed storage areas for residents' personal use.
- Integrate common utility and trash enclosure areas within the overall building complex at logical and convenient locations, well screened from view.

Senior Housing Considerations

Senior residents have different needs than other residents, due to their lower mobility and greater free time. In development intended primarily for senior occupancy, consider the following guidelines, in addition to other design criteria.

- Senior residents generally spend more time at home that younger, working people. For this reason, provide gardens and shared outdoor site amenities for walking and passive recreation of residents. Provide covered outdoor spaces and frequent shaded seating along walkways. Provide group gathering areas for recreational events.
- Reduce use of stairs, slippery paving materials, and steep walkways in senior developments.
- Senior citizens tend to rely heavily on transit, and need especially short walking distances (including wheelchair access) to reach transit stops. Transit stops particularly intended for the use of seniors should be sheltered from sun, wind and rain, and should include seating. Give careful consideration to senior needs in the development of transit routes.
- Consider overall character and appearance of security measures such as fencing. Use colorful, high quality gates and fences, of materials such as tubular steel or perforated metal.
- Automobile parking requirements may be reduced. (Refer to Development Standards, page 71)
- Detached single family housing for seniors should be given special considerations, including:
  - Designing the building to provide the master bedroom on the ground floor.
  - Pre-planning for building modifications such as handrails and grab bars.
  - Pre-wiring homes for emergency call systems.
  - Integrate into neighborhood design convenient public transportation access and other TSM program requirements.

ARCHITECTURAL GUIDELINES

The architectural character of the new residences at Hamilton should be appropriate to the regional and historic character of the area. The existing architectural heritage of Hamilton consists of California Craftsmen (also called Bungalow) and Mediterranean (or Spanish Eclectic) styles.

On-site familiarity with the historic homes of Hamilton is recommended prior to the development of architectural design concepts. Diversity and innovation is encouraged within the framework of high quality design and construction standards.

SENSITIVITY TO CLIMATIC, HISTORIC, AND VISUAL CONTEXT

Hamilton Field is a unique place. Design of residential homes should build upon this special heritage.

- The historical classic Mediterranean architectural style of smooth stucco finishes, light colors, thick walls, simple clean details, divided pane windows, sculpted forms, and tile roofs is one design palette that is historically and visually responsive to the setting. Homes may also borrow the design vernacular of Marin County's early twentieth century neighborhoods, which are also historically and visually appropriate. Bungalow, craftsman, early Victorian, farm country style are examples of architectural style prevalent in these older neighborhoods. The historic Hamilton homes can also act as inspiration for architectural detailing.
- Architecture should utilize energy saving, appropriate recyclable materials and a utility consumption-minimizing approach. Passive solar designs that use building materials, orientation, and shading devices are encouraged to help conserve energy. Deciduous trees on the south and west sides of a building should be used to minimize summer heat gain and allow winter light.
- Where possible, building materials should be selected for proper insulation and extended life.
- Utility management systems that optimize the use of water, gas, and electricity are also encouraged. Where appropriate, devices such as programmable temperature controls, heat exchangers, and solar design devices for temperature management should be employed. The use of drip irrigation and water conserving plant materials to minimize water consumption is encouraged.

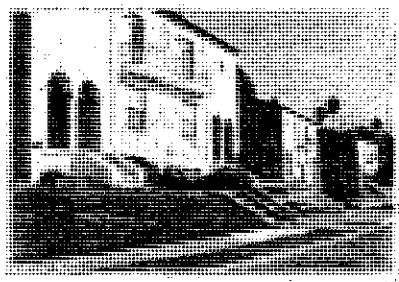
STREETSCAPE CHARACTER

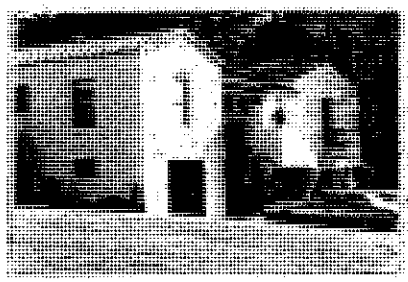
At Hamilton Field, a primary goal is to create a friendly neighborhood atmosphere. The first impression of a neighborhood is formed by the character of the streetscape.

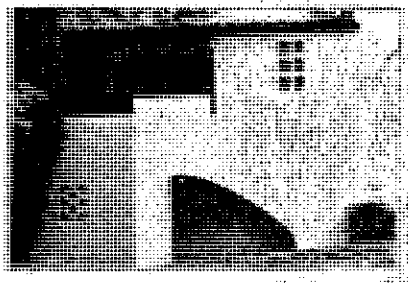
- Create a neighborhood scale streetscape. Minimize setbacks to homes. Entries and living areas should be oriented towards the street. Porches and front stoops can provide opportunities for interaction with neighbors.

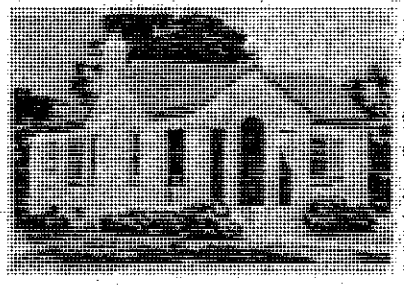
Key Residential Design Criteria:

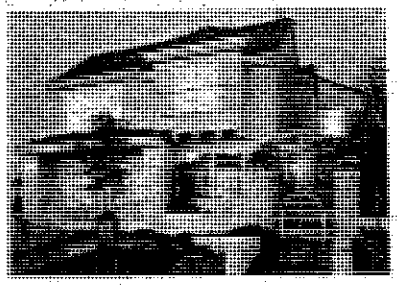
- *sensitive to climatic, historic, and visual context*
- *contributes to streetscape character*
- *eclectic groupings of harmonious styles*
- *sculptural massing and volumes*
- *articulated roof forms*
- *authentically inspired materials, details, colors, finishes*
- *emphasize entrances*
- *appropriately scaled windows*
- *de-emphasizes the garage*



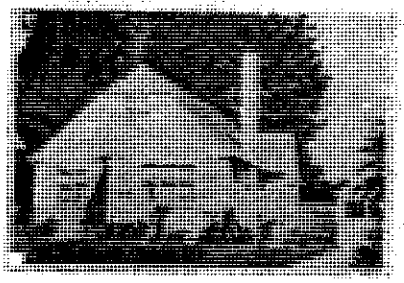


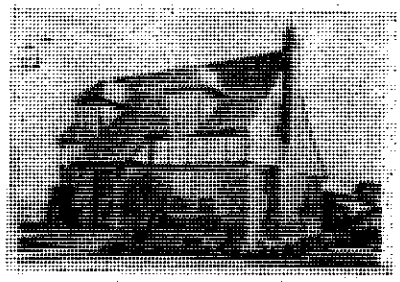




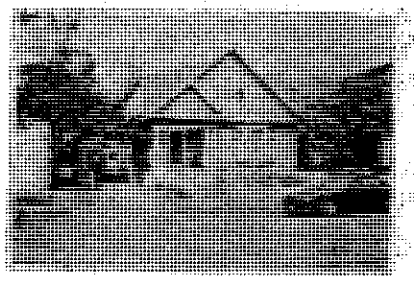


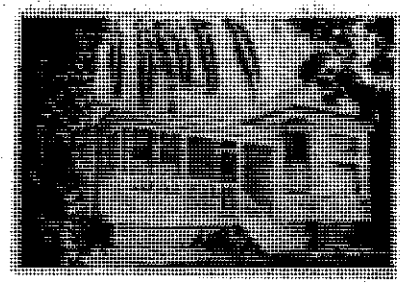
Recommended historic influences for stucco and tile cottages include: light, sculptured stucco volumes, shallow tile roof overhangs, arched arcades, varied window patterns, and special details such as glass block and architectural grills

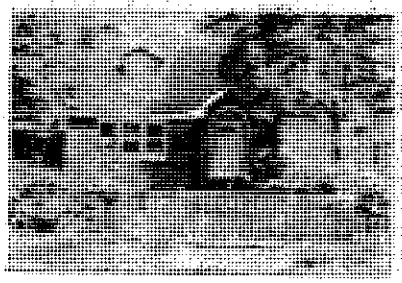




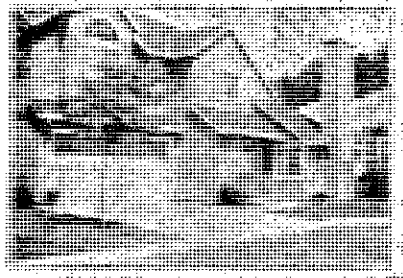
Integration of second story into roof form creates a one story appearance

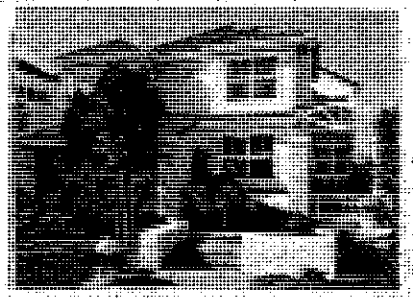






Recommended historic influences from California bungalows include: steep shingled roofs, second story off-sets, front porch and stoops, painted clapboard siding, brick chimneys, picket fences and white window mullions





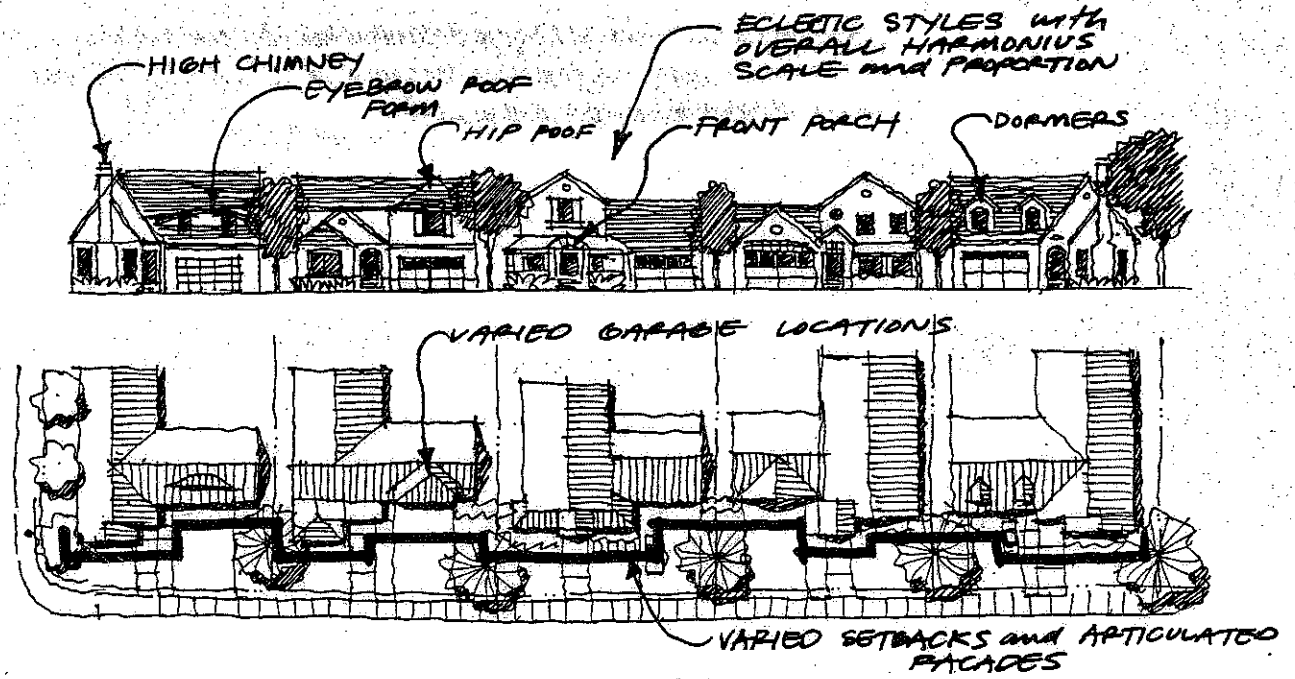
Modern interpretations of historic influences include: inviting porches, recessed second stories, de-emphasized garages, divided pane windows, sculpted building volumes, and pastel colors

- A sensitive mix of architectural styles along the street is encouraged. Diversity should be achieved through manipulation of setbacks, building volumes and materials, rather than changes in paint color or window detailing.
- The automobile should be de-emphasized through the use of detached garages, increased garage setbacks, and manipulation of architectural forms to reduce presence of garage.
- Transit system access and facilities should be an integral part of project design in order to attract maximum ridership.

Groupings of Styles

Unlike the monotony of the tyical modern subdivision, the charming neighborhoods of the 1920's and 30's are typified by a diverse mixture of architectural styles. These neighborhoods have evolved over time and the homes are a reflection of the individual homeowner's preferences and the design aesthetics of the period. To provide this personal neighborhood charm for the new Hamilton community, utilize a diversity of architectural styles within a single neighborhood.

- Utilize a combination of the three preferred architectural styles (Spanish Colonial Revival, California Craftsman, and California Bungalow) to create diversity within a neighborhood. Spanish Colonial should be the predominant theme.
- Create small (approximately 3-4 unit) groupings of similar styled homes to avoid a jumbled appearance along streetscape. Common threads among eclectic architectural styles can include steeply pitched roofs, de-emphasized garages, front porches and stoops, or divided pane windows. Common streetscape elements, including trees, sidewalks, and lighting stan-



An eclectic grouping of buildings creates and interesting streetscape

dards, can further unify neighborhood appearance.

- Within the diversity of architectural styles, homes along a street should be of a consistent scale and proportion to provide a harmonious streetscape character.
- Each architectural style should be fully developed for each particular home type, including massing and roof form appropriate to the style. The diversity of character should not rely solely upon subtle changes in color, materials, or detailing.

Sculptural Massing and Volumes

Building forms should be sculpted to reflect interior uses, to create a positive relationship to adjacent homes and the streetscape, to provide visual emphasis, and to reflect the architectural style. Opportunities to maximize architectural volumes include:

- Offsetting the second story back from the first level.
- Creating recessed alcoves or overhangs which cast shadows.
- Sculpting chimney forms.
- Utilizing dormers, bay windows, and other architectural protrusions.

Articulated Roof Forms

The roof is one of the most visually dominant components of residential architecture.

- Roofs should have a strong visual presence. Roof form should be articulated to avoid the monotony of a single plane and ridge. For example, vary eave heights, create off-sets, dormers and breaks in the roof plane; vary roof materials from one house to the next, in a compatible manner.
- Roof materials should be appropriate to architectural vintage. Detailing of gutters and overhangs should be consistent with the architectural detailing and scale of roof elements.

