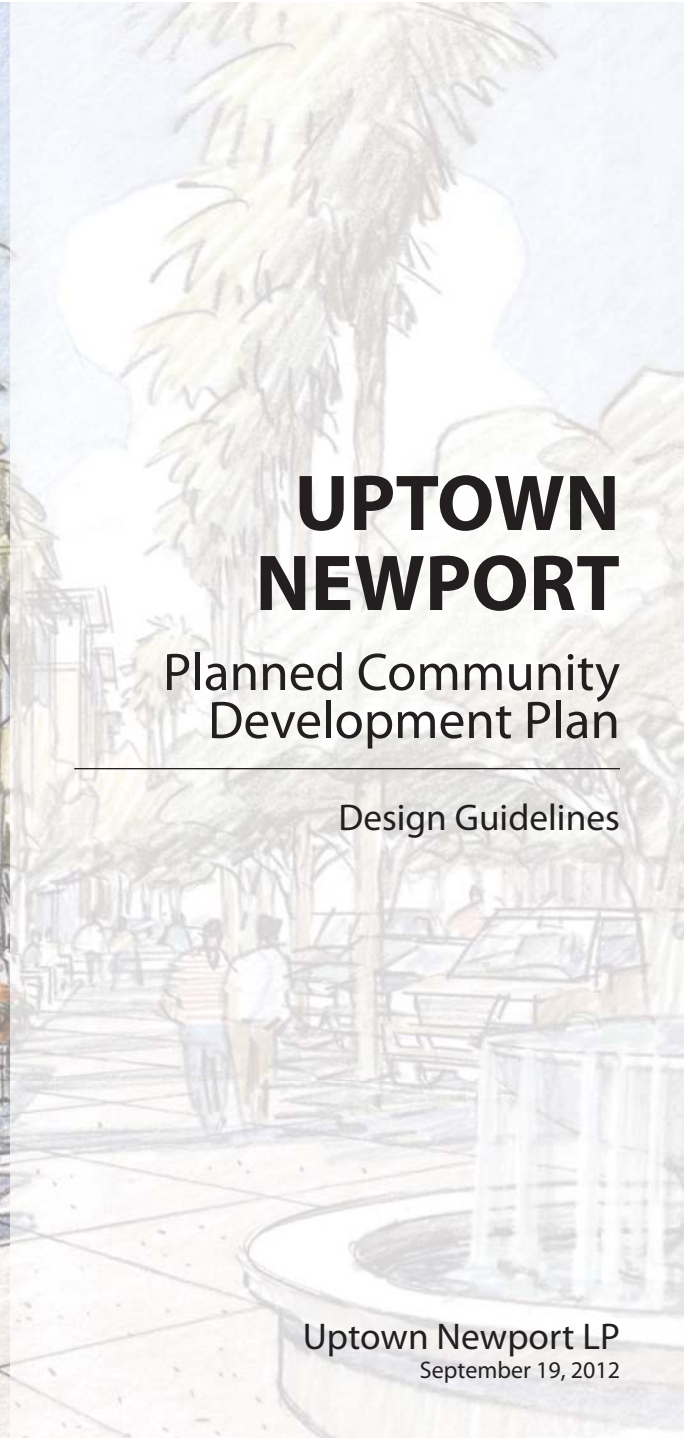




UPTOWN NEWPORT

Planned Community Development Plan

Design Guidelines



Uptown Newport LP
September 19, 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 (PC) Development Plan. The Design Guidelines are intended to be used for reference by the City of Newport Beach as part of the site development review process for development within the Uptown Newport PC.

Development within the Uptown Newport property shall be subject to the Uptown Newport 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.

These guidelines are intended to be used in conjunction with other applicable codes, documents, and ordinances to assess compliance of proposed projects. The Design Guidelines are also intended to be used as a design guide for future development within Uptown Newport. Each category of guidelines begins with the intent, which describes the overall character that is envisioned and what objectives are necessary to attain the desired effect.

It is recognized that Uptown Newport 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 that may result in varying degrees of land use. 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 as may inadvertently be inferred as recommendations are not to be construed as being required for implementation.

1. INTRODUCTION



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 development in the Airport Area may be described as being eclectic in style, intensity and land use and generally adheres to a suburban planning model and related principles. Development is characterized by deliberate site design of individual properties, with an emphasis on facilitating the use of the automobile by establishing self-sufficiency in parking.

Development sites are also visually characterized by common landscaping, often with the intent to create a "campus setting." Large setbacks were typically provided along such principal arterials as MacArthur Boulevard and Jamboree Road, with streetscape improvements

implemented in a consistent manner that generally creates a degree of urban design continuity. The landscaping of the public realm near the site consists of turf and mature trees enhanced by earth-berms resulting in the framework of a "garden" character for the overall urban environment.

Land uses include low-rise office with surface parking, manufacturing, "pad"-oriented retail/restaurants and mid-rise/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



Figure 1-5 Neighborhood street character



Figure 1-6 Community entry



Figure 1-7: Neighborhood street character

1.3 VISION STATEMENT

Uptown Newport is envisioned to be a distinctive, vibrant, interconnected residential/mixed use village clustered within the Airport Area of Newport Beach. While it must acknowledge its multi-use context by appropriately addressing adjacent boulevards and land use interface issues, the interior of the district is envisioned to embrace an urbane quality whereby residents and visitors are joined together through a public realm. Streets should engage the residents in a meaningful urban environment and establish the visual and social identity of the overall place and its various neighborhoods. The streets should be purposefully landscaped and framed by quality architecture. The streets should be activated with such elements as small plazas, building lobbies, street-level common amenities, and front stoops to private residences.

A variety of residential building types and housing opportunities are anticipated for Uptown Newport. Development intensities are envisioned to be comparable to other nearby residential re-development projects located northerly of the property along Jamboree Road which feature a mixture of moderately high density residential structures. Residential buildings may include low-rise townhouses, 4- and 5-story apartments, and condominiums featuring a range of floor plan sizes and configurations. Mid-rise to high-rise buildings are also being contemplated.

A mixed-use component with street-level shops and restaurants is envisioned within Uptown Newport with the intent to provide a functional gathering place to encourage pedestrian activity and provide a local destination for surrounding land uses. Significant public park space and other common landscape areas will further enhance the quality of life that will be afforded to on-site residents and the broader community.

In keeping with key principles of the General Plan, deliberate connections between the property and the adjoining Koll property will be further defined and accommodated to ensure that a broader vision for the Airport Area is fulfilled and that the fragmentation of land that resulted from past development improvements can evolve and be re-knit into a more meaningful community framework.

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-1: Identifiable street hierarchy



Figure 2-2: Park feature and landmark



Figure 2-3: Promote pedestrian activity

2.1 URBAN DESIGN FRAMEWORK

Development within Uptown Newport shall be planned, designed and implemented with consideration for its role in complementing and contributing to an overall sense of community.

Design Guidelines will govern future development so that, to the extent feasible, 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

Development within Uptown Newport shall be subject to the following guiding principles:

1. The creation of a strong physical urban design framework based on establishing a residential village that is focused around park space and is interconnected by pedestrian walkways (Figure 2-1);
2. The creation of neighborhood park space to serve as a principal focus, which will include meaningful gathering areas and open space elements to provide community identity and amenity (Figure 2-2);
3. Organization of the site into smaller sub-districts and neighborhoods with a diversity of housing types in order to provide identity and reduce the overall perceived scale of Uptown Newport;

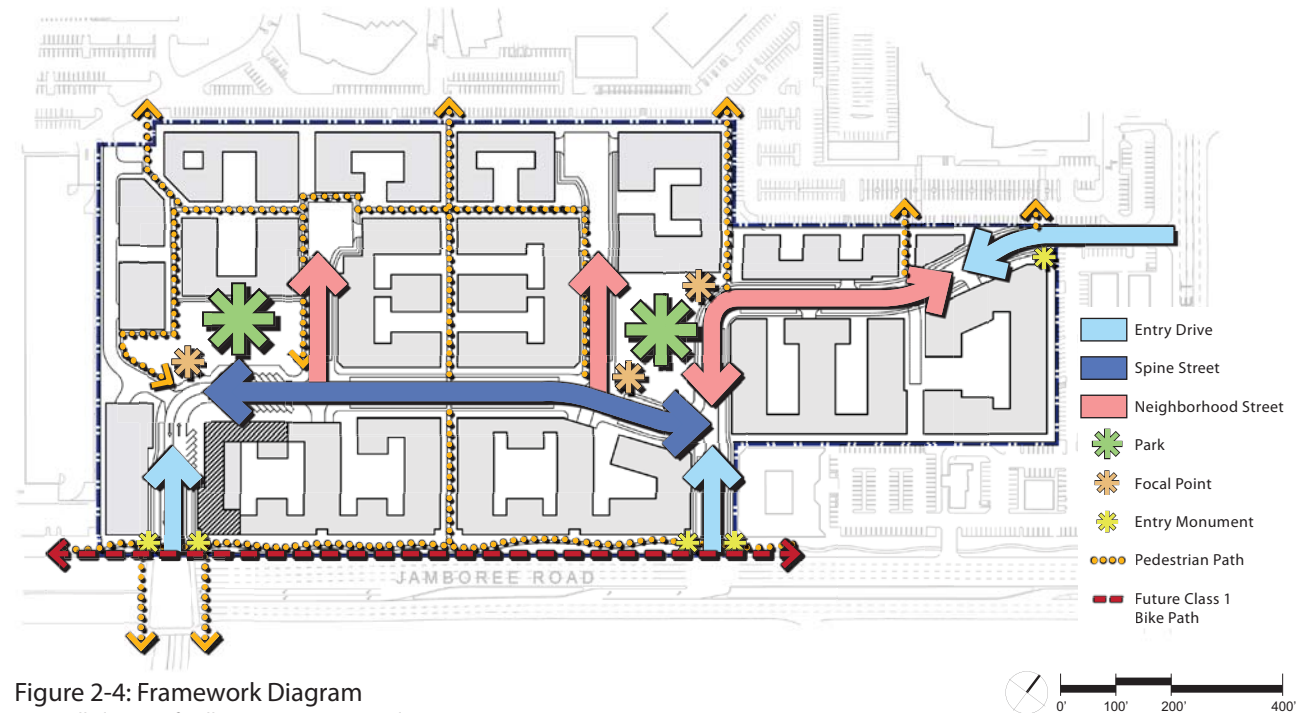


Figure 2-4: Framework Diagram

Note: All plans are for illustrative purposes only

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-5: Master Site Plan

Note: All plans are for illustrative purposes only



2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-6: High rise towers

4. Emphasis on pedestrian orientation through the creation of pedestrian-scaled streets and paseos that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community (Figure 2-3);
5. Establishment of clear way-finding for residents and visitors (Figure 2-7);
6. Provide for balanced and dispersed auto access, circulation, and on-street parking to serve the neighborhood park, visitors, and retail customers;
7. Establishment of architectural massing that provides

variety and interest, creates a strong spatial definition along streets, introduces pedestrian scale elements, and offers a contrasting yet complementary visual composition (Figure 2-9);

8. Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm;
9. Planning and developing shared facilities within this district, such as parks, driveways, parking areas, plazas, walkways and greenbelts, including the strengthening of linkages to improvements outside of the Uptown Newport Development Plan, is strongly encouraged (Figure 2-8).



Figure 2-7: Project landmark



Figure 2-8: Mixed use node



Figure 2-9: Example of architectural and building character

2.1.2 Master Plan Concept

A preliminary master plan (see Figure 2-5) has been prepared to indicate a development scenario that would incorporate the framework principles. This plan depicts a logical, straightforward concept that responds to physical site influences. With clearly identifiable primary entries located on Jamboree Road, the arrival experience is envisioned to culminate in significant open space elements and activity nodes. These nodes are envisioned to be connected with a principal project circulation element that further links to local neighborhoods. Pedestrian connections are emphasized within the community. These connections are extended to also unify Uptown Newport with surrounding developments. Development parcels have been sized for infrastructure efficiency. The master plan also accommodates development phasing considerations for the property.

2.1.3 Mixed Use Node/Focal Points

The implementation of a mixed use village node is strongly encouraged and is envisioned to be located near the entry into Uptown Newport at Fairchild Road. Drawing upon traffic and visibility from Jamboree Road to enhance its commercial viability, this village center

2. SITE PLANNING GUIDELINES AND STANDARDS



Figures 2-10: Residential neighborhood



Figure 2-11: Community marker

would be 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. Proximity to a one-acre neighborhood park is envisioned to provide a visual setting and amenity that is superior to competitive retail improvements that currently exist in the Airport area.

2.1.4 Community Markers

The introduction of community markers for orientation and project identity ensures that new residential and commercial development promotes way-finding for residents and visitors, strengthens Uptown Newport's sense of place, and produces a safe, recognizable environment (see Figure 2-11). As appropriate, building elements should be positioned and designed to serve as landmarks within Uptown Newport. These elements,

such as towers, distinctive colors and materials and other such contrasting design elements are encouraged to distinguish buildings from one another and enhance way-finding.

The use of organized plant material patterns, project signage and monuments are also recommended to provide a clear urban design structure to both to the outside realm as well as within the interior of the Uptown Newport community.

2.1.5 Neighborhoods

Several identifiable neighborhoods should be established within Uptown Newport (see Figure 2-12). Neighborhoods are intended to be organized around adjoining project streets, should incorporate a common architectural and common landscape character to



Figure 2-12 Neighborhoods Plan

Note: All plans are for illustrative purposes only

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-13: Southwest facade of the TowerJazz manufacturing facility



Figure 2-14: Southern California Edison substation on southern corner of site



Figure 2-15: TowerJazz Building

distinguish it from other areas of the community. Individual buildings are encouraged to contribute to the activity and identity through their overall orientation, placement of lobbies and entries, engaging architecture and sensitivity to grade relationships.

Internal project roadways should not function as land use separators. To the extent possible, development on opposite sides of common roadways shall offer similar scale elements, orientation, street-level activation, and level of architectural compatibility.

2.1.6 Project Phasing

Uptown Newport will be developed in recognition that some of the on-site land use improvements, specifically, the TowerJazz manufacturing facility, may continue into the future. As a result, it is anticipated that the master plan for Uptown Newport will be implemented in two major development phases. Development within each major phase should have a resolved urban design quality such that the phase results in a completed quality. Should screening elements be needed to respond to interim uses, these elements should not be visually perceived to be temporary and should blend into the overall design character. Future phases should seamlessly be implemented to ultimately establish build-out of the Uptown Newport Community. For specific conditions regarding the first phase of development refer to the Uptown Newport Phasing Plan.

