



Hanna Ranch  
Commercial Mixed Use Project  
Master & Precise Development Plan  
Novato, CA

Hanna Novato, LLC

May 21, 2010

# PROJECT DESCRIPTION

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## Introduction

Hanna Ranch is a proposed new commercial mixed-use master planned project that will provide a vibrant and thriving commercial center for the City of Novato. Hanna Ranch is located in an area of Novato that is characterized by the presence of the Vintage Oaks Shopping Center near the crossroads of 101 Freeway and Highway 37. Downtown Novato is located approximately 2.5 miles north.

The site is unique in that it has no immediate neighbors. It is bordered by the Beverly Ehreth drainage pond and Vintage Oaks Shopping Center to the north, a future SMART rail line and open marsh land to the east, a future office development (not affiliated with this proposed project) on the south extending to Highway 37, and 101 Freeway on the west. The assessor's parcel number is 153-340-06.

There are residents to the west of the 101 Freeway, but very few face the proposed project. The typical concerns such as noise, traffic, and light pollution are overshadowed by the over 50,000 cars a day that pass on 101 between this residential neighborhood and the project.

The site is currently unimproved land and has degraded over the years due to the unauthorized use of the property as a dirt-bike and 4-wheel vehicle track. The northern portion of the site is a narrow and relatively flat portion of land referred to as the "panhandle". The southern portion of the site is larger and has three low knolls, numerous oak trees, non-native eucalyptus trees, and steep grades along the western edge of the property along 101 Freeway.

There is an approximately 30,577 SF parcel owned by the City where Rowland Boulevard terminates at the north end of the panhandle. This parcel is included in the project plan and is designated for road access to the project and for additional parking.



## Site Characteristics

The main access to the site is from Rowland Boulevard. Rowland Boulevard will be extended onto the site as a private roadway. An Emergency Vehicle Access lane will be provided at the south end of the site to connect with Hanna Ranch Road.

The site is comprised of two different topographies separated by the existing drainage ponds. The "panhandle" northern portion of the site is flat, long, and narrow. This portion of the site relates more to the Vintage Oaks Shopping Center and serves as a transition area between Vintage Oaks and the southern portion of the site.

The southern portion of the site is characterized by rolling topography with three low knolls. There is an existing steep cut embankment along the western edge at 101 Freeway.

## Contiguous Properties

Located to the north of the project site is the Vintage Oaks shopping center, one of Marin's dominant shopping centers. It includes a variety of retailers including Costco, Target, Macy's and Marshalls to name a few. To the south of the site wedged between the project and highway intersection is a future office development on what is known as the McPhail parcel. To the west of the





project site you will find the Beverly Ehreth Ecological Preserve. To the east running parallel to the site are both the Northwestern Pacific Railroad tracks and a state owed open space parcel Contiguous Properties

## Current Land Use & Entitlement Requests

The current General Plan designation is Business Professional Office BPO and the current zoning is Planned Development with Baylands Overlay PD:B. The proposed General Plan amendment is intended to allow for the development of the Hanna Ranch site with a variety of regional- and local-serving commercial land uses, professional offices and a visitor-serving hotel. Because the existing General Plan land use designation of Business and Professional Office does not allow for general retail uses on the Hanna Ranch site, a General Plan amendment to change the land use designation to General Commercial (GC) is required.

The project will require the following entitlements:

- General Plan Amendment to change the current General Plan land use designation from Business Professional Office (BPO) to General Commercial (GC) to allow for the development of the Hanna Ranch site with a variety of regional and local serving commercial land uses, professional offices and a visitor-serving hotel. (See attached Facts in Support of the General Plan findings)
- Master Plan to establish the development scheme for the site and general guidelines for development and to identify allowable land uses building intensities and permit requirements
- Precise Development Plan to establish the development standards for the project.
- Design Review for the architecture, landscaping and site design
- Vesting Tentative Map to subdivide the site (to be obtained at later date)



## Buffer zone

The landscape along the 50' setback from the edge of the water is to substantially remain in its current condition with debris, trash, and other deleterious materials removed. Any new landscape treatment within this area will be to replace and/or enhance the existing with water-tolerant plantings such as grasses, reeds, rushes, etc. While the existing plantings are not native, new plantings will strive to rely on native plants that are typical of north bay waterways and wetlands. The boardwalk along the edge of the retail center jogs in and out of the 50' setback with the intent of creating an average 50' setback. Wherever the edge of the boardwalk extends into the 50' setback it is offset with an equal or larger size space on the retail devoted to water-edge plantings. There is an elevated boardwalk with guardrail fencing to extend on piers over the top of the 50' setback to allow visitors to view the area and existing landscape without impacting it. Additionally, there is a proposed area of packed-earth or decomposed granite (DG) trails to allow visitors to stroll within a limited portion of the 50' setback and view the plants and habitat in that area.