Details and Materials

Detailing and materials of contemporary residences should reflect the characteristics of the historic styles as appropriate, so as to maintain visual consistency and character. The following attributes apply:

California Craftsmen

This typology is characterized by low pitched gable roofs (often hipped) with wide unenclosed eave overhangs.

- Roof rafters should be typically exposed with decorative or false beams (or braces) under gables and porches. The roof form should be typically supported by short and square columns that may extend to the ground level.
- Exterior cladding should be wood clapboard or wood shingles.
- Primary entries should be typically through a prominent full or partial

porch supported by square columns.

- Dormers may be gabled with exposed rafter ends and braces similar to the main roof wall junction.

Spanish Colonial Revival

Dwelling units of this type should be characterized by low pitched roofs, with little or no eave overhang and red tile roof covering. There should be typically one or more prominent arches above a principle door or window or beneath a porch roof.

- Exterior walls should be stucco, and faces asymmetrical. The use of minimized and protected openings will result in the interplay of large homogenous forms typical to this style.
- Roof tiles may be Mission tiles (half cylinders) or Spanish tiles (S Curved). Entrances (particularly primary ones), should be emphasized by carved stonework, patterned tiles or pilasters.
- Doors leading to exterior gardens, patios and balconies should be paired.
- Decorative grills of iron or wood should be used as should balustrades on cantilevered balconies.
- Details typical to this style also include: tile-roof chimney tops, brick or tile vents, fountains, arcaded walkways (usually leading to gardens) and round or square tower forms.

California Bungalow

Similar in style to California Craftsmen, the Bungalow is typified by:

- Porched and arched entries
- Mission Style facade detailing
- Exterior cladding, typically stucco
- Recessed window and door treatments
- Prominent sculpted chimneys, typically of masonry or stucco
- Detached garages

Emphasis on Entrances

The emphasis should be placed on creating a friendly streetscape. A welcoming entry should be a dominant feature of the front elevation of each home.

- Roof forms and building footprint should highlight the entry. Steps can also act as welcoming elements.
- Special features such as columns, porches, and roof overhangs should be used to create a protected forecourt to the entry.
- Detailing of front doors should reflect the quality of the home.

Appropriately Scaled Windows

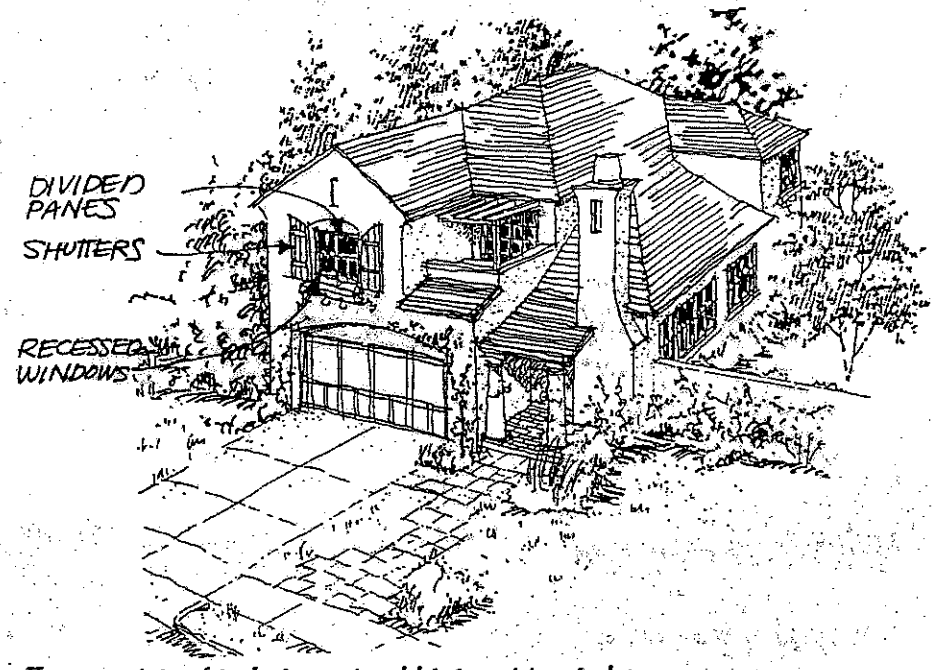
Window patterns, proportion and detailing are a major component of residential architectural style

- Utilize authentic window forms i.e. deeply recessed and arched windows for Spanish style; avoid shutters which are significantly smaller than win-

Wood materials can also be appropriate at Hamilton

dows.

- Use special window treatments such as divided pane windows, window boxes, deep sills and shutters, to highlight windows.
- Do not place windows in locations that overlook private yards of adjacent homes.
- Recess windows into the wall plane and align windows when possible. Low grade, unpainted aluminum, or large expanses of undivided window panes should not be used.



Use a variety of techniques to add interest to windows

GARAGES DE-EMPHASIZED

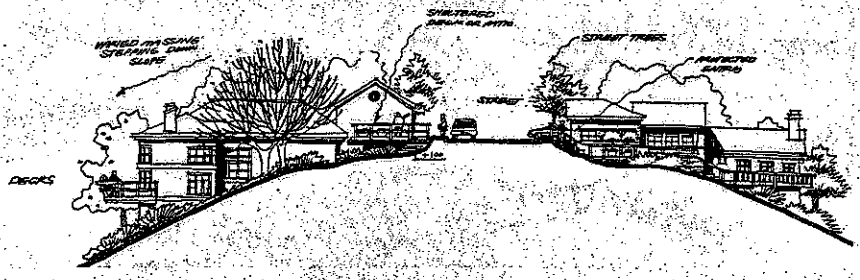
The home and the yards should be the primary emphasis of the view of a house as seen from the street, rather than the garage. Design techniques to reduce the emphasis on the garage should include:

- Setting back garage doors farther than the front of the home.
- Locating detached garages at the rear of the property
- Using side entries to garages for parcels on corners
- The garage door should be consistently detailed with the architecture of the house. The design treatment of the door should strive to reduce the overall visual mass of the garage.
- Architectural forms should de-emphasize the garage by highlighting other parts of the home.
- Provide attractive, well-integrated transit facilities to reduce reliance on automobile.

WAF Hill Housing

In the WAF Hill setting, it is especially critical to design the building form, mass, profile, materials, textures, and colors to blend visually with the surrounding oak woodland environment.

- Incorporate a variety of bays, recesses, overhangs and sethacks into the downhill elevation of structures to create visual interest.
- Encourage split level units that step with the finished topography. Simply massed multi-storied units should not be used.
- Detached garages should be used as a means of accommodating grade changes.
- Do not create conditions that require extensive building skirts.



Hillside homes step with slope

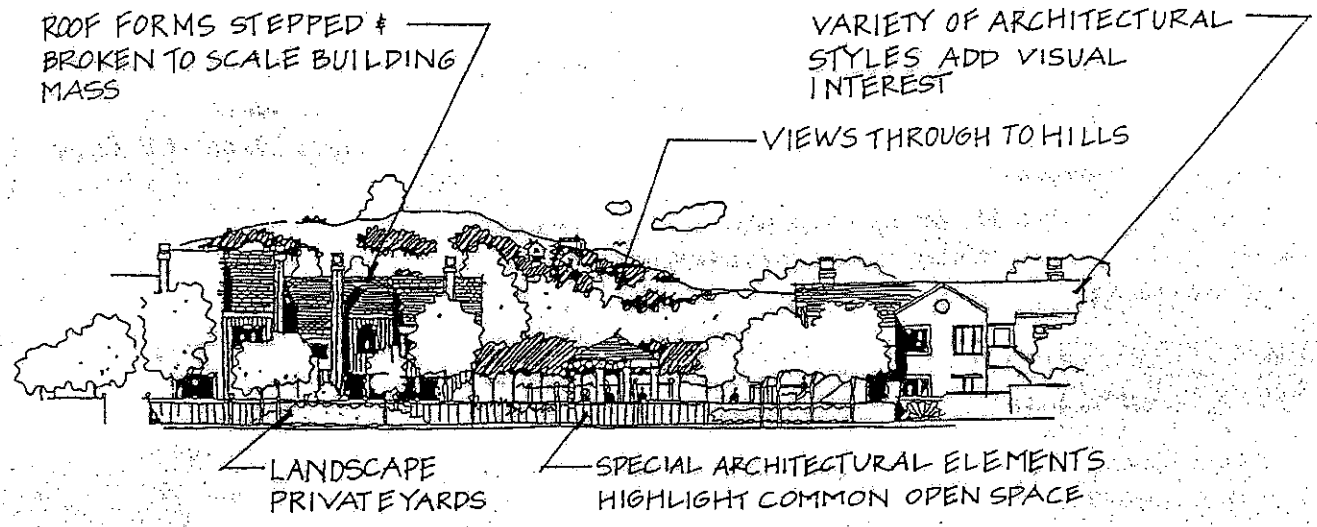
Attached Housing

In the attached setting, it is especially important to create buildings that make it easier to be a good neighbor. Also of particular concern is creating varied building elevations, that contribute to personal identity and make it easier to find one's way.

- Architectural volumes should be sculpted by offsetting vertical and horizontal planes, as well as roof lines to reduce the overall scale of attached buildings. Minimize the mass of buildings adjacent pedestrian areas such as recreation centers or unit entries.
- Utilize window patterns, materials, and architectural details that emulate the scale of a single family home.
- Develop a building form which fosters opportunities for positive interaction with neighbors, for example, a common recreation area or community mail box. Avoid forced interaction. Typically, no more than two units should share an entry foyer or porch; however, an exception might be senior group housing. Design individual unit entries to be covered and

Provide architectural variety and opportunities for individual expression

Avoid repetitive, impersonal facades



Sensitive multifamily design

identifiable as elements of the building mass.

- Design grouped building structures with massing that tapers down at the edges.
- Design facades to emphasize the individual homes within the overall building complex by offsetting and staggering separate units, thereby creating interesting building forms. The following architectural features should be included to create visual interest: covered entry porches, gables and dormers, and overhanging eaves.
- Avoid flat facades on front, back, or sides of any residential building. Design buildings to include the articulation of long lengths of wall with windows, wall projections and recesses, overhangs, chimneys, or balconies. Provide a well integrated continuity of materials, colors and detailing for all facades.
- Emphasize the personal, residential nature of the building. For example, the architectural scale and detailing should resemble detached housing.
- Design buildings to have a "finished" appearance. Integrate exposed elements such as exterior stairs and utility cabinets into the building's facade instead of making them appear to be "tacked on."

RESIDENTIAL DEVELOPMENT STANDARDS

The City of Novato Zoning Code includes certain property development standards. Several of these standards have been reproduced below in summary, for reference. Refer to these Zoning Regulations for complete standards, which remain valid as described in the Development Agreement.

The following standards are intended for use in conjunction with the design guidelines as a framework for the preparation and review of development plans. They are not intended to inhibit creative design within the spirit of the Hamilton Master Plan.

The use of innovative lot layout patterns (car courts, zero lot line, Z lots, etc...) which demonstrate design excellence are strongly encouraged. Variations from stan-

dards may be utilized under the Hamilton Planned Community Zoning to create better neighborhoods.

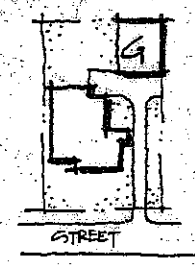
Lot groupings can improve the street character by reducing the impact of the car and garage

Lot Area Standards

Generally, lot areas in residential districts should comply with the area calculated from the parcel acreage and allowed number of units. In addition, the Conditions of Approval require that 95% of lots be within the following range:

	Minimum Lot Area (in net sq. feet)
Single Family Detached Homes, 8 units per acre	4,000
Single Family Detached Homes, 9 units per acre	3,500

Hillside homes, townhouses, condominiums and BOQ units shall have no particular lot area requirement.



Cottage lot with detached garage

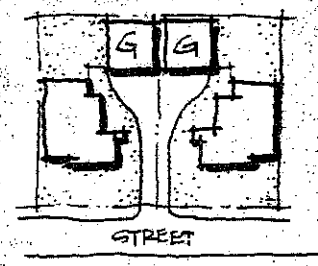
Lot Coverage

Maximum single family detached residential lot coverage for all structures shall be 50% of lot area. Townhouses, condominiums and BOQ units shall have no particular lot coverage limitation.

Lot Width Standards

Lot width is measured as an average for the whole lot to account for pie shaped lots in cul-de-sacs and other situations. Average lot width in residential districts should decrease as density increases. Therefore, minimum lot width should generally be as follows:

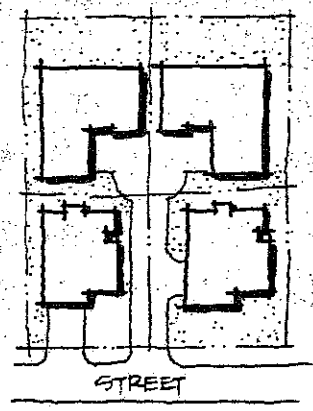
	Average
Hillside Single Family Detached Homes	60 ft.
Single Family Detached Homes, 8 units per acre	40 ft.
Single Family Detached Homes, 9 units per acre	35 ft.



Cottage lots with shared access

Townhouses / condominiums and BOQ units shall have no particular lot width requirement. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Variation example:
Zero lot line homes, patio homes, and car court homes on single family detached parcels may justify smaller lot widths.



Cottage lots in car court - only on driveway on the street

Lot Depth

Average lot depth in detached residential districts should also decrease as density increases. Therefore, minimum lot depth should generally be as follows:

	Minimum
Hillside Single Family Detached Homes	100 ft.
Single Family Detached Homes, 8 units per acre	80 ft.
Single Family Detached Homes, 9 units per acre	75 ft.

Townhouses / condominiums and BOQ rental units shall have no particular lot depth requirements. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Variation example:

Development of a wide/shallow lot type and building may justify lot depths less than those indicated above.

Maximum Building Height

Single family detached dwellings shall not exceed two stories in height. Other structures including single family attached and detached units (duets, patio homes, etc...,) condominiums, and townhomes, shall not exceed 35 feet in height. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Exceptions:

Landmark elements, one per neighborhood, will be allowed.

Yard Standards

Generally, the precise development plan should provide building yards in residential districts to comply with the following standards. Townhouses, condominiums and BOQ units shall have no particular yard requirements. Porches, fireplaces, or stairs may protrude into the required setbacks.

Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Yard Variation example 1:

Lots with detached garages served from an alley might locate the garage near the rear property line. The front setback might be reduced in order to allow adequate pull-in space for autos entering the garage.

Yard Variation example 2:

Hillside designs might decrease the front yard setback for the house, or might decrease the rear yard setback for a garage, in order to reduce the grading on the site.

Yard Variation example 3:

Car-court type homes might combine the garages and units in inventive ways to create an internal off street paved court. Front yard and garage setbacks from this court might vary from the standards below, while still creating a quality development.

Front Yard Setback

	Building	*Garage*
Hillside Single Family Detached Homes	20 feet	25 feet
Single Family Detached Homes, 8 units per acre	18 feet	20 feet
Single Family Detached Homes, 9 units per acre	18 feet	20 feet

- Front yard setback is measured from back of sidewalk. Where no sidewalk is present, setback is measured from back of curb.
- Setbacks to side loading garages may be reduced by 5 feet.
- On a corner lot, the principal front yard shall have a setback of at least the

minimum indicated and the other setback shall be at least that amount minus five feet.

Side Yard Setbacks

	Aggregate	*One Side Minimum*
Hillside Single Family Detached Homes	15 feet	5 feet
Single Family Detached Homes, 8 units per acre	10 feet	0 feet
Single Family Detached Homes, 9 units per acre	10 feet	0 feet

- Side yard setback is measured from property line.

Rear Yard Setback

	Minimum
Hillside Single Family Detached Homes	20 feet
Single Family Detached Homes, 8 units per acre	10 feet
Single Family Detached Homes, 9 units per acre	10 feet

- Rear yard setback is measured from property line.

Off-Street Parking

The City of Novato Zoning Code includes certain minimum parking requirements. Many of these standards have been reproduced below in summary for reference. Please refer to the City Zoning Regulations for complete restrictions, which remain valid.

Land Use Development Type	*Minimum Parking Spaces Required*
Detached Single family and duplex units	2 per unit
Attached Studio Unit	1.2 per unit
Attached One Bedroom Unit	1.5 per unit
Attached Two Bedroom Unit	2.0 per unit
Attached Three Bedroom Unit and more	2.2 per unit
Guest Parking in attached areas	1 per each three units
Senior Housing	50% of parking required above

Landscaping

- Plant one tree per lot, minimum, in traditional single family detached housing areas, to be located on the lot itself.
- Residential front yards shall be planted within one (1) year of home occupancy.

COMPACT RESIDENTIAL NEIGHBORHOODS

Residential land uses will have a great impact on the character and quality of the Hamilton community. The Hamilton Master Plan envisions the creation of a series of distinct, pedestrian-oriented, public transit-oriented neighborhoods, developed with a sensitivity to the surrounding topography, open space, adjacent development, TSM plans and historic character of the former military base. The guidelines described on the following pages are intended to achieve this goal.

SUMMARY CRITERIA FOR A COMPACT, FRIENDLY NEIGHBORHOOD

Well Defined Entries and Edges

Personal Scale Streetscape

- *narrow street width*
- *canopy of street trees*
- *minimize driveway*
- *provide safe, pleasant pedestrian environment*
- *provide convenient, attractive public transit facilities*

The Compact Lot

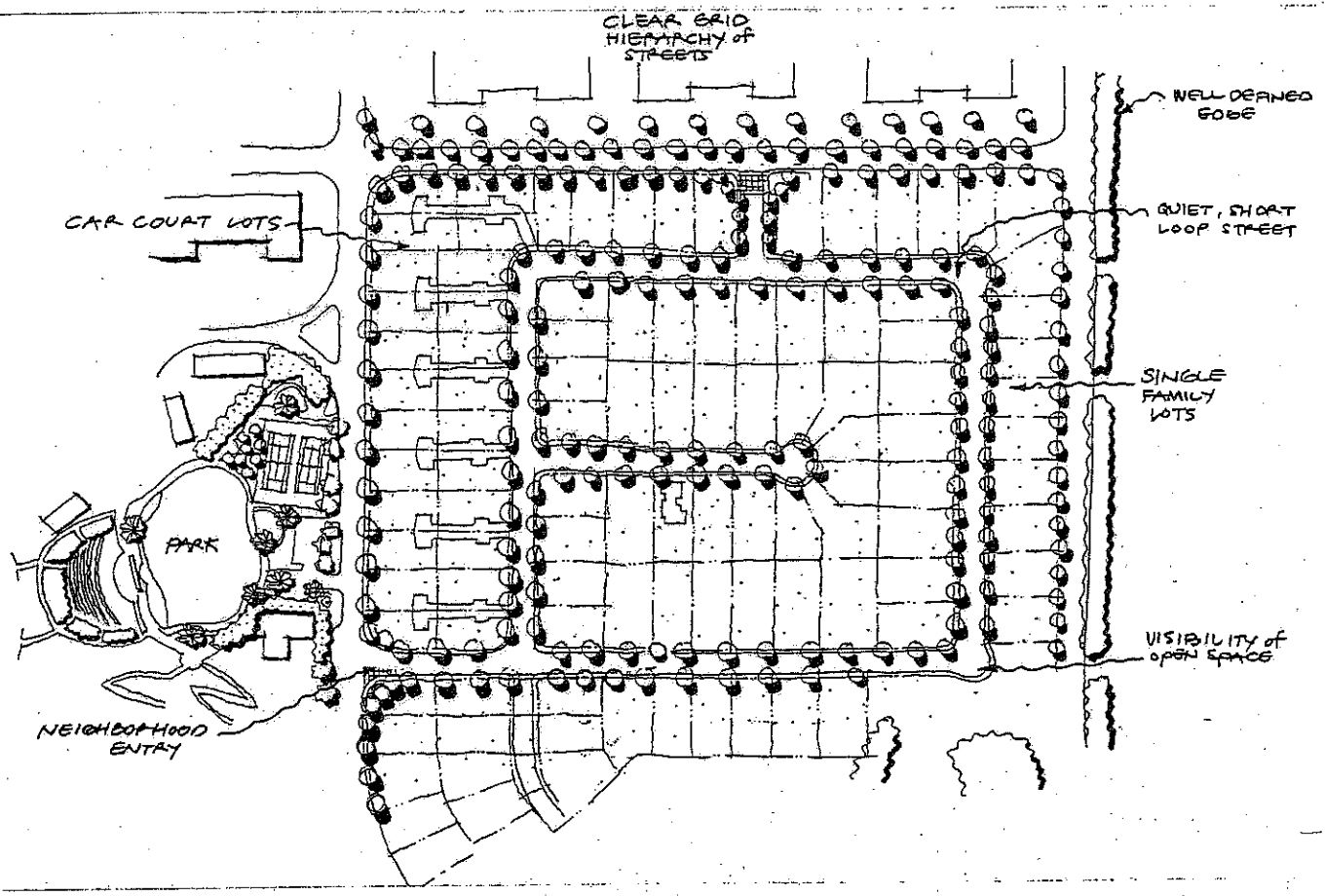
- *lot types in varied groupings to create diversity, not chaos*
- *front yard setbacks reduced*
- *reduced visibility of parking*
- *individual private space with clear territorial edges*
- *usable space (backyard/front yard)*

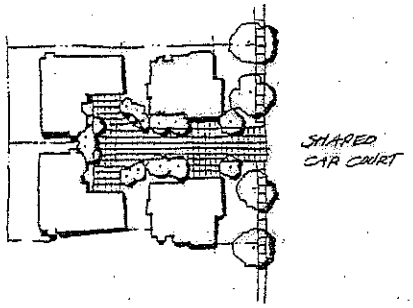
Architectural Character

Utilize a mixture of historic architectural styles, including Traditional Craftsman, California Bungalow, and a preponderance of Spanish Colonial Revival. Specific design elements to be encouraged include:

- *minimal setbacks to enclose street with buildings*
- *porches and front stoops provide opportunities for interaction with neighbors*
- *de-emphasize garages*
- *historic detail, metals, forms, and colors*
- *mixed groupings of a variety of unit types and related styles*

Components of a Compact, Friendly Neighborhood





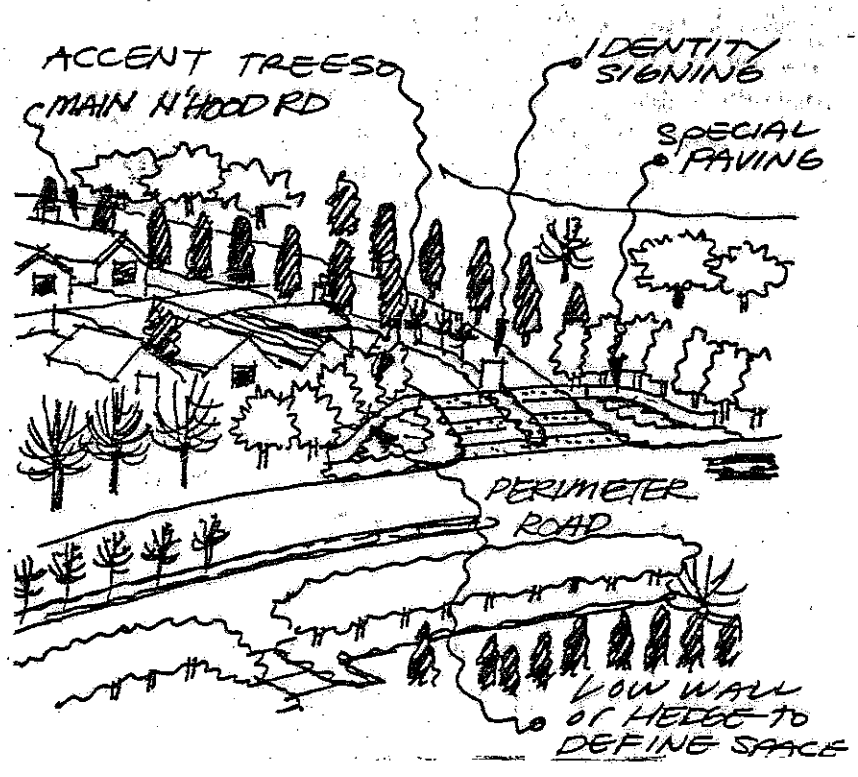
Car Court enlargement

- *Use short streets, cul-de-sac corners, and loop roads to create an intimate neighborhood scale*
- *Limit the number of homes on a street to reduce auto traffic; create a quieter, friendly street*
- *Provide views of parks, open space, and community features form the street*
- *Integrate transit stop into design of neighborhood*

Neighborhood Entries

As the first points of impression, neighborhood entries can help to establish a clear sense of identity and sense of "home" for residents and visitors. Each should be made up of well-composed blend of signage, lighting, architectural elements, and landscaping located at the juncture of the perimeter road and the main neighborhood road.

- Provide at least one specially landscaped entry area for each residential neighborhood, particularly emphasizing the intersection with the most used entry street.
- Direct views from the project entry towards neighborhood amenities such as a recreation center, park, or open space, to create opportunities for visual/social interaction as people enter and leave the neighborhood. Entry roads should not terminate with axial views directly towards garages.
- Define an "outdoor room" for each entry with elements such as special paving, art work, specimen stones, low decorative walls, trees, or colorful bedding plants.
- Design the entries to harmonize with the adjacent streetscape and architectural treatment. Understated monumentation should be used rather than a profusion of large signs to identify neighborhoods.



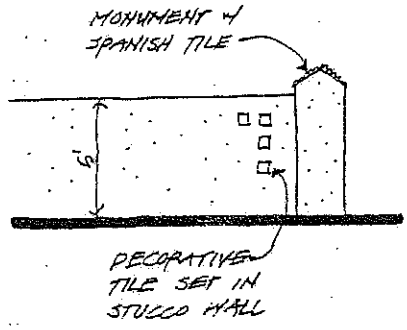
Highlight neighborhood entries with special landscaping, signing, and lighting

Neighborhood Edges

A well considered relationship to the surroundings should be evident at neighborhood edges.

Sound Walls and Privacy Fences

- The goal for Hamilton is to create an integrated community, not a series of walled neighborhoods. To this end, where possible, homes should face or side onto the community road system.
- The top of sound walls should not exceed the minimum elevation required to achieve acoustic goals, with a maximum height of 5 feet.
- Long undifferentiated stretches of walls or fences should be avoided. A combination of materials, textures, jogs, berms and landscaping should be provided to breakup the continuous plane where long stretches are unavoidable.
- Avoid rear yard wood fences alaong community roads. Utilize simple white stucco walls with detailing or accents consistent with the Hamilton archtiectural heritage.
- Earth berms with planting should be used to reduce wall height where feasible.
- When located at the roadway right-of-way, perimeter fencing should jog around utility boxes or other infrastructure elements located in the public use easement.



Stucco Wall Example

Open Space Interface

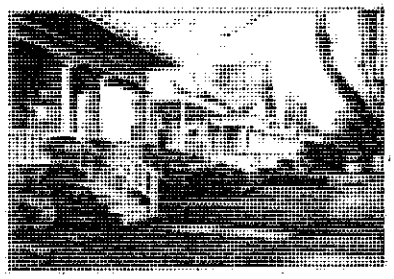
Open space edges should be designed to reduce fire hazards, and allow recreational access to open space.

- Establish a 30 foot wide irrigated fuel break band in the transition zones between residential neighborhoods and open space. Within this fuel break, plant fire retardant and low fuel plant materials, and irrigate periodically during the dry season. Clear out annual grasses, dead leaves, and dead wood annually.
- Use plant materials that visually blend with and enhance the natural open space character. Include plants with wildlife food and habitat value.
- Avoid fencing at visual amenities, such as common open space and parks, to avoid blocking attractive views.
- Fencing between private yards and open space may be solid or open; owners may also opt to forego fencing altogether, depending on personal preference and privacy needs. In all cases, the fencing should be designed to contain pets and children in the yard, keep deer out, visually blend with the open space character, and allow views into open space areas.

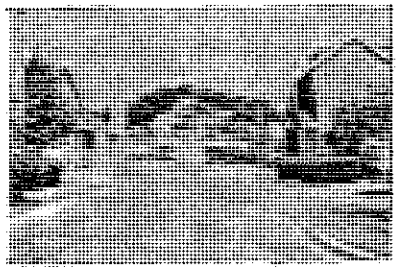
Personal Scale Streetscape

Neighborhood streets provide internal neighborhood circulation, and efficient, safe vehicular corridors. They can creatively contribute to the character for each neighborhood. Historically, streets at Hamilton have been tree-shaded, pedestrian-friendly places.

