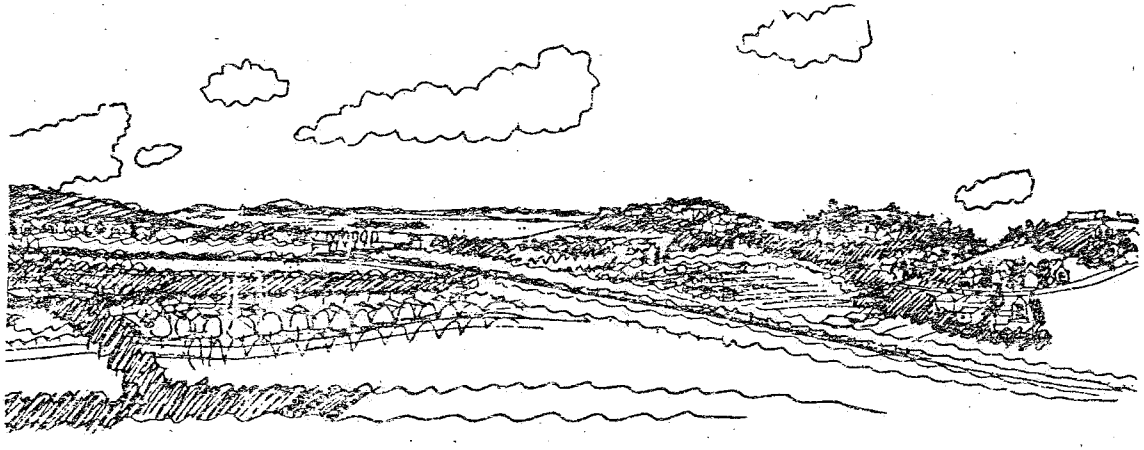

Hamilton Field Master Plan

submitted by
The Martin Group

December 23, 1991
revised January 10, 1992
revised October 12, 1992
revised November 20, 1992

Hamilton Field
Master Plan Report

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TABLE OF CONTENTS

INTRODUCTION 1
- PURPOSE 1
- USE OF THIS REPORT 4
- DESIGN PROCESS 4
- GOALS 6

PROJECT ANALYSIS 8
- EXISTING CONDITIONS 8
- SITE POTENTIALS AND CONSTRAINTS 11
  - site conditions 11
  - vicinity conditions 11
- DEVELOPMENT SUITABILITY 14

DESIGN CONCEPTS 16

SECTION I 19

MASTER PLAN SCHEME A 21
- LAND USE 21
  - Residential 21
  - Retail Center 22
  - Rehab and Flex Office 22
  - Campus Offices 22
  - Open Space 23
  - Park and Recreation 23
  - Community Facility 23
  - Phasing 24
  - Land Use Summary 26
- COMMUNITY ENTRANCES 27
- RESIDENTIAL CHARACTER 27
  - Single-Family Detached Homes 28
  - Hillside Homes 29
  - Attached Homes 30
  - Affordable/Senior Housing 30
- RETAIL CHARACTER 30
- FLEX OFFICE CHARACTER 32
- THE OLD HEADQUARTERS (500 BUILDING) 32
- CAMPUS OFFICE CHARACTER 32
- PEDESTRIAN CIRCULATION 36
- STREETSCAPE CHARACTER 37

RESPONSE TO ISSUES 38
- UTILITIES 38
  - Gas 38
  - Electricity 38

Water 39
Sanitary Sewer 40
Communications 40
PUBLIC SERVICES 42
Police 42
Fire 42
Schools 43
Mail Services 43
PUBLIC CONVENIENCES 45
Solid Waste 45
Newspaper Service 45
PUBLIC FACILITIES 45
Parks and Recreation 45
Library 46
Public Transit 46
HISTORIC AND ARCHAEOLOGICAL RESOURCES 48
Architectural resources 48
Archaeological resources 48
NOISE SOURCES 49
Criteria 49
Compatibility of Project with Existing and Future Noise Environment 49
Potential Impacts of Project-Generated Noise on Existing Land Uses 51
TRAFFIC 51
Auto Circulation 51
Transit, Pedestrian and Bicycle Circulation 59
SOIL, SLOPE AND GEOLOGIC ISSUES 59
Grading 59
Contamination 63
Geologic Conditions 65
STORM AND FLOOD WATER MANAGEMENT 67
SHOPPING 71
EMERGENCY MEDICAL FACILITIES 71
WILDLIFE AND VEGETATION 71
Existing Trees 73
Wetlands 75
MANAGEMENT OF NON DEVELOPED AREAS 77
ENERGY CONSERVATION 81
REQUIRED APPROVALS 81

APPENDIX 83

SECTION 2 93

MASTER PLAN SCHEME B 95
MASTER PLAN DESCRIPTION 95
PHASING 96
RESIDENTIAL CHARACTER 96
PEDESTRIAN/BICYCLE CIRCULATION 96
PUBLIC SERVICE AND TRAFFIC 96
Land Use Summary 97

LIST OF FIGURES

Figure A:	Location Map	3
Figure B:	Existing Conditions Diagram	9
Figure C:	Adjacent Land Uses	10
Figure D:	Potentials & Constraints Diagram	13
Figure E:	Development Suitability Diagram	15
Figure F:	Design Concept Diagram	17
Figure G:	Master Plan: Scheme A	18
Figure H:	Land Use Plan: Scheme A	25
Figure I:	Phasing Diagram: Scheme A & B	27
Figure J:	Office Campus Illustrative Plan, Phase I	34
Figure K:	View of Office Commons	35
Figure L:	View of Arrival Court	36
Figure M:	Utilities Diagram	42
Figure N:	Regional Public Facilities	45
Figure O:	Public Conveniences	48
Figure P:	Auto Circulation: Scheme A	54
Figure Q:	Slope Analysis	63
Figure R:	Existing Topography	64
Figure S:	Geologic Condition Diagram	68
Figure T:	Existing Flood Plain Diagram	72
Figure U:	Tree Survey	76
Figure V:	Existing Trees - Phase One	89
Figure W:	Existing Trees on Proposed Improvements	90
Figure X:	Master Plan: Scheme B	100
Figure Y:	Land Use Plan: Scheme B	101
Figure Z:	Auto Circulation: Scheme B	102
Figure ZZ:	Pedestrian Circulation - Scheme B	103

INTRODUCTION

PURPOSE

The purpose of the report is to present a proposed Master Plan for development of the Hamilton Field site. This proposal envisions a planned community of approximately 414 acres of mixed-use commercial and residential development sensitively linked with open space and vehicular/pedestrian corridors, and guided through all phases of development to allow the control of issues and elements of concern to the community while allowing the flexibility for development response to market and economic factors over time. This document presents two master plans for Hamilton Field. Scheme A and the common components of both plans are described in the first section of this document. The second section describes Scheme B which replaces 30 acres of campus office use with a residential community. Key features of both plans include the following:

- Major park and natural open space areas of approximately 149 acres
- Pedestrian/bicycle linkages between residential, retail and business facilities.
- A mixture of commercial and business development which will provide local jobs along with fees/taxes for improvement and maintenance of services and infrastructure.
- Residential development with a range of housing types and affordability

which will provide the opportunity for local employee housing.

- Procedures for quality control and continuity of the project from initial design through final implementation and on-going maintenance.

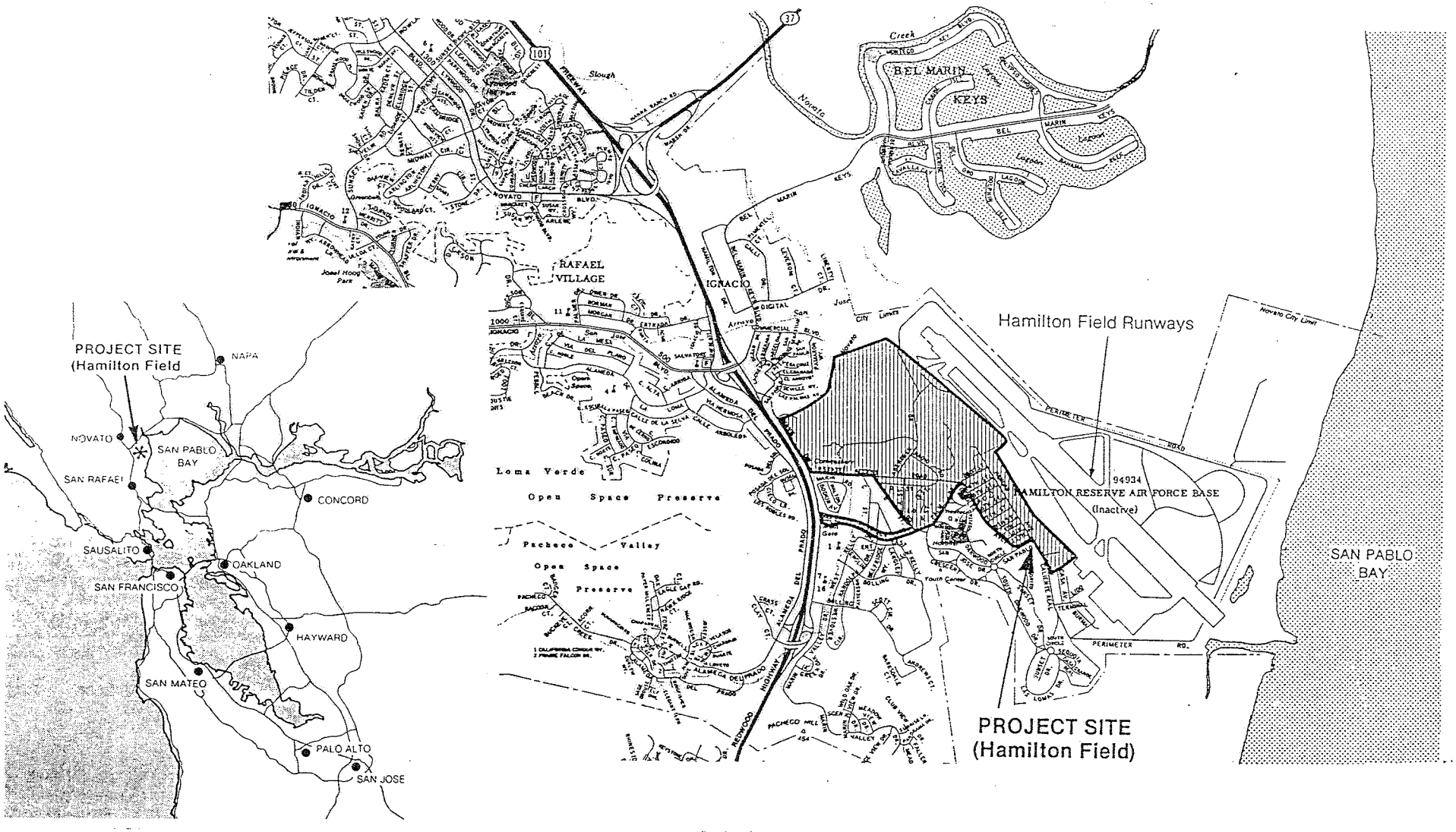


Figure A: Location Map

USE OF THIS REPORT

This report is a preliminary step in the continuing planning process which will lead to specific design criteria and agreements to guide and control the development of Hamilton Field. The report describes the issues, elements, and circumstances of the proposed Hamilton Field development by the Development Team, and is intended as a clarification document to facilitate communication between the Development Team and the City, public, and other interested agencies and groups. It is anticipated that this report will ultimately be subject to many reviews, including the procedures of the California Environmental Quality Act (CEQA) which provides for public and regulatory agency review and commentary opportunities.

DESIGN PROCESS

The Development Team has recognized the importance of the Hamilton Field project to the community from the very beginning of its involvement, and is operating with a process that creatively responds to all known data and issues. The process includes the following:

- Establishing a schedule/time frame for orderly procedure.
- Visiting the existing site and reviewing site history, and understanding the site's potentials and constraints.
- Reviewing and understanding past planning documents and technical data related to the site.

- Implementing communication procedures and understanding input from the public, the City of Novato, and related public agencies.

- Reviewing and understanding regulatory procedures and approvals for the project.

Community outreach has been an integral and important part of the planning process. Two community meetings plus focus group sessions with residents were held at the Hamilton Field site in Spring/Summer of 1991 where the participants were able to comment in a hands-on environment. In February of 1992, a Citizens Advisory Committee (CAC) was appointed by the Novato City Council to review and comment on the Hamilton Field Master Plan. The CAC's input was consolidated into a "Findings and Recommendations" Report in June 1992. The October 1992 modifications to the Hamilton Field Master Plan incorporates the recommendations of the CAC.

Links to community input process will continue. The Development Team has established an on-site field office, which will serve as a base for direct interaction with the community. In addition, the normal regulatory approval processes include many opportunities for public review and input, including review and comment on this Master Plan Report.

GOALS

The Development Team has the following goals for the project:

- To develop Hamilton Field as a high-quality, mixed-use "village" and campus office community of significant benefit to the City of Novato and the nearby region.

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

- To achieve a lively and cohesive community which integrates places for work, places for living, and places for recreation.

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

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

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

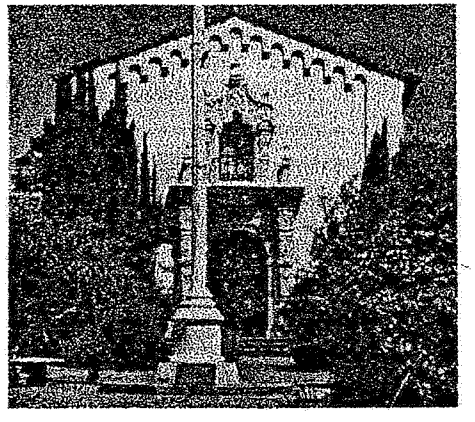
- To improve the existing blighted conditions, which includes abandoned military buildings, remnants of ammunition bunkers and other military uses, abandoned roadways, and inadequate and obsolete infrastructure.

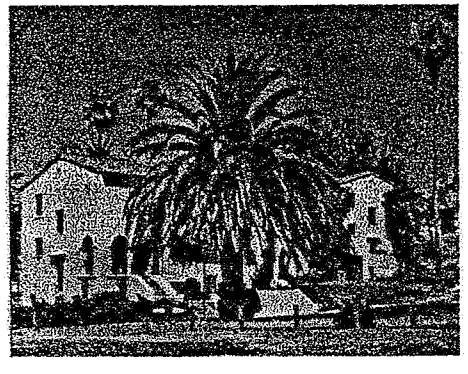
- Preserve the historic characteristics of Hamilton AFB and reuse the Old Headquarters Building (500 Building).

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

- Provide the City of Novato a *net* gain in open space and recreational opportunities.

PROJECT ANALYSIS





EXISTING CONDITIONS

The project is located entirely within the City of Novato in Marin County, California. The project site is part of the former Hamilton Air Force Base which lies abo t four miles southeast of the Novato central business district and is bounded on th east by San Pablo Bay and on the west by U.S. Highway 101. The Hamilton Field project itself is bounded on the east by Hamilton Field runways and on the west y U.S. 101. Project freeway access is from the Alameda Del Prado-U.S. 101 interchange to the south and Ignacio Boulevard-U.S. 101 interchange to the north. Th project site consists of approximately 414 acres out of the 1,600 acre total of the former Hamilton Air Force Base. The characteristic land form of the project site is a former flood plain punctuated with several prominent hill formations. Modes sized naturalized wetlands and oak woodland areas occur on the site, predominantly in the northern portion; the remainder of the site has been strongly impacted by previous agricultural and, most recently, military uses. The quality o road, infrastructure and building elements remaining from previous developme vary greatly. In general the existing roads, utilities, and buildings outside of the Old Headquarters building and Hangar Row area have fallen into blighted conc tion from lack of use and maintenance, and do not meet the code standards of responsible agencies and utility providers. The site is currently serviced in varying degrees of adequacy for new development with major utilities, including water, sanitary sewer, storm drainage, gas, electricity, and communications. Existing land uses adjacent to the project include open space/wetlands, on-going military operations, non-military housing, military housing, and R&D/light industrial businesses.

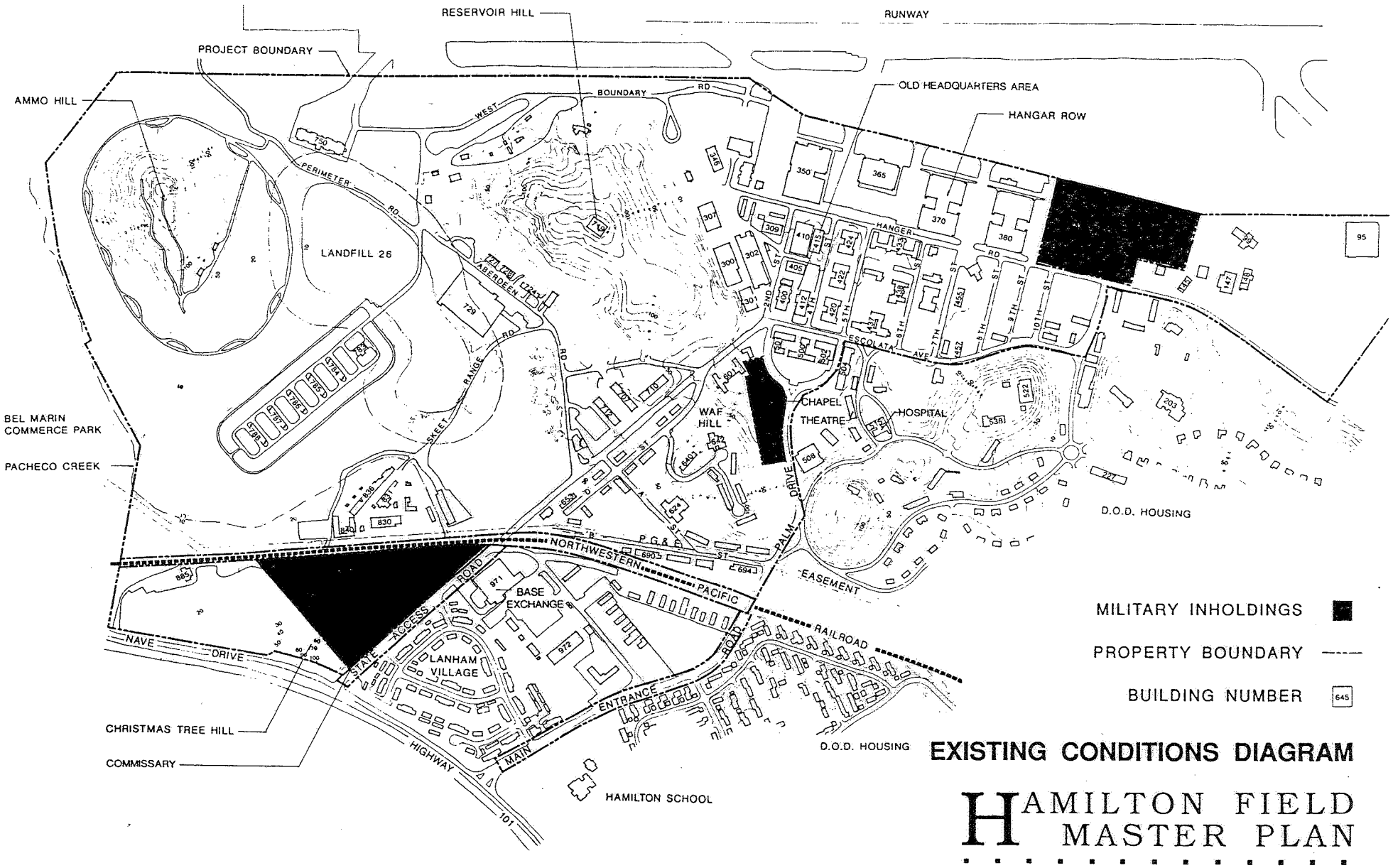
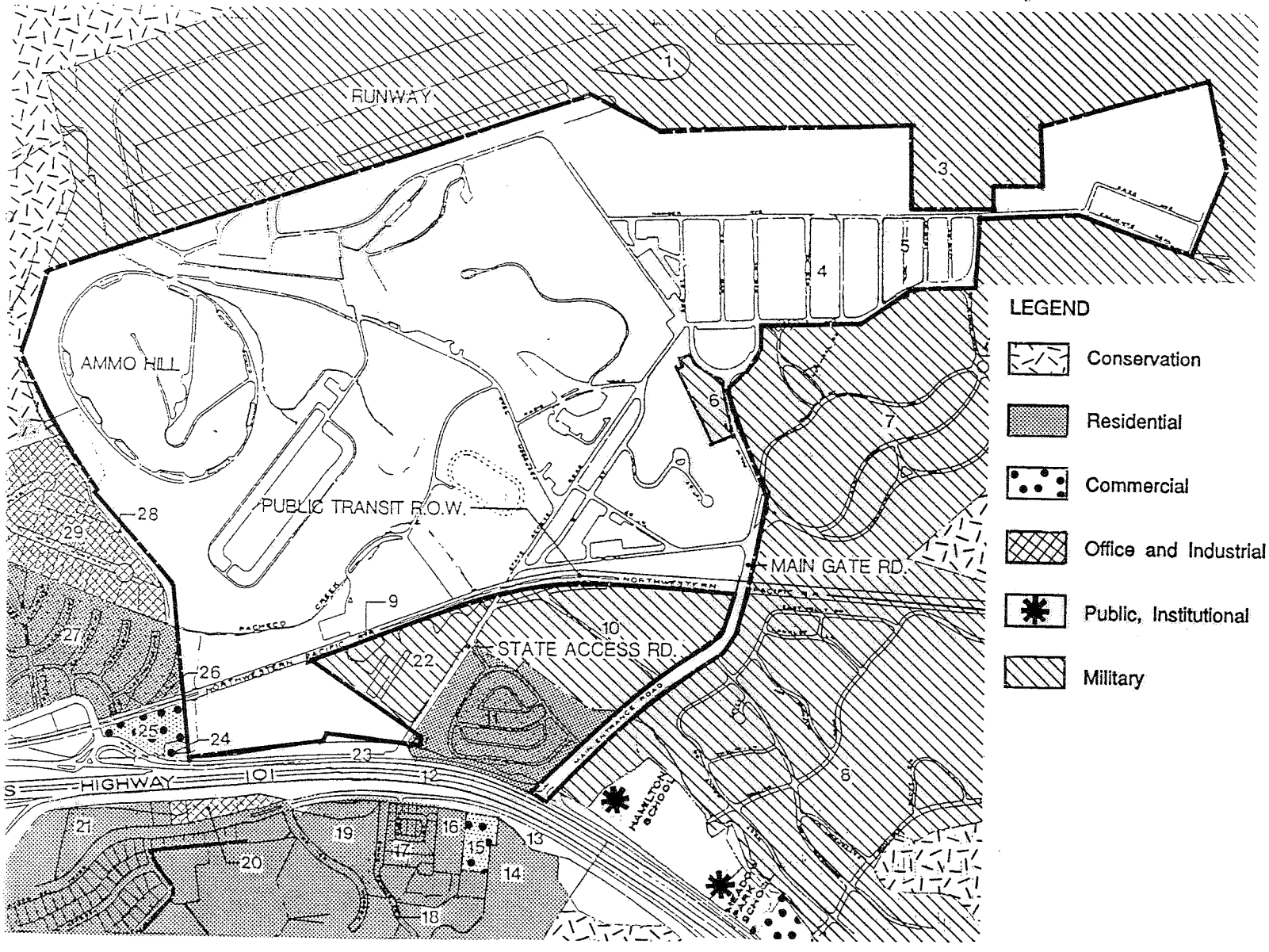


Figure B: Existing Conditions Diagram



NO. TYPE OF DEVELOPMENT

1 Army airfield

3 Two Coast Guard hangars
4 Vacant
5 Vacant
6 Military chapel
7 Military service buildings and single-and duplex family housing units.
8 Navy office buildings and D.O.D. multi-family housing
9 Railroad right-of-way
10 Navy support services building
11 Lanham housing
12 Highway 101
13 Alameda del Prado
14 20 acres of undeveloped land
15 Motel and restaurant
16 Condominium units
17 Single family homes
18 Los Robles Road
19 Apartment units
20 Pacific Telephone office and switching station
21 Apartment buildings
22 Navy comissary and shops
23 Nave Drive
24 Gas station
25 Bowling alley and restaurant
26 Undeveloped land under 1 acre
27 Mobile home park
28 Floodway canal
29 Three industrial parks
30 Marsh area managed as fish and wildlife reserve

SOURCE: BERG - REVOIR MP DRAFT 9-87

Figure C: Adjacent Land Uses

SITE POTENTIALS AND CONSTRAINTS

The Development Team's planning process has included developing an understanding of the potentials and constraints of the site. To accomplish this we have visited the site, met with appropriate technical experts and others familiar with the site, and researched existing data from previous planning and technical study efforts. Existing potential or constraining elements that have impacted the development of the Hamilton Field Master Plan include the following:

site conditions

Topography
Toxic soils
Vehicular/pedestrian circulation patterns
Blighted facilities
Historic military facilities
Flood zones
Wetlands
Wildlife habitat
Trees and vegetation
Land uses
Utility corridors

vicinity conditions

Traffic patterns
Air Quality
Public services
Utilities
Climate
Land uses/existing neighborhoods
Ambient character
Visual fit

Analysis of these site and vicinity conditions has led to the establishment of the following site development potentials:

- Potential for development of a balanced job/housing community that promotes less reliance on the automobile.
- Potential for preservation of hilltop, wetland, and oak tree open space areas.
- Potential to use open space - park - natural habitat areas as an integral part of the planned mixed-use community.
- Potential for the development of a pedestrian/bicycle circulation system that links open spaces, residential neighborhoods, and commercial development.
- Potential for the visually improving existing blighted areas.
- Potential for the development of a pedestrian oriented business campus.

