

EXHIBIT D

KINCORA



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FIRST EDITION



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INTRODUCTION

Kincora is planned to develop as a high-quality, pedestrian-oriented, mixed-use environment. Kincora will provide the backdrop for a rich and varied urban experience for residents, employers, workers, and visitors alike. Weaving together a variety of uses, Kincora will have places for both the routine aspects of everyday life and the occasional grand, celebratory public events of civic display. Kincora will be a neighborhood to live in, work in, play in, celebrate, and remember.

The streets and blocks of Kincora form an easy, comprehensible network for the organization of public life. The street pattern offers the public options and alternatives, creating the basis for easy and efficient communication throughout the development. The streets are to be designed for slowing vehicular traffic and, consequently, becoming more pedestrian-friendly. While designed to accommodate vehicular movement, Kincora is detailed to encourage pedestrian usage.

Sidewalks constitute the basic armature for successful pedestrian friendly environments; they are the lifeblood of community. They are to be provided with street trees and, potentially, lighting, seating, and other street furniture in commercial areas. These elements both buffer the pedestrian from vehicular traffic and enrich the public walk. The sidewalks will be regularly inhabited with pedestrians as they traverse to places of business, nearby shops, restaurants, hotels, entertainment venues, and the baseball park in the course of their daily lives. Sidewalk cafes can further enliven the pedestrian experience.

The architecture is to be designed to offer a variety of visual experiences. Fronting on the public sidewalks, buildings will frame the street, with main entries accessed directly from the public way. At ground level, the base of buildings is to be finely detailed, offering visual interest, with continuous, active frontages providing a constantly changing and lively pedestrian environment.

Open spaces and landscaped areas may be linked together to create a network of public plazas, parks, and courtyards. Street trees and plants will typically buffer pedestrians from vehicular traffic, provide shade, and visually frame special points of interest. Amenities could include esplanades, gardens, pools and other water features, sculptures, and other items.

A major feature of the Kincora property is the 150-acre park that will run along the length of Broad Run and provides a significant resource for recreation and reflection in the rural tradition that is the hallmark of Loudoun County. A wetlands trail, designed to be sensitive to the indigenous fauna and flora, will appeal to bikers, joggers, and strollers alike and will ultimately



Kincora Master Plan

connect with the W&OD trail to the south and Loudoun County Parkway to the northwest. The natural preserve will be accessible to outdoor enthusiasts throughout the Northern Virginia region.

Signage throughout the district is to provide order and visual clarity. A variety of signage types, each appropriately scaled for its purpose and location, will contribute to the maintenance of a pleasant and harmonious environment. The placement, size, shape, material, color, and lighting for all signs will be coordinated to complement the overall character of the surrounding environment.

These Design Standards are intended to promote a rich and varied sustainable environment, encouraging the design of streets, streetscapes, buildings, landscaping, and signage to contribute to the development of an exciting Loudoun lifestyle.

The project shall endeavor to meet a standard of sustainability as measured by a recognized green building rating system, such as LEED™, Energy Star, or Green Globes.

The Leadership in Energy and Environmental Design (LEED™) green building rating system is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. As a standard, it is predominantly performance-based, and as a design guide, it takes a whole building approach that encourages a collaborative, integrated design and construction process. The points system is broken into five major categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, and Indoor Air Quality.

A goal for this approach is to reduce the destruction of natural areas, habitats, biodiversity, air pollution, water pollution, solid waste, and finite resources. Design will enhance productivity by providing healthier and safer indoor environments.



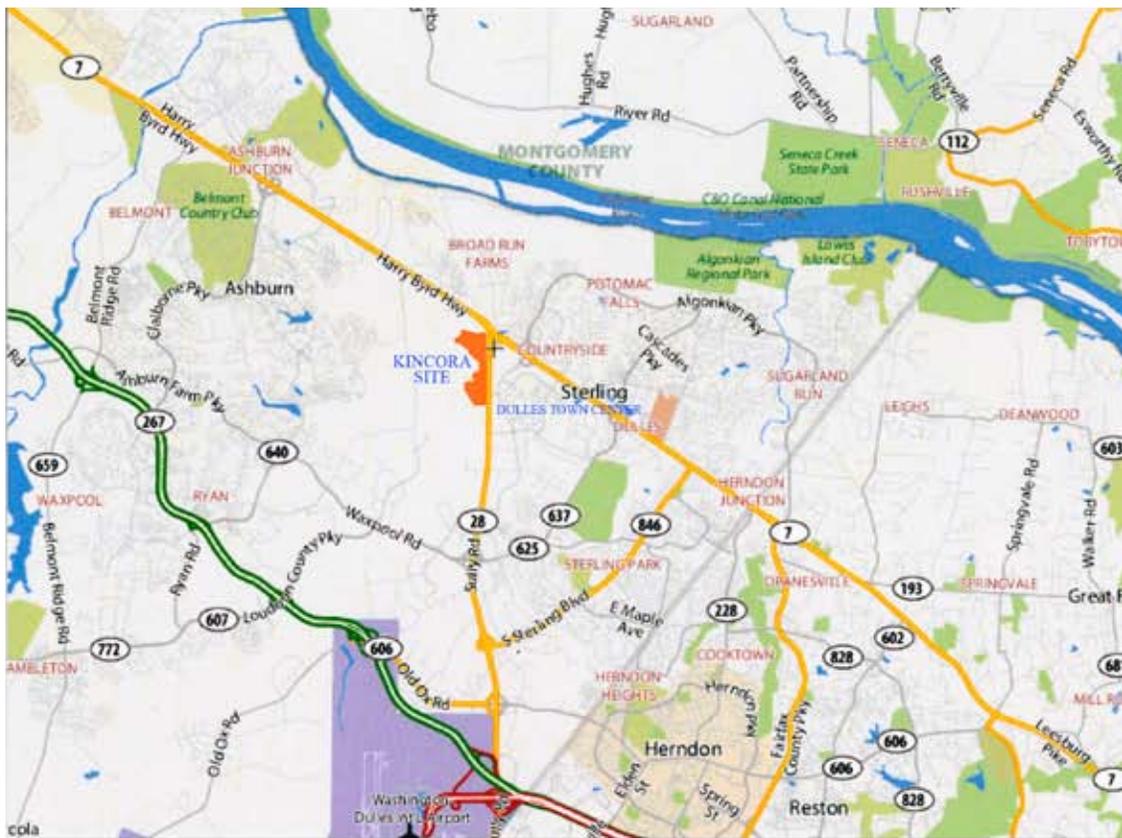
STREET DESIGN STANDARDS

I. LOCATION AND ACCESS

Kincora is located just outside of the nation's capital, near Dulles International Airport, with Route 28 to the east and Route 7 to the north, in Loudoun County, Virginia. Kincora's 424 acres are divided into 15 parcels to be built in three phases. Route 28 easily connects all of Kincora's parcels with Interstate 66, The Dulles Greenway and Route 267. On the north side, Route 7 will lead drivers to Tysons Corner and Leesburg.

II. GENERAL LAYOUT

The northern parcels of Kincora are a true mixed-use community integrating office, residential, retail, entertainment, and a Minor League baseball park, all with ample parking facilities. The southern parcels include office, retail, a hotel, and space for a fire safety center. Though Kincora's buildings will ultimately total nearly 7.5 million square feet, nature will not be far away. Mindful of the need for balance in life, Kincora's developers included a 150 acre park along the Broad Run that will cater to outdoor enthusiasts. Eventually, the trails in the nature preservation area will provide a link between the Potomac Heritage Natural Scenic Trail and the W&OD trail which run through Northern Virginia.



Location Map

III. STREETS AND BLOCKS

A. Existing Arterial and Collector Streets

Pacific Boulevard fronts the property running generally parallel to Route 28 (north-south) and is designated as a minor collector under the CTP.

B. New Streets

See proposed street layout in plan below.

C. The Street Network

See proposed street layout and section in plan below and in the CDP.

D. Standards

For blocks greater than 400' in length a mid-block feature for the purpose of dividing the length of the block ~~should~~ shall be provided.



IV. PARKING

A. Off-Street Parking — Surface

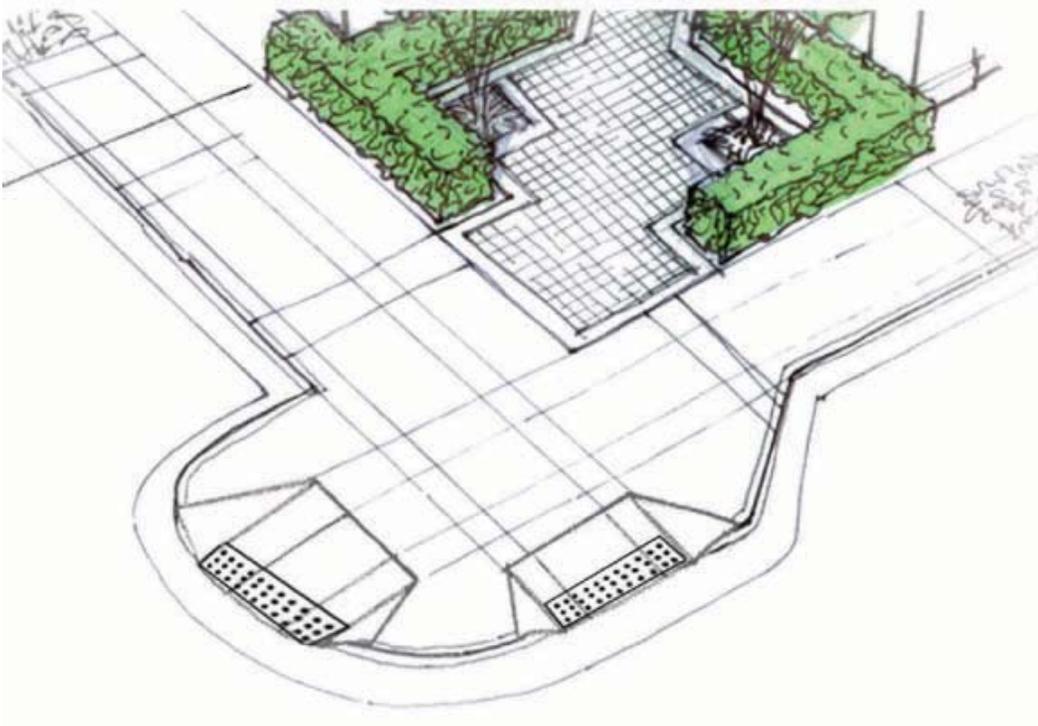
The layout of parking lots, ingress and egress points should complement the overall design of the master plan. From a design viewpoint, major routes through the lot should be regarded as the equivalent of streets. In larger parking lots, these routes should be clearly demarcated from the parking fields within the lot, both to establish and maintain a clearly recognizable, hierarchical movement system. The streetscape areas adjacent to these routes should be provided with pedestrian walks sufficient to accommodate the resulting pedestrian traffic.

B. Off-Street Parking — Structured

Parking structures should be conveniently located, and also serve to organize the locations of delivery, trash pickup, and loading areas. Developed as required, they should be dispersed throughout the property to provide for friendly pedestrian travel distances from parking spaces to anticipated destination. At full build-out of the project, a minimum of 50% of the required parking spaces will be provided in parking structures.

C. On-Street Parking

On-street parking will be provided as shown on the CDP. Turning radii at street intersections should be held to a maximum of 35'-0" to maintain necessary space for pedestrian activity on the corners and to allow sufficient space for buildings to front along the street. Turning radii may be further reduced, where appropriate. Bulb-outs, extensions of the sidewalk paving into the street at intersections, should be used to define the parking areas and to shorten the distance across streets, making street crossings safer and more pedestrian-friendly.



Bulb-outs both contain the on-street parking areas and shorten the lengths of pedestrian crosswalks.