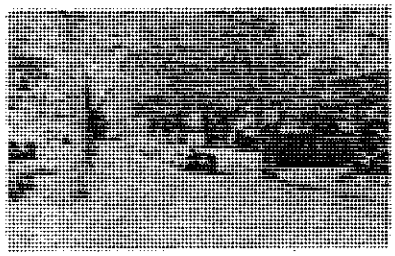
- Design transit stops to be architecturally integrated with neighborhood. Locate transit stop in a safe, attractive setting. Provide amenities such as



Front porches create an inviting street image



Shallow setbacks reduce visual width of street



The planting area between the curb and sidewalk provides an area for street trees

special planting, benches, shelter and signage which encourage use of transit.

- A perceivable hierarchy of streets should be designed, that logically steps down in size from collectors to cul-de-sacs. Street widths should reinforce the neighborhood roadway hierarchy, with important streets being wider and minor streets being narrower.
- Narrow, shaded, pedestrian-friendly streets should be developed. A number of variations in street, parking, and sidewalk configurations should be used to achieve this end, including:
  - Locating parking and sidewalk on one side of the street only.
  - Clustering guest parking in designated parking areas to reduce need for on-street parking, thus allowing narrower streets.
- The neighborhood street system should allow safe and efficient pedestrian, bicycle and vehicular movement through the residential areas, while discouraging vehicular through-traffic.
- The visual and spatial experiences for drivers and pedestrians should be addressed when laying out roads. Views and vistas to features such as heritage trees, open space and parks should be provided.

Sidewalks

- Sidewalks should be pulled away from the curb to allow street trees and landscaping to scale the street more effectively.
- Provide 4 foot wide sidewalks, minimum, on neighborhood streets.

Curb & Gutter Section

- Use of alternatives to standard curb and gutter street edge, such as rolled or angled curbs, is encouraged.

On-Street Parking

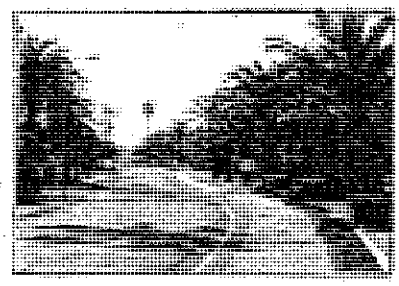
On-street parking is appropriate on local residential streets, however, providing parking on-street often conflicts with the goal for narrower streets. As such, designers should find inventive ways to address parking. Several methods include:

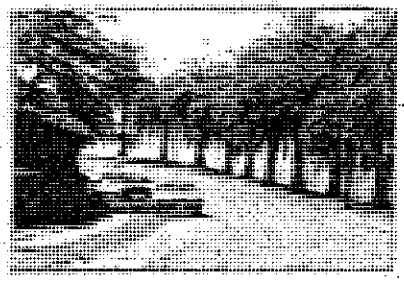
- Locating parking on one side of the street only.
- Clustering guest parking
- Creating planting pop-outs at regular intervals to allow street trees to be planted closer to the roadway.
- Integrate appropriate transit stops as indicated in TSM program.

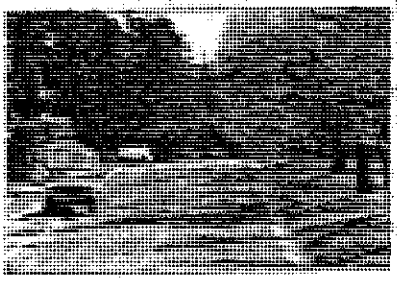
Street Trees and Landscaping

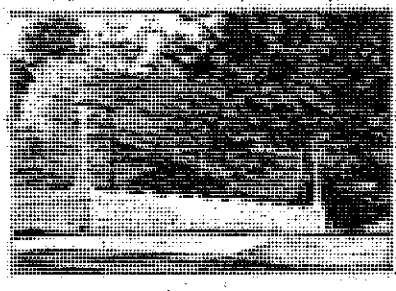
Street trees and landscaping are a large component of the visual image of a neighborhood.

- Street trees should be located to clarify the overall streetscape hierarchy of a neighborhood, with larger trees selected for larger, more important streets.
- All streets should be planted with trees to provide shade and to soften the visual impact of the street. Use a single street tree species along an individual street for continuity.
- Planting strips between the curb and sidewalk should be a minimum of 4 feet wide to allow sufficient room for ultimate tree growth.



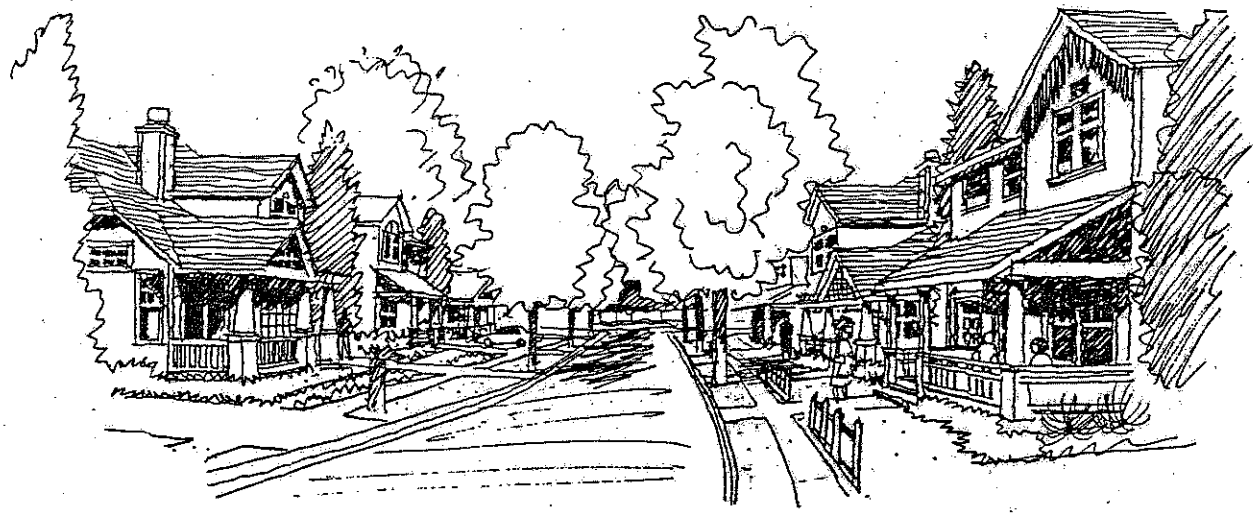






Design influences of historic streets of Hamilton include formal lines of palm trees, clusters of large shade trees, rock retaining walls, sculptured bridge and main gate elements, and historic pedestrian-scale light standards.

Components of a Friendly Street



The Sidewalk
- *planted parkway adjacent the curb to buffer from street*
- *pedestrians close to front doors*

The Street
- *as narrow as possible*
- *strong tree canopy*
- *safe to cross or play*
- *slow traffic speeds*

Front Yard
- *visible from the street*
- *clear territorial edge (defines with picket fence, trellis, hedge, flower beds)*
- *usable space, not only for show*

Landscape Parkway
- *gets planting close to the street*
- *gives sense of enclosure*

Building Edge
- *front porch or stoop*
- *highlight the front door*
- *de-emphasize the garage*

Driveways
- *minimize width*

Home Siting and Outdoor Use Space

At Hamilton several types of homes are expected, including traditional single family homes, cluster homes and townhouses, senior housing, and rehabilitated apartments. Regardless of the lot size or neighborhood density, the homes and their accompanying yards must be designed to contribute to the overall quality of life for residents.

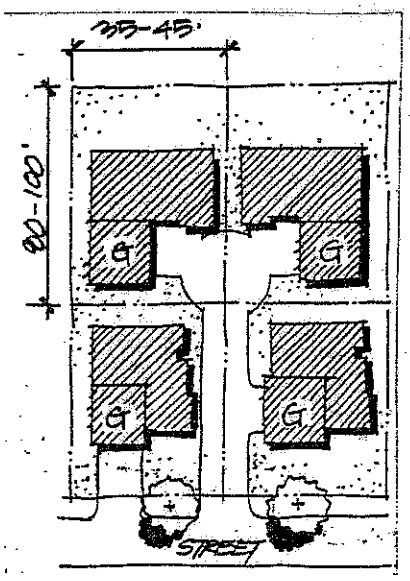
Traditional Housing

For the purposes of these guidelines, "traditional housing" refers to the arrangement of a detached single family home on a single lot.

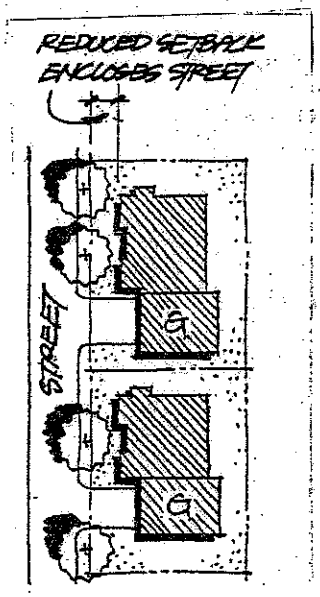
Lot Configuration and Home Siting

- The goal for Hamilton is to create an integrated community, not a series of walled neighborhoods. To this end, where possible, homes should face or side onto the community road system.
- Vary front and side yard setbacks. Adjust building orientation to street to avoid monotonous streetscape. Setbacks of both front and side yards should be considered in relationship to the scale of individual homes, for example, larger homes may require deeper setbacks.
- Lot sizes and configurations should be varied to create visual interest or respond to site conditions.
- Orient homes and lots to maximize exposure to open space, parks and distant views. Create usable, sunny patio spaces. Patio areas should not face directly onto streets or other objectionable on or off-site areas. Provide screening between individual patios.
- Provide adequate usable rear and side yard areas to allow ease of maintenance and to accommodate outdoor uses of residents.

A variety of inventive lot shapes and layouts are possible



Cottage Lots arranged around a car court



Cottage lots with recessed garage

- Provide adequate setbacks between units to protect privacy and to allow landscaping appropriate with scale of homes. Setbacks should be varied to respond to side conditions, architectural mass, and character of neighborhood.
- When minimum side yard setbacks are utilized, the glazing and windows on side facades should also be minimized or mutually arranged for privacy.

Individual Private Space

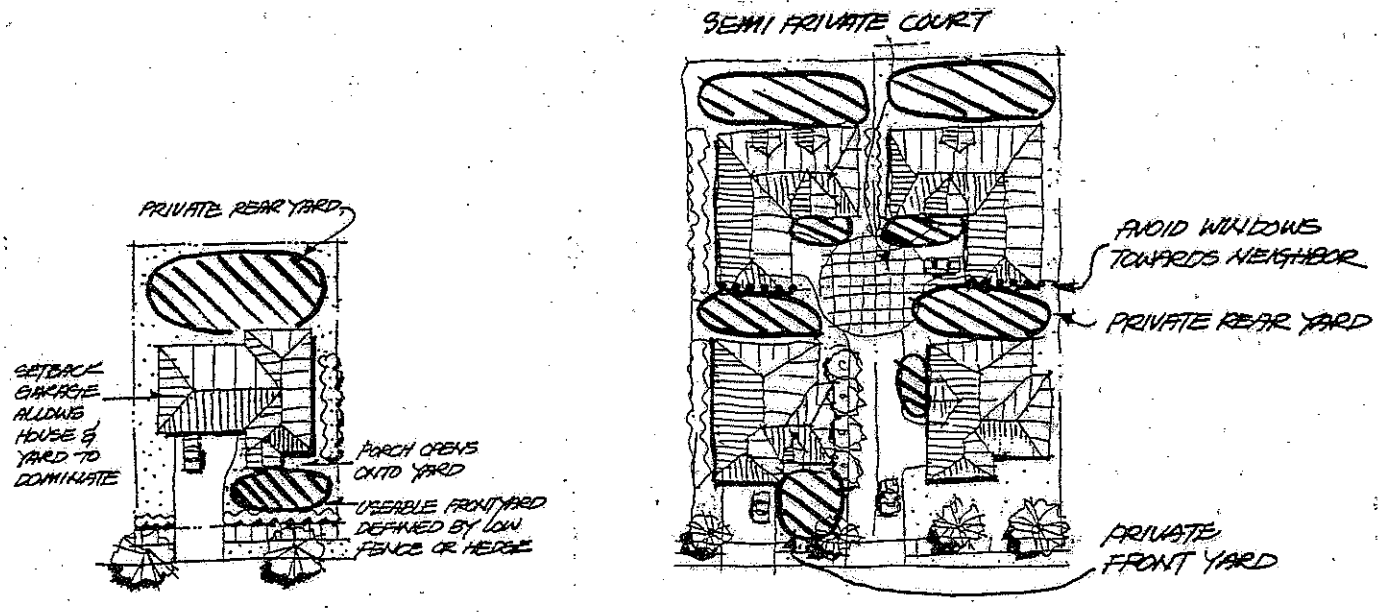
Another important component of traditional housing is personal, private yard space. On compact lots, this space is smaller than the typical single family home, so it must be of high quality to provide for enjoyment for the residents. Individual private spaces should be created by integrating the following design elements:

- Front yards semi-enclosed with low fencing or shrubs, to define a clear "territory."
- Visual privacy from neighbors. Views from yards should not impinge upon neighboring interior private uses, nor should the interior uses directly look upon private yards of a neighbor. Windows should be placed to help create this visual privacy.
- Rear yards enclosed with fencing or planting.

In single family housing neighborhoods, evaluate the potential for reducing individual homeowner maintenance by having the homeowner's association maintain all landscaping in front yards.

Garages and Driveways

- The visual impacts of garage doors should be minimized. Reduced setbacks are permitted for side loading garages.



Individual private space in compact traditional housing

- When utilizing a side loading garage, articulate the primary garage facade facing the street with window openings and shadow relief.
- The setback of doors for 3-car garages should be staggered. Reduce driveway width by narrowing driveways at street.

Accessory Structures

The intent of development standards for accessory structures is to avoid creating a nuisance which may interfere with a neighbor's privacy or outdoor enjoyment, such as noise, dust, or odor.

- Design accessory structures to be architecturally compatible with the main structure.
- Site and design accessory structures to minimize their visibility from adjacent residences and public areas. Avoid creating intrusive views into neighboring homes or outdoor use areas from accessory structures.
- No satellite dishes are allowed in residential neighborhoods.

WAF Hill Homes

WAF Hill was historically the location of multistory barracks complex. In the place of these barracks, a series of new homes have been approved. The development of these new homes should be characterized by a heightened design concern for site grading, architecture, erosion control, fencing, lighting, and tree preservation.