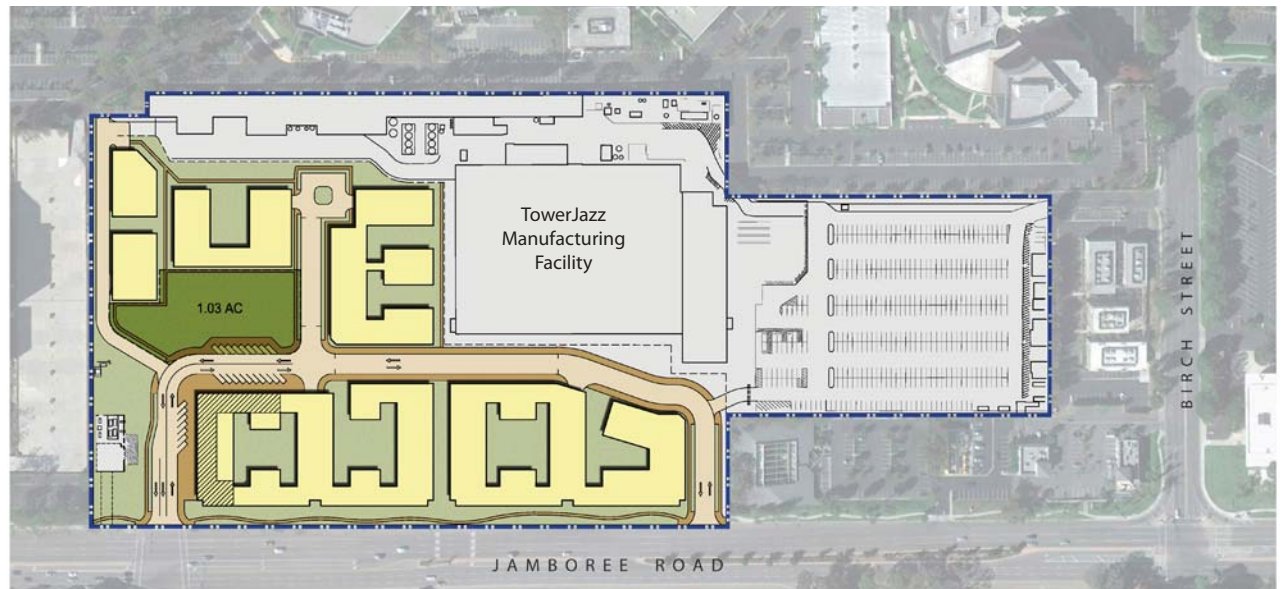


Figure 2-16 Phase 1 Concept Plan

Note: All plans are for illustrative purposes only



2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-17: Spine street



Figure 2-18: Spine street with retail node



Figure 2-19: Identifiable entry road

2.2 ROADWAY CIRCULATION

Project roadways should be arranged to establish clear way-finding (Figure 2-19) and to provide convenient access to on-street parking, individual development parcels and parking entrances within Uptown Newport. Clear connections must be provided to link the interior of the project roadways to Jamboree Road and Birch Street.

2.2.1 Street Hierarchy

The proposed development should create attractive streetscapes that promote both safe and convenient driving practices as well as encourage street level pedestrian activity. A central roadway (Spine Street)

should be established to link neighborhoods together within Uptown Newport and should feature enhanced parkways and increased building setbacks (Figure 2-20).

2.2.2 Streetscapes

Streetscapes within the proposed development should be scaled according to their function within the circulation hierarchy and promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figures 2-17 & 2-18).

2.2.3 Parcel Access/Vehicular Access to Parking

Vehicular access to residential parking is encouraged to be located off neighborhood streets or shared driveways where practical. For subterranean parking facilities,

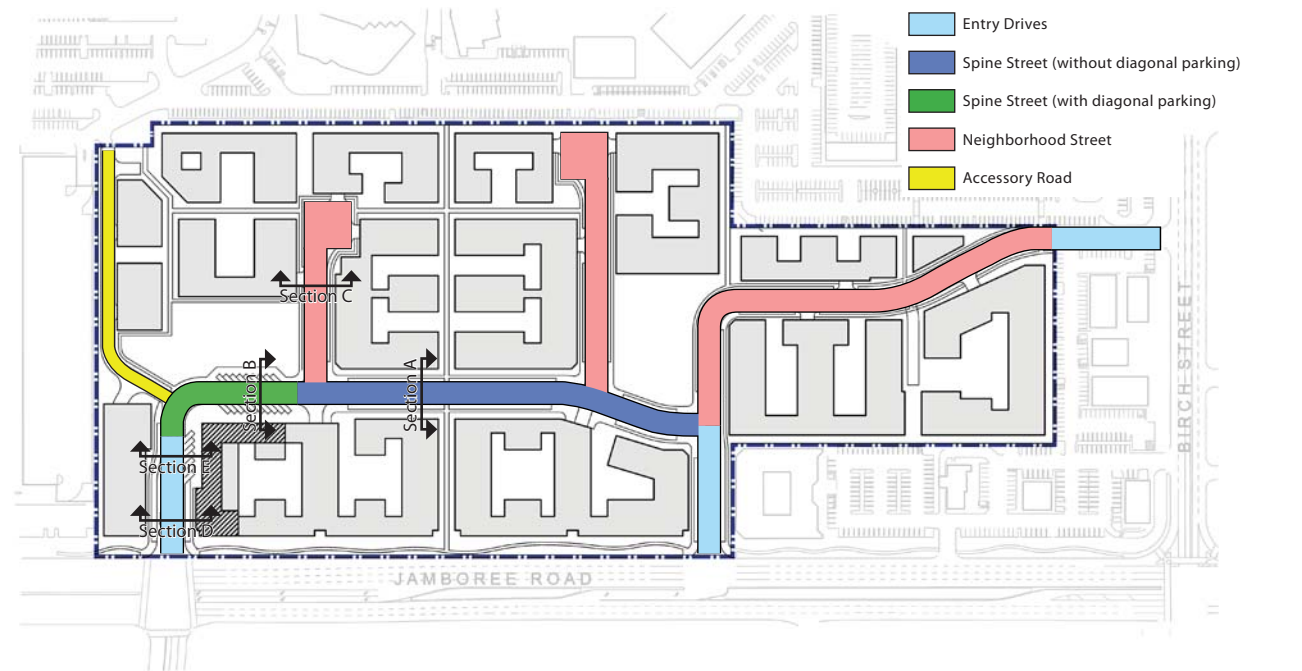
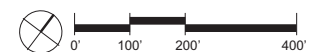


Figure 2-20 Street Hierarchy Plan

Note: All plans are for illustrative purposes only



2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-21: Diagonal parking



Figure 2-22: Street choker at mid-block crossing



Figure 2-23: Choker at street corner

ramps are encouraged to be located within the street-wall and be integrated into the overall design character of the buildings they serve (Figures 2-35 & 2-36).

2.2.4 On-Street Parking

On street parking is encouraged to serve visitors and may be provided on all project streets provided that it is approved by a City traffic engineer. On-street parking may be credited toward parking requirements for adjacent commercial projects.

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

2.2.5 “Traffic-Calming” Options

The use of traffic-calming devices within Uptown Newport is encouraged to be incorporated into the design of the street improvements in an effort to reduce traffic speed and encourage pedestrian activity. These devices include “chokers,” where the street width is reduced in such key locations as intersections and important pedestrian crossings. Textured paving may also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-22 & 2-23).

2.2.6 “Knuckle” and Cul-de-sac Conditions

The use of enhanced materials is encouraged 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 subject to Fire Department approval.

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-24: Standpipe



Figure 2-25: Fire access

2.3 FIRE/EMERGENCY ACCESS

New residential and commercial development should promote 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 necessary. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-26 provides a general depiction of planning measures that may be utilized in addressing fire access criteria.

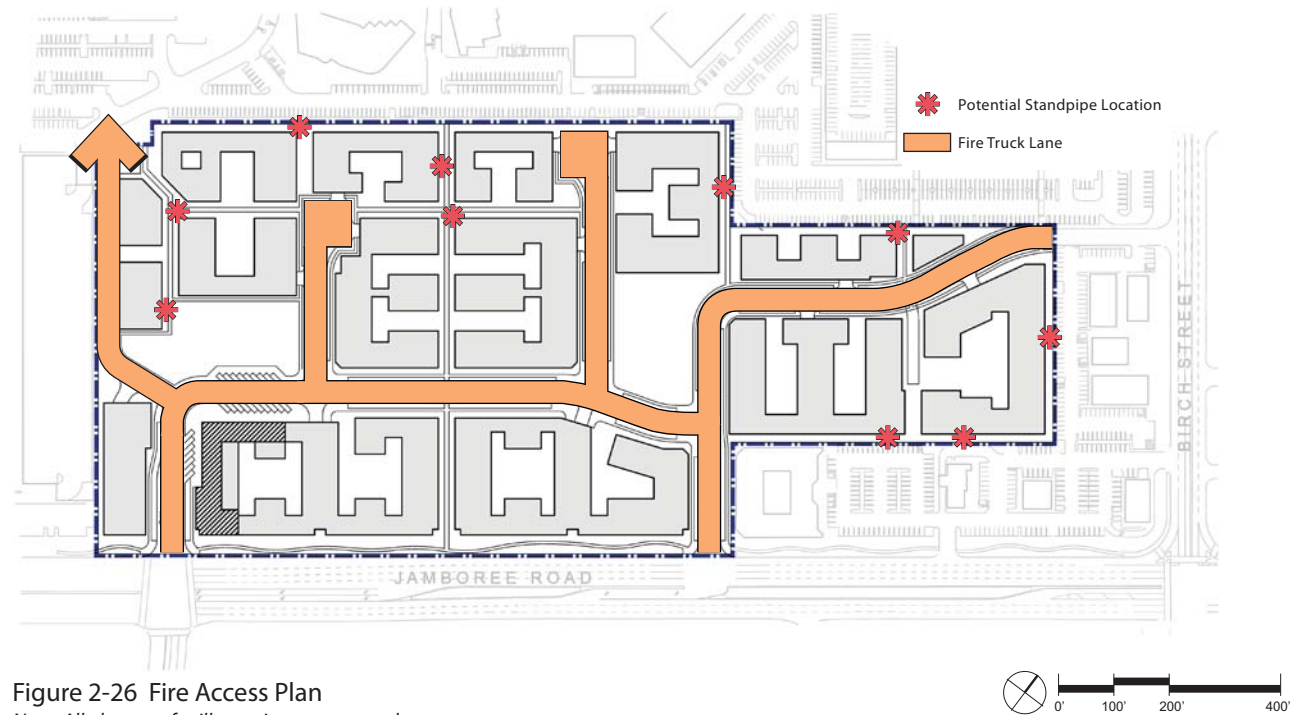


Figure 2-26 Fire Access Plan

Note: All plans are for illustrative purposes only

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-27: Neighborhood park



Figure 2-28: "Pocket park"



Figure 2-29: Common open space

2.4 LAND USE DISTRIBUTION

2.4.1 Mixed Use Components

Retail uses should be located to balance the needs of tenant visibility, identity and viability while contributing to "place-making" attributes for the community. Expanded pedestrian hardscapes, terraces, seating areas, and side-walk dining are encouraged to be associated with retail uses.

2.4.2 Open Space Distribution

It is strongly encouraged that a significant park space element be allocated to areas near the primary project entries in order to distinguish this community from other residential communities in the airport area and to reinforce the quality level of the living environment contained within Uptown Newport. The parks will serve as focal points and be visible when entering Uptown Newport from Jamboree Road.

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-30: Enhanced streetscape



Figure 2-31: Encourage pedestrian circulation hierarchy



Figure 2-32: Secondary pedestrian connection

2.5 PEDESTRIAN CIRCULATION

Individual residential projects within Uptown Newport should develop a comprehensive open space and pedestrian network that connects plazas, defined courtyards and other significant open space elements with clearly defined walkways, paseos, or greenbelts. Publicly accessible and private open space areas should be linked with project-wide parks, and other open space features through identifiable portals, lobbies or paseos. Project-wide open space elements within Uptown Newport should be clearly linked to adjacent parcels.

Buildings should be oriented to create a connected and cohesive pedestrian experience throughout Uptown Newport (Figure 2-31). Mixed-Use areas with retail and residential should emphasize pedestrian orientation by utilizing features such as plazas, courtyards, interior walkways, trellises, seating, fountains and other similar elements (Figure 2-30).

New buildings within Uptown Newport should continue to enhance the pedestrian experience by providing pedestrian connectivity with surrounding parcels and promoting storefront visibility in the mixed-use areas. Buildings should be publicly accessible via a path or walkway from a public sidewalk.

Connections with adjacent parcels should be provided where possible as prescribed in Figure 2-4. Strong pedestrian connectivity, reinforced by walkways and landscaping, should occur between Koll Center Newport and the mixed-use core and neighborhood parks of Uptown Newport (Figure 2-33).

Street furniture, street trees, directional signs, trash receptacles, and exterior lighting are encouraged in rights-of-way and open spaces to reinforce pedestrian activity. Enhanced paving in crosswalks and areas of increased pedestrian activity to highlight pedestrian pathways is allowed.

2.5.1 Trails and Paseos

Where possible, each sub-district within Uptown Newport should demonstrate an internal pedestrian network of walkways and paseos that connect to the larger Uptown Newport pedestrian and open space system. Open space nodes and destinations should be included with the walkway network and provide for such amenities as benches, fountains, plazas and other pedestrian-oriented facilities.

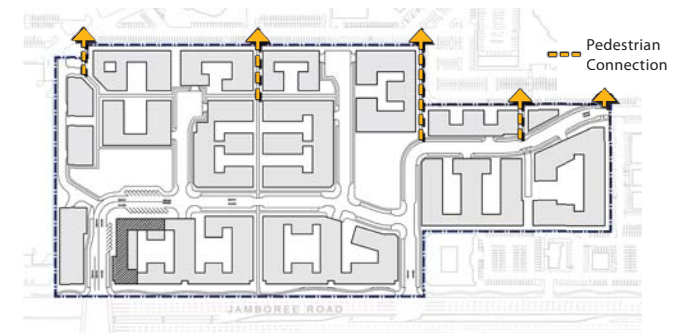


Figure 2-33 Connections to Koll Center Newport

Note: All plans are for illustrative purposes only

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-34: Resident loading zone

2.6 SERVICE AND LOADING

Where practical, loading areas for residential moving vans and retail loading vans should be designated in selected locations within the Uptown Newport street system and should provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings (Figure 2-34). All service and loading areas shall be approved by a traffic engineer.

2.7 PARKING

Parking should either be below grade or encapsulated with habitable space, plant material, 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. Where exposed, the base shall be designed to be consistent with the building's architecture. The exposed edge of subterranean parking shall be integrated with the architecture of the building and treated with complementary materials (Figure 2-37). 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.

On-street parking for visitor use along streets is encouraged. Surface parking lots are prohibited, except for existing lots that serve the TowerJazz manufacturing facility and other interim uses of these existing buildings. The interior of parking structures should be designed to promote a safe vehicular and pedestrian experience. Ceilings should be painted white or such light colors to brighten the ambiance of enclosed parking facilities. Vehicular entries to non-residential parking should be clearly identified and inviting. Vehicular entries to exclusively residential parking should be incorporated into residential structures so as to reduce the street presence of the parking entrance and to retain the continuity of the street facing building elevations.

Convenient, well marked and attractive pedestrian access should be provided within parking facilities and connect to elevator cores and parking-level building lobbies. Connections to public sidewalks and walkways from parking facilities are encouraged.