D. Shared Parking Facilities

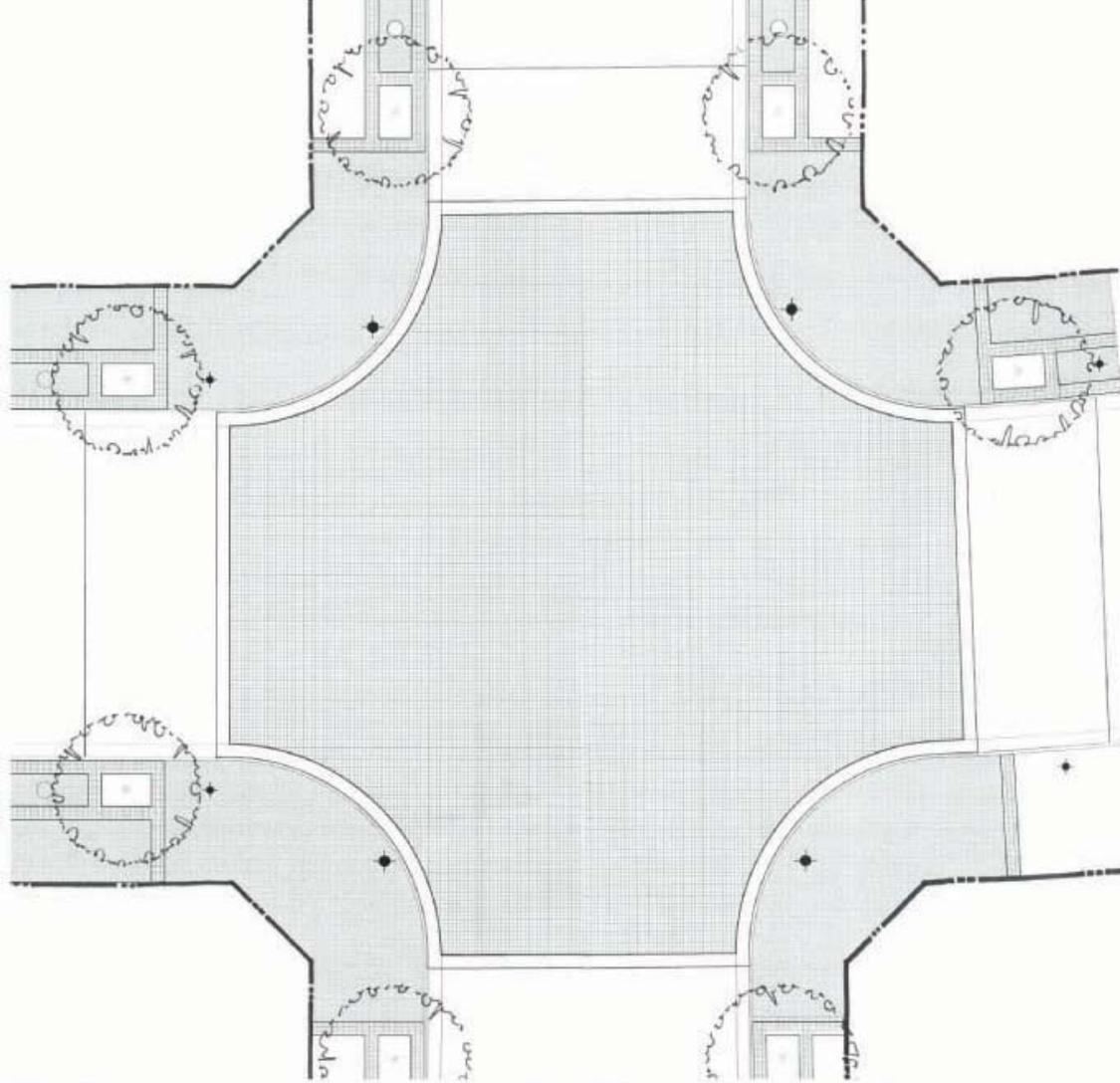
In a mixed-use development, parking facilities are used twenty-four hours a day, albeit with different users sharing the same facility at times throughout the course of the diurnal cycle. During the day, the structure serves area businesses and shoppers visiting retail operations, while at night, the structure provides parking for visitors of entertainment venues, the baseball stadium, restaurants, and area residents. Parking analyses should incorporate this shared usage into their calculations of required numbers of spaces for development. All parking facilities are to be ADA compliant.

E. Standards

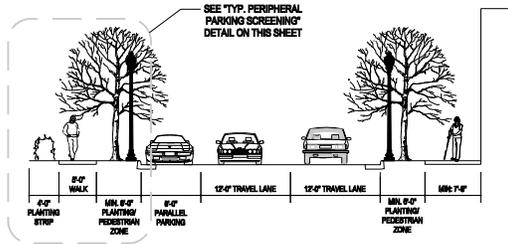
1. At full build-out parking structures along Roads 2 and 6 identified on the CDP will be faced with architectural elements adjacent to Roads 2 and 6 for the purpose of masking the parking structure.
2. Surface parking should be shielded through streetscape design elements as shown on the CDP.
3. At full build-out, surface parking lots will be prohibited to the extent deemed feasible.

V. CROSSWALKS AND SPECIAL PAVED AREAS

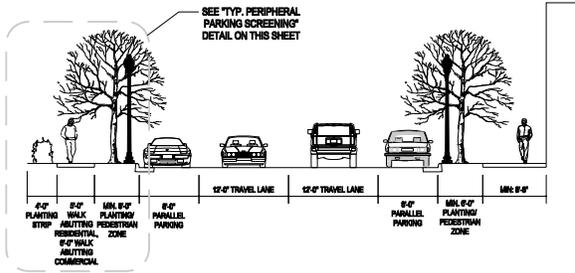
Crosswalks at intersections highlight the presence of the “pedestrian in the street” environment. Brick or stone patterns stretching across the street, assert the extension of the pedestrian walk across the vehicular drive. Textured patterns slow traffic so that pedestrians can easily and safely transverse the walk. In addition, specially designating streets may be done with special paving.



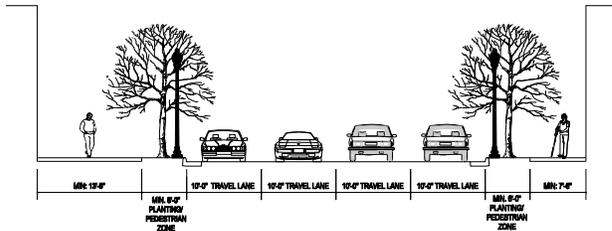
Paving patterns on the street should match or complement adjoining patterns on the sidewalk.



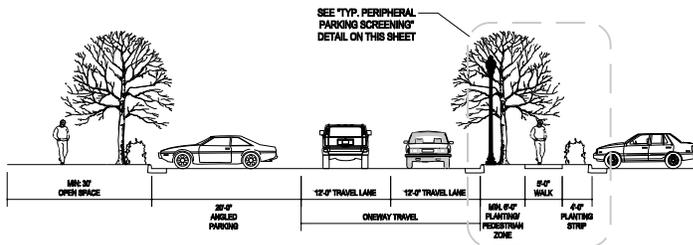
TYPICAL PRIVATE ROAD SECTION (7)



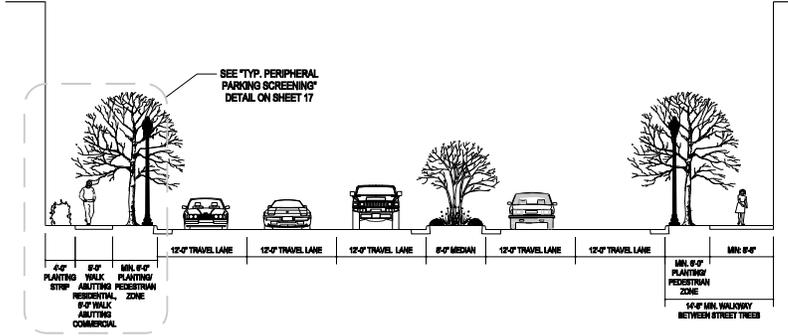
TYPICAL PRIVATE ROAD SECTION (3, 4 & 6)



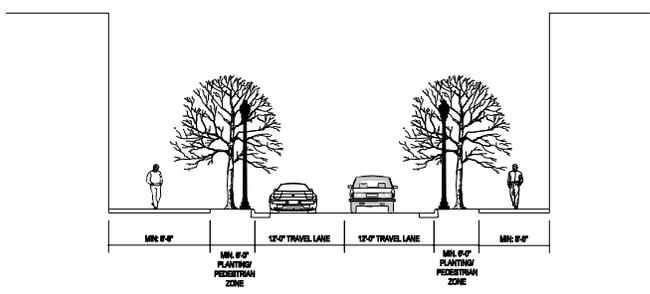
TYPICAL PRIVATE ROAD SECTION (8)



TYPICAL PRIVATE ROAD SECTION (10)

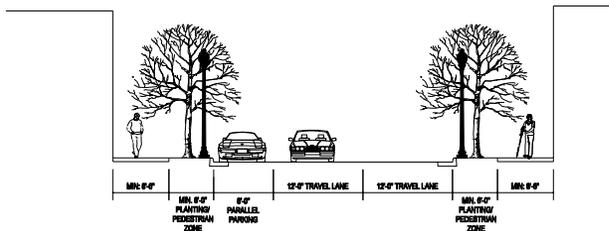


TYPICAL BOULEVARD SECTION (1 & 2)

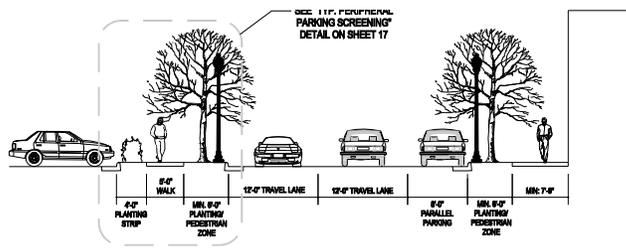


TYPICAL PRIVATE ROAD SECTION (11)

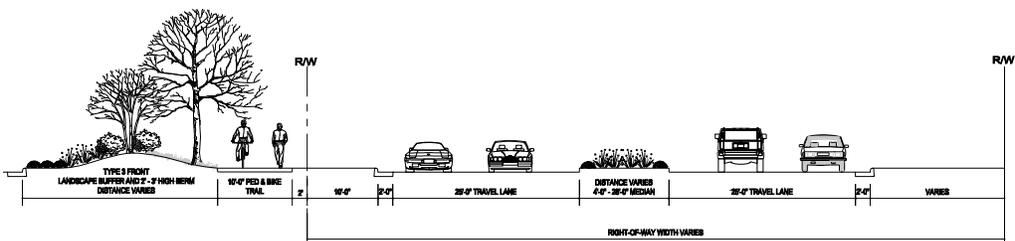
NOTES:
 1. THE PLANTING / PEDESTRIAN ZONE CONSISTS OF SPECIAL PAVING WALKWAYS WITH STREET TREES IN TREE PITS AT REGULAR INTERVALS. THE PLANTING / PEDESTRIAN ZONE IS GENERALLY A CLEAR WIDTH WALK WITH THE ONLY INTERRUPTION OCCURRING AT EACH TREE. MINIMUM REQUIRED WALKWAY WIDTHS ARE PROVIDED FROM CURB TO BUILDING.
 2. PLANTINGS WITHIN MEDIANS OF PUBLIC ROADS WILL NOT IMPEDE SIGHT DISTANCE OR CLEAR ZONE REQUIREMENTS.



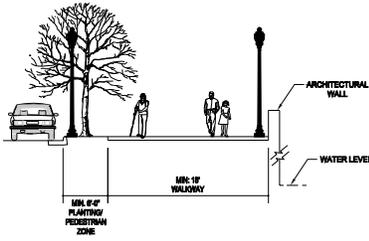
TYPICAL PRIVATE ROAD SECTION (9 & 12)



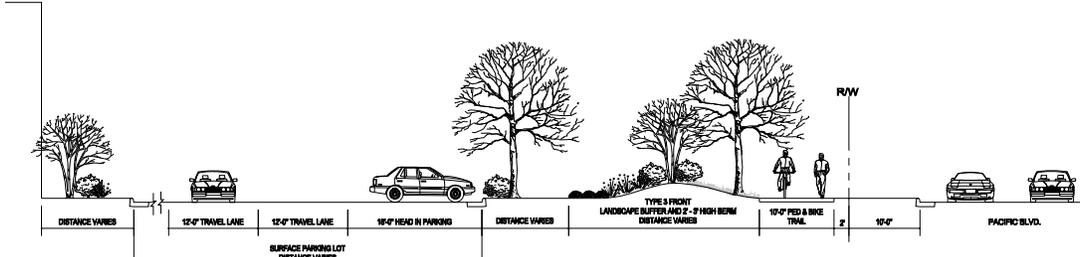
TYPICAL PRIVATE ROAD SECTION (5)



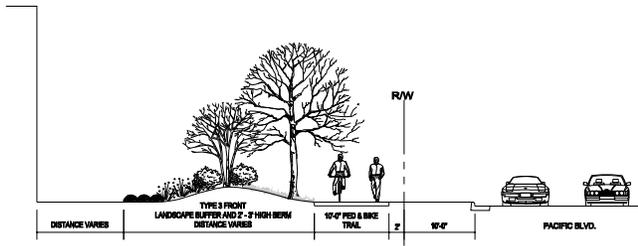
TYPICAL PACIFIC BOULEVARD SECTION



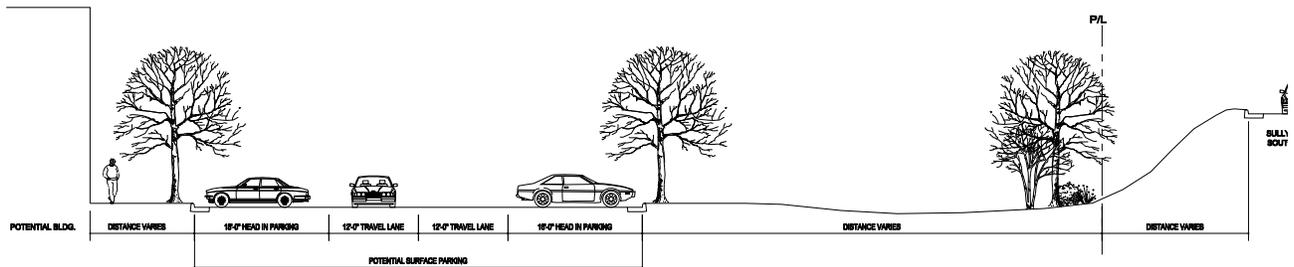
CENTRAL PLAZA AND PRIVATE ROAD 7 SECTION



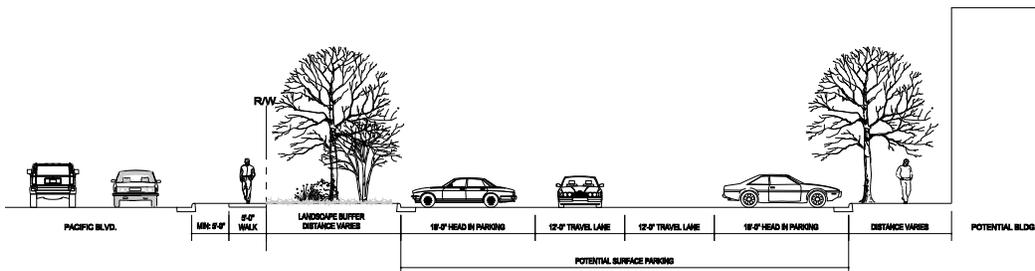
TYPICAL PACIFIC BOULEVARD ABUTTING PARKING (LANDBAYS J, F, & B)