Site Grading

While the existing roads and graded pads should be utilized as much as feasible, WAF Hill development may require additional grading of the site during the development period. This grading should emphasize the protection of the overall natural character of the setting while creating safe, usable areas for development.

- Vary the steepness of man-made slopes to create a softly undulating land form. Gradually round tops and toes of slopes and blend the edges into a smooth, natural appearing transition between new development and the adjacent natural grade.
- Grading for homes should recreate the appearance of natural-looking land forms, emphasizing a contour grading approach rather than wide step terracing. Vary patterns of pad grading to create visual interest.
- Provide lot pads sufficiently sized to accommodate grade differentials between adjacent structures without the use of major retaining walls.
- Design graded slopes to allow for proper revegetation.
- Provide erosion control on all graded slopes using hydroseeding, jute mesh or other soil stabilization techniques.
- The height of visible retaining walls should be no greater than 4 feet. Retaining walls may exceed 4 feet if part of a building or hidden within a building. Planting, material selection, and other design techniques should be used to soften the visual impact of walls. Stepped, planted terraces should be used in areas where higher walls are required.

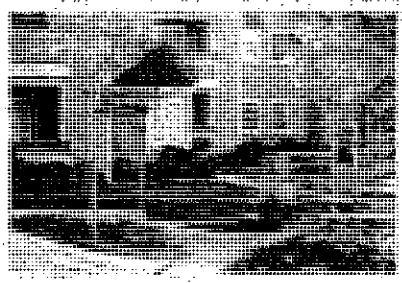
Other Hillside Considerations

- Outdoor lighting should not exceed what is necessary for safety, in order to minimize the nighttime visual impacts of hill area development. Lighting should be of low level intensity with fixtures that blend with the natural environment. Lighting should not spill over into natural open spaces.
- Fencing should be integral with the residential architecture and to blend with the surrounding landscape. Walls and fences should be the minimal height necessary to accomplish functional goals.
- Healthy specimen trees should not be removed in hillside areas. These trees are valuable to the community because they lend a visual coherence and "image," as well as symbolizing the heritage of the area. The condition of diseased or declining specimens should be evaluated on a case by case basis, with removal as the last resort for trees that are judged unable to recover. Dead specimens may be removed.
- All specimen trees removed should be replaced in kind with 15-gallon trees. Replacement trees should be planted, irrigated and maintained to ensure their continuing survival.
- Improvements under the drip lines of existing trees should be minimized. Irrigation water should not encroach within the drip line of specimen trees which have been previously unwatered and are susceptible to water damage, especially native oaks.

Cluster and Attached Housing

In higher-density situations, such as cluster homes, townhouses, senior housing, and rehabilitated apartments, careful consideration should be given to those facilities that are shared by all residents, including common outdoor spaces, parking areas, and attached buildings.

Common Outdoor Use Spaces



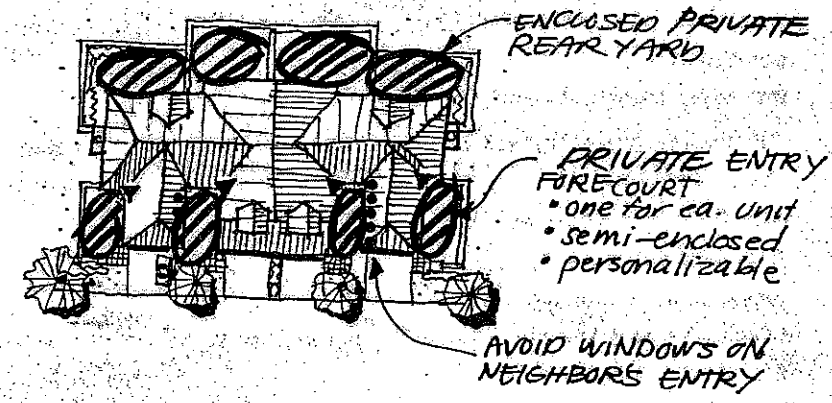
Common outdoor use space

- Common outdoor use spaces should be designed to encourage use and enjoyment by residents. The demand for outdoor use space can be met by providing private patios for each home, developing a central recreation complex, or a combination of both. Spaces should not be filled with unusable expanses of planting.
- Townhouses and condominiums should provide a reasonable amount of landscaped common open space to provide visual relief and recreation space. The type of outdoor use space provided should reflect the profile of the targeted residents.
- Homes and lots should be oriented to maximize exposure to open space, parks and distant views.
- Provide landscaping and automatic irrigation in all common outdoor residential areas.
- Encourage transit use by incorporating convenient, attractive facilities into the design of common areas.

Individual Private Space

The private outdoor spaces and yards associated with attached units are smaller, so they must be of high quality to provide enjoyment for the residents.

- Create a distinct, personalizable entry forecourt for each unit, protected from direct view from neighbor's windows.
- Create a usable, sunny patio space for each unit. Avoid facing patio areas directly onto streets or other objectionable on or off-site areas.
- Provide screening between neighboring entry forecourts and patios.



Individual Private Space in Attached Housing

Internal Streets, Parking Lots, and Carports

Creating a positive streetscape is one of the most important design issues to be accomplished in higher-density residential development. The smaller private spaces must be complemented by high quality public spaces, of which streets are the most important such space.

- Internal streetscapes dominated by a repetitive pattern of facades should be avoided. Use street trees, landscape planting, and vary front and side yard setbacks to reduce the visual impact. Adjust building orientation to street to avoid monotonous streetscape.
- Lot sizes and configurations should be varied to create visual interest or respond to site conditions.
- Provide parking in small parking lots or "streets" adjacent to units; large undifferentiated parking areas should not be created. Landscape parking areas to provide shade and to soften visual impact.
- Car courts should be used to minimize paving and create common areas for building groupings.
- Carports should blend visually with the building character. Carports should be enclosed. The end conditions of carports should receive special elements, such as trellises, to screen views of cars.

ments, such as trellises, to screen views of cars.

Storage and Utility Areas

- Provide adequate outdoor covered and enclosed storage areas for residents' personal use.
- Integrate common utility and trash enclosure areas within the overall building complex at logical and convenient locations, well screened from view.

Senior Housing Considerations

Senior residents have different needs than other residents, due to their lower mobility and greater free time. In development intended primarily for senior occupancy, consider the following guidelines, in addition to other design criteria.

- Senior residents generally spend more time at home that younger, working people. For this reason, provide gardens and shared outdoor site amenities for walking and passive recreation of residents. Provide covered outdoor spaces and frequent shaded seating along walkways. Provide group gathering areas for recreational events.
- Reduce use of stairs, slippery paving materials, and steep walkways in senior developments.
- Senior citizens tend to rely heavily on transit, and need especially short walking distances (including wheelchair access) to reach transit stops. Transit stops particularly intended for the use of seniors should be sheltered from sun, wind and rain, and should include seating. Give careful consideration to senior needs in the development of transit routes.
- Consider overall character and appearance of security measures such as fencing. Use colorful, high quality gates and fences, of materials such as tubular steel or perforated metal.
- Automobile parking requirements may be reduced. (Refer to Development Standards, page 71)
- Detached single family housing for seniors should be given special considerations, including:
  - Designing the building to provide the master bedroom on the ground floor.
  - Pre-planning for building modifications such as handrails and grab bars.
  - Pre-wiring homes for emergency call systems.
  - Integrate into neighborhood design convenient public transportation access and other TSM program requirements.

ARCHITECTURAL GUIDELINES

The architectural character of the new residences at Hamilton should be appropriate to the regional and historic character of the area. The existing architectural heritage of Hamilton consists of California Craftsmen (also called Bungalow) and Mediterranean (or Spanish Eclectic) styles.

On-site familiarity with the historic homes of Hamilton is recommended prior to the development of architectural design concepts. Diversity and innovation is encouraged within the framework of high quality design and construction standards.

SENSITIVITY TO CLIMATIC, HISTORIC, AND VISUAL CONTEXT

Hamilton Field is a unique place. Design of residential homes should build upon this special heritage.

- The historical classic Mediterranean architectural style of smooth stucco finishes, light colors, thick walls, simple clean details, divided pane windows, sculpted forms, and tile roofs is one design palette that is historically and visually responsive to the setting. Homes may also borrow the design vernacular of Marin County's early twentieth century neighborhoods, which are also historically and visually appropriate. Bungalow, craftsman, early Victorian, farm country style are examples of architectural style prevalent in these older neighborhoods. The historic Hamilton homes can also act as inspiration for architectural detailing.
- Architecture should utilize energy saving, appropriate recyclable materials and a utility consumption-minimizing approach. Passive solar designs that use building materials, orientation, and shading devices are encouraged to help conserve energy. Deciduous trees on the south and west sides of a building should be used to minimize summer heat gain and allow winter light.
- Where possible, building materials should be selected for proper insulation and extended life.
- Utility management systems that optimize the use of water, gas, and electricity are also encouraged. Where appropriate, devices such as programmable temperature controls, heat exchangers, and solar design devices for temperature management should be employed. The use of drip irrigation and water conserving plant materials to minimize water consumption is encouraged.

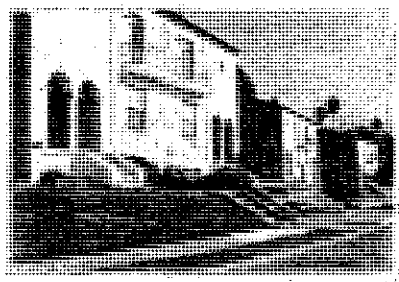
STREETSCAPE CHARACTER

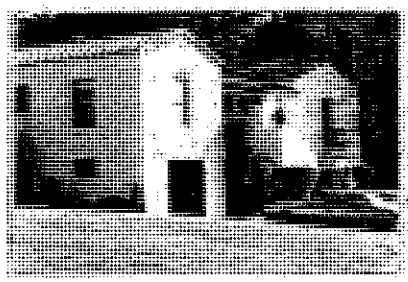
At Hamilton Field, a primary goal is to create a friendly neighborhood atmosphere. The first impression of a neighborhood is formed by the character of the streetscape.

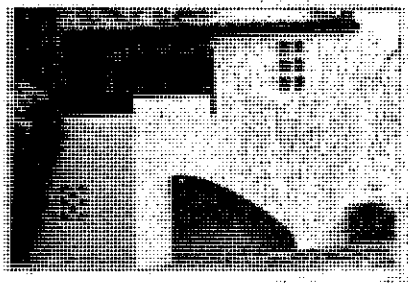
- Create a neighborhood scale streetscape. Minimize setbacks to homes. Entries and living areas should be oriented towards the street. Porches and front stoops can provide opportunities for interaction with neighbors.

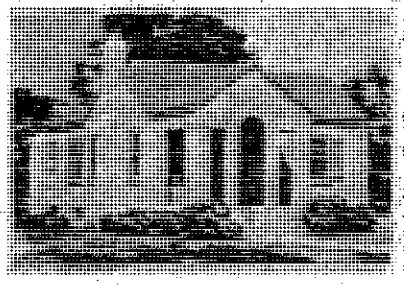
Key Residential Design Criteria:

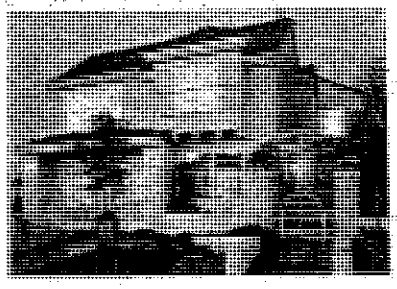
- *sensitive to climatic, historic, and visual context*
- *contributes to streetscape character*
- *eclectic groupings of harmonious styles*
- *sculptural massing and volumes*
- *articulated roof forms*
- *authentically inspired materials, details, colors, finishes*
- *emphasize entrances*
- *appropriately scaled windows*
- *de-emphasizes the garage*



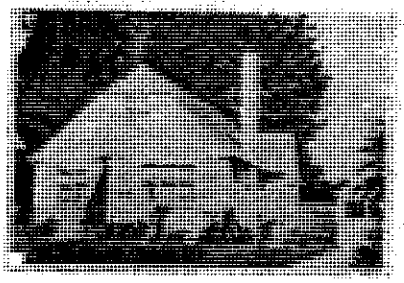


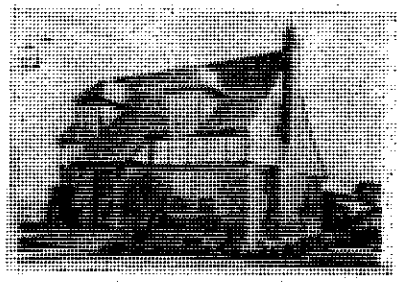




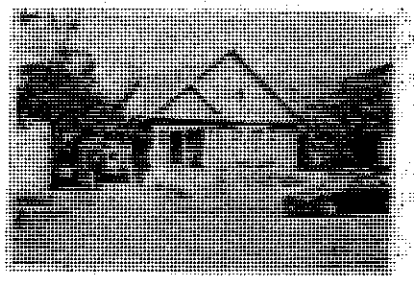


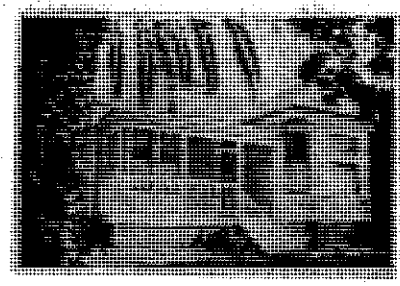
Recommended historic influences for stucco and tile cottages include: light, sculptured stucco volumes, shallow tile roof overhangs, arched arcades, varied window patterns, and special details such as glass block and architectural grills

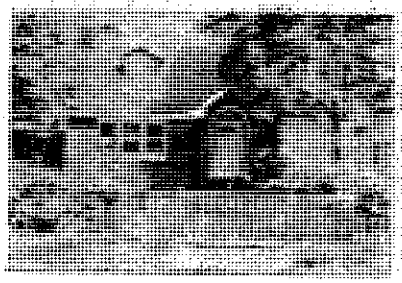




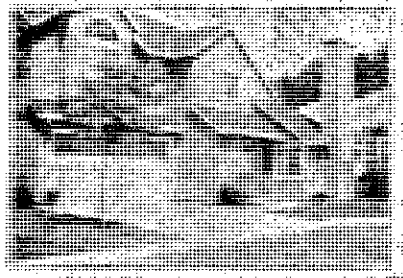
Integration of second story into roof form creates a one story appearance