## Development Goals

The site is unique in that it is clearly a commercial parcel, as are the office building parcel to the south and Vintage Oaks Shopping Center parcel to the north. The General Plan identifies the site with a Business Professional Office designation, to be replaced with a General Commercial land use application in accordance with this application. The proposed Planned Development would enable the site to be developed with sensitivity to its unique natural setting and also provide social and economic benefits to the community.

The development goals are:

- Create a vibrant and thriving commercial center experience.
- Concentrate development on panhandle.
- Emphasize the ponds as an amenity and encourage the relationship to the ponds.
- Create a pedestrian relationship between the buildings and a pedestrian path to experience and enjoy the site.
- Avoid development on perimeter slopes and on the tops of the knolls.
- Preserve as many existing oak trees as possible.
- Distribute parking areas to avoid one large parking lot and place the parking where it is needed relative to the building uses.
- Place the massing of the building to be complimentary to the knolls and keep the tallest building in the center of the site between the knolls and away from the freeway.
- Incorporate the existing community uses such as hiking, sightseeing, and bird watching in conjunction with the commercial uses.
- Provide hotel, retail, and office opportunities for the City of Novato to help minimize sales tax leakage to other communities, and to reduce vehicle trips and greenhouse gas emissions.

# DEVELOPMENT CONCEPT

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## Project Objectives

- Develop a high-quality, aesthetically pleasing and environmentally sensitive commercial mixed-use development that fits within the character of the surrounding area and creates a safe and efficient site for guests and customers.
- Provide approximately 136,500 square-feet of new retail, office, restaurant and hotel opportunities within the City to capture demand, increase sales and transient occupancy tax revenues, alleviate leakage of sales tax dollars from the community and create jobs.
- Provide new retail and hospitality options in close proximity to local consumers by providing daytime and nighttime shopping and dining opportunities in a safe and secure environment.
- Develop state-of-the-art facilities that incorporate appropriate energy efficiency measures and sustainable development principles.
- Achieve an architectural design that softens the scale and mass of the proposed development with features designed to be compatible with the surrounding area.
- Emphasize the project site's unique, natural setting as an amenity and encourage a relationship between the project and project users, and those features.
- Provide pedestrian and bicycle trails, sidewalks and paths for utilization in conjunction with commercial uses.
- Preserve existing natural landscaping to the extent feasible and provide new landscaping that softens the overall project design and mass, and creates a pleasant, attractive appearance that compliments the surrounding area.
- Minimize potential automobile and pedestrian conflicts through site planning that accommodates movement throughout the development.
- Minimize traffic impacts to the surrounding areas by facilitating circulation between the project site and adjacent sites and ensuring that adequate on-site parking is provided for customers and employees.
- Distribute parking areas throughout the site by placing parking where it is needed relative to building uses.
- Provide a commercial development that can be adequately served by public services and utilities.



## Type and Intensity of Uses

The proposed commercial mixed-use development will include hotel, retail, office, and restaurant uses. The retail/office uses are located at the entrance to the project in the panhandle adjacent to the Vintage Oaks Shopping Center. A hotel and two restaurants are located on the southern portion of the site. The following site plan depicts the general layout of the site. *(Larger version can be found in accompanying plans)*





**Use 1: Retail (Building A and ground floor of Building B)**

Gross Square Footage: Approximately 34,621 square feet with a maximum allowed of 34,700 square feet of retail per the proposed Planned Development.

Use and Intensity: Building A is a one-story commercial building with approximately 13,571 square feet of space and Building B is a two-story building with approximately 21,050 square feet of space on the ground floor. In general, Building A heights range from approximately 20 feet to 24 feet. Tower elements rise approximately 28 feet above grade. Building B heights range from approximately 35 feet to 42 feet. Tower elements rise to approximately 46 feet above grade.