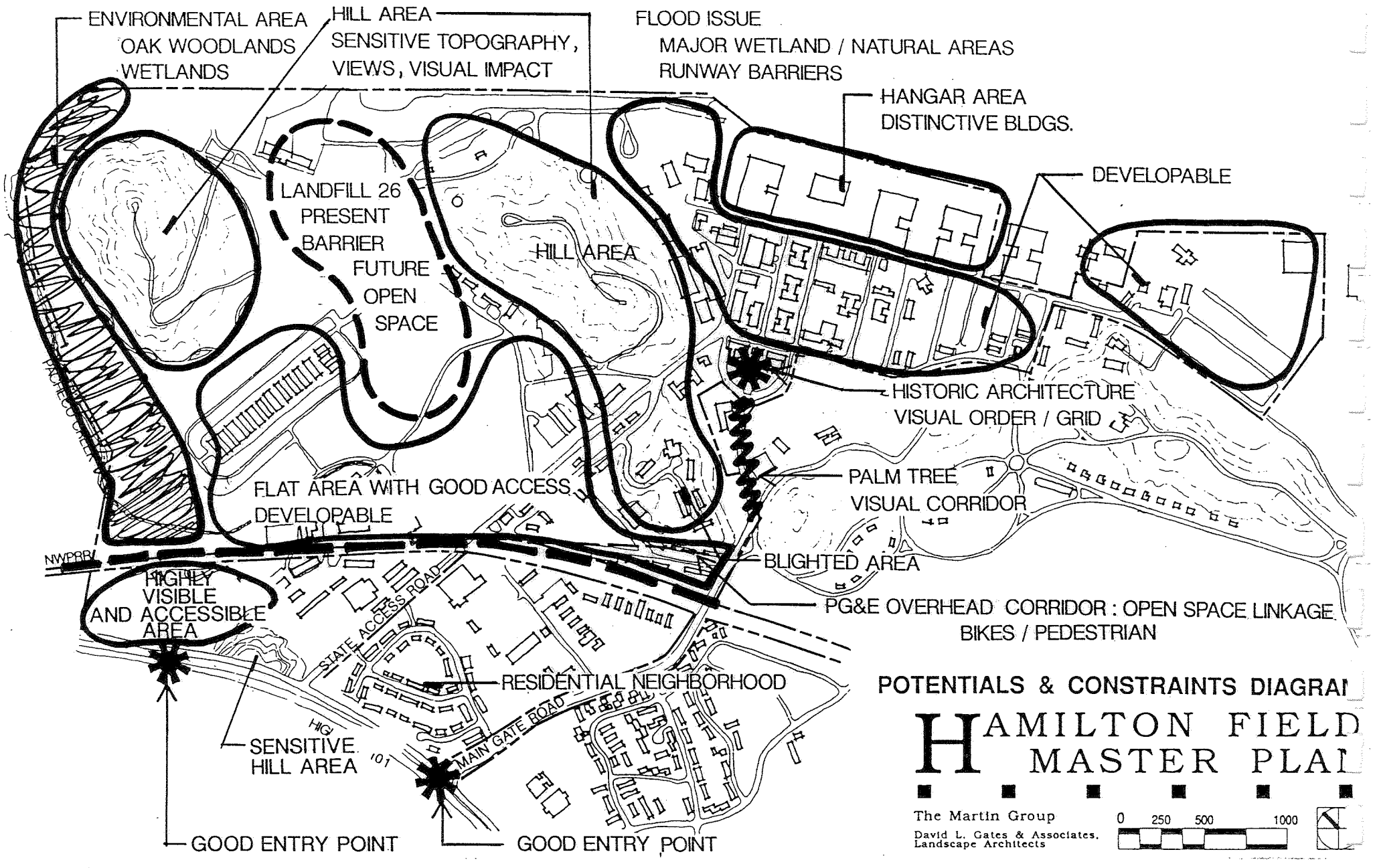


Figure D: Potentials & Constraints Diagram

DEVELOPMENT SUITABILITY

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

Criteria for suitability include:

- sensitive hill topography
- flat topography
- adjacent former Landfill 26
- usable historic/architecture structures
- un-usable blighted structures/facilities
- preservable wetland/oak woodland areas
- proximity to highways and roads
- proximity to infrastructure/utilities
- proximity to adjacent residential neighborhoods
- proximity to on-going military operations

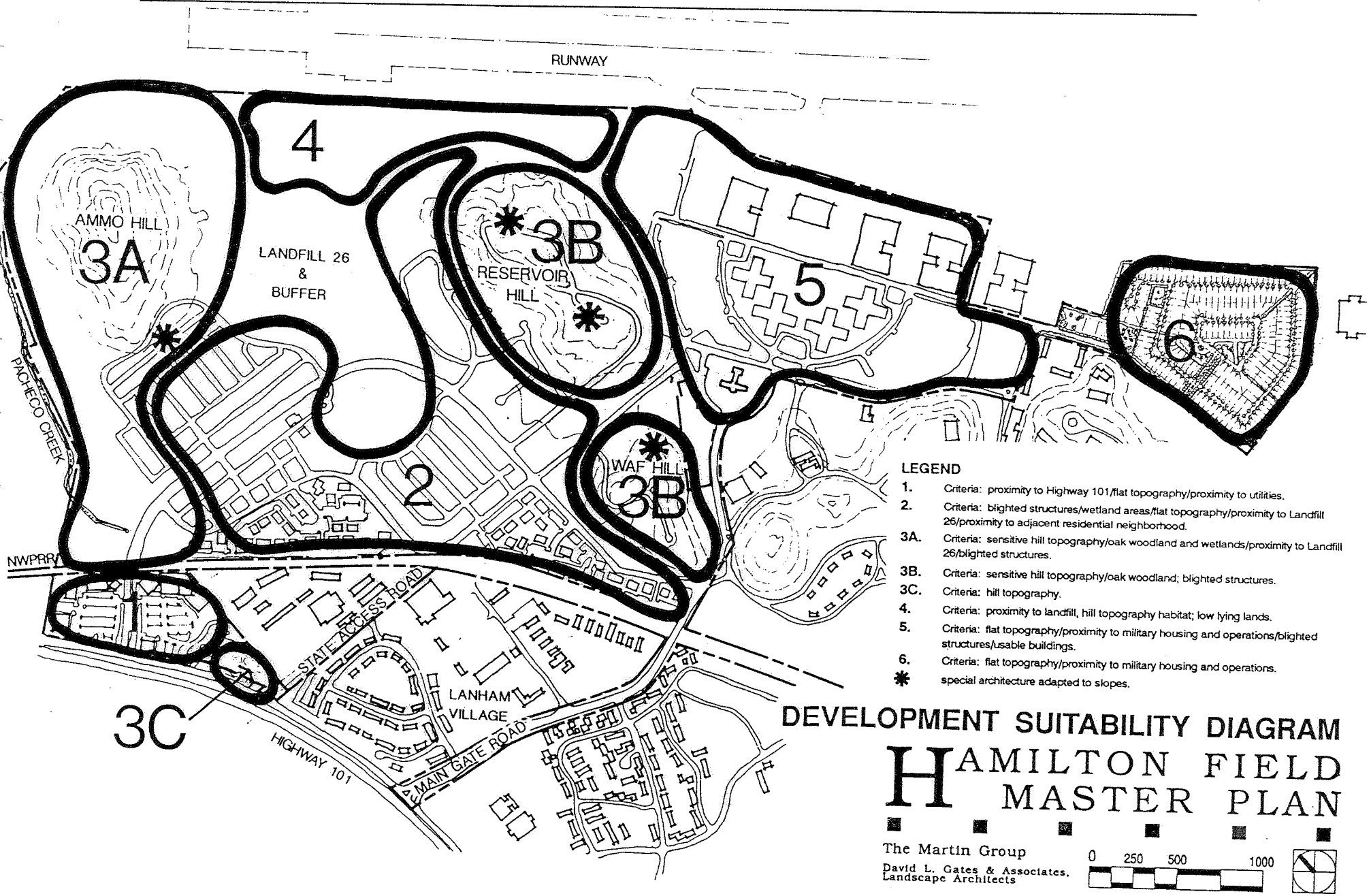


Figure E: Development Suitability Diagram

DESIGN CONCEPTS

The design concepts were developed from an understanding of the criteria that emerged during the site analysis, and out of a primary objective to provide a lively mixture of retail, business, office, and residential uses on the property. These concepts will provide a guiding framework for the design and implementation of new development. The special ambience of Hamilton Field can be understood as the expression of the following concepts:

- Encourage unique and imaginative architecture and site design. Preserve key historical/architectural elements.
- Organize the site to provide a sense of visual fit with the local and vicinity environs.
- Develop a form for the residential neighborhoods and campus office park that is scaled to pedestrians.
- Provide a mixture of residential and business development with a jobs/housing balance.
- Preserve and protect major wetlands area.
- Provide a major open space system with opportunities for community-wide trail linkages, views, passive recreation, and wildlife habitat.
- Develop a comprehensive vehicular-pedestrian-bicycle circulation system that promotes pedestrian use and other non-auto transit opportunities. Develop a logical on-site circulation system with adequate parking and points of connection to existing vicinity traffic corridors that minimize congestion at peak traffic hours.

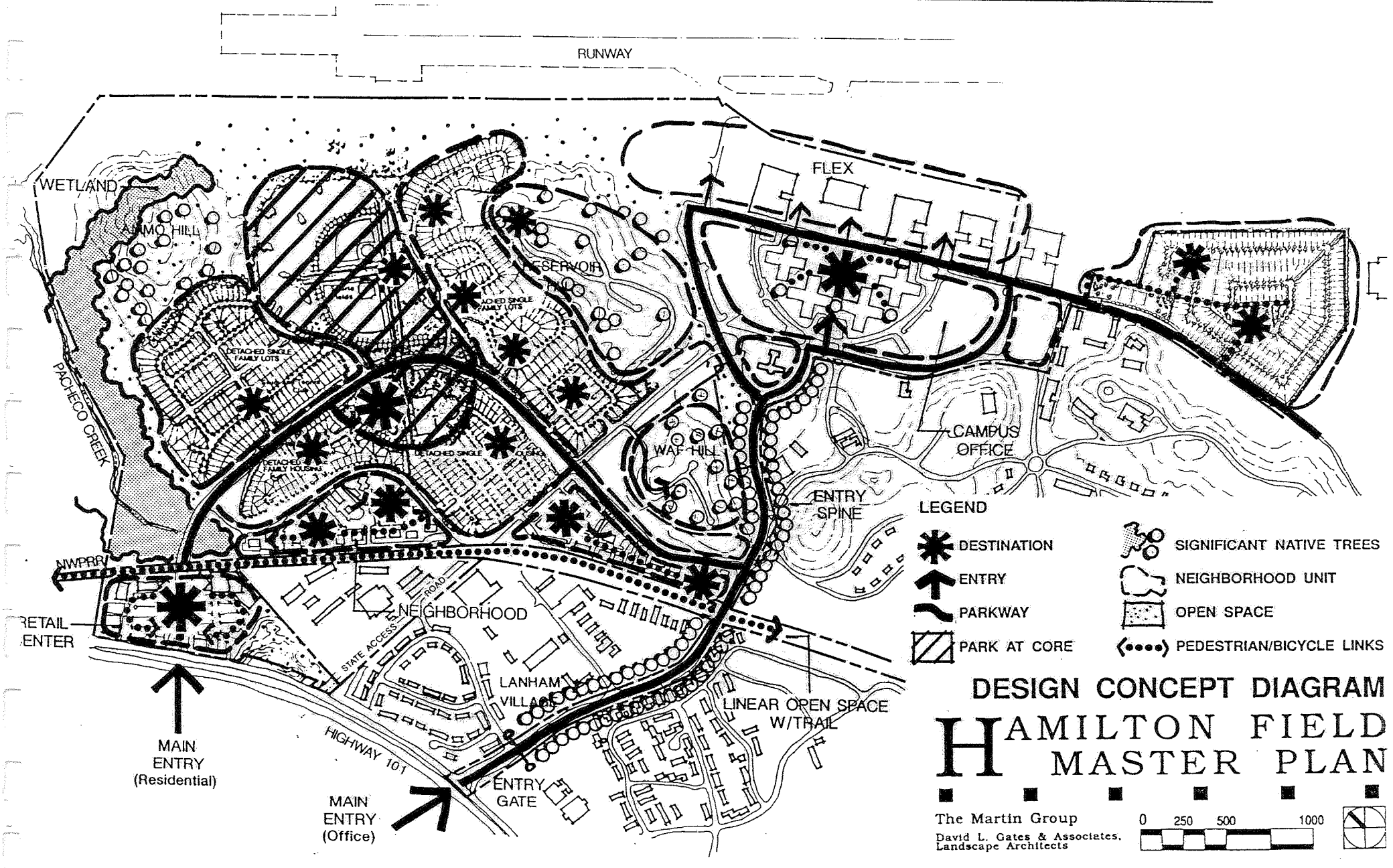
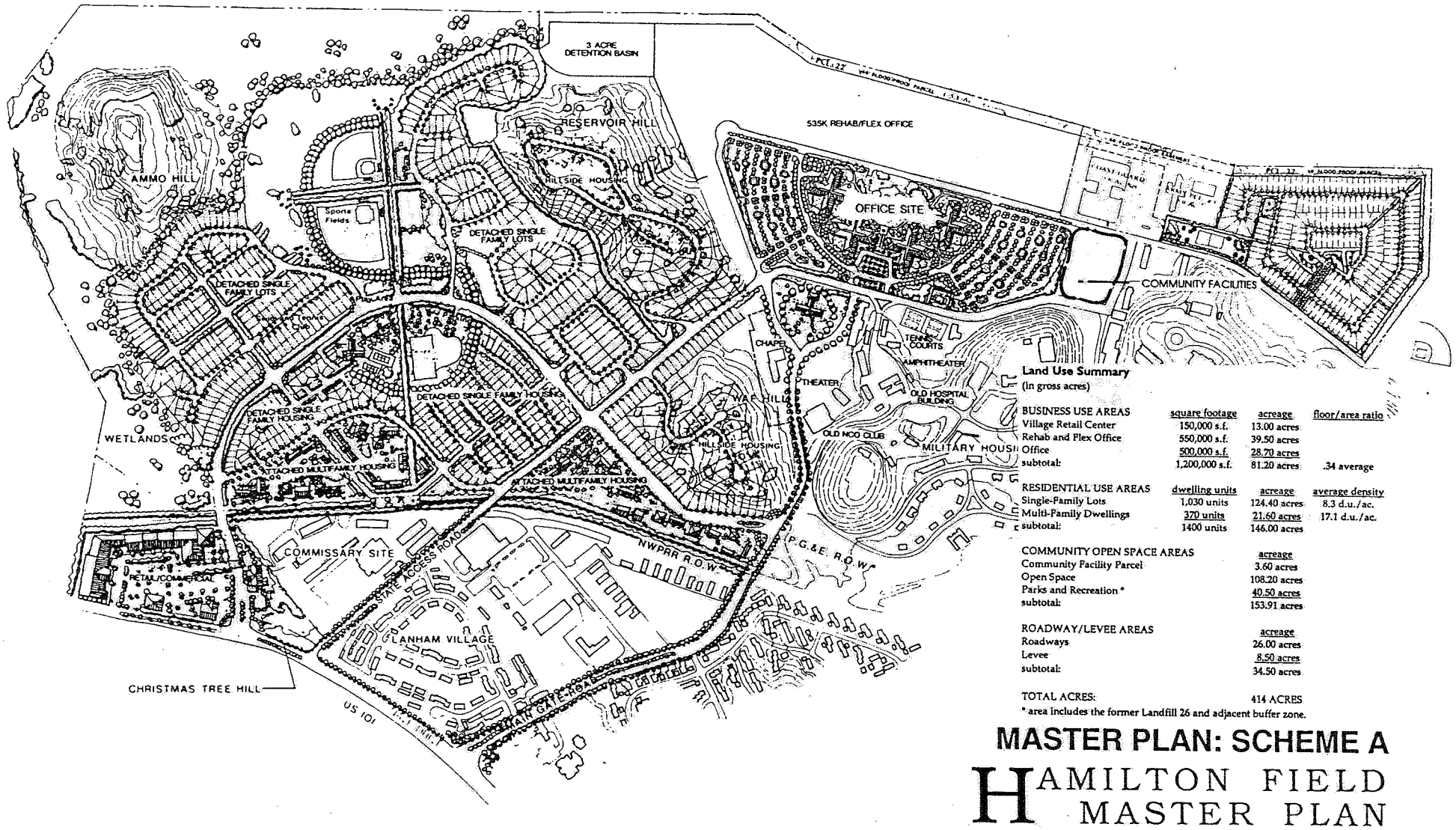


Figure F: Design Concept Diagram



Land Use Summary
(in gross acres)

BUSINESS USE AREAS	square footage	acreage	floor/area ratio
Village Retail Center	150,000 s.f.	13.00 acres	
Rehab and Flex Office	550,000 s.f.	39.50 acres	
Office	500,000 s.f.	28.70 acres	
subtotal:	1,200,000 s.f.	81.20 acres	.34 average

RESIDENTIAL USE AREAS	dwelling units	acreage	average density
Single-Family Lots	1,030 units	124.40 acres	8.3 d.u./ac.
Multi-Family Dwellings	370 units	21.60 acres	17.1 d.u./ac.
subtotal:	1400 units	146.00 acres	

COMMUNITY OPEN SPACE AREAS	acreage
Community Facility Parcel	3.60 acres
Open Space	108.20 acres
Parks and Recreation *	40.50 acres
subtotal:	153.91 acres

ROADWAY/LEVEE AREAS	acreage
Roadways	26.00 acres
Levee	8.50 acres
subtotal:	34.50 acres

TOTAL ACRES: 414 ACRES

* area includes the former Landfill 26 and adjacent buffer zone.

MASTER PLAN: SCHEME A

HAMILTON FIELD MASTER PLAN

The Martin Group
David L. Gates & Associates, Landscape Architects

0 100 200 400

Figure G: Master Plan: Scheme A

SECTION I

MASTER PLAN SCHEME A

LAND USE

The project proposes the following mix of land uses: Residential, Retail Center, Flex/Office, Rehab Offices, Campus Offices, Open Space/Wetlands, Open Space/Park.

The entire project site falls within the City of Novato PC zoning category which allows flexible and creative site planning for large parcels of land. Review and adoption procedures are regulated by City Ordinances. The proposed land use types fall within the following City land use categories:

- Residential
- Office/Commercial/Light Industrial/R&D
- Open Space/Wetlands
- Open Space/Parks

The Development Team will work closely with the City to properly amend the General Plan to conform with the proposed plan as required by Ordinance.

Residential

About 146 acres of the project area will be developed for residential use. 1400 housing units are proposed including 1,030 single family homes on detached lots, and 370 attached multi-family dwelling units.

Residential densities will be planned to be consistent with the City General Plan and related zoning ordinances.

Retail Center

The retail commercial area is planned at approximately 12 acres with 150,000 square feet building area located adjacent to Highway 101 at the northeast corner of the project site and conveniently located adjacent to both Highway 101 and the main entry to the site. The center will include several anchor stores in conjunction with associated shops and business service outlets.

Rehab and Flex Office

The existing military hangar buildings are suitable for interim rehabilitation. Planned uses include office, R & D, warehouse, light industrial, and manufacturing. Long range plans for this site may include new office construction with a building area potential of 535,000 square feet. Certain buildings including the Old Headquarters (500 building) are visually and structurally suitable for rehabilitation. Planned uses include professional and administrative offices with a total building area of approximately 15,000 square feet. The rehab and flex office area includes about 40 total acres.

Campus Offices

Campus office space is planned at about 28 acres with 500,000 square feet of building area. Planned uses include campus-style offices, and research & develop-

ment. In addition, up to 440,000 square feet of the potential space discussed above may be used for campus office expansion purposes.

Open Space

The project will include 108 acres of general open space. The general open space includes a 10 acre oak savanna on the slopes of Ammo Hill, and 24 total areas of wetlands, including approximately 16 acres of existing wetlands. The remaining wetland area will consist of restored riparian habitats located within proposed drainage swale areas.

Park and Recreation

The project will contain 41 total acres of park and recreation area. These recreation sites are included within the former Landfill 26 and its Buffer Zone, and will become available for use in the future (current estimate is 1994).

Community Facility

The master plan provides 3.6 acres of land south of campus off-site for use by the City of Novato. This land could be used for the development of community facilities such as:

- Teen center
- Day care facility
- Community center
- Senior center

Land Use Summary

(in gross acres)

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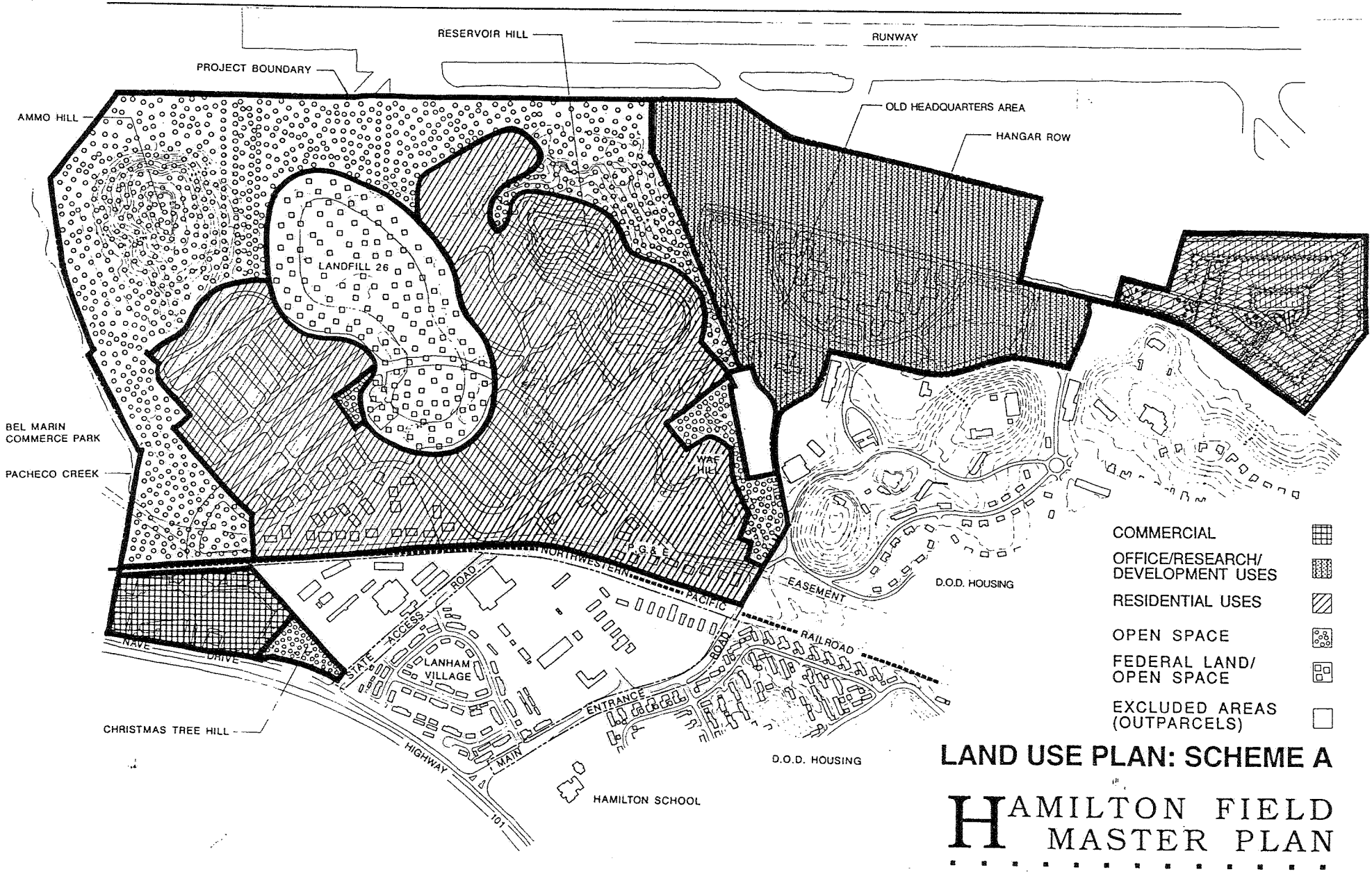

LAND USE PLAN: SCHEME A

HAMILTON FIELD MASTER PLAN

The Martin Group

David L. Gates & Associates, Landscape Architects

0 100 200 400

Figure H: Land Use Plan: Scheme A

Phasing

The Hamilton Field Master Plan will be developed in phases.

