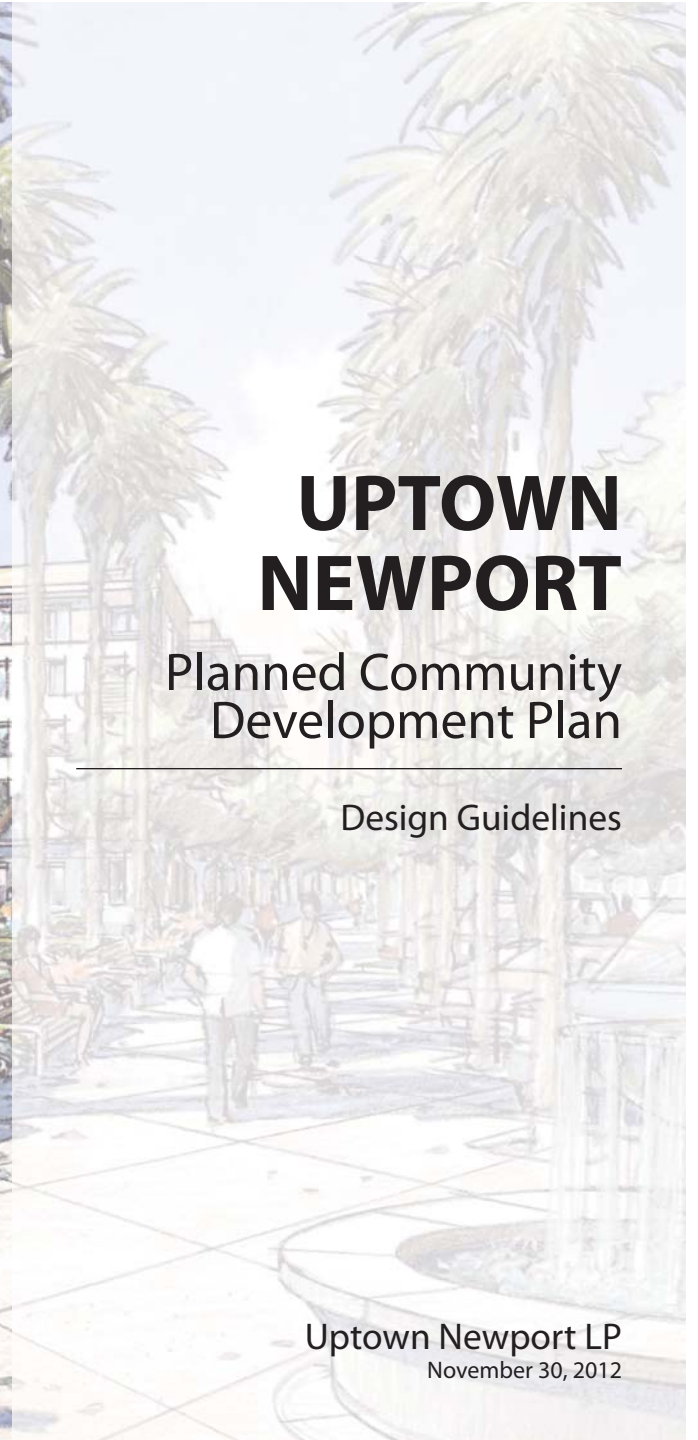




UPTOWN NEWPORT

Planned Community
Development Plan

Design Guidelines



Uptown Newport LP
November 30, 2012

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1. INTRODUCTION**1.1 PURPOSE AND INTENT**

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan (Uptown Newport PC). The Design Guidelines are intended to be used for reference by the City of Newport Beach as part of the master site plan and site development review process for development within the Uptown Newport PC.

The Design Guidelines are also intended to be used as a design guide for all development within the Uptown Newport PC. These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects.

Development within the Uptown Newport PC shall be subject to the Uptown Newport PC and Design Guidelines. Existing on-site land uses are allowed to continue as nonconforming uses, in compliance with NBMC chapter 20.38, and are not required to adhere to these Guidelines. Compliance of projects under this section shall be determined by the City of Newport Beach Community Development Director during the site development review process.

It is recognized that development within the Uptown Newport PC may be built over time and that not all regulations may be applicable for any given project. These guidelines are intended to provide for a range of design options and to maintain the flexibility needed to accommodate changes in the economy and demographics. Development scenarios described in this document are intended for illustration purposes only and depict the nature of projects that may be proposed in response to allowable residential densities. Specific building typologies, configurations and other such information that are presented herein as recommendations are not to be construed as being required for implementation.



Figure 1-1: Bird's eye view of the site

1.2 URBAN DESIGN CONTEXT

Existing development within the subject property and its surroundings reflects suburban commercial and industrial growth that commenced primarily in the 1960's, 70's and 80's and continued over the past two decades. This growth accommodated economic expansion of the greater Los Angeles metropolitan area and established the areas surrounding the Orange County/John Wayne Airport as a significant regional center for commerce and employment.

Land uses include low-rise and mid-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and high-rise multi-tenant office supported by structured parking. Individual projects are typically of sufficient scale to necessitate deliberate on-site vehicular circulation, though much of the way-finding takes place through the organization of circulation within parking lots. Although often in direct proximity to one another, physical connections between parcels, whether vehicular or pedestrian, have rarely been accommodated.



Figure 1-2: Koll Center Newport



Figure 1-3: Koll Center Newport



Figure 1-4: Koll Center Newport

1. INTRODUCTION

**1.3 VISION STATEMENT**

Uptown Newport is envisioned to be a distinctive, vibrant interconnected residential/mixed use village clustered within the Airport Area of the City of Newport Beach. While acknowledging the Airport Area's role as a gateway to the City, Uptown Newport represents an evolution of land uses that continue to respond to the ever-changing economic marketplace and societal demands and preferences.

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail center with ground-level shops and outdoor cafes will be provided to serve Uptown Newport residents as well as the local community, and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.

The public realm will be enhanced through landscaping and framed and engaged by quality architecture expressed in a variety of building types. The village is envisioned to serve the housing needs of a range of residents who will be attracted to a quality living environment that offers convenient access to employment, education, recreation and regional transportation improvements.

In summary, Uptown Newport is envisioned to be distinguished from other residential developments that have been introduced into the nearby Jamboree Corridor by combining quality architecture and urban design with a public realm that includes legible vehicular circulation, significant park space and paseos and by establishing connectivity to surrounding properties.

2. SITE PLANNING GUIDELINES AND STANDARDS

**2.1 MASTER PLAN FRAMEWORK**

Design Guidelines will govern future development so that the initial design framework is carried forward and the design and development policies from the Airport Area Land Use Element of the General Plan and ICDP are implemented.

2.1.1 Framework Principles

The following development principles are described within these design guidelines, and are intended to serve as the guiding principles for development within the Uptown Newport PC.

1. Create a distinct high-density, mixed-use village
2. Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways
3. Establish a sequence of spaces that promotes clear way-finding for residents and visitors;
4. Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;
5. Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;

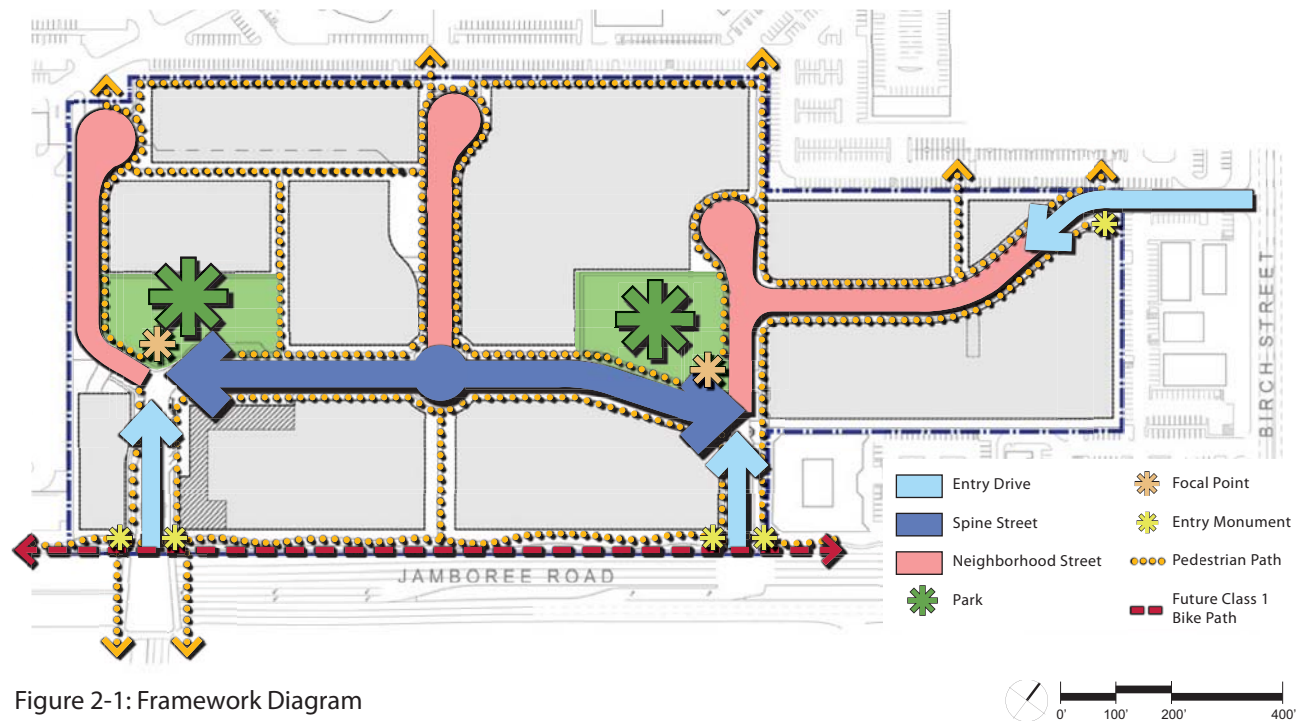


Figure 2-1: Framework Diagram

2. SITE PLANNING GUIDELINES AND STANDARDS



6. Provide housing opportunities to serve the needs of a range of future residents;
7. Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;
8. Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;
9. Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets and introduces pedestrian scale elements;
10. Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2 MASTER SITE PLAN CONCEPT

A master site plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport residential village is centered on two neighborhood public parks, and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses, and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown

Newport and to surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes, with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer to ensure that the parks, streets, and the public spaces will

be improved as a whole and will not be fragmented. A master association will be responsible for the ongoing operation and maintenance of the parks, streets, and common areas within the Uptown Newport PC. Individual projects within Uptown Newport will be regulated by the Uptown Newport PC Land Uses, Development Standards & Procedures, Design Guidelines and Phasing Plan, and will also be governed by the master association rules and regulations.



Figure 2-2: Master Site Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.1 Master Site Improvements

The master site improvements for the Uptown Newport PC includes 2 acres of park space, road rights-of-way and an interconnected walkway system which links all areas of the site (see Figure 2-3).

The master developer will be responsible for completion of the public realm, including:

- The rights-of-way up to the back of sidewalk,
- Demolition and rough grading,
- Backbone wet and dry utilities,
- Street improvements,
- Parkway and paseo landscaping and irrigation,
- Neighborhood park improvements,
- Common area fencing and walls
- Master community signage

Operation and maintenance of the parks, streets, parkways, and paseos will be by the master association.

Developers of each parcel will be responsible for landscape development between the back of sidewalk and building face in accordance with the guidelines.



Figure 2-3: Master Site Improvements

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree

Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space.

The entries into Uptown Newport incorporate the two neighborhood parks as focal points to create a sense of arrival and to provide an aesthetically pleasing entry.



Figure 2-4 Uptown Newport community entry

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.3 Park Space

Two one-acre public neighborhood parks within Uptown Newport will provide convenient proximity of meaningful open space and recreational amenities for project residents and visitors. The relationship of the parks to the entry roads establishes a sense of quality and amenity upon arrival, and will distinguish Uptown Newport from other residential projects in the Jamboree corridor. These parks will provide light, air and open space relief to an otherwise urbanized area.

Each park has been programmed to serve the diverse recreational needs of the community and will feature

such uses as fountains, seating areas, shade structures, open lawn areas, “tot-lot,” barbeques, and active recreational uses.

The parks are connected to each other by the project Spine Street with walkways and enhanced tree plantings. The project has been designed to extend park frontage to the adjacent neighborhood streets such that open space is extended into the public realm, the perception of open space is expanded, and convenient access to the parks for the residents is provided from each of the neighborhoods.



Figure 2-5 Uptown Newport neighborhood park

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.4 Pedestrian Friendly Environment

Pedestrian connections are emphasized throughout Uptown Newport. Project streets will include landscaped parkways and sidewalks that link pedestrians throughout the village. A mid-block pedestrian greenbelt will cross through the middle of the village adjacent to Jamboree Road with linkages to adjoining Koll Center Newport property to the north.

Greenbelt improvements are encouraged to include visual nodes and gathering spaces to enhance activity in these areas. Pedestrian activated courtyards, open space and recreational amenities are encouraged between parcels to further broaden connectivity and expand the greenbelts.

In accordance with the General Plan, A 12 foot wide sidewalk and Class 1 bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds and provide traffic calming within the project.



Figure 2-6 Uptown Newport streetscape with pedestrian improvements

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-7. These connections will be reinforced by building setbacks and enhanced landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting will be incorporated into public rights-of-way and open spaces to reinforce pedestrian activity. Enhanced paving in crosswalks and in areas of increased pedestrian activity will be provided to highlight pedestrian pathways and encourage reduced travel speeds of vehicles that will calm traffic within the project.

Buildings will be configured in a way that creates a strong spatial relationship to the pedestrian walkways, and will be connected to create a cohesive pedestrian experience throughout Uptown Newport. Mixed-use areas with retail and residential will emphasize pedestrian orientation by utilizing features such as intimate plazas, connected courtyards, trellises, planters, seating, fountains and other such elements.

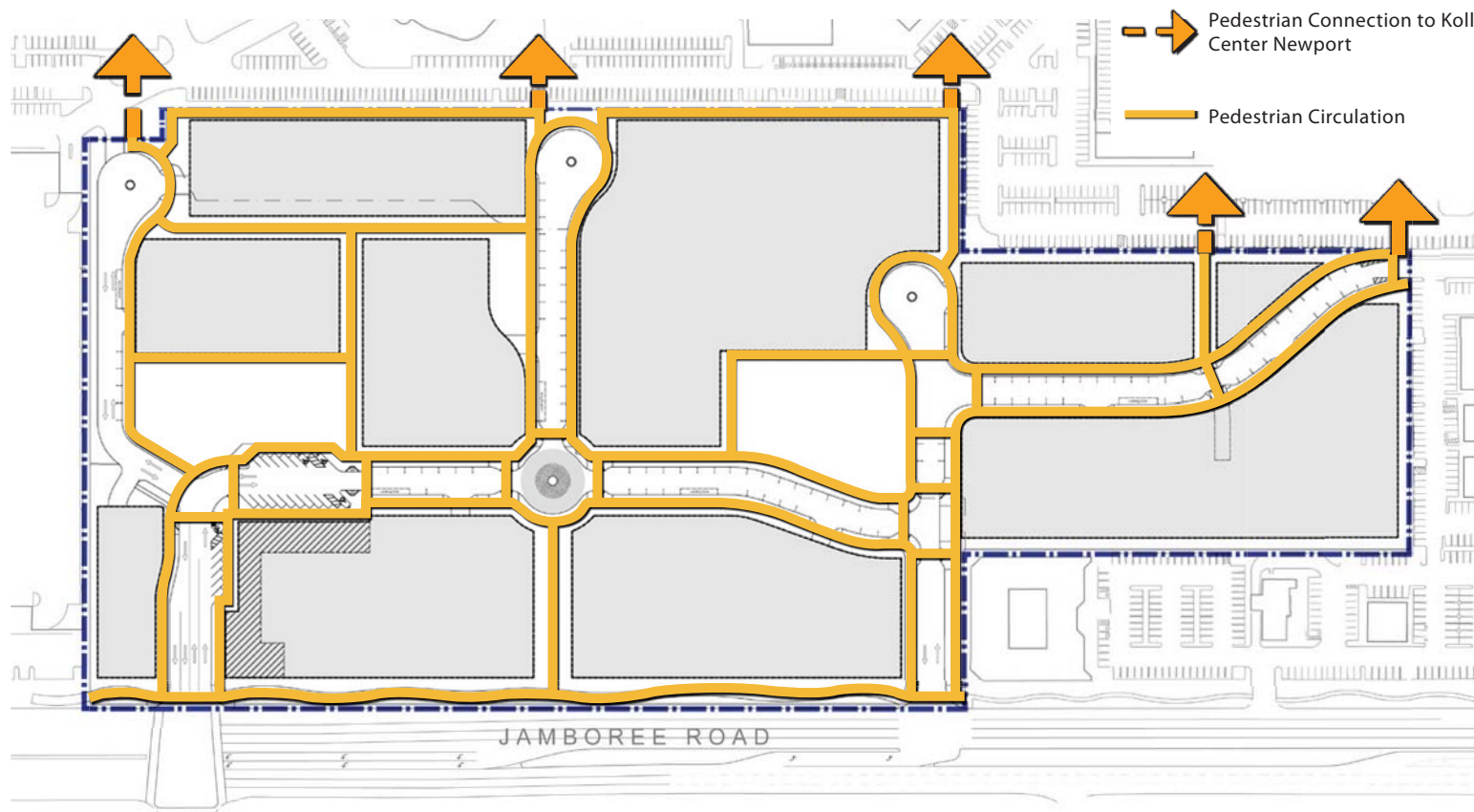


Figure 2-7 Pedestrian Circulation Plan

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.5 Mixed-Use Node

A mixed-use node will be located near the entry into Uptown Newport at Fairchild Road adjacent to the Phase I park. This area will feature up to 11,500 square feet of neighborhood-serving retail integrated within the street level of residential building(s).

Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center is intended to attract day-time use from both residents and nearby workforce while continuing to serve the needs of Uptown Newport residents during evenings and weekends.

With expanded street frontage paving for outdoor dining and passive seating and proximity to the neighborhood park, the village center will offer a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport Area.

The village center is envisioned to include such uses as cafes, coffee house, deli/market, dry cleaner, and personal services. Parking for the village center retail will be provided within the mixed use building and in convenient on-street diagonal spaces.



Figure 2-8 Uptown Newport mixed-use node

2. SITE PLANNING GUIDELINES AND STANDARDS

2.2.6 Community Markers

The introduction of community markers for orientation and project identity promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place and produces a recognizable environment for residents and visitors. In addition to corner monuments and signage, building elements within the project will be designed to serve as landmarks within Uptown Newport. These elements, such as corner towers, low rise building forms, lobby entrances, distinctive colors

and materials, landscaping and other such contrasting design elements will be introduced to distinguish buildings from one another, create landmarks and enhance way-finding.

The use of enhanced landscaping with organized plant material patterns will provide a clear visual design structure to the outside realm as well as the interior of the Uptown Newport community to further enhance urban legibility and way-finding.



Figure 2-9 Uptown Newport park space as focal point and way-finding element

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-10: Primary Entry and Park A

2. SITE PLANNING GUIDELINES AND STANDARDS

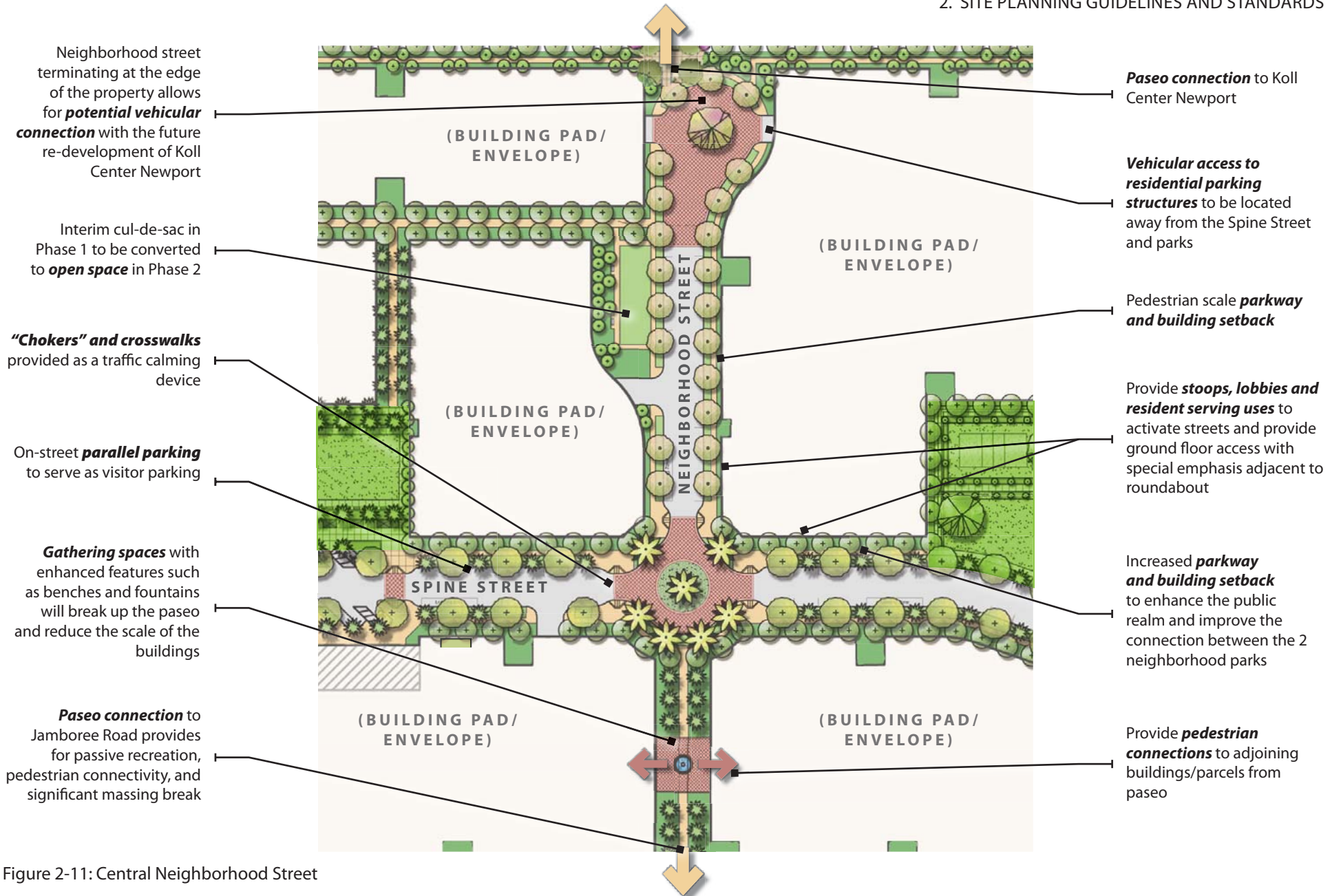


Figure 2-11: Central Neighborhood Street

2. SITE PLANNING GUIDELINES AND STANDARDS

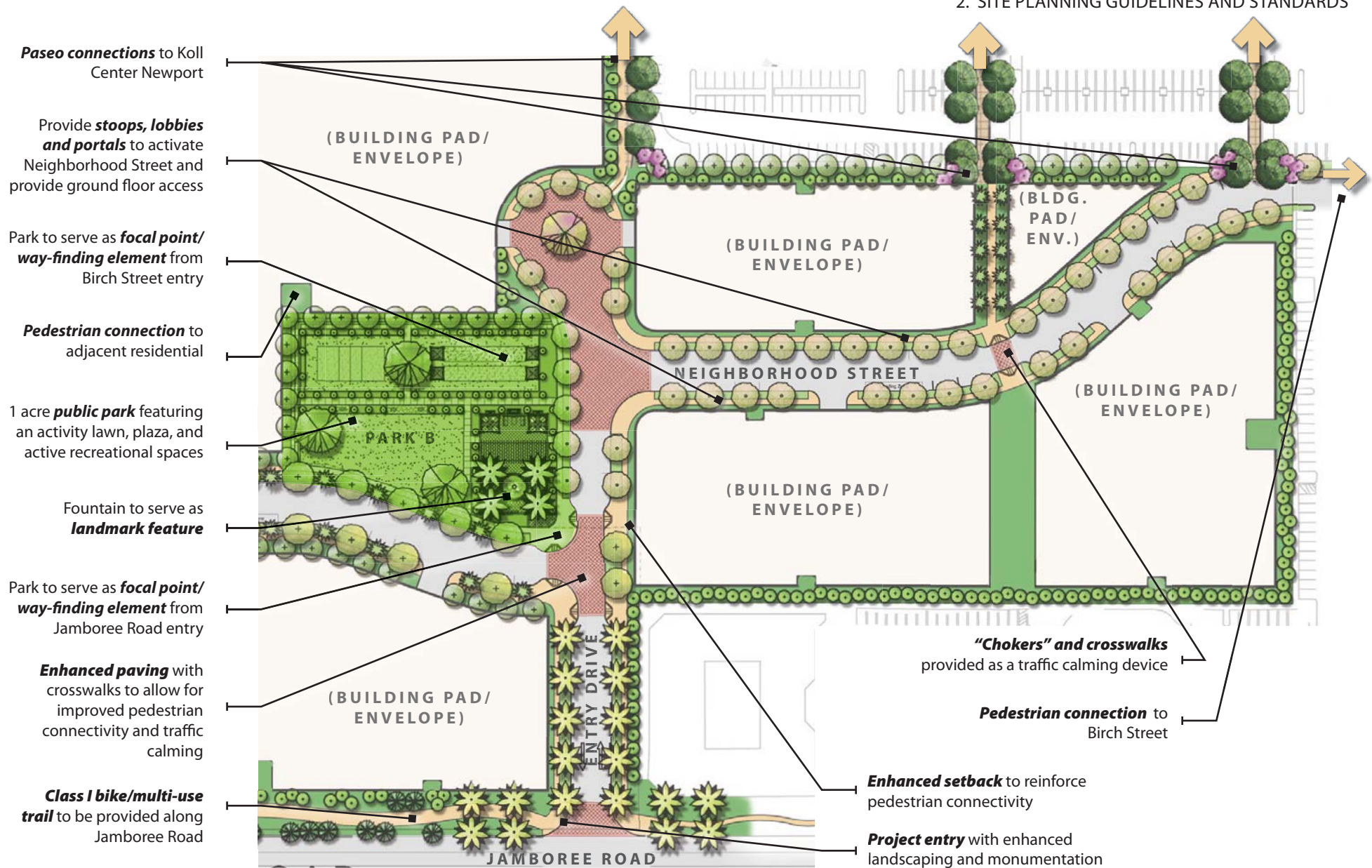


Figure 2-12: Secondary Entry, Birch Street Entry and Park B

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-13: Identifiable entry road