Uses. Retail uses are proposed in the panhandle at the northern end of the site and relate to the Vintage Oaks Shopping Center. The retail space is anticipated to be a mixture of both neighborhood and regional serving uses. These retail uses could be complimentary to both the Vintage Oaks shopping center and to the hotel and restaurant uses at Hanna Ranch. The uses would be the same as uses allowed in the CG (General Commercial) District for a range of community serving land uses including commercial, regional retail, and service uses.

Parking. An approximately 153-car parking field is located in the panhandle portion of the site immediately adjacent to the retail uses. Parking would be for the retail patrons and office users. Retail employees would park in the southern portion of the site and not in the panhandle per the Parking Management Plan to provide as many parking spaces as possible for retail patrons. The pedestrian connection from the panhandle to the field of parking in the southern portion of the site is via the Promenade.

Deliveries and trash. Two loading zones are provided; one for each building. The loading space for Building A is in the parking area north of Building A and the loading space for Building B is on the south side in a parallel space off of the main vehicular drive. Separate trash enclosures are provided for the two buildings and are located at the eastern edge of the property along the railroad right of way.

Key Circulation Considerations. The main drive aisle through the panhandle and the drive aisles in the parking fields are 24 feet wide. Areas of enhanced paving create pedestrian/vehicular zones. The main vehicular drive aisle meanders through the parking field and two traffic-calming nodes. The main drive aisle can accommodate emergency vehicles.

**Use 2: Office (Upper floor of Building B)**

Gross Square Footage: Approximately 21,190 square feet with a maximum allowed of 21,200 square feet of office space per the proposed Planned Development.

Use and Intensity: Building B is a two-story building with approximately 21,200 square feet of space on the second floor. Building B heights range from approximately 35 feet to 42 feet. Tower elements rise to approximately 46 feet above grade.

Uses. The office space can accommodate a single or multiple local and regional office uses. This office space will provide highly amenitized office options for professional users in and around the Novato area, as well as excellent view opportunities to the East and West. The uses would be the same as uses allowed in the BPO (Business and Professional Office) District for a range of community serving business, professional, and medical office uses.

Parking. An approximately 153-car parking field is located in the panhandle portion of the site immediately adjacent to the office use. This parking is shared with the retail uses. Because of Building B’s location on the site, the parking field in the southern portion of the site is also easily accessible via the Promenade to the office users.

Deliveries and trash. The loading space for Building B is on the south side in a parallel space off of the main vehicular drive. The trash enclosure is located at the eastern edge of the property along the railroad right of way.

**Use 3: Restaurant (Buildings C and E)**

Gross Square Footage: Two one-story restaurant buildings totaling approximately 10,000 square feet with a maximum allowed of 10,000 square feet of restaurant space per the proposed Planned Development.

Use and Intensity: Buildings C and E are both one-story buildings of approximately 5,000 square feet located in the southern portion of the site. Restaurant Building E is in close proximity to the hotel and restaurant Building C relates more to the retail uses in the panhandle. Building heights are approximately 34 feet. Tower elements rise to approximately 40 feet above grade.

Although tenants have not yet been identified for these buildings, the intent is to provide restaurants for local residents and visitors to Novato. These restaurants will be an asset to the retail uses and the hotel as well as a destination for local and regional patrons. Indoor and outdoor dining areas will be provided. Restaurant uses may include serving a full range of alcohol for consumption on the premises. Separate use permits and liquor licenses would be applied for by the individual tenants. General hours of operation are expected to be from 7 am to 10 pm, possibly earlier or later depending upon use.

Parking. An approximately 310-car parking field is located in the southern portion of the site to primarily serve the restaurants and hotel.

Deliveries and trash. The loading space and trash enclosure for Building C is on the south side of the building for convenient access to the back-of-house service area. The same condition applies to Building E.

#### **Use 4: Hotel (Building D)**

Gross Square Footage: The building area of the hotel is approximately 70,573 square feet with a maximum allowed of 70,600 square feet per the proposed Planned Development.

Use and Intensity: The hotel is a four-story structure with a three-story wing that steps down to follow the contours of the site. Building heights range from approximately 37 feet to 47 feet. Tower elements range from approximately 57 feet to 63 feet above grade.