TYPICAL PACIFIC BOULEVARD ABUTTING BUILDING (LANDBAYS J & F)



TYPICAL ROUTE 28 ABUTTING PARKING & BUILDING (LANDBAY Q)



TYPICAL PACIFIC BOULEVARD ABUTTING PKG. & BLDG. (LANDBAY N)

STREETSCAPE DESIGN STANDARDS

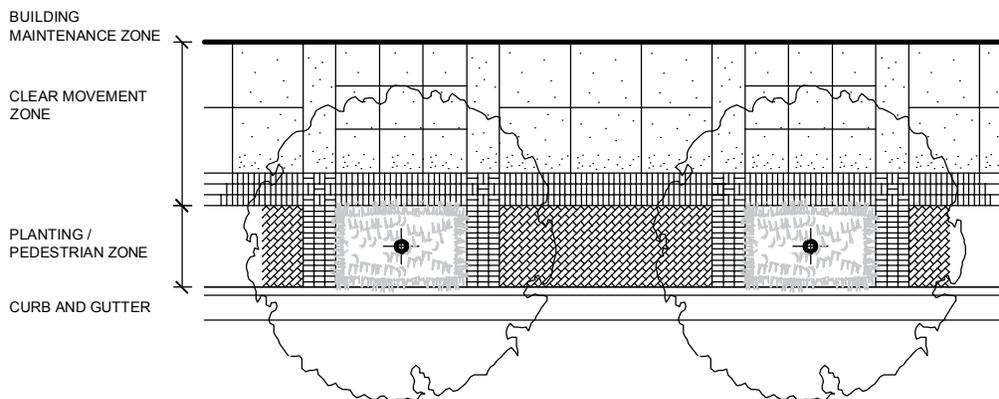
I. STREETSCAPES

A. Narrative

The success of a mixed-use district lies in the constant use of its sidewalks and the various pedestrian ways provided along its parks and through its plazas. Continuous pedestrian activity means the ongoing opportunity for the interaction and exchange of people with each other and with the shop owners and service providers who own and operate the street level shops or the employers and employees who work in the office spaces above. A vibrant mixed-use district has many of the basic activities of daily life placed within walking distance of each other, and provides a continuous stream of walks and routes linking together the various elements of the neighborhood.

B. Standards

1. Provide the streetscape as a continuous space with a clear division of three (3) fundamental spatial zones: the building easement and maintenance zone; the clear movement zone; and the pedestrian / planting zone. The typical layout of these zones within the overall streetscape is illustrated below:
2. The building easement and maintenance zone is the easement/encroachment



The different zones of the sidewalk.

area where private property owner elements may extend into the streetscape area. Through zoning regulations, the building easement and maintenance zone may be deemed as easement or an encroachment. Along mixed-use and commercial streets, building foundations typically project into this zone below grade, while transition elements (ramps, stairs, etc.) as well as decorative accoutrements (e.g. flower boxes) project into this zone above grade. Along residential streets, transitional elements such as porches and stoops, together with balconies and bay windows, typically project into this zone.

3. The clear movement zone is the minimum width of the pedestrian path that

must remain open and unobstructed. In commercial areas, the minimum width will be 6'-0". Along residential streets, the width will be a minimum of 5'-0". For multipurpose paths (those which are intended for bicycles as well as pedestrians), the width will be a minimum of 10'-0". (See Section II, Pedestrian Ways)

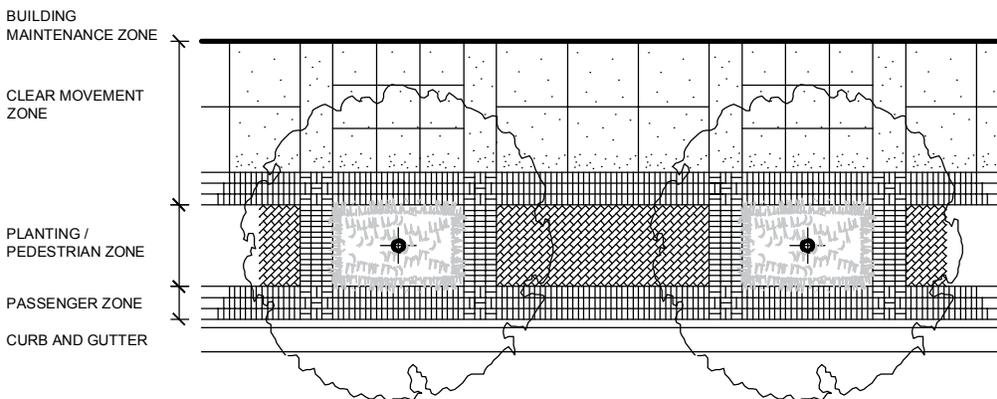
4. The pedestrian / planting zone typically contains many of the pedestrian-oriented amenities of the sidewalk. These include kiosks, directories, lighting, seating, flagpoles, and waste receptacles. Street furniture elements should be visually coordinated, predictably distributed, and neatly displayed in an orderly manner. Street furniture may not project into the clear movement zone.
5. As a standard, all pedestrian / planting zones should have street trees as their main component. If street trees cannot be accommodated, other landscaping should be provided. Tree grates and the reduction in tree well size required to accommodate a tree grate should only occur as the last option to retain trees along the street. If an alternate street tree area is not available, provide appropriate planting for the available area. (See the Landscape Design Standards for further information)
6. In general, providing three (3) fundamental zones of a streetscape may be accomplished by a variety of means. While the standard pattern may be typical, it is not intended to eliminate options and variations. Indeed, variations in



Spacing between the tree wells and lampposts allows easy access to the sidewalk from cars dropping off passengers along the curb.

streetscapes are certain and necessary, as different types of streets serve different purposes, requiring unique and individual design. A variety of options may be anticipated. In each case, however, while accommodating the variations required for a vibrant community life, the required clear movement zones must be maintained:

- a. A street, or portion thereof, with the street furniture placed directly adjacent to the building, in the building easement and maintenance zone. This may be expected in areas which have sidewalk cafés and/or outdoor dining, or when a building entry is set back from the street to accommodate an entry plaza.
 - b. A street, or portion thereof, with an arcade or colonnade providing covered passage along a portion of the sidewalk. This covered passage may extend out toward the sidewalk and occupy the pedestrian / planting zone.
 - c. A street, or portion thereof, with diagonal parking, street trees provided in tree islands along the block, street lighting provided from wall sconces affixed to the building, and a clear movement zone provided from the back of curb line to the building. This prototype is typically found in dense, commercial areas.
 - d. A street, or portion thereof, with a continuous landscaped verge, occupying the street furniture zone as well as the passenger transition zone.
 - e. A street, or portion thereof, along which the streetscape area may become an extension of a building entry plaza extending across all of the streetscape zones. This is typically found at the entrances to theaters, conference halls, hotels, and other buildings with a high volume of public use.
 - f. The passenger transition zone is an area directly behind the back of the curb allowing for passenger movement between the sidewalk and the automobile. It falls between the pedestrian / planting zone and the curb and is meant to give space to vehicular passengers getting in and out of automobiles within parallel parking spaces.
8. The width of the streetscape (i.e. the strip of land between the back of curb line



The different zones of the sidewalk (optional).

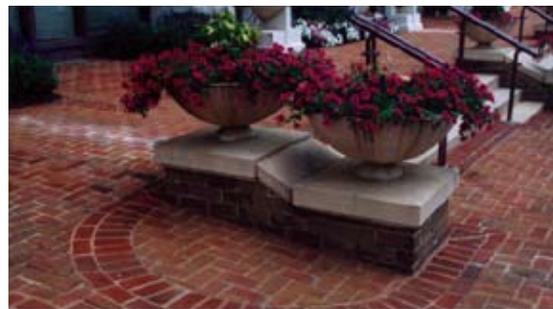
and any building elements) should will be a minimum of 10'-0", typically. This area may be a continuous planted verge along some roads, or a continuous sidewalk along some streets, depending upon the purposes of the street and the adjacent buildings. Typically, however, this 10'-0" dimension immediately behind the back of curb will contain both planting and hardscape features. (For a description of typical streetscape zones, see illustrations on page 11.)

9. Finish patterns should emphasize the zones of the sidewalk, and should particularly distinguish the edge of the streetscape as it adjoins the street. This visually marks the area of transition.
10. Finished surfaces of sidewalks should shall consist of brick, concrete, stone, or an appropriate combination of these materials. The clear movement zone should shall consist mostly of slip-resistant surfaces and textures. Various methods of finishing concrete provide for slip-resistant surfaces. Compliance with the current ADA standards for sidewalks and crosswalks is required throughout the district.
11. At special intersections and as an optional design, sidewalk street corners may be laid as an uninterrupted field of brick in a herringbone pattern. The finish materials and pattern of the sidewalk should be maintained through the area of the curb ramp. The use of "two curb ramp crosswalks" is encouraged to provide for a safer pedestrian environment.
12. At service entry drives, which cross a sidewalk or other pedestrian path, the paving material should shall continue across the drive to reinforce the clear movement zone and highlight the pedestrian way. However, a distinguishing band of material should shall clearly highlight the edge of the drive, visually demarking the transition from the sidewalk to the crossing driveway. The apron of these entry drives would typically be concrete.
13. A minimum 10' wide pavement marking will be provided at midblock pedestrian crossings where significant demand is anticipated such as parks and plazas.

II. PEDESTRIAN WAYS



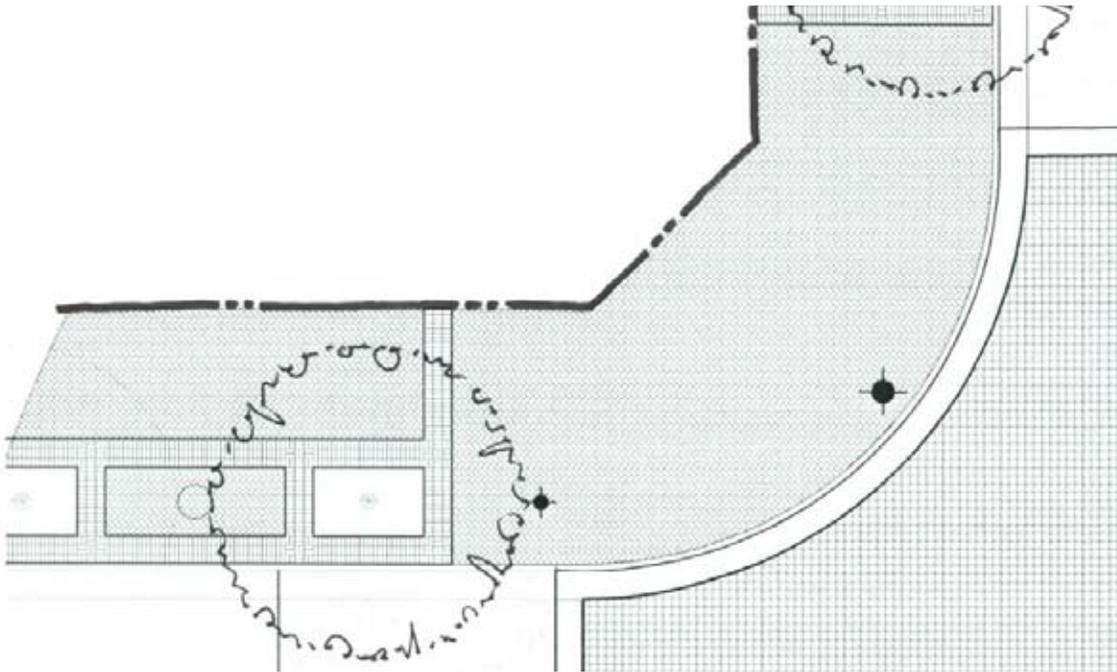
Changes in sidewalk pattern may highlight the base of a building and its arcade columns...



... the turn of a corner...



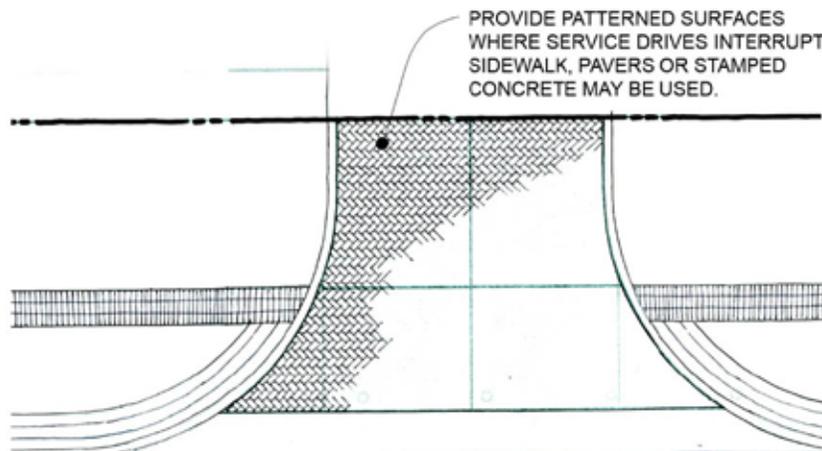
... and the principal building entrances.



An optional paving finish material at sidewalk corners is an uninterrupted field of brick arranged in a herringbone pattern.



Example of driveway aprons. Note: Federal Standards require the use of truncated dome-type warning systems. Granite warning stripes are preferred.



Driveway aprons should interrupt the clear movement zone of the sidewalk and should extend to the building frontage line.