Figure 2-35: Below grade parking entrance



Figure 2-36: Parking entrance



Figure 2-37: Partially exposed subterranean garage with integrated architectural elements screened by landscaping

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-38: Avoid street level residences

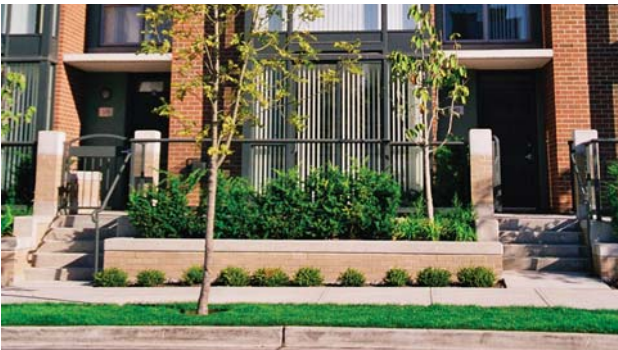


Figure 2-39: Residences above street level



Figure 2-40: High rise with pool deck above parking

2.7.1 Garage Entries

Garage entrances should be integrated into the exterior building elevation to downplay or limit their visual impact on the public streetscape. Vehicular driveways should be designed to have minimal visual impact on the public streetscape; light from the garage should be shielded from view from adjacent streets and from adjacent residential units (Figures 2-35 & 2-36).

Openings for ventilation or day-lighting of subterranean parking structures should be screened from public streets or sidewalks, or from adjacent buildings. Direct public views into parking structures should be shielded.

2.7.2 Low-Rise and Mid-Rise Residential Buildings

It is desirable that the first level of residences be elevated approximately 2-3 feet above the adjacent sidewalk (Figure 2-39). Conditions where residences are at elevations equal to or below the level of the adjoining sidewalk are discouraged (Figure 2-38). Podium decks at a building perimeter should be incorporated into the building design as part of a patio, planter, or similar architectural feature. Base walls of the building should be designed to blend the podium wall with the building wall above.



Figure 2-41: Low rise massing at tower base

2.8 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 2-41 & 2-42). Should step-back conditions not be provided, increased building setbacks are strongly recommended. 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 elements are at street-level, pedestrian-scaled elements such as canopies, landscaping, awnings, etc should be incorporated to create a pedestrian-scale environment.

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.



Figure 2-42: Low rise massing at tower base

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-43: Tower elements provide roof line variation



Figure 2-44: Introduce mezzanines for vertical emphasis



Figure 2-45: Variation in building height

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

2.9 VARIATION IN BUILDING HEIGHT/TOWER ELEMENTS/ROOF PROJECTIONS

To the extent feasible, buildings should strive to provide variation in building height to break up long continuous masses and provide visual interest to the overall appearance of Uptown Newport. This may be achieved through a variation in the number of stories, floor-to-floor height, introduction of penthouse conditions on upper floors, upper floor step-backs, the incorporation of mezzanines in upper floors, raised eaves, and variation in parapet heights (Figures 44 & 45).

Tower elements may be introduced to serve functionally as strictly architectural features, though may be used to incorporate exit stairs and elevator over-rides (Figure 43).



Figure 2-46: Building entrance

2.10 LOBBIES

Condominium and apartment buildings are encouraged to feature street-facing central lobbies. Lobby entrances should be pedestrian scale and be articulated and distinguished from other areas of the façade (Figure 47). Canopies, shading devices and other weather protection elements are encouraged to be incorporated into the entrances.

The location of elevators and the introduction of elevator stops at street level to satisfy accessibility requirements is encouraged.



Figure 2-47: Entrance to building lobby

2. SITE PLANNING GUIDELINES AND STANDARDS



Figure 2-48: Front stoop extending into building setback

2.11 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. If possible, 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.

A gentle landscaped slope may extend from back of sidewalk on Jamboree Road to the face of the building to an elevation approximately 2 feet below the finish floor elevation.



Figure 2-49: Accessibility ramp leading to building entrance



Figure 2-50: Ground level patio extending into building setback



Figure 2-51: Front stoop extending into building setback

3. ARCHITECTURAL GUIDELINES



Figure 3-1: Massing variations



Figure 3-2: Changes in color and materials are encouraged to break up massing



Figure 3-3: Massing variations

3.1 INTRODUCTION

The design of new buildings within Uptown Newport should be sensitive to the surrounding development scale, which spans a wide range from small single-story commercial buildings to low-rise, mid-rise and even high-rise (10+ stories) office and residential buildings.

3.1.1 Theme and Character

The character and style of new buildings located in Uptown Newport should be compatible with the existing architectural styles found in the local vicinity. Contemporary styles are encouraged. Traditional styles are permitted but are encouraged to incorporate more classical references and form to complement the commercial environment that is prevalent in the area. Heavily themed styles such as Cape Cod and Tudor are discouraged. Buildings should reflect a timeless architecture with straightforward geometry, a unified composition, the expression of floor levels and structure, and solid parapets.

3.2 BUILDING ORIENTATION

New development should have an appropriate scale, be related to its use and location, and be properly integrated with adjoining land uses and features. New residential and commercial buildings should generally be organized orthogonally for legibility and way-finding purposes. This orthogonal orientation may facilitate the creation of pedestrian-friendly internal and external courtyards and promenades that visually link the buildings into smaller components.

3.2.1 Street Walls

Proposed buildings in Uptown Newport should be designed with a strong street presence and should predominantly conform to minimum setbacks. The predominant deviation from the minimum setback should generally be limited to no more than 5-10 feet so that the street wall is maintained. Long continuous walls should be visually mitigated by incorporating a variety of materials and design treatments and/or modulating and articulating elevations to promote interest.

Each block should employ stepping techniques, articulation, and color and material changes to avoid monolithic planes. To avoid long continuous stretches of uninterrupted streetwall, building faces should generally offer variation in increments of 100 horizontal feet or less when fronting internal public streets. Larger massing elements may be considered on Jamboree Road frontage.

While there should be an effort to maintain a generally consistent street wall, subtle breaks of setbacks are recommended in intermittent locations to provide overall visual interest. Where long expanses of street-wall occur, more significant breaks are recommended.



Figure 3-4: Major breaks are encouraged on long street walls

3. ARCHITECTURAL GUIDELINES



Figure 3-5: Tower element used to emphasize corner



Figure 3-6: Corner condition



Figure 3-7: Building entrance as a street activator

3.2.2 Articulation

Roof heights should vary to contribute to an interesting street scene. Front facades should provide articulation along the street to enhance its animation and variety and avoid monolithic planes. Ground floors of retail spaces should be articulated with large amounts of glass and areas for business signage. Windows and/or doors leading to balconies should be incorporated to enhance natural light and ventilation.

3.3 VEHICULAR ACCESS TO PARKING

Garage access locations should 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.

3.4 STREET ACTIVATORS

In order to assure that Uptown Newport achieves a vibrant and safe environment, building lobbies, common spaces, and front stoops are encouraged to engage project streets. These elements should be designed to provide human scale and aesthetic quality to the community.

3.5 MASSING PRINCIPLES

Development should appear as a collection of buildings as opposed to single large structures in order to provide varied massing for visual interest. 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 architectural style.

Where buildings are physically separated, the spaces created between buildings provide opportunities for pedestrian plazas, courtyards and other outdoor gathering areas. Dwelling massing should be articulated to reduce scale and promote animation and variety.

3.5.1 Corner Conditions

Design the front and side elevations of buildings on corner lots to “turn the corner.” The corners of buildings on prominent corner lots should receive extra attention (unique towers, bays, porches, etc.) to distinguish them from typical building corners. Building corners may also address intersections of streets or open space easements with residential units offering windows and other architectural features that orient to both rights-of-way and or other such public realm elements. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.

3. ARCHITECTURAL GUIDELINES



Figure 3-8: Variations in roof height



Figure 3-9: Warm and rich color tones

3.6 ROOFS

While modern or contemporary design is generally encouraged, a variety of roof types (flat, pitched, etc.) are permitted within Uptown Newport. Each building should have a consistent roof style and/or design. Variety is nonetheless encouraged and the introduction of complementary styles within Uptown Newport is encouraged.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings is 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. While a combination of pitched and flat roofs is acceptable, traditional mansard roofs should be avoided.



Figure 3-10: Balconies integrated into building architecture

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.

3.7 WINDOWS

Fenestration between floors should be aligned whenever possible. Windows with articulated frames are encouraged. 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.

The use of shutters is allowed. However, shutters should appear to be functional and with adequate width to be perceived to be able to cover the window opening.



Figure 3-11: Balconies encroaching into building setback

3. ARCHITECTURAL GUIDELINES



Figure 3-12: A variety of building materials are encouraged



Figure 3-13: Roof-mounted equipment screened by roof forms

3.8 BUILDING MATERIALS

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

Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments shall wrap the corners of the building and terminate at a perpendicular surface. Material changes should occur at a change in plane where they tend to appear substantial and integral to the structure, preferably at an inside corner. Use of highly reflective building materials is strongly discouraged.

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.

3.9 SCREENING ELEMENTS

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

Refuse collection areas, storage tanks and infrastructure equipment should 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 should 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.



Figure 3-14: Roof-mounted equipment screened by roof forms

3. ARCHITECTURAL GUIDELINES



Figure 3-15: Recessed balconies



Figure 3-16: Balconies extruding from building face



Figure 3-17: Variation in balcony type

3.10 SEMI-PRIVATE/PRIVATE OPEN SPACE

Residential development shall provide common outdoor open space areas for residents. Where possible, these areas should be configured and designed so as to address privacy for residential uses while also providing linkages to the public open space components of the project.

3.10.1 Balconies

Balconies should be integrated into the architecture of the building and should not dominate the visual qualities of the exterior elevations.

To reduce noise impacts in certain areas of the site, balconies may contain Plexiglas sound barriers. The barriers will be mounted on hinges which allow residents to open or close them.



Figure 3-18: Patio enclosure

3.10.2 Street-Level Patios

Street level patios should be raised above the adjoining public walkways for separation and privacy. Where patios do occur at street level, provide adequate setback and screening. Low patio walls or rails are recommended for the perception of security and to assist in partially screening private contents from public view. Materials and details should be consistent with the architecture of the building.



Figure 3-19: Street level patio



Figure 3-20: Street level patio

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

Grading of the project shall be designed in a manner both consistent with the applicable grading standards and ordinances of the City of Newport Beach. The grading shall be designed with a goal of optimizing 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 is envisioned that it may be necessary to construct interim retaining walls and slopes along the edge of the first phase grading. In the second phase of development, these walls and slopes could be removed.

The grading design should be consistent with the existing drainage patterns. Material changes to the tributary drainage areas of the off-site drainage facilities should be avoided and must be addressed.

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.

The design of the first phase sewer system should take into account the need to provide continued service to the existing TowerJazz Semiconductor facility. Because the TowerJazz facility produces a significant daily discharge (up to 1.0 mgd) to the public sewer system, it is important that the design of the first phase sewer system include an evaluation of the capacities of the downstream City and OCSD facilities. Since multiple options are available for connecting to the public system, the choice of which connection(s) to tie into should be based on available downstream capacity as well as the physical location and elevation of the point of connection.

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). It is anticipated that the proposed site water system will consist of a network of underground mains that in Phase 1 will have at least two connections to an existing IRWD line in Jamboree Boulevard. In Phase 2, the proposed system could include an additional connection to the IRWD line in Birch Street. The Phase 1 system must include connections to supply both domestic and fire protection water service to the TowerJazz facility.

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 site. Since the existing on-site underground storm drain system conflicts with locations of the proposed buildings, this system will be sequentially removed and replaced with the new system.

4. SITE DEVELOPMENT AND INFRASTRUCTURE



Figure 4-1: Infiltration planter



Figure 4-2: Vegetative Filter Strips with Infiltration

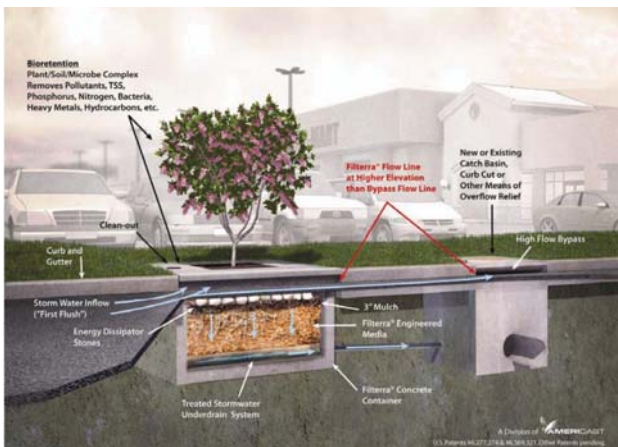


Figure 4-3: Bioretention catch basins

4.5 WATER QUALITY

The proposed project will be designed to comply with the requirements of the appropriate permits pursuant to the National Pollution Discharge Elimination System (NPDES). Because the proposed project involves the redevelopment of more than 5,000 square feet, it will be considered a Priority Project. As such, 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 minimize deleterious effects on the quality of stormwater runoff from the project.

It is envisioned that 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 builders. 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.

Design of the on-site underground utilities systems to serve the project should be closely coordinated with each of the various utility purveyors. Due to the compact nature of the proposed project, it will necessary to closely coordinate the design of these franchise utilities with the other underground systems (sewer, water, storm drain) as well as the landscaping.

5. LANDSCAPE DESIGN GUIDELINES

5.1 INTRODUCTION

The 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 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 will define 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 special paving, on-street parking, sidewalk cafes, and urban canopy trees.
3. Use plants that adhere to the low water use

standards of Newport Beach.