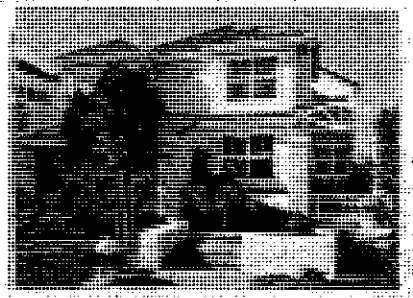






Recommended historic influences from California bungalows include: steep shingled roofs, second story off-sets, front porch and stoops, painted clapboard siding, brick chimneys, picket fences and white window mullions





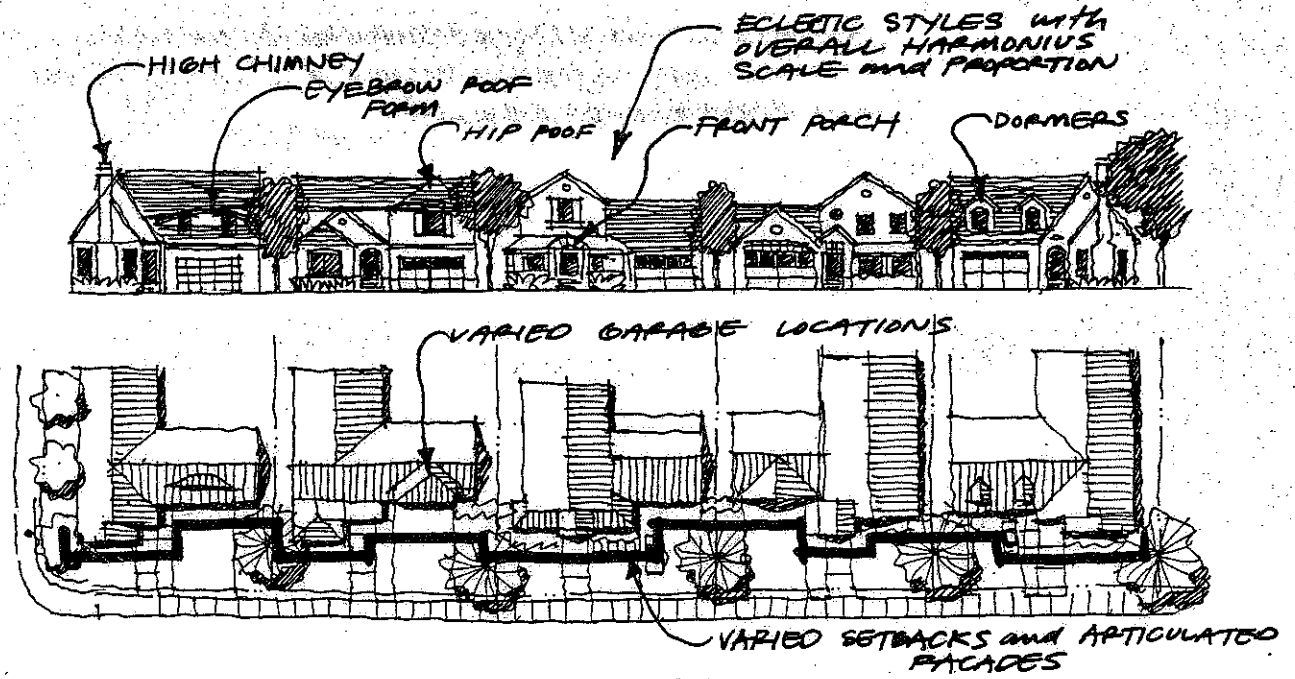
Modern interpretations of historic influences include: inviting porches, recessed second stories, de-emphasized garages, divided pane windows, sculpted building volumes, and pastel colors

- A sensitive mix of architectural styles along the street is encouraged. Diversity should be achieved through manipulation of setbacks, building volumes and materials, rather than changes in paint color or window detailing.
- The automobile should be de-emphasized through the use of detached garages, increased garage setbacks, and manipulation of architectural forms to reduce presence of garage.
- Transit system access and facilities should be an integral part of project design in order to attract maximum ridership.

Groupings of Styles

Unlike the monotony of the tyical modern subdivision, the charming neighborhoods of the 1920's and 30's are typified by a diverse mixture of architectural styles. These neighborhoods have evolved over time and the homes are a reflection of the individual homeowner's preferences and the design aesthetics of the period. To provide this personal neighborhood charm for the new Hamilton community, utilize a diversity of architectural styles within a single neighborhood.

- Utilize a combination of the three preferred architectural styles (Spanish Colonial Revival, California Craftsman, and California Bungalow) to create diversity within a neighborhood. Spanish Colonial should be the predominant theme.
- Create small (approximately 3-4 unit) groupings of similar styled homes to avoid a jumbled appearance along streetscape. Common threads among eclectic architectural styles can include steeply pitched roofs, de-emphasized garages, front porches and stoops, or divided pane windows. Common streetscape elements, including trees, sidewalks, and lighting stan-



An eclectic grouping of buildings creates and interesting streetscape

dards, can further unify neighborhood appearance.

- Within the diversity of architectural styles, homes along a street should be of a consistent scale and proportion to provide a harmonious streetscape character.
- Each architectural style should be fully developed for each particular home type, including massing and roof form appropriate to the style. The diversity of character should not rely solely upon subtle changes in color, materials, or detailing.

Sculptural Massing and Volumes

Building forms should be sculpted to reflect interior uses, to create a positive relationship to adjacent homes and the streetscape, to provide visual emphasis, and to reflect the architectural style. Opportunities to maximize architectural volumes include:

- Offsetting the second story back from the first level.
- Creating recessed alcoves or overhangs which cast shadows.
- Sculpting chimney forms.
- Utilizing dormers, bay windows, and other architectural protrusions.

Articulated Roof Forms

The roof is one of the most visually dominant components of residential architecture.

- Roofs should have a strong visual presence. Roof form should be articulated to avoid the monotony of a single plane and ridge. For example, vary eave heights, create off-sets, dormers and breaks in the roof plane; vary roof materials from one house to the next, in a compatible manner.
- Roof materials should be appropriate to architectural vintage. Detailing of gutters and overhangs should be consistent with the architectural detailing and scale of roof elements.

Details and Materials

Detailing and materials of contemporary residences should reflect the characteristics of the historic styles as appropriate, so as to maintain visual consistency and character. The following attributes apply:

California Craftsmen

This typology is characterized by low pitched gable roofs (often hipped) with wide unenclosed eave overhangs.

- Roof rafters should be typically exposed with decorative or false beams (or braces) under gables and porches. The roof form should be typically supported by short and square columns that may extend to the ground level.
- Exterior cladding should be wood clapboard or wood shingles.
- Primary entries should be typically through a prominent full or partial

porch supported by square columns.

- Dormers may be gabled with exposed rafter ends and braces similar to the main roof wall junction.

Spanish Colonial Revival

Dwelling units of this type should be characterized by low pitched roofs, with little or no eave overhang and red tile roof covering. There should be typically one or more prominent arches above a principle door or window or beneath a porch roof.

- Exterior walls should be stucco, and faces asymmetrical. The use of minimized and protected openings will result in the interplay of large homogenous forms typical to this style.
- Roof tiles may be Mission tiles (half cylinders) or Spanish tiles (S Curved). Entrances (particularly primary ones), should be emphasized by carved stonework, patterned tiles or pilasters.
- Doors leading to exterior gardens, patios and balconies should be paired.
- Decorative grills of iron or wood should be used as should balustrades on cantilevered balconies.
- Details typical to this style also include: tile-roof chimney tops, brick or tile vents, fountains, arcaded walkways (usually leading to gardens) and round or square tower forms.

California Bungalow

Similar in style to California Craftsmen, the Bungalow is typified by:

- Porched and arched entries
- Mission Style facade detailing
- Exterior cladding, typically stucco
- Recessed window and door treatments
- Prominent sculpted chimneys, typically of masonry or stucco
- Detached garages

Emphasis on Entrances

The emphasis should be placed on creating a friendly streetscape. A welcoming entry should be a dominant feature of the front elevation of each home.

- Roof forms and building footprint should highlight the entry. Steps can also act as welcoming elements.
- Special features such as columns, porches, and roof overhangs should be used to create a protected forecourt to the entry.
- Detailing of front doors should reflect the quality of the home.

Appropriately Scaled Windows

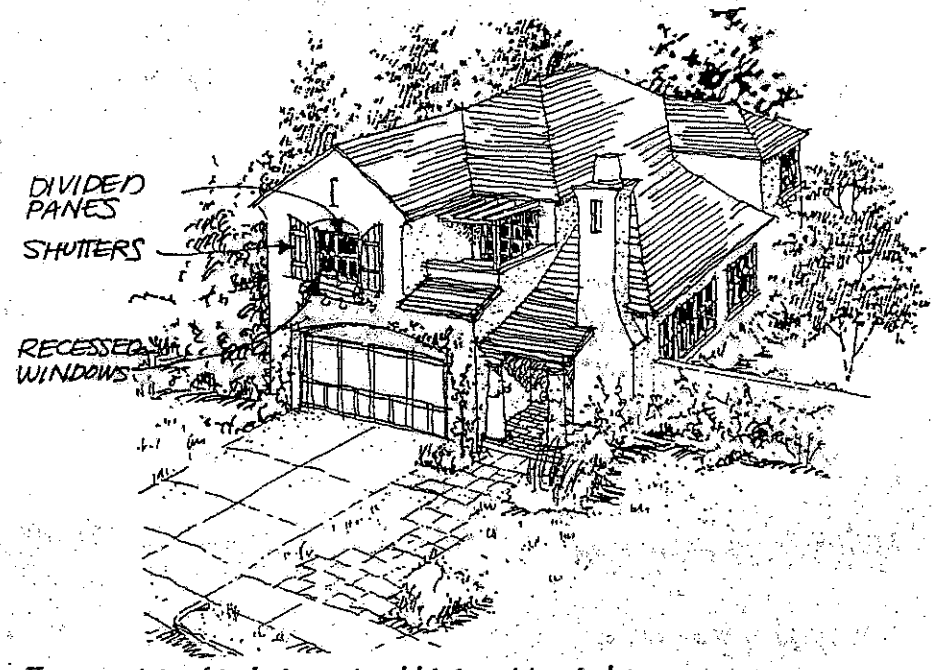
Window patterns, proportion and detailing are a major component of residential architectural style

- Utilize authentic window forms i.e. deeply recessed and arched windows for Spanish style; avoid shutters which are significantly smaller than win-

Wood materials can also be appropriate at Hamilton

dows.

- Use special window treatments such as divided pane windows, window boxes, deep sills and shutters, to highlight windows.
- Do not place windows in locations that overlook private yards of adjacent homes.
- Recess windows into the wall plane and align windows when possible. Low grade, unpainted aluminum, or large expanses of undivided window panes should not be used.



Use a variety of techniques to add interest to windows

GARAGES DE-EMPHASIZED

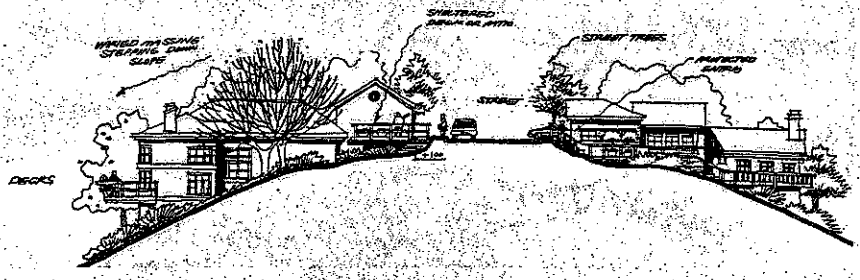
The home and the yards should be the primary emphasis of the view of a house as seen from the street, rather than the garage. Design techniques to reduce the emphasis on the garage should include:

- Setting back garage doors farther than the front of the home.
- Locating detached garages at the rear of the property
- Using side entries to garages for parcels on corners
- The garage door should be consistently detailed with the architecture of the house. The design treatment of the door should strive to reduce the overall visual mass of the garage.
- Architectural forms should de-emphasize the garage by highlighting other parts of the home.
- Provide attractive, well-integrated transit facilities to reduce reliance on automobile.

WAF Hill Housing

In the WAF Hill setting, it is especially critical to design the building form, mass, profile, materials, textures, and colors to blend visually with the surrounding oak woodland environment.

- Incorporate a variety of bays, recesses, overhangs and sethacks into the downhill elevation of structures to create visual interest.
- Encourage split level units that step with the finished topography. Simply massed multi-storied units should not be used.
- Detached garages should be used as a means of accommodating grade changes.
- Do not create conditions that require extensive building skirts.



Hillside homes step with slope

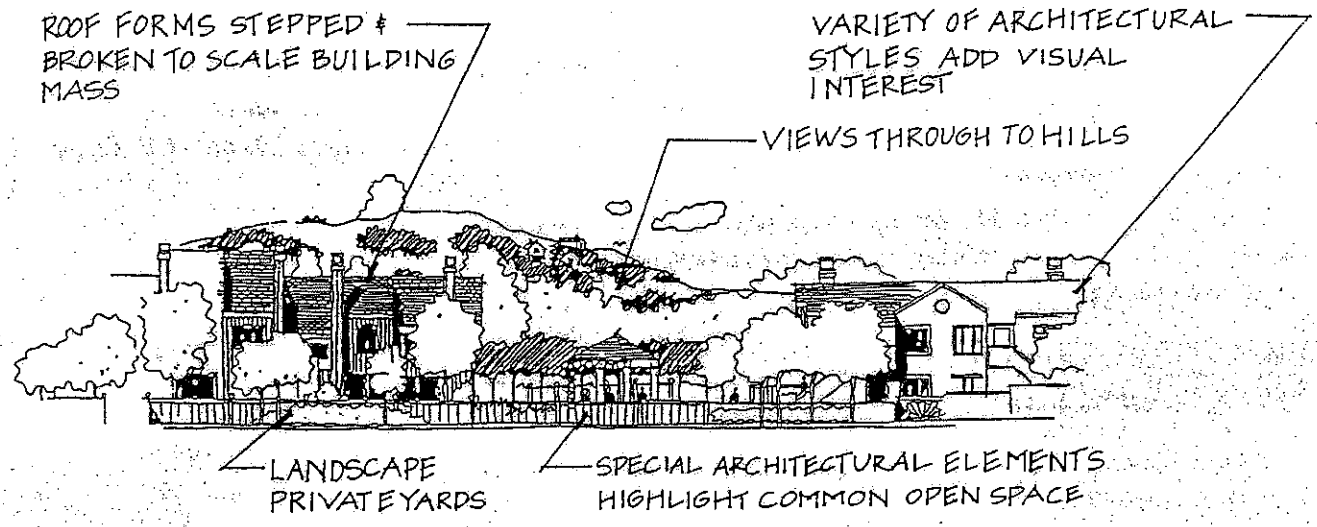
Attached Housing

In the attached setting, it is especially important to create buildings that make it easier to be a good neighbor. Also of particular concern is creating varied building elevations, that contribute to personal identity and make it easier to find one's way.