A. Standards

1. Pedestrian ways through parks and plazas should orient the pedestrian to significant destinations, while connecting to other public ways. Pedestrian ways shall comply with the current ADA standards.
2. Along pedestrian ways, recesses resulting from building setbacks along the sidewalk should be enhanced as special urban places. These recesses may become pocket plazas, landscaped gardens, or seating areas.
3. Pedestrian paths or trails through parks and landscaped or natural areas ~~should~~ shall be a minimum of 8'-0" wide. Bicycle trails through parks and landscaped or natural areas should be a minimum of 8'-0" wide. Multi-purpose pathways, those which are intended for shared use of both bicycles and pedestrians, ~~should~~ shall be a minimum of 10'-0" wide.
4. The surface of bicycle/recreational trails through parks and landscaped or natural areas must be both smooth and durable. Acceptable materials may include concrete, asphaltic pavers, or wood planking, except for trails located within the River and Stream Corridor Resource which shall consist of a permeable material only.
5. Pedestrian pathways and trails that extend through parks and landscaped or natural areas should be provided with seating and lighting along walkways and at places of interest. Provide openings to views along pedestrian ways, with seating areas at the viewing points. ~~Provided~~ Pedestrian scale lighting will be provided sufficient to illuminate the walkway and ~~any~~ seating areas.



Pedestrian ways should frame significant views at either end, orienting the pedestrian to destination point.



This design provides universal accessibility as a site feature, well integrated with the landscaping and able to easily accommodate signage.

III. ARCADES/COLONNADES

A. Standards

1. Arcades/colonnades may be extended over sidewalks as a shading alternative to street trees. If proposed, the required clear movement zone must be maintained. Yet, the necessity of a clear movement zone should not prohibit the leasing of space within the arcade/colonnade.
2. The interiors of arcades should be adequately lit to provide the pedestrian with a continued sense of security and safety. The lighting from decorative fixtures attached to the building may be used to supplement street lighting if it is supplied in sufficient quantity. Similarly, planters and other landscaping may be used to supplement the street trees.



An arcade can provide welcome cover to the pedestrian on hot sunny days, while also enhancing the sense of entry to a building.



Arcades over the sidewalk should maintain a clear movement zone of at least 6'-0".

IV. OUTDOOR PLAZAS

A. Standards

1. Outdoor plazas may be located to highlight a main entrance to a major building or to provide a series of outdoor spaces to accommodate pedestrians. Typically, plazas are pedestrian-oriented open spaces with decorative paving, lighting, and additional street furniture. Plazas may include sculpture, fountains, and/or additional landscaping.
2. Outdoor plazas should not restrict or in any way interfere with the clear movement zone of the sidewalk. Plaza paving patterns, however, should be able to extend into the sidewalk area upon approval of the regulating authority.
3. Patterns, and finishes should coordinate with the adjoining architecture.
4. A minimum 10,000 sf Plaza shall be located within Landbay D and Landbay F as provided on the CDP creating a focal point for the community.



Plazas should not disrupt pedestrian passage in the clear movement zone of the sidewalk.



Plazas may work as their own sculptural contribution to the urban landscape while still fitting into the context.

V. SHUTTLE BUS STOPS

A. Standards

1. Shelters for shuttle stops will provide seating, trash receptacles, and protection from the elements. If shuttles are operating during the evening, lighting at adequate levels should be provided.
2. Locate shuttle stops to most conveniently service the district. Locations near parking areas/structures and major buildings, as well as, points of special interest are recommended.
3. Provide shuttle stops within walking distance to the commercial and retail areas of Kincora.



Shuttle stops create shade for waiting passengers.



Shuttle stops should match the character of Kincora while providing for the comfort of its users.

VI. OUTDOOR LIGHTING

A. Narrative

Lighting extends the use of the district beyond the daylight hours and into the evening, providing for the continued use of the streets and public spaces throughout the diurnal cycle. Lighting provides a sense of security and safety for the pedestrian, giving a sense of continuous habitation and oversight. This makes it a prerequisite to consistent pedestrian activity throughout the evening hours. A well-lit environment establishes the basis for the vitality of evening activities promoting public attendance, whether they are theatrical performances, concerts, dining, or late-night shopping. Lighting reactivates urban spaces for evening use, and allows the district to be a nighttime destination point. The adequacy of outdoor lighting is vital to securing the ongoing vibrancy of a mixed-use district. Street lighting practices which minimize the use of energy and reduce glare are encouraged.

B. Standards

1. Provide lighting for the pedestrian along the street at the sidewalk, within plazas, and along pedestrian ways and access routes within parks, as well as within landscaped gardens and natural areas. Provide signalized traffic lighting in conjunction with the development of vehicular routes and traffic patterns. Develop the design and selection of building-mounted decorative fixtures in coordination with both the street lighting and the individual buildings. Provide lighting that both enhances the character of the district and subtly reinforces the district aspects of its neighborhoods.
2. Maintain outdoor lighting at a pedestrian scale that supplies adequate illumination for both pedestrian use of the sidewalk and street, and vehicular use of the street.



Use street lighting as an additional expression of the area's unique environment.

3. Lighting at the sidewalk along local streets in Kincora should maintain a pedestrian scale. A total height (pole and light fixture) of 14'-0" is preferred. Pole and fixture design should be complementary. A consistent street fixture should be provided throughout the district.
4. Building mounted fixtures will vary from building to building, but should be complementary to the overall character of the district, as well as, its individual buildings.
5. The lighting of selected building façades should contribute and reinforce the overall sense of building organization, massing, and façade treatment through Kincora. The light sources which illuminate building façades should be located, aimed, and shielded such that light is directed only onto the building façade and not onto adjoining properties. Light fixtures should not be directed toward adjacent streets or roads. The use of shields and baffles are recommended to help mitigate light spread.
6. In plazas, pocket parks, and along pedestrian pathways, consider the use of low-level outdoor lighting integrated into plaza walls, stair side walls and/or risers, and even seat walls. The lighting levels provided should illuminate changes in elevation such as steps, ramps, and steep embankments.
7. Bollards may also be internally lit, reinforcing the visual separation of vehicular and pedestrian routes.



Provide street pole and fixture designs that complement each other.

VII. OUTDOOR FURNITURE

A. Narrative

Street furniture establishes the actual “making” of a place, contributing the physical elements of human habitation along the street. The provision of street furniture “accessorizes” the public space, refining the identity of a place. Street furniture typically includes seating, lighting, bollards, trash receptacles, bicycle racks, mail boxes, newspaper boxes, public telephone stations, and poles for signs, flags, and banners. (as permitted by the Zoning Ordinance)

Street furniture promotes pedestrian street life with amenities and conveniences which encourage the ongoing and regular use of sidewalks and pedestrian ways. It humanizes the scale of the street, placing everyday pedestrian elements within the context of the urban environment.

B. Standards

1. Street furniture will not restrict the width of the clear movement zone of the sidewalk.
2. Coherent compositions of street furniture that utilize unifying elements should be used throughout Kincora. An understandable order or pattern for the location of these elements should be provided, foreshadowing the location of these elements to the pedestrian. Furniture style, material, and colors should complement each other to produce cohesive arrangements and designs.
3. Environmental factors such as sunlight, shadow, glare reflection, wind, and rain



Public seating should provide intermediate armrests.

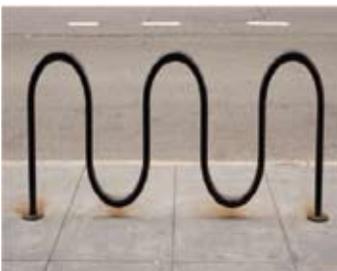


Ordering street furniture makes a more favorable presentation of the street and respects pedestrian sensibility.



should be considered in the placement of seating areas.

4. Seating areas should be considered at plazas, parks, landscaped and natural areas, viewing points, and points of special interest, as well as at transit stops, entrances to major buildings, and at entry points to parking structures, eating facilities, and vendor kiosks. Seating areas should be coordinated with the locations of bicycle racks. Seating areas ~~should~~ shall not obstruct building entrances nor restrict clear movement zones. Care should be taken to ensure that seating areas are sufficiently illuminated.
5. Individual benches should have intermediate armrests for individual seating on the bench.
6. Bicycle racks should be provided at grade level in parking structures, at plazas, and at or near the entrances to major buildings for workers and visitors alike. Bicycle racks can be readily accommodated in the recess spaces of buildings adjacent to the entrances. In addition, bicycle racks should be provided along trails and at major destination points. Bicycle racks ~~should~~ shall not obstruct building entrances nor restrict clear movement zones.
7. Bicycle racks should be of hardened steel that can withstand hacksaws and hammers. They should be securely anchored in concrete foundations or mechanically attached with bolts that cannot be readily removed. Care should be taken to ensure that bicycle racks are sufficiently illuminated.
8. Public trash receptacles should be distributed throughout Kincora. Visible and conveniently located for pedestrians. Receptacles should be placed at corners, in plazas, and possibly at mid-block locations along lengthy streets. Public trash receptacles should be located in proximity to restaurants, outdoor dining facilities, vendor kiosks, public gathering areas, and areas designated to hold scheduled public events.
9. Public trash receptacles should consist of an outer decorative shell and a replaceable, impact-resistant liner. The receptacle should coordinate with other street furniture — particularly street lights — in terms of material, color, and finish.



Bike racks should be provided at or near entrances for workers and visitors alike.



Trash receptacles should be stationary and should be provided with replaceable liners.

10. Bollards will be metal or textured concrete, stone, or a combination of these materials. While bollards are typically permanent, they may be removable where they are intended for intermittent use, such as in multifunctional spaces.
11. Sign poles, such as stop and advisory signs, should be of a uniform size and form and should be capped. The edge of the walk should conceal the anchorage.
12. Material and finish. All exposed metals should be coated or otherwise treated to withstand oxidation/corrosion, abrasion, and damage from airborne salts. Maintenance will be required at regular intervals to keep the furniture items looking well kept. All street furniture should be set plumb and level.



Metal bollards should be treated to resist the deteriorating effects of the elements.



An example of stylized metal bollards used to protect a principal entrance along a boulevard.

VIII. OUTDOOR DINING AND SIDEWALK CAFÉS

A. Narrative

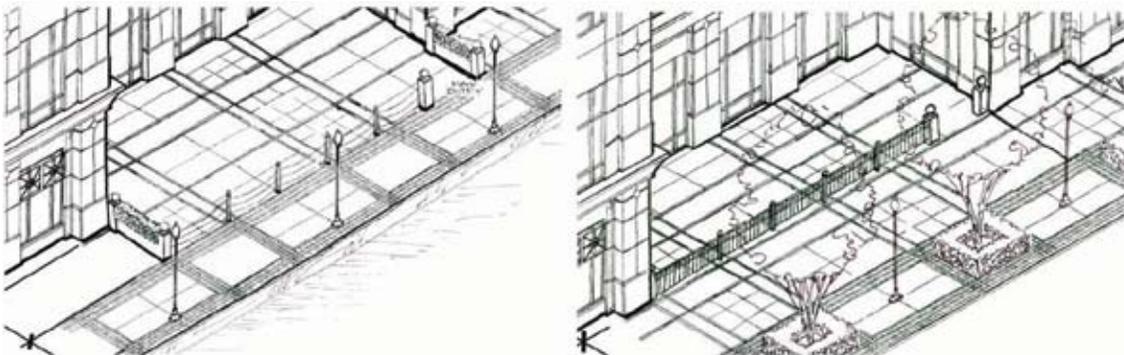
Outdoor dining/cafés are seasonal social gathering areas when weather permits. They provide safe, comfortable places where people can stop to rest, view, socialize, and relax while they dine. The development of outdoor dining areas and sidewalk cafés is encouraged when possible and where space permits. Successful outdoor dining areas activate and energize the street, attracting more people to participate in the life of the street, to see and be seen. A staple of the street life of contemporary culture, outdoor dining areas and sidewalk cafés assist in maintaining an active street scene. Their ability to regularly attract people throughout the day and evening assists in the promotion of adjoining shops and businesses.

B. Standards

1. Locate outdoor dining areas and cafés to take advantage of views, such as parks and plazas, as well as along streets with larger streetscape widths. In addition, outdoor dining areas and cafés should be considered for interior court spaces.
2. Typically, outdoor dining areas and sidewalk cafés front along the restaurant of an adjacent building and should not extend beyond the length of the lease space.



Provide canopies or umbrellas for additional sun protection at outdoor cafés.

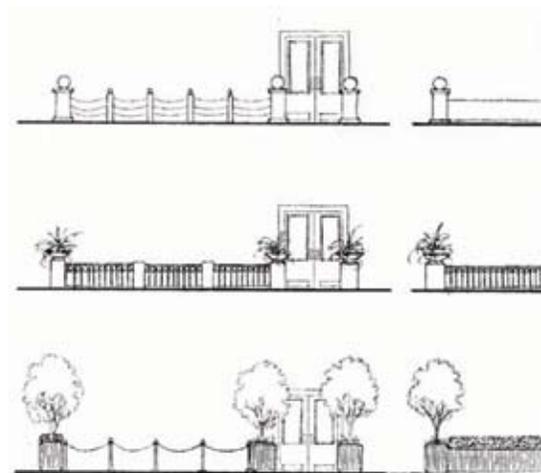


The clear movement zone of the sidewalk should be maintained at 8'-0" where outdoor cafés extend into it.