Phase I - Areas south of Main Gate Road which generally include:

- Rehab and flex offices
- Campus office
- Affordable housing parcel
- Main Gates Road improvements
- Detention basin

Phase II A - Would generally include:

- Area south of new community park consisting of attached multi-family, detached single-family and hillside homes
- New community park and public open space
- Retail center

Phase II B - Would generally include:

- Residential area north of community park consisting of both detached single-family and attached multi-family homes.
- Wetlands/uplands/Pacheco Creek restoration

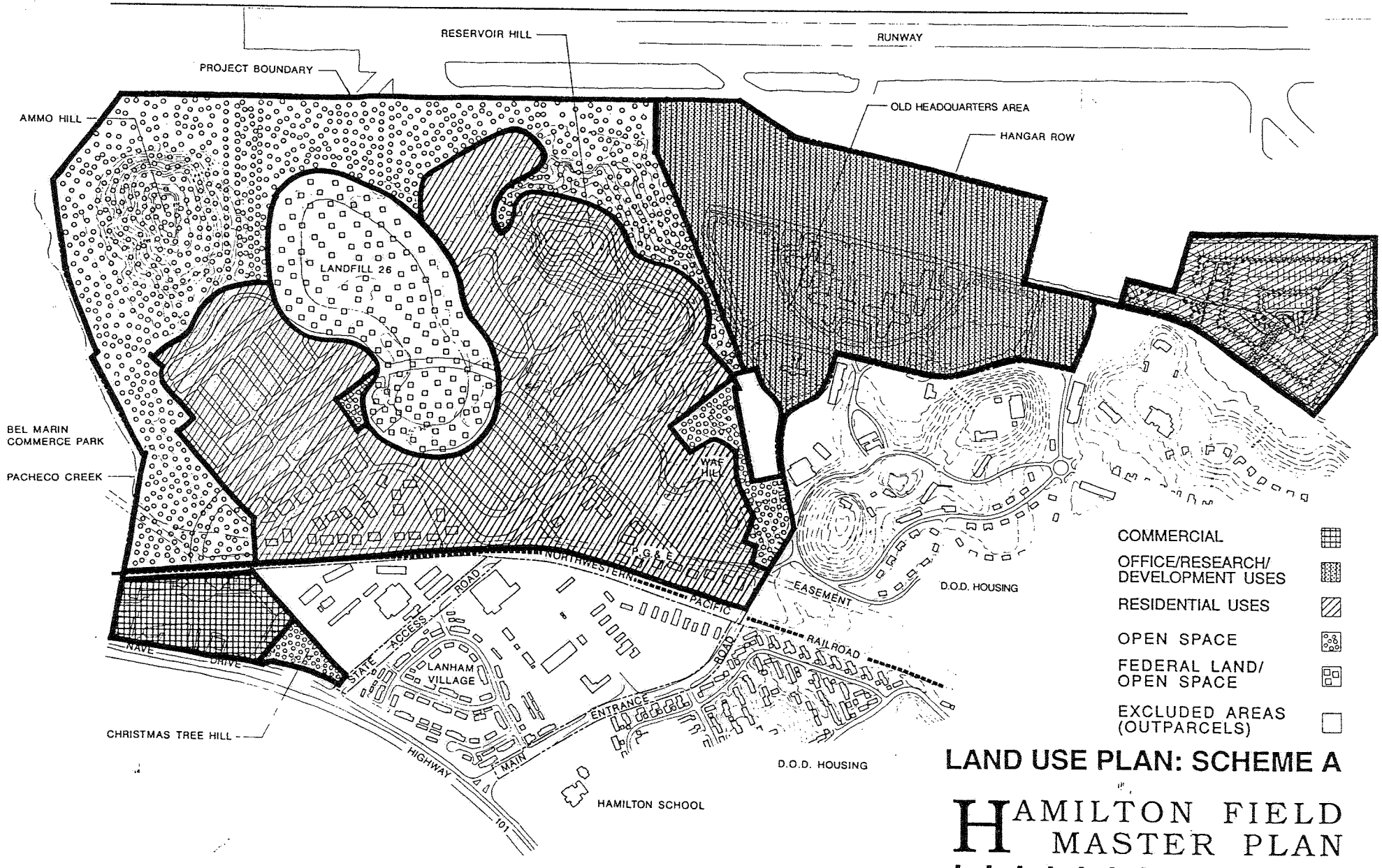

Figure H: Land Use Plan: Scheme A

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- Campus office
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- Main Gates Road improvements
- Detention basin

Phase II A - Would generally include:

- Area south of new community park consisting of attached multi-family, detached single-family and hillside homes
- New community park and public open space
- Retail center

Phase II B - Would generally include:

- Residential area north of community park consisting of both detached single-family and attached multi-family homes.
- Wetlands/uplands/Pacheco Creek restoration

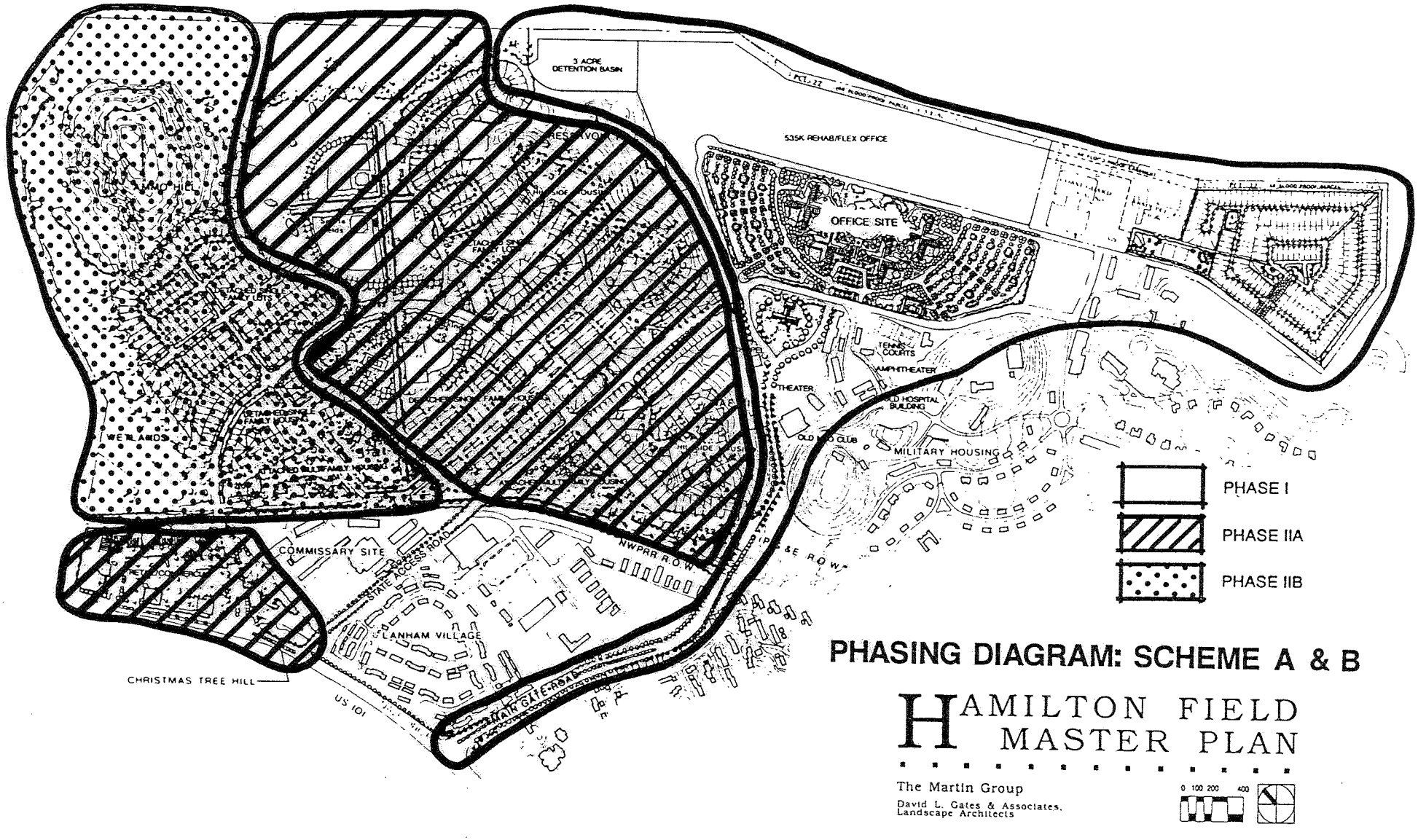


Figure I: Phasing Diagram: Scheme A & B

COMMUNITY ENTRANCES

Entry to the Hamilton Field project will consist of two major entry points and will be denoted with a series of entry statements, generally using special tree planting. Entries give an important first impression for visitors, as well as becoming a symbol of "home" for residents on a daily basis. Thus, they are significant symbols that reflect the character of the City. Although buildings and traffic patterns already exist at each entry, future development must be designed so as to unify the street edge and intersections, and give a sense of place to the project.

RESIDENTIAL CHARACTER

Residential uses are seen as an important component of the mixture of uses at the Hamilton Field project. Objectives for residential development include creating a sense of neighborhood community, a positive identity, and a sense of privacy. Each neighborhood will include certain features that will help to distinguish them from each other, within an overall visual context.

The residential community concept is modeled on classic small towns with narrow, tree-lined streets fronted by home entries and front doors. The presence of the garage and parked car will be diminished, with walkable streets to encourage pedestrian trips to local shops and businesses. The park facility will be usable and visible in its location at the hub of the residential neighborhood.

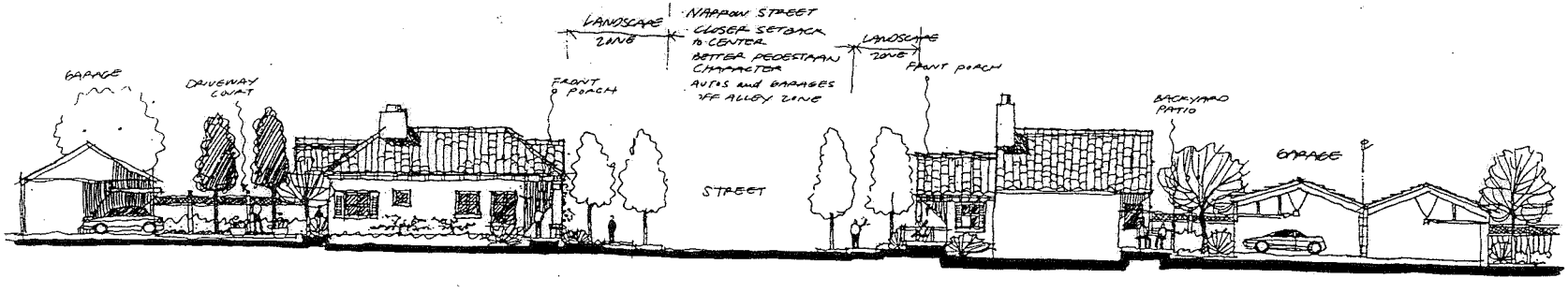
Overall architectural style and appearance will exhibit a 1920's/1930's flavor, in response to the character of the former base's buildings historic officer's residences. All residential development, regardless of the density, will include a

carefully considered site plan, a special project entry, an attractive architectural character, and a neighborly streetscape character.

Each neighborhood will be served by a hierarchical system of roads, ranging from a community spine road to local streets. Street widths will be reduced to the minimum necessary for safety, to create a small town ambience. Walking will be encouraged by the inclusion of pleasant sidewalks and pathways that connect one neighborhood to another, and the neighborhoods to retail and office facilities.

Single-Family Detached Homes

The predominant residential character will be single-family homes and will be designed to emphasize pedestrian qualities and small-town flavor. To the extent possible, garages will be located behind the homes thus allowing the home entries and front porches to play a more important role in the character of the streetscape. A variety of housing types will be provided to accommodate the needs of a cross-section of the community. These will include: smaller, detached homes targeted for entry level pricing, the traditional size homes to accommodate the expanding family, and a limited number of homes in the hillside area.

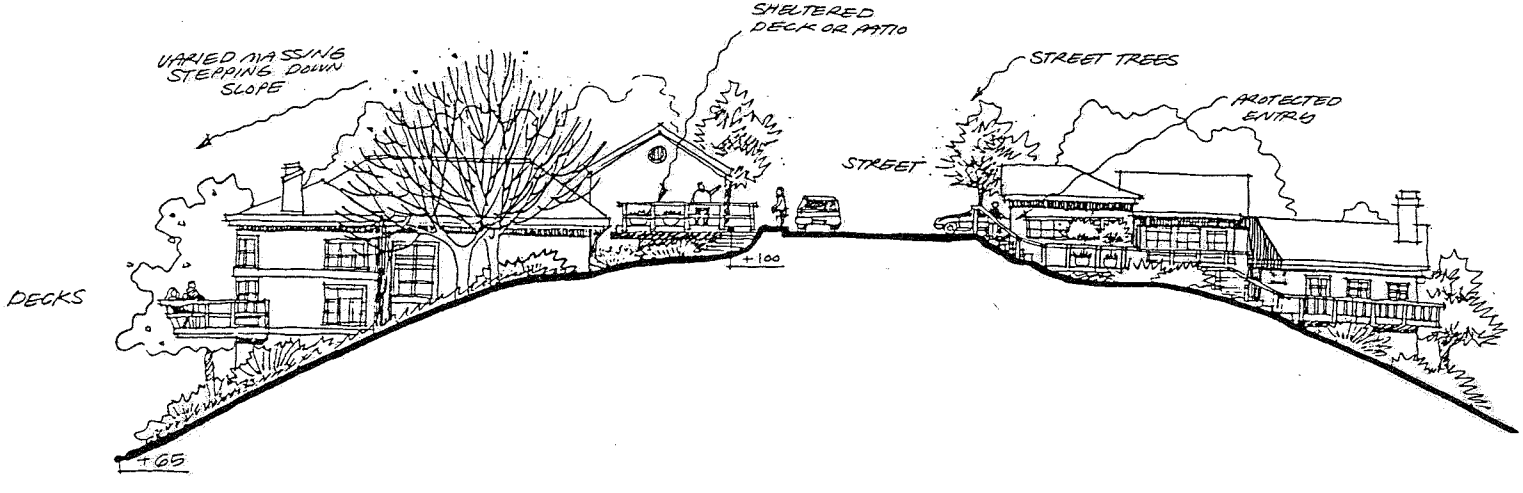


section: flatland homes

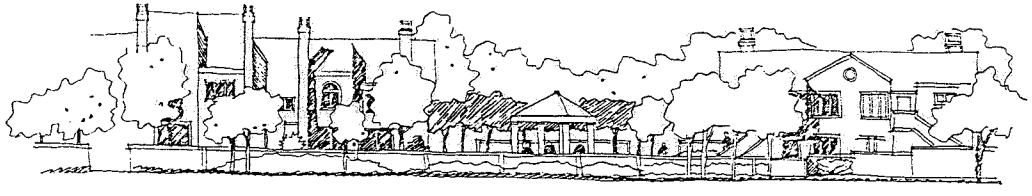
Hillside Homes

The homes in the hillside areas will be developed in a manner similar to the homes in many of Novato's other hillside areas. Existing hill-area roadways will be extensively used to access hillside homes. Grading in this area will be minimized to reduce disruption of the existing land forms, oak trees, and vegetation.

These single-family detached homes are seen as multiple-story, articulated buildings with landscaped edges, pitched roofs, chimneys, balconies, and other common indicators of residential construction. Garage access to each unit could be accomplished in a variety of ways: via a bridge from an upper street level, or from a street below.



section: hillside homes



section of attached dwellings

Attached Homes

Plans for attached residential uses will also demonstrate consideration of indoor and outdoor privacy, usable open spaces enclosed by buildings, solar access protection, noise screening, and streetscape interest. Buildings will be arranged to create internal courtyards or other usable open space areas for the use of residents.

Affordable/Senior Housing

A 22 acre parcel has been designed for affordable housing. The master plan envisions 188 for-sale detached homes, however a range of potential affordable housing opportunities could be considered.

The master plan recognizes the importance of providing senior housing within the Hamilton Field development. The Development Team is committed to actively work to create a plan for integrating senior housing into the community.

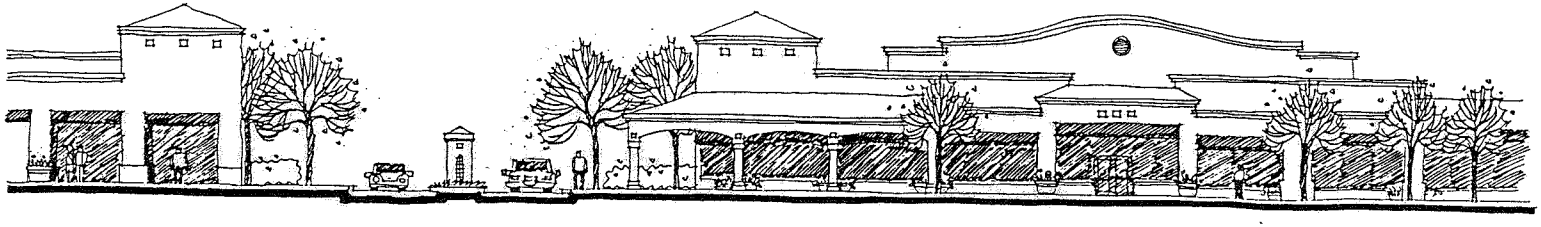
RETAIL CHARACTER

The master plan includes a retail center fronting Highway 101. This retail site is intended to provide neighborhood-serving shopping opportunities, such as a market and drug store, home improvement, video rental, copiers, bank, restau-

rants, retail clothing, dry cleaners. This center may also provide small quasi-office opportunities for tenants such as banks, travel agencies and medical offices.

Several diverse types of retailing are intended for the retail area: anchors, stand alone pads, and small support stores. The structures are intended to be articulated and detailed with display windows, awnings, and other common indicators of commercial construction. Landscaping would generally be more urban and public in appearance, with a greater proportion of paved surfaces.

The retail site will be developed with the idea of creating "village entry" character, with a tasteful mixture of form and materials. The primary emphasis will be promoting pedestrian-oriented activities and the desire to walk, rather than drive, from one part of the retail area to another. Location of non-retail uses on the ground floor will be carefully considered to avoid interrupting the retail continuity and pedestrian ambience. Interior uses will be encouraged to spill out onto the exterior sidewalk corridors with restaurant seating and displays to give a social, lively ambience. Freestanding building pads for a restaurant or other active uses will bring architectural interest closer to the street frontage, thus creating a sense of enclosure.



Section: Retail Character

Distinct commercial tenant divisions will be of a variety of sizes. As the design intent is to create a small urban village within the larger suburban context, tenant divisions will generally be small with the exception of several "anchor" stores.

FLEX OFFICE CHARACTER

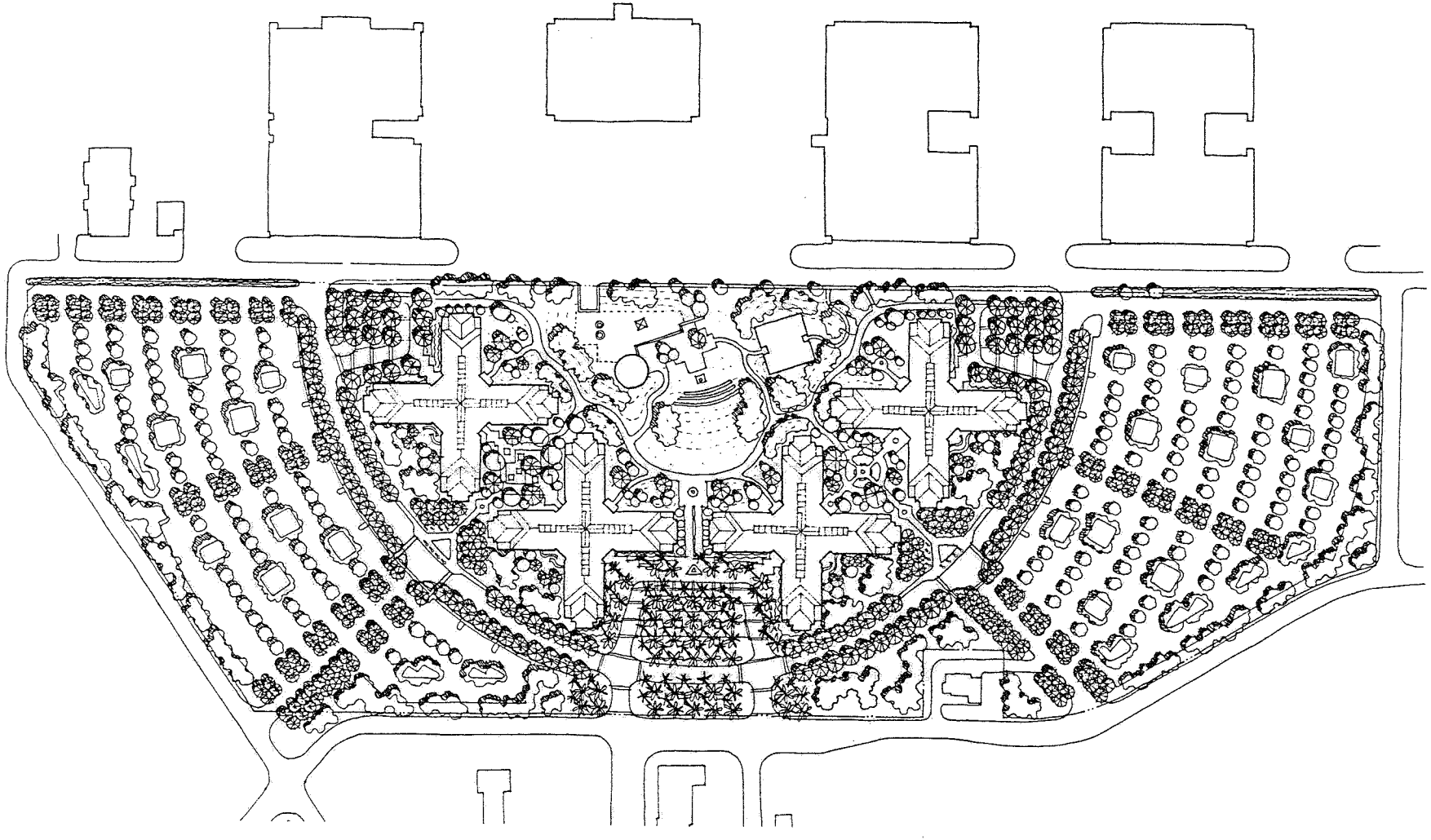
The flex office area will be developed with landscaped street right-of-ways, outdoor pedestrian use areas, and pedestrian/bicycle linkages to the community-wide trail system.

THE OLD HEADQUARTERS (500 BUILDING)

The historic/architectural character of the buildings will be retained and landscaped street right-of-ways and pedestrian outdoor use areas will complement the historic character. The building will be linked to the community-wide pedestrian/bicycle system.

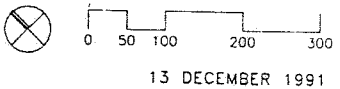
CAMPUS OFFICE CHARACTER

The planning for this facility envisions a classically unified cluster of buildings organized around a central green space. The buildings will vary in height up to five stories and will include well proportioned massing and detail that is sensitive to surrounding building character. The site will be developed with landscaped street right-of-ways, pedestrian outdoor areas, screened service areas, and shaded parking lots. Pedestrian/bicycle linkages will connect to community-wide systems.



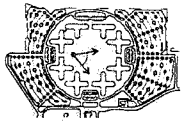
OFFICE CAMPUS
ILLUSTRATIVE PLAN, phase I

note: this plan is conceptual in nature, and may be subject to modification, as Precise Plans are prepared.