- Architectural volumes should be sculpted by offsetting vertical and horizontal planes, as well as roof lines to reduce the overall scale of attached buildings. Minimize the mass of buildings adjacent pedestrian areas such as recreation centers or unit entries.
- Utilize window patterns, materials, and architectural details that emulate the scale of a single family home.
- Develop a building form which fosters opportunities for positive interaction with neighbors, for example, a common recreation area or community mail box. Avoid forced interaction. Typically, no more than two units should share an entry foyer or porch; however, an exception might be senior group housing. Design individual unit entries to be covered and

Provide architectural variety and opportunities for individual expression

Avoid repetitive, impersonal facades



Sensitive multifamily design

identifiable as elements of the building mass.

- Design grouped building structures with massing that tapers down at the edges.
- Design facades to emphasize the individual homes within the overall building complex by offsetting and staggering separate units, thereby creating interesting building forms. The following architectural features should be included to create visual interest: covered entry porches, gables and dormers, and overhanging eaves.
- Avoid flat facades on front, back, or sides of any residential building. Design buildings to include the articulation of long lengths of wall with windows, wall projections and recesses, overhangs, chimneys, or balconies. Provide a well integrated continuity of materials, colors and detailing for all facades.
- Emphasize the personal, residential nature of the building. For example, the architectural scale and detailing should resemble detached housing.
- Design buildings to have a "finished" appearance. Integrate exposed elements such as exterior stairs and utility cabinets into the building's facade instead of making them appear to be "tacked on."

RESIDENTIAL DEVELOPMENT STANDARDS

The City of Novato Zoning Code includes certain property development standards. Several of these standards have been reproduced below in summary, for reference. Refer to these Zoning Regulations for complete standards, which remain valid as described in the Development Agreement.

The following standards are intended for use in conjunction with the design guidelines as a framework for the preparation and review of development plans. They are not intended to inhibit creative design within the spirit of the Hamilton Master Plan.

The use of innovative lot layout patterns (car courts, zero lot line, Z lots, etc...) which demonstrate design excellence are strongly encouraged. Variations from stan-

dards may be utilized under the Hamilton Planned Community Zoning to create better neighborhoods.

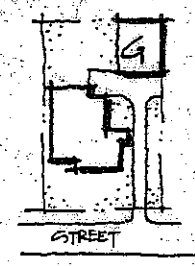
Lot groupings can improve the street character by reducing the impact of the car and garage

Lot Area Standards

Generally, lot areas in residential districts should comply with the area calculated from the parcel acreage and allowed number of units. In addition, the Conditions of Approval require that 95% of lots be within the following range:

	Minimum Lot Area (in net sq. feet)
Single Family Detached Homes, 8 units per acre	4,000
Single Family Detached Homes, 9 units per acre	3,500

Hillside homes, townhouses, condominiums and BOQ units shall have no particular lot area requirement.



Cottage lot with detached garage

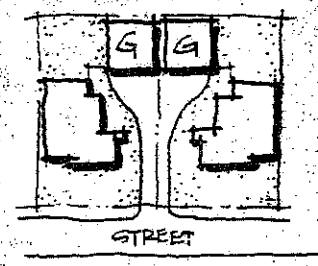
Lot Coverage

Maximum single family detached residential lot coverage for all structures shall be 50% of lot area. Townhouses, condominiums and BOQ units shall have no particular lot coverage limitation.

Lot Width Standards

Lot width is measured as an average for the whole lot to account for pie shaped lots in cul-de-sacs and other situations. Average lot width in residential districts should decrease as density increases. Therefore, minimum lot width should generally be as follows:

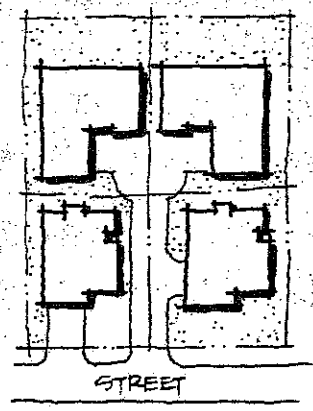
	Average
Hillside Single Family Detached Homes	60 ft.
Single Family Detached Homes, 8 units per acre	40 ft.
Single Family Detached Homes, 9 units per acre	35 ft.



Cottage lots with shared access

Townhouses / condominiums and BOQ units shall have no particular lot width requirement. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Variation example:
Zero lot line homes, patio homes, and car court homes on single family detached parcels may justify smaller lot widths.



Cottage lots in car court - only on driveway on the street

Lot Depth

Average lot depth in detached residential districts should also decrease as density increases. Therefore, minimum lot depth should generally be as follows:

	Minimum
Hillside Single Family Detached Homes	100 ft.
Single Family Detached Homes, 8 units per acre	80 ft.
Single Family Detached Homes, 9 units per acre	75 ft.

Townhouses / condominiums and BOQ rental units shall have no particular lot depth requirements. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Variation example:

Development of a wide/shallow lot type and building may justify lot depths less than those indicated above.

Maximum Building Height

Single family detached dwellings shall not exceed two stories in height. Other structures including single family attached and detached units (duets, patio homes, etc...,) condominiums, and townhomes, shall not exceed 35 feet in height. Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Exceptions:

Landmark elements, one per neighborhood, will be allowed.

Yard Standards

Generally, the precise development plan should provide building yards in residential districts to comply with the following standards. Townhouses, condominiums and BOQ units shall have no particular yard requirements. Porches, fireplaces, or stairs may protrude into the required setbacks.

Precise development plans may propose variation from these standards to further the vision of the Master Plan or to address special situations.

Yard Variation example 1:

Lots with detached garages served from an alley might locate the garage near the rear property line. The front setback might be reduced in order to allow adequate pull-in space for autos entering the garage.

Yard Variation example 2:

Hillside designs might decrease the front yard setback for the house, or might decrease the rear yard setback for a garage, in order to reduce the grading on the site.

Yard Variation example 3:

Car-court type homes might combine the garages and units in inventive ways to create an internal off street paved court. Front yard and garage setbacks from this court might vary from the standards below, while still creating a quality development.

Front Yard Setback

	Building	*Garage*
Hillside Single Family Detached Homes	20 feet	25 feet
Single Family Detached Homes, 8 units per acre	18 feet	20 feet
Single Family Detached Homes, 9 units per acre	18 feet	20 feet

- Front yard setback is measured from back of sidewalk. Where no sidewalk is present, setback is measured from back of curb.
- Setbacks to side loading garages may be reduced by 5 feet.
- On a corner lot, the principal front yard shall have a setback of at least the

minimum indicated and the other setback shall be at least that amount minus five feet.

Side Yard Setbacks

	Aggregate	*One Side Minimum*
Hillside Single Family Detached Homes	15 feet	5 feet
Single Family Detached Homes, 8 units per acre	10 feet	0 feet
Single Family Detached Homes, 9 units per acre	10 feet	0 feet

- Side yard setback is measured from property line.

Rear Yard Setback

	Minimum
Hillside Single Family Detached Homes	20 feet
Single Family Detached Homes, 8 units per acre	10 feet
Single Family Detached Homes, 9 units per acre	10 feet

- Rear yard setback is measured from property line.

Off-Street Parking

The City of Novato Zoning Code includes certain minimum parking requirements. Many of these standards have been reproduced below in summary for reference. Please refer to the City Zoning Regulations for complete restrictions, which remain valid.

Land Use Development Type	*Minimum Parking Spaces Required*
Detached Single family and duplex units	2 per unit
Attached Studio Unit	1.2 per unit
Attached One Bedroom Unit	1.5 per unit
Attached Two Bedroom Unit	2.0 per unit
Attached Three Bedroom Unit and more	2.2 per unit
Guest Parking in attached areas	1 per each three units
Senior Housing	50% of parking required above

Landscaping

- Plant one tree per lot, minimum, in traditional single family detached housing areas, to be located on the lot itself.
- Residential front yards shall be planted within one (1) year of home occupancy.

the area to ...

8.2 GOALS AND POLICIES

8.2.1 GOALS AND POLICIES RELEVANT TO MULTIPLE PLANNING AREAS

Issue: The need for a cohesive design plan to ensure that the aesthetic quality of Hamilton is retained.

8.2.1.1 Goal: Beauty and order throughout Hamilton.

Policies:

8.2.1.1.1 Develop a Design Plan for the Reuse Plan area. This Plan should address:

- Site planning and design,
- Architectural design guidelines,
- Landscape programs,
- Streetscape programs, and
- Design guidelines appropriate for each City district.

8.2.1.1.2 Ensure that on the Mainside portion of Hamilton, the Spanish Eclectic architecture shall be retained (with the possible exception of the Capehart Housing area).

8.2.1.2 Goal: A cohesively designed landscape plan for the Reuse Plan area.

Policies:

8.2.1.2.1 Review landscape plans for new development to ensure that landscaping relates well to the scale of structures and land use(s) it serves. To this end:

- Require new development to incorporate street tree planting mature enough to shade and beautify the area.

- Require new development processed as a Planned Unit Development to ensure permanent maintenance of landscaped areas through maintenance agreements, "Conditions, Covenants and Restrictions," or similar contracts guaranteeing perennial maintenance.

8.2.1.2.2 Require landscaping to screen, buffer and unify new and existing development.

- Require landscaping to provide visual continuity along a street, even where the buildings are in different zones or land use classifications.

- When conflicting land uses adjoin, require a dense landscape screen to mitigate the friction between land uses.

8.2.1.3 Goal: Interesting and attractive streetscapes throughout the Reuse Plan area.

Policies:

8.2.1.3.1 Develop a street tree planting and replacement program. Require street trees in new developments.

8.2.1.3.2 Maintain and promote a rhythmic and ceremonial streetscape along Palm Drive and South Oakwood Drive. Encourage the same along Main Gate Road and other primary roadways through Hamilton.

8.2.1.3.3 Preserve, when consistent with public safety, mature tree stands along Hamilton's streets.

8.2.1.3.4 Encourage a variation of building and parking setbacks along the streetscape to create visual interest, avoid monotony and enhance the identify of individual areas.

8.2.1.3.5 Require that all sides of a building visible from the street, or a different, adjacent land use, display fully finished architectural detail, including finished doors, windows and exterior surfaces identical to, or which complement, the front of the building.

8.2.1.3.6 Require landscaping treatment on any part of a building site which is visible from the street or a different, adjacent land use.

8.2.1.3.7 Consider contrasting paving for pedestrian crosswalks in order to increase pedestrian safety while adding visual interest to the streetscape.

8.2.1.4 Goal: Preservation of all Hamilton neighborhoods as attractive residential environments.

Policies:

8.2.1.4.1 Encourage and support neighborhood property owner associations which work to improve their communities.

8.2.1.4.2 Enhance neighborhood identity with landscaped, fenced or walled boundaries and distinctive neighborhood entrance treatments.

8.2.1.5 Goal: Non-residential properties which enhance the image of Hamilton.

Policies:

8.2.1.5.1 Review site plans for commercial and non-residential projects. To this end:

- Discourage rectangular buildings parallel to street frontage, including:
  - Require the on-site building layout to be staggered, increasing visual interest and identity.

- Require structural positioning which provides visibility for the whole site, promoting visual interest and security.

- Adjust setback distances according to the height of the structure(s) on the site.

8.2.1.5.2 Require mature landscaping be used to define and emphasize entrances, including those areas lying between a building and its parking lot.

8.2.1.5.3 Require on-site outdoor storage areas to be fully screened from view with a combination of walls and landscaping.

8.2.1.5.4 Encourage non-residential architecture which establishes identity, captures interest and is appropriately scaled to its environs. To this end:

- Encourage a strong geometry of buildings to increase visual interest.

- Ensure the architectural scale relates to the mass of the building(s) to the proposed use.

- Encourage architecture which disaggregates massive buildings into smaller parts, responsive to human scale.

- Encourage variations in roofline and parapet treatments to add design interest.

- Encourage the incorporation of varied planes and textures.

- Encourage "shadow play" through the use of deeply recessed or projected building features, including: pop-out window masses, built-up relief details, cornices, windows, trim and entrances.

- Encourage the use of natural, rather than manufactured building finishes and materials.

8.2.1.5.5 Require appropriate and attractive roof treatments, and require concealment of all roof-top mechanical equipment.

8.2.1.5.6 Enhance the identity and attractiveness of commercial centers.

8.2.1.5.7 Encourage commercial development to incorporate theme elements in the Spanish Eclectic tradition to promote Hamilton's historical significance and public use of the center. Theme elements can include:

- Outdoor cafes,
- Patios and plazas,
- Kiosks,
- Flag courts,
- Fountains,
- Gardens,
- Outdoor markets,
- Trellises and arbors,
- Colonnades and arcades,
- Bell towers,
- Theme towers,
- Galleries,
- Clerestories, and
- Clock standards.

8.2.1.5.8 Encourage commercial projects to include internal features which are designed to draw pedestrians from building to building, or patio to courtyard.

8.2.1.5.9 Encourage the use of commercial site landscaping techniques which increase the pedestrian's pleasure in the immediate environment. To this end:

- Vary the texture of paving at all project entries, at pedestrian crossings, or at gathering areas in order to provide accent and break the monotony of concrete walkways.

- Shade all waiting areas from the sun, including bus stops and turn-outs.

8.2.1.5.10 Encourage bus shelters and bicycle racks to be incorporated in all commercial projects, as appropriate.

8.2.1.5.11 Ensure that all new and remodeled public buildings, service areas, storage facilities, and gathering places meet the design standards required of private development. To this end:

- Ensure that all new and remodeled public buildings are aesthetically attractive.

- Screen city service, maintenance and storage areas from public view with fencing and landscaping to improve the streetscapes in which they are located.

8.2.1.6 Goal: Preservation and enhancement of those structures and/or landmarks which are representative of historic Hamilton.

Policies:

8.2.1.6.1 Encourage the adaptive reuse of historic structures, preserving the harmony and integrity of the structures and their neighborhoods. To this end:

- Renovate building facades to retain, as closely as possible, their historic character.
- Protect and enhance design features associated with historic Hamilton including street trees, gardens, mature trees on existing lots, and street furniture.
- Renovate historic structures with materials and designs compatible with Hamilton's architectural heritage.
- Incorporate historically and architecturally significant buildings into new projects, encouraging developers to renovate or restore those buildings which are considered candidates for nomination to the National Register of Historic Places.