Figure 2-14: Spine Street with retail node

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access off Jamboree at the eastern edge of the project frontage, and a third access point off Birch Street. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-15). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide emergency vehicular access to Von Karman Avenue through the Koll Center Newport.

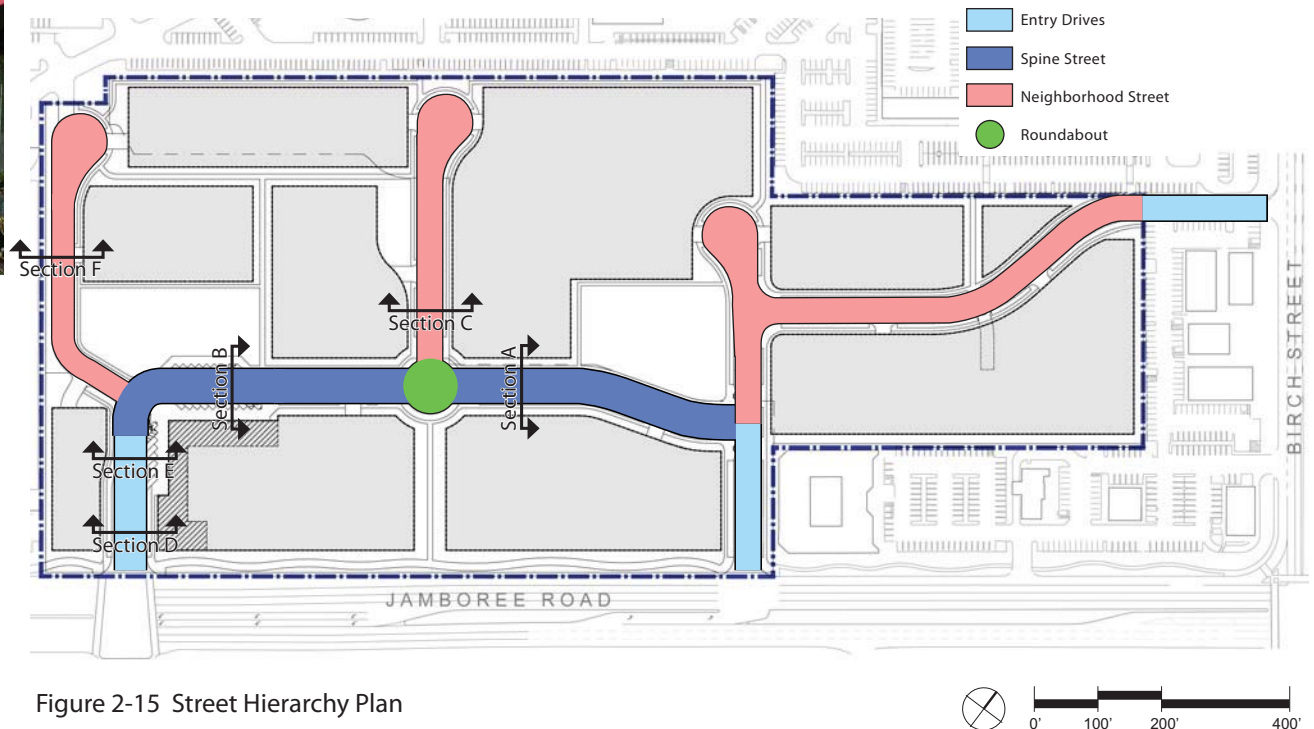


Figure 2-15 Street Hierarchy Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-16: Spine Street parkway

2.3.2 Streetscapes

Streetscapes within Uptown Newport are scaled according to their function within the circulation hierarchy. The Entry Drives feature large parkways and building setbacks, as well as enhanced landscaping.

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-16). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.



Figure 2-17: Neighborhood Street parkway

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-17). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.



Figure 2-18: Mixed-use node along Spine Street

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in such key locations as intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-19).

2.3.4 “Knuckle” and Cul-de-sac Conditions

The use of enhanced materials will be provided within knuckle conditions and cul-de-sacs to enhance the visual qualities of areas requiring expanded paving. These materials may include scored concrete, stamped concrete, brick or concrete pavers. Tree pockets and islands are encouraged within cul-de-sacs, and are subject to Fire Department approval.



Figure 2-19: Street choker at mid-block crossing

2. SITE PLANNING GUIDELINES AND STANDARDS

2.4 PARKING

Consistent with General Plan, Uptown Newport provides structured parking for residents and visitors, along with on-street parking along project roadways. Structured parking must be encapsulated or screened, and surface parking lots are not permitted within Uptown Newport.

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient, short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term

parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

Parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations as mixed use retail facilities, residential leasing offices and park amenities (Figure 2-21).



Figure 2-20: Parallel parking



Figure 2-21: Diagonal parking

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-22: Entrance to at-grade structured parking



Figure 2-23: Entrance to below-grade structured parking

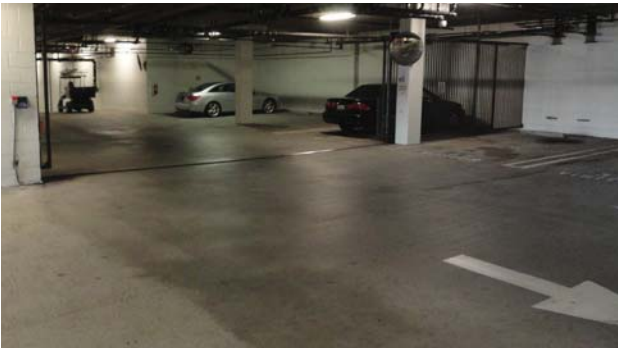


Figure 2-24: Interior of structured parking

2.4.2 Structured Parking

Structured parking is provided within individual building parcels, and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will also be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses.

2.4.3 Parcel Access/Vehicular Access to Parking

To maintain the visual continuity of streetscapes, control traffic movements and enhance the pedestrian experience, it is encouraged that vehicular access to residential parking be limited to the extent practical along buildings directly adjacent to the parks and along the Spine Street. Final locations will be determined during site plan review.

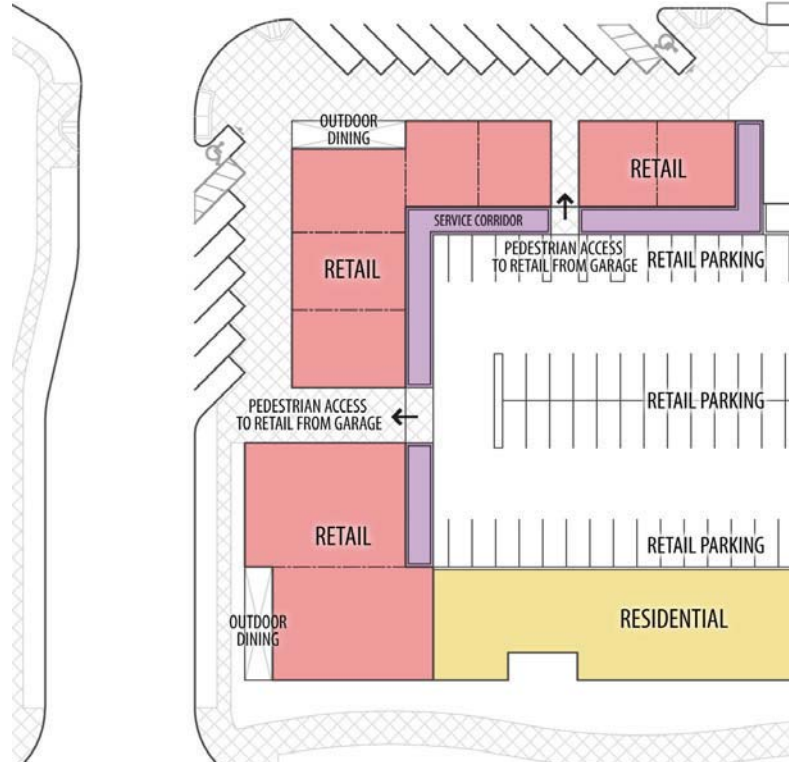


Figure 2-25: Conceptual retail parking configuration

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-26: Standpipe

2.5 FIRE/EMERGENCY ACCESS

New residential and commercial development will provide efficient circulation for service and emergency vehicles. Turf-block may be used for vehicular access in landscape areas subject to Fire Department approval. The implementation of a footpath system that provides firefighting personnel with access to standpipes with clear connections to the emergency vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and

emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-28 provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.



Figure 2-27: Fire access pathway

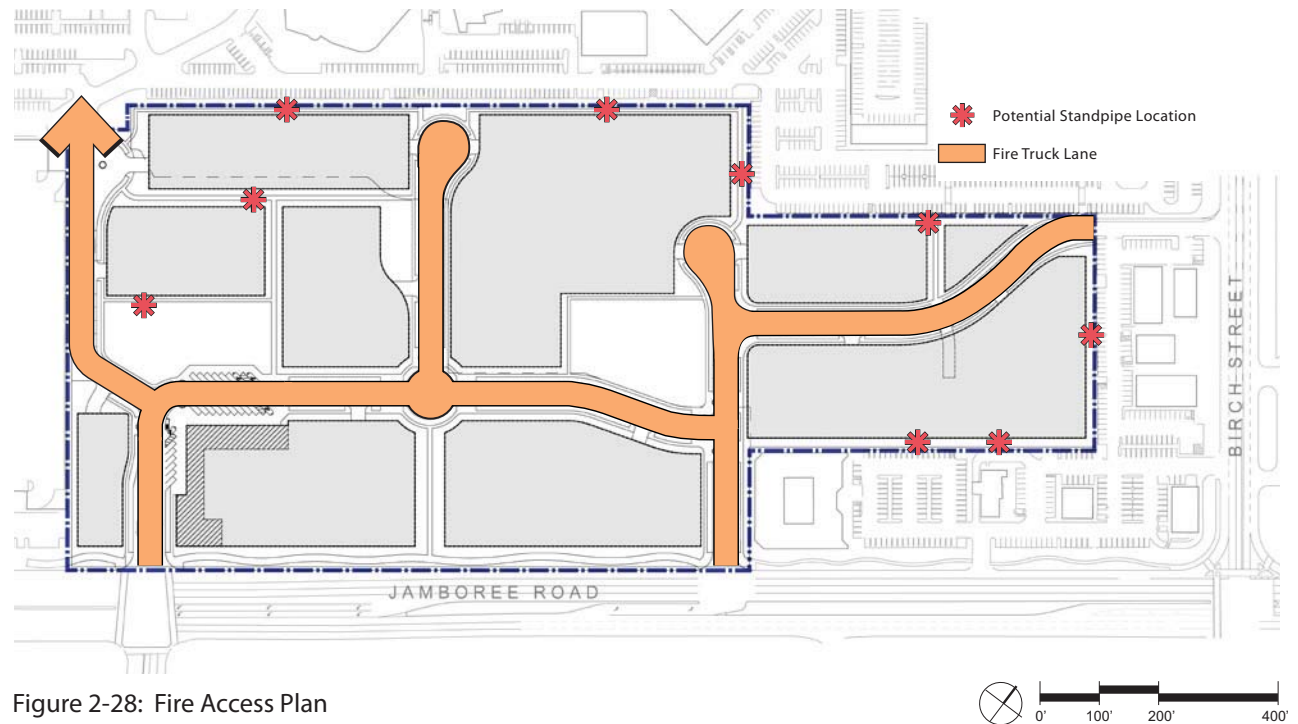


Figure 2-28: Fire Access Plan

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-29: Existing Jamboree Road sidewalk

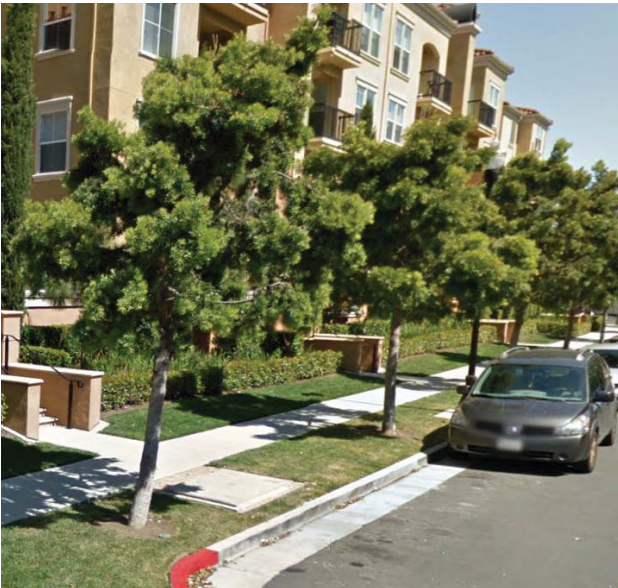


Figure 2-30: Pedestrian circulation on internal sidewalks

2.6 PEDESTRIAN AND BICYCLE CIRCULATION**2.6.1 Jamboree Road Class I Bike and Multi-Use Trail**

Uptown Newport will include a 12 foot wide Class I bike and multi-use trail adjacent to the site along Jamboree Road. The trail will implement the General Plan master trail along the project frontage, and will allow for improved access to Uptown Newport from the surrounding region.

2.6.2 Internal Sidewalks

Uptown Newport streets will feature curb-separated sidewalks for an enhanced pedestrian experience. These sidewalks will connect to the on-site network of paseos as well as the existing sidewalks and trails adjacent to the site.

2.6.3 Paseos

The Uptown Newport master plan includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central

access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

The paseos are designed to promote pedestrian and bicycle circulation, provide for recreational opportunities such as walking and jogging, and provide such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

2.6.4 Pedestrian Circulation within Parcels

Individual residential projects within Uptown Newport should develop a comprehensive pedestrian network that connects private plazas, defined courtyards and other open space elements through clearly defined building circulation to project streets and greenbelts. Project-wide open space elements within Uptown Newport have been clearly linked to adjacent parcels.



Figure 2-31: Public gathering space within paseo



Figure 2-32: Pedestrian connections between buildings

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-33: Resident loading zone

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-34 shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

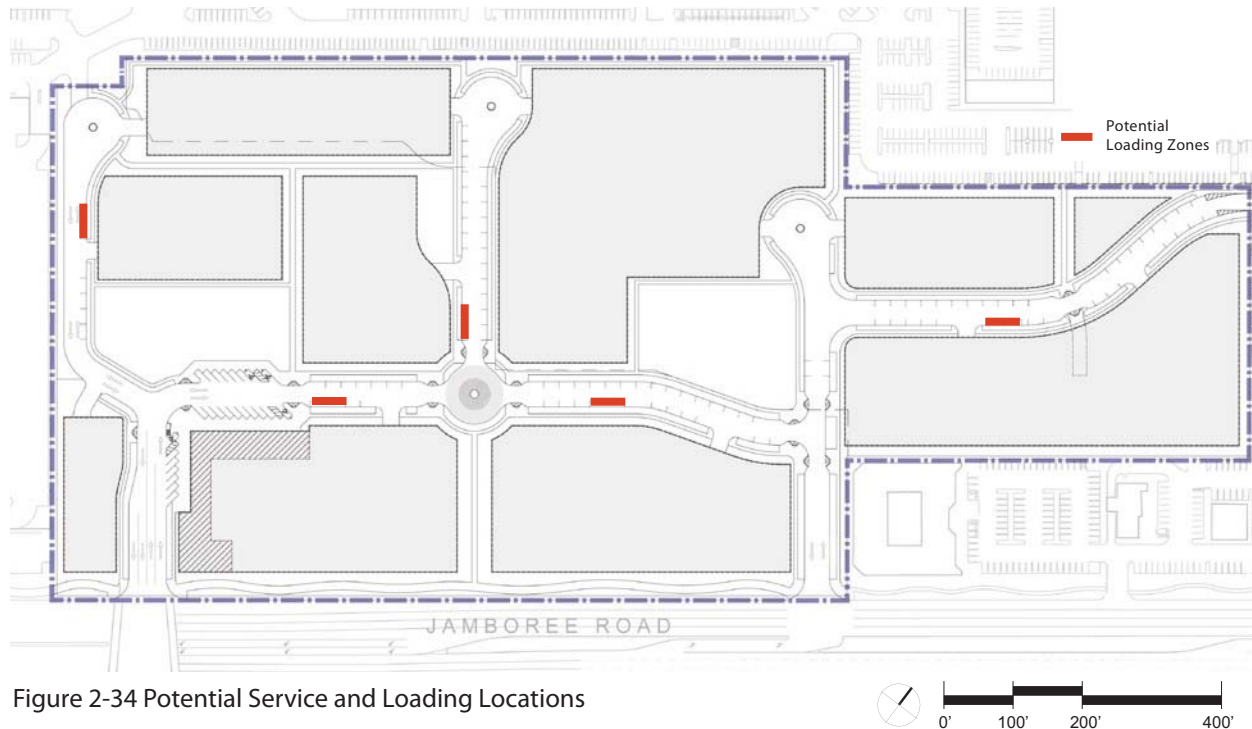


Figure 2-34 Potential Service and Loading Locations

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-35: Front stoop extending into building setback

2.8 FINISH FLOOR RELATIONSHIPS TO PERIMETER CONDITIONS

In order to provide privacy for street level residential uses, finished floors are encouraged to be located approximately 2 feet above the adjacent street elevation. Conditions where residences are at elevations below the level of the adjoining sidewalk are discouraged. Finished floor heights in buildings fronting Jamboree Road should be located 3-4 feet above the road surface. Retail store-fronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

Podium decks at a building perimeter should be incorporated into the building design as part of a patio, planter, or similar feature.



Figure 2-36: Accessibility ramp leading to building entrance



Figure 2-37: Residences above street level

3. ARCHITECTURAL GUIDELINES

**3.1 INTRODUCTION****3.1.1 Architectural Context**

The purpose of this section of the document is to provide design direction and establish expectations for builders and developers of individual parcels within Uptown Newport. It will also provide the City of Newport Beach with guidelines from which to measure conformance when reviewing development applications for buildings proposed within Uptown Newport.

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the time periods in which they were built. While eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and “boutique” offices built for specific users.

3.1.2 Scale Context

The height of buildings found in surrounding properties varies substantially, and includes small single-story, low-rise, mid-rise and high-rise (10+ story) commercial offices. Mid-rise and high-rise residential buildings are prevalent northerly of the site along Jamboree Road.



3. ARCHITECTURAL GUIDELINES

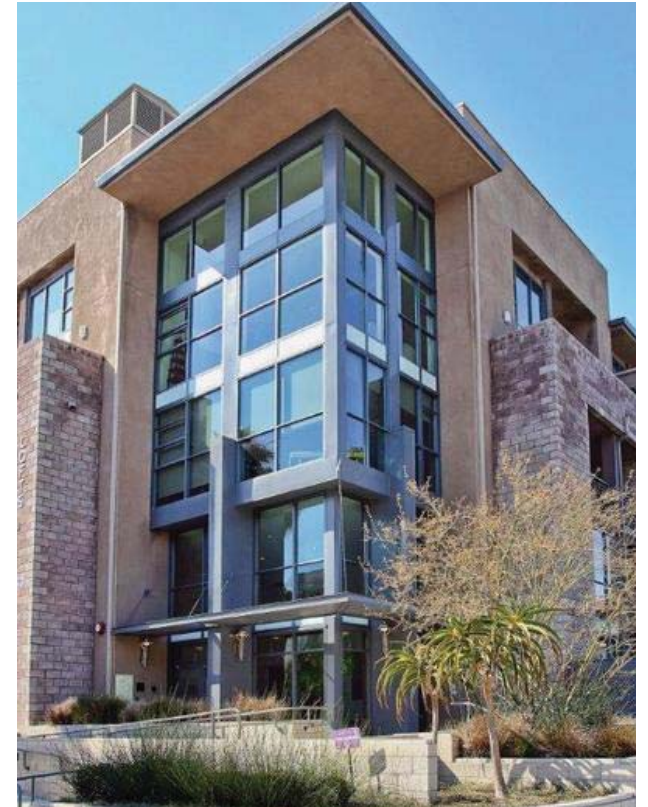
**3.1.3 Theme and Character for Uptown Newport**

In respecting the commercial nature of the project vicinity, buildings should embody an urban spirit and reflect a timeless architecture with straightforward geometry, a unified composition, the expression of floor levels and structure, solid parapets and simple roof forms.