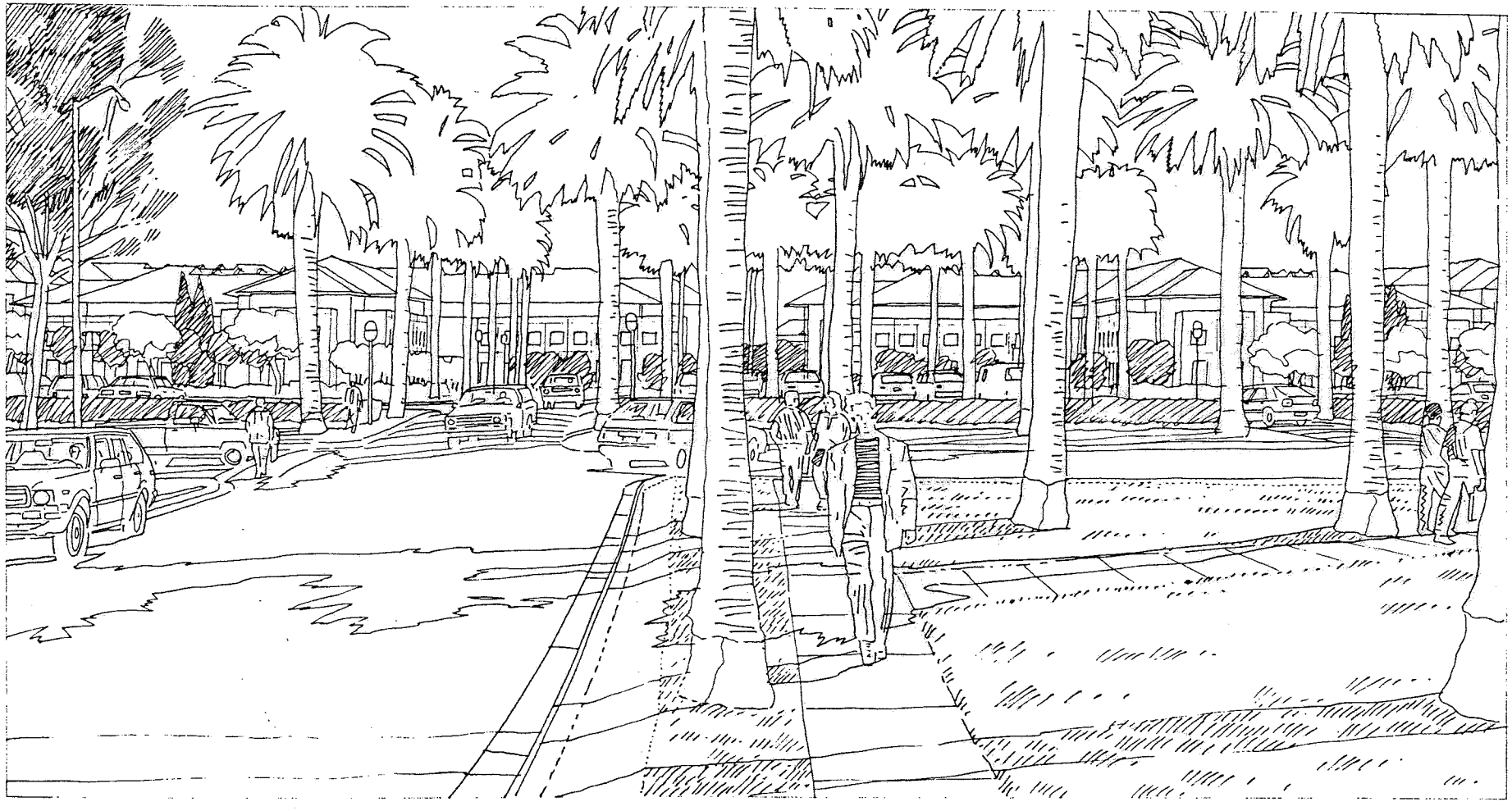
13 DECEMBER 1991

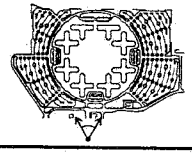
Figure J: Office Campus Illustrative Plan, Phase I



VIEW OF OFFICE COMMONS

Figure K: View of Office Commons



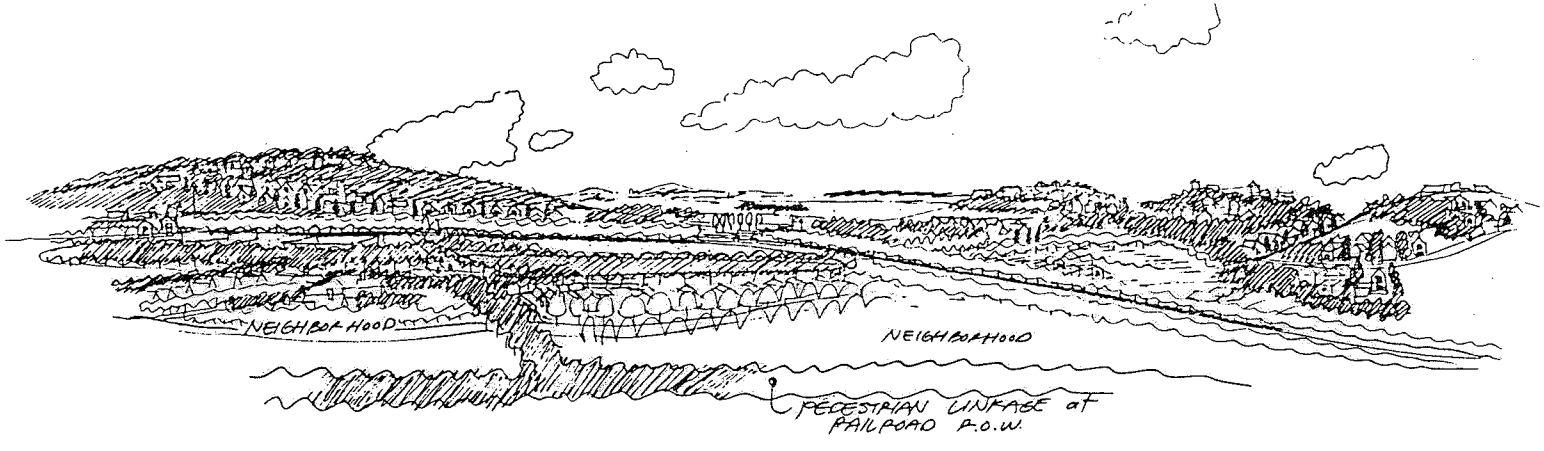


VIEW OF ARRIVAL COURT

Figure L: View of Arrival Court

PEDESTRIAN CIRCULATION

The pedestrian/bicycle circulation system is intended to provide access to and linkages between the major project destinations : the residential uses, the commercial uses, open space areas, and recreational facilities. The path character will vary with the environment it is passing through: tree-lined/shaded along street corridors, open in view/open space areas, and urban-like in conjunction with paved courtyard/plaza areas.



Open Space Panorama Sketch

STREETSCAPE CHARACTER

The streets, along with pedestrian paths, will provide physical and visual linkages between park facilities, residential areas, businesses and shops. The streets will be as narrow as possible to slow traffic and to improve the visual ambience, while still providing adequate driving lanes and emergency vehicle access. A hierarchy of streets will be created to clearly delineate the routes to important destinations. Streets will be typically tree-lined and a Master Street Tree Plan will be developed in conjunction with Design Guidelines to provide a visual framework for key entries and circulation corridors, and to provide a rich mixture of tree forms, foliage, seasonal color, and shade.

Neighborhood Street Sketch

RESPONSE TO ISSUES

This section presents the individual factors taken into account in developing the project site Master Plan. The impact of these factors will continue with development of the project area over time ; additionally, many of these factors are variable and will undoubtedly change over time. Thus, the Master Plan is intended as a living document that presents a comprehensive overview of the intended project while recognizing the needs for flexibility and change. Subsequent planning and controls through Development Agreements, guidelines, CC&R's, owner associations, and regulations will insure that development build-out remains true to the approved Master Plan.

UTILITIES

Gas

Gas service for the project will be provided by Pacific Gas and Electric Company (PG&E), with connections to existing gas lines near Nave Drive. The existing service lines within the project area are inadequate, and many have already been capped off because of the abandoned buildings and discontinued military use. Adequate gas capacity exists at the front of the site to serve the project at buildout.

Electricity

Electrical service for the project will be provided from the PG&E Ignacio Substation located about one-half mile from the project area. The 12 KV power line on Nave Drive and the 60 KV power line adjacent to the Northwestern Pacific Railroad right-of-way are available for service to the project. Initial studies indicate there is ample power to supply the entire project. Specific power needs will be

determined at the time of precise development plans.

The high tension wires for regional electrical service extending through the project area cannot be relocated or altered and will remain in their current location. Off-site service conduits will be undergrounded with screened electrical transformers at key street level locations.

Water

Water service will be provided to the project area by either the Marin Municipal Water District (MMWD) which currently serves the Hamilton Air Force Base or by the North Marin Water District (NMWD) which currently serves the Novato area exclusive of the Hamilton Air Force Base. Water service will be addressed through an annexation to the appropriate water district. The MMWD has allocated 750 acre feet annually to the project portion. Preliminary calculations indicate that water requirements for the project area are less than the allotted MMWD amount.

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

Sanitary Sewer

The project must be annexed by the Novato Sanitary District, which will provide sanitary sewer services for the project. The existing on-site pump station has a capacity of 2.72 MGD and preliminary calculations indicate this amount is sufficient for the proposed project and allocated Navy housing needs. Sewage capacity requirements in excess of pump station capacity may require the construction of additional facilities to transport sewage from Hamilton Field to the Ignacio Treatment Plant. Additional on-site lift stations will be required to serve low-lying areas.

Communications

Primary telephone service to the project area will be provided by Pacific Bell. Alternative telecommunications services may be provided by other telecommunications companies. All phone lines or fiber optic cables will be placed in a comprehensive system of underground conduits. The project will provide for state-of-the-art telecommunications facilities, which may include satellite uplinks and connections to terrestrial microwave networks. Above-ground facilities will be consolidated wherever possible and be subject to design guidelines.

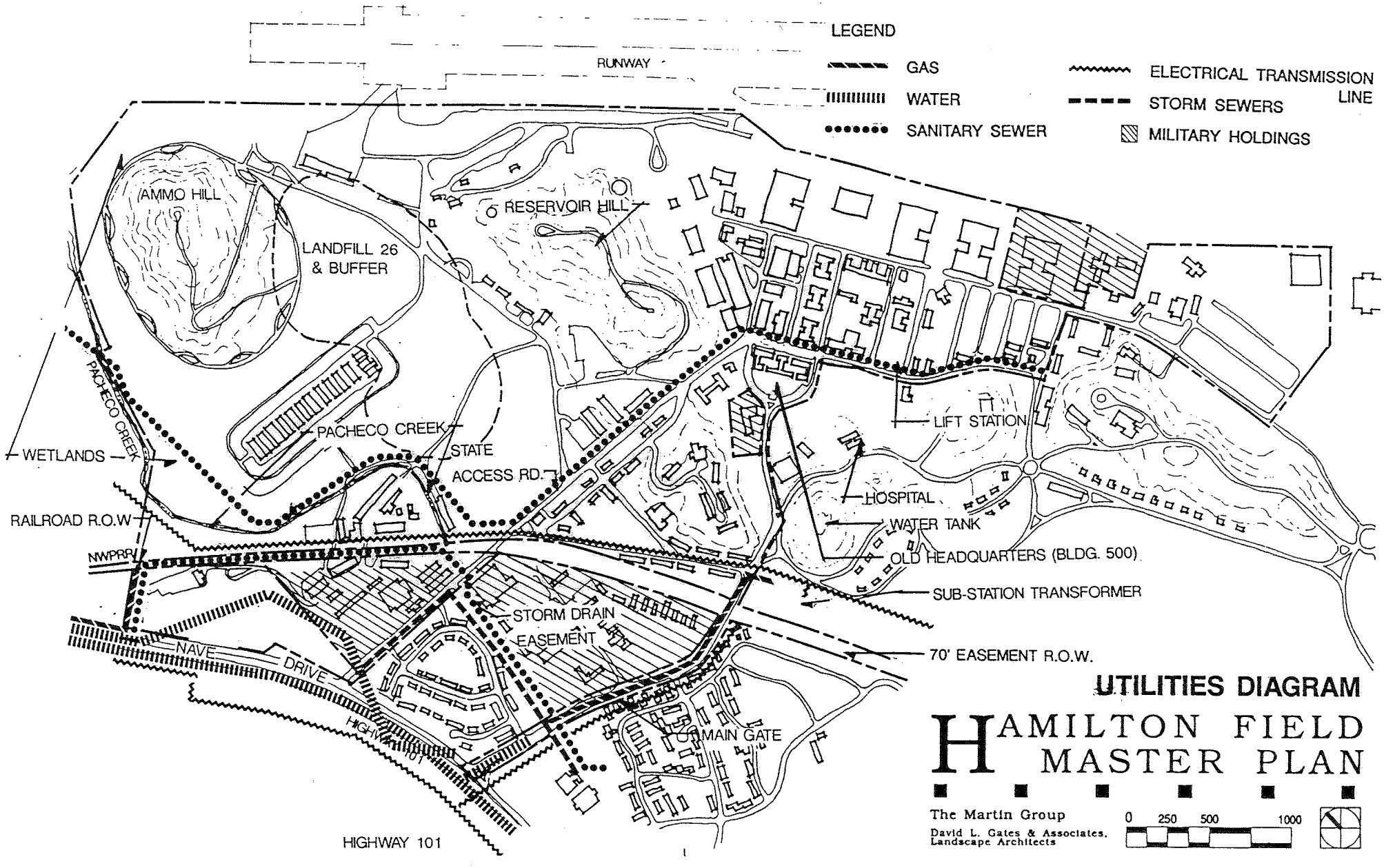


Figure M: Utilities Diagram

PUBLIC SERVICES

Police

Police services to the project will be provided by the City of Novato Police Department. The Project sponsor will contribute fees to supplement the police services as they are impacted by the Hamilton Field development. Based on preliminary discussion with police department spokespersons, the addition of 4 officers and 1 vehicle will be needed to service Hamilton Field. The project will also provide private security services to supplement public services.

Fire

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

The Hamilton Field project sponsor will share in the financial cost of fire equipment and operation on a proportional basis.

Schools

The project may require additional classrooms for public elementary, middle, and high schools. The developer will comply with the requirements of the Novato Unified School District in a fair share payment of required fees. The Hamilton Field school population would utilize the Novato High School, San Jose Middle School and Hamilton Field Elementary School. The school enrollment projections are sharply reduced from the previous Berg-Revoir Plan. The proposed school population can be adequately absorbed by the high school and middle school. If the School District concludes that a new school will be required for the elementary school enrollment, a school site will be selected and sold by the project to the School District per City of Novato ordinance. The School District has enacted a fee for new residential development to fund school capital improvements. Construction of a new school, if required, would also benefit the planned growth of Military housing at Hamilton and the Military should pay its fair share of the costs for any new school built at Hamilton. The project sponsor will encourage Hamilton Field employers to provide on-site training related programs to mitigate financial impact of the project on the community college district.

Mail Services

The nearest post office is located at the Nave Shopping Center.

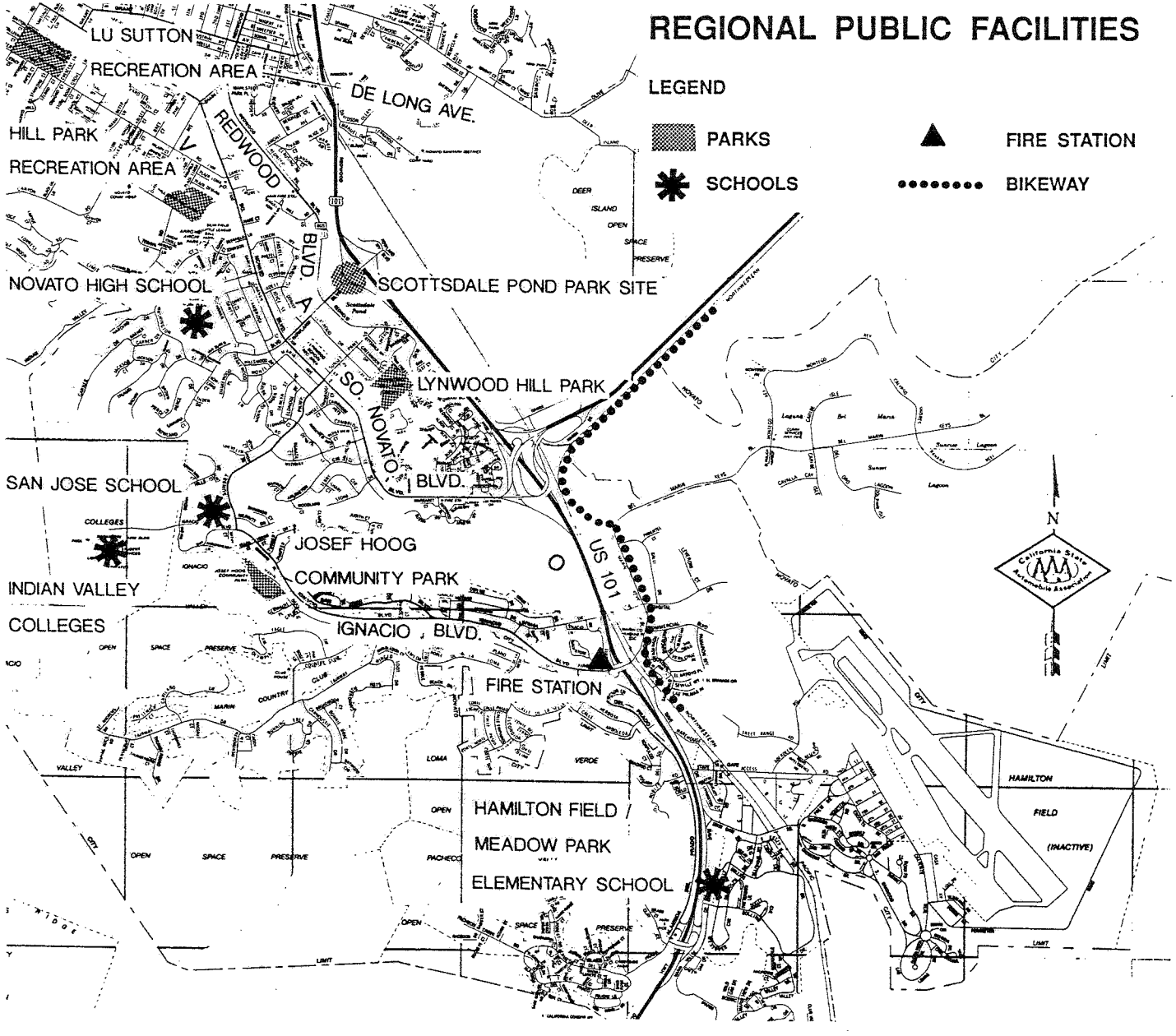


Figure N: Regional Public Facilities

PUBLIC CONVENIENCES

Solid Waste

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

Newspaper Service

The site will be serviced by a number of newspapers including Novato Advance, Marin Independent Journal, San Francisco Chronicle and the San Francisco Examiner.

PUBLIC FACILITIES

Parks and Recreation

A park and recreation facility will be provided to conform with the City General Plan, and associated development fees will be provided to meet the provisions of the Quimby Act and related City ordinances. Neighborhood parks will be integrally planned within each of the Residential Neighborhoods. The community open space and park facilities are planned to provide a range of recreational opportunities including both active recreational uses and passive, limited access wetland and upland preservation areas. The community recreation facilities will include:

- A local public park similar to Pioneer Park.
- Multi-purpose ballfields to accommodate structured sports needs (soccer, softball, baseball, volleyball).
- A Hamilton swim and tennis club available on a membership basis.

The planned park sites lie within the former Landfill 26 and surrounding Buffer Zone. An extensive natural open space system (108 acres) will provide opportunities for development of trail systems. The project trail system will be designed to link with the overall Novato Parks and Trail System. Additionally, it is anticipated that individual residential and/or business developments will include recreational opportunities within their own sites which will augment the recreation system.

Library

Library services for the project are provided by the Marin County Free Library (MCFL). Book mobile service is currently provided to Lanham Village. The project sponsor will contribute fees to provide additional library staff, equipment and operational cost required by the site development.

Public Transit

Public transit will be provided by the Golden Gate Bridge Transportation District. Currently, there are several bus stops within a ½ mile of the site including one at the main entry to Hamilton Field along Nave Drive. The Hamilton Field sponsor will work with the transit district to identify bus routes and convenient stops within the Hamilton Field area to encourage use of mass transit by residents and office employees. A Park & Ride lot is located at the Nave Drive/101 Highway off-ramp.

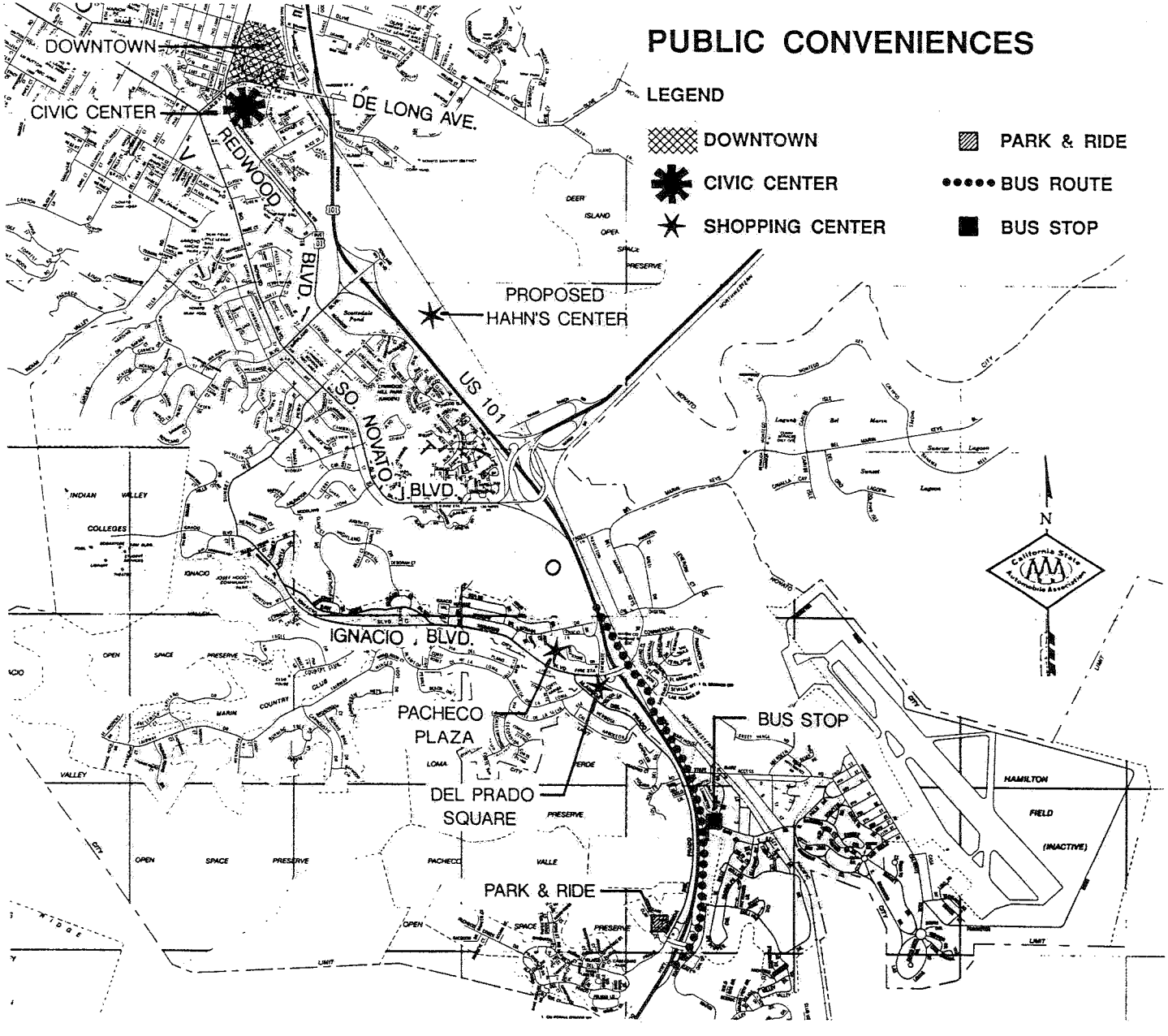


Figure O: Public Conveniences

HISTORIC AND ARCHAEOLOGICAL RESOURCES

Architectural resources

Because of current seismic, safety and handicap access codes, functional layout problems, and flooding concerns, many of the structures on the Hamilton Field site will need to be removed. It has already been determined that the existing Old Headquarters (500 Building) will be preserved and rehabilitated. The Hangars may be rehabilitated on an interim basis. The dilapidated, unsafe structures will be removed to insure public safety. Special architectural features such as the entry gate will be retained and incorporated into the overall campus theme. The flavor of the historic 1920's Mediterranean/military architectural will be retained in the character of the new residential, office, and commercial structures. Light colors, tile roofs, and special window detailing will be an integral part of the palette for new development.

Archaeological resources

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

NOISE SOURCES

Criteria

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

Compatibility of Project with Existing and Future Noise Environment

Traffic Noise

Major roadways in the study area are U.S. Highway 101, Nave Drive, and Main Gate Road. There will also be new collector streets as part of the project. The nearest proposed sensitive uses to Highway 101 would be the multi-family housing in the northwest section of the project. These buildings would be approximately 900 feet from the freeway. According to the future noise contours in the Noise Element of the General Plan, the closest residential buildings are exposed to noise levels slightly above "normally acceptable". There is an existing Caltrans noise barrier along Highway 101 in this area and there will be intervening buildings which will provide some acoustical shielding. Therefore, freeway noise at these multi-family homes is expected to be in the "normally acceptable" range. However, site-specific noise measurements should be conducted for the units closest to the freeway.

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

North Western Pacific Railroad Corridor

The current development plan indicates multi-family homes along the railroad corridor. This railroad corridor is currently used for limited freight service but has been considered for rail and bus transit systems. If this corridor is expected to be used by a significant number of freight trains or transit vehicles (including evening and nighttime operations) maximum noise levels from passbys inside the dwelling units should be reduced to 50 dB in bedrooms and to 55 dB in other rooms. This will minimize the potential for speech and sleep interference. Sound-rated walls, windows, and exterior doors can be used to provide the needed noise insulation.

Aircraft Noise

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

Potential Impacts of Project-Generated Noise on Existing Land Uses

Existing residential and school uses are located between the project site and Highway 101 and along Nave Drive and Main Gate Road. The project will increase traffic along these roadways. Significant impacts could occur if noise levels noticeably increase or exceed the "normally acceptable" range due to project traffic. A sound attenuation buffer to alleviate impacts of Main Gate Road will be designed in conjunction with Landham Village residents.

TRAFFIC

Auto Circulation

The project will have two main access roads off Nave Drive: a new Parkway entrance, and the existing Main Gate Road entrance. The new intersection north of State Access Road will primarily serving the residential and retail portions of the project. The existing Main Gate Road entrance to the project will primarily serve the office portion of the proposed project. A secondary access is proposed for State Access Road.