3. The design of outdoor dining areas and sidewalk cafés will be compatible to the architecture of the “parent” or “host” building. They should also be designed to complement the character of the street context.
4. No element affiliated with an outdoor dining area/sidewalk café, whether perimeter railings, fencing, planting, menu board, or other item, may obstruct the width of the required clear movement zone.
5. Canopies, awnings, or table umbrellas are encouraged and may be used to provide shading and screening for the diners.
6. Exterior flooring other than sidewalk materials may be used at outdoor dining areas set back from the established right-of-way. Paint, grass, artificial turf, carpet, platforms, and any interior finish materials or treatments are not allowed.
7. The design of perimeter railings or fencing should complement the concept and materials of the restaurant’s exterior and the context of the adjoining public realm. Railings and posts may be of metal, wood, and/or stone. Landscaping elements should also be complementary with the adjacent structures.
8. Fencing may be designed and constructed for permanent or temporary/seasonal installation. If the fencing is to be left in place during the off-season, it must be maintained in a well-kept fashion. Temporary posts and railings are not permitted to be stored within public view.
9. Except for wall sconces or bracketed light fixtures, all other furnishings, amenities, accessories, and service items should be removed from the outdoor café area off-season. When stored, any outdoor café items or furnishings will need to be concealed from public view.



Design railings to have a smooth transition around the corners and ends.



These are examples of acceptable fencing and railing.

VIII. UTILITY SERVICE

A. Narrative

Utility services should be located under the sidewalk adjoining the curb where practical. This will provide a sidewalk clear of unsightly elements impinging upon the flow of pedestrian traffic while maintaining a means of access to them.

This will also minimize the disruption to both pedestrian and vehicular flow during service and maintenance operations.

All buried wiring shall be conduit below any paved surface.

B. Standards

1. All utility connections, including electrical and telephone connections and installations of wires to buildings, should be made underground from the nearest available power source.
2. Generators, transformers, chillers, and any other mechanical or electrical equipment will be screened from public view at grade level.
3. Electric, gas, or other meters should be placed at grade and hidden from public view. Utilities placed above ground should be concealed with landscaping, with fencing, or set within the architectural form.
4. Telecommunication facilities (e.g. cell phone towers, satellite dishes, Doppler radar, etc.) are subject to county approval and mutually acceptable design standards.
5. Telecommunication devices, splice box pedestals, cable and/or satellite television antennae, etc., should be placed to allow for visual screening.
6. Security cameras and other equipment should be carefully organized and coordinated with the adjacent architecture.
7. Coordinate all landscaping with public utilities.



Utilities should not be exposed at the sidewalk because they run the risk of damage.



The utilities should be concealed within the architectural design.



ARCHITECTURAL DESIGN STANDARDS

I. BUILDING SITE PLACEMENT

A. Statements of Intent

1. Locate and orient the buildings so that a balanced environment is created for the comfort, visibility, and accessibility of both pedestrian and the automobile.
2. Ensure build-to lines and allowable building setbacks provide adequate circulation routes with sidewalk space at the street for expected pedestrian densities and intended amenities.
3. Promote greater pedestrian traffic at the street level by providing a street of adjacent buildings.
4. Promote mixed-usage of both the buildings and the street blocks.
5. Promote sufficient levels of massing and density to achieve an intensified level of pedestrian activity.
6. Provide the means for increased densities at the block while promoting light, air, and movement at the street.
7. Use building street façades to define a more pedestrian/intimate experience at street level.



B. Narrative

Building site placement is a critical element in determining how people will use the public space to get from one place to another. Its development synchronizes the layout of streets and blocks, in this case a framework of pedestrian-oriented blocks. Building site placement is essential in framing the space of a street and providing a sense of enclosure. Yet the siting of buildings also determines how accessible private spaces are from the public realm, encouraging frequent exchange between inside and outside, and enhancing pedestrian activity.

Building site placement is also one of the initiating factors of the character of a place. A consistent placement of adjoining buildings at the edge of the right-of-way gives the public realm a pedestrian sensibility. Street-walls (the vertical plane resulting from a contiguous line of buildings) are created, providing a more intimate urban form. Places are more easily accessible to pedestrians, and crossing the street feels safe because vehicles move slower in an environment that brings pedestrians and vehicles closer together. The details of everyday objects take on greater significance in this environment, as they are more readily observed. In other words, pedestrian oriented environments establish public space as the backdrop of daily human activity and experience.

Kincora unites commercial, retail, cultural, entertainment, and residential uses within a single district. Street-walls and building frontages should be designed to invite pedestrian use of the plazas and sidewalks. Framed streets and plazas will convey a sense of protection, safety, and security while providing spaces for public enjoyment.

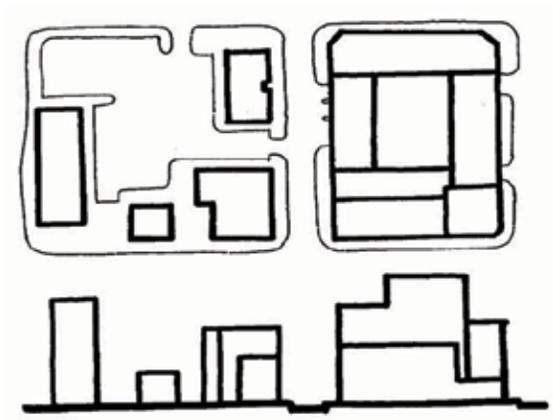


Space is framed: architectural elements and storefronts are set up to be viewed and experienced.

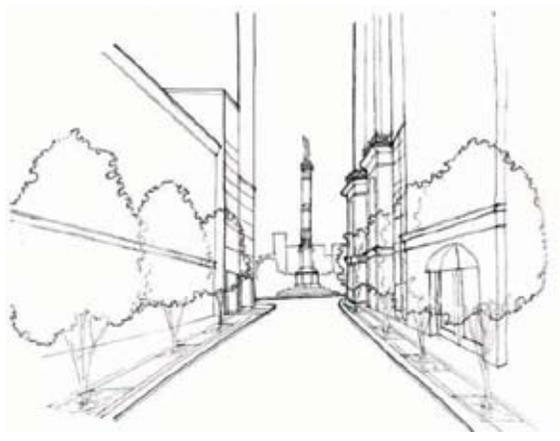


C. Standards

1. Building frontages shall align along the street where appropriate dual access from both the street and parking is encouraged.
2. Consider the placement and form of buildings at corners and how both factors may promote pedestrian activity.
3. Locate the district's major building structures at walkable distances from each other and distributed throughout the district. Orient their major entrances to local streets or a common gathering place.
4. Locate smaller shops, businesses and retail services in the field of the block between major office buildings and parking structures and between other significant destinations within the district.
5. Parking areas/structures should not be clustered but dispersed at walkable distances along the length of Kincora. Such placement will reduce the traffic volume within the mixed-use district by providing easy vehicular access and exit to major traffic corridors. Diffused placement will also encourage drivers and their passengers to take a short walk past stores and restaurants on the way to their intended destinations.
6. Throughout the mixed-use district, develop strings of buildings in accordance with typical zero lot line condition requirements. Buildings shall be setback from roads in accordance with the proffers.
7. For long blocks, or buildings with open interior courts, coordinate the location of openings with regard to climatic conditions, sunlight, prevailing winds, etc.



Dispersed buildings let space “leak out” — spatial definition is weakened. Buildings located close to the street and close to each other, enclose the street — space is well defined.



Buildings framing the street and creating a “view corridor,” focusing on a sculptured terminus.



Monumental sculpture on a circular base provides a focal point for the surrounding context.

II. ARCHITECTURAL MASSING

A. Statements of Intent

1. Present unified form of Kincora at both grand and human scales.
2. Highlight the significance of Kincora as seen from a distance while maintaining its human scale and approachability at the street.
3. Provide for greater densities while safeguarding the provision of light, air, and views at the street level.
4. Distinguish major buildings and parking structures within the district as destination points within the pedestrian-oriented walking environment.



Coordinated massing within the block can provide a monumental scale while also stepping down to a pedestrian scale.

B. Narrative

A coherent form results from the orchestrated placement of building masses throughout an area. Building massing simultaneously presents an overall image of a district when viewed from a distance, and involves an orderly arrangement of buildings within the district, one that allows for sun, air, and light to filter to the street level. Building masses derive not only from the programmed use of the spaces within, but also from the physical constraints of the site (zoned height limitations and required setbacks). Implicit massing relationships suggested by the adjoining context may also influence the massing of buildings.

The overall visual impression of building masses is further refined and brought into human scale through articulations of the building facade. The articulation of the facade transforms buildings from abstract volumes into backdrops for human activity. The greatest level of detail is both required and provided at the building's ground level. For it is here, at the street level, where the conduct of daily life is experienced.



C. Standards

1. Develop a coherent system of coordinated building masses. Integrate differing volumes by using similar and/or complementary materials and a coordinated system of horizontal datum lines.
2. Located buildings of smaller mass within the field of the block between major buildings and parking structures.
3. Relate building massing both to frame and reinforce view corridors and to establish gateways. Design forms for each block that create a coherent mass which presents the area as unified when viewed from a distance.
4. Maintain an adequate provision of light, air, and views at the street level. Consider the relationship of building heights at the block to the impact of solar access at the street. Consider daylight factors and access to light for businesses and stores located at or near the ground level.
5. Organize buildings to control the impact of shadows both on the other buildings and on the street, as well as to mitigate against the impact of wind currents and downdrafts.

6. Buildings may be defined in terms of their height:
 - a. A low-rise building is any building less than 35'-0" in height, measured above the grade plane.
 - b. A mid-rise building is any building 35'-0" and higher up to 75'-0". Parking structures may be mid-rise buildings, and it is recommended that they contain retail uses at the ground floor level to encourage and maintain pedestrian activity.
 - c. A high-rise building is any building greater than 75'-0" in height, measured above the grade plane. No part of the building, or any approved vertical attachment, should exceed the height limits established for air navigation safety, as long as such heights are in accordance with that permitted by the proffers. Parking structures may be incorporated into high-rise building structures both as a means of conjoining parking and vertical development and as a means of visually screening parking structures and incorporating them into the streetscape. As much as possible, retail uses should be maintained at grade level.

7. Buildings in Land Bays B, F, J and Q, with ~~frontage along, and within 100' of~~ no intervening buildings between such buildings and Pacific Blvd and Rt. 28 shall be constructed to a minimum of four stories or 50 feet in height.



The corner can offer one of the best opportunities for an establishment to gain the attention of passersby. How the building meets the corner is critical.



Coordinated massing within the block can provide a monumental scale while also stepping down to a pedestrian scale.

III. FACADE TREATMENT

A. Narrative

Building façades frame a street. In so doing, they put shops and architectural elements directly adjacent to the pedestrian's path, and well within the street level cone of vision. As such, additional features and greater detailing of the façade should be provided at the street level for the interest and comfort of the pedestrian. In addition, buildings should provide a visual, and perhaps structural, framework for the orderly presentation of street level businesses and shops. This sense of rhythm will both modulate and syncopate pedestrian travel along the street, providing discrete visual fields of focus.

In general, if a street's built environment is to remain of interest to the pedestrian, architectural forms and features need to be bold enough and clear enough to make the whole building easily comprehensible. Within the close view the pedestrian has from the street, however, the provision of detail and the layering of its presentation is essential to invite repeated daily

viewings from passersby.

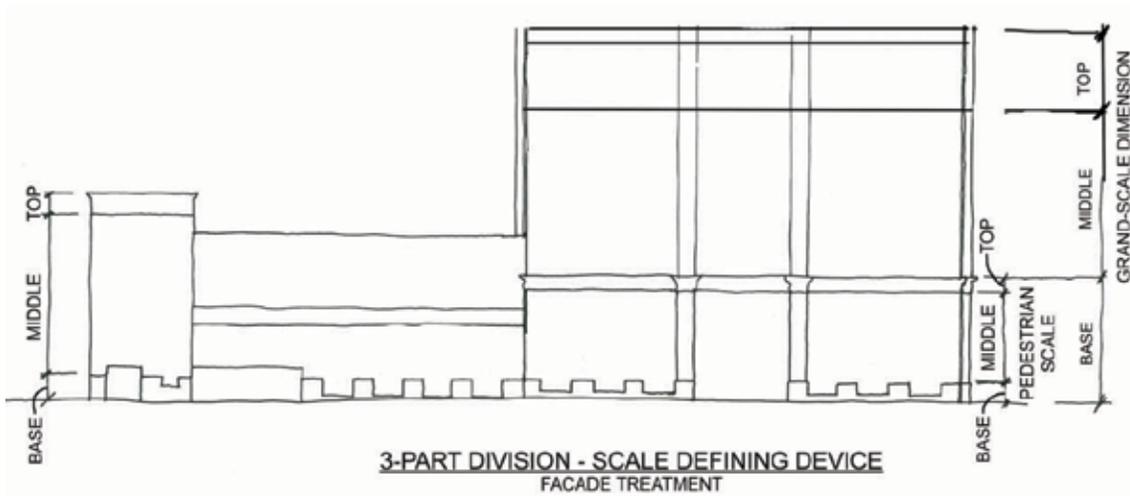
These standards are not meant to eliminate contemporary building designs, like those with glazed façades that extend unbroken from the street to the sky above. What they do encourage, however, is the considered placement of such dramatic designs or other less articulated and detailed structures. Their placements should serve as accents to the urban field rather



than become the field itself.