4. Integrate the use of Bio-swales for water capture and minimization of runoff.
5. Provide both active and passive centralized park amenities.
6. Provide a landscape design that is flexible for a variety of future land uses.
7. Provide a landscape which compliments the existing street scene 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 Boulevard landscape, spine road, secondary streets, paseo landscapes, parks, open space and community edges. The following exhibits outline the landscape framework, hardscape and streetscape character

5. LANDSCAPE DESIGN GUIDELINES

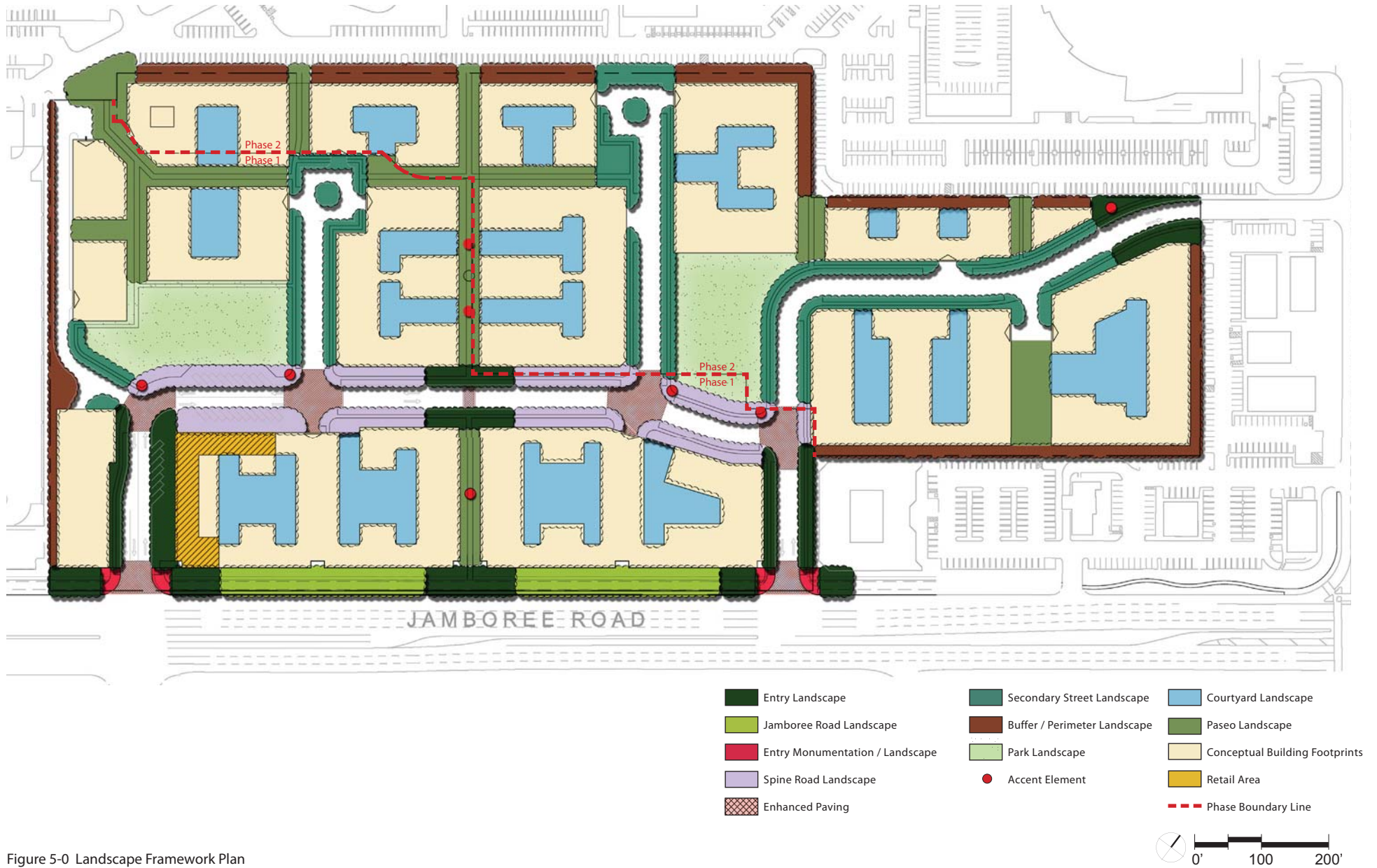
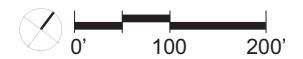


Figure 5-0 Landscape Framework Plan
 * For Illustration Purposes Only

5. LANDSCAPE DESIGN GUIDELINES



Figure 5-1 Overall Landscape Master Plan
 * For Illustration Purposes Only



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.

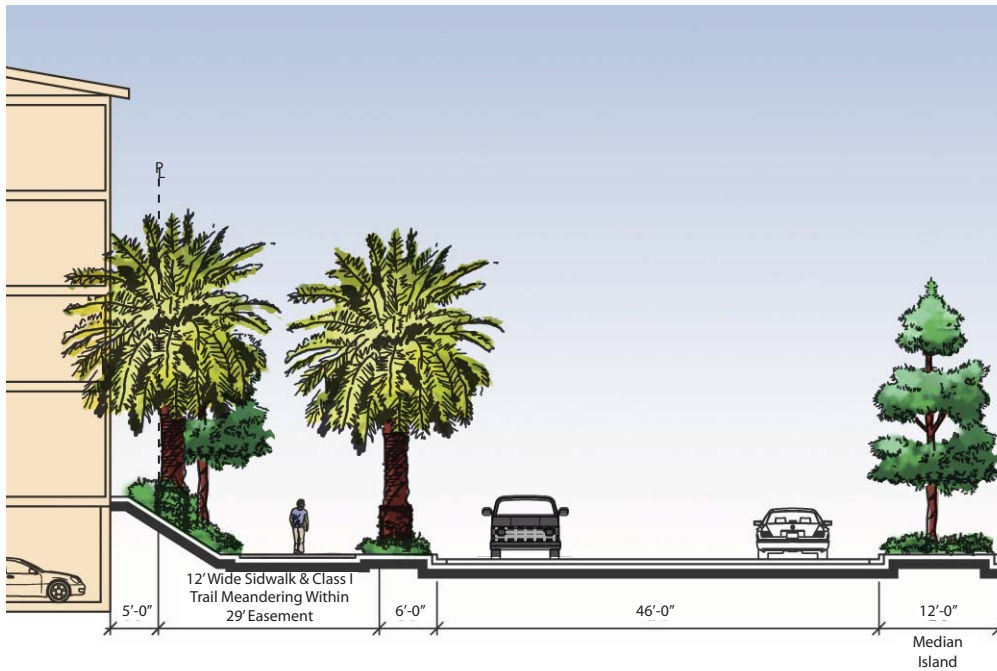
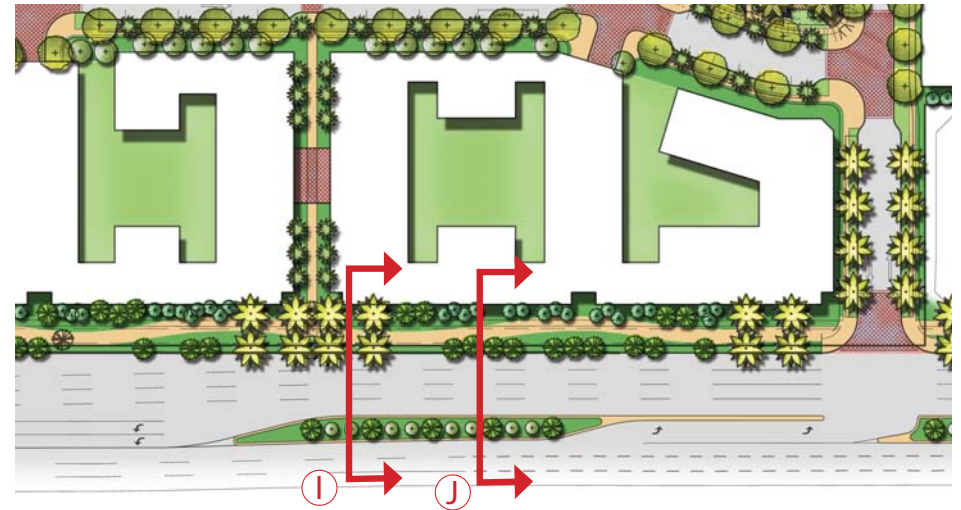


Figure 5-2 Section I - Jamboree Road Entries and Paseos
* Section to accommodate future Class I Bike Lane @ 10'-0" width

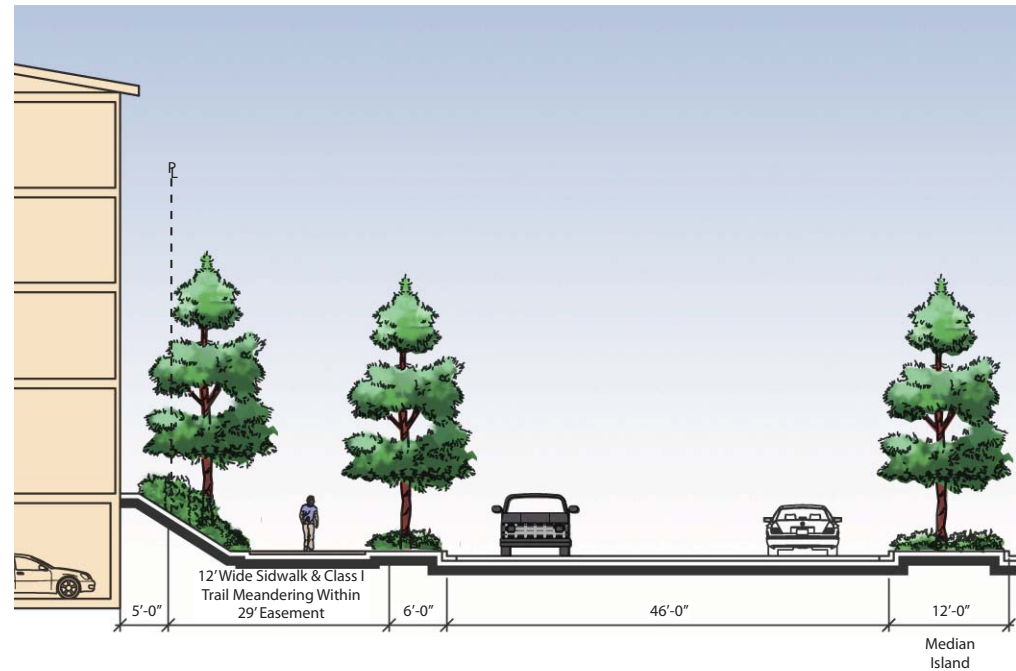


Figure 5-3 Section J - Jamboree Road Streetscape
* Section to accommodate future Class I Bike Lane @ 10'-0" width

5. LANDSCAPE DESIGN GUIDELINES

5.4.2 Entry Monuments

The landscape character at the entries should 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 should 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.

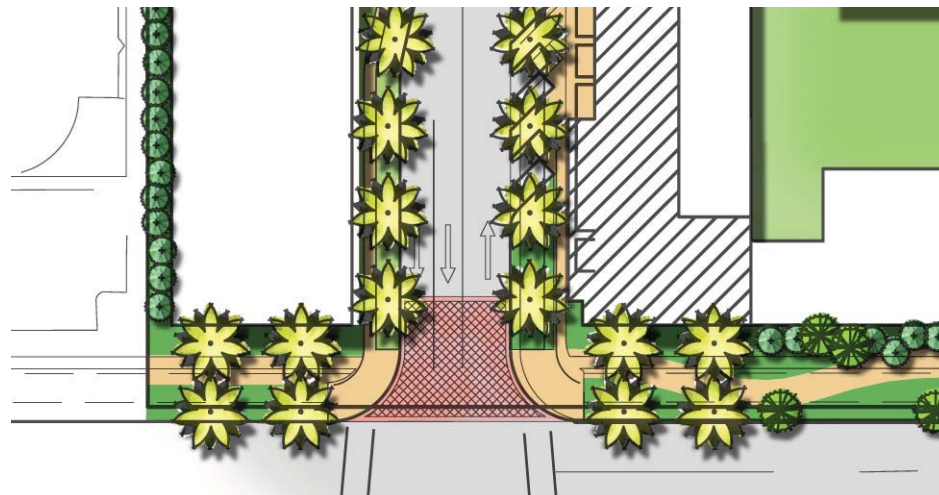


Figure 5-4 Community Signage



Figure 5-5 Community Entry



Figure 5-6 Community Entry

5. LANDSCAPE DESIGN GUIDELINES

5.4.3 Entry Drives

The landscape character at the entries should 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 should be used to soften building bases and ground covers be used when parking in 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.

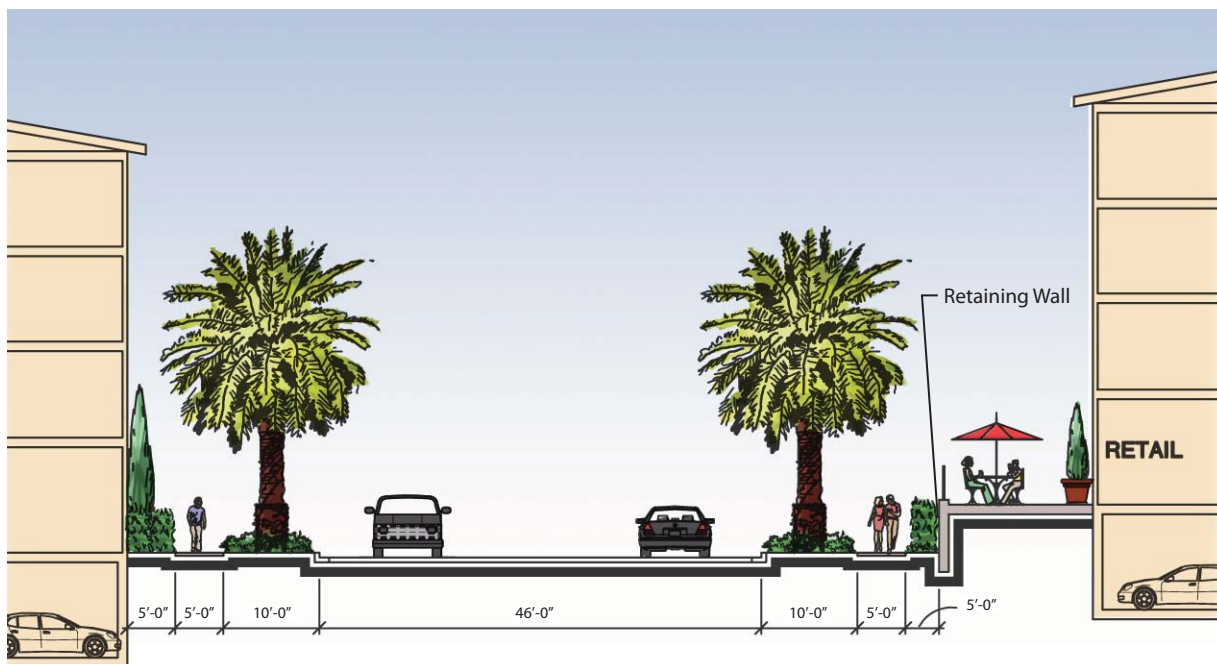
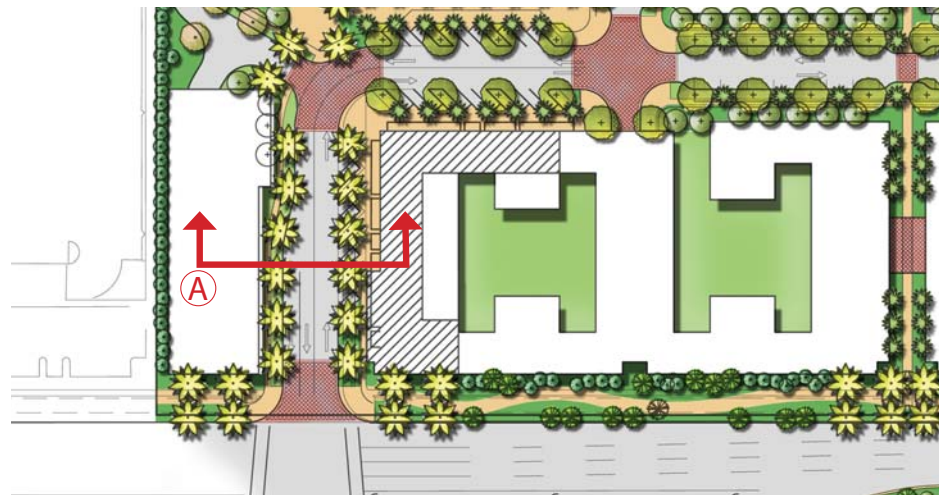


Figure 5-7 Section A - Phase Two Entry Drive



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 this street is the most important link 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.