The circulation system is designed to split the project's traffic impacts in half by splitting the project access into two separate directions on Nave Drive. This splitting of flows from the project is achieved by orienting the streets in the residential / retail portion towards the north, while the office access is oriented to the south.

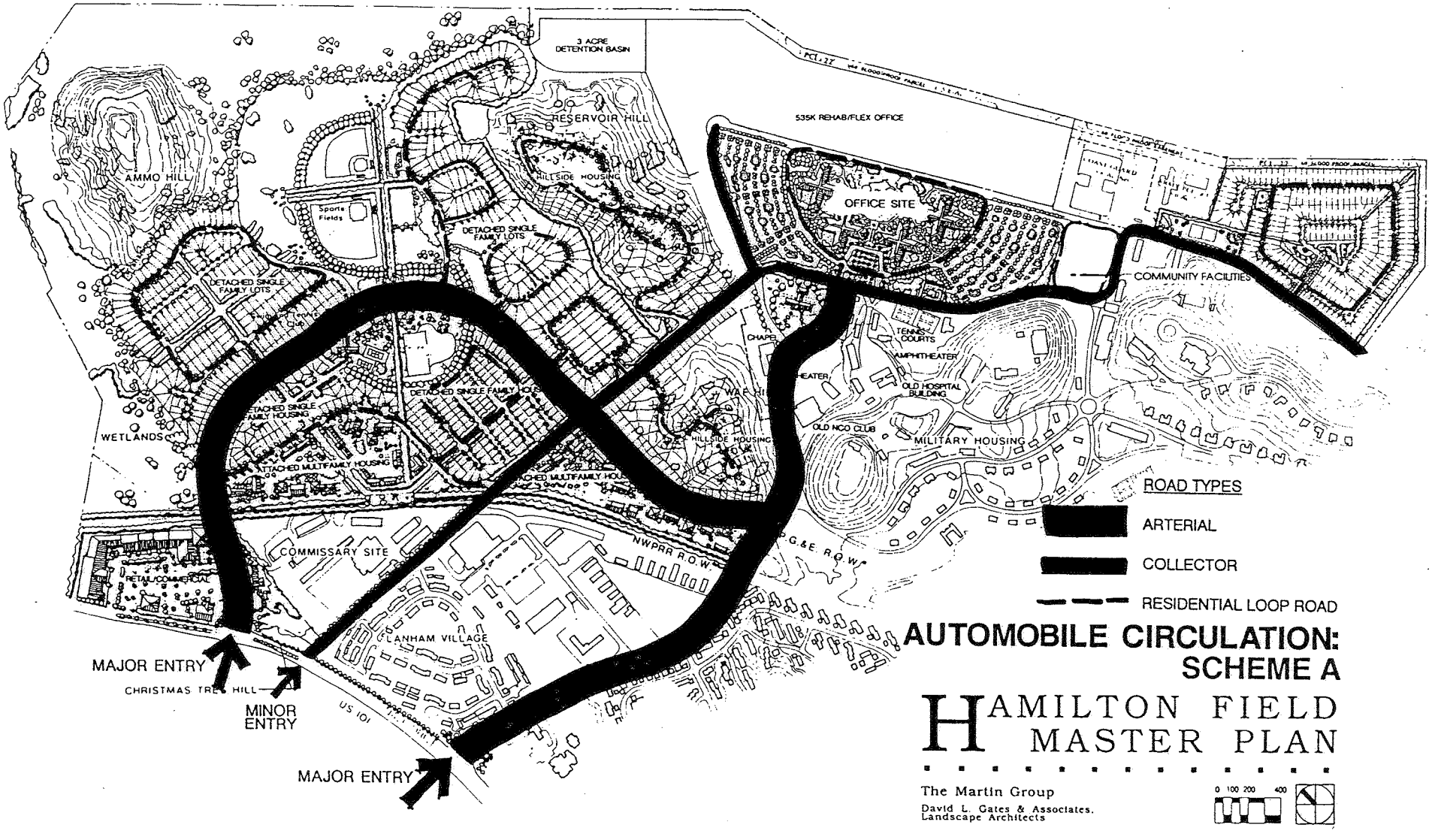
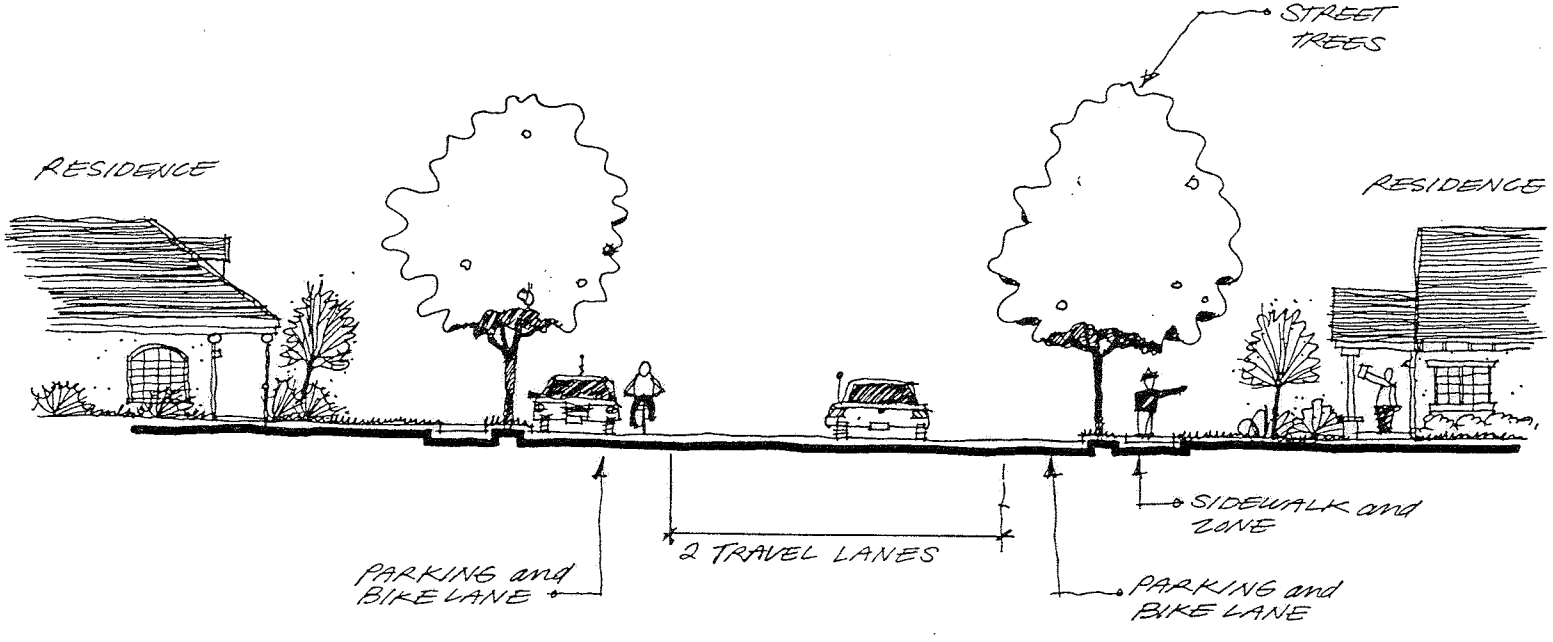


Figure P: Auto Circulation: Scheme A

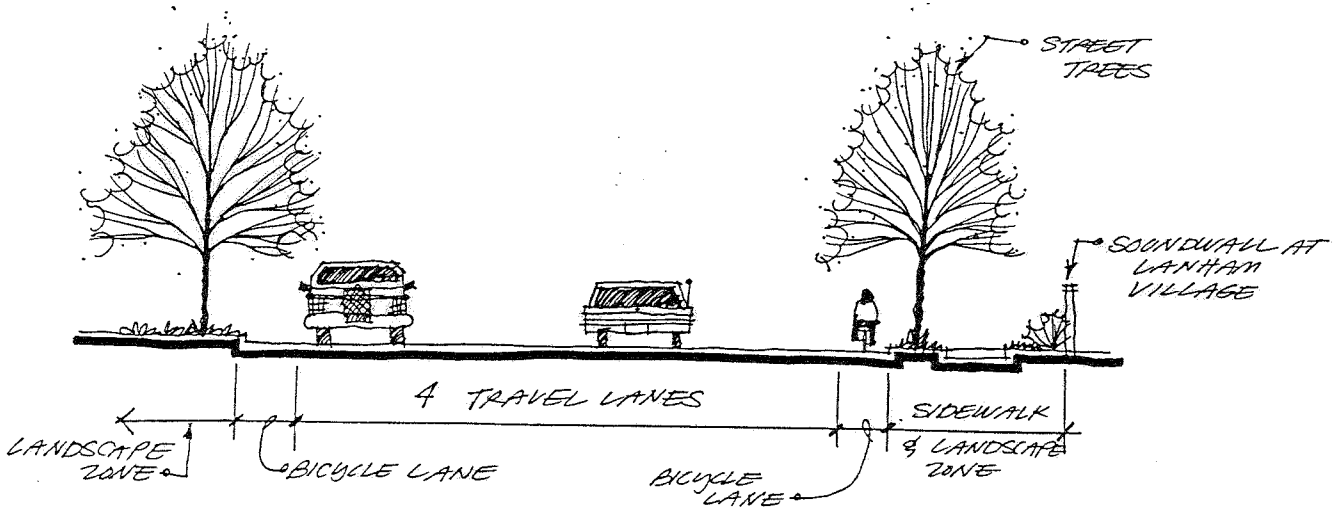
The project would provide a ratio of 2.6 jobs per household on-site, causing approximately 17% of the peak hour worker trips and 36% of the peak hour resident trips to stay internal to the project site. Traffic Table 1 attached shows the distribution of trips for the project.



Residential Loop Road

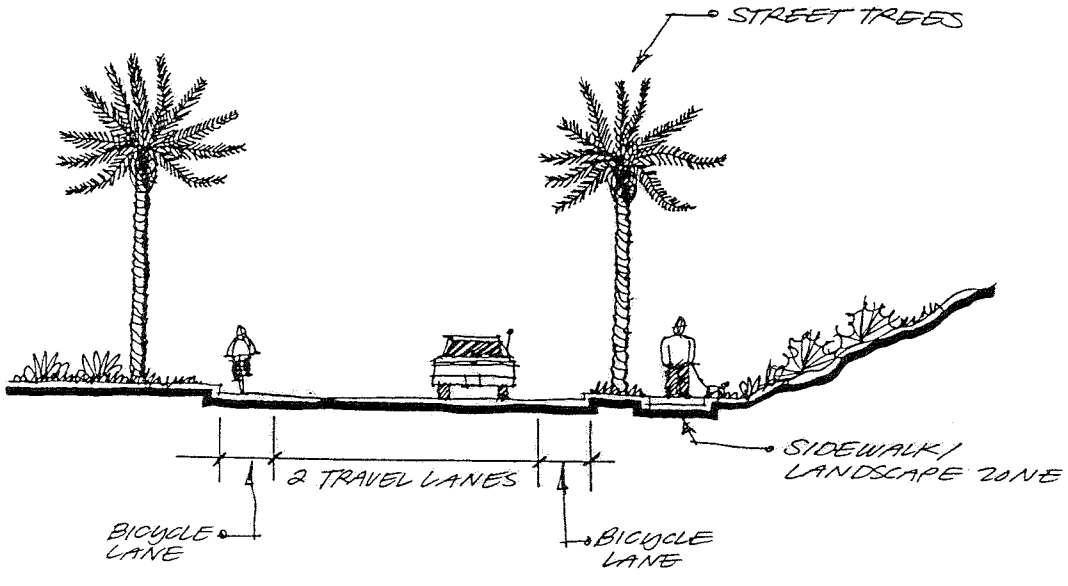
Table 1. Trip Distribution for Proposed Project

	Worker Trips	Resident Trips	Shopping Center
Internal to site	17%	36%	75%
Novato	11%	11%	5%
North on U.S. 101	41%	6%	10%
South on U.S. 101	31%	47%	10%
TOTAL	100%	100%	100%
Berg-Revoir			
DEIR Reference	pg. 3-154	pg. 3-154	pg. 3-135



Main Gates Road: 4 Lane Section

A preliminary traffic analysis conducted for the project has concluded that through the use of the Transportation System Management program (TSM), guide signing, and street widening in Nave Drive, the impacts of the proposed project on Ignacio Boulevard and the U.S. 101 ramps can be mitigated to current levels or better.



Main Gate Road

Specifically:

- The TSM program would be designed to reduce peak hour traffic generation of the office uses by 10% from standard rates for office space.

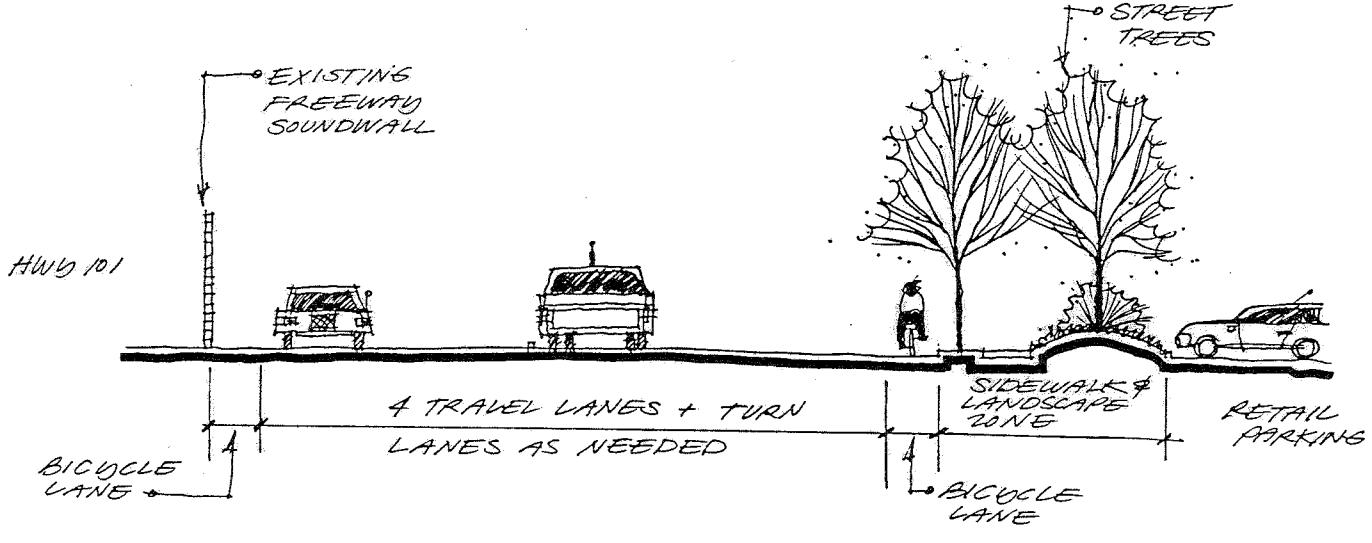
- The guide signing would be designed to direct project traffic on Main Gate Road to and from the U.S. 101 ramps on Nave Drive, south of Bolling. These signs may be supplemented with a "No Right Turn 3 PM to 6 PM" sign at the project exit on Main Gate Road.

- A right turn lane would be added to the northbound approach of Nave Drive to Ignacio Boulevard.

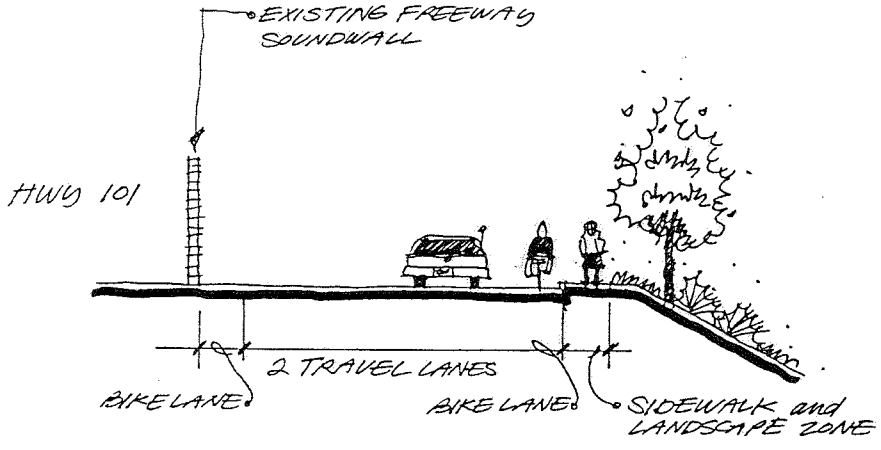
- Nave Drive would be widened to 4 lanes between the U.S. 101 north-

bound ramps (south of Bolling Drive) and Main Gate Road. Between Main Gate Road and the proposed new "parkway" entrance for the residential portion of the project, Nave Drive should remain at 2 lanes to discourage through traffic and minimize impacts on Lanham Village. The existing 4 lane section of Nave Drive at Ignacio Boulevard would be extended southwards to the new project "parkway" entrance.

- Two new traffic signals would be required at the Main Gate Road and new residential "parkway" entrance intersections with Nave Drive.



Nave Drive at Retail Site



Nave Drive at Existing Residential Uses

The existing deficient level of service at the intersection of Nave Drive and Ignacio Boulevard can be corrected by restriping the west bound Bel Marin Keys approach to the intersection to provide an additional exclusive right turn lane.

Traffic Table 2 attached shows the level of service results for the proposed project added to existing traffic with the mitigation measures listed in the introduction to this report.

Table 2. Level of Service Results
(With Project, with Mitigation)

INTERSECTION[1]	AM PEAK HOUR	PM PEAK HOUR
U.S. 101 SB & Ignacio Blvd.	0.87 D	0.79 C
Nave & Ignacio Blvd.	0.89 D	0.86 D
Nave / US 101 Off Ramp(N)	0.58 A	0.69 B
Nave / New Parkway	0.70 C	0.77 C
Nave / Main Entrance	0.68 B	0.85 D
Nave / US 101 NB Ramps (S)	0.68 B	0.76 C
Alameda Del Prado / US 101 SB	0.46 A	0.33 A
Alameda Del Prado / Clay / Nave	0.54 A	0.45 A

[1] All intersections were analyzed as if signalized, except for Alameda Del Prado / Clay / Nave

Table 3 shows the current and future traffic volumes in the area, while Table 4 shows the current and future capacities for the area.

Table 3 Existing and Future Design Capacities

Street	Existing Daily Capacity	Daily Capacity with Project Mitigation
Ignacio Boulevard (crossing U.S. 101)	30,000	30,000
Nave Drive (South of Ignacio)	30,000	30,000
Nave Drive (South of Main Gate)	15,000	30,000
Nave Drive (crossing U.S. 101)	15,000	15,000

Table 4 Existing and Future Daily Traffic Volumes

Street	Existing	With project
Ignacio Boulevard (crossing U.S. 101)	23,000	26,000
Nave Drive (South of Ignacio)	15,000	22,000
Nave Drive (South of Main Gate)	8,000	23,000
Nave Drive (crossing U.S. 101)	6,000	14,000

Transit, Pedestrian and Bicycle Circulation

Right-of-way and roadway sections will be designed to safely accommodate bike lanes and/or pedestrian pathways along collector roads within the proposed development. The on-site bike system will link project retail, residential, recreational, and office uses, as well as tie to regional bikeway systems in a transit friendly manner. Extensive bike and pedestrian system will reduce the use of the car.

SOIL, SLOPE AND GEOLOGIC ISSUES

Grading

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

The following area project areas which will require significant grading:

- The northwest-facing slope of Reservoir Hill will be re-contoured.

- The former ammunition storage bunkers, rebuttments, and blast deflectors will be removed in the area south of Ammo Hill.

The grading plan will include the following measures to reduce impacts and to improve site conditions:

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

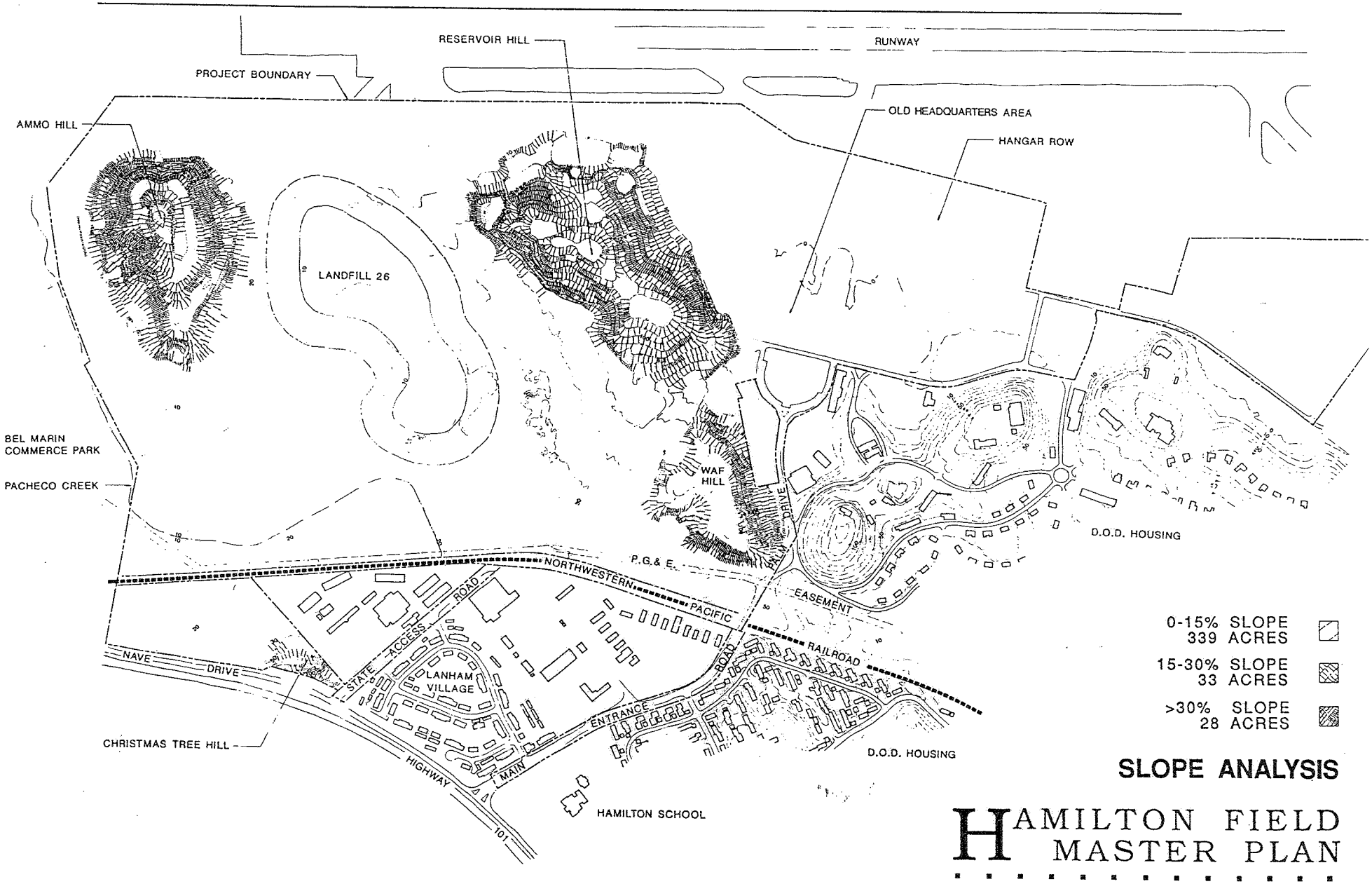
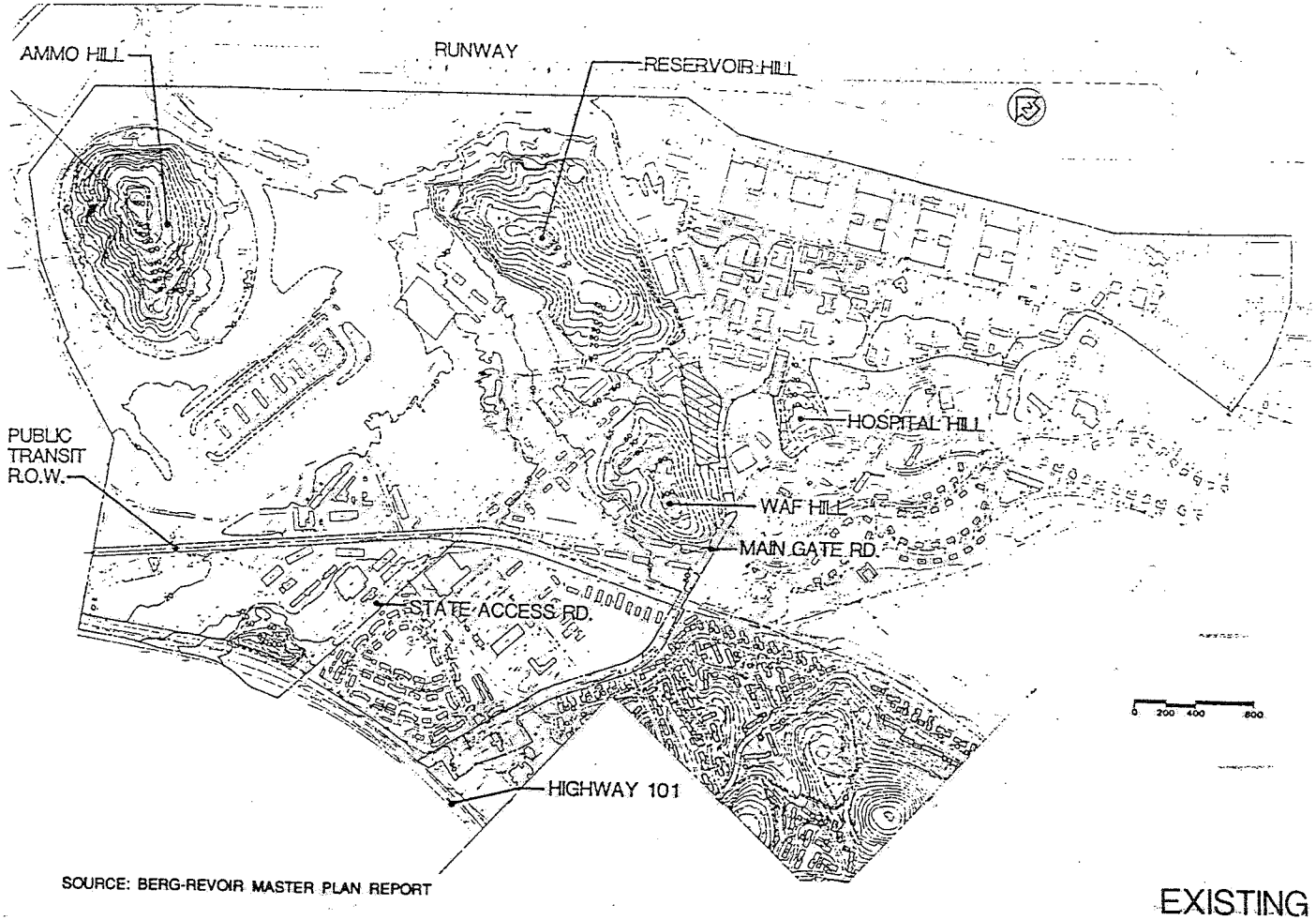


Figure Q: Slope Analysis



SOURCE: BERG-REVOIR MASTER PLAN REPORT

EXISTING TOPOGRAPHY

Figure R: Existing Topography

Contamination

On-site Contamination

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

Off-site Contamination

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

After discovery of the landfill, the Federal Government and the buyer of the property (Berg-Revoir) amended the sale document to establish a 200 to 300 foot buffer around Landfill 26 and to exclude Landfill 26 and the buffer from the sale

parcel. Consequently, the Federal Government will retain ownership in perpetuity of the approximately 41-acre Landfill 26 / buffer area. In addition, the Federal Government has agreed to remediate both the soil and water contamination.