Rather than attempting to define a style for Uptown Newport, building design should follow sound design principles by incorporating massing and proportion, structure, roof forms, fenestration, balconies, accent

elements, materials and colors. However, modern and “contemporary” building character is generally preferred. If traditional styles are utilized, they are encouraged to incorporate classical references and form.

The character and style of new buildings located in Uptown Newport should be compatible with the “village” context being established by the Uptown Newport Master Site Plan. While architectural variety is permitted and anticipated, the design of individual structures shall be “well mannered” and not “shout out” for attention.



3. ARCHITECTURAL GUIDELINES



Figure 3-1: Buildings facing greenbelt



Figure 3-2: Buildings facing paseo

3.2 BUILDING ORIENTATION

Residential building faces should generally be organized parallel and perpendicular to adjacent project streets to support the traditional urban character proposed for Uptown Newport. This orthogonal orientation will help facilitate the connectivity of the public realm to pedestrian-friendly internal and external courtyards and other such intimately-scaled components within the individual development parcels.



Figure 3-3: Buildings facing street

Where buildings front onto parks and greenbelts, an orthogonal orientation is also recommended to reinforce a traditional geometry to the urban open spaces. In areas between parcels and where physical separation occurs, buildings should be sited and shaped such that the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and deliberate landscape elements.

3.2.1 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence. Principal facades should predominantly conform to minimum street setbacks. Deviation from the minimum setback for principal facades should generally be limited to no more than 5-10 feet so that continuity in the urban character of the village is maintained. However, lengthy facades should incorporate a variety of materials and design treatments and/or modulating and articulating elevations to promote interest and provide a varied street scene.

3. ARCHITECTURAL GUIDELINES



Figure 3-4: Massing variations

3.3 MASSING PRINCIPLES

While simple forms are encouraged, buildings should provide variation in height to break up long continuous masses and provide visual interest to the overall appearance of Uptown Newport. This may be achieved through variation in the number of stories, floor-to-floor height, introduction of penthouse conditions or additional volume on upper floors, upper floor step-backs, the incorporation of mezzanines in upper floors, and deliberate variation in parapet heights.

Massing should offer simple contrasts between adjoining components and should not rely on details to appear resolved. All four sides of each building should be designed with elevations that are well integrated with the overall building composition.

Street facades should provide articulation and variation and should not consist of monolithic planes. Modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character may be implemented in a deliberate manner that corresponds to massing breaks.

3.3.1 Internal Blocks and Neighborhoods

To avoid long continuous stretches of uninterrupted building planes, building faces should generally offer variation in increments of 100-125 horizontal feet or less when fronting internal public streets. While project buildings must maintain a consistent proximity to internal streets, subtle horizontal breaks and variation in setbacks are recommended in intermittent locations to provide overall visual interest. Where long expanses of continuous building edges are likely to occur along internal streets, such as on the southerly side of the project Spine Street, more significant massing breaks may be considered.



Figure 3-5: Massing variation through colors and materials



Figure 3-6: Variation in building height



Figure 3-7: Significant Massing Break

3.3.2 Jamboree Frontage

In contrast to the scale of building proportions recommended adjacent to internal project streets, larger massing elements may be considered on Jamboree Road frontage in response to the magnitude of the street, setbacks and associated vehicular travel speed.

Due to the extent of the anticipated building frontage along Jamboree Road, in addition to a required mid-block greenbelt connection, each of the resulting two halves of the frontage between the project entry roads shall have at least one significant horizontal massing break with a dimension no less than 25' in depth and 35' in width.

Modulation and variation of building height is critical along the Jamboree Road frontage. In order to further promote massing interest by varying building heights, introduction of non-occupied spaces such as attics, tower elements and other such architectural features is encouraged. An increase or a reduction in the number of floors at corner conditions or within selected portions of the frontage can also greatly contribute to recognizable variation in height and massing.

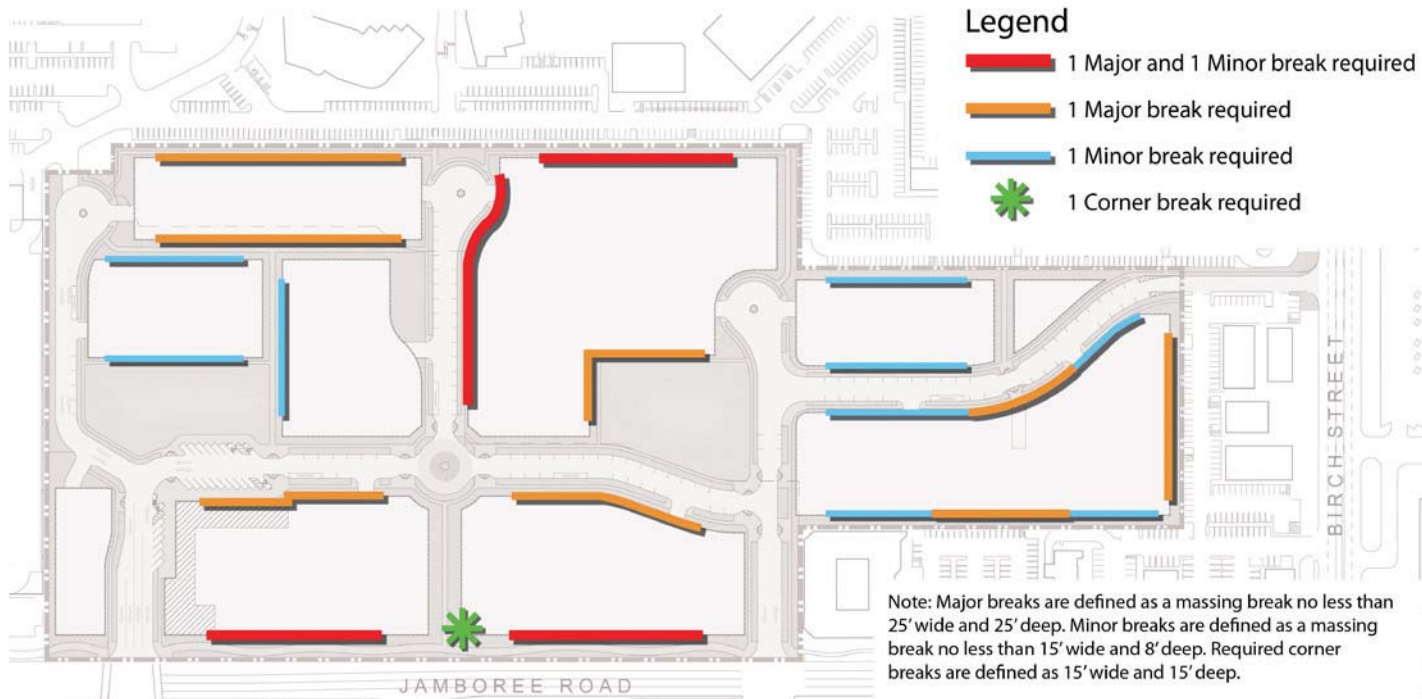


Figure 3-8: Massing breaks

3. ARCHITECTURAL GUIDELINES

3.3.3 Corner Conditions

To create a successful urban design framework for blocks within Uptown Newport, corners of buildings should consist of deliberate plan forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels should incorporate such elements as unique towers, bays, wrapped balconies and ground

floor treatments that are distinguishable from secondary building corners. Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.



Figure 3-8: Corner Condition



Figure 3-9: Corner Condition



Figure 3-10: Corner Condition

3. ARCHITECTURAL GUIDELINES

3.3.4 Building Form

Regardless of style, it is encouraged that buildings be designed with a legible base, middle and top (see Figures 3-11 & 3-12). Base elements to buildings should appear to be of sufficient substance to visually support the floors above and may be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement conditions shall incorporate architecture consistent with the base treatments. The design of first floor private patios shall also utilize a similar or complementary design vocabulary as the building base.

In general, the middle portion should form a consistent body to the building with simplified patterning, field color and visual movement. The top floor of the building should be lightest in color tone, material and detail. Base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.



Figure 3-11: Building form with base, middle, and top



Figure 3-12: Building form with base, middle, and top



Figure 3-13: Utilize balconies to create stepback

3. ARCHITECTURAL GUIDELINES

3.4 Architectural Features

Key locations within the Uptown Newport PC have been specifically identified for the implementation of special architectural massing features. These features are to be located at the project entries, at portions of buildings that become focal points based on the juxtaposition and

patterns of project roadways, in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-14). These features will include the introduction of features such as tower elements, enhanced fenestration, restrictions in building height and building step-backs by upper floors.

In addition to the key locations, tower elements may be introduced to serve primarily as architectural features to enhance the overall design and composition of project buildings. Towers may be used to incorporate exit stairs and elevator over-rides, or may be integrated into the functional design of residential units.

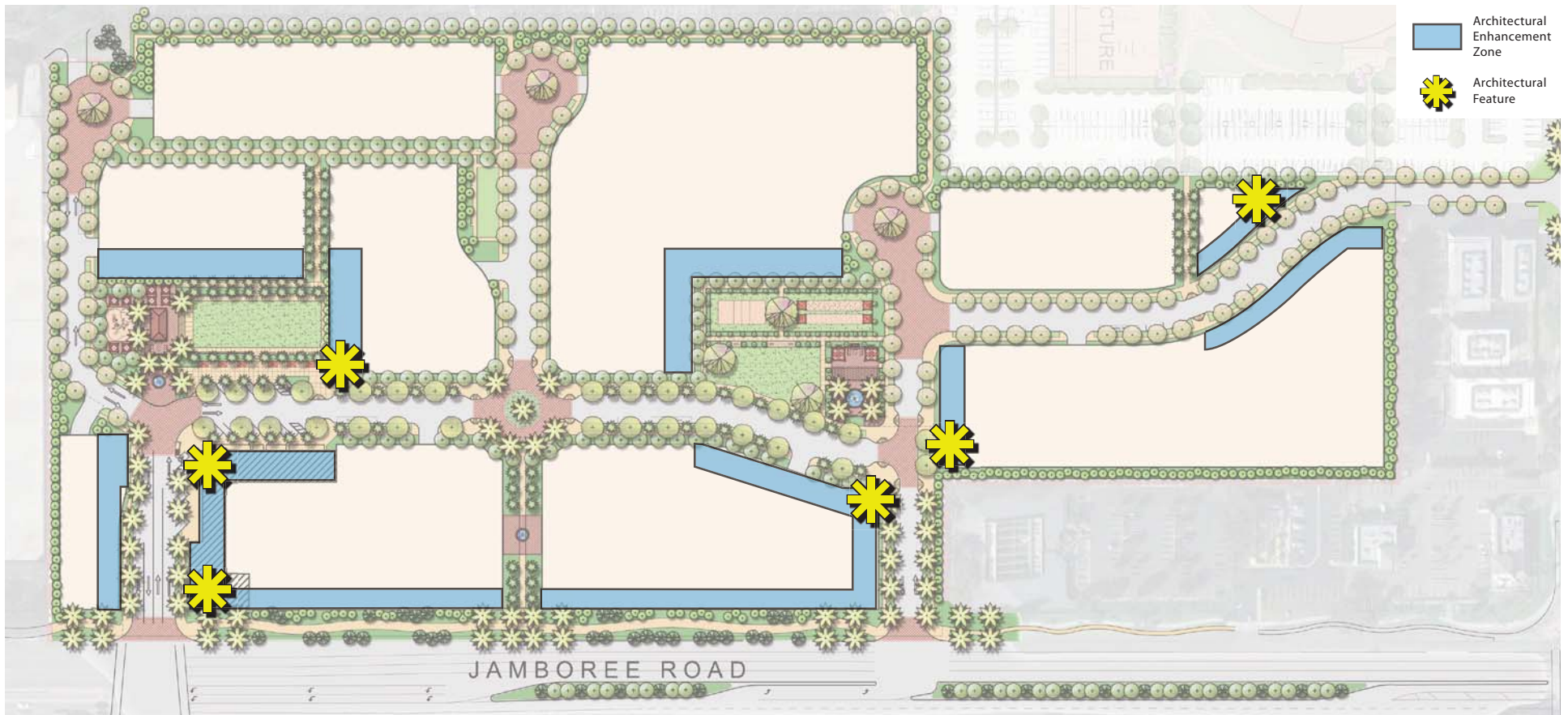


Figure 3-14 Architectural Enhancement Areas

3. ARCHITECTURAL GUIDELINES



Figure 3-15: Enhanced materials and details



Figure 3-16: Metal panels used as an upgraded material

3.5 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-14). While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as expanded masonry, metal panels or siding, rusticated base elements, and enhanced window systems and door specifications.

Particular attention and enhancement shall be placed on the exterior elevations of the first floor (street level) and base of the buildings in these locations to enhance the pedestrian/public realm experience. Upper floors, though important, are less critical to the public realm. Balcony rails, canopies, and other building elements may require additional ornamentation or execution of trim and detail appropriate to the building's architectural vocabulary.



Figure 3-17: Enhanced balcony railing

3.5.1 Exterior Building Lighting

Exterior elevations requiring enhancements should incorporate exterior architectural lighting to emphasize and highlight key architectural features and building forms. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Landscape lighting within the adjacent street-scapes or open space areas should be coordinated with the design of exterior building lighting.



Figure 3-18: Exterior building lighting

3. ARCHITECTURAL GUIDELINES



Figure 3-19: Building entrance as a street activator



Figure 3-20: Building entrance as a street activator

3.6 STREET ACTIVATORS

Building lobbies, common spaces, front entry stoops and raised private patios are encouraged within project buildings to engage project streets and enhance the pedestrian interface. These elements should be designed to provide a human scale to the community.

Ground floor retail spaces should be articulated with an emphasis on store-front glass. Plate heights for the retail uses should be increased. Business signage shall be integrated into retail elevation.

3.6.1 Lobbies

Condominium and apartment buildings are encouraged to feature street-facing central lobbies. Lobby entrances should be pedestrian scale and be articulated and distinguished through materials, details and textures from other areas of the facade. Canopies, shading devices and other weather protection elements are



Figure 3-21: Building entrance as a street activator

encouraged to be incorporated into the entrances. The location of elevators with the introduction of elevator stops at street level to satisfy accessibility requirements is also encouraged. If elevator stops are not provided at street level, accessibility ramps should be discretely incorporated into the building base and site design.

3.6.2 Stoops

Front stoop entries to private residences are encouraged on the spine road as well as on neighborhood streets. Front stoops are not recommended for uses fronting onto Jamboree Road. Front doors should be comprised of enhanced materials and trim. To the extent feasible, residential entries should be raised above the sidewalk level.

3.6.3 First Floor Patios

To further activate streets with Uptown Newport, first floor patios for private residences are permitted on the spine road as well as on neighborhood streets.



Figure 3-22: Street level patio

3. ARCHITECTURAL GUIDELINES



Figure 3-23: Structured parking entrance



Figure 3-24: Partially exposed subterranean garage with integrated architectural elements screened by landscaping

3.7 STRUCTURED PARKING**3.7.1 Parking Design**

Structured parking shall either be below grade or encapsulated with habitable space, landscaping, or garden walls. Where a parking level is constructed above-grade, it may be wrapped with residential units or other non-parking uses to conceal it from view. The exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-24). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

The interior of parking structures shall be designed to promote a safe vehicular and pedestrian experience. Ceilings shall be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Convenient, well marked and attractive pedestrian access shall be provided within parking facilities and connect to elevator cores and parking-level building lobbies.

3.7.2 Garage Ventilation

Openings for ventilation or day-lighting of subterranean parking structures will be incorporated into design of the exterior of the building or, if detached from the building façade, should generally be screened from view from public streets and sidewalks, and from adjacent buildings.

3.7.3 Vehicular Access to Parking

Garage access shall be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. Light from the garage shall be shielded from view from adjacent streets and from adjacent residential units.

3. ARCHITECTURAL GUIDELINES



Figure 3-25: Low-rise elements at tower base



Figure 3-26: High-rise building

3.8 HIGH-RISE BUILDINGS

High-rise buildings are encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm (Figures 3-25). Should step-back conditions not be provided, increased building setbacks are required. Towers are encouraged to be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (generally 80-100 feet) or offsets between buildings should be provided.

When high-rise buildings engage the street-level, elements such as enhanced exterior finishes and materials, canopies, and awnings should be incorporated to reinforce the pedestrian-scale environment for Uptown Newport.

The design of roof decks and outdoor recreational amenities should be incorporated into the overall architectural composition of high-rise buildings.

Designated passenger drop-off areas at street level may be provided in front of the main pedestrian entrance of high rise buildings and may include canopies or other such coverings for weather protection, building identification, or for additional way-finding.

Porte cochere entrances for high-rise buildings separated from the street network may also be provided. Care should be given to blend the plant material, street furniture and other such urban design elements of the entries with the master landscape design of the adjoining street.

3. ARCHITECTURAL GUIDELINES



Figure 3-27: Roof-mounted equipment screened by



Figure 3-28: Roof-mounted equipment screened by roof forms



Figure 3-29: Roof-mounted equipment screened by roof forms

3.9 ROOFS

While modern or contemporary design is encouraged, a variety of roof types (flat, pitched, etc.) are permitted within Uptown Newport. A combination of flat and pitched roof conditions are permitted within buildings but should be associated with major massing components..

While a combination of pitched and flat roofs is acceptable, traditional mansard roofs should be avoided. Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy more steep pitches to enhance visibility.

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete.

Tile, metal, and "green roof" systems are acceptable materials for roofs. Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture. When viewed from the public realm, roofs should generally appear free of utility and communication devices.

3.10 SCREENING ELEMENTS

The top of roof-mounted equipment and communications devices shall be below the building parapet. Equipment screens or roof ridge (on pitched roofs) shall be provided. (Figure 3-29)

To the extent practical, refuse collection areas, utility vaults and infrastructure equipment shall be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings.

Above grade equipment, including backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals shall be screened from public rights-of-way, when feasible. Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3.11 RETAIL INTERFACE

Special design and construction considerations between the retail and residential uses shall be incorporated into the design of buildings with retail uses to reduce the potential for potential noise, odors, and other potential nuisances from retail uses. Features to be considered include but are not limited to: segregation of retail uses with corridors or non-habitable space; separate heating, ventilation and air conditioning systems; ventilation of exhausts from retail operations through filters; increased insulation or noise barriers, and; other appropriate measures.

3. ARCHITECTURAL GUIDELINES



Figure 3-30: Articulated window frames



Figure 3-31: Recessed balconies



Figure 3-32: Roof-mounted equipment screened by roof forms

3.12 WINDOWS

Fenestration between floors should be vertically aligned whenever possible.

Windows should be recessed from the exterior wall surface a minimum of four inches to depict the substance of wall mass and introduce shade and shadow to help animate the appearance of the building.

Windows with articulated frames are encouraged throughout the development, but specifically along Jamboree Road and the Architectural Enhancement Zones shown on Figure 3-14. Examples of articulated frames include enhanced trims, Juliet balconies, awnings, and cornice detailing. Window headers and sills should be of the same color. Windows should generally be recessed to add shadow and depth.

3.13 BALCONIES

Balconies should be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall architectural composition and should be complementary to the massing, architecture and material palette of the building.

To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas sound barriers. The barriers may be mounted on hinges to allow residents to open or close them (Figure 3-34).



Figure 3-33: Balconies integrated into building architecture



Figure 3-34: Patio enclosure

3. ARCHITECTURAL GUIDELINES



Figure 3-35: Changes in color and materials are encouraged to break up massing

3.14 BUILDING MATERIALS

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. Stripes and patterns are not appropriate; although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is strongly discouraged.

Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate at a perpendicular surface. Material changes should occur at substantial plane breaks, preferably at inside corners or step-backs and should be visually integral to the structure.

The palette of building colors should generally be warm and rich in tone and be appropriate to the style of the building. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary or graphic.



Figure 3-36: Variation in building materials



Figure 3-37: Variation in building materials



Figure 3-38: Variation in building materials

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.1 GRADING AND EARTHWORK**

Grading of the project shall be designed in a manner consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of limiting the earthwork import and export to and from the site. The grading design and earthwork specifications shall incorporate the recommendations of a licensed geotechnical engineer and a licensed geologist.

The design of the grading shall anticipate the possibility of subterranean parking levels beneath the proposed buildings. Some of the material excavated to establish the subterranean pad envelopes can be used as fill to bring site grades up to elevations that would be several feet above existing grades. The grading should be designed such that the first floor elevations of the residential buildings are two to four feet above the surrounding site grades. Excess cut material should be exported from the site to locations and by routes approved by the appropriate governing agencies. The volume of export will depend on the extent of the subterranean parking.

It will be necessary to blend the limits of grading in the first phase with the TowerJazz Semiconductor facility. It will be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these interim walls and slopes could be removed.

4.2 SEWER

The design of the on-site sanitary sewer facilities shall be consistent with the applicable standards of the City of Newport Beach. In general, the sewer system shall be designed to take advantage of existing City and Orange County Sanitation District (OCSD) facilities that currently serve the site.

Where possible, the proposed on-site sewer system will be located within the site roadway system. Manholes and cleanouts will be provided at recommended intervals to facilitate access to the system for cleaning and maintenance. The system should be designed to flow by gravity. The need for pumps is not anticipated, nor should it be encouraged.

4. SITE DEVELOPMENT AND INFRASTRUCTURE**4.3 WATER**

Domestic water system improvements shall be designed in accordance with the standards and specifications of the Irvine Ranch Water District (IRWD).

The locations of fire hydrants, fire department connections, and other elements of the fire protection water system must be approved by the Newport Beach Fire Department. Backflow preventers and other above ground water system appurtenances should be placed in unobtrusive locations that are screened with landscaping to the extent practicable.

Currently, IRWD does not have recycled water facilities in the streets adjoining the project site. Should IRWD determine that their recycled water system will be expanded to serve the project, then it will be necessary to provide a network of recycled water pipelines and meters for project landscaping irrigation.

4.4 STORM DRAINAGE

Runoff from the site is currently conveyed by underground storm drains to the existing drainage ponds along Von Karman Avenue to the northwest of the property. The ponds connect to the City of Newport Beach storm drain system which, in turn, discharges to the Back Bay/San Joaquin Creek near Jamboree Road.

Drainage design for Uptown Newport shall be in accordance with appropriate City of Newport Beach requirements and permits. This will include approval and implementation of a Water Quality Management Plan that will incorporate Low Impact Development principles.

In general, the proposed storm drain system is expected to consist of a system of underground pipes that will convey storm water runoff (including that which has been properly treated for water quality) to the existing downstream off-site system using several points of connection along the northwest side of the side of the site.