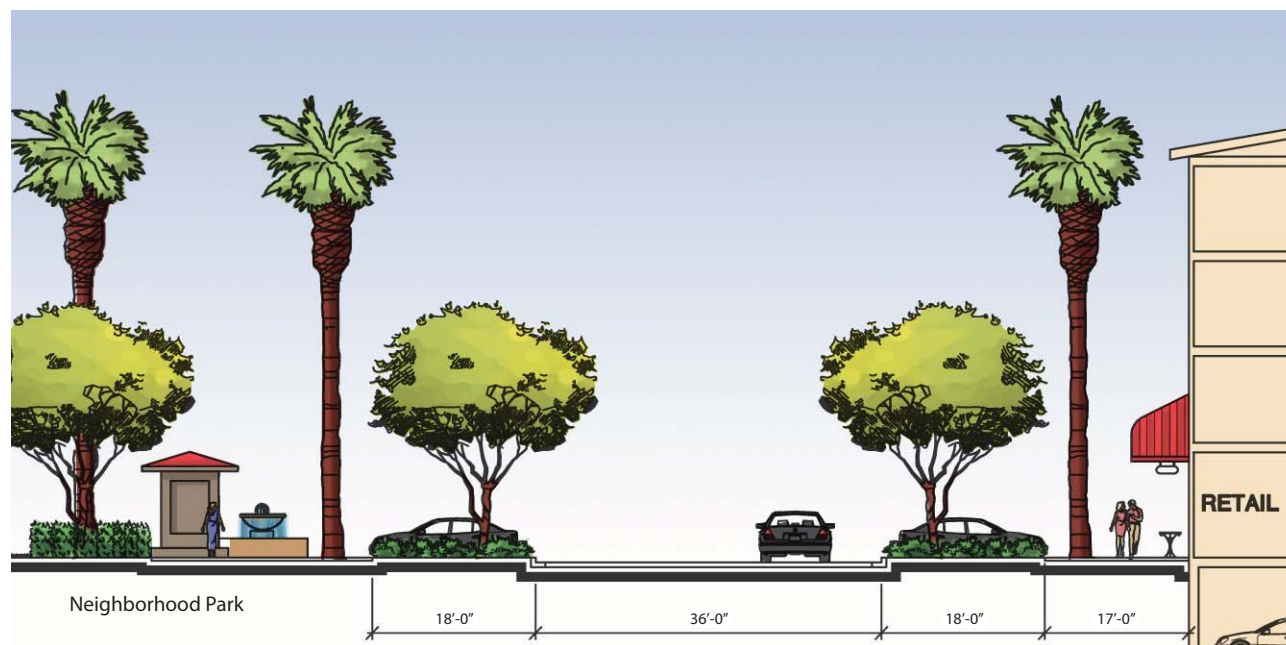
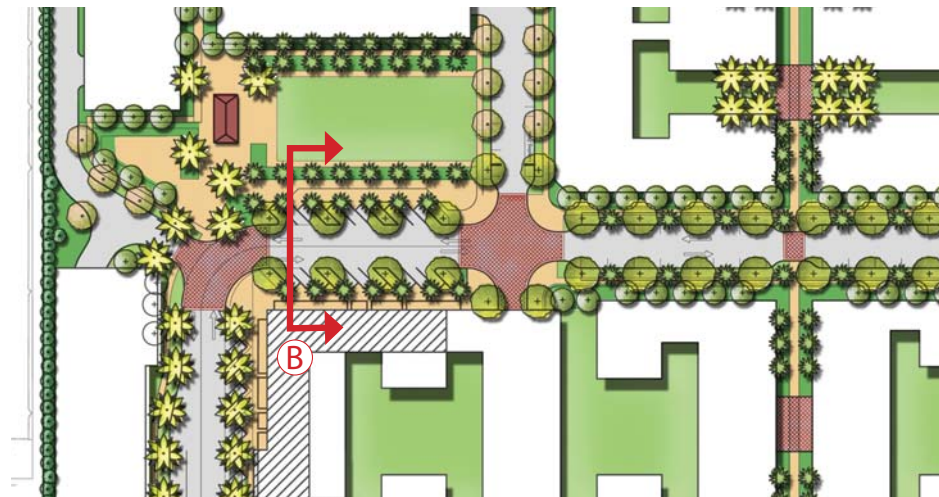


Figure 5-9 Section B - Spine Street



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 this street is the most important link 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 should be considered for areas with high pedestrian / pet traffic volumes.

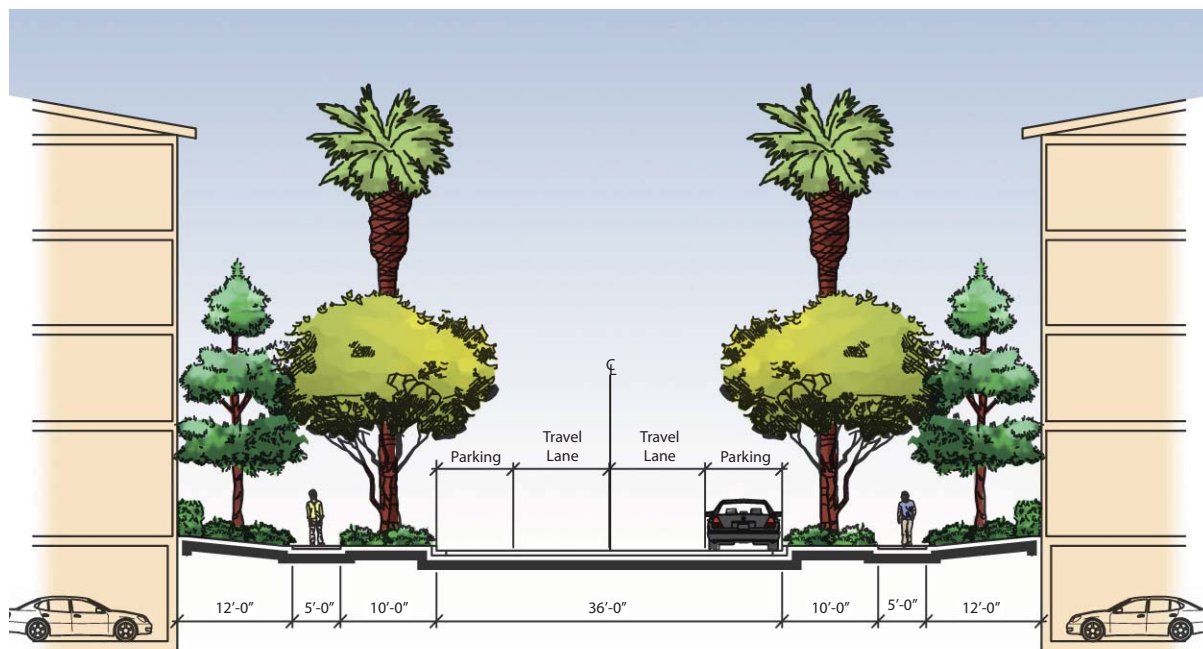
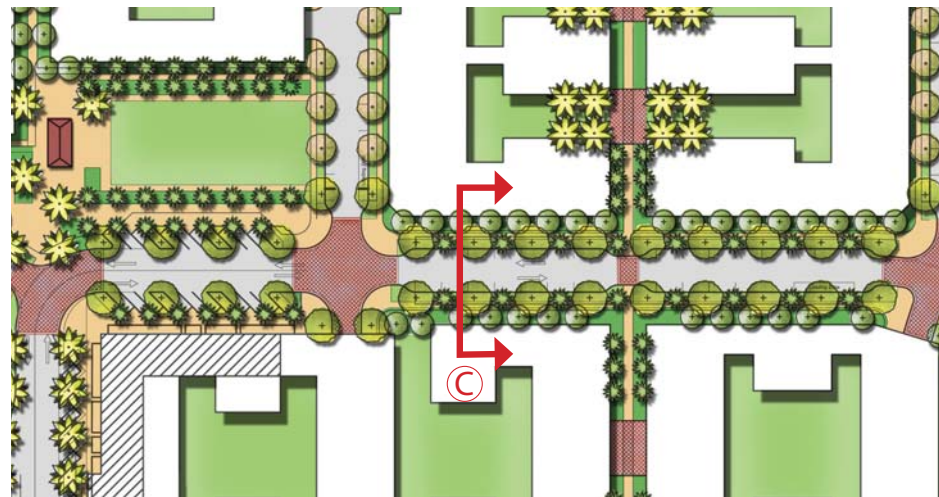


Figure 5-11 Section C - Spine Street

5. LANDSCAPE DESIGN GUIDELINES

5.4.6 Neighborhood Street

The secondary streets provide access to buildings away from the spine street. These streets should be lined with formal deciduous street trees. Turf parkways at adjacent parking areas will allow ease of access to the generous sidewalks from parking areas. The use of synthetic turf should 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 should be used to soften building bases and ground covers be used when parking is not adjacent.

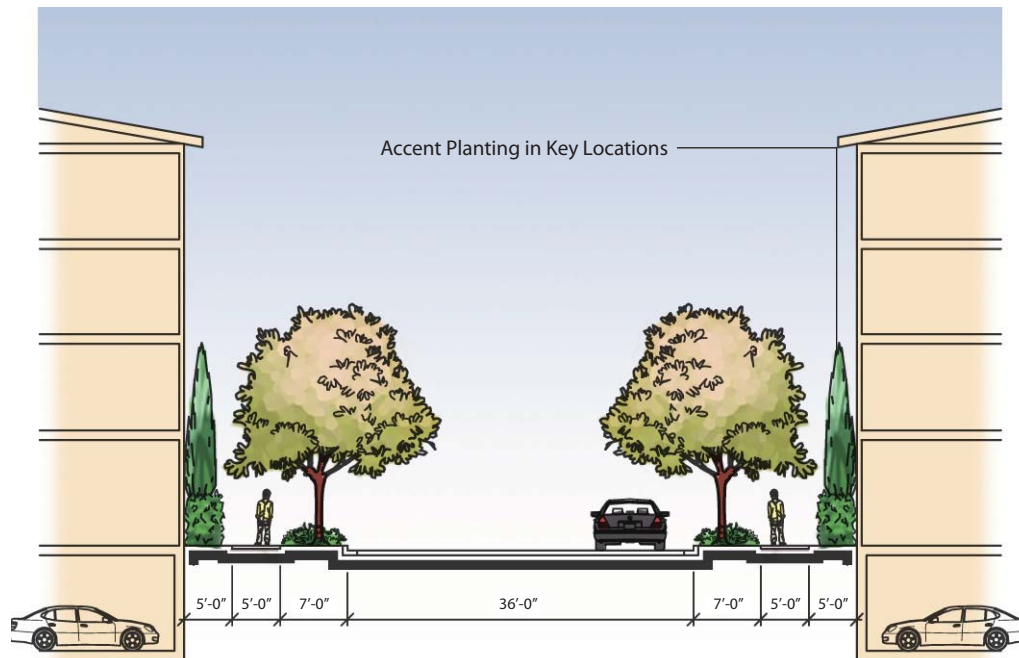
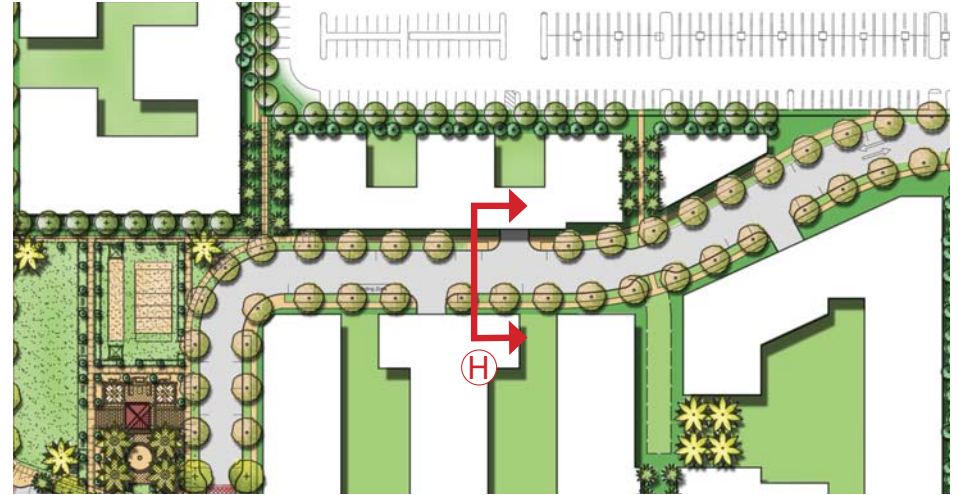


Figure 5-12 Section H -Neighborhood Street



Figure 5-13 Neighborhood Street

5. LANDSCAPE DESIGN GUIDELINES

5.4.7 Paseo Landscape

These landscape areas are pedestrian connections that tie the project together using garden pathways. The public is encouraged to use these pathways and amenities. These spaces provide opportunities for sitting and social gathering spaces, walking, lawn bowling, chess, horse shoes, bocce ball, picnic areas and exercise stations. These pathways could be lined with vertical palms or canopy trees. The beginning and end of these paseos should be enhanced with accent trees or palms to call attention to these garden areas. Colorful shrubs and ground covers should be used here as well. Vertical buffer trees and accent trees could soften the edges and transitions to the vertical building mass and hedges should be used to soften building bases. The use of large pots in these garden areas is encouraged.

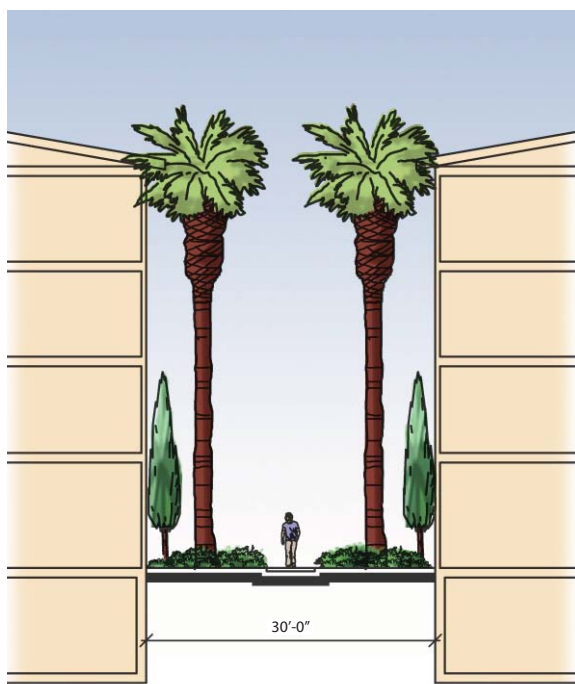
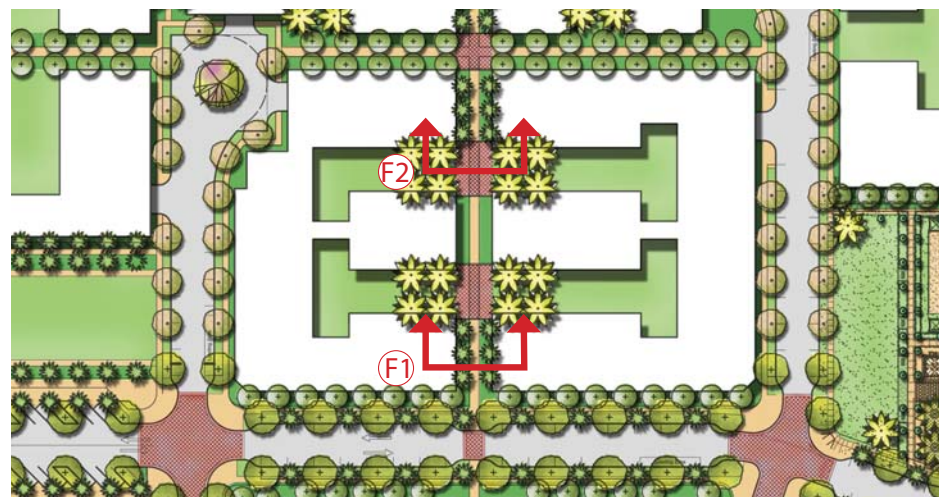