8.2.1.6.2 When preservation of a significant site is not practical, ensure that the adverse impacts of the proposed project are mitigated in accordance with NEPA and CEQA, as well as with other City policies and procedures, including the following (or as required by the City):

- A site investigation under the supervision of a person qualified in his/her respective field, approved by the City, and certified by the County. Whenever possible, students and other residents, as well as organizations, should be encouraged to assist in the investigation.
- A report describing the site, its significance, and recovered data, and the recovered data, photographs and notes, should be deposited in an institution where they are available to the public, and the academic and scientific community. Provision should be made for the return of these materials at such time as the appropriate facilities for their public display, study, or use are available.
- In the case of archeological data recovery excavations, the cost should be the responsibility of the project applicant.

Issue: Frequently the first impression of any development is from the parking lot. Thus, it is extremely important to locate, configure and landscape parking areas to project the desired image.

8.2.1.7 Goal: Parking facilities with design amenities.

Policies:

8.2.1.7.1 Encourage off-street parking as the predominant method of parking.

8.2.1.7.2 Parking requirements should be adequate to meet the needs of specific uses, but they should be minimized to reduce the size of the paved parking area. Small parking lots are usually preferable to large lots.

8.2.1.7.3 Locate parking on the site to de-emphasize the visual impact. Preferable locations of parking lots is to the rear and side of parcels, except for retail situations, where it is recognized that visibility of available parking is desirable. Avoid parking directly against buildings to allow adequate space for walks and landscape screening.

8.2.1.7.4 Separate parking from the street with low berms and a low solid barrier such as a hedge or wall, to soften the visual effect of car grillwork and paving. Consider perimeter planting of trees and shrubs to screen and control the adverse visual impact of parking lots.

8.2.1.7.5 Parking and driveway areas should be landscaped with trees and shrubs. Landscaped beds protected by curbs should be provided at the end of each row of parking. Trees should be used in islands to relieve visual monotony, to provide shade, and to reduce glare.

8.2.1.7.6 Encourage the continuous connection of planters, rather than isolated tree wells, in the design of new parking areas.

8.2.1.7.7 Encourage parking lot design which breaks up parking areas with landscaped belts.

8.2.1.7.8 Encourage the inclusion of pedestrian amenities in parking areas including:

- Pedestrian walkways clearly marked with striping or textured paving.
- Bus waiting areas, benches, public telephones and other features for the convenience and safety of parking area visitors.

8.2.1.7.9 Provide separate access for service trucks.

8.2.1.7.10 All garbage can and dumpster container areas shall be screened on at least three sides with an opaque fence or wall of sufficient height to block views of the containers. In addition to the enclosure screening, plant material and earth berms shall be used for general screening of the trash collection areas from view of main roads, sidewalks, and building entrances. Garbage can and dumpster container areas should be directly accessible by paved parking lot or service roads.

Issue: Site furnishings are elements found in the exterior environment of HAAF. These elements include benches, trash receptacles, planters, tree grates, paving, flagpoles, lighting, drinking fountains, and picnic tables. The appearance of HAAF can be enriched through the development of a family of elements that are related to each other by compatibility of material, color, form and design detail.

8.2.1.8 Goal: Attractive street furniture, appropriate to each area of Hamilton.

Policies:

8.2.1.8.1 On the Mainside of HAAF, site furnishings should support the Spanish-motif theme.

8.2.1.8.2 Locate seating in response to the user's need for resting, waiting, socializing, or lunchtime activities. Benches should be placed adjacent to walkways, entryways, ramps, and stair areas, and at bus stops. Locate benches where they will receive sunlight.

8.2.1.8.3 Drinking fountains shall be provided along walkways and hard-surfaced paved areas, eating areas, and outside recreation areas. Drinking fountains shall be provided for the handicapped.

8.2.1.8.4 Locate telephone booths in highly visible locations for convenience and security from vandalism. Place all service line wiring underground. Provide lighting for nighttime use.

8.2.1.8.5 Trash receptacles shall be highly visible and immediately available for effective litter control. Locate receptacles conveniently and strategically along sidewalks, near major walkway intersections, building entrances, benches, vending machine areas, and recreation and picnic areas.

8.2.1.8.6 Use bollards to control traffic and to separate vehicular traffic from pedestrian traffic.

8.2.1.8.7 Memorial and commemorative plaques may be designed as an integral part of a building or landscape feature. They should be

compatible with the architectural character of their settings in terms of their scale, materials and details.

8.2.1.8.8 Provide planters and tree grates where landscaped areas are not available. They shall be located in plazas, patios, building entrances, and other areas where in-place landscaping areas are not available.

8.2.1.8.9 Locate kiosks in areas of high pedestrian use and visitor traffic areas.

8.2.1.8.10 Use bicycle racks where warranted by demand. They should be located near building entrances where they are open to visual surveillance, but do not impede traffic flow. Locate bicycle racks at major destination points for commuter and recreational bicyclists: at office buildings, the gymnasium, the theater, and other commercial areas.

8.2.1.8.11 Provide trash receptacles in convenient locations.

Issue: Exterior lighting performs a number of functions related to nighttime safety, security, pathfinding, and illumination of landmarks or special features. It should be designed as a coordinated system that is functional, attractive, efficient and easy to maintain.

At HAAF, there is a wide variety of lighting types and designs, resulting in inconsistency in the lighting fixtures or spacing. Many roadway fixtures are located on buildings; therefore, many streets are poorly lit or not lit at all. The general effect is of a roadway lighting system that contributes to visual clutter while performing inadequately in some areas.

8.2.1.9 Goal: Aesthetically pleasing, functionally adequate outdoor lighting.

Policies:

8.2.1.9.1 Develop a standardized lighting system along HAAF's primary roadways.

8.2.1.9.2 Require uniformity in street lighting standards within each neighborhood, commercial area and public space. Lighting designs that complement the setting, age, character, building, and landscape should be used.

8.2.1.9.3 Minimize outdoor lighting intrusion into residential neighborhoods.

8.2.1.9.4 Lights should not blink, flash or change intensity.

8.2.1.9.5 Encourage energy efficient outdoor lighting in new development and, when feasible, as a replacement for existing, high energy outdoor lighting.

8.2.1.9.6 Provide adequate lighting for safety and security.

8.2.1.9.7 Architectural landmarks, entry areas, monuments, and similar features shall be lighted with low-level spotlights, floodlights or wall lights. The light source should not be visible.

Issue: One method to improve HAAF visual environment is to provide screening of unsightly views (i.e., parking lots, storage areas, trash dumpsters, electrical substations, mechanical equipment, etc.). Screening for housing privacy is also an issue. Existing fences used for screening are not standardized in appearance.

8.2.1.10 Goal: Attractive and functional walls and fences throughout Hamilton.

Policies:

8.2.1.10.1 Encourage walls and fences which protect security without detracting from the appearance of streets, alleys and other public ways and spaces.

8.2.1.10.2 Discourage the use of chain link fencing and barbed wire. When they are necessary, require their screening with vines, shrubs and other appropriate landscaping.

8.2.1.10.3 Encourage the use of landscaping, vines and other decorative materials to improve the appearance of walled properties in residential areas.

8.2.1.10.4 Trash enclosures and other walls/fences which are incidental to the primary use within a Planning Area should be of a compatible architectural design to the primary buildings and structures.

8.2.1.10.5 Whenever possible, encourage electrical vaults to be placed underground. Where electrical vaults must be above ground, require these installations to be aesthetically screened.

Issue: In general, the existing signing system at HAAF detracts from the overall image of the base exterior by cluttering and confusing the street scene. There is little consistency of sign design, style, color, typeface, location, etc. Signs are not always in harmony with their architectural or landscape settings. Signs are small and often difficult to read; an example is the base directory sign. There are conditions where excessive information is being conveyed, resulting in confusion and potential traffic hazards.

8.2.1.11 Goal: Attractive and appropriate signage throughout Hamilton.

Policies:

8.2.1.11.1 Establish a sign program that is coordinated and consistent, while offering flexibility.

8.2.1.11.2 Establish the boundaries of Hamilton by marking major entries with uniform signs, landscaping and illumination.

8.2.1.11.3 Encourage the use of uniformly designed entry monuments to identify both residential and non-residential areas.

8.2.1.11.4 Require and enforce master sign programs to be developed and maintained in commercial and other non-residential areas.

8.2.1.11.5 Minimize the number of signs.

8.2.1.11.6 Use standard typography on all signs for effective communication.

8.2.1.11.7 Entry signs shall be integrated with the environment of the entrance.

8.2.1.11.8 Signs attached to buildings shall be composed with existing architectural features.

8.2.1.11.9 Avoid freestanding signs where possible, and consider motorist and pedestrian safety in sign location.

8.2.2 GOALS AND POLICIES RELEVANT TO SPECIFIC PLANNING AREAS

Planning Area 1: Rafael Village

Issue: Rafael Village is the most visible Planning Area of HAAF and should become an aesthetically appealing asset to Novato.

8.2.2.1 Goal: Rafael Village as an attractive neighborhood.

Policies:

8.2.2.1.1 Ensure that all new residential development and renovation is compatible with the architectural scale, massing and landscaping of adjoining neighborhoods. To this end:

- Landscape plans for new residential development shall complement neighboring lots, buffer adjoining land uses, and ameliorate variations in size, setbacks or architectural character of nearby buildings.

- New development shall relate structural size and bulk, placement of doors and windows, and setbacks, colors and materials to be compatible with the existing neighborhood.

- Prohibit scale extremes in development, so that multi-story buildings are never allowed adjacent to single-family, low rise residences without adequate setbacks.

8.2.2.1.2 Encourage multi-family residential development which incorporates innovative design appropriate to its site and environs. To this end, encourage multi-family residential site planning which provides residents with shared open space, semi-private common areas and recreational facilities.

8.2.2.1.3 Ensure that new residential development does not front along Ignacio Boulevard (i.e., driveway access).

8.2.2.1.4 Ensure that residential development enhances the streetscape within its neighborhood. To this end:

- Walls protecting residential development shall be landscaped with vines, and/or with trees and shrubs in the setback area.

- Encourage curvilinear wall alignments and meandering sidewalks along the peripheries of residential development.

- Require new residential development to incorporate shade trees on new streets.

8.2.2.1.5 Ensure that residential development avoids architectural monotony. To this end:

- Avoid boxy structures.
- Encourage varied wall and roof lines.
- Relate setback distances to the height of the proposed building in multi-family residential development.

8.2.2.1.6 Ensure that residential development is compatible with its environment. To this end:

- Encourage the incorporation of outdoor features compatible with Northern California's climate including colonnades, patios, automobile courts and the like.

- Encourage architecture consistent with Northern California traditions, including modern interpretations

of California Bungalow, shingle, Monterey, California Ranch, Mission and Spanish Colonial.

- Encourage the use of natural materials, including river rock, brick, wood timbers, glazed and unglazed tile.

8.2.2.1.7 Use the environmental review process to ensure that the environmental and aesthetic qualities of residential projects meet Novato standards and the policies identified in this document.

8.2.2.1.8 If the mature trees in the Planning Area are determined to be healthy, the master developer shall consider retaining as much of the streetscape as possible.

8.2.2.1.9 Underground overhead utility lines as required by the City.

8.2.2.1.10 At subsequent levels of planning, a detailed design program shall be established to address: architecture, landscape/ streetscape, street furniture, lighting, and like design components. The design program shall be compatible with the adjacent neighborhoods. (It should be noted that this is one of two Planning Areas in which Spanish Eclectic architecture is not specifically being recommended.)

Planning Area 2: Capehart Housing

Issue: The existing structures in Capehart Housing are unattractive, with carports used for storage, creating a cluttered feeling.

8.2.2.2 Goal: Capehart Housing as an attractive neighborhood.

Policies:

8.2.2.2.1 At subsequent levels of planning, a detailed architectural improvement program shall be prepared to address: facade treatments, carport/garage treatments, street furniture and like design features. The architectural improvement program should identify architectural treatments with other design features which are compatible with the architectural style(s). The Spanish Eclectic architectural style is not required in this Planning Area.

8.2.2.2.2 If feasible, underground utility lines.

8.2.2.2.3 Preserve and maintain the existing mature streetscape.

8.2.2.2.4 Preserve and maintain the open space areas.

Planning Area 4: Commissary Triangle

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 5: Exchange Triangle

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 6: Town Center

Issue: The Town Center is the primary focal point at Hamilton with historic buildings which are architecturally significant.

8.2.2.4 Goal: Preservation and enhancement of the Town Center.

Policies:

8.2.2.4.1 Any new construction shall be a Spanish architectural style consistent with the existing structures in the area.

8.2.2.4.2 The existing landscaped median shall be extended to create the one acre park/plaza. The park shall be landscaped with similar or complimentary landscape materials as the median is at present. Appropriate street furniture shall be provided (i.e., sitting areas, fountains, lighting, etc.).

Refer to issues, goals and policies in Section 8.2.1 which addresses non-residential uses, Spanish-style architecture, compatibility of land uses, parking, landscaping, and other related design issues.

Planning Area 7: Hospital Hill

Issue: The removal of all the structures on Hospital Hill offers unique design opportunities.

8.2.2.5 Goal: An aesthetically appealing development atop Hospital Hill.

Policies:

8.2.2.5.1 Preserve and maintain the wooded hillsides to the extent feasible.

8.2.2.5.2 Preserve and enhance the landscaped island in front of the existing Hospital, if feasible.

Planning Area 8: Bowling Alley

Refer to issues, goals and policies in Section 8.2.1 which address non-residential uses, compatibility of land uses, Spanish-style architecture, parking, landscaping, and other related design issues.

Planning Area 9: Officers' Club

Refer to issues, goals and policies in Section 8.2.1 which address non-residential uses, compatibility of land uses, Spanish-style architecture, parking, landscaping, and other related design issues.

Planning Area 10: Ballfields

Refer to issues, goals and policies in Section 8.2.1 which refer to parking, lighting, and street furniture.

Runway

Conversion of the runway to wetlands will result in a natural open space with potentially high visual quality. As with most open space areas, appropriate maintenance will prove critical in retaining high visual quality. Please refer to the EIS prepared for the runway by the U.S. Army Corps of Engineers.

NHP Master Plan

The approved NHP Master Plan and Design Guidelines contain extensive design guidelines to maintain and create high visual quality in the NHP Master Plan area. The reader is referred to these documents for additional information.