Uses. The hotel will be an upscale, select-service hotel to cater to the demand in the local market. A hotel market study has been prepared for the site by PKF Consulting and it was determined that the market could support a hotel with approximately 100 to 120 guestrooms. It is anticipated that the hotel would be affiliated with a nationally recognized hotel company. Examples of this type and brand of hotel include but are not

limited to a Hampton Inn & Suites by Hilton, Hyatt Place, Holiday Inn Express and Suites, and Springhill Suites by Marriott. The anticipated hotel amenities include a high-ceiling lobby space, continental breakfast dining area, small meeting room, fitness center, business center, snack shop, and a guest laundry facility. This hotel, in conjunction with the restaurant and retail uses, should provide a very attractive lodging option to the City of Novato.

**Parking.** An approximately 310-car parking field is located in the southern portion of the site to primarily serve the hotel and restaurants.

**Deliveries and trash.** The loading space and trash enclosure for hotel Building D is on the north side of the building.

**Key Circulation Considerations.** For Fire Department access, a vehicular path around the perimeter of the hotel has been provided that can accommodate a fire truck.

#### **Use 5: Common Areas (Promenade, Amphitheater, Bike Path, and Hiking Trail)**

Locations:

**The Promenade.** As the unifying pedestrian circulation element of the master plan, the Promenade connects the entrance at Rowland Boulevard to the walkway and seating areas along the retail spaces facing the Beverly Ehreth pond, continuing to the amphitheater at the connection between the panhandle and southern portion of the site. Past the amphitheater the promenade goes through the parking area adjacent to the roadway and terminates at the court between the hotel and restaurant. The Promenade along the Beverly Ehreth pond is a significant amenity of Hanna Ranch, with this area providing opportunities for seating, outdoor dining, and vantage points for views to the pond including two projecting docks with interpretive signage displays of the plants and wildlife.

**Amphitheater and Hiking Trail.** Provides an area for seating, viewing of the pond, a community gathering place, and the terminus of the nature trail for use by the community and Hanna Ranch patrons that winds around the southern portion of the site.



Bike Path: A bike path will be provided that will connect to the existing bike path at Rowland Boulevard and Vintage Way to the southern edge of the project at Hanna Ranch Road.

**Use 6: Parking Field and Signage**

- Parking: Up to 468 parking spaces will be provided in the project for use by retail and restaurant users, office workers, hotel guests, and employees. 153 spaces are provided in the panhandle portion of the site, and 310 spaces are located in the southern portion of the site. 5 of these total spaces are designed for loading.
- Signage: At the Rowland Boulevard entrance, a low wall monument sign is a feature of the landscape. A thematic tower between Building A and Building B with a height of approximately 52 feet provides a visual focal point for the panhandle and an opportunity for signage for the retail business.

## Project Data

The following charts detail the proposed building, site, and parking quantities and statistics. All data is approximate.

	PER MASTER PLAN	MAXIMUM ALLOWED IN PROPOSED P.D.	AS REQUIRED PER BPO & CG ZONING
<b>BUILDINGS A &amp; B</b>			
Retail	Approx. 34,621 SF	34,700 SF	-
Office	Approx. 21,190 SF	21,200 SF	-
<b>BUILDINGS C &amp; E</b>			
Restaurant	Approx. 10,000 SF	10,000 SF	-
<b>BUILDING D</b>			
Hotel	Approx. 70,573 SF	70,600 SF	-
<b>TOTAL SF:</b>	Approx. 136,384 SF	136,500 SF	-
<b>FAR:</b>	136,384 SF / 858,390 SF = 0.159	136,500 SF / 858,390 SF = 0.159	343,356 SF = .40
<b>HEIGHT LIMIT</b>	65'	-	35' *
<b>BLDG COVERAGE</b>	7.3%	-	40%
<b>SETBACKS</b>			
Front	± 124'-3"	-	NONE
Sides	± 409'-6"	-	
Rear	± 9'-5"	-	
*See section 19.20.070 Height Limits and Exceptions			

Site Data			
TOTAL SITE AREA			
Including City Controlled Parcel		858,390 SF	100%
BUILDING COVERAGE		63,140 SF	7.3%
PARKING/ROADWAY		205,537 SF	23.9%
OPEN SPACE			
Landscaped		120,243 SF	14%
Undisturbed		469,853 SF	54.90%
	TOTAL:	589,213 SF	68.90%