4. SITE DEVELOPMENT AND INFRASTRUCTURE



Figure 4-1: Infiltration planter



Figure 4-2: Vegetative Filter Strips with Infiltration

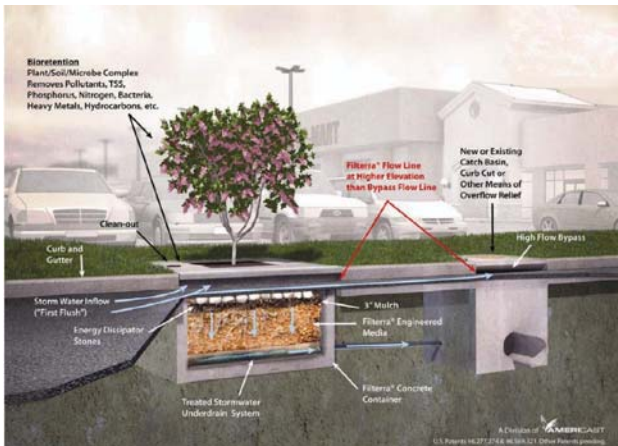


Figure 4-3: Bioretention catch basins

4.5 WATER QUALITY

The proposed project shall be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). A Water Quality Management Plan (WQMP) will be prepared. The purpose of the WQMP is to minimize the effects of urbanization on site stormwater runoff quality and quantity by implementing Low Impact Development (LID) Best Management Practices (BMP's).

For each construction phase of the project, a Storm Water Pollution Prevention Plan (SWPPP) will be required. This plan will specify the Best Management Practices (BMP's) to be deployed during construction of the project to protect the quality of stormwater runoff from the project during construction.

A variety of BMPs will be deployed for this project. These may include infiltration with bioretention in landscape and park areas, planter boxes with underdrains, vegetated filter strips, and proprietary treatment systems. To the extent possible, the master developer should provide BMP's for the design capture volume for the entire site. These can be placed within the parks, the planter areas, and landscape strips. Planter boxes with underdrains are an additional BMP option for the individual building sites. The downstream ponds in the Koll Center Newport will provide further water quality treatment through aeration and settlement of silt and sediments.

4.6 UTILITIES

Electrical service for the project will be provided by Southern California Edison Company (SCE). The existing SCE substation, located near the southwest corner of the site will remain functional during Phase 1 to supply service to the TowerJazz Semiconductor facility. Natural gas service will be provided by Southern California Gas Company.

5. LANDSCAPE DESIGN GUIDELINES

5.1 INTRODUCTION

The existing landscape setting around the Uptown Newport site is a campus setting with existing office uses and high-tech industry uses which are relatively visible from the street over informal turf berms and random eucalyptus trees. The new residential land uses of Uptown Newport Vilalge will alter the interface needs of the current Jamboree landscape toward a less transparent landscape that will soften, buffer and serve a greener softer transition to the needs of the new residential land uses. A transition to other existing office to the north and east and large parking structure to the west will be addressed with buffer landscape transitions.

This section defines the goals of the guidelines and outline the Common Area landscape framework, hardscape and streetscape character.

5.2 LANDSCAPE FRAMEWORK

The landscape design is focused on establishing a pedestrian friendly urban village with centralized outdoor parks and amenities. The design is arranged around the spine road and pedestrian paseos. Emphasis has been placed at key intersections and gateways which assists in wayfinding and orientation for both pedestrians and vehicles.

5.2.1 Framework Principles

The landscape design within Uptown Newport should follow the following guiding principles:

1. Establish comfortable, walkable streets and pedestrian spaces.
2. Establish an urban village streetscape through the use of enhanced paving, on-street parking, and urban canopy trees.
3. Use plants that adhere to the low water use

standards of Newport Beach.

4. Provide both active and passive centralized park amenities.
5. Provide a landscape design that is flexible for a variety of future land uses.
6. Provide a landscape along the project's frontage on Jamboree Road which compliments the existing street scene at adjacent properties along Jamboree Road.

5.3 COMMON AREA LANDSCAPE

The common area landscape consists of the areas outside of the individual residential product development areas. These areas include; entry monuments and entry drives, Jamboree Road landscape, spine road landscape, secondary streets, paseo landscapes, parks, common open space and community edges. The following exhibits outline the landscape framework, hardscape and streetscape character.

5. LANDSCAPE DESIGN GUIDELINES

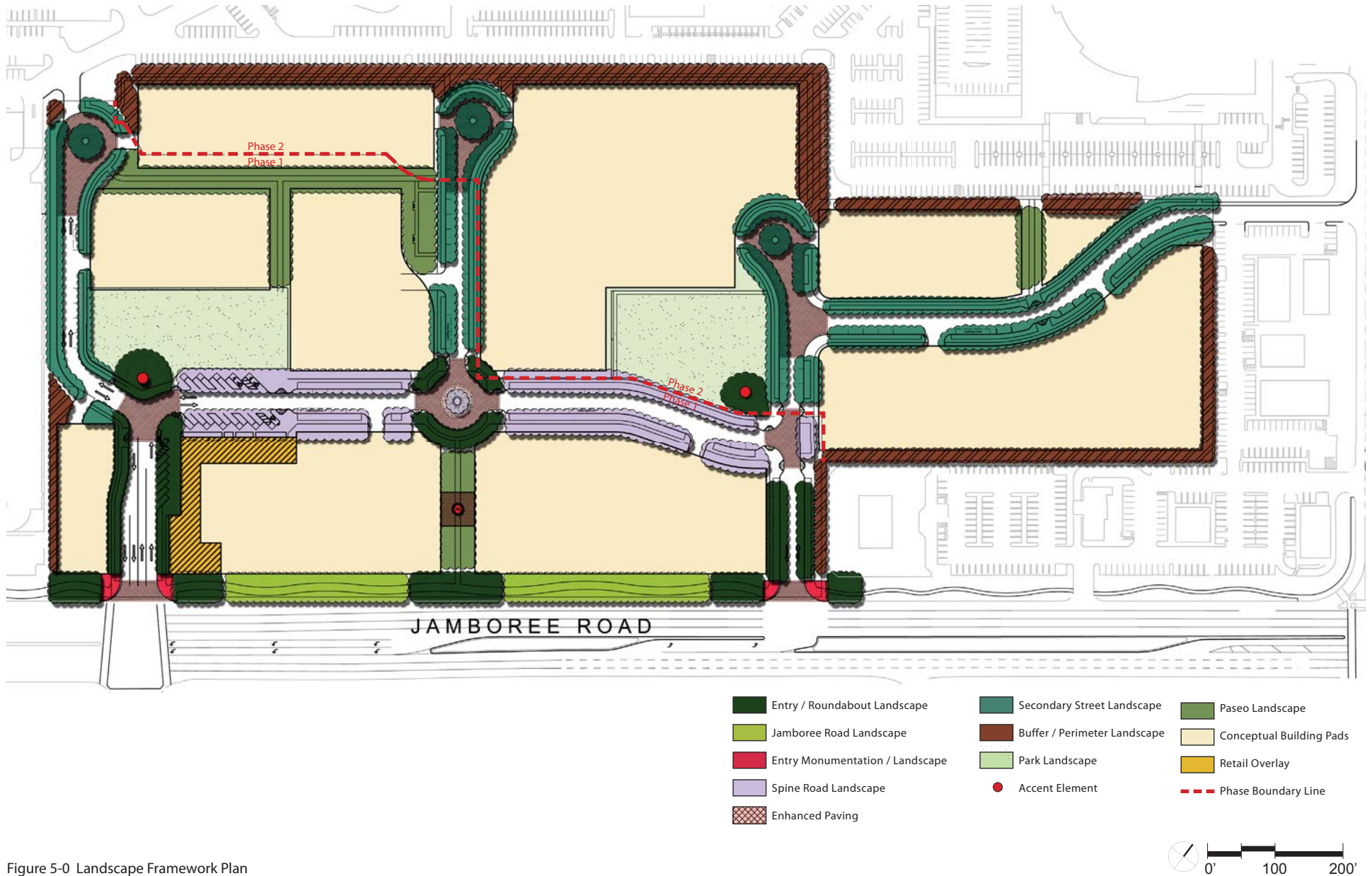


Figure 5-0 Landscape Framework Plan

5. LANDSCAPE DESIGN GUIDELINES



Figure 5-1 Overall Landscape Master Plan



5. LANDSCAPE DESIGN GUIDELINES

5.4 PLANTING PLAN

5.4.1 Jamboree Road

The recommended landscape character along Jamboree Road is vertical evergreen tree screening with an accentuated landscape of Date Palm trees at the entry's and paseo connections. The new Jamboree Road median island landscape will continue the theme of the existing median islands to the northeast.

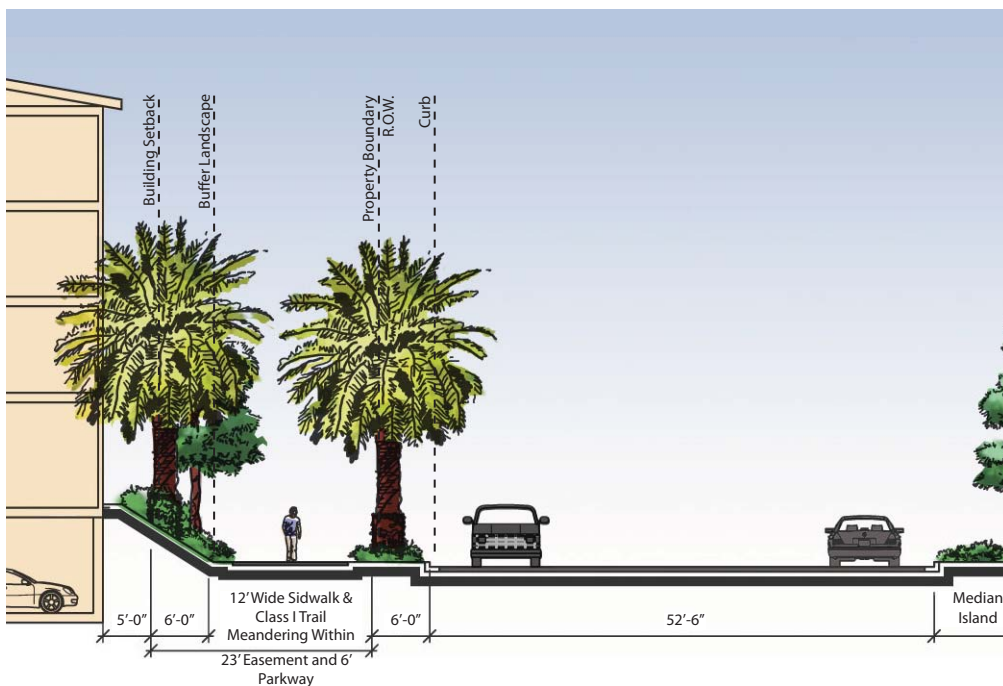
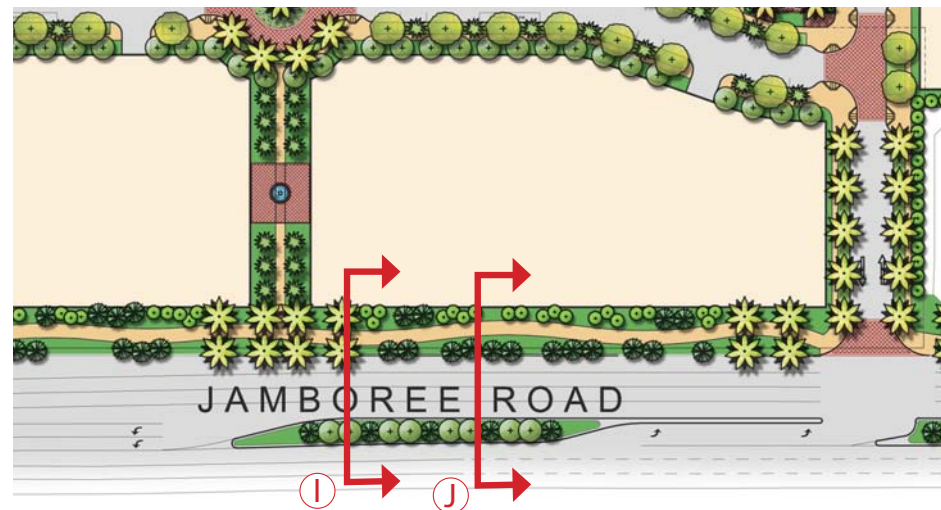


Figure 5-2 Section I - Jamboree Road Entries and Paseos

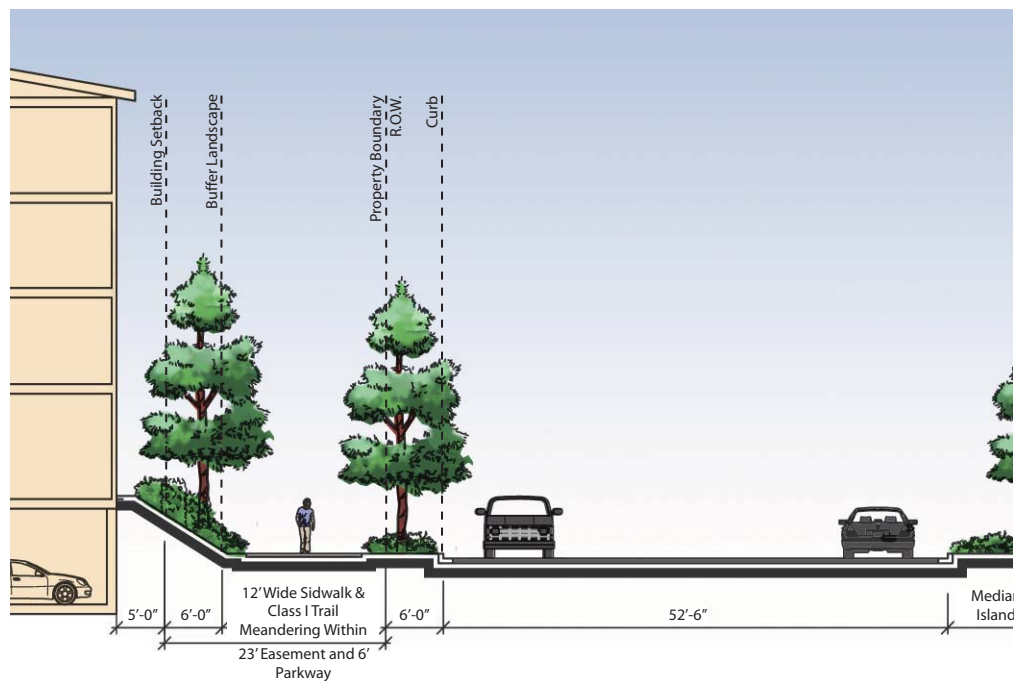


Figure 5-3 Section J - Jamboree Road Streetscape

5. LANDSCAPE DESIGN GUIDELINES

5.4.2 Entry Monuments

The landscape character at the entries will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. The landscape will frame the monument walls and signage when possible. The use of strong signage that identifies the project with use of enhanced paving, walls, or fountain elements is encouraged.

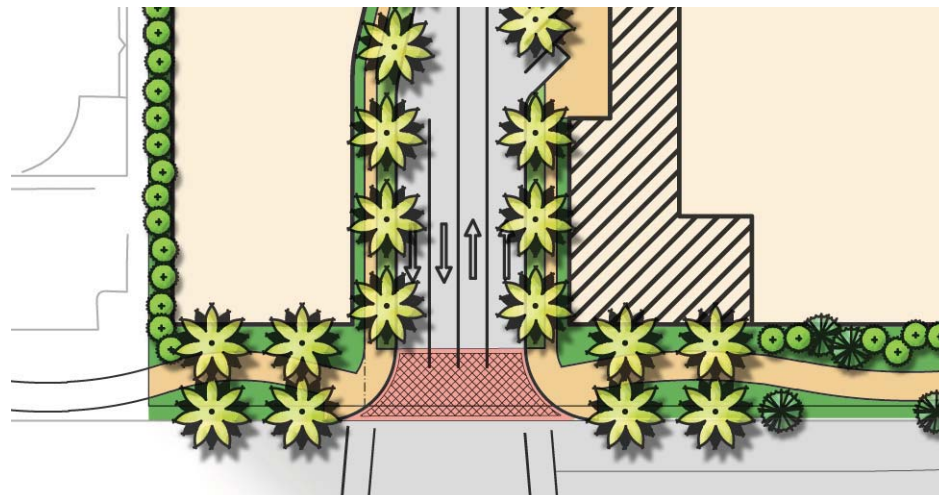


Figure 5-4 Community Signage



Figure 5-5 Community Entry



Figure 5-6 Community Entry

5. LANDSCAPE DESIGN GUIDELINES

5.4.3 Entry Drives

The landscape character along the Entry Drives will complement the Entry Monument landscape and will be transparent, inviting and colorful. Date Palm trees are recommended to punctuate the skyline entry while providing important views into the adjacent residential buildings and parks beyond. The use of colorful vines on the palm trunks and ground covers in this area is encouraged. Vertical screen trees used at the building edges are encouraged to soften and buffer the buildings from the street in this area. Hedges will be used to soften building bases and ground covers will be used when parking is not adjacent. Buildings are designed to be approximately 2'-3' above the Jamboree Road center line elevation. Short retaining walls may be incorporated into the retail edge where necessary.

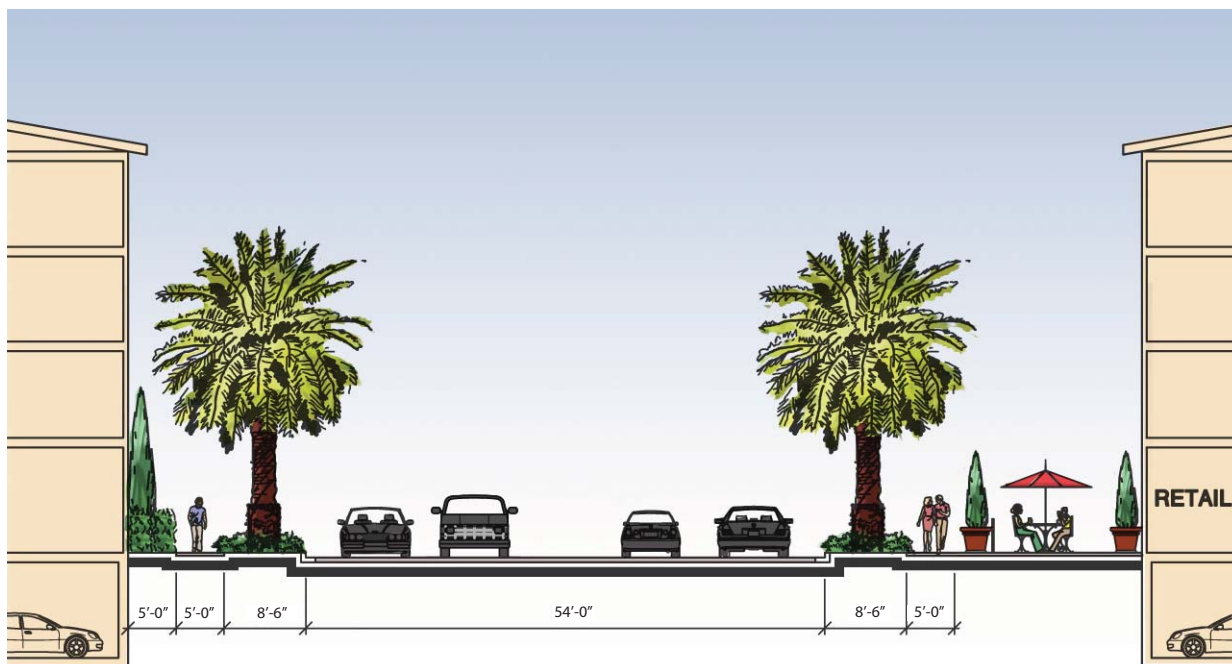
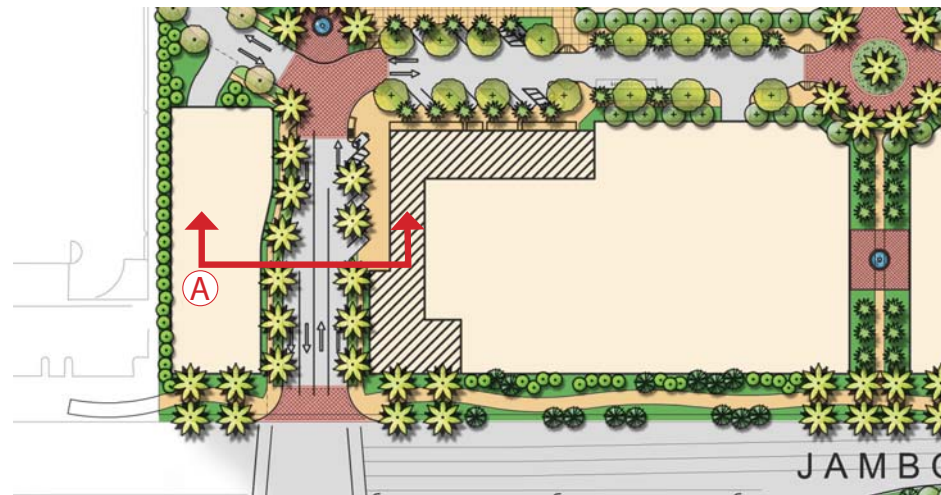


Figure 5-7 Section A - Phase One Entry Drive



Figure 5-8 Entry Drive Streetscene

5. LANDSCAPE DESIGN GUIDELINES

5.4.4 Spine Street at Angled Parking

The spine street is the core that provides connectivity between the two main entries off of Jamboree Road. Anchored by the two entries and supported by the two parks at each end, visually and physically the spine street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Angled parking located at the retail and Park edges modifies the pattern while the canopy trees shade the parking areas and palms hug the walk promenade at the storefronts on one side and the market park paseo on the other. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas.

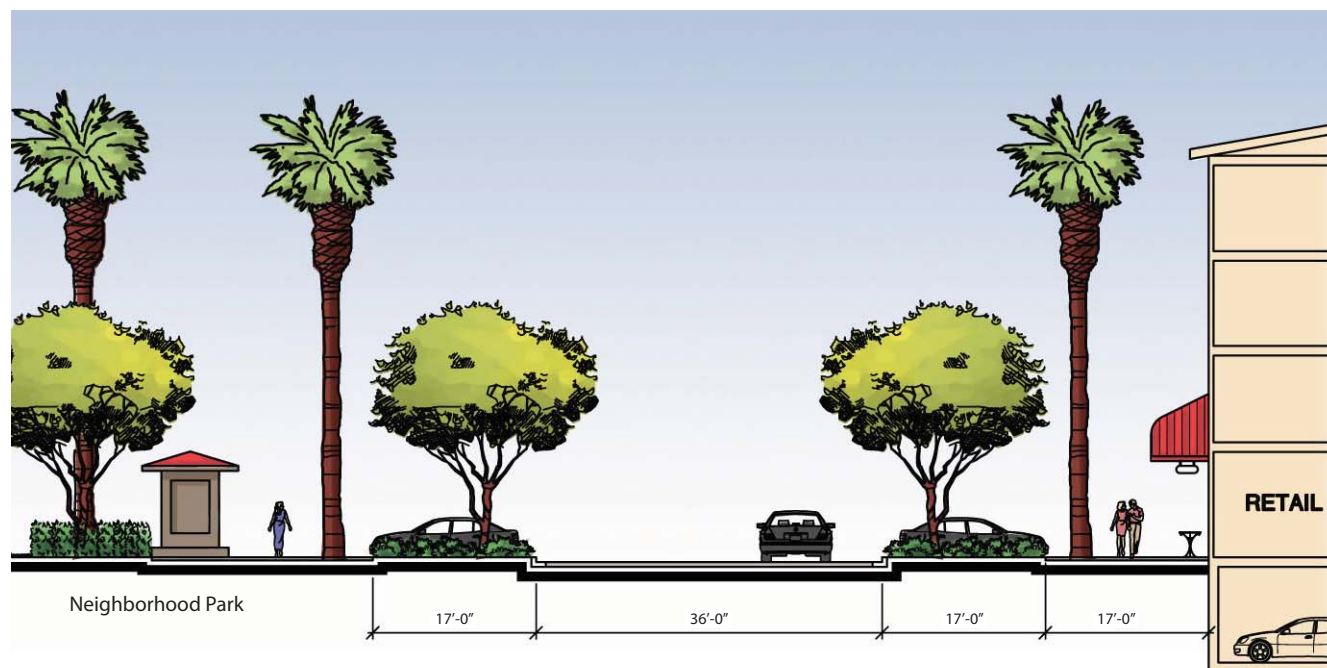


Figure 5-9 Section B - Spine Street



Figure 5-10 Community Retail

5. LANDSCAPE DESIGN GUIDELINES

5.4.5 Spine Street at Parallel Parking

The spine street is the core that provides the connection between the neighborhood and community amenities. Anchored by the two entries and supported by the two parks at each end, visually and physically the spine street is an important link and circulation element in the project. The street tree pattern is formal with alternating combinations of skyline palms and large evergreen canopy trees. Parallel parking is located along the spine street. Turf parkways at adjacent parking areas will allow ease of access to the sidewalk from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes.