The soil contamination will be remediated by construction of an impermeable landfill cover in order to encapsulate the contaminated soil so that the contamination cannot continue to migrate into the ground water and cannot spread beyond the present bounds of Landfill 26 or rise to the surface. Present estimates for the time necessary to complete the soil remediation are 2 to 3 years from the date of commencement.

The ground water contamination will be remediated by construction and maintenance of a ground water extraction system within the landfill to de-water the soil in order to reduce the leaching of contaminants into the ground water. A second ground water extraction system will be installed down-gradient of the landfill to extract and treat the contaminated ground water. After cleaning, the ground water will either be re-injected into the ground, or pumped into the existing storm drainage system. The water clean-up may take as long as 20 to 30 years, but neither the presence of contaminated ground water nor the clean-up process present a danger to activities on the surface.

The Federal Government will pay for and oversee the remediation of the contaminated soil and ground water, and the Marin County Department of Health Services will have jurisdiction of the soil remediation program, which must be pre-approved and carried out according to State standards, and the California Regional Water Quality Control Board will approve the water remediation plan and

insure that the water is cleaned according to California standards.

After the soil remediation is complete, and while the water clean-up continues, the Federal Government will develop and maintain the entire 42 acre site as a park. The City, with the permission of the project owner, may install and maintain roads, trails, walkways, parking facilities, recreation facilities and similar improvements in the park for public use.

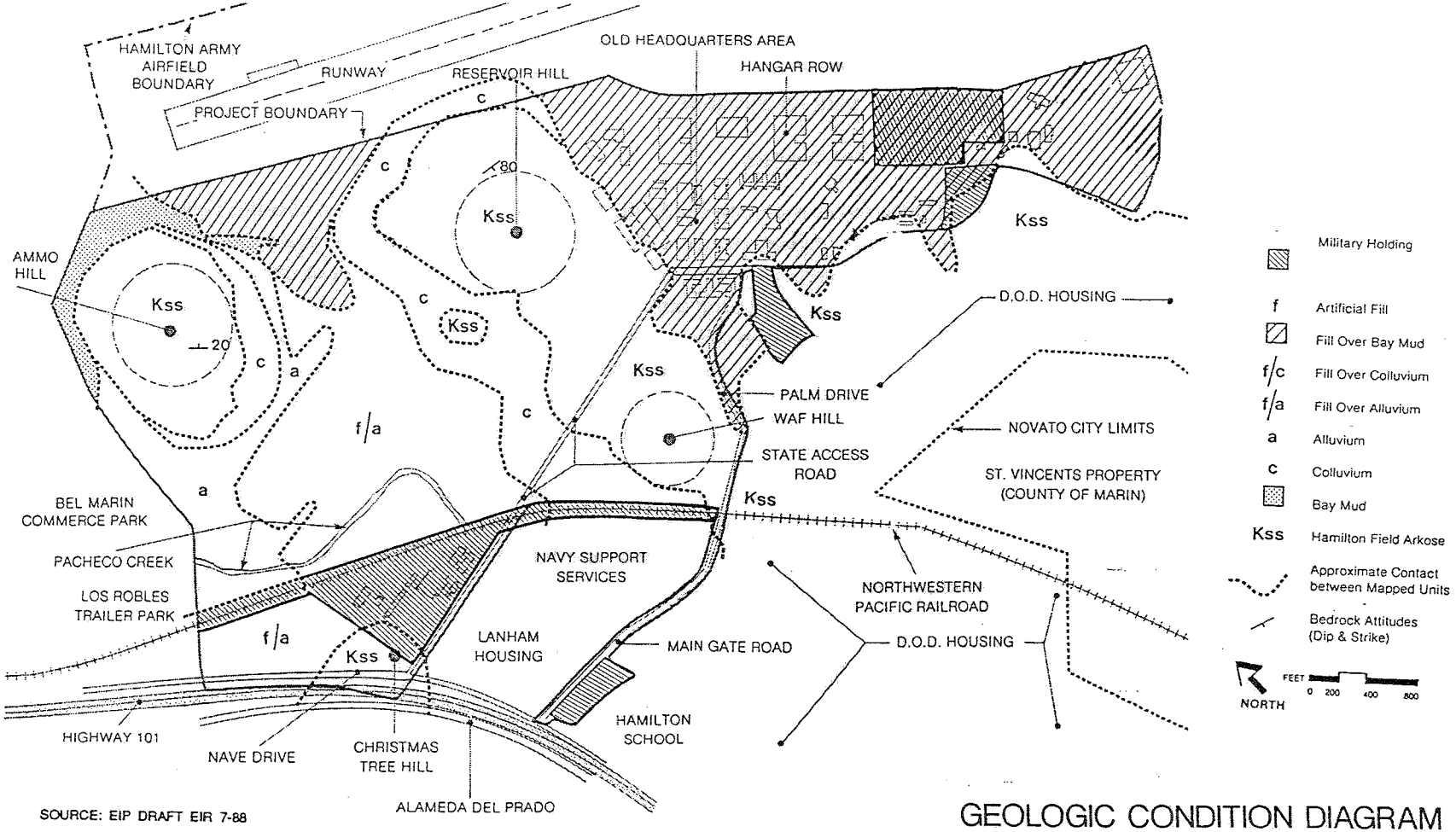
Geologic Conditions

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

Prior to construction of each Master Plan phase, detailed geologic investigations would be conducted to evaluate settlement, grading, erosion and seismic conditions. Based on the specific recommendations of these geotechnical reports, the building foundation designs, grading and erosion control programs will be developed.

This information has been excerpted from DEIR prepared for Berg-Revoir Plan.

For a more detailed discussion of the existing geologic conditions and potential settlement mitigation measures, refer to the July 1988 DEIR for Hamilton Field Master Plan, pages 3-337 to 3-359, prepared by EIP Associates.



SOURCE: EIP DRAFT EIR 7-88

GEOLOGIC CONDITION DIAGRAM

Figure S: Geologic Condition Diagram

STORM AND FLOOD WATER MANAGEMENT

The project will provide internal storm water drainage infrastructure improvements in compliance with current City of Novato Development Standards and direct the project generated flows to San Pablo Bay. This improved system will be designed to minimize urban runoff water into the area proposed for wetlands preservation and to match existing on-site flow directions. Drainage swales within open space areas will be restored to a natural habitat condition.

Specific storm drainage systems improvements proposed by applicant include:

- Realignment of Pacheco Creek between Northern Pacific Railroad right-of-way and the wetlands area. Creek will be placed in a culvert with a cross section adequate to accommodate the 100 year flood event.

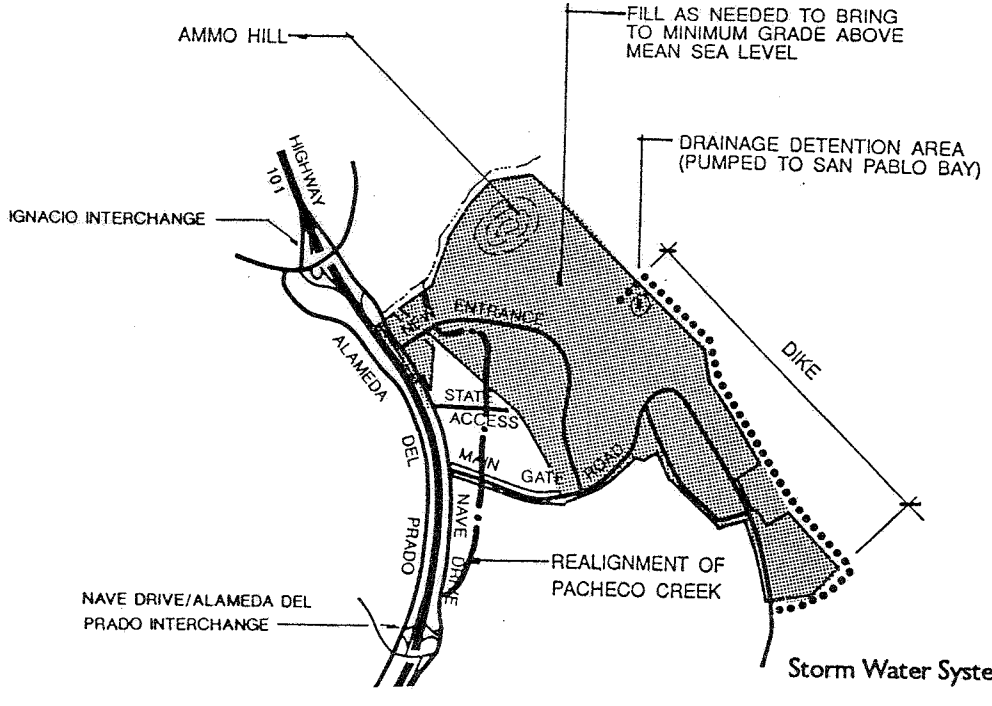
- Fill site area south of Ammo Hill to bring site and floor elevations up to the minimum City of Novato requirements above mean sea level.

- Construct a flood barrier (dike) east of Hangar Row along eastern boundary of project to provide protection to low laying portions of area if airfield levee were to fail when a 100 year flood and high tide are coincident.

- Construct a retention basin and pumps in area north of Hangar buildings. The retention basin waters would discharge through an existing 54" diameter pipe which drains under existing runway and is ultimately pumped into San Pablo Bay via the Army and Navy's existing pump system.

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

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

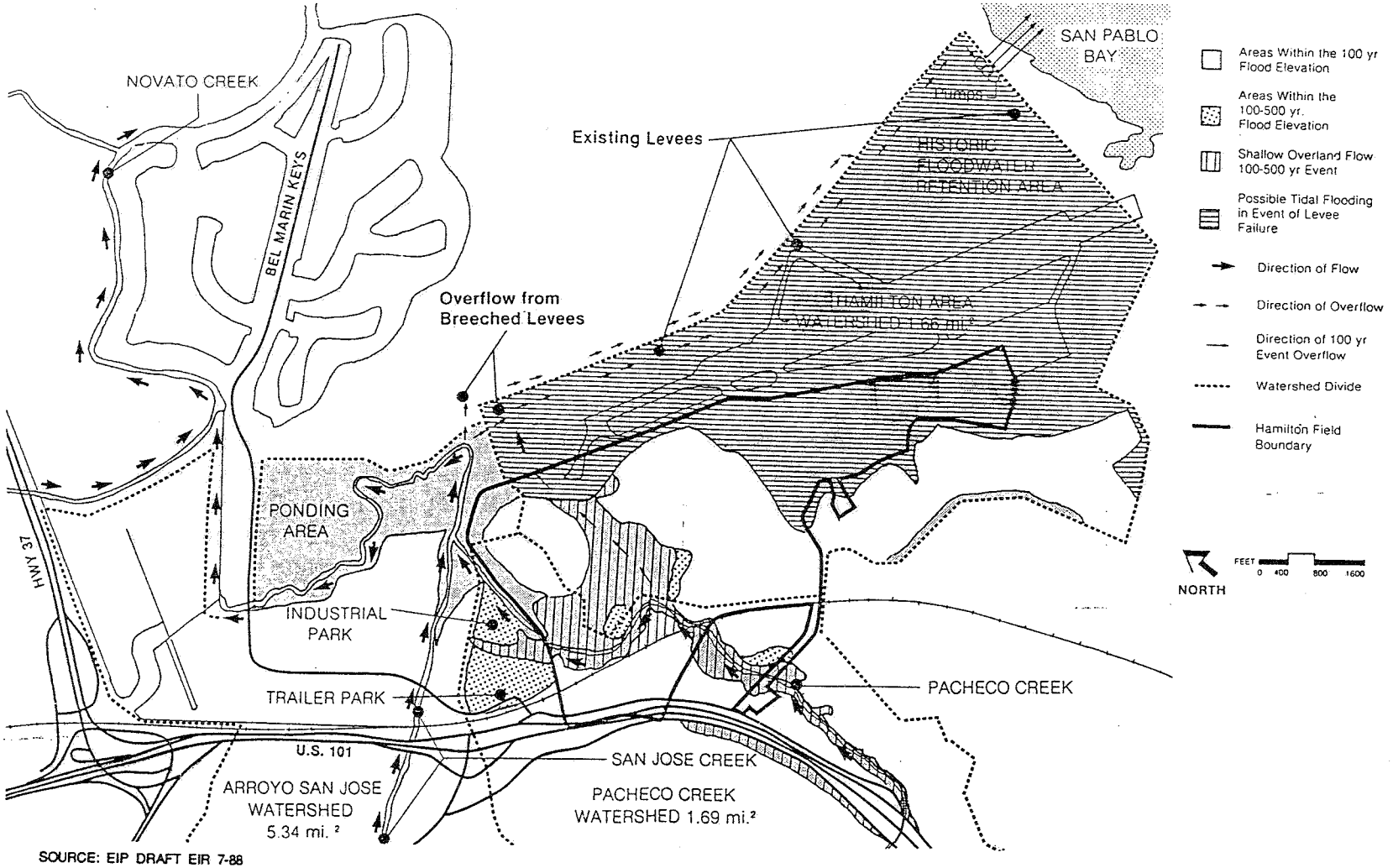


Storm Water System Improvements

An Erosion Control Plan will be submitted to the City of Novato during each project phase's submittal of final improvement plans as required by the City's Development Standards. Specific measures will consider the following:

- Discharge runoff into small drainages, where possible, and at frequent intervals to avoid build-out of large, potentially erosive flows, and provide erosion protection at all discharge points.
- Keep runoff where practicable away from disturbed areas during construction.
- Trap sediments where practicable before they leave the site or each water course.

The existing levees and storm drain systems do not meet current standards for flood control. The development team will work closely with the City, the Federal Government and the Marin County Flood Control and Water Conservation District to meet Flood Water Management requirements and participate in sub regional drainage solutions on a pro-rata basis.



SOURCE: EIP DRAFT EIR 7-88

EXISTING FLOOD PLAIN DIAGRAM

Figure T: Existing Flood Plain Diagram

SHOPPING

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

EMERGENCY MEDICAL FACILITIES

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

WILDLIFE AND VEGETATION

The project site supports six biotic communities: wetland, riparian, grassland, oak savanna, oak woodland, and urban. Areas of significant natural vegetation occurs in the northerly and northeasterly portion of the site. Impacts and mitigation measures for vegetation and wildlife areas are presented in the July 1988 DEIR, pages 3-381 to 3-409. Specific issues of concern include alteration, protection, and preservation of existing wetland areas, alterations to the Pacheco Creek alignment, protection of wildlife habitat areas from human and domestic animal intrusion, protection of significant trees on an individual project development basis, protection of large areas of existing oak woodlands, and protection for all habitats from site construction procedures and by products such as siltation and product debris.

To address these concerns the master plan:

- Retains the top and north side of Ammo Hill in an undisturbed state. Furthermore, to protect this uplands habitat and provide a buffer for the wetlands area beyond, housing and active recreation uses are sited to divert people away from these lands.

- Propose to preserve and restore riparian habitat along Pacheco Creek. To the extent possible, overland flow drainage systems will be utilized rather than concrete culverts. Where creek crossings are required, bridges rather than culverts will be utilized.

- Creates a buffer zone between the active recreation/residential areas and the wetlands/uplands habitat areas. Special design and maintenance standards are proposed to avoid potential harm to the wetlands by run-off from fields which have been irrigated, fertilized and sprayed with pesticides.

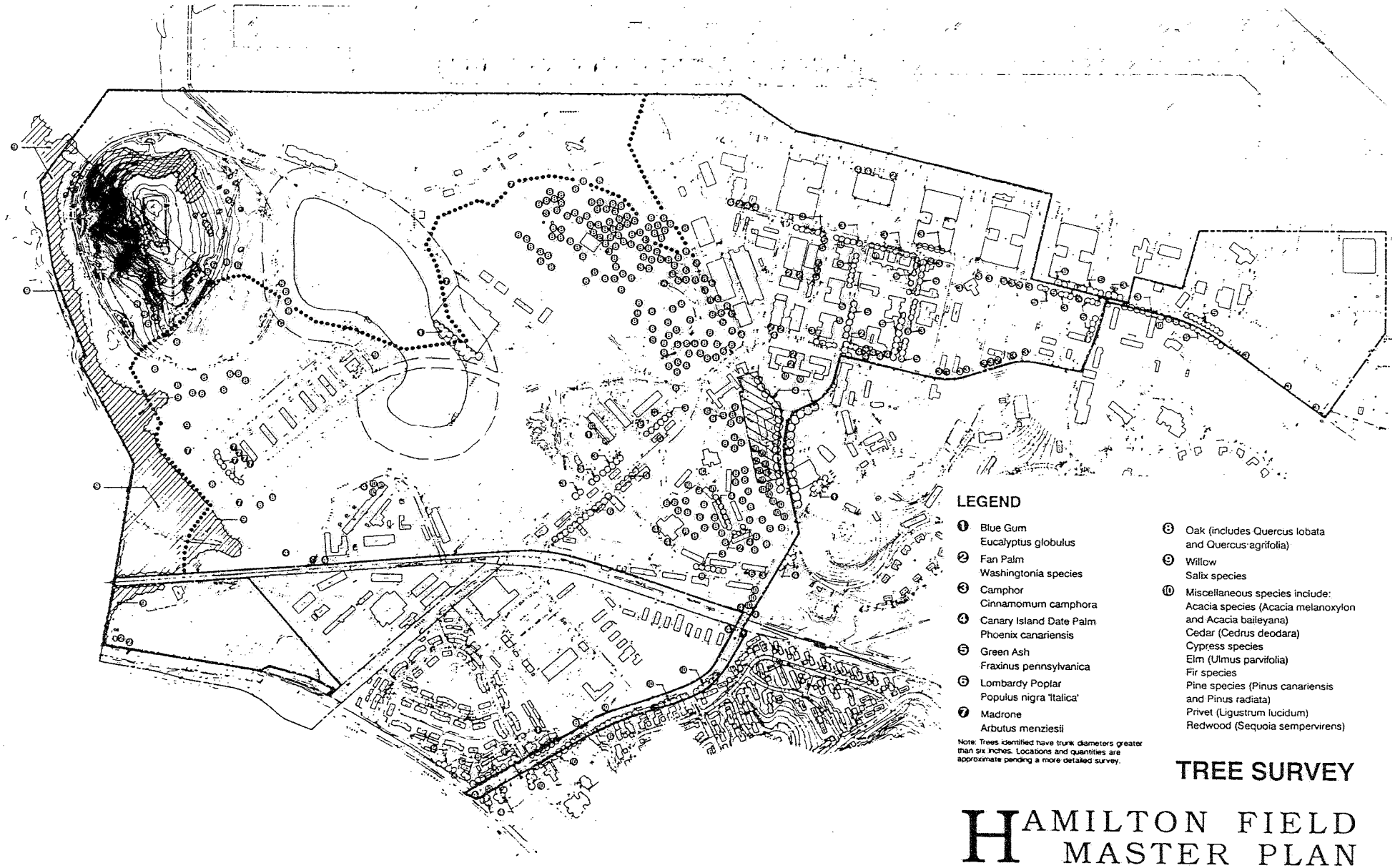
The developer will work closely with the City, County, Army Corps Of Engineers, Fish & Game and other related agencies to develop mitigation and management procedures that meet all applicable laws and regulations.

Existing Trees

A variety of established tree species are present at Hamilton Field; among the most memorable are the specimen palms and native oak trees.

The unused northern portion of the site is largely vegetated with native species. Large established oak trees are found on the knolls, including Reservoir Hill, WAF Hill, and Ammo Hill (which will not be developed). Heritage oak specimens greater than 6 inches in diameter will be preserved. Significant undifferentiated masses of willows are found in proximity to the wetland and marsh areas which will remain as open space. Further information about the preservation of trees in these open space and wetland areas is presented in the 1988 DEIR, page 3-408, and in the accompanying Technical Background Document H, Tree Preservation Methodology.

Significant trees on the southern portion of the site are found along the street edge, mostly in the 500 building area. Several different tree types are present as street trees, including Palms, Green Ash trees, and Camphor trees. Depending on economic feasibility, aesthetic compatibility and technical factors such as flood control requirements, certain of these species, including the Palms, may be suitable for retention or relocation. The Appendix includes further technical information about the feasibility of preserving and transplanting these trees.



LEGEND

1. Blue Gum
   Eucalyptus globulus
2. Fan Palm
   Washingtonia species
3. Camphor
   Cinnamomum camphora
4. Canary Island Date Palm
   Phoenix canariensis
5. Green Ash
   Fraxinus pennsylvanica
6. Lombardy Poplar
   Populus nigra 'Italica'
7. Madrone
   Arbutus menziesii
8. Oak (includes Quercus lobata and Quercus agrifolia)
9. Willow
   Salix species
10. Miscellaneous species include:
    Acacia species (Acacia melanoxylon and Acacia baileyana)
    Cedar (Cedrus deodara)
    Cypress species
    Elm (Ulmus parvifolia)
    Fir species
    Pine species (Pinus canariensis and Pinus radiata)
    Privet (Ligustrum lucidum)
    Redwood (Sequoia sempervirens)

Note: Trees identified have trunk diameters greater than six inches. Locations and quantities are approximate pending a more detailed survey.

TREE SURVEY

HAMILTON FIELD MASTER PLAN

The Martin Group

David L. Gates & Associates, Landscape Architects

0 100 200 400

Figure U: Tree Survey

Wetlands

The greatest extent of native biotic communities on the project site is in the vicinity of Ammo Hill which supports two of the most valuable biotic communities: riparian woodland and freshwater marsh.

A jurisdictional determination by the U.S. Army Corps of Engineers (Corps) was conducted on February 3, 1986 using to old more liberal rules. The Corps determined that 23.62 acres of wetlands occur on the site. The proposed master plan involves wetland fill (although substanitally less than the Berg-Revoir Plan, see below) and would require a permit from the Corps under Section 404 of the Clean Water Act of 1977, as amended.

Those portions of Pacheco Creek that are not concrete-lined support a dense growth of willow trees and blackberry thickets. The project will involve filling a portion of Pacheco Creek. The California Department of Fish and Game (DFG) has review authority for all proposed actions within the banks of Pacheco Creek under sections 1601-03 (Stream bed Alteration Agreements) of the DFG Code. The proposed Master Plan will require a stream bed alteration agreement from the DFG.

Mitigation efforts to offset the impact to vegetation and wildlife will be performed as required by the Corps and DFG. To compensate for the loss of habitat, the project applicant will create and restore wetland and riparian habitat using native plant species. The Berg- Revoir Master Plan report proposed a wetland loss of 7.19 acres. The loss of wetlands proposed by this plan will be less than one-quarter of that proposed under the Berg-Revoir Plan. The difference between this Master

Plan and the Berg-Revoir Plan includes wetland that is a part of the former Landfill 26 parcel, to be retained by the U.S. Government. (see the discussion on Contamination, page 58 for further information about Landfill 26) On-site replacement at a

Wetland Character

ratio of one to one of new to filled acres is proposed but may be altered by regulatory agency requirements. Compensatory wetlands would be added adjacent to existing wetlands where feasible. An open space buffer zone will separate development sites from the wetland areas.