Parking Data			
RETAIL		34,621 SF / 200 = 173	173 SPACES
OFFICE		21,190 SF / 275 = 77	77 SPACES
HOTEL		115 ROOMS x .85* per room = 98	98 SPACES
RESTAURANT		10,000 SF x 60% (Net Dining Area) = 6,000 SF	120 SPACES
		6,000 SF / 50 = 120	
		TOTAL PARKING REQUIRED:	468 SPACES
		*Per Parking Management Plan	
		Panhandle Parking Provided:	153 SPACES
		Southern Site Parking Provided:	310 SPACES
		Loading Spaces Provided:	5 SPACES
		TOTAL PARKING PROVIDED:	468 SPACES

## Architectural and Landscape Design

The intent of the project is to have a consistent architectural style throughout. The architectural character of Hanna Ranch is intended to be a modern adaptation of Craftsman Style using primarily earth tone colors, heavy timber brackets and details, and stone or color stained concrete accents. Similar materials and architectural details will be repeated on the various buildings and reinforced in the landscape treatment. Consistent signage, landscape walls, and site elements will provide a cohesive character.

The site orientation and location of the retail/office buildings are meant to emphasize the promenade at the edge of the Beverly Ehreth Pond, with the promenade continuing into the southern portion of the site to connect with the hotel. The hotel has also been situated in the center portion of the 3 knolls to best preserve the natural beauty of the rolling hills and best conform to the natural contours and rhythms of these knolls. The roofline of the hotel wing is lowered from four stories to three to follow the slope of the knoll which helps to minimize the visibility of the hotel from Highways 101 and 37.

Hanna Ranch presents a unique opportunity to take advantage of several beautiful natural and manmade resources that commercial projects aren't always awarded. The Beverly Ehreth Pond will be emphasized as an amenity. The pond attracts various birds and wildlife, and the promenade can be the edge between the natural setting of the pond and a way for the public to view the pond but not disturb it. The knolls provide intrinsic natural beauty for the hotel and restaurant guests, and allow for the creation of a natural hiking trail for both community and patron use. Outdoor seating and dining areas will be incorporated into the promenade and at the restaurants to enjoy the views of the ponds and knolls.

The landscape for Hanna Ranch is a predominate feature of the project. The existing undisturbed open space (including expansive areas of native Oak-covered hillsides) and proposed landscape areas together encompass almost 70% of the site. The plantings will create an aesthetically pleasing site that fits within the character of the surrounding community and creates a safe and efficient site for guests and customers. The proposed landscape will provide the transition from native oak woodland and wetland areas to the ornamental plantings associated with the buildings and parking lots. All plantings are designed to be drought tolerant, blend with the native habitat and reinforce the unique qualities of the site. The landscape hardscape relies on natural materials and the plantings are native or native-style. Plant material will be selected for its hardiness to the region and low water use requirements.

Extensive trails, sidewalks, and a bike path have been provided throughout the project to further link the built and natural environments. There is a dual-use path system that links the existing bike path from the south side of the project through the project to the Vintage Oaks Shopping Center, which then ties in with downtown Novato. There is also a natural walking trail that winds through the Oak woodland and the top of the



highest knoll. The nature trail is approximately a half-mile, looping from the pond around the hotel to the top of the knoll and then back to the pond where a small amphitheater with wetland planting is located adjacent to the pond for interpretive presentations.

## Green Building Features

The Hanna Ranch project will comply with the City of Novato Green ordinance in effect as of the date of project approval. Hanna Ranch has been carefully designed to incorporate many sustainable features, which may include the following:

Site Design:	Retail, Office, and Restaurant Buildings Design:	Hotel Building Design:
<ul style="list-style-type: none"> <li>• Electric vehicle charging station</li> <li>• Selected areas of pervious paving</li> <li>• Storm water run-off management plan</li> <li>• Bicycle stalls</li> <li>• Access to pedestrian routes and to public transportation at the adjacent Vintage Oaks shopping center</li> <li>• Water efficient landscaping</li> </ul>	<ul style="list-style-type: none"> <li>• Energy efficient HVAC units</li> <li>• White/cool roofs at flat roof areas</li> <li>• Ozone-friendly refrigerants</li> <li>• Tinted glass and high performance glazing</li> <li>• Dedicated areas for collection and storage of materials for recycling</li> <li>• External shading</li> <li>• Water-conserving fixtures</li> <li>• Tobacco free</li> </ul>	<ul style="list-style-type: none"> <li>• Energy efficient HVAC units</li> <li>• White roofs at flat roof areas</li> <li>• Ozone-friendly refrigerants</li> <li>• Tinted glass and high performance glazing</li> <li>• Dedicated areas for collection and storage of materials for recycling</li> <li>• External shading</li> <li>• White/cool roofs at flat roof areas</li> <li>• Water-conserving fixtures at the hotel showers, toilets and sinks</li> <li>• Tobacco free</li> <li>• Operable windows</li> <li>• Individual control of thermal comfort system and small thermal zones</li> <li>• Housekeeping uses green cleaning products</li> </ul>