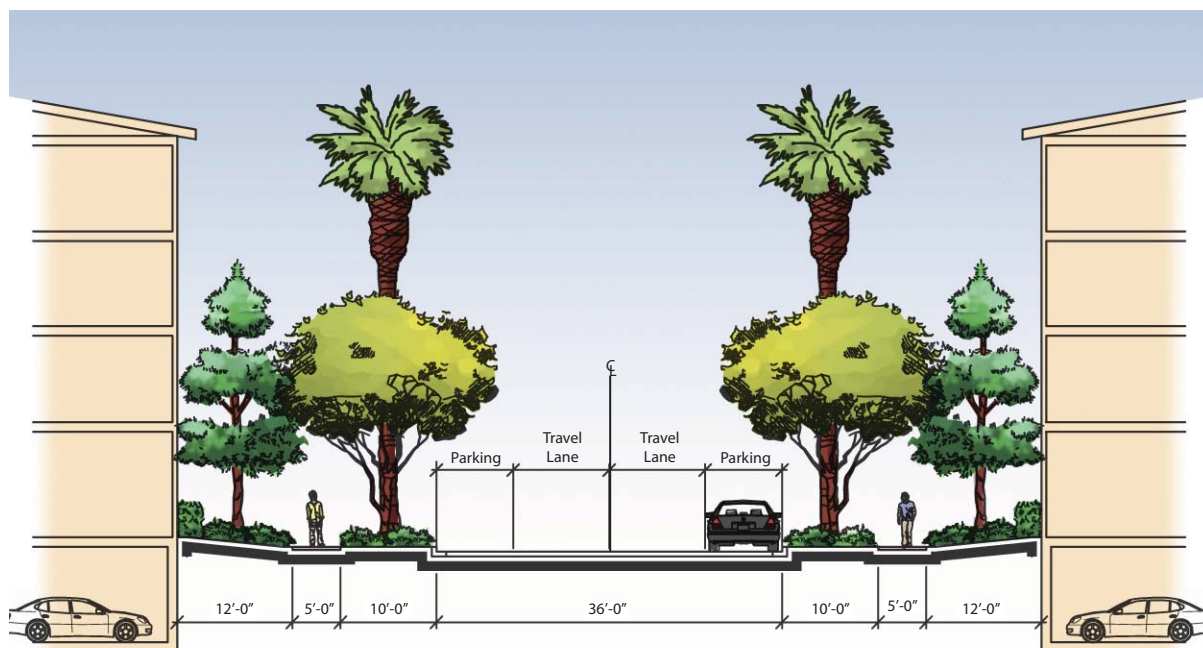
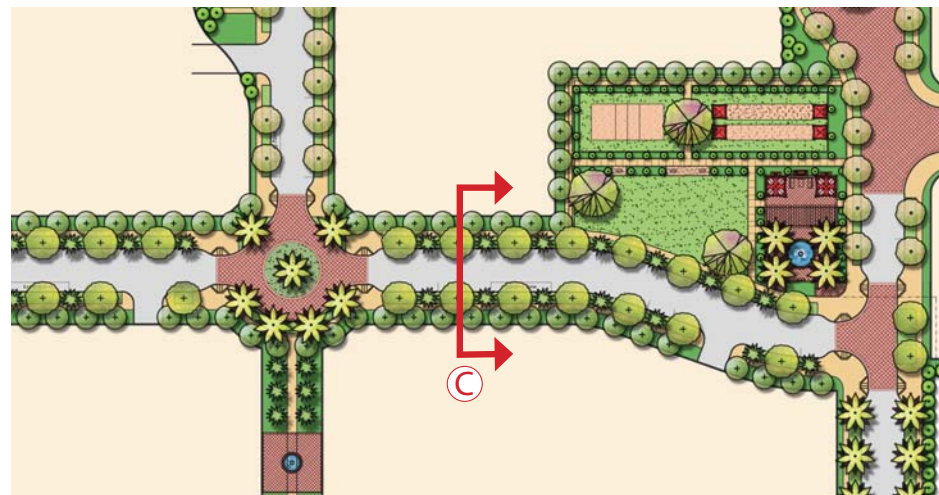


Figure 5-11 Section C - Spine Street

5. LANDSCAPE DESIGN GUIDELINES

5.4.6 Neighborhood Street

The secondary streets provide access to buildings away from the spine street. These streets will be lined with formal deciduous street trees. Turf parkways at adjacent parking areas will allow ease of access to sidewalks from parking areas. The use of synthetic turf will be considered for areas with high pedestrian / pet traffic volumes. Vertical accent trees used at the building entries are encouraged to accentuate the street pattern. Hedges will be used to soften building bases and ground covers be used when parking is not adjacent.

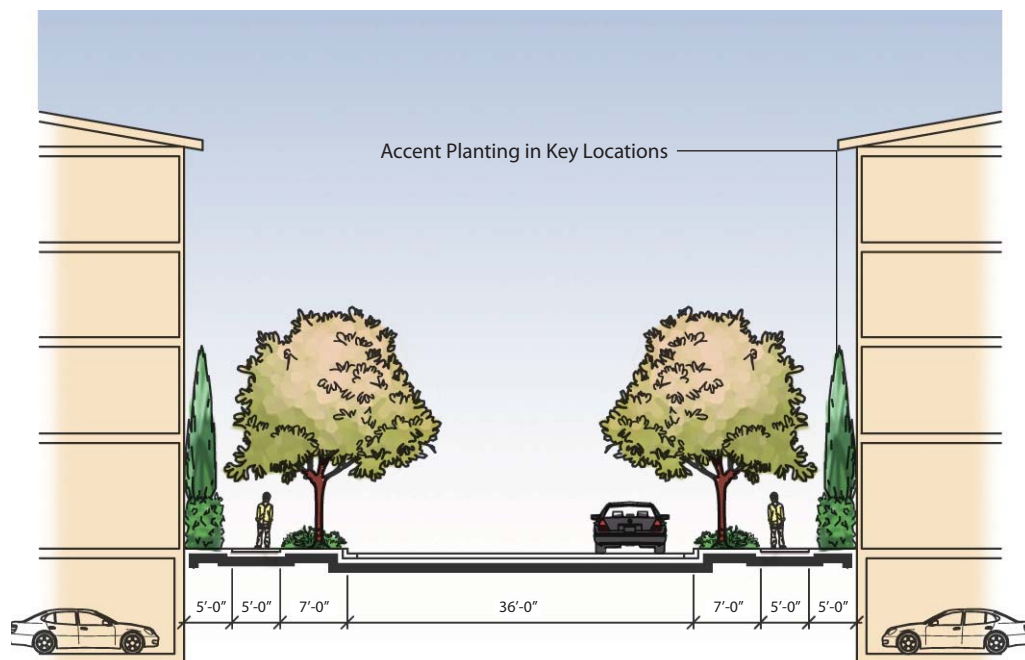
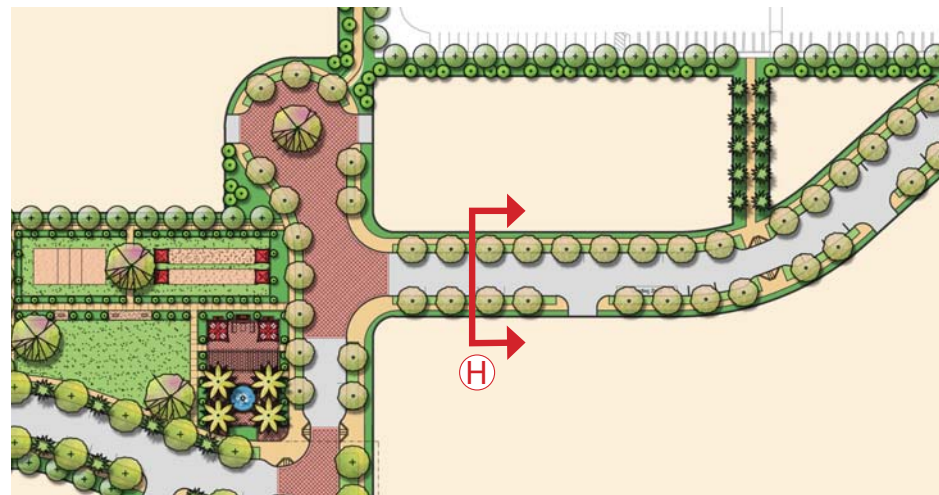


Figure 5-12 Section H -Neighborhood Street



Figure 5-13 Neighborhood Street

5. LANDSCAPE DESIGN GUIDELINES

5.4.7 Paseo Landscape

The paseo landscape areas are pedestrian connections that provide pedestrian connectivity and tie the project together. Paseos shall be master planned and accessible to the public and provide opportunities for walking, sitting and social gathering spaces. In addition light recreational activities such as lawn bowling, chess, horse shoes, bocce ball, picnic areas and exercise stations are encouraged. Paseos will be lined with vertical palms or canopy trees. The beginning and end of the paseos will be enhanced with accent trees or palms to define points of access to the paseos. Colorful shrubs and ground covers will be used throughout. Vertical buffer trees and accent trees will soften the edges and transitions to the vertical building masses and hedges will be used to soften building bases. The use of large pots, meandering walks, seating spaces and fountains in these garden areas are encouraged.

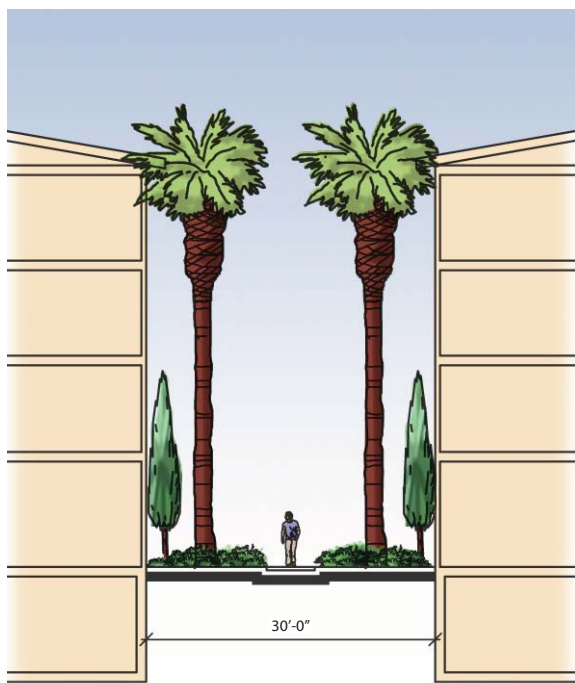
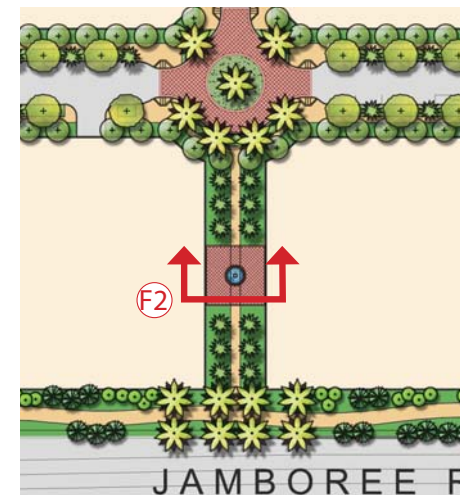
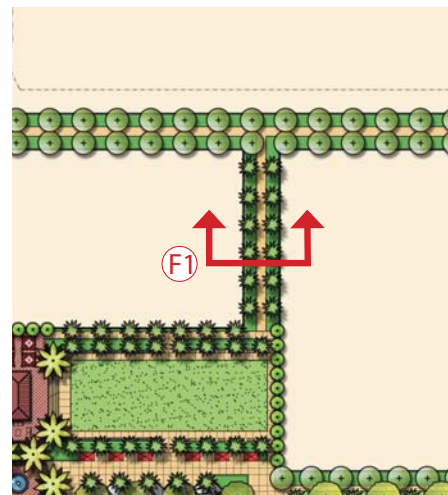


Figure 5-14 Section F1 - Paseo Landscape

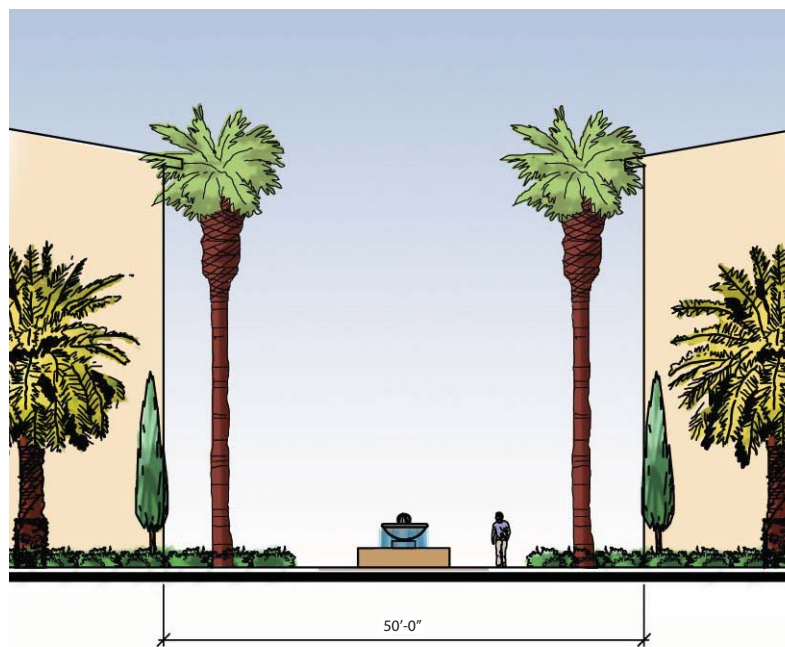


Figure 5-15 Section F2 - Paseo Landscape



Figure 5-16 Paseo Landscape

5. LANDSCAPE DESIGN GUIDELINES

5.4.8 Community Edge Conditions

The edges of Uptown Newport Village and its transition to the existing Koll Center Newport office campus have been designed to provide a smooth and secure transition between these differing land uses. The landscape will soften and screen architecture along the sides of the Uptown Newport Village community and provide a visual buffer. Along these transitions are walkway access openings that provide pedestrian connectivity. Pedestrian connections will have enhanced treatments with accent trees and colorful ground covers that will call attention and visually signal these areas.

The edge along Uptown Newport Village and the Koll Center Newport will incorporate a mix of walls, fencing, shrubs, and landscaping to define a “soft” boundary and direct pedestrians to designated connections between the Koll Center Newport and the Uptown Newport Village properties.

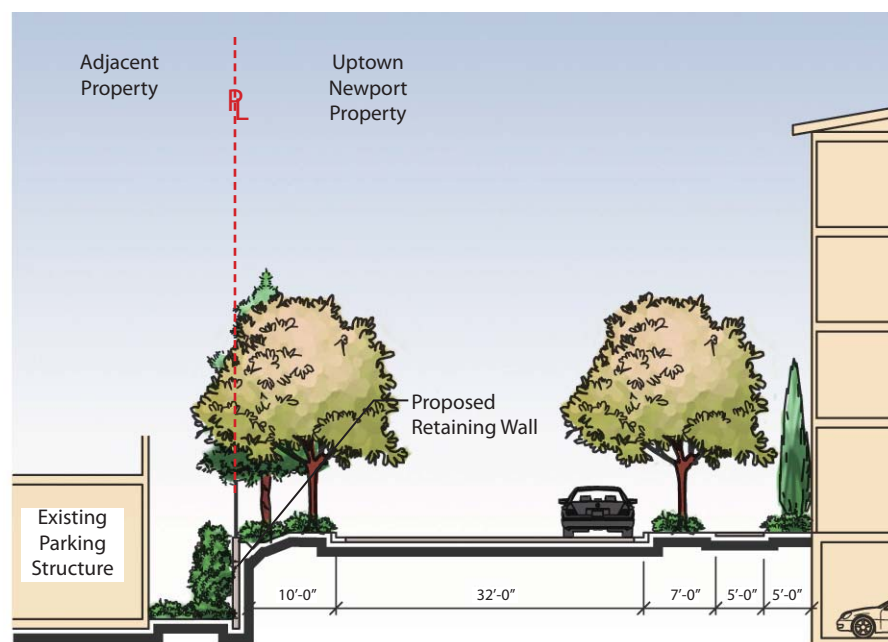
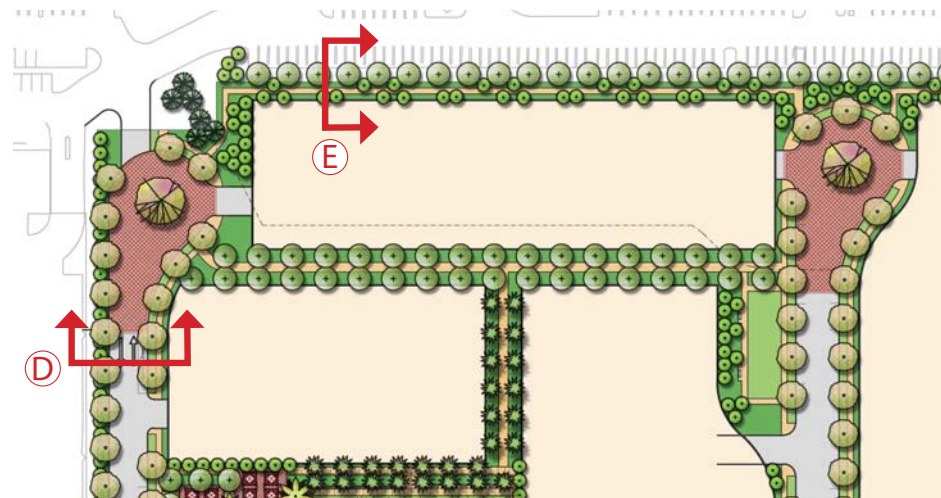


Figure 5-17 Section D - Buffer at Parking Structure

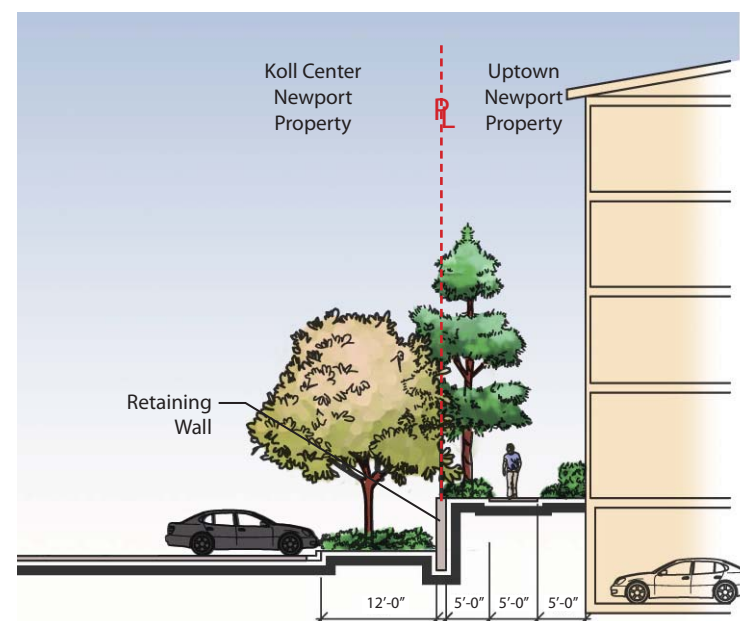


Figure 5-18 Section E - Buffer at Parking Lot

5. LANDSCAPE DESIGN GUIDELINES

5.5 NEIGHBORHOOD PARKS

The two (2) 1 acre neighborhood public parks in Uptown Newport Village will create the heart of each phase and anchor the spine road. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Each park will have a variety of amenities that will serve the residents of Uptown Newport Village and visitors.

5.5.1 Park "A"

Park "A" is a one acre park located within Phase One and is accessible to the public and the residents of Uptown Newport Village. Surrounded by public streets and centrally located within phase 1, Park "A" will provide a link to residential uses. The amenity program that is recommended for Park A includes but is not limited to the following; activity lawn / concert green, stage, open air pavilion, fire place courtyard, barbecue courtyard, children's play area, market/art show and a promenade. Accent elements at the corners of the park could include fountains or sculpture elements.

Park "A" will be developed as part of the Phase 1 Master site improvements. Park furnishings will be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ's, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a "one district look" within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry spine street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park buildings, trellises and monument entries will be unified in style and character to bring a unified look to the community amenities.