Figure 5-14 Section F1 - Paseo Landscape

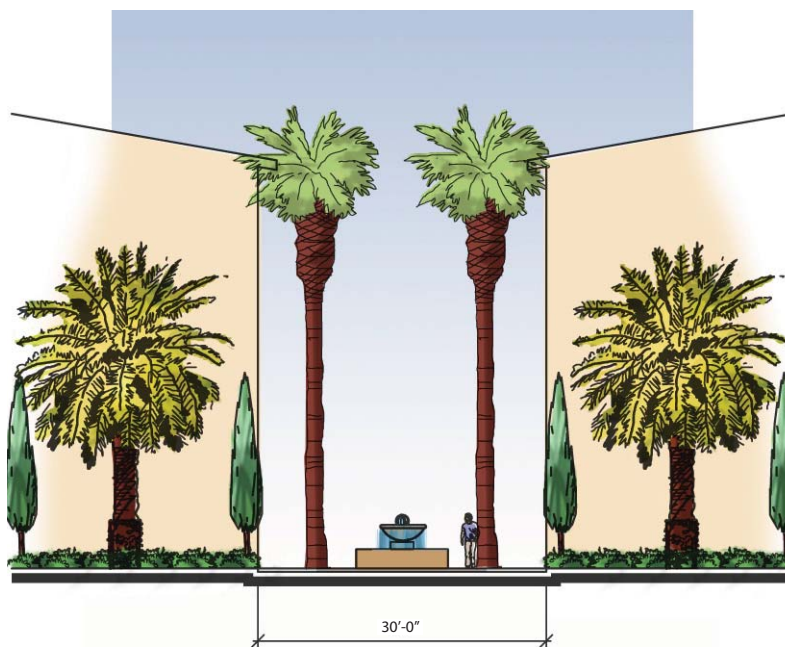


Figure 5-15 Section F2 - Paseo Landscape



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 is important to provide a smooth and secure transition between these differing land uses. The goal is to soften and screen architecture along the long sides of the Uptown Newport Village community and provide a visual buffer. Along these transitions are walkway access openings to connect. These areas should have enhanced treatments with accent trees and colorful ground covers that will call attention and visually signal attention to these areas.

The edge along Uptown Newport Village and the Koll Center Newport should 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.

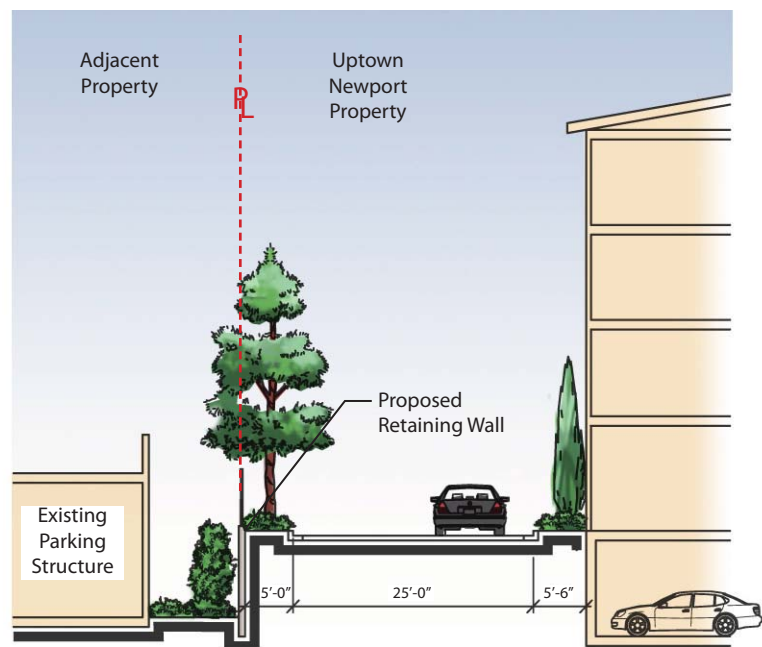
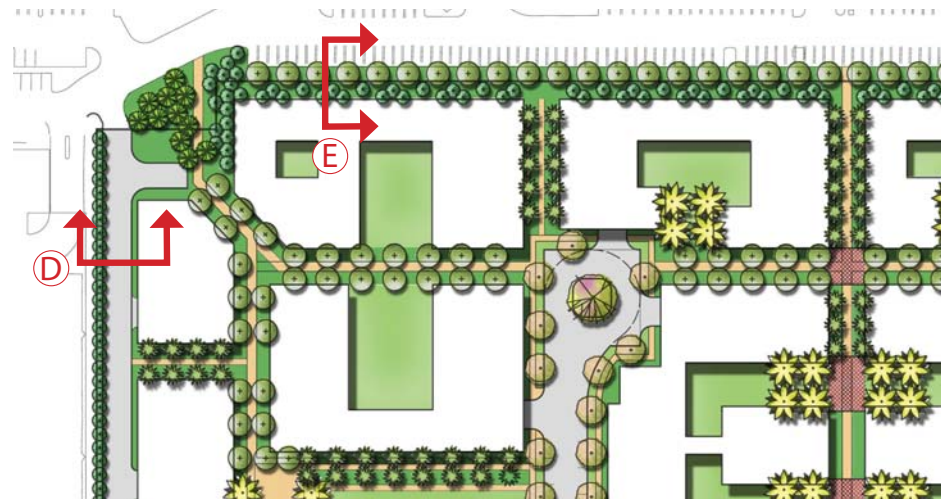


Figure 5-17 Section D - Buffer at Parking Structure

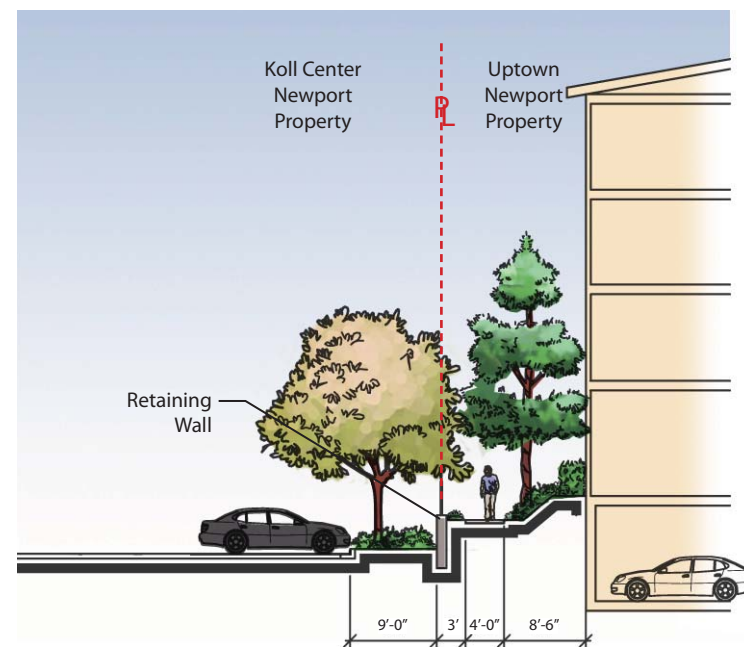


Figure 5-18 Section E - Buffer at Parking Lot

5.5 NEIGHBORHOOD PARKS

The two (2) 1 acre public parks in Uptown Newport will be phased. Each one-acre park will create the heart of each phase and anchor the spine road at its ends. Each park will have a variety of amenities that will serve as beacons and programmed common areas for the residents of Uptown Newport and the surrounding general public. The two parks in the plan are located at the ends of the Spine Street and are the heart and center of what will bring Uptown Newport together.

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. Surrounded by public streets and centrally located 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 promenade, accent elements at the corners of the park could include fountains or sculpture elements.

Park furnishings should be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ, drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together that supports "one district look" within Uptown Newport. 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 streets lighting but could match the architecture style of the park buildings. The park buildings, trellises and monument entries could be matched in style and character to bring a unified look to the community amenities.



Figure 5-19 Park A
* For Illustration Purposes Only

5. LANDSCAPE DESIGN GUIDELINES

5.5.2 Park "B"

Park "B" is a one acre park located in Phase Two and is accessible to the public and the residents of Uptown Newport. Surrounded by public streets and centrally located, the park will provide a link to residential uses. This park will complete the Spine Street and finalize the heart and center of what will bring Uptown Newport together. The amenity program that is recommended for this Park B includes but is not limited to the following; activity lawn, grand Plaza, open air pavilion, 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 should be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates, picnic tables, BBQ, drinking fountains are examples of possible furnishings to be used and are to be of one family that works well together that supports "one district look" within Uptown Newport. 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 streets lighting but could match the architecture style of the park buildings. The park buildings, trellises and monument entries could be matched in style and character to bring a unified look to Uptown Newport amenities.

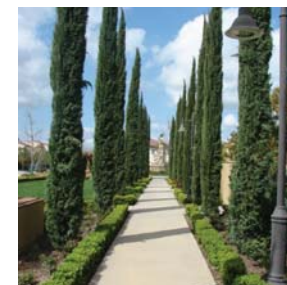
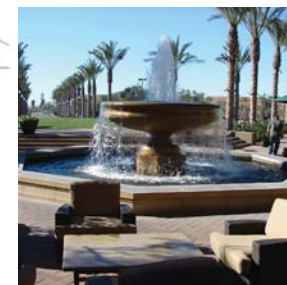
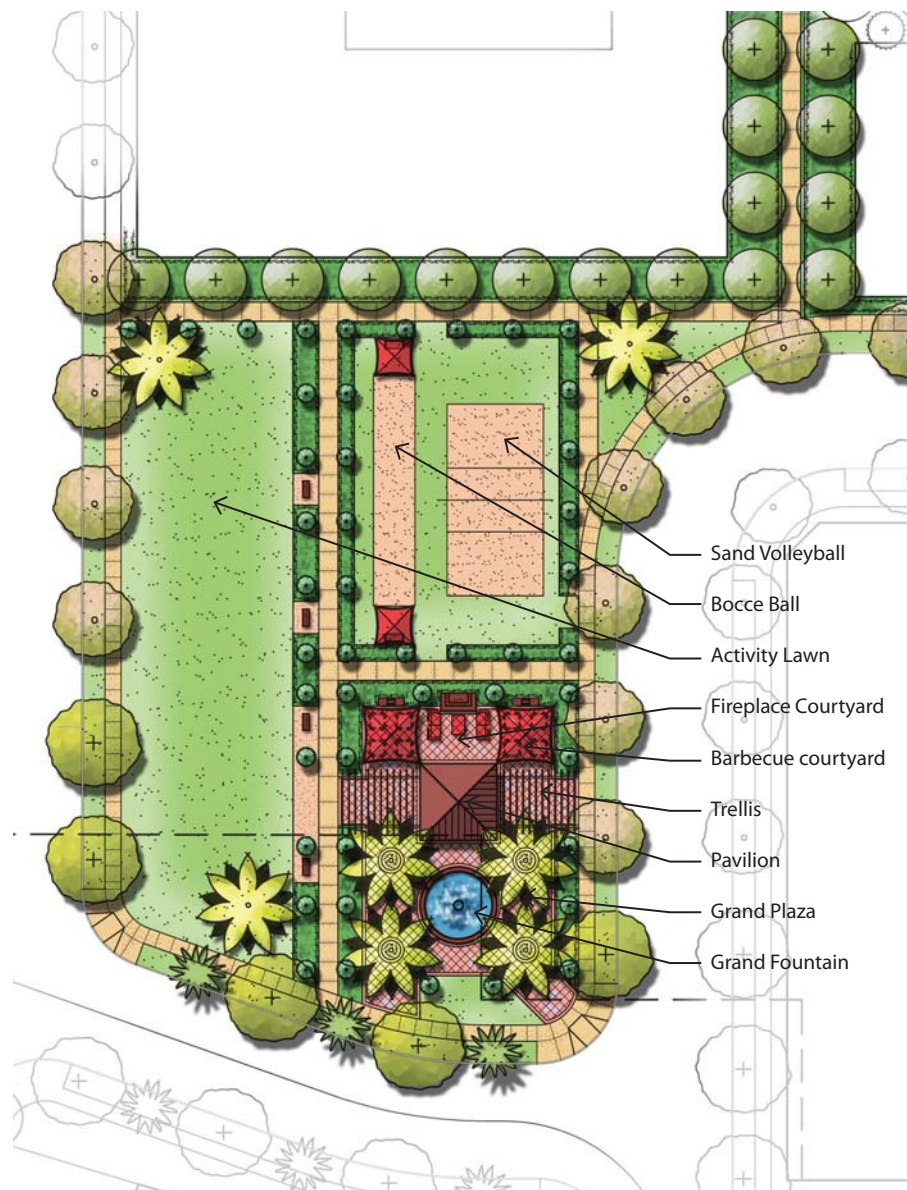


Figure 5-20 Park B
* For Illustration Purposes Only

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
ECHIUUM 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.
 RHAPHIOLEPSIS '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

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

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

5. LANDSCAPE DESIGN GUIDELINES

5.7 HARDSCAPE PLAN**5.7.1 Walls and Fencing**

With office uses surrounding the site, security is an important feature for this residential neighborhood. Phasing of the project will influence the wall and fencing solutions at adjacent existing land uses.

The project should have one fence design used throughout all parcel areas. Unlocked access gates to adjoining properties are encouraged but not mandatory.

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 buildings 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 buildings. Wall and fence locations are shown diagrammatically for planning purposes only.