## Parking & Traffic

The proposed project will provide approximately 468 parking spaces. The hotel parking requirement is at 85% of zoning ordinance requirements, based on reciprocal access and parking with the other commercial uses and consistent with parking demands of this type of hotel in shared parking arrangements. The restaurant parking is based on parking requirements for the dining areas, estimated at 60% of the total building area. The Hanna Ranch project will not exceed the City's parking requirements in effect as of the date of project approval.

A shared parking analysis was conducted by Hexagon Transportation Consultants, which determined that the shared parking uses on the site were both feasible and appropriate. In addition, a full traffic and parking study will be conducted as part of the project's environmental impact report.

Screened trash enclosures are provided for each of the buildings. Bicycle parking facilities will be provided, and the site will include internal pedestrian pathways that will accommodate pedestrian movement throughout the development. A natural hiking trail is proposed around the perimeter of the three knolls for both community and patron use.

## Sign Program

A master sign program will be prepared by the applicant that includes detailed sign information, including information regarding the hotel, restaurant, and retailer signage, as part of the Precise Development Plan application package. The City's signage ordinance in effect as of the date of project approval will be used as the guideline for preparing the signage program.

## Art Program

The art program for Hanna Ranch is intended to create a unique sense of place and enhance the attractiveness and quality of life for the patrons of Hanna Ranch and the community at large. Art will be made an integral part of the project.

Areas where art may be located include:

- Project entrance at Rowland Boulevard: Art in the form of sculpture, a fountain, mosaic or mural in a monument signage wall, and/or landscape items including the artistic placement of natural materials or other functional art objects.
- The Promenade: Art may be integrated into the paving or in the railing at the edge of the Promenade facing the Beverly Ehreth pond and at the projecting docks as part of descriptive displays of the wildlife.

- Amphitheater: Sculpture or landscape items including the artistic placement of natural materials or other functional art objects.
- Drive court between the hotel and restaurant: Mosaic or mural on the garden walls, a fountain, or sculpture.
- Hotel public spaces and lobby of the office building: Display of art, prints, and/or photography of local artists.

The art program will comply with the Novato Code of Ordinances Article 19.21 Art Program standards.

## Lighting

The proposed site lighting will include various single-light and multiple-light fixtures throughout the parking areas and driveways. Pole lights will have shielded fixtures to eliminate visible light sources from outside of the development.

Decorative wall washing fixtures will be used to highlight wall areas along the building facades and appropriate fixtures will be used at the promenade, entries, canopies, and the hotel porte cochere to create a nighttime environment that promotes the safe movement of pedestrian and vehicular traffic, while offering a distinctive visual aesthetic for the project, tenants, and hotel guests.

## Grading, Drainage, & Utilities

The 5 building sites for this project were chosen to minimize the grading required to implement the land plan. The lower building sites (Buildings A and B) are also constrained in their location and elevation by the proximity of the existing pond and local FEMA 100-year water surface flood elevations. The local FEMA flood elevation for this area is approximately elevation 6.5 NGVD. The upper building sites (Buildings C, D, and E) were chosen to minimize grading conflicts with the 3 knolls located around the project site.

Building sites A and B will have expected finished floor elevations in the 8.0 to 9.0 ft. range, depending on the exact type of foundation system chosen. Paving and sidewalks adjacent to these buildings will slope gently toward the railroad right of way to the east to maintain the watershed's current drainage pattern. A treatment swale and onsite subsurface detention is expected to be incorporated to mitigate runoff quantities and satisfy water quality standards prior to storm water discharge within the railroad right of way. While this area will be the lowest portion of the site, elevations even in this area will be above the current elevation of Rowland Boulevard.

The differences in elevation between the building sites in this lower area and the railroad right of way will be resolved with retaining walls that are expected to be approximately 8 feet in height. They will incorporate weep holes and other openings to allow the passage of storm water.