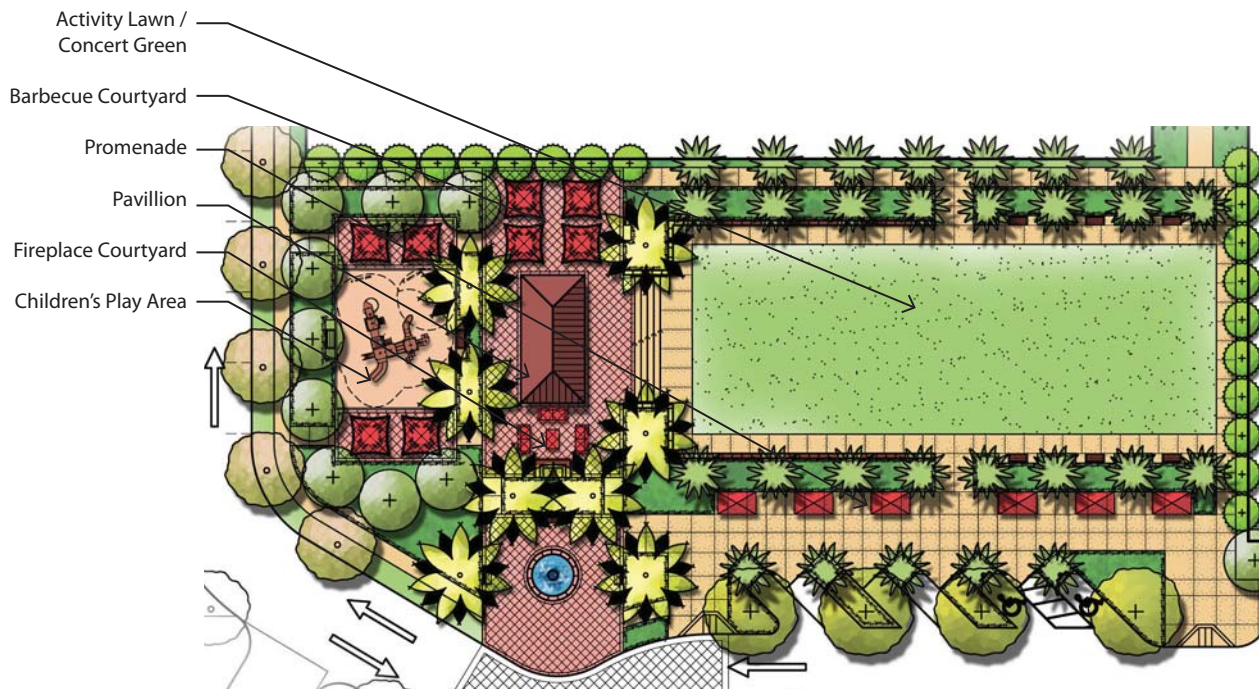
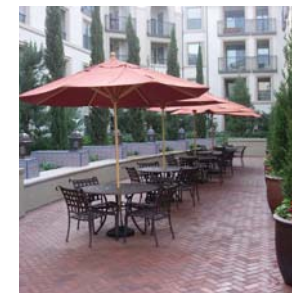


Figure 5-19 Park A



5. LANDSCAPE DESIGN GUIDELINES

5.5.2 Park “B”

Park “B” is a one acre neighborhood park located in Phase 2 and is accessible to the public and the residents of Uptown Newport. The parks are interconnected through a network of sidewalks, paseos, and streets that provide for a pedestrian friendly village. Bordered by public streets and centrally located, the park will provide a link to residential uses. The amenity program that is recommended for Park B includes but is not limited to the following; activity lawn, grand Plaza, trellis, fire place courtyard, barbecue courtyard, grand fountains or sculpture elements in the courtyard, sport courts including but not limited to sand volleyball, bocce ball, croquet, or horse shoes.

Park furnishings will be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ’s, and drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together and that supports a “one district look” within Uptown Newport Village. It is encouraged that park signage be located in proximity to the entry spine street. Park lighting is encouraged to match the lighting style of the street lighting but could match the architectural style of the park buildings. The park trellises and monument entries will be unified in style and character to bring a unified look to the Uptown Newport Village amenities.

Park “B” will be designed and constructed in a consistent style with Park “A”, reinforcing the community theme throughout the Uptown Newport PC.

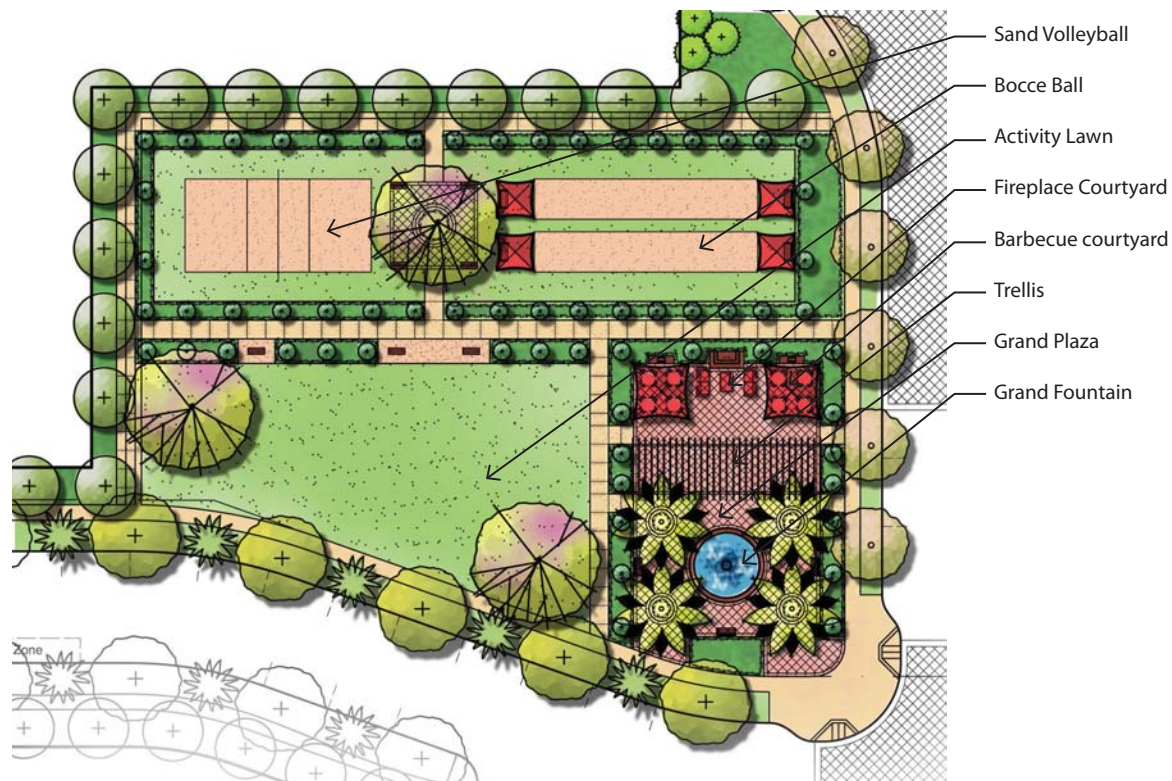


Figure 5-20 Park B



5. LANDSCAPE DESIGN GUIDELINES

5.6 PLANT LIST**5.6.1 Plant List**

The following plant palette could be used for common areas and parcel landscape areas.

LARGE TREES:

BOTANICAL NAME:	COMMON NAME:
ALNUS RHOMBIFOLIA	WHITE ALDER
CINNAMOMUM CAMPHORA	CAMPHOR TREE
ERYTHRINA CAFFERA	KAFFIRBOOM CORAL TREE
FICUS FLORIDA	FIG TREE
FICUS NITIDA	FIG TREE
JACARANDA MIMOSIFOLIA	JACARANDA
OLEA EUROPAEA	COMMON OLIVE
PLATANUS X ACERIFOLIA	LONDON PLANE TREE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
SCHINUS MOLLE	CALIFORNIA PEPPER TREE

SMALL TREES:

BOTANICAL NAME:	COMMON NAME:
AGONIS FLEXUOSA	PEPPERMINT TREE
ALOE BAINESII	NCN
ARBUTUS 'MARINA'	MARINE STRAWBERRY TREE
ARBUTUS UNEDO	STRAWBERRY TREE
CITRUS 'NAVEL'	NAVEL ORANGE
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
LAURUS NOBILIS 'SARATOGA'	SWEET BAY
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PODOCARPUS GRACILIOR	FERN PINE
PYRUS KAWAKAMII	EVERGREEN PEAR
STRELITZIA NICOLAI	GIANT BIRD OF PARADISE

PALMS:

BOTANICAL NAME:	COMMON NAME:
ARCONTOPHOENIX CUNNINGHAMIANA	KING PALM
PHOENIX CANARIENSIS	CANARY ISLAND DATE PALM
PHOENIX DACTYLIFERA	DATE PALM
SYAGRUS ROMANZOFFIANUM	QUEEN PALM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM

SCREEN TREES:

BOTANICAL NAME:	COMMON NAME:
MELALEUCA QUINQUENERVIA	PAPERBARK TREE
PINUS HALENPENSIS	ALEPPO PINE
PINUS CANARIENSIS	CANARY ISLAND PINE
PODOCARPUS GRACILIOR	FERN PINE
TRISTANIA CONFIRTA	BRISBANE BOX

SHRUBS:

BOTANICAL NAME:	COMMON NAME:
ACACIA REDOLENS	NCN
ALOE ARBORESCENS	TREE ALOE
BUXUS MICROPHYLLA JAPONICA	JAPANESE BOXWOOD
CALLIANDRA HAEMATOCEPHALA	PINK POWER PUFF
CARISSA MACROCARPA	NATAL PLUM
CARISSA MACROCARPA 'BOXWOOD BEAUTY'	NATAL PLUM
CEANOTHUS	CALIFORNIA LILAC
CHAMAEROPS HUMILIS	MEDITERANEAN FAN PALM
COTTONEASTER PARNII	COTTONEASTER
CYCAS REVOLUTA	SAGO PALM
ECHIUM FASTUOSUM	PRIDE OF MADEIRA
FATSIA JAPONICA	JAPANESE ARALIA
FICUS NITIDA	INDIAN LAUREL FIG
KNIPHOFIA PRAECOX	RED HOT POKER
LANTANA CAMARA	LANTANA
LANTANA MONTEVIDENSIS	TRAILING LANTANA

5. LANDSCAPE DESIGN GUIDELINES

LAVANDULA DENTATA
 LAVANDULA INTERMEDIA 'PROVENCE'
 LEONOTIS LEONURUS
 LIGUSTRUM JAPONICUM 'TEXANUM'
 MAHONIA SPP.
 PHILODENDRON SELLOUM
 PHILODENDRON 'XANADU'
 PHORMIUM 'JACK SPRATT'
 PITTOSPORUM SPP.
 PYRACANTHA COCCINEA
 RHAPIS EXCELSA
 RHAPHIOLEPSIS SPP.
 RHAPHIOLEPIS 'MAJESTIC BEAUTY'
 ROSA SPP.
 SALVIA SPATHACEA
 SANTOLINA SPP.
 SHEFFLERA ARBORICOLA
 STRELITZIA REGINAE
 TRACHELOSPERMUM JASMINOIDES

FRENCH LAVENDER
 LAVENDER
 LION'S TAIL
 PRIVET
 MAHONIA
 TREE PHILODENDRON
 CUT LEAF PHILODENDRON
 NEW ZEALAND FLAX
 PITTOSPORUM
 FIRE THORN
 LADY PALM
 RHAPHIOLEPSIS
 NCN
 ROSE
 HUMMINGBIRD SAGE
 SANTOLINA
 ELF SCHEFFLERA
 BIRD OF PARADISE
 STAR JASMINE

GROUNDCOVERS:

BOTANICAL NAME:

COMMON NAME:

AGAPANTHUS AFRICANUS
 ANIGOSANTHOS HYBRIDS
 BACCHARIS PILULARIS 'CONSAGUINEA'
 BOUGAINVILLEA 'LA JOLLA'
 COTYLEDON SP.
 CRASSULA SP.
 EUPHORBIA AMMAK
 EUPHORBIA RIGIDA
 KALANCHOE SP.
 LIRIOPE 'GIGANTIA'
 PELARGONIUM PELTATUM

AGAPANTHUS
 KANGAROO PAW
 CHAPARRAL BLOOM
 LA JOLLA BOUGAINVILLEA
 NCN
 NCN
 NCN
 NCN
 NCN
 LILY TURF
 IVY GERANIUM

GRASSES:

BOTANICAL NAME:

COMMON NAME:

FESTUCA ARUNDINACEA
 FESTUCA MAIREI
 LEYMUS TRITCOIDES
 MUHLENBERGIA RIGENS
 STIPA GIGANTEA FEATHER

MARATHON II (LAWN AREAS)
 NCN
 WILD RYE
 DEER GRASS
 GRASS

SUCCULENTS:

BOTANICAL NAME:

COMMON NAME:

AEONIUM FLORIBUNDUM
 AGAVE ATTENUATA
 AGAVE VILLMORIANA
 ALOE ARBORESCERIS
 ECHEVERIA CRENULATA
 ECHEVERIA IMBRICATA
 SEDUM CONFUSUM
 SEDUM SPECTABILE
 SENEIO MANDRALISCAE

NCN
 NCN
 OCTOPUS AGAVE
 FIRE BUSH ALOE
 NCN
 HENS AND CHICKS
 NCN
 NCN
 NCN

5.7 HARDSCAPE PLAN

5.7.1 Walls and Fencing

The project will have one fence design used throughout all parcel areas. Several pedestrian connections to surrounding properties are incorporated into the Master Site Plan. Unlocked access gates or unobstructed openings to adjoining properties are encouraged but not mandatory at the pedestrian connections. Community fencing is to be tubular steel with a painted metal finish. Wall materials are to be made of Concrete Masonry Units

with a split face or enhanced finish to match the adjacent architecture in Uptown Newport Village with a tubular steel community fence atop. Retaining wall materials are to be poured in place concrete or Concrete Masonry Units with a split face or finish to match the adjacent architecture in Uptown Newport Village. Wall and fence locations are shown diagrammatically in Figure 5-21.

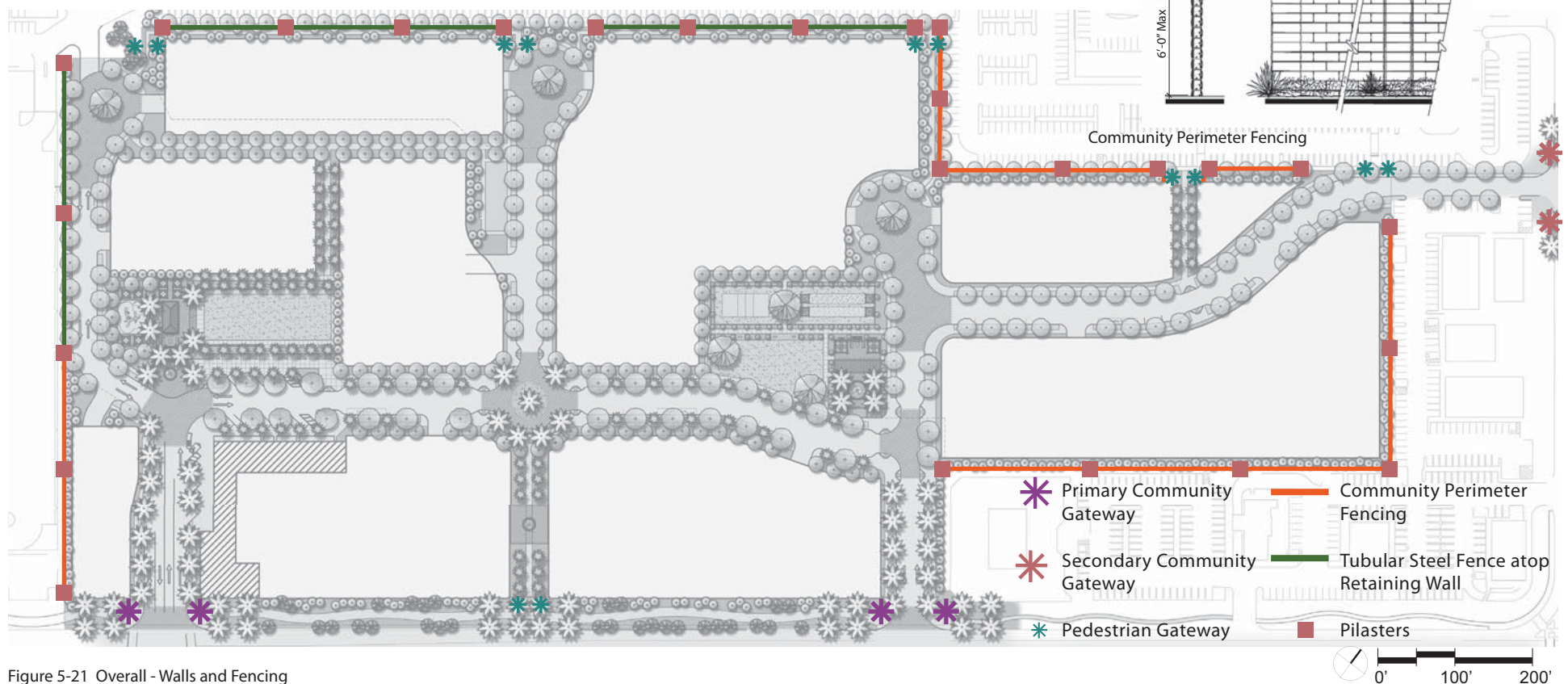


Figure 5-21 Overall - Walls and Fencing

5. LANDSCAPE DESIGN GUIDELINES

5.7.2 Walks, Paseos and Bicycle Trails

Uptown Newport Village is designed to be a pedestrian friendly village, with connectivity to surrounding properties. Walks, Paseos and Bicycle Trails will connect the residents to each other and to the projects parks and amenities, as well as connect Uptown Newport Village to the adjacent land uses.

Walks within the community will be located along the entry drives, spine street, neighborhood streets, and paseos. Sidewalks will be linear and continuously

separated with a planted parkway. The walk materials will be made of natural grey concrete with enhanced areas utilizing concrete pavers, colored concrete, enhanced finishes or scoring.

The Jamboree Road sidewalk will be 12' wide to accommodate both pedestrians and a Class I bike trail, consistent with the Jamboree Trail included in the city's General Plan. Bicycles will be permitted on streets and paseos within the Uptown Newport PC.

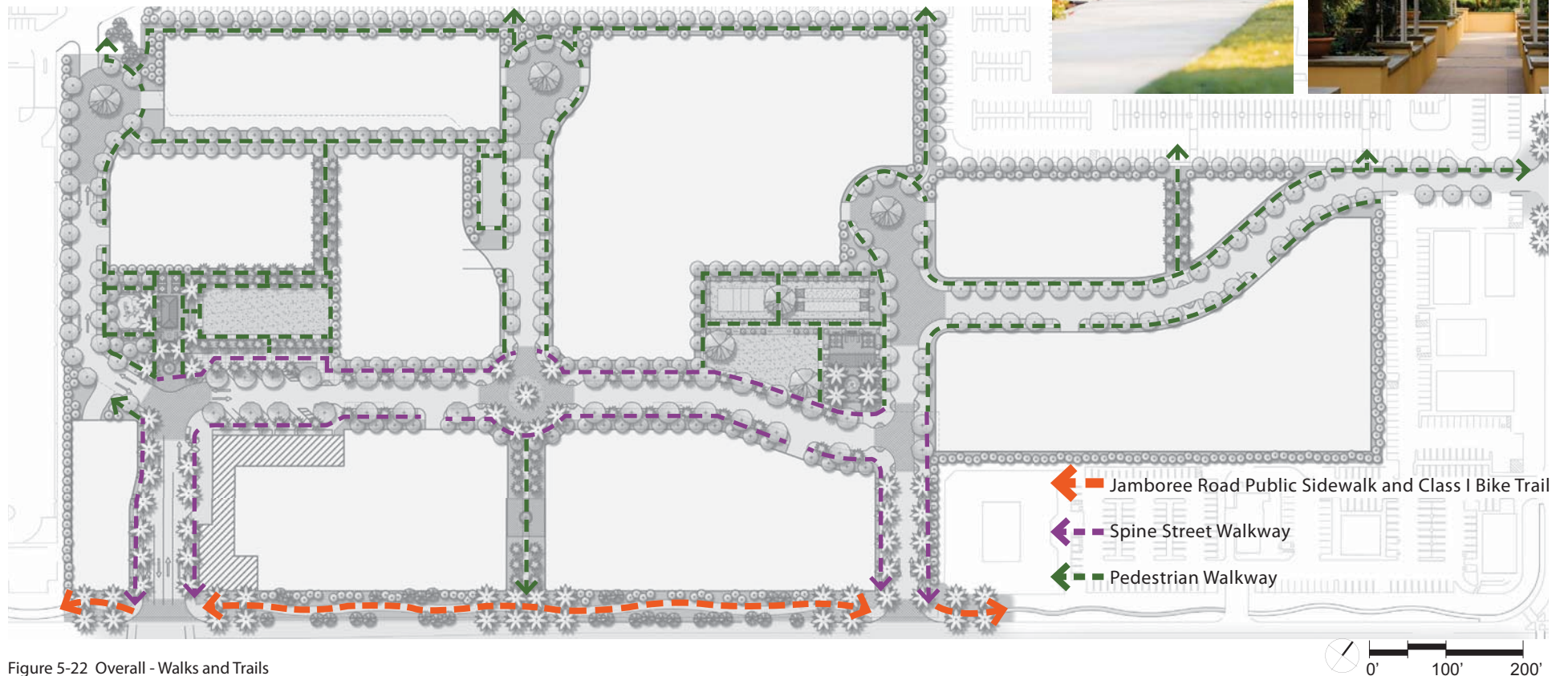


Figure 5-22 Overall - Walks and Trails

5. LANDSCAPE DESIGN GUIDELINES

5.7.3 Lighting Plan

Uptown Newport Village lighting shall embrace a unified lighting theme for fixtures along common area streets. The master lighting plan depicted in Figure 5-23 provides the hierarchy for lighting included in the master development. There will also be a hierarchy of lighting fixture heights and sizes within Uptown Newport Village. The overall unified lighting style could range from modern to classical. The lighting within parcel developments is encouraged to match

the architectural style of the buildings. All common area lighting shall be consistent with the local code requirements. Pole lights along Jamboree Road shall match the existing street scene style and layout. Up-lighting will be utilized at Uptown Newport Village's entries, illuminating community monuments and trees. The lighting between phases shall match in style, height, color and manufacturer.

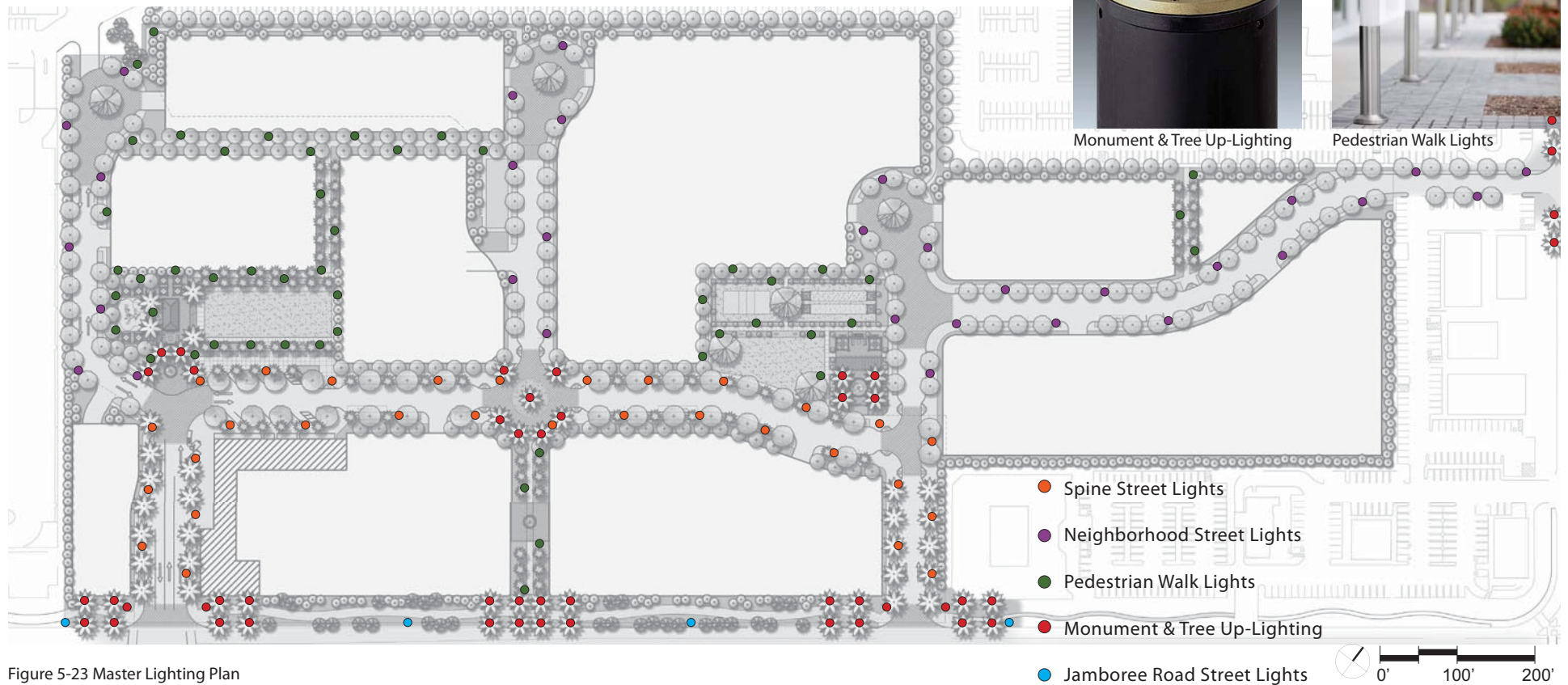


Figure 5-23 Master Lighting Plan

* Street Lights to comply with local code requirements

5. LANDSCAPE DESIGN GUIDELINES

5.7.4 Site Furnishings

Site furnishings within the common areas of Uptown Newport Village shall be unified in form, color and manufacturer, if possible. Benches, bike racks, metal bollards, and tree grates are to be of one family that works well together that supports a “one district look” within the community. Master site furnishings are shown in Figure 5-24 and depicts the site furnishings that will be provided as part of the master site development.