MANAGEMENT OF NON DEVELOPED AREAS

Approximately 108 acres on the project site, plus the former Landfill 26 and Buffer areas (approximately 41 acres), will be set aside as open space, for a total of 149 acres of open space. Included in this total are 41 acres of public recreation land available to the City of Novato for passive and active recreation. This open space will also include Ammo Hill and its surrounding areas where the greatest extent of native biotic communities on the project site occur. One or more management entities will be designed for the open space and will follow guidelines established in a resource management plan developed for the area.

Several biotic communities comprise the open space; oak woodland/savanna, grassland, riparian, marshlands and newly created wetlands. Management goals, in terms of vegetation, will vary for each of these communities while the primary management goal for wildlife will be to maximize human disturbance associated with adjacent development.

Subsequent to Master Plan approval, the Development Team will work closely with the City to identify areas of management/maintenance jurisdiction. The team in conjunction with the City will develop specific guidelines and procedures for the areas under non-public jurisdiction.

Management prescriptions to be developed for the open space will consider the

following:

1. Preserve natural communities

Oak woodland/savanna

- control escape of exotic plants from adjacent development into the open space.
- monitor grazing of grassland to prevent overgrazing which can prohibit the regeneration of oak seedlings.
- consider oak seedling planting program if regeneration not observed.
- prohibit removal of deadwood, except for fuel modification purposes.
- prohibit pruning or clearing of native trees and shrubs except for fuel management or public safety purposes.

Grassland

- eradicate invasive weeds and shrubs through prescribed burning, grazing, chemical treatment, mowing or manual removal.
- reintroduce native perennial grass species.
- avoid disking unless required for fire break zones.

Riparian

- maintain flows in Pacheco Creek.
- enhance existing habitat by planting additional trees and shrubs consistent with the native vegetation within the Pacheco Creek corridor.
- prohibit human access into the creek corridor. Hiking trails should be designed to avoid the corridor as much as feasible.

Marshlands

- maintain existing hydrological regime in marshlands.
- monitor discharge of storm water directly into marsh to maintain salinity character of the habitat.
- prohibit human access into the marsh - keep organized trails on the perimeter.

Created wetland

- maintain created habitat in a manner consistent with the goals of the wetland mitigation program developed.
- prohibit human access while maintaining wildlife access to this area.
- employ a monitoring program through the establishment period (three to five years) for the wetland to assess the success and provide recommendations for improvements as required.

Minimize human disturbance of natural areas

- manage intrusion into natural open space through signage, fencing or walls and landscape edge treatments.
- prohibit motor vehicles (except emergency or maintenance) in natural open space.
- localize human disturbances through establishment and maintenance of hiking trails.
- restrict night lighting in the open space and direct night lighting in developed recreational areas away from the open space.
- install barriers (fencing, planting, topographical) where roadways intersect natural open space.

Design of urban/natural interface

- use landscape buffers in the interface to prevent intrusion of non-native plant species into natural areas, screen development from open space, and prevent excess runoff from landscape irrigation from entering natural areas. Incorporate native plants into this interface.
- consider a 30-foot wide "fuel modification zone" for wildlife protection. This zone could be planted as described above and include native "fire resistant" species, or it may be mechanically maintained through mowing or disking.

ENERGY CONSERVATION

The project will use building siting and landscaping to reduce energy consumption wherever feasible. Specifically, the project's buildings will be oriented to create solar access wherever possible by permitting maximum southern exposure on inside and outside spaces, thereby reducing space heating needs. Appropriate tree massing will include shading of paved surfaces and location of heavy foliage on the west side of buildings to reduce heat buildup and air cooling demand. Paint and other building finishes will be light-colored. Project buildings will be developed in conformance with Title 24.

REQUIRED APPROVALS

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

The project site is designated in the Novato General Plan as within the Ignacio-Hamilton Sub center and is designated for Infill within the Sub center on the Novato General Plan Map. The project would require a General Plan amendment and Master Plan approval from the City of Novato. Design Review and building permits would be required for construction. Amendments to the Novato General Plan would be required based on the interpretation and application of the General Plan policies, criteria and standards as applied to the project proposal. An applica-

tion for General Plan amendment has been submitted in conjunction with this Plan.

The project would require approvals from other agencies, including the Novato Fire Protection District, Marin Municipal Water District or the North Marin County Water District, the Novato Sanitary District and Marin Local Agency Formation Commission (LAFCO) for annexations to these special districts; the California Department of Fish and Game for a creek alteration permit; and the U.S. Army Corps of Engineers for permits related to flood plain protection and management and drainage improvements. The project site is not within the zone of ordinary jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC), which extends 100 feet landward from the shoreline of San Pablo Bay.

Development Agreements will be applied for in conjunction with this Master Plan in order to assure the orderly development of the project. Each aspect of the project will require Subdivision Maps, Precise Plan applications to the City and related regulatory agencies. Submittal procedures include detailed Design Review for conformance with ordinances and regulations and design criteria.

APPENDIX

Contents:

A. Letter regarding Tree retention and preservation

B. Conceptual character sketches

HORTICULTURAL Associates

Consultants in Horticulture and Arboriculture
P.O. Box 3555. Santa Rosa. CA 95402. (707) 935-3911

December 9, 1991

Mr. Bob Sabbatini
Sasaki Associates
444 DeHaro Street, Suite 202
San Francisco, CA 94107

Re: Tree preservation at the proposed AutoDesk site, Hamilton Air Force Base, Novato

Bob,

Per your request we have completed a conceptual tree evaluation at the above noted site and the following information is presented for your planning use:

SPECIES PRESENT AS STREET TREES

Two primary species are currently being utilized as street trees at various and inconsistent locations throughout the site. A wider variety of tree species are present adjacent to buildings and other locations. There are approximately 300 trees and palms in all locations which are over six inches in trunk diameter.

Camphor (*Cinnamomum camphora*) has been used along Hangar Row and Escolito Avenue and intermittently on perpendicular numbered streets. Trees range in size and condition and all appear to be in a range of 40 to 50 years old. Most appear to be suffering the effects of many years of neglect and lack of summer water. Considering this, they are in reasonable condition.

Green Ash (*Fraxinus pennsylvanica*) is less prevalent and utilized primarily on the numbered streets. Trees are smaller than adjacent Camphors but appear to be of the approximate same age. In addition to neglect, this species has been topped in many locations and overall structure has been severely damaged as a result.

Mexican Fan Palm and Canary Island Date Palm have both been used to a very limited degree. Both species are in good condition in most locations, but vary dramatically in height.

SUITABILITY FOR PRESERVATION

Both Camphors and Green Ash lack consistent appearance and are intermittently planted. Both species however, appear to be well suited to the shallow water table and soil conditions present at the site.

Effective preservation will be dependent on the extent of regrading required. Greater grade changes will result in reduced survival and greater physical mitigation requirements. We generally do not recommend increasing or decreasing grade more than six inches inside the canopy dripline.

Camphor has reasonable characteristics for use as a street tree and might be considered for use in new areas of the project. Green Ash however, is generally a poor selection due to it's general growth characteristics. This Ash species appears to be of a seedling origin and shows a high degree of seedling variability. This includes individual male and female trees with somewhat dramatic visual differences. Lack of visual consistency renders this a poor selection as a street tree.

OPPORTUNITIES FOR TRANSPLANTING

Transplanting trees of this size is done commonly with a high rate of success. The two palm species will both readily transplant in a one-step operation. Mexican Fan Palms will transplant with a 90% to 100% success rate, while Canary Island Date Palm have an 80% to 100% success rate. Camphors will transplant but with a greater degree of difficulty and a 80% to 100% survival rate. If the optimum timing and transplanting techniques are applied, minimal loss should generally be expected.

Transplanting trees the size of Camphors is a lengthy and costly process and we urge you to carefully weigh the relative value of these trees against the cost and survivability rates. These trees must be dug and boxed by hand for any reasonable degree of success. Digging must occur in a phased manner over a minimum two year period to reduce transplant shock. Following a gradual severing of the root system, each tree must be side boxed, handled with a crane, and either placed in a new location or held in the container for future planting. Canopy pruning must occur to compensate for damaged and lost roots. Pruning may reduce height, spread, and density by as much as 15% to 20% depending on individual tree characteristics and the actual transplanting schedule.

If a shallow water table exists as suggested, this will have promoted shallow rooting and most likely will increase the chances for surviving.

The transplanting timetable is important and any less time consuming approaches will result in a reduced survival rate. Costs to perform these services can be expected to range between $12,000 and $20,000 per tree depending on the number of trees moved and various other logistical parameters.

We do not recommend the retention of Green Ash due to current condition and relatively poor value as a street tree species. We do recommend that you consider moving the palms due to their suitability for transplanting and relatively reasonable costs (approximately $2000 each depending on species and length of move).

Camphors must be carefully evaluated to determine their real aesthetic or historical value in relation to the dollar values required for transplanting, and their appearance following transplanting. We recommend that you purchase containerized specimen trees for your larger tree needs rather than transplanting those currently existing. Relative costs will be substantially less, survivability better, and appearance and growth both stronger and more appropriate for the intended site use.

Please feel free to contact me for further discussion on these issues. I would be glad to prepare more specific information at your direction.

Sincerely,

John Meserve
Certified Consulting Arborist #478
International Society of Arboriculture W/C

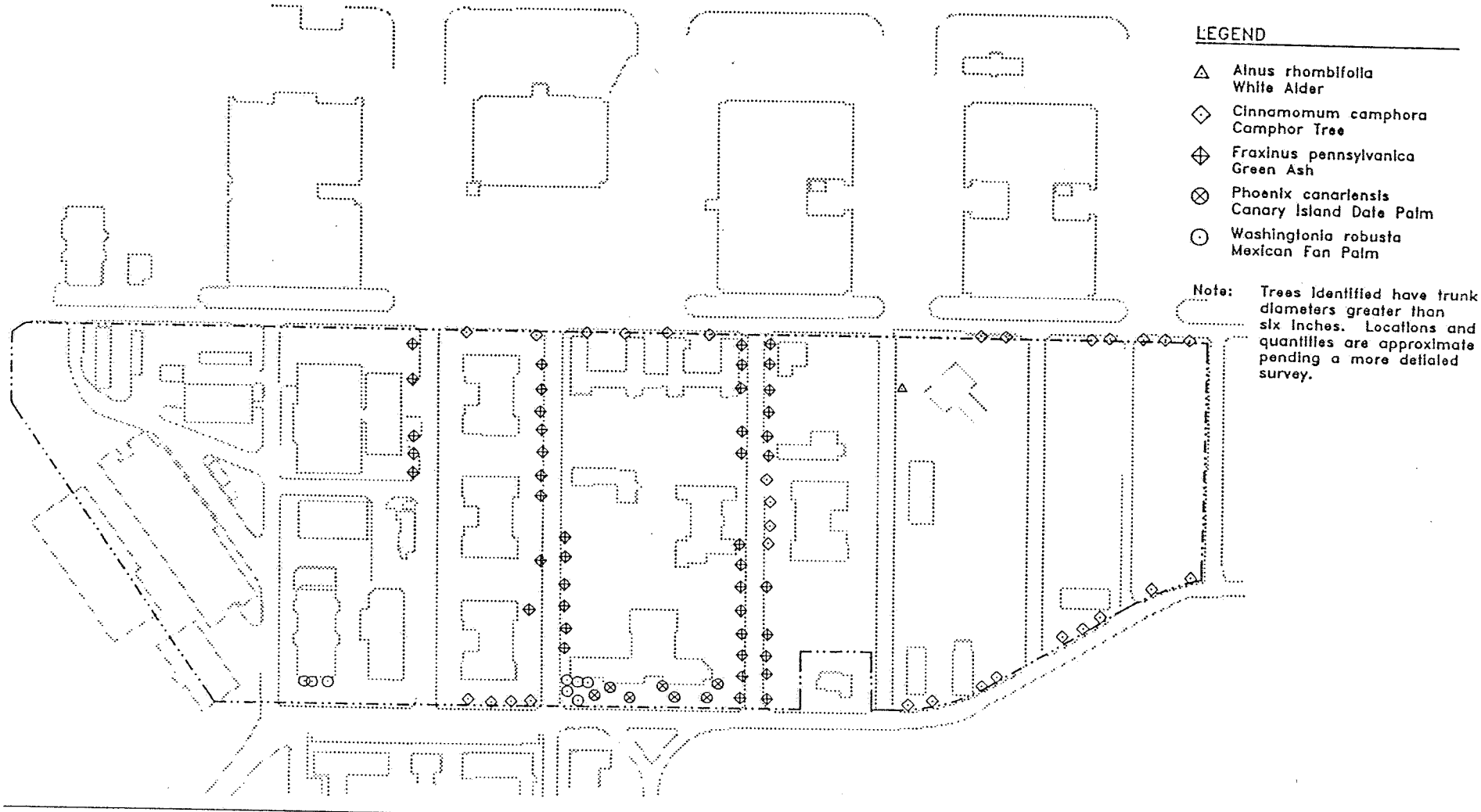
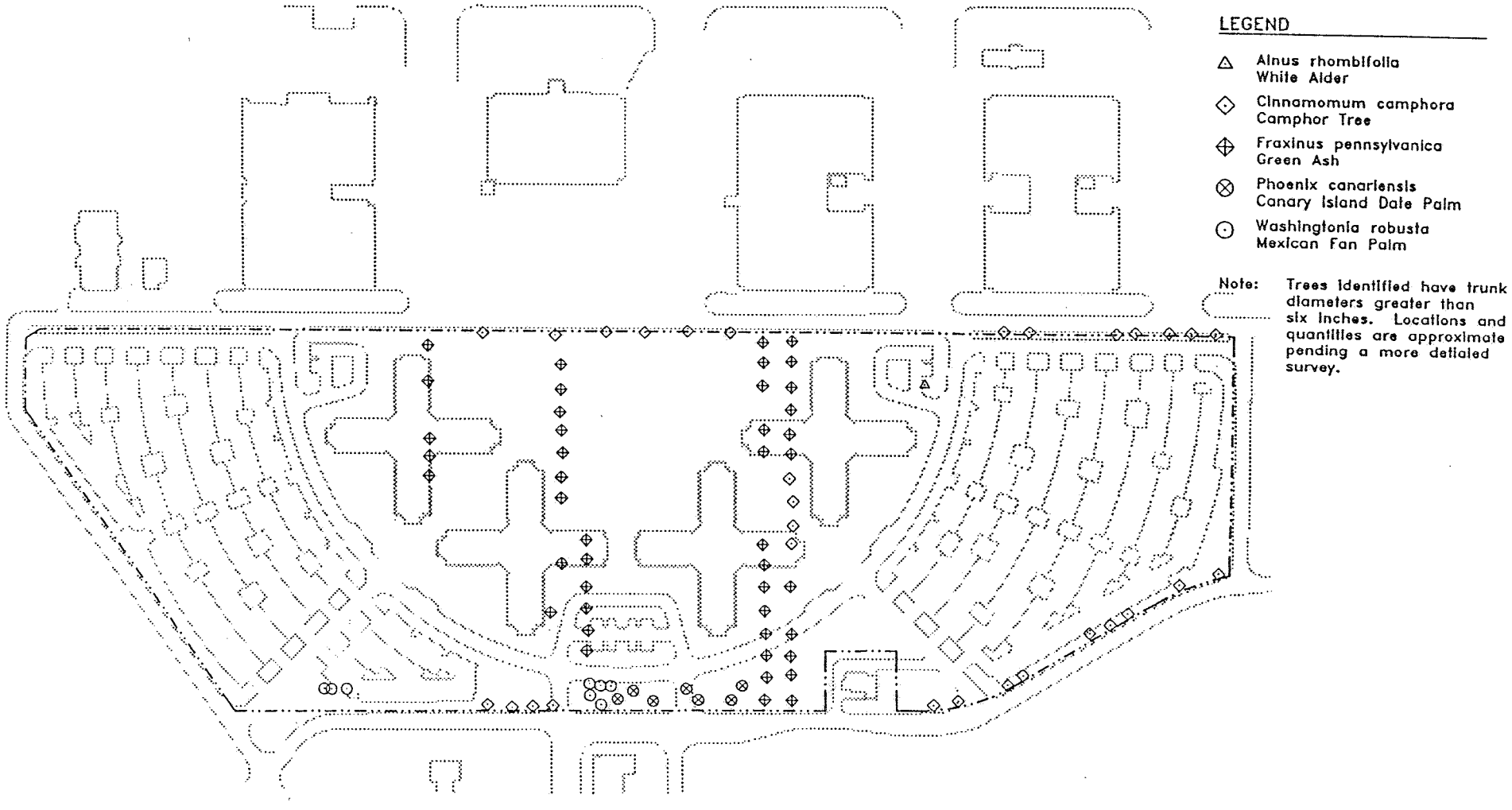


Figure V: Existing Trees - Phase One

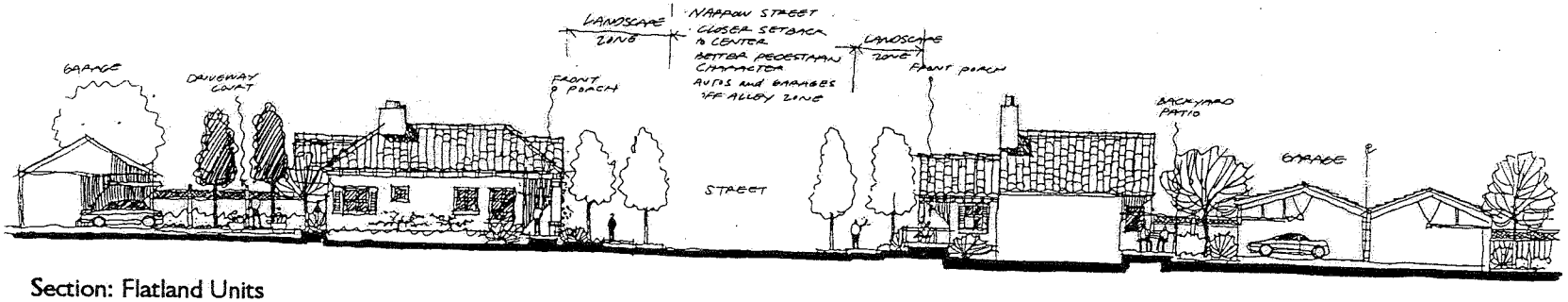


EXISTING TREES ON PROPOSED IMPROVEMENTS – PHASE ONE

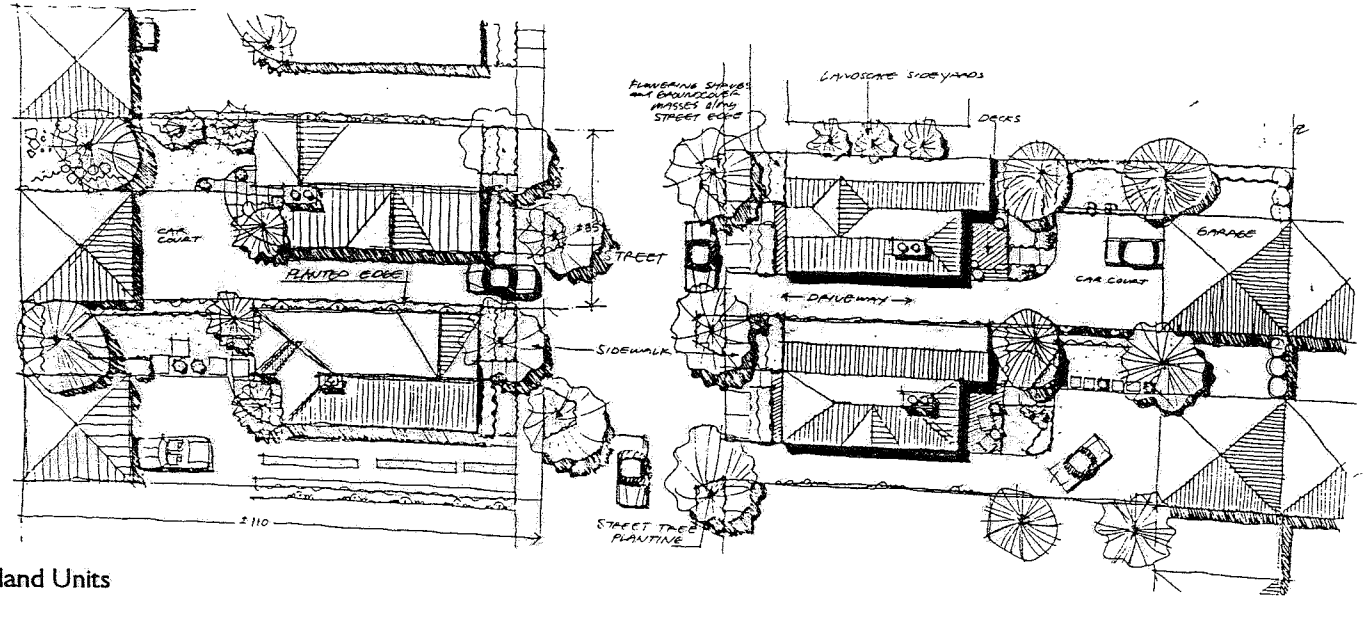
Figure W: Existing Trees on Proposed Improvements - Phase One

b. Conceptual character sketches

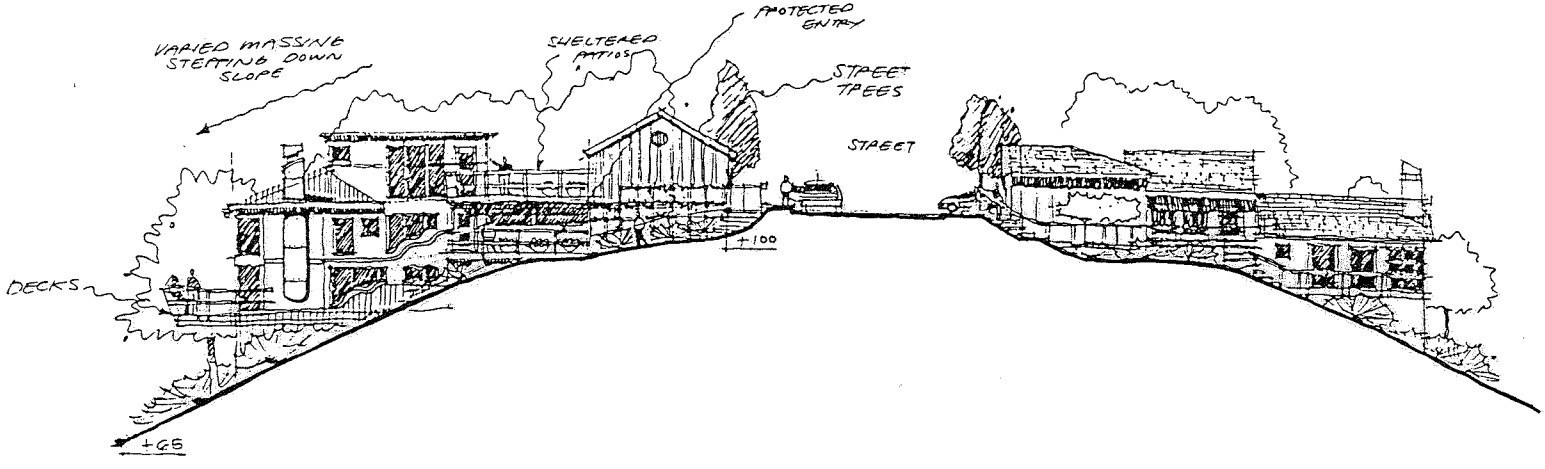
Note: these sketches are preliminary in nature, and are intended to convey a overall character, rather than a specific design. Their design will be subject to change and further definition in subsequent planning phases.