Tubular Steel Fence atop Retaining Wall



Community Perimeter Fencing

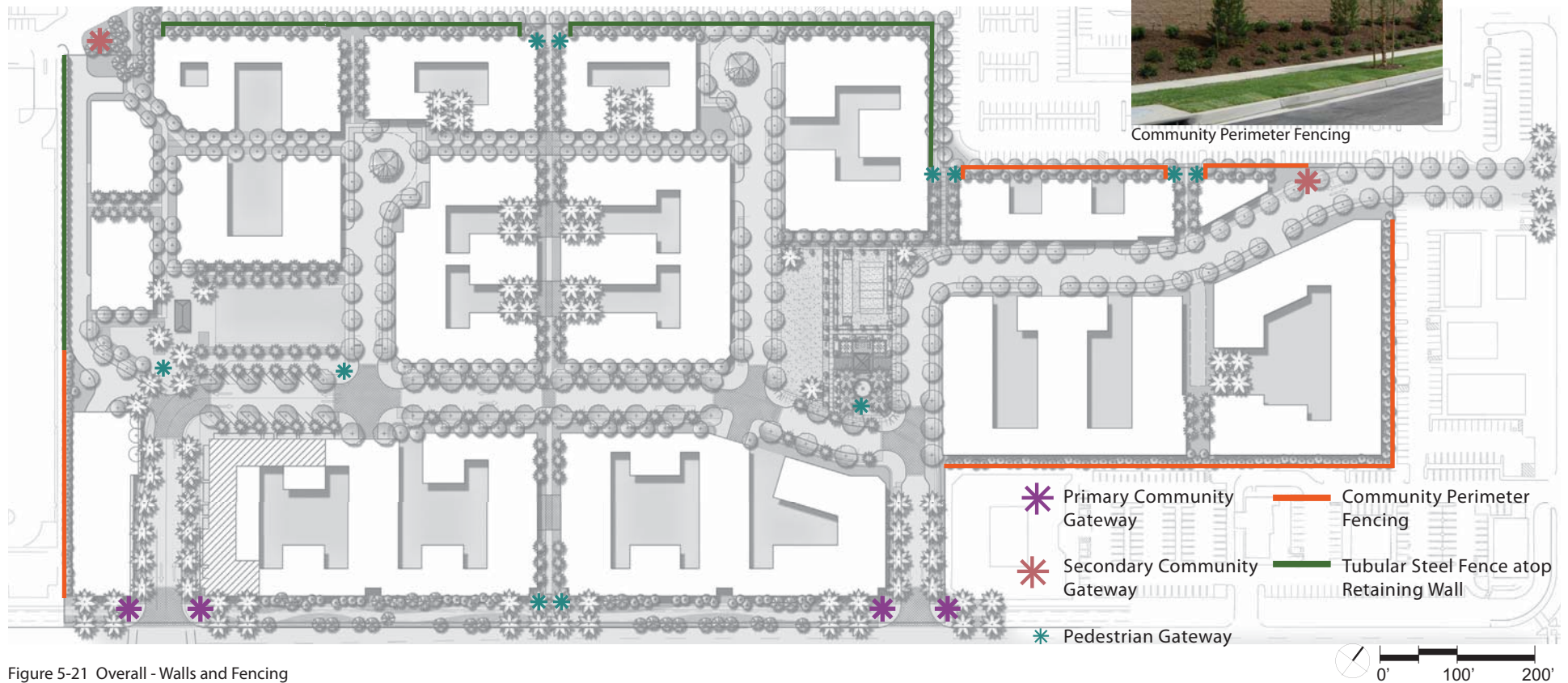


Figure 5-21 Overall - Walls and Fencing

5. LANDSCAPE DESIGN GUIDELINES

5.7.2 Walks and Trails

Walks and trails will connect the residents to each other and to the projects parks and amenities, as well as connect Uptown Newport to the adjacent land uses.

Walks within the community should be located along the entry drives, spine street, neighborhood streets, and paseos. Walks should be linear and continuously separated with a planted parkway. The walk materials should be made of natural concrete with enhancement areas using concrete pavers, colored concrete, enhanced

finishes or scoring. Emergency/fire access walks located along boundary edges may or may not be accessible to the residents and public.

The Jamboree Road sidewalk should be 12' wide to allow for both pedestrians and a Class I bike trail. This bike trail should match the existing trail width and be consistent with the Jamboree Trail Master Plan.



Figure 5-22 Overall - Walks and Trails

5. LANDSCAPE DESIGN GUIDELINES

5.7.3 Lighting Plan

This community is encouraged to embrace a unified lighting theme in fixtures of the common area streets. There should also be a hierarchy of lighting fixture heights and sizes within the community. 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 should be consistent with the local code requirements. Pole lights along Jamboree

Road should match the existing street scene style and layout. Up-lighting should be utilized at the projects entries, illuminating community monuments and trees. The lighting between phases will match in style, height, color and manufacturer.



Spine Street & Neighborhood Street Lights



Jamboree Road Street Lights



Monument & Tree Up-Lighting



Pedestrian Walk Lights



Figure 5-23 Overall - 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 should be unified in form, color and manufacturer if possible. Benches, bike racks, metal bollards, tree grates are to be of one family that works well together that supports “one district look” within the community.



Bench



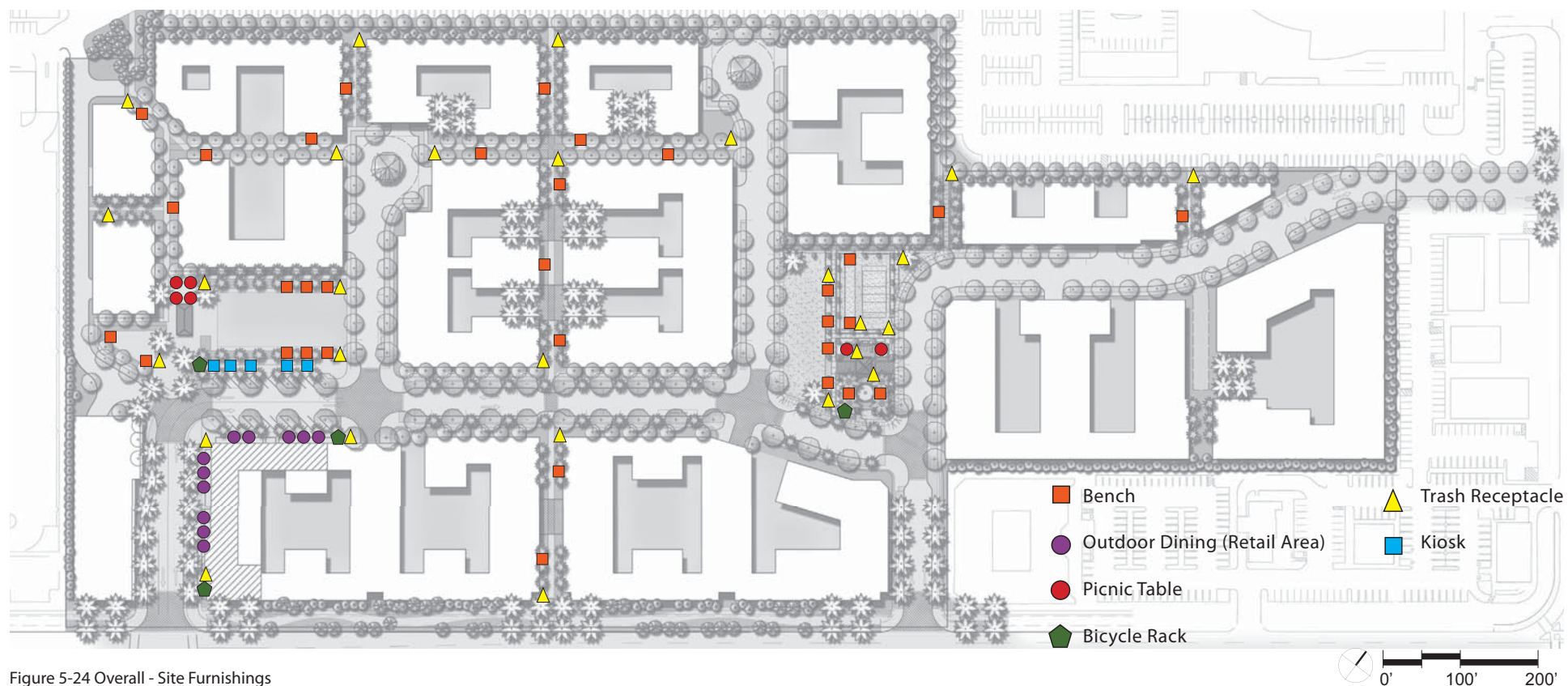
Picnic Table



Bicycle Rack



Trash Receptacle



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 of a Comprehensive Sign Program for the Uptown Newport project. 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 shall comply with the purpose and intent of the City's Chapter 20.42 Sign Standards, any adopted sign design guidelines and the overall purpose and intent of Section 20.42.120.

6.1 SIGNAGE AND GRAPHICS

Program Components

These guidelines include standards for the following signage/graphics elements:

- 6.1.1 – Primary Project ID Monuments and/or Wall Signs
- 6.1.2 – Secondary Project ID Monument Signs
- 6.1.3 – Retail Tenant Directory Monument Signs
- 6.1.4 – On-Building Project ID Signs

6.1.5 – Retail Tenant ID Signs

6.1.6 – On-Site Advisory Signs
(Vehicular and Pedestrian Directionals)

6.1.7 – Building and Unit Address Signs

6.1.8 – Amenity Identification Signs

6.1.9 – Parking Garage ID

6.1.10 – Temporary Marketing Signs

6.1.11 – Temporary Marketing Banners

6.1.12 – Park Identification Signs

6.1.13 – Park Rules/Regulations Signs

6.2 RELATED CONTROLS

Related Controls

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) and Federal (ADA) requirements.

6.3 GENERAL DESIGN GUIDELINES

An effectively designed sign should be compatible with the surrounding physical and visual character of the project, communicate effectively, enhance the perception of Uptown Newport, and reduce visual clutter caused by excessive and poorly placed signage. The following guidelines should be taken into consideration in the design of individual signs in the context of the overall sign program for the project.

6.3.1 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.

6.3.2 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.

6.3.3 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.

6.3.4 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.

6.3.5 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.

6.3.6 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.

6.4 SIGN LOCATION PLAN

The sign location plan depicted on this page shows general locations for sign types 1-13 established in these guidelines (see item 6.1). The sign locations are tentative and presented at this time as a basis for the development of a comprehensive sign program for Uptown Newport.

SIGN LEGEND

- ❶ Primary Project ID Monument/Pylon
- ❷ Secondary Project ID Monument Pylon
- 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



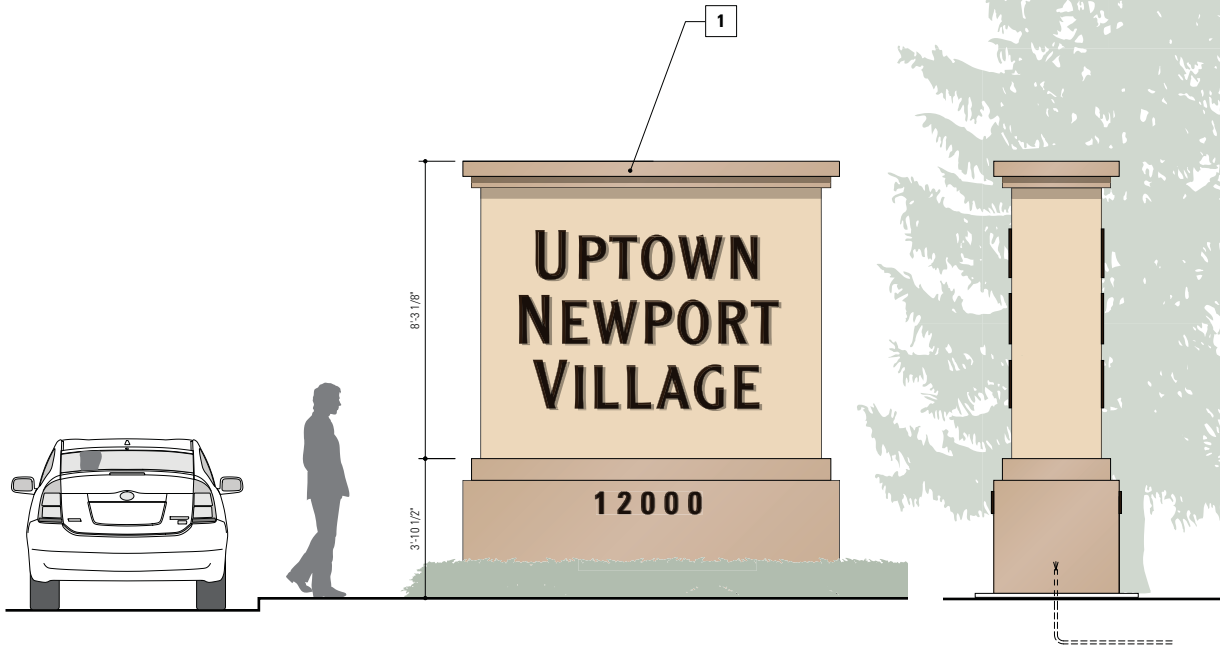
* The sign locations reflected on the above plan are tentative and presented at this time as the basis for the development of a comprehensive sign program for Uptown Newport.

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.

*** Note:**

The sign and graphic representations reflect on this drawing and drawings on the following pages are not indicative of the final design solutions for Uptown Newport. Actual designs will be developed during the sign program design process.



6.5 – SIGN TYPE 1

Primary Project Identification Monument/ Pylon Sign

Purpose

Permanent ground level monument or pylon sign 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

6'-0" average height for sign monument and 12'-0" for pylon signs.

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

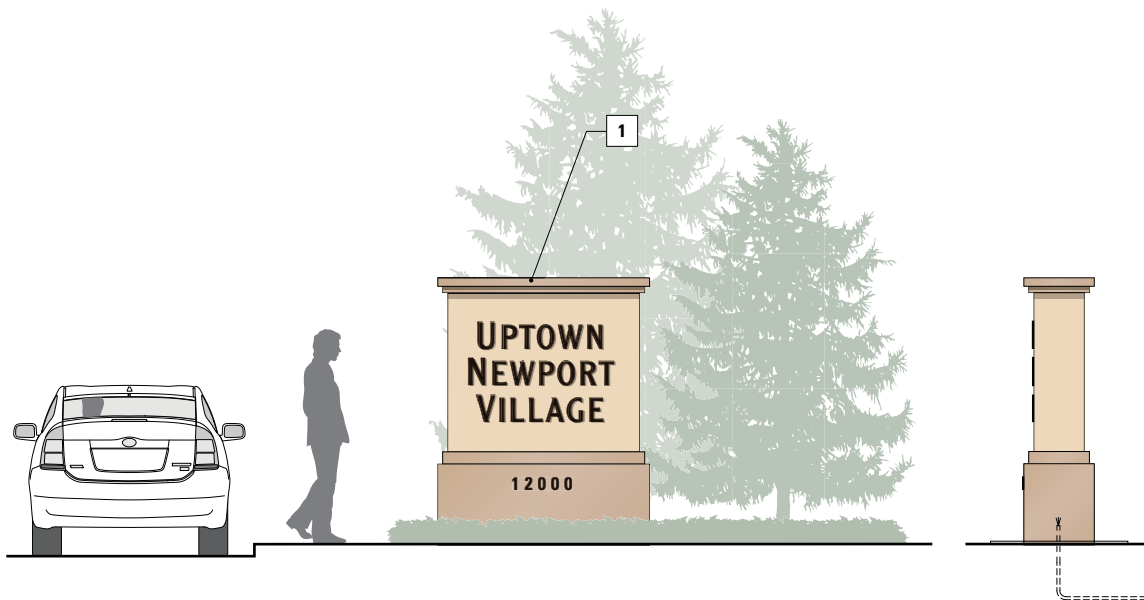
Individual halo illuminated letters, external illumination from ground mounted light fixtures or internally illuminated push thru copy. Signs with internally illuminated backgrounds are not allowed.

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.