Bench



Picnic Table



Bicycle Rack



Trash Receptacle

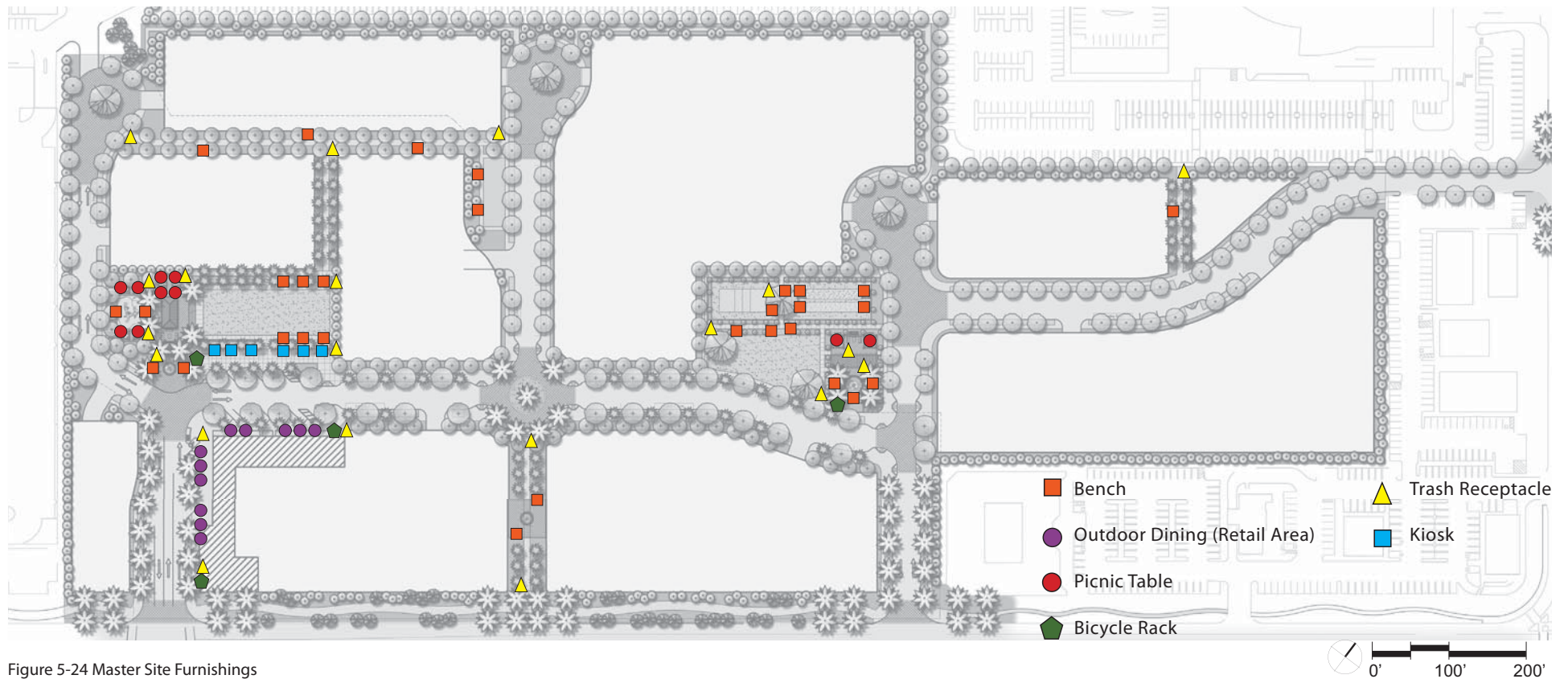


Figure 5-24 Master Site Furnishings

6.0 INTRODUCTION

6.0.1 Signage Design Guideline Objectives

The signage design guidelines identified in this document provide standards for use in the development for the Uptown Newport PC project as part of the Master Site Development and site plan review process. The intent of the guidelines are to establish criteria that will be the basis for the design of signage/graphics throughout the project and to insure that there is a consistent design image that contributes to the identity and promotes the quality of Uptown Newport. It is intended that all signage has a coordinated design with organizational unity and overall visual identity. The signage should be an integral part of the project's architecture, landscaping and be compatible with the lighting.

6.0.2 Comprehensive Sign Program

The City of Newport Beach Sign Standards (Section 20.42.120) allows for the integration of all of a project's signs with the overall site design and building design into a unified architectural statement. The proposed sign program for Uptown Newport PC shall comply with the purpose and intent of the City's Chapter 20.42 Sign Standards, these Signage Design Guidelines and the overall purpose and intent of Section 20.42.120.

In addition to the signage guidelines herein, signs where applicable, must comply with the codes and regulations of the City of Newport Beach Sign Standards (Chapter 20.42) and all applicable State of California (CBC/Title 24).

6.1 SIGNAGE AND GRAPHICS

Program Components

These Signage Design Guidelines include standards for the following signage/graphics elements:

- Primary Project ID Monuments and/or Wall Signs (Sec. 6.4)
- Secondary Project ID Monument Signs (Sec. 6.5)
- Retail Tenant Directory Monument Signs (Sec. 6.6)
- On-Building Project ID Signs (Sec. 6.7)
- Retail Tenant ID Signs (Sec. 6.8)
- On-Site Advisory Signs (Vehicular and Pedestrian Directionals) (Sec. 6.9)
- Building and Unit Address Signs (Sec. 6.10)
- Amenity Identification Signs (Sec. 6.11)
- Parking Garage ID (Sec. 6.12)
- Marketing Banners (Sec. 6.13)
- Park Identification Signs (Sec. 6.14)
- Park Rules/Regulations Signs (Sec. 6.15)
- Marketing Signs (Sec. 6.16)

6.2 GENERAL DESIGN GUIDELINES

These Design Guidelines have been developed to implement a signage program within Uptown Newport that is compatible with the surrounding physical and visual character of the project, communicate effectively, enhance the perception of the Uptown Newport PC, and reduce visual clutter caused by excessive and poorly placed signage. The following guidelines will be taken into consideration in the final design of individual signs in the context of the overall sign program for the project.

6.2.1 Legibility

Signs should be easy to read and comprehend. Legibility does not depend on size, but on design. A well composed sign, that is smaller in size can be easier to read than a larger sign that is cluttered with too much information, too many elements of color, shapes and typefaces. To enhance legibility, sign panel backgrounds should be free of distracting details and decoration and provide sufficient contrast with the graphics displayed on the sign.

6.2.2 Typography

In addition to the master planned and individual project identification logotypes, a single typeface should be selected for application to ancillary signage that is compatible with the logotype and reflects the image of the project. A sans serif typeface is recommended because it communicates information more effectively than an elaborate and complex typeface. Consideration should be given to the use of a typestyle that is available in a family of different weights and in condensed or regular versions. Within one typeface family, a bolder weight can be used to accentuate a particular portion of a message by creating a distinction between other copy. The use of several different typefaces on a sign is discouraged, as it makes the sign difficult to read. Also,

the use of upper and lower case characters versus all upper case characters should be studied in the context of each sign. If all upper case characters are used, this approach should be consistently applied to all signs.

6.2.3 Materials and Colors

Sign materials should be consistent on all signs and all finishes uniformly applied. It is recommended that signs fabricated from metal have an acrylic polyurethane paint with a satin gloss finish. Color is most effective when used simply. Too many colors, particularly accent colors, can distract the reader and reduce legibility, making the signs less effective. Colors selected for sign backgrounds should be compatible with the architectural palette of the project and provide sufficient contrast with the copy color.

6.2.4 Placement

Signs should be located in areas where they are easy to read and be in scale to the viewer whether the sign is pedestrian or vehicular oriented. Locations should be selected so that the signs are compatible with adjacent architectural elements and surrounding landscape/hardscape features. Signs located along street frontages shall comply with the set back/sight distance triangle requirements as determined by the City of Newport Beach sign standards.

6.2.5 Size

Signs should be of a size proportional to the area where they are located, or building on which they are placed. The prevailing travel speeds of motorists should be taken into consideration when determining sign formats and copy sizes. Copy on vehicular oriented signs should be larger to allow viewers to perceive, read and understand the intent of the sign. Pedestrian oriented signs can be at a smaller scale.

6.2.6 Methods of Illumination

Primary project identification signs can consist of cabinets with internal illumination or they can be externally illuminated by ground mounted light fixtures. Internally illuminated sign cabinets can display face lit push-thru copy in translucent white or day/night acrylic letters or have halo lit copy. The level of illumination should be sensitive to surrounding light levels. Signs with multi-colored internally illuminated components are discouraged. Internally illuminated sign cabinets with lit backgrounds are not permitted, only the copy can transmit light. Address signs on buildings may be required to be halo lit, or have an indirect light source subject to the City of Newport Beach signage/life safety requirements applicable to Uptown Newport.

6.3 SIGN LOCATION PLAN

The sign location plan depicted on this page shows general locations for sign types 1-13 established in these guidelines (see figure 6.3).

SIGN LEGEND

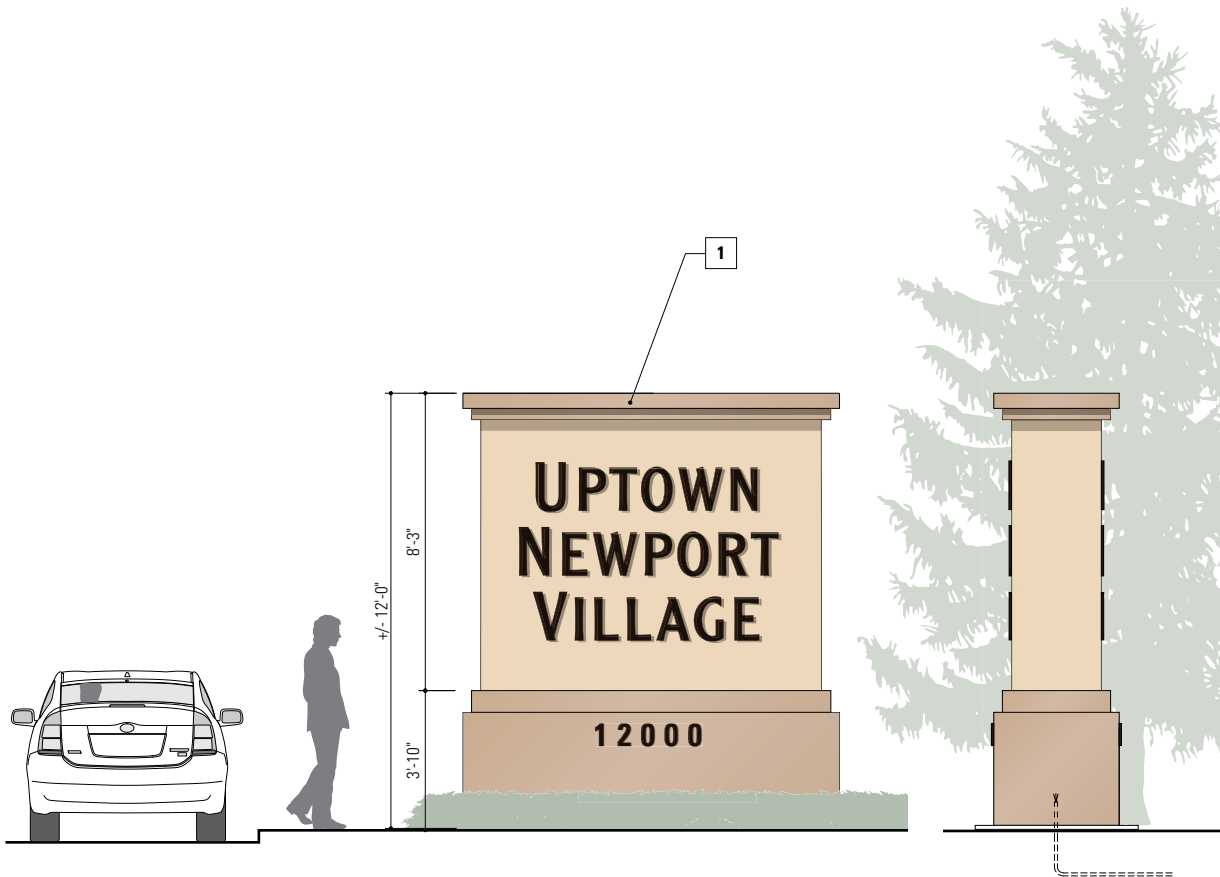
- ❶ Primary Project ID Monument
- ❷ Secondary Project ID Monument
- ❸ Retail Tenant ID Monument
- ❹ On-Building Project ID Signs
- ❺ On-Building Retail Tenant ID Signs
- ❻ On-Site Advisory Signs
- ❼ Building and Unit Address Signs
- ❽ Amenity ID Signs
- ❾ Parking Garage Signs
- ❿ Temporary Marketing Signs
Subject to City of Newport Beach Municipal Code
- ⓫ Marketing Banners
Subject to City of Newport Beach Municipal Code
- ⓬ Primary Park ID Signs
- ⓭ Park Rules/Regulations Signs



Figure 6.3: Master Signage Plan

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.4 – SIGN TYPE 1

Primary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport Village.

Maximum Number

Two signs located on Jamboree Road Frontage.

Location

On-site. Project name on monument or screen walls adjacent to primary project entries off Jamboree Road. outside of sight-distance triangles per City standards.

Sign Copy

Name of project, tagline such as “Apartments” or “Apartment Villages” project logo and project addresses or address range.

Maximum Sign Height

+/- 12'-0" average height for sign monuments.

Maximum Sign Area

75 S.F.

Maximum Letter Size

18"

Sign Construction/Materials

Individual letters mounted on project screen wall or metal cabinet with concrete or stone clad base.

Method of Illumination

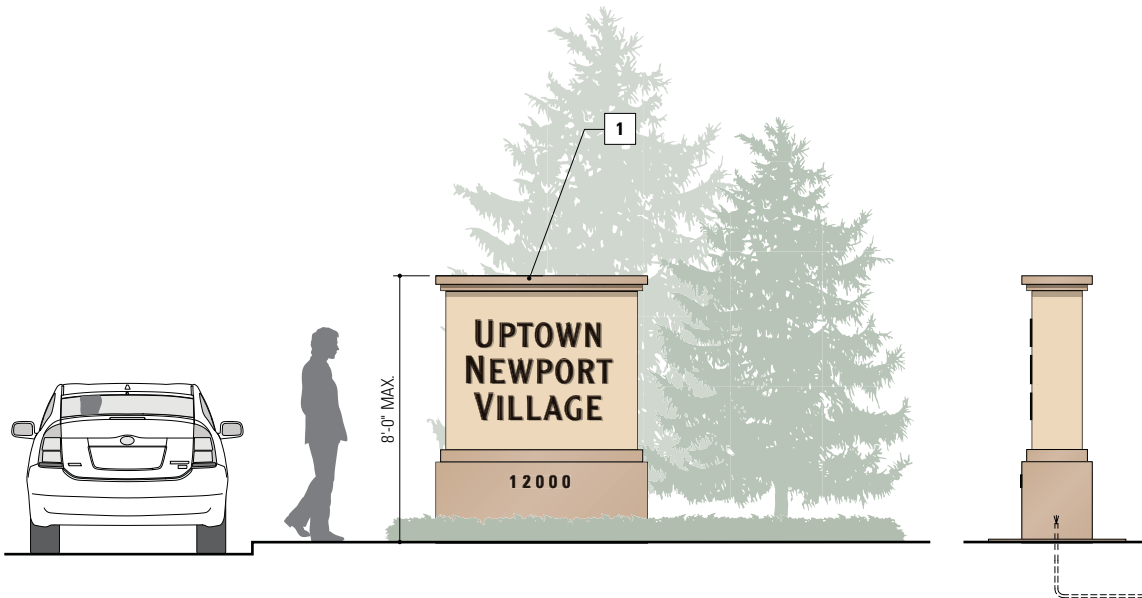
Individual halo illuminated letters, external illumination from ground mounted light fixtures or internally illuminated push thru copy. Signs with internally illuminated backgrounds are not allowed.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Address numerals to be flat cut metal, pin mounted to concrete base with blind anchor studs.



6.5 – SIGN TYPE 2

Secondary Project Identification Monument

Purpose

Permanent ground level monument to identify Uptown Newport Village.

Maximum Number

One sign at Birch Street project entry.

Location

On-site adjacent to project entry off Birch Street.

Sign Copy

Name of project, tagline such as “Apartments” or project address or address range.

Maximum Sign Height

8’-0” Height

Maximum Sign Area

30 S.F.

Maximum Letter Size

12”

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination mounted to concrete or stone-clad base.

Method of Illumination

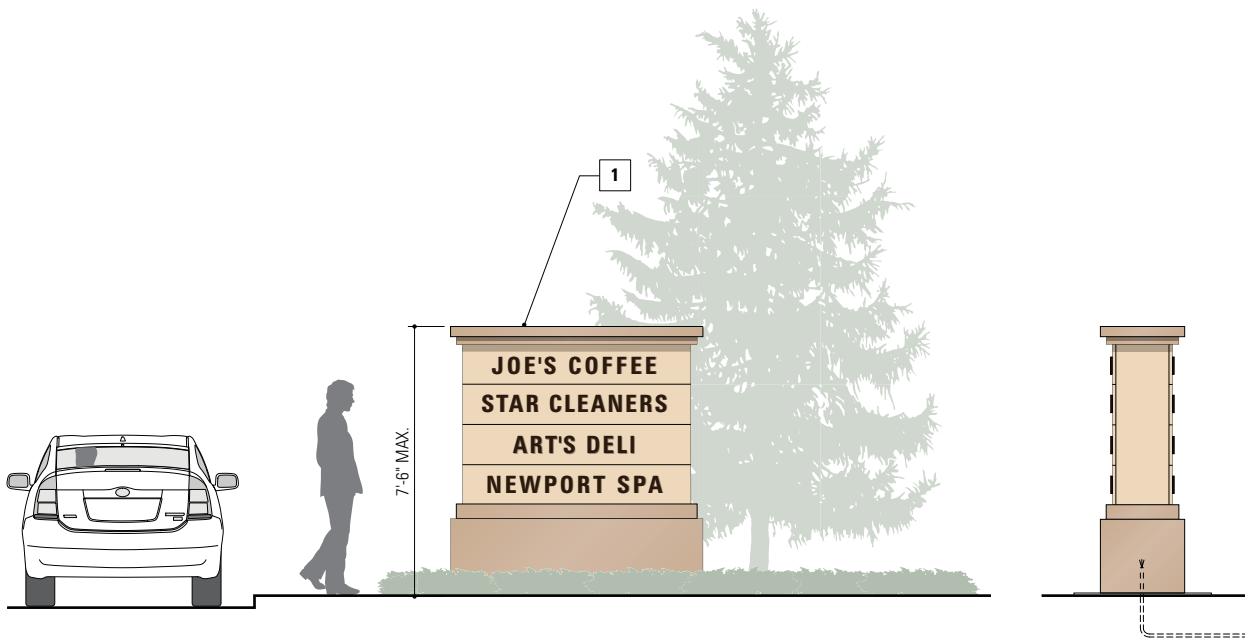
Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

Project name logotype and symbol with supporting copy in project standard font.

1

Fabricated aluminum cabinet with paint finish or faux plaster finish. Cabinet to rest on integral color concrete base. Copy to be internally illuminated push-thru day/night acrylic or illuminated by ground mounted light fixture. Tenant panels to be changeable.



6.6 – SIGN TYPE 3

Retail Tenant Identification Monument

Purpose

Permanent ground level monument located along project site frontage.

Maximum Number

One sign on Jamboree Road.

Location

On-site. Perpendicular to street on Jamboree Road.

Sign Copy

Names of up to four retail tenants. Sign to have copy on two sides.

Maximum Sign Size

7'-6" Maximum Height.

Maximum Sign Area

30 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Fabricated aluminum cabinet with internal illumination on concrete or stone clad base. Tenant panels to be changeable.

Method of Illumination

Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

Typestyle

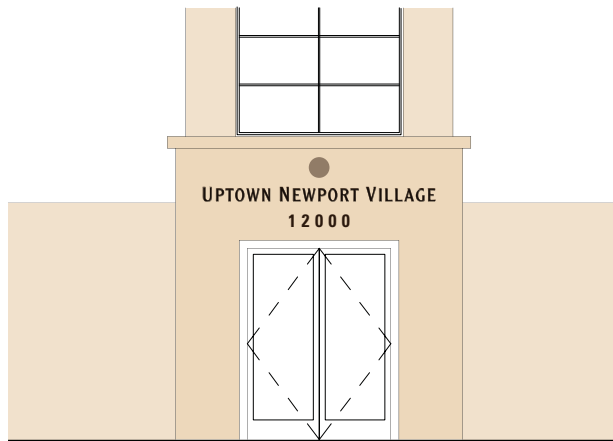
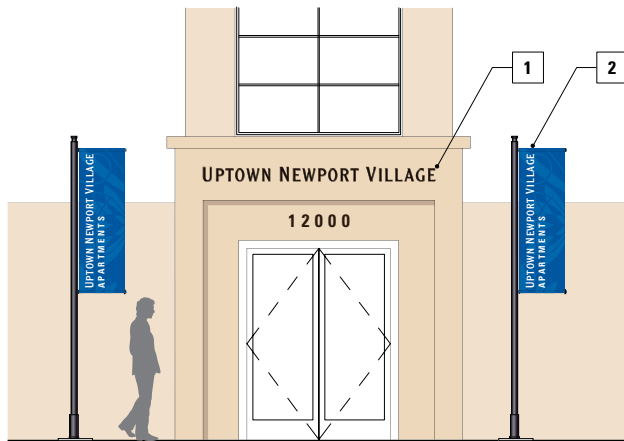
Tenant logotype or project standard typestyle in project standard color.

1

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

2

Marketing banner adjacent to primary building entries. See Sign Type 13 for details. (Subject to City of Newport Beach Municipal Code).



6.7 – SIGN TYPE 4

On-Building Project Identification Signs

Purpose

Building mounted project identification sign located at primary building entries and leasing office.