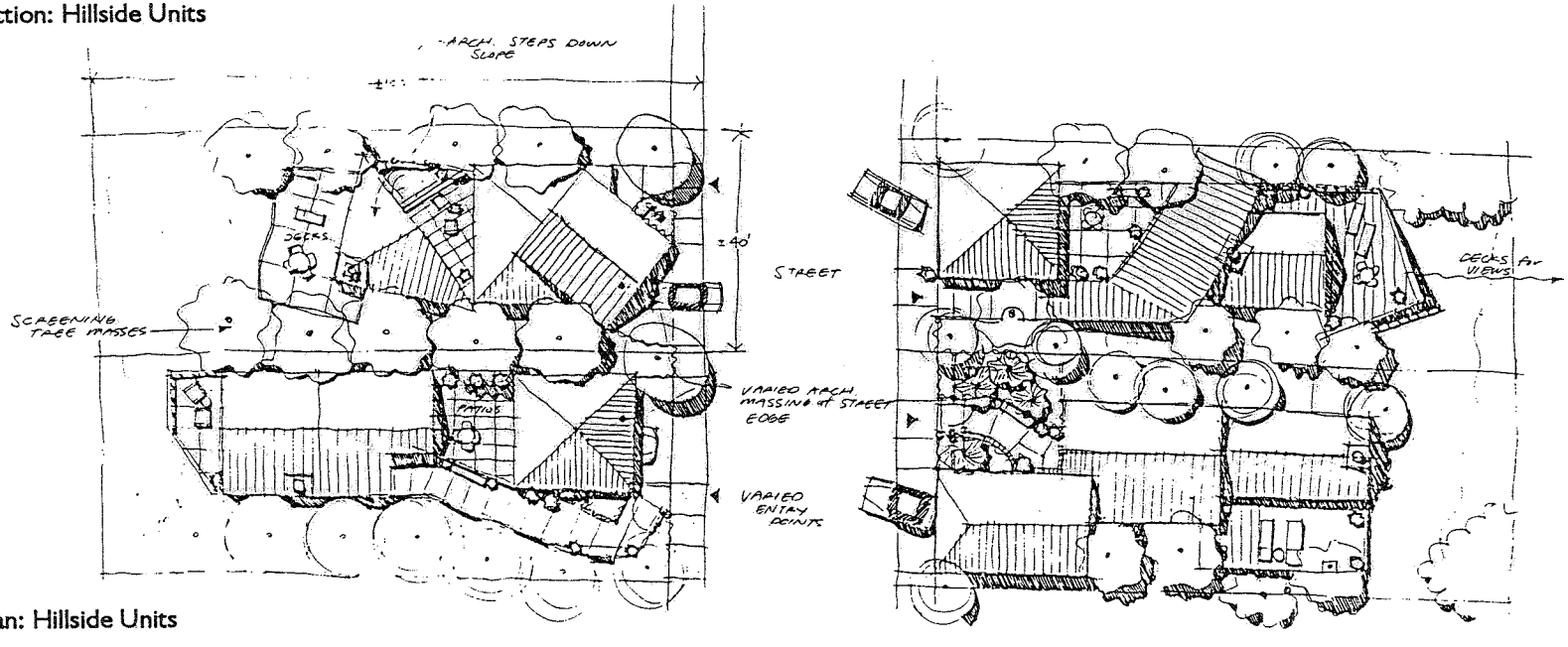
Section: Flatland Units



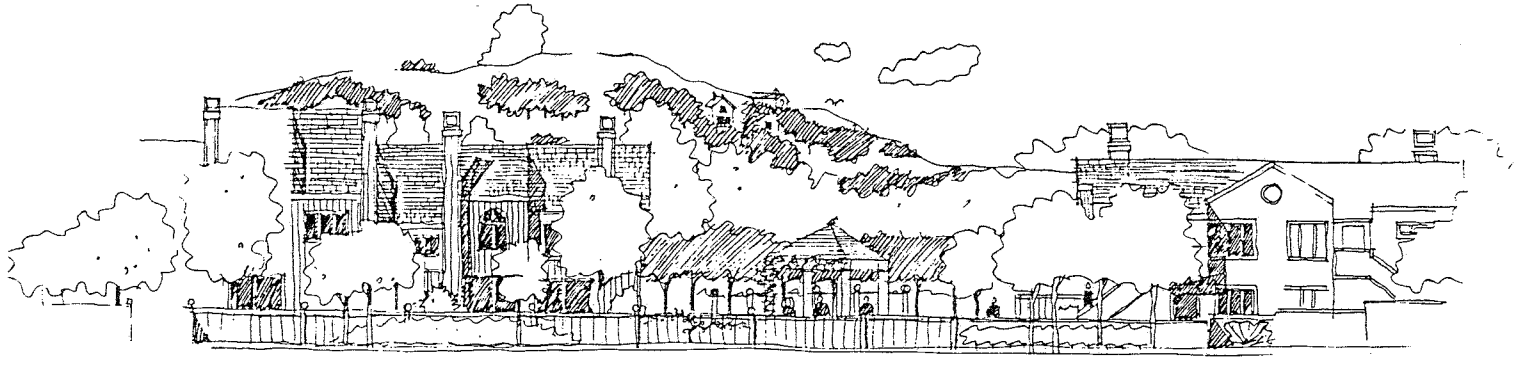
Plan: Flatland Units



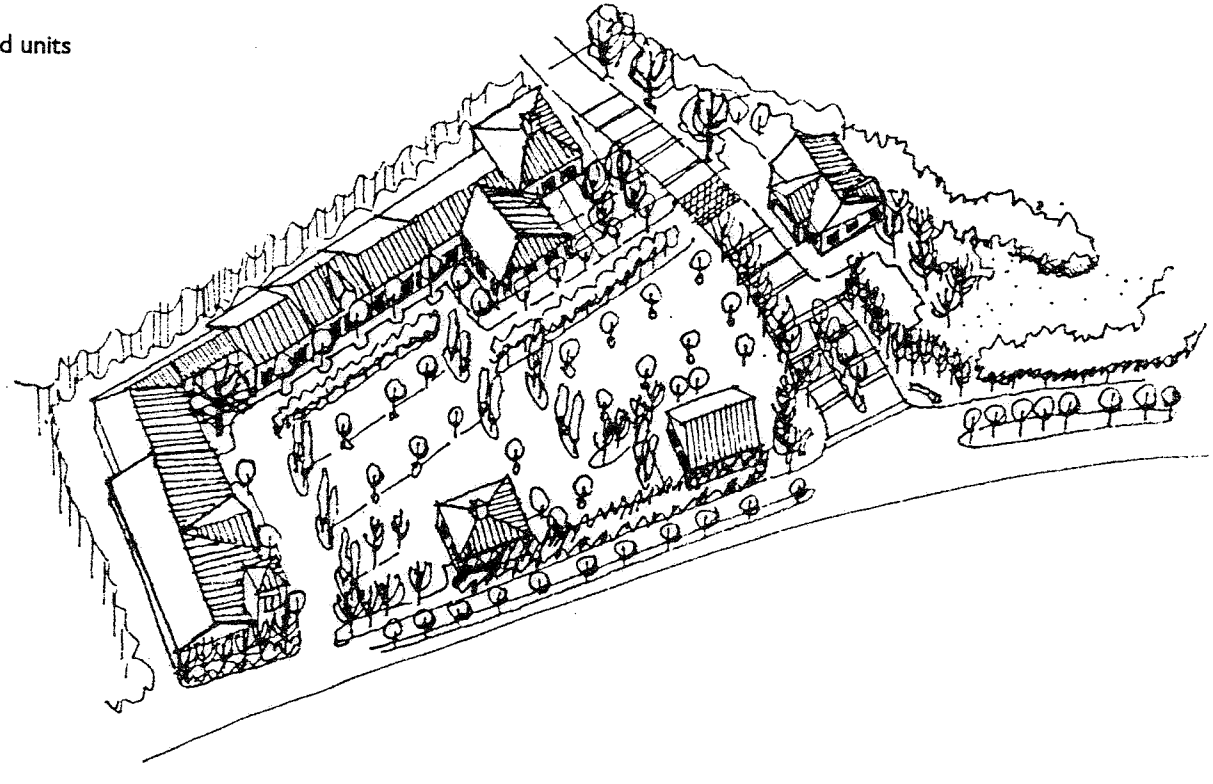
Section: Hillside Units



Plan: Hillside Units



Section: Attached units



Retail Character

SECTION II

MASTER PLAN SCHEME B

MASTER PLAN DESCRIPTION

Under the Scheme 'B' development scenario, the campus office land use of approximately 30 acres is converted to residential neighborhoods. The community facility site would be relocated to the 2.9 acres on which the old Headquarters 500 Building is located. The Development Team would donate the building to the City for use by community and non-profit organizations. The community focus will be a part of the New Town Center which encompasses the existing Navy Chapel, Theater and a renovated NCO Building. The creation of the New Town Center requires a joint-use agreement with the Navy.

The Town Center will be the focus of the new residential community. It will be a place where the military and non-military residents who live and work at Hamilton Field can come together. The Town Center is envisioned to meet a range of community needs which might include:

- Pre-school and day-care facility
- A cafe, soda fountain, and convenience store
- An amphitheater and community theatre
- Ballfields, tennis courts and play area
- Library, artist gallery, library and book exchange facility
- Community, teen and senior center

PHASING

The phasing for Scheme 'B' is similar to Scheme 'A' with the exception that instead of and office campus, 30 acres of residential neighborhoods and a Town/Community Center would be developed in Phase I.

RESIDENTIAL CHARACTER

The housing-type mix and residential character for new residential neighborhood in Scheme 'B' would be a mix of attached multi-family and detached single family similarly found in the balance of the Hamilton Field Master Plan under Scheme 'A'. Generous setbacks and community loop are provided to buffer the residential community from the adjacent rehab and flex office use.

PEDESTRIAN/BICYCLE CIRCULATION

The new residential area is organized into four neighborhoods linked by pedestrian/bike pathways and open space system to a central promenade. This promenade in turn links the neighborhoods with the Town Center and the comprehensive parkway system found in the balance of the Hamilton Field community.

PUBLIC SERVICE AND TRAFFIC

The impacts and mitigation associated with Scheme 'B' will be fully described in the EIR.

Land Use Summary

Scheme B

BUSINESS USE AREAS	square footage	acreage	floor/area ratio
Rehab and Flex Office	535,000 s.f.	36.60 acres	
Retail/Commercial	150,000 s.f.	13.00 acres	
subtotal:	685,000 s.f.	49.60 acres	.32 average

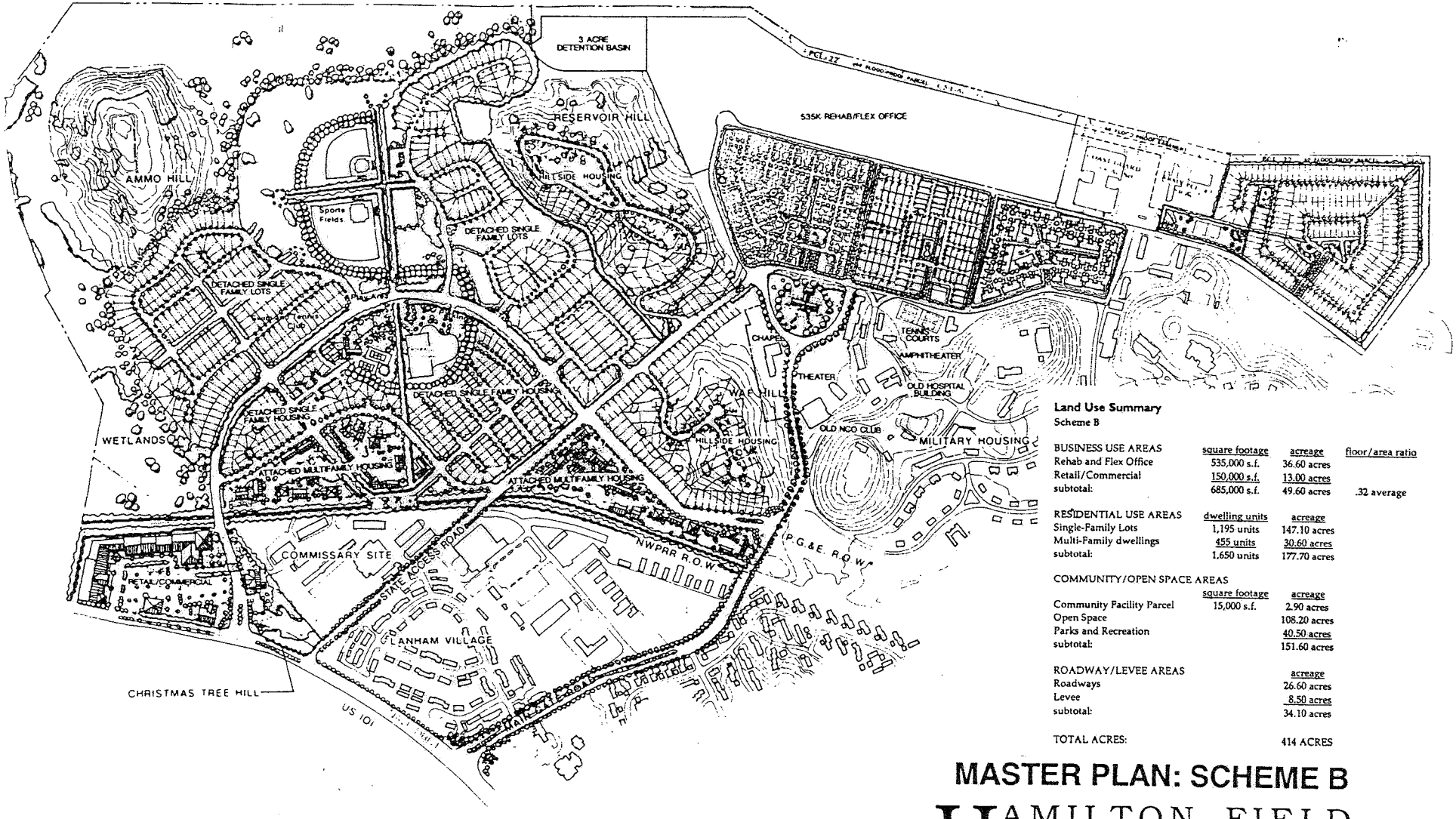
RESIDENTIAL USE AREAS	dwelling units	acreage
Single-Family Lots	1,195 units	147.10 acres
Multi-Family dwellings	455 units	30.60 acres
subtotal:	1,650 units	177.70 acres

COMMUNITY/OPEN SPACE AREAS

	square footage	acreage
Community Facility Parcel	15,000 s.f.	2.90 acres
Open Space		108.20 acres
Parks and Recreation		40.50 acres
subtotal:		151.60 acres

ROADWAY/LEVEE AREAS	acreage
Roadways	26.60 acres
Levee	8.50 acres
subtotal:	34.10 acres

TOTAL ACRES: 414 ACRES



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TOTAL ACRES: 414 ACRES

MASTER PLAN: SCHEME B

HAMILTON FIELD MASTER PLAN

The Martin Group
David L. Gates & Associates, Landscape Architects

0 100 200 400

Figure X: Master Plan: Scheme B

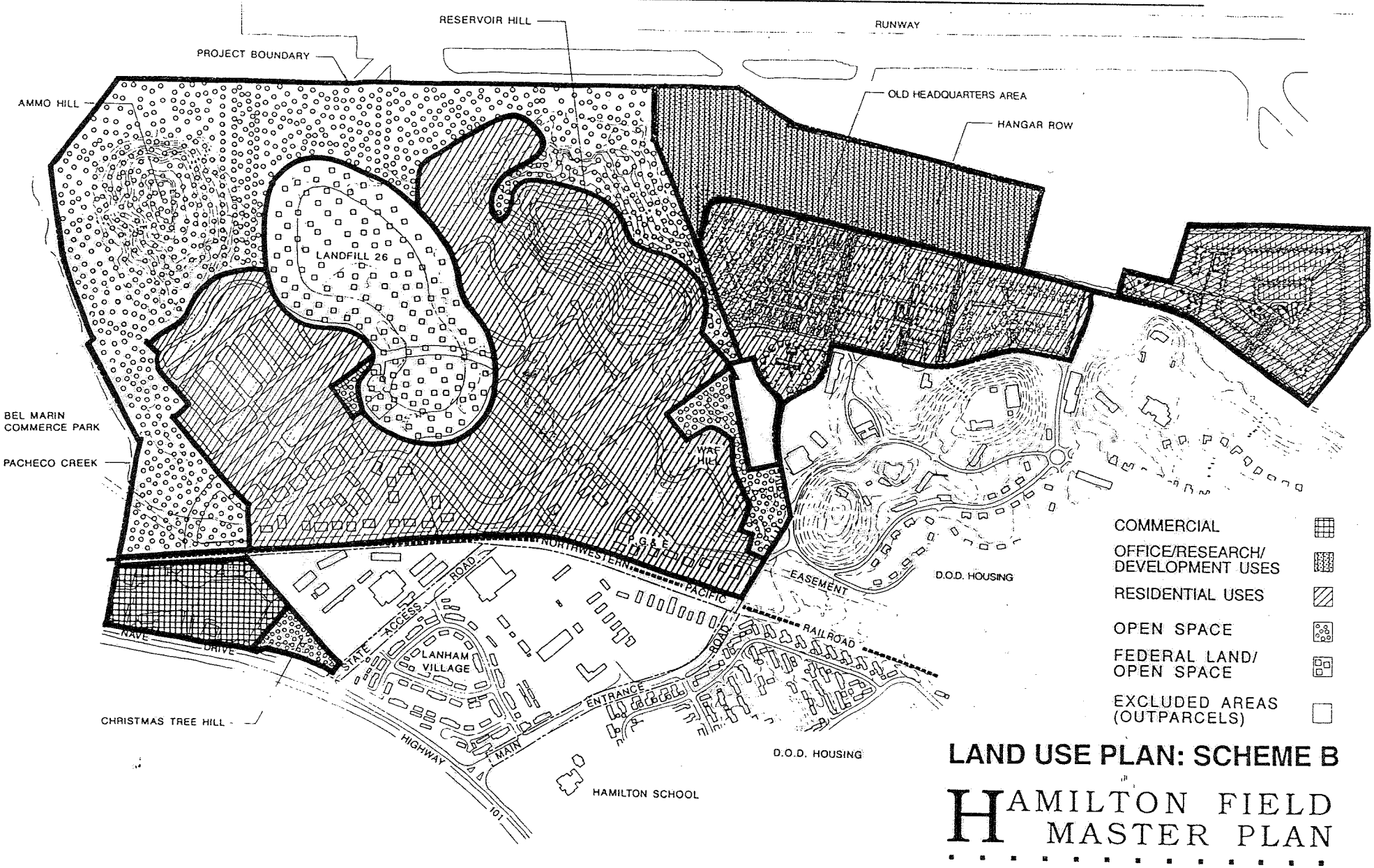

Figure Y: Land Use Plan: Scheme B

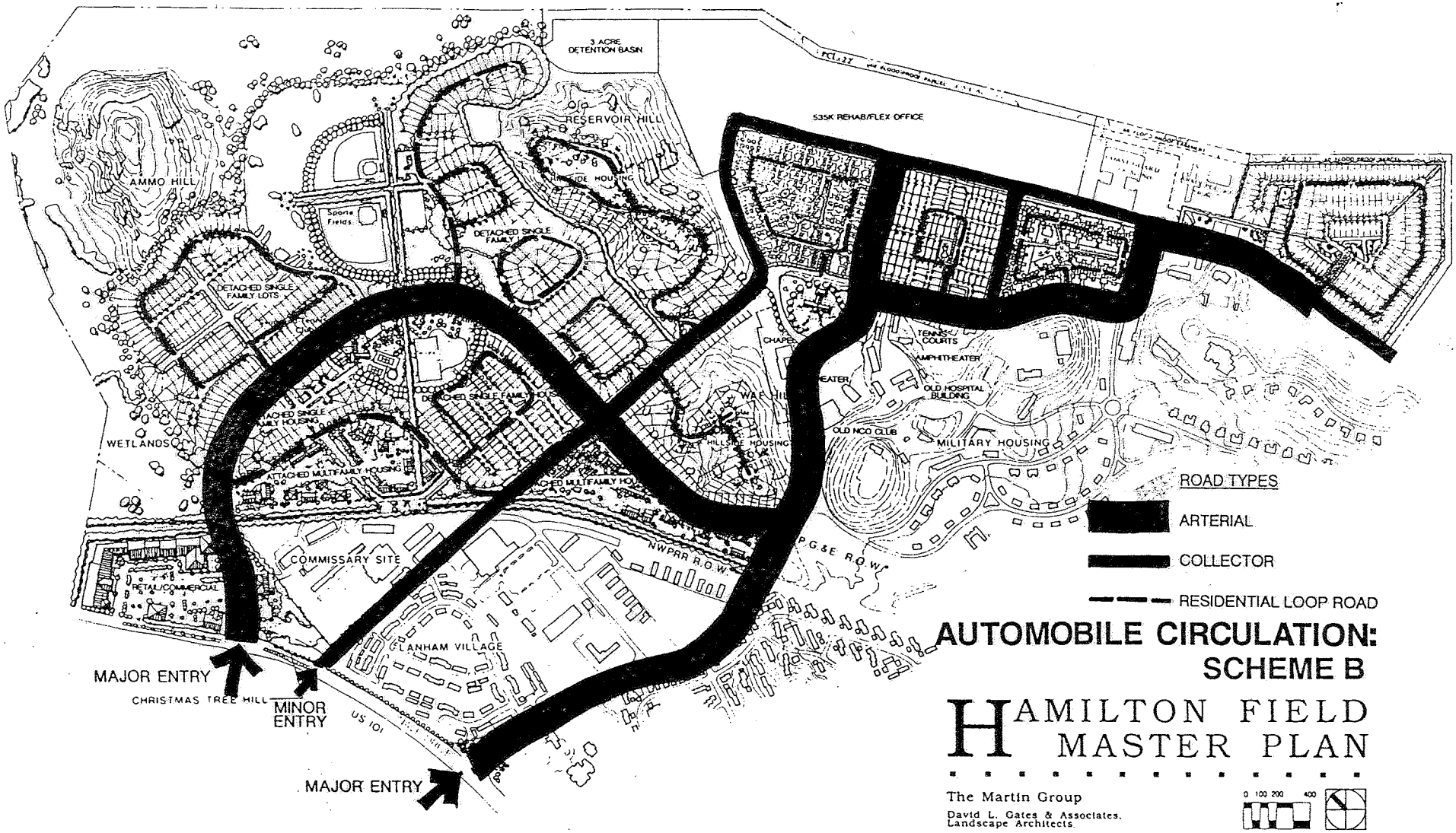

Figure Z: Auto Circulation: Scheme B

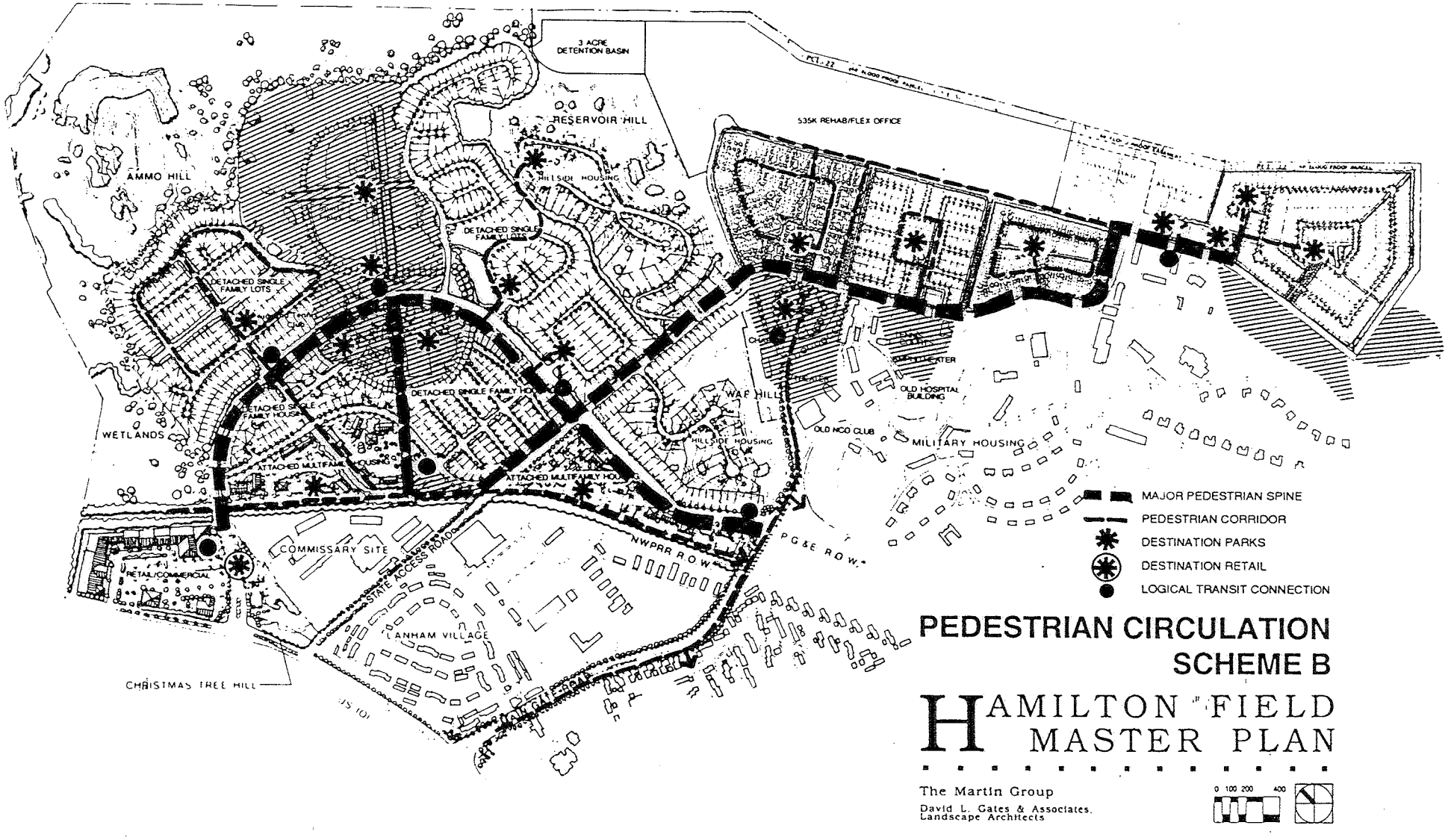

Figure ZZ: Pedestrian Circulation - Scheme B