6.6 – SIGN TYPE 2

Secondary Project Identification Monument/ Pylon Sign

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 “Apartment Village” and 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

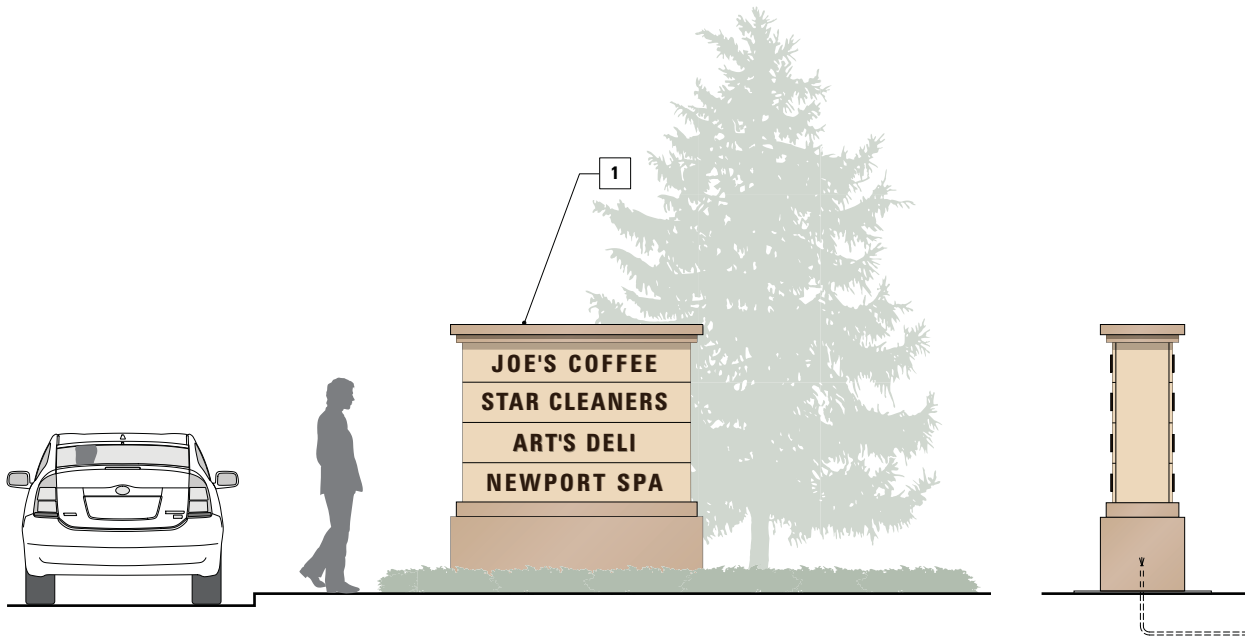
Individual halo illuminated letters, internally illuminated push thru copy or externally illuminated copy from ground mounted light fixtures.

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.



6.7 – 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 three 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

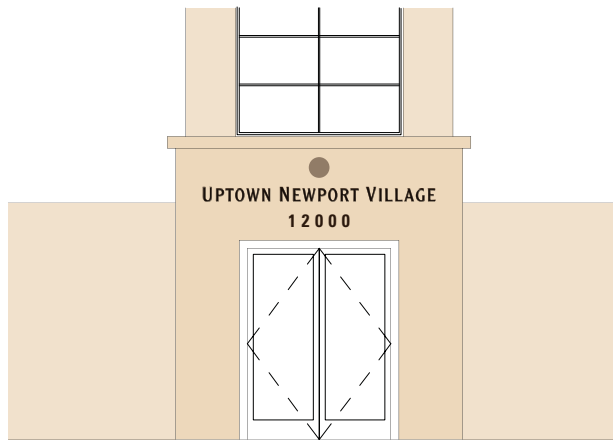
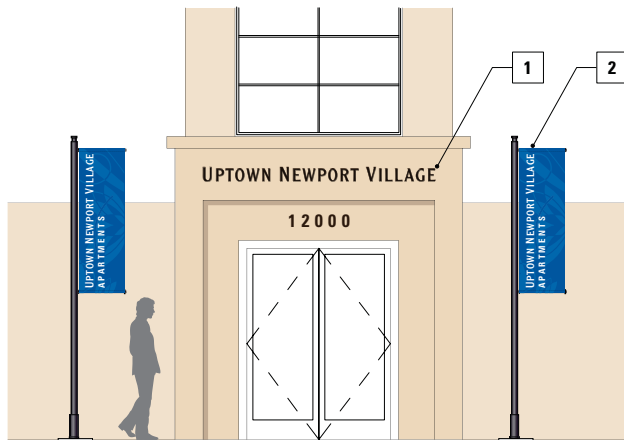
Tenant logotype or project standard typestyle in project standard color.

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).



6.8 – 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 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.



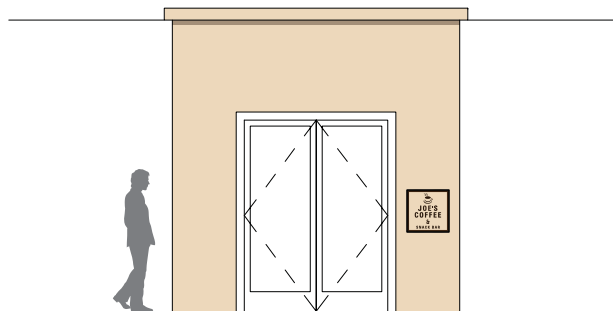
Blade Sign



Wall Sign



Fascia/Canopy Sign



Wall Sign

6.9 – SIGN TYPE 5

On-Building Retail Tenant Identification Signs

Purpose

To identify business names of retail tenants.

Maximum Number

One sign per retail space frontage with a primary entry. Corner spaces may have a second 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' length canopy signs and 18" x 2' blade sign.

Maximum Sign Area

9 S.F.

Maximum Letter Size

9"

Sign Construction/Materials

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

Method of Illumination

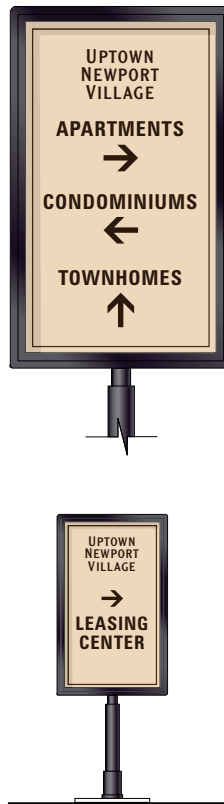
Internal illumination or non-illuminated.

Typestyle

Tenant logotype in project standard color.

1

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



6.10 – 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

8.5 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

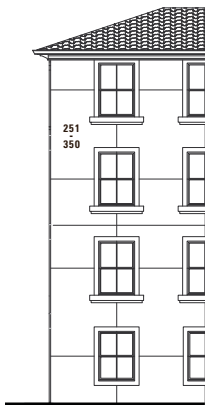
Project standard typestyle.

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.



251
350

1**2**

6.11 –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

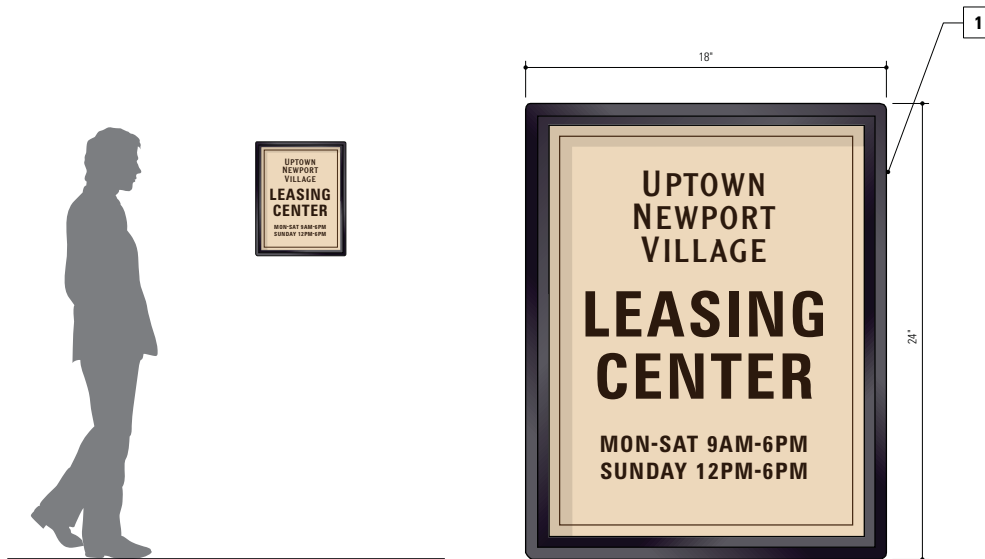
As required.

Typestyle

Project standard typeface.

1

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



6.12 –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

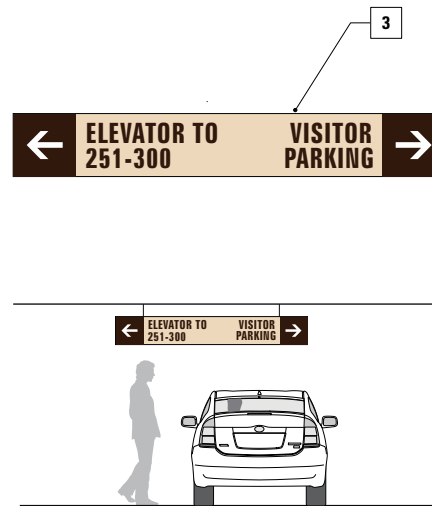
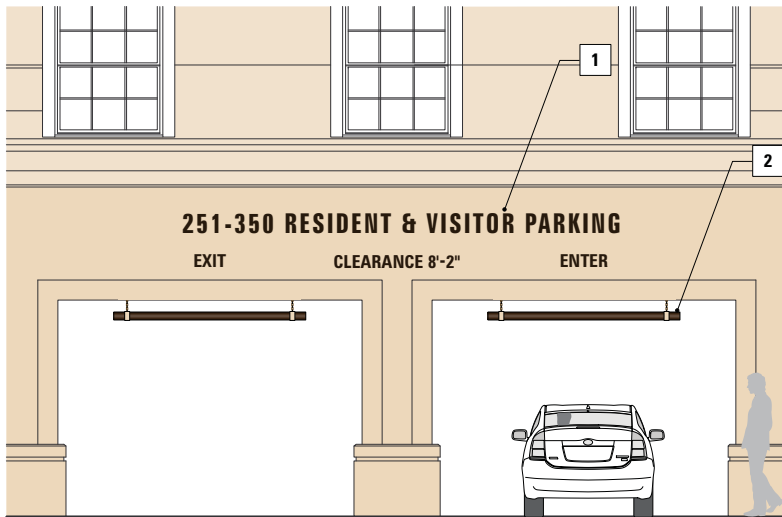
Individual fabricated or flat cut aluminum letters with paint finish. Letters to be pin mounted to fascia with blind anchor studs.

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.



6.13 –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

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

*Signs subject to City of Newport Beach Municipal Code



6.14 – SIGN TYPE 10

Temporary 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

- One (1) Future Facility sign along Jamboree Rd.
- One (1) Leasing Information sign along Jamboree Rd.
- Construction barricade along property frontage on 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.

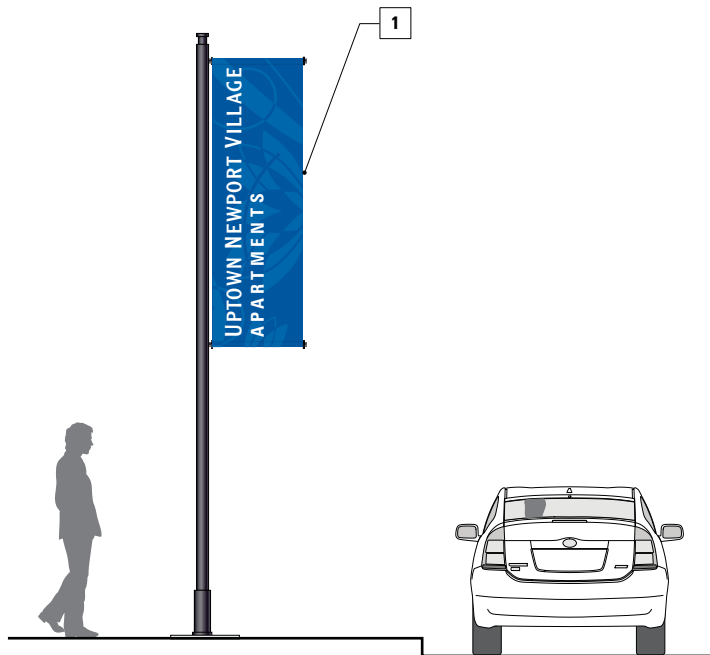
Typestyle

Project logotype and project standard typestyle.

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



6.15 – 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

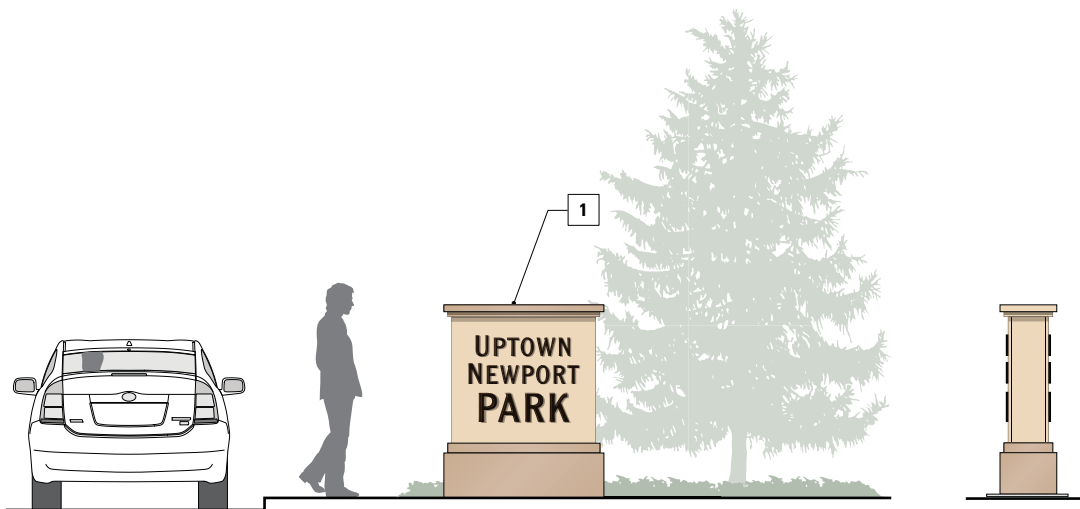
Non-illuminated.

Typestyle

Project logotype and project standard typestyle.

1

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



6.16 – 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

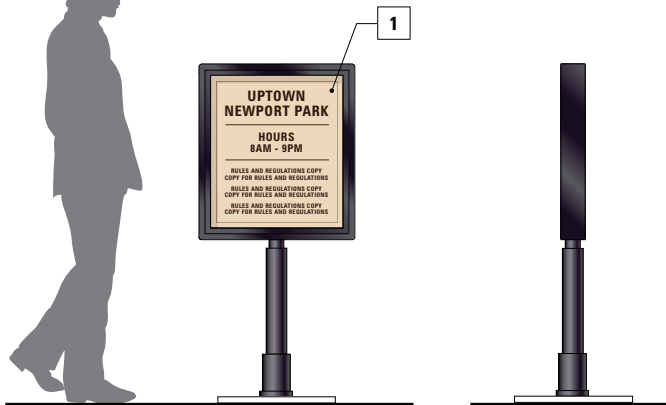
Non-illuminated or lit from ground mounted fixtures.

Typestyle

Project standard typestyle.

1

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



6.17 – 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.