B. Standards

1. The ease with which a consistent human scale can be seen or sensed along the urban sidewalk will determine the comfort level and sense of security for the pedestrian at the street.
2. Provide designs that express a base, middle, and top. This provides a visual order to the building, particularly for high-rises. These simple divisions allow the pedestrian to understand the building scale in relation to himself/herself — a component of human comfort.
3. The expressed height of the base should be proportional to the overall height of the building. The vertical extent of the base lets the pedestrian understand the relative heights of the buildings along the street.
4. Horizontal projections (base, belt courses, frieze panels, cornices) and other linear elements should continue visually from one adjoining building to another. This will provide the greatest sense of enclosure and comfort to the pedestrian.
5. Linear bands need not align precisely; variation can occur — coursings can step up or down, projecting elements can be reversed, and even new lines can be added. Variations will occur, within the field of a single building or along the pan of a street block, though a sense of continuity should be maintained.
6. Provide façade treatments with the greatest amount of detail and refinement at the street. A variety of the following features should be incorporated into each building façade design:
 - Recesses or projections
 - Overhangs
 - Peaked or articulated roof forms
 - Raised corniced parapets
 - Fine architectural detailing at the building's grade level
 - Arcades
 - Arches
 - Canopies or porticos
 - Parapets over entryways
 - Display windows
 - Integrated landscaping, including the use of planters, and/or seating at



The urban building façade should be visibly divided into three parts — a top, middle, and base. This ordering device allows the pedestrian to determine a sense of scale within his/her context. Studies have found that people feel more comfortable and less alienated in spaces from which they can measure its size and their place within it.

recessed areas

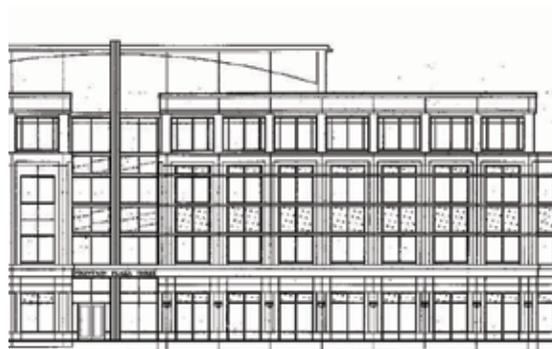
7. Facade design should vary along the street block, as opposed to presenting a single face for the block along all or great extents of the street. Long, flat facades should be discouraged.
8. Building corners should address their street corners with principal entrances, chamfered or curved building corners, or other means that distinguish the building at the corner from the field of the building façade. Towers, turrets, bay windows, or other devices are encouraged as a means of articulating street corners. However, it is not the intention of the standards that every corner have a strong “attention-getting” device.



A three-part ordering of the building face is achieved at grade with the careful application of building finishes. Note: the greater sense of weight the darker finishes provide at the base.



A rhythm of vertical elements provides the viewer with a sense of scale.



9. Building should have their principal pedestrian entrances along local streets rather than along collectors or arterials.
10. Design the exteriors of parking structures to visually integrate with their surroundings. Design parking structure façades so that the sloping floors of the interior ramp are hidden from view.
11. Dominant commercial exterior building materials (exposed to view on public rights-of-way) should be brick, natural stone, architectural metal (e.g. metals fabricated in a neat, clean, professional, and workmanlike manner). Fasteners should be concealed, unless they are expressive of an overall design concept. Additional dominant exterior materials may include architectural concrete (e.g. architectural pre-cast concrete, cast stone, or pre-cast concrete finished with an elastomeric coating system), glass, and cementitious siding (for some residential buildings). Secondary or accent exterior building materials should be anodized aluminum, stainless steel, copper, bronze, brass, or painted steel. Mortar and caulking colors should be compatible with the predominant material. Provide durable materials at the ground floor to ensure and maintain a high-quality built environment.
12. The maximum amount of glazing should be provided at the first and second levels to provide a sense of continuous human presence and of ongoing habitation and activity.
13. Integrate roof lines and articulate prominent roof tops. The tops of flat-roofed buildings should be visually articulated, with projections providing visual interest and shadow lines.
14. Rooftop equipment will be screened or concealed from public view. Rooftop amenities, such as garden terraces, restaurants, or recreational courts and pools that also conceal mechanical and other equipment are encouraged. Rooftop equipment should be neatly organized, taking into account views onto the roof from the other adjacent structures. The roof should be considered as the “fifth façade.”



An architectural detailing feature at grade.



Distinguish the corner from the building face. Note: also the distinctive transition line above the second floor.

15. All buildings shall be constructed in compliance with the current applicable codes regarding acoustical requirements.
16. All buildings shall be constructed with consistent architectural treatment, materials, and colors on all 4 sides.
17. Buildings with frontage along Pacific Blvd. and Rt. 28 shall be designed so that their principal facade is oriented towards Pacific Blvd. or Rt. 28.
18. Retail uses shall not be oriented with its principal entrance towards Pacific Blvd, Rt. 28 or Gloucester Parkway.

IV. STOREFRONTS AND GRADE LEVEL SPACES

A. Statements of Intent

1. Provide the pedestrian with an inviting urban environment that encourages daily movement, evening activities, social gatherings at the street, and the viewing of shops and businesses.
2. Emphasize the importance of the pedestrian way by providing direct access and multiple primary entryways from the sidewalk to street level and at above-grade businesses.
3. Provide the pedestrian with a sense of safety and security along the full length of the street with transparent glass storefronts, particularly at the first two or three stories.

B. Narrative

Grade level businesses have a reciprocal relationship with pedestrians — each needs the other. Transparent storefronts and direct access at grade makes them both aware of each other's existence and also signals that there is a constant opportunity for meeting and exchange between the two. With transparency, communication is easy; without, products cannot be seen and spontaneous interest cannot develop. Ideally, glazing at the street forms a continuous rhythm of openings and entrances that maintain the interest of the pedestrian. When that transparent line becomes opaque, however, it should be of limited extent and designed to



maintain a sense of rhythm.

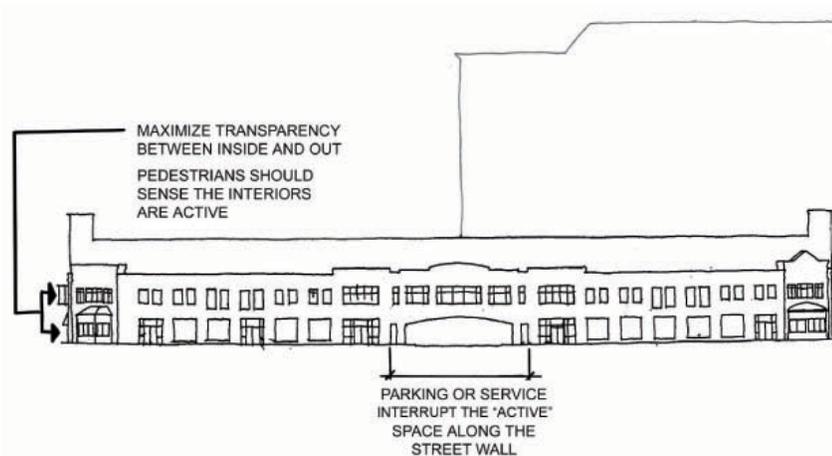
When storefronts and grade level spaces provide opportunities for pedestrians to view interesting merchandise or to view daily commercial and business activity, the public will explore the street.

C. Standards

1. Customer entrances should be clearly defined and highly visible. Provide primary entry from the street into businesses at grade, and provide additional secondary entries into the building from the street where appropriate.
2. Portions of the storefront at the building line may be set back to further articulate grade level spaces and to provide opportunities for additional pedestrian amenities. Seats, landscaping, and other pedestrian conveniences must remain out of the clear movement zone of the sidewalk. Building setbacks offer possible locations for these amenities as well as for bicycle racks.
3. Provide a pattern of transparent glazing at both grade and second floor levels to increase visual communication between inside and outside and to increase the pedestrian's sense of safety. Consider integrating transparency into building entryways located near storefronts.
4. To the greatest extent possible, maintain glazing at the street level in an interesting visual pattern. Where it is broken, the interruption should contribute visually to the overall pattern.
5. Grade level businesses should provide loading and trash collection access ways



Building transparency is a "no pressure" way to welcome pedestrians into their business establishment.



Provide a maximum line of transparency at the street level. Keep opaque building walls to a minimum.

placed between storefronts. However, trash collection, service, and loading areas should be, to the greatest extent possible, screened from public view. (See Section VII, Loading and Trash Collection Areas)

6. Grade level businesses and storefronts should will provide features and pedestrian-oriented amenities at the street, such as display windows, awnings, etc.
7. The provisions of exterior lighting along the full length of the street at storefronts and grade level businesses is encouraged. Where lighting is provided, fixtures should be attached to the façade with the bottom of the fixture at no less than 8'-0" above the finished grade.

V. RESIDENTIAL BUILDINGS AND FRONTAGES

A. Statements of Intent

1. Residential uses are encouraged throughout in Kincora Land Bays A, C, D, E, and F. Building forms and façades that are both urban and residential are encouraged. Likewise, mixed-use residential buildings, with retail space below residential units, are encouraged.
2. Building frontages and entrances are to be oriented towards the sidewalk and the street.
3. The use of intermediate spaces between the public and private realms, such as porches and balconies, is recommended.
4. Encourage design that provides the resident with a sense of privacy and the pedestrian with a sense of security resulting from visual oversight of the street by residents.

B. Narrative

Mix-use developments require residents to bring them to life and then to keep them active on a 24-hour basis. The continuous use of the streets, shops, restaurants, walks, and bike trails by residents — and those who visit — creates a comfort and interest that attracts newcomers and assures return visitors. Nothing draws people to a place like an active community. Continuous use



Minimize linear frontage of streetfront loading areas.

communicates that a place has already established itself as a safe environment, as well as one that invites repeated exploration and promises new features to discover.

The residential portions of Kincora should be designed to feel like a neighborhood that is safe and secure, yet has access to all the amenities and features an urban environment makes possible. Porches and balconies serve as “transition” elements between the private residences and the public street. Off-street parking, either in parking structures or hidden from view behind surrounding buildings, reinforce the pedestrian-oriented character of the street.

In addition, small landscaped plazas may be associated with principal entrances and corners where people can relax and observe in comfort and shade. All of these features reaffirm that residents belong in an urban environment, and that their homes can be inviting, safe, and comfortable, with an urban sensibility.

C. Standards

1. The design and scale of the architectural façade and the provision of its details and features, particularly at grade and second levels, should be residential. Provide a select combination of features, including porches, balconies, recessed entries, bay windows, trim and window detailing, brick patterning



With parking placed behind the buildings, the building front can again adjoin the sidewalk.



and belt courses, articulated corners, and cornice detailing.

2. Provide an ordered, human-scaled system of architectural elements on the building's face. Windows and doors should tend to align, and a sense of rhythm and pattern should be present.
3. Principal residential building entrances should be highlighted and made distinct from any adjoining store and business fronts.
4. Consider articulating or emphasizing building corners with quoins, medallions, patterned brick, or stonework.
5. Parking for residents may be made available in the parking courts enclosed by residential perimeter block apartment buildings, in the parking structures throughout Kincora, or as is available on the street. Parking in front of residential buildings with the exception of visitor, short term, accessible and on street parking is prohibited.

VI. CANOPIES AND AWNINGS

(Note: see Outdoor Dining Standards for additional information)

A. Statements of Intent

1. Protect the pedestrian from rain, wind, glare, direct sunlight, and reflections. Utilize systems that are multi-functional and multi-seasonal.
2. Incorporate architectural design elements in the street that serve as visual cues



to the pedestrian about nearby shops and business services.

3. Ensure that awnings and canopies complement their architectural context and are appropriate for both the individual building and the entire street, while still providing establishments with the opportunity for individual expression.

B. Narrative

The architecture along the street frames the public domain, while its detailing acknowledges those who walk along its length. The optimal street environment allows continuous communication to occur between the inside and outside, and its detailing encourages such exchanges. Awnings and canopies are accents or exclamation points to architectural statements, and mark thresholds between inside and outside and the transition from public to private. They, therefore, should communicate on two levels: as a definer of the public realm, and as an expression of the establishment's individuality. They dramatize the context of the urban space, as well as, entice passerby into the shops and businesses they enhance. There should be opportunities for canopies and/or awnings to extend from the building façades to the curb line.

C. Standards

1. Weather protection features, such as awnings, canopies, porticos, and entry elements should be provided at building entrances. Canopies typically refer to elements extending perpendicular from a main building entry toward the street. Awnings typically refer to elements which extend over and shade storefront windows of commercial businesses. Awnings may also be used as decorative architectural features, such as in the mid-height floor windows of a hotel.
2. Canopies should frame entrances. Posts which support a canopy should not interfere



Awning incorporated as a decorative element reinforcing the sense of entry.



A building canopy can serve as a visual amenity as well as shelter for building occupants and pedestrians.



Awnings provide protection from the elements and draw the attention of passersby to the establishment.

with the clear movement zone of the sidewalk. Consider the design of other methods of structural support, such as cables or rods attached to the building and extend out to hold the canopy from above.

3. A series of awnings provided along an establishment's façade should maintain a consistent design.
4. Awnings may be located at grade and second level windows. The width of an awning would typically match the width of the building's opening for the window. Other locations for awnings may be considered, but are subject to review and approval.
5. Canopies and awnings should be of fire-resistant material, or of metal and/or glass treated to withstand oxidation, corrosion, and deterioration from airborne salts. Awning fabrics will vary, and the basis for selection should include color retention and durability.
6. Awnings can be of various forms and sizes, but should not extend more than 4'-0" from the face of the building and should not be lower than 8'-0" above finished grade.

VII. FENCING AND RAILINGS (AND TEMPORARY BARRICADES)

A. Narrative

Fencing in urban contexts should work with the spatial definition of the street as well as complement the adjacent architecture. It can also be used to conceal service and loading areas as well as reduce the negative impact of noise and wind on an important open space. Fencing can also convey a sense of protection and privacy.

A railing should express the character of the architectural façade to which it is attached.



A strong railing design works well with the simple lines of the architectural façade.

Railings may be located at parapets, at balconies, or act as accents over fenestration. Metal railings should be appropriately protected from deterioration, with colors and finishes that complement the architectural façade. Railing design brings scale and detailing to the building's façade and establishes a finer visual amenity at the street level.

In Kincora, fencing may be of metal, masonry, a combination of both, or any other approved materials. Metal fencing design is developed through a selection of picket styles and their repetition between posts, as well as through the detailing of the posts and various connection points. Its overall height, the thickness of the pickets, and their regular spacing will convey its particular sense of enclosure.