Building C is located southerly of the outlet from the Beverly Ehreth Pond and is expected to be approximately 12 feet above the pond in elevation. Paving and sidewalks adjacent to the building will primarily slope toward the access drive. A small portion of the building site drainage will be directed toward the outlet of the Ehreth Pond. Grade differences around the building will be resolved with low retaining walls and graded slopes with horizontal to vertical ratios flatter than 2:1.

Buildings D and E are situated between the two southerly knolls and will be approximately 30 feet above the adjacent freeway. Paving and sidewalks along both buildings will slope gently toward the hotel entrance feature, ultimately draining toward the north along the proposed entrance drive.

The parking lots adjacent to both of these buildings will slope gently toward the main access drive aisle. Subsurface detention structures and treatment swales are intended to mitigate and provide conformance with all applicant storm drainage quantity and quality standards. Any grade difference between the parking lot areas and the main drive aisle or the surrounding grade will be resolved with contour grading with slopes flatter than 2 (horizontal) to 1 (vertical) or retaining walls with heights less 8 feet. The storm drain treatment swales can be incorporated into parking islands to minimize the overall expanse of the land plan.

A walking trail is included as part of the project. The trail is intended to be 4-6 feet in width. Minimal grading to define the location of the path and minimize slope transitions is intended. The grading concept for the trail will be to "out slope" the trail to maintain the current direction of surface flow within the water shed and minimize impact on the area. The proposed grades for the trail are not expected to differ substantially from the existing grade.

In addition to the onsite treatment and detention, this project will incorporate a construction period erosion and sediment control plan utilizing current Best Management Practices (BMP's) to reduce erosion and sedimentation during and after the site construction.

Utilities to serve all the project sites are to be extended from Rowland Blvd within the main access aisle. The utilities will include sewer, water, storm drain, telephone, natural gas, CATV, and broadband connections. Currently a sewer force main is located onsite in the panhandle area and a water main traverses the site from Rowland Blvd to Hanna Road; both are intended for relocation at the applicant's expense. The intent is to serve all parcels in this site with gravity sewer connections, with the new sewer mains connecting to existing facilities at the southerly end of Rowland Blvd. If grading or utility conflicts result, a small pump station could be utilized.



## Public Services

**Police** – it is anticipated that current service from the Novato Police Department will be sufficient for the project during both construction and eventual operation of the site. Coordination with the Police Department will be ongoing to provide adequate access, lighting, signage, and communication methods to property protect and service the location.

**Fire** – existing Novato fire department services are anticipated to be sufficient to service the project. Conformance with all applicable codes and provisions will be adhered to and a fire vegetation management plan has been prepared to address related concerns. This plan can be found in the accompanying documents.

**Schools** – as current designs for the project exclude residential uses, impact or access to the public school system should be minimal.

**Mail** – conformance with all local mail delivery guidelines will be necessary. The project will have several mail box locations and each of these locations, designs, and access will be coordinated with the local post office carriers.

## Public Conveniences

**Solid Waste** – waste disposal is anticipated to be provided by Northbay Corporation, the local countywide waste management organization. Since waste removal is already being provided to the adjacent Vintage Oaks shopping center, both noise and access shouldn't present any new or significant problems. Northbay Corporation will be included in the planning approvals and recommendations for the size, type, and location of the waste enclosures.

**Television / Newspapers** – supply and facilities will be provided at the project site to provide for local television, cable, or internet services, as well as most local and national news sources.

## Public Facilities

**Streets** – the City of Novato Public Works department will be consulted with regard to access to / from the project, as well as circulation and street standards internal to the project. Emergency vehicle access will be provided to the south of the project on Hanna Ranch Road.

**Parks** – existing park service is assumed to be sufficient, as the project isn't adding additional residents, although coordination with the local park service will be required to address any common or open space areas which might be deemed public use.

**Library** – existing library service is assumed to be sufficient, as the project isn't adding additional residents.

**Public Transportation** – currently the Marin Transit Route 51 provides bus service to the adjacent Vintage Oaks shopping center. Proper coordination with Marin Transit will occur to identify any possibilities for route extension or future stop locations at the project. In addition, the future SMART rail line will run adjacent to the project site on the east. Although a stop isn't anticipated at this time, coordination with the California Public Utilities Commission will take place to ensure adequate safety and noise concerns are addressed.

## **Historic / Archeological Resources**

Any impacts to historic, archeological, or cultural resources will be studied in the project's Environmental Impact Report (EIR) being conducted by the City of Novato.