Maximum Number

One sign per each primary building entry.
Four marketing banners adjacent to entry (subject to City of Newport Beach Municipal Code)

Location

On building fascia above or adjacent to entry or on architectural canopy at entry.

Sign Copy

Symbol/logotype and/or project or building name.

Maximum Sign Size

12'-0" Length

Maximum Sign Area

9 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Individual flat cut or fabricated aluminum letters and numerals with paint finish. Letters to be pin mounted to building fascia with blind anchor studs.

Method of Illumination

Halo illumination, or non-illuminated.

Typestyle

Project logotype or project standard typestyle.

1

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish. Sign copy can be internally illuminated with LED lamp or non-illuminated.



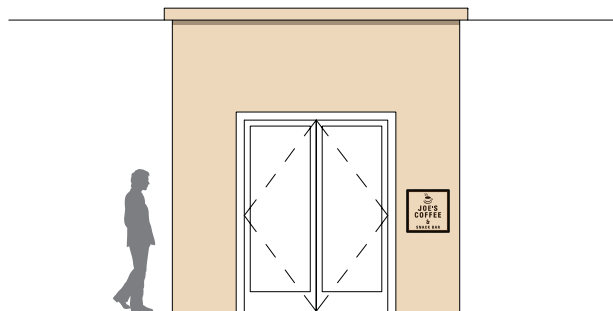
Blade Sign



Wall Sign



Fascia/Canopy Sign



Wall Sign

6.8 – SIGN TYPE 5

On-Building Retail Tenant Identification Signs

Purpose

To identify business names of retail tenants.

Maximum Number

Two signs per retail space frontage with a primary entry. Corner spaces may have a third sign on a separate elevation subject to owner approval.

Location

On-building walls adjacent to primary store entry, on canopies above store entry and/or blade sign along storefront.

Sign Copy

Business name and symbol. Business descriptions or product descriptions are not permitted unless part of name.

Maximum Sign Size

2' x 2' wall sign, 12' (max) length canopy signs and 18" x 2' blade sign.

Maximum Sign Area

4 S.F. (Wall Sign), 36 S.F. (Canopy Sign), 36 S.F. (Blade Sign)

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum sign frame with changeable tenant ID panel. Sign to have paint finish.

Method of Illumination

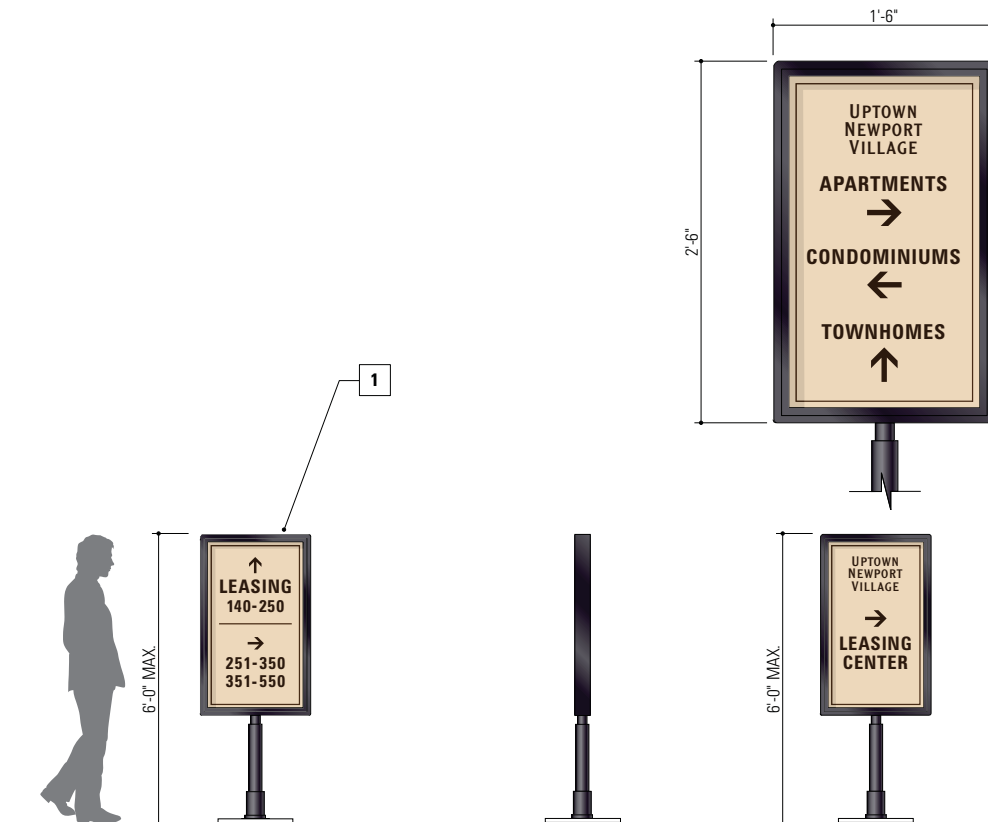
Internal illumination or non-illuminated.

Typestyle

Tenant logotype in project standard color.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.9 – SIGN TYPE 6

On-Site Advisory Signs

Purpose

Vehicular and pedestrian oriented signs to provide direction to on-site motorists and pedestrians as required to facilitate on-site wayfinding.

Maximum Number

As required.

Location

On site. Adjacent to project entries and drive aisles and along pedestrian walkways.

Sign Copy

Directional information with arrows to include identification of individual products within Uptown Newport Village.

Maximum Sign Height

6'-0" Height

Maximum Sign Area

9 S.F. Sign Panel

Maximum Letter Size

5"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

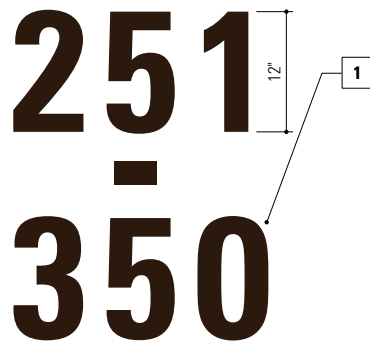
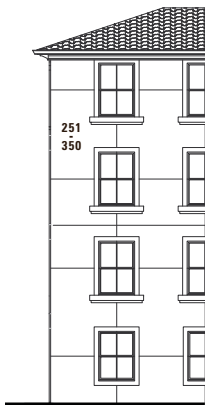
Project standard typestyle.

1

Fabricated aluminum numerals with paint finish. Numerals to have halo illumination with LED lamps. Method of illumination to be verified by City of Newport Beach.

2

Fabricated aluminum sign frame and panel with paint finish and raised numerals. Size of numerals to be verified by City of Newport Beach security/life safety requirements.



6.10 – SIGN TYPES 7 & 7A

Building and Unit Address Signs

Purpose

Code-required address signage to identify individual buildings and units within buildings.

Maximum Number

As required.

Location

On-building fascias at locations visible to visitors and emergency response vehicles.

Sign Copy

Building address and unit numbers.

Maximum Sign Height

12" address numerals – 2 1/2" unit numbers.

Maximum Sign Area

As required.

Maximum Letter Size

As required.

Sign Construction/Materials

Fabricated or flat cut aluminum address numerals and fabricated aluminum unit number plaque with paint finish.

Method of Illumination

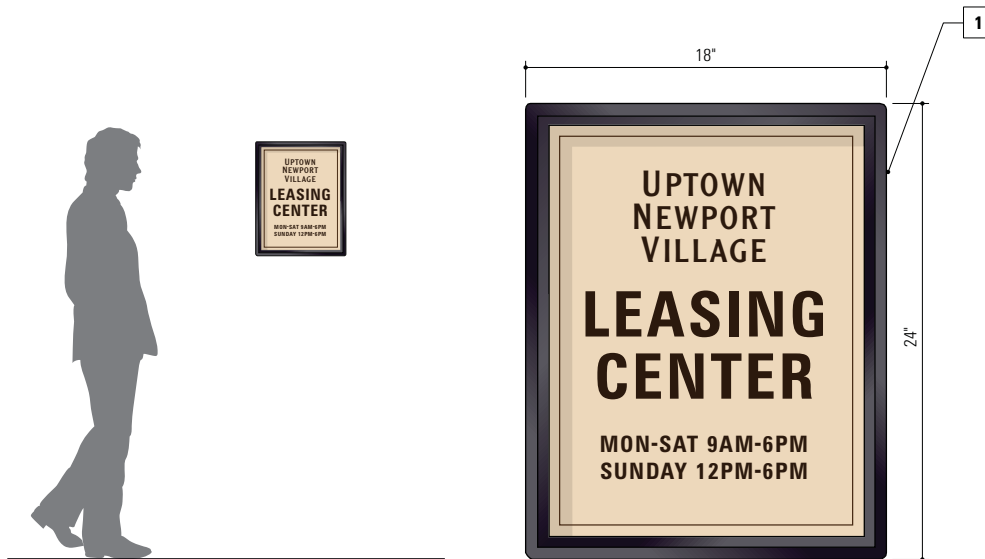
As required.

Typestyle

Project standard typeface.

1

Fabricated aluminum frame and changeable sign panel with paint finish. Copy to be vinyl.



6.11 –SIGN TYPE 8

Amenity Identification Signs

Purpose

To identify on-site amenities within buildings to include recreation rooms, fitness centers, leasing office, etc.

Maximum Number

One sign per primary entry.

Location

On wall adjacent to primary entry.

Sign Copy

Amenity identification and hours of operation.

Maximum Sign Size

18" x 24"

Maximum Sign Area

3 S.F.

Maximum Letter Size

3"

Sign Construction/Materials

Fabricated aluminum frame and sign panel with paint finish.

Method of Illumination

Non-illuminated.

Typestyle

Project standard typestyle.

1

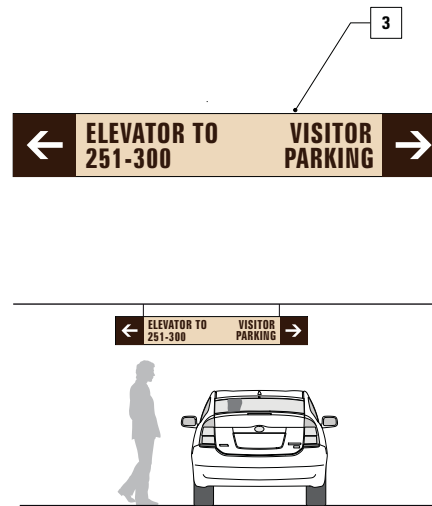
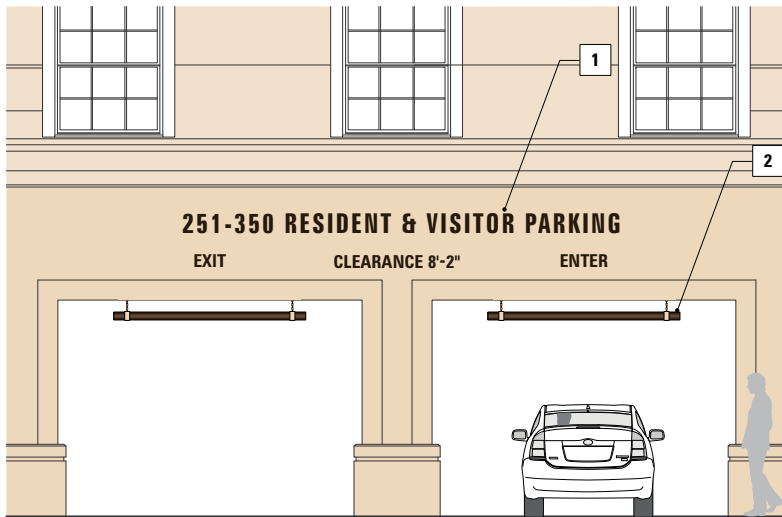
Individual fabricated or flat cut aluminum letters with paint finish. Letters to be pin mounted to fascia with blind anchor studs.

2

Aluminum fabricated bang bars with paint finish. Bars to be suspended from soffit as clearance requires by code.

3

1" thick lightweight MDO panel with paint finish. Graphic to be reflective vinyl. Panels to be suspended or beam mounted as determined by location/orientation.



6.12 –SIGN TYPE 9

Parking Garage Signage

Purpose

To identify vehicular entries into parking garages, address code required signage and provide vehicular and pedestrian directional/wayfinding signage to facilitate vehicular and pedestrian traffic.

Maximum Number

As required.

Location

At parking garage entries, elevator and stairs along drive aisles within garage.

Sign Copy

As required for wayfinding and by code.

Maximum Sign Size

As required.

Maximum Sign Area

As required.

Maximum Letter Size

As required by code and for legibility.

Sign Construction/Materials

Individual fabricated or flat cut aluminum letters with paint finish. MDO sign panels with paint finish.

Method of Illumination

Non-illuminated.

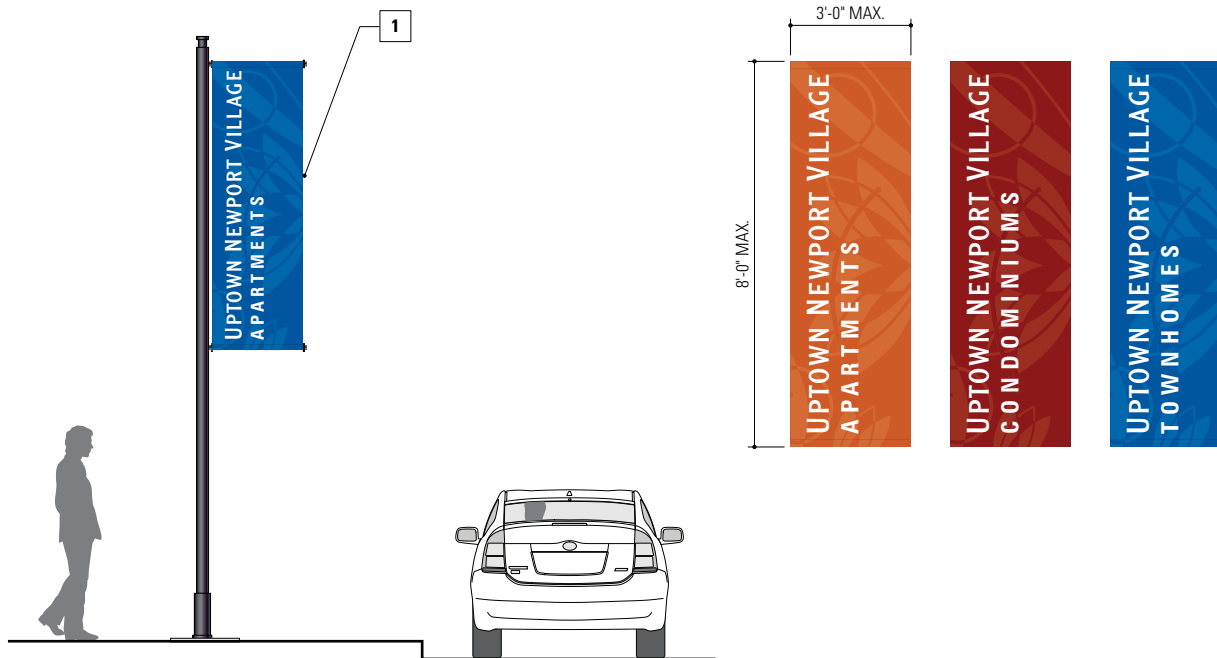
Typestyle

Project standard typestyle and graphics.

1

Aluminum support post with fabric or vinyl banner with silkscreened graphics to include copy and background imagery.

*Signs subject to City of Newport Beach Municipal Code



6.13 – SIGN TYPE 11

Marketing Banners

Purpose

To identify projects and products.

Maximum Number

Clusters of six (6) marketing banners at two locations and four per building entry.

Location

At locations adjacent to project entries on Jamboree and at primary entries to residential buildings.

Sign Copy

Project name and project description.

Maximum Sign Size

3' x 8' banner.

Maximum Sign Area

24 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Aluminum post with fabric or vinyl banner.

Method of Illumination

Non-illuminated.

Typestyle

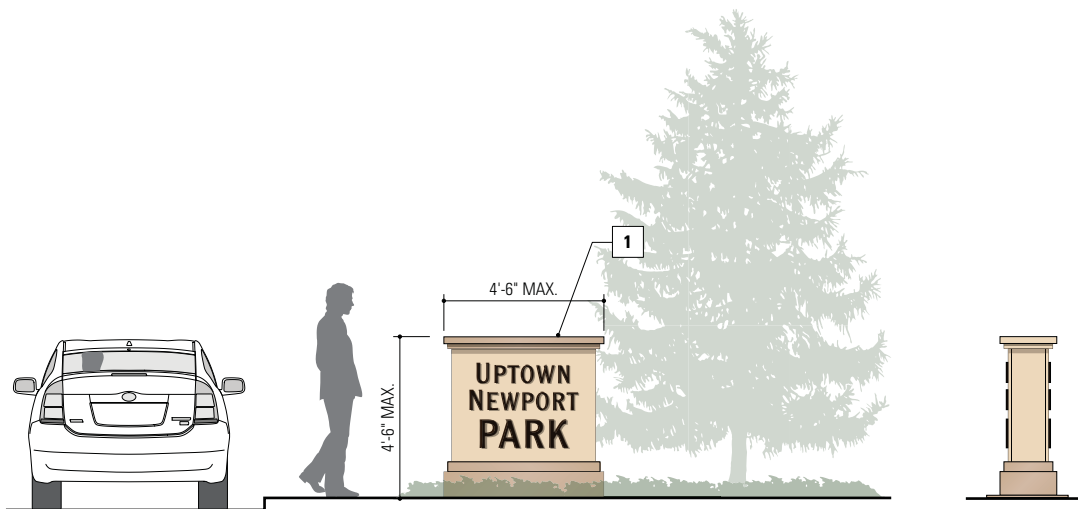
Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.

1

Fabricated aluminum cabinet with paint or faux plaster finish. Cabinet to rest on integral color cast concrete base.



6.14 – SIGN TYPE 12

Park Identification Signage

Purpose

To identify park.

Maximum Number

2 signs per park.

Location

At primary entries to park.

Sign Copy

Park name and hours.

Maximum Sign Height

4' - 6" height

Maximum Sign Area

14 S.F.

Maximum Letter Size

6"

Sign Construction/Materials

Aluminum cabinet on concrete base.

Method of Illumination

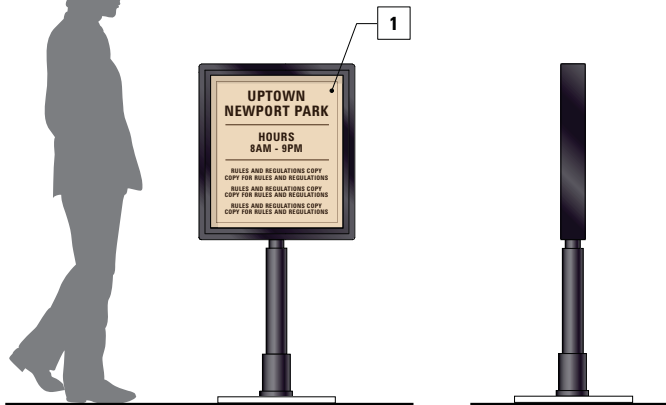
Non-illuminated or lit from ground mounted fixtures.

Typestyle

Project standard typestyle.

1

Fabricated aluminum post and panel sign with paint finish. Copy to be reflective vinyl.



6.15 – SIGN TYPE 13

Park Rules/Regulations Sign

Purpose

To identify park hours and rules/regulations.

Maximum Number

2 signs per park.

Location

At pedestrian entries to park.

Sign Copy

Park name, hours and listing of restricted activities.

Maximum Sign Size

4' - 6" height

Maximum Sign Area

4.5 S.F.

Maximum Letter Size

2"

Sign Construction/Materials

Fabricated aluminum sign panel and post with paint finish.

Method of Illumination

Non-illuminated.

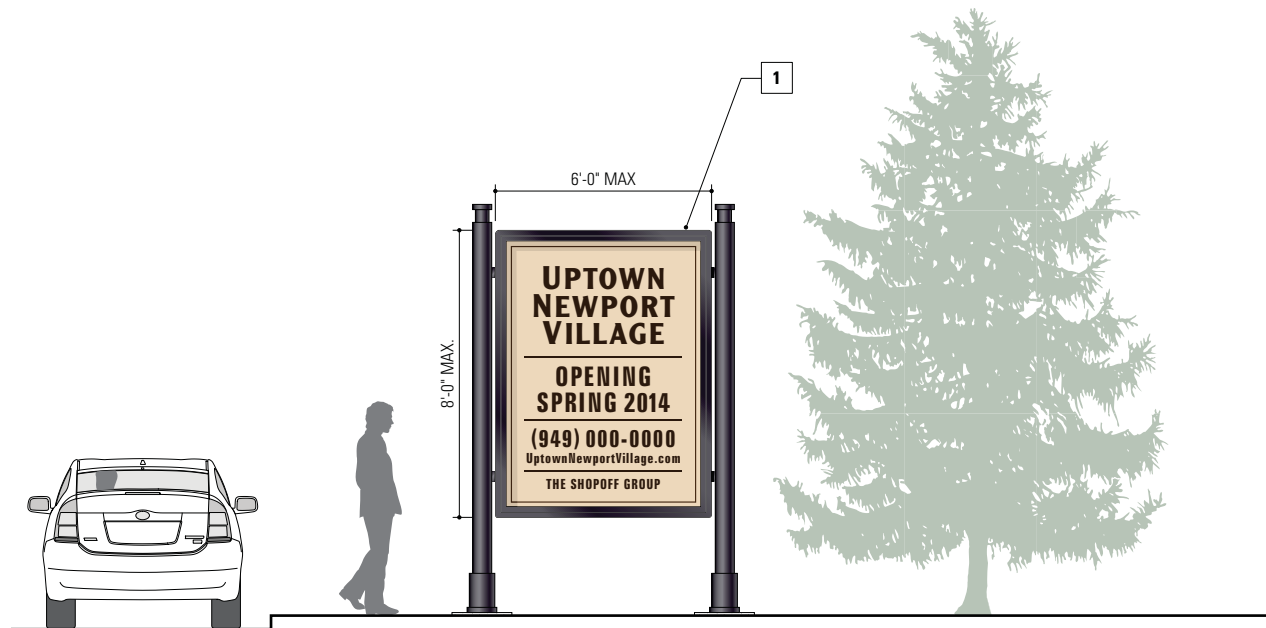
Typestyle

Project logotype and project standard typestyle.

1

Fabricated aluminum post and panel with paint finish.
Copy to be vinyl.

*Signs subject to City of Newport Beach Municipal Code



6.16 – SIGN TYPE 10

Marketing Signs

Purpose

To provide project information to include identification of future property use and leasing information. Construction barricade signage/graphics related to project opening, leasing and identification of development team.

Maximum Number

- Two (2) Future Facility sign along Jamboree Rd.
- Two (2) Leasing Information sign along Jamboree Rd.
- Two (2) leasing office directional signs.

Location

At various locations along Jamboree Road and along primary entry drives.

Sign Copy

Project logotype, information related to project opening/leasing and graphics on construction barricade.

Maximum Sign Size

6' x 8' sign panel.

Maximum Sign Area

48 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

Fabricated aluminum post and panel with paint finish. Sign panel may have background with accent color.

Method of Illumination

Non-illuminated.

Typestyle

Project logotype and project standard typestyle.

Duration

Temporary signs shall be removed at the expiration of a temporary sign permit, or upon sale, lease or rental of the property has been consummated.