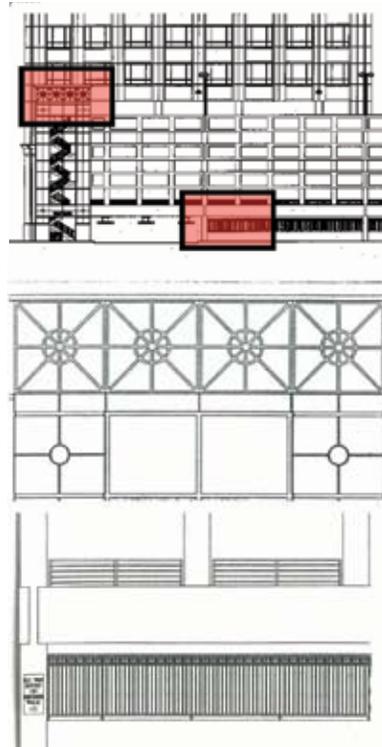
The design of a masonry "fence," or screen wall, is articulated through the choice of its brick patterning and the coordination of its colors and textures. The location and emphasis of shadow lines can also be used as a design element when the placement of brick projections is considered.

Temporary barricades, on the other hand, are used at street entrances to allow only short-term alterations of its function as a vehicular passageway. They play no permanent role in the routine life of the street, but they are critical in allowing the community to periodically claim their public realm for certain special events or festive occasions.

B. Standards

1. Railing design is typically the manipulation of durable materials into new or traditional forms that are then applied as features of the architectural façade. When placed in succession along a length of a façade, they create a pattern. In Kincora, those forms and patterns may be innovative or traditional, as well as referential to the area's historical importance.
2. Railing design should be appropriate to the adjoining architecture. Thickness should be determined by the level of refinement desired in the design and the distance or height from which it will be viewed. For any continuous fencing,

Decorative and functional railings at a parking structure. One acts as a cornice, the other secures grade level interior space.



colors should be coordinated and complementary to their architectural context.

3. Exposed metal should be treated to withstand oxidation, corrosion, and deterioration from airborne salts in coastal environments. Fencing will consist of metal, stone, masonry, or an approved combination thereof. Metals should be bronze, brass, stainless steel, steel painted of a color of of or colors which are compatible with finishes of adjacent buildings, or other approved materials.
4. Metal fencing and gates typically are made up of horizontal rails that attach to thicker metal posts. This basic framework provides an adequate structure that can then easily support a variety of picket designs and panels.
5. Fence posts may be one (1) to four (4) inches thick, of square or round tubing that is of a durable material. They are typically set in concrete footings. Fence rails may be ½" to 2" thick, of square or round tubing.
6. It should remain easy to reach all sides that require periodic paint or coating applications, mortar replacement, anchoring, inspection, and cleaning.
7. Drainage along the bases of metal fencing and screen walls should be provided so that unintended surface water does not collect behind these elements.

VIII. LOADING AND TRASH COLLECTION AREAS

A. Statements of Intent

1. The visual screening of loading and trash collection will assist to maintain the street space as an environment for pedestrian comfort and safety.
2. Building service functions should be concealed from view, preferably with either internal truck docks or screened service courts. At a minimum, landscape shielding ~~should~~ shall conceal service areas from roadways and residential uses, while maintaining materials delivery and trash collection points as functional and accessible spaces.
3. Minimize curb cuts and service access points along building frontages.
4. Minimize the linear frontage of service areas along the street and maximize the amount of storefront space.

B. Narrative

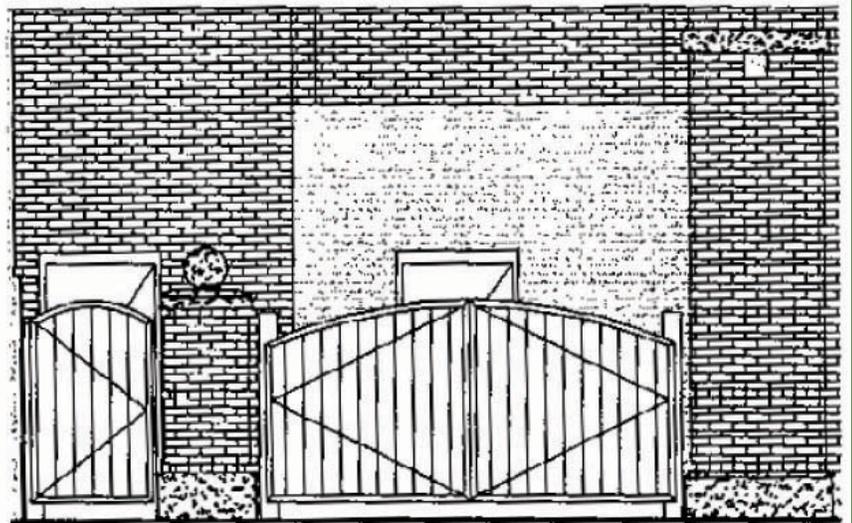
Locating loading and trash collection areas within and/or along the block should be designed to maintain a high quality public realm for pedestrians in Kincora. Distributing the minimum number of service access areas around the perimeter of the block should help to maintain the building line as continuous and unbroken at the street. The less separated one store, one office, one entrance or glazed window is from another, the more continuous the pedestrian experience will be.

Where possible, internal docks are preferred. A single service area located within the block should be accessible to the commercial, retail, and residential tenants. Otherwise, loading and trash collection areas adjacent to multiple buildings should be provided to allow the best use of shared service facilities. The streetscape remains hospitable and the most efficient use is made of the building's total square footage.

C. Standards

1. Building with Internal Docks

- a. Conceal loading and trash collection areas within the building or within the interior of the block.
- b. Disperse or consolidate service areas to minimize service area frontage along the street. Service area frontage along Roads 2, 6, 8, and 9 ~~should~~ shall be prohibited, unless appropriately shielded.
- c. Avoid or minimize service access into buildings from primary pedestrian streets within the district. Where exceptions must occur, provide screen walls or other devices to minimize the impact of the service court along the street.
- d. Link internal service areas to each other with corridors and to the floors above with service elevators.
- e. Provide recessed, automatic roll-up service door systems with unobtrusive materials or subdued, durable paint finishes on the exterior face. Metal surfaces should be coated or otherwise treated to withstand oxidation, corrosion, and other deterioration from



Fencing can be both functional and serve as a decorative architectural feature to the street.

airborne salts.

- f. The loading and trash collection spaces within the building should be arranged so that no maneuvering directly incidental to entering or leaving a loading space will be on any public street, alley, or walkway.
- g. Each loading and trash collection space should have maneuvering areas with adequate and direct access to the street and adequate vertical clearance.
- h. Loading and trash collection areas and entrances should be provided and maintained with a concrete surface.
- i. Loading and service areas should be provided with drains and wash-down facilities.

2. SERVICE COURTS AND AREAS

- a. In areas with intense loading and trash collection requirements exposed to road rights-of-way truck parking and loading, outdoor storage, trash compaction, and trash collection areas shall be screened by a combination of structures and evergreen landscaping to minimize visibility from adjacent streets and properties.
- b. Minimize the overall number of service areas by aggregating these functions into shared service courts, wherever possible.
- c. Screening structures shall be made of the same materials as the principal structures.

LANDSCAPE DESIGN STANDARDS

I. TREE AND PLANTING RECOMMENDATIONS

A. Introduction

Trees and plants serving as a buffer between the sidewalk and the street encourage regular pedestrian use of the sidewalk. The summer sun becomes less glaring with a leafy tree canopy, the vehicular traffic becomes less intrusive to the pedestrian with a buffer of green placed between them, and the environment becomes more appealing for a comfortable walk to a nearby destination.

A quick glance at the trees and plants lining a street reveals the variety of purposes they serve. Some act as buffers, keeping pedestrians at a safe distance from traffic. Others provide much desired shade on hot summer days. Still others frame points of interest along the streetscape, or call attention to a particular entrance to a building. Some may even provide a pleasant place to sit while enjoying a lunch from the neighborhood deli. In general, plants and trees enhance the street environment, reinforcing the public realm of the street as a place for the pedestrian, and as a place for social interaction.

A well-planned landscape encourages individuals to walk rather than drive when traveling distances of a quarter-mile or less. Pocket parks linked by continuous street landscaping make the street feel more comfortable. Extended throughout and between districts, street landscaping allows pedestrians to feel that the sidewalk is a realm of the pedestrian.

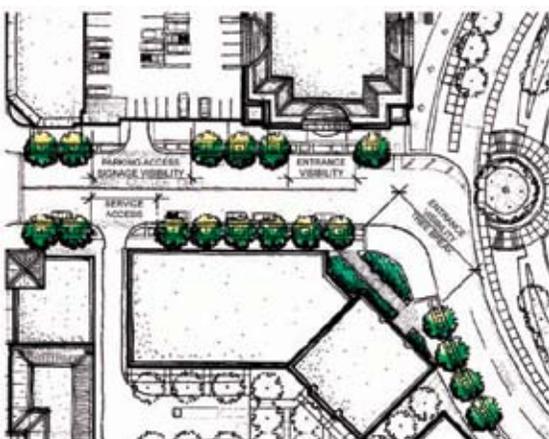
B. Standards

1. Street trees and plants selected should be appropriate for the street conditions they are placed within. Consider whether or not trees and plants will be in shade or sun most of the day, or at what times of the day they will be impacted by direct sun or shadow. Consider varying tree types or strategies on north and south sides of the same street. Consider varying tree species per street or block to avoid widespread tree blight in the future.

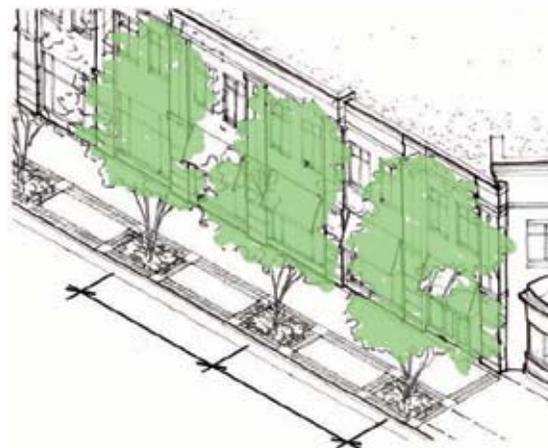


Street trees add to the pedestrian comfort level.

2. In the street furniture zone of the sidewalk, provide trees spaced at regular intervals and centered in tree wells. The spacing should not be less than 35'-0" on center where no on street parking is provided and not less than 44'-0" on center where on street parking is provided.
3. Coordinate alignment between trees on both sides of the street and maintain that alignment as much as possible. Street tree intervals may be interrupted by vehicular access ways, utility access locations, street furniture requirements, or the approved highlighting of special building signage or façade aspects.
4. Shrubs or other low plants may be used in place of street trees when tree canopies will block a view to a special building façade, architectural feature, sculpture, or signage. The alternative planting should be coordinated with the feature being highlighted.
5. Between street trees wells provide ground cover plants or shrubs that are capable of withstanding dry or drought conditions. Maintain ground cover year-round. Otherwise, the tree well becomes a depository for litter and degrades the appearance of the sidewalk and the adjacent businesses.
6. Soil conditions should be considered in the selection of tree well sizes.
7. Tree grates should be limited to sidewalks where conditions contribute to a narrow clear movement zone. ADA compliant grates for such conditions shall be utilized. Grates should be installed on ledges so that a minimum of six (6) inches of air space is maintained between the bottom of the grate and the top of the graded soil in the tree well.
8. Street trees will be 2 1/2" to 3" caliper and located in open tree pits with a mini-



The line of street trees may need to be broken where parking access, critical signage, major hotel and theatre entrances, and arcades need to be seen from the street.

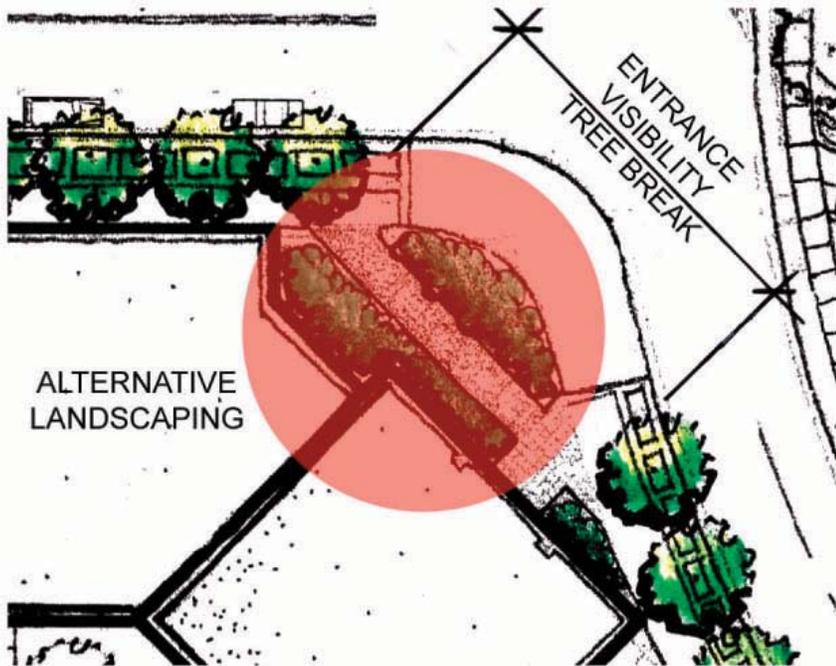


The preferred spacing of street trees is 35'-0" on center when not adjacent to on street parking and 44'-0" on center when adjacent to on street parking.

mum size of 4' x 6'. Trees with a caliper not greater than 3 1/2" to 4" should be placed in tree pits with a minimum size of 4' x 8'. The available rooting area for the street trees should be augmented by means of an amended soil panel that will run contiguously between tree pits under the sidewalk paving.