## **Noise Sources**

As the site is adjacent to the 101 freeway, and nearly adjacent to the 37 freeway, there are expected to be some noise impacts upon the project. But for the same reasons, as well as the relative isolation of the site, there are not any expected noise impacts due to the project. All noise issues will be adequately studied and addressed in the Environmental Impact Statement being conducted by the City of Novato.

# ENVIRONMENTAL IMPACTS

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## Potential Environmental Effects

The EIR will analyze the potential environmental effects of constructing and operating the proposed project. Specific CEQA impact categories to be addressed in the EIR include:

- Land Use and Planning
- Aesthetics and Visual Resources
- Transportation and Circulation
- Air Quality
- Global Climate Change
- Noise
- Geology, Soils and Seismicity
- Hydrology and Water Quality
- Biology
- Cultural Resources
- Public Services
- Utilities and Infrastructure

## Effects Found Not To Be Significant

Based on site specific characteristics and past development at the project site, the project is not anticipated to have an impact in the following CEQA categories. These issue topics will not be evaluated in detail in the EIR.

- Agricultural and Forestry Resources
- Mineral Resources
- Population, Employment and Housing
- Public Health and Safety

# DESIGN GUIDELINES

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## Summary of Proposed Exceptions to Development Standards

**Code references are to the City of Novato Municipal Code, Chapter 5 Development Standards**

5-15.008 g.1- To allow the installation of private storm drainage within parking lots with a minimum size of 12" diameter to maintain flushing velocity for small watersheds.

5-15.008 g. 5- To allow the omission of CB's at curb returns in parking lots with cross slope adequate to direct the water to another low point.

5-15.008 g. 6- To allow ditch gradients less than 1.0% in bio-swale / dissipater areas along the Railroad right-of-way.

5-15.008 h.2(a)- To allow rough graded pads to be installed flat (0% slope) with finished graded swales installed after building construction with slopes of 1% minimum.

5-23.008b.1(d)- To allow a cut or fill slope perpendicular to the street to exceed 8 ft. in height to allow better slope rounding at the entrance to the upper parking lot north of Building D.

5-23.008 g.2- to allow a retaining wall in excess of 8 ft. high along the Railroad right-of-way. The expected height shall extend to 9.0 ft. max. to allow for City standard parking lot dimensions and the incorporation of passive storm drain treatment.

5-23.008 5(a)(1)-tops and toes to be constructed within 1 ft. of sidewalk to minimize grading and tree removal.

5-23.008 5(a) (2)- To allow toe of slope 1 ft. from back of curb to minimize grading and tree removal.

5-23.008 b.5(a)(1)- To allow a reduction in the required setback for a top of bank from the edge of sidewalk to 0 ft. to allow for construction of the amphitheater. The top of bank retaining wall will have appropriate railings.

5-28.008 b.3(a)-To allow the pedestrian path within the 10 ft. landscape buffer.

5-28.008b.3(b)- To allow landscape areas less than 3 ft. in width along the commercial access driveway to permit planting on both sides of the 8 ft. pathway, and minimize resulting grading.



5-34.008 a.1(a)- To allow sidewalk on one side of access drive on a private street.

5-34.008a.2(a)- To allow installation of a 6 ft. wide sidewalk in a commercial area thus allowing the installation of outside seating along the promenade and allowances for City standard parking.

5-34.008a.2(c)- To allow separation between the walkway and curb to allow installation of landscaping

5-43.008b- To allow lighting of parking and travelled ways of less than 0.2 candlepower to minimize power usage and stray light to adjacent areas.

5-43.008b.4- To allow different street lights than City standard.

5-45.008 b.2(j)(1)- To allow installation of a commercial street access of 25.00 ft. , measured at face of curb.

5-45.008 b.2(k)- To allow longitudinal street grades in excess of 6% on a commercial access street to be 9% max. slope.

5-45.008 b.2(7)- To allow minimum paved width for drive aisles around buildings to include the gutter pan in meeting width requirements. This will allow maximizing site usage while still maintaining accessible corridors pursuant to the code.

5-45.008 b.2(k)(4)- To allow project to utilize 0.5% minimum slope gutters. These sections will be flow tested after construction.

## **Project Modifications**

The Community Development Director or designee may approve changes to this project in substantial conformance with the uses, intensities, design and development standards set forth in this PD Master and Precise Development Plan. Any approval, decisions, review or actions in this respect shall be ministerial, final and not subject to appeal.