9. Ornamental trees should be planted no further than 12'-0" on center. They may be used to highlight special features of the landscape. They may also be used to provide color and variety to the landscape. Ornamental tree usage at street intersections can supplement regular street tree planting on the roadways with medians, greens, roundabouts, and squares.
10. All utility lines, particularly lateral sanitary sewer lines, should be designed so they will not interfere with tree well locations.

II. PARK LANDSCAPING



Provide alternate landscaping to street trees to maintain a "green line" along the sidewalk.



Consider "plant walls" as an alternative to street trees.

A. Narrative

Parks, plazas, and squares should provide Kincora with a variety of public gathering places. They should be linked by tree-lined pedestrian walkways and furnished with a range of seating types, water features, planting schemes, recreational opportunities, and attractive lighting. Parks, landscaped plazas, and squares should harmoniously blend the fabric of Kincora with nature and the public realm. They should be safe, comfortable, and interesting.

Landscape plazas should have numerous entrances and exits, be free of high hedges and walls, offer a variety of seating, and directional choices. They should provide opportunities for lavish flower and shrub beds, as well as provide for relaxation and neighborly conversations in a tree-shaded environment. Timely security checks and daily maintenance will assist in the creation of safe places for the community.

Open space should be provided to include such uses as community parks, picnic areas, a variety of passive recreation areas, pet parks, tot lots, and open lawns.



Use plazas as landscaping opportunities to carry a comfortable environment through areas where street tree lines have been broken.

III. PLANTERS

A. Introduction

Planters offer the opportunity for vegetation in spatially constricted areas. Planters bring an aesthetically pleasing element to the public realm and provide an environment encouraging and inviting to pedestrian travel. Planters offer an opportunity to present vegetation together with architectural detailing. They both add character to, and unify the character of, the public realm.

Planters are, in fact, a clear indication of the significance of pedestrian activity. They allow plants to act as sunscreens as well as wind buffers. They may serve to delineate special features within the streetscape such as entry points or small seating areas. They may also be used to provide privacy for outdoor diners, separating eating areas from travel paths.

Planters need to be selected for their association with a given context as well as their appropriateness for the plants they are intended to support. Plants and their containers need to be compatible, i.e., the container (and liner, if used) need to be of a construction, volume, form, and size to ensure the healthy life of the plant.

In summary, for planters to be successful, they must work on three levels: they must complement the architectural context in form, detailing, color, and materials; they must be appropriate to the plants they will contain; and they must be properly maintained for their continued enhancement of the public realm.



Landscaping plants, and planters should work with the architecture.

B. Standards

1. Planters, or the plants they contain, ~~should~~ shall not extend into the clear movement zone of the sidewalk. See the streetscape standards for clear movement zone widths.
2. Planter locations should coordinate with other functions at the sidewalk, pedestrian way, public plaza, and setback areas along building frontages. Planters outside the sidewalk's street furniture zone should be encouraged at the following locations in the public realm: storefronts, perimeter railings of outdoor cafés and dining areas, plazas, and building entrances.
3. Container or planter gardens may be utilized in outdoor cafés to define their outer boundaries, to soften the "feel" of the space, and to provide visual interest and enjoyment for the cafés' patrons as well as passersby.
4. Planter design, material, and construction should be appropriate for the plants they contain and sustain the plant for its expected life. Planters should provide for adequate drainage, and conversely, be able to retain adequate water amounts, depending on the requirements of the plant.
5. Planter design, materials, size, and form should complement their contexts and be of a scale appropriate to their environment. Planter shells or outer decorative covers should be stone, freeze-proof clay, decorative finished concrete, metal, select woods, or an appropriate combinations thereof. Planters shall comple-



Shade, beauty, presentation — landscaping should be both functional and aesthetic.

ment the building facade they adjoin in both color and finish materials.

6. Recommended select woods are teak, cedar, and ipe. They are to be stained, oiled, and/or clear-coated and are to be maintained with periodic refinishing. Painting of selected or approved wood for planters might also be considered.
7. Planters that are plastic or obviously plastic in nature are discouraged. Planters of composite materials may be appropriate.
8. The establishment owning and providing the plants and planters shall be responsible for the well maintained appearance and proper maintenance of the planters and the plants they contain. The owner should ensure plants and planters do not obstruct the clearance required in the clear movement zone of the sidewalk.



Planters enhance the presentation of an outdoor café and soften the line of the railing.



Planters should complement the building façade they adjoin in both color and finish materials.

SIGNAGE DESIGN STANDARDS

I. ENVIRONMENTAL SIGNAGE

A. Gateway Identification Sign

Gateways highlight the destinations. They mark the point at which a transition takes place. An ordering of gateways will direct the traveler to central or peripheral entrances and may, as well, indicate the proximity to a destination. These portals are a visitor's first and last reference to a site. As such, they should be both memorable and complementary to Kincora.

The gateways of Kincora mark its bounds. They indicate a place of unique character, and should maintain design elements common to the character of the urban center itself.

Four types of gateways are to be used along the roadways encompassing Kincora. They correspond to the scale of the street and distance from the site. The gateway types are:

- Collector Gateway Markers
- Community Entry Signage
- Pedestrian Way-Finding Signs
- Public Event/Festival Banners

These signage types should be designed such that less articulation and greater monumentality should be evident for the gateways along connector and arterial routes. Yet, for elements located at the principal entrances into the individual zones of Kincora itself, greater articulation and detail with more consideration for the pedestrian scale and the context of the street should be provided.

1. Collector Gateway Markers

Identifiable gateway elements will be provided at the main entries to Kincora. The signs are to be sized appropriately for legibility of vehicular traffic at posted speeds and distance from the roadway to ensure safe passage for pedestrians as well as vehicles at these transitions. These community signage entries will be lit to ensure visibility during nighttime hours.

2. Community Entry Signage

Masonry entry monuments may be provided at certain key access points to the individual districts of Kincora. These will be smaller scaled feature elements similar to the collector gateway signs.

3. Pedestrian Way-Finding Signage

In addition to signage elements oriented toward vehicular traffic, additional signage elements for pedestrian orientation and public celebration are also encouraged.

a. Pedestrian Way-Finding Signs

These are text-based signs used to guide pedestrians along travel routes to particular destinations. They should be located along designated street routes in the street furniture zone of the sidewalk. In green spaces, they should be located along pathways. They are encouraged to be provided at regular intervals and at significant changes in the direction of travel.

b. Area Directories

These are simplified maps, or graphic diagrams, with accompanying text used to orient the pedestrian. These elements are generally located within the street furniture zone of the sidewalk. They are encouraged to be in public plazas and at the entry points to parking areas/structures and, possibly, at transit stops and significant street intersections.

Area directories should be sized as appropriate for the scale and context of their proposed location. Lighting, whether overhead or internal, should be considered, and a “you are here” indicator should be incorporated to orient the viewer. They should be designed to the pedestrian scale and be ADA compliant.

4. Public Event/Festival Banners

Public event and festival banners are signs that provide information on upcoming public events or privately-sponsored festivals approved by the County. Such events may overlap onto portions of the right-of-way. Approved banners may be proposed for location on either public or private property as permitted by the County for display to the public. Banners are typically constructed of treated cloth, canvas, or fabric. Other light materials that are appropriate for exterior applications may also be used. Approved banners are to be installed and removed within set time periods established by the County.

Banners may be:

- On building facades
- Suspended from gateways as approved by the County, in private or public plazas on structural posts
- Temporary or permanent, erected specifically for the display of the public event/festival banner
- Within the space of the sidewalk, plaza, or other pedestrian areas, the bottom of the banner should be at least 8'-0" above the pedestrian way
- Within the space of the street, the bottom of the banner should meet the practical height requirements



Banners should draw attention to "place" as well as to its various events.

II. COMMERCIAL SIGNAGE

A. Statement of Intent

The intent of these standards is to ensure that the signage throughout Kincora is of an appropriate size and scale to its location on the individual buildings and serves to create a pleasant and harmonious environment. It is also the intent of these standards to provide order and to avoid visual clutter in the area by requiring consistency in the placement and arrangement of various types of signage.

Signage can either disrupt or reinforce a district's character. Erratic placements, uncoordinated colors, unsuitable shapes and sizes, and lighting that is too brilliant or intense for the context — all these and more can impair the cohesion underlying the urban context. However, coordinated signage can make an area understandable and easy to maneuver through. Clarity also strengthens a district's identity.

Signage has hierarchies vertically and horizontally on a building's face. Generally the higher a sign goes on a building's façade, the more monumental in scale it becomes. Signage must be exact in size, shape, lighting, color, and placement. The lower or closer to the street level, the more pedestrian in scale a sign becomes. Between these two points, signage may exist as the design of a building's façade permits. The following standards clarify what types of signage may exist where and what parameters each type must follow. The basic building classifications of high-rise (greater than 75'-0"), mid-rise (between 35'-0" to 75'-0"), and low-rise (less than 35'-0") serve as the basis for the signage criteria and allotments.

B. Definitions

A-Frame Sign: A sign which, typically, folds open to be self-supporting, and which is typically placed along a pathway to serve as a form of advertisement.

Awning Sign: A sign painted on, printed on, or attached flat against the surface of a shelter projecting from, and supported by, the exterior wall of a building constructed of nonrigid material on a supporting framework. (Illustration on page 72)

Blade Sign: A sign physically inscribed upon, or attached to, a panel which is suspended from, or supported on, brackets running perpendicular to the face of the building to which they are attached. (Illustration on page 73)

Box Sign: A three-dimensional container with four sides perpendicular to the base and with a face plate that displays the names, marks, emblems, logos, or other characters.

Building Frontage: The length or width of each side of a building which side either faces a right-of-way or provides public access into the building.

Building Identification Sign: A sign, the purpose of which is to identify, name, or provide other form of distinction to a particular building, though not to an owner or tenant of the building.

Building Sign: A sign physically inscribed upon, affixed to, or supported by a building including, without limitation, awning signs, nameplate signs, and wall signs, but excluding window signs. A sign painted on, or attached to and erected parallel to, the face of an outside wall of a building, and not projecting more than 18 inches from the wall.

Commercial/Office Directories: A non-advertising sign, attached to a wall, that lists the building occupants. No directory shall be greater than 16 square feet in depth.

Marquee: Any permanent roof-like structure projecting beyond a building or extending along and projecting beyond the wall of the building, generally designed and constructed to provide protection from the weather. No electronic message boards are permitted.

Name Plate: Professional name plates and signs denoting the name and perhaps address of

the occupants of the premises. Such signs shall also include farm or estate identification signs and signs used by churches, synagogues or civic organizations.

Projecting Sign: A sign attached to a structure wall and extending outward from the wall more than 12 inches.

Sign: Any fabricated sign or outdoor display structure consisting of any letter, figure, character, mark, oint, plane, marquee sign, design, poster, pictorial, pictures, stroke, stripe, line, trade-mark, reading matter or illuminating device, which is constructed, attached, erected, fastened, or manufactured in any manner so that the same shall be used for the attraction of the public to any place, subject, person, firm, corporation, public performance, article, machine or merchandise, and displayed in any manner out of doors for recognized advertising purposes. No electronic message boards are permitted. (Source: Uniform Statewide Building Code §3102.2)

Wall Sign: Any sign attached parallel to, but within six inches of, a wall, painted on the wall surface, or erected and confined within the limits of an outside wall of any building or structure, which is supported by such wall or building, and which displays only one sign surface.

Window Sign: A sign which is (1) physically affixed to a building window or (2) legible from any right-of-way through a building window, and within 4'-0" of the plane of the window. No window sign shall be greater than 10% of the window area. (Illustrations on page 71)

C. Prohibited Signs

1. **Discontinued Business Signs** — Any sign which advertises or publicizes any activity, business, product or service no longer produced or conducted on the premises upon which the sign is located.
2. **Permanent High Intensity Signs** — Signs which contain or consist of flags, pennants, ribbons, streamers, spinners, strings of light bulbs, flashing lights, or other similar moving devices. These devices, when not part of any sign are similarly prohibited.
3. **Snipe Signs** — Snipe signs or signs attached to trees, telephone poles, public benches, street lights or placed on any public property or right-of-way.
4. **Signs Resembling Official Signs and Signals** — Signs imitating or resembling official traffic or government signs or signals.
5. **Signs on Vehicles** — Signs placed on vehicles or trailers which are parked or located for the primary purpose of displaying such sign. This does not apply to allowed temporary signs or to signs or lettering on buses, taxis or vehicles operating during the normal course of business.
6. **Illegal activities** — signs advertising activities which are illegal under state, or county laws or regulations.
7. **Off premise signs** — unless specifically authorized by this sections.

D. General Building Signage Criteria

1. High-Rise Buildings (buildings greater than 75'-0" in height, measured above grade plane)
 - a. Building Identification Signage (adjacent to entry locations) (Illustrations on page 65)
 - I. A maximum of one (1) sign is permitted per public entry door location.
 - II. The permitted sign may be located adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.
 - III. The permitted sign may be located directly above the public entry door location, between 8'-0" and 15'-0" above the finished floor.
 - IV. For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted.
 - b. Commercial Directories (adjacent to entry locations) (Illustrations on page 66)
 - I. A maximum of one (1) directory sign is permitted per public entry door location.
 - II. The permitted signs may be located directly adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.
 - III. For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted.
 - c. Major Tenant Signage (atop building)
 - I. A maximum of four (4) signs are permitted on each building.
 - d. Second Floor Tenant Signage (at lower 2 floors of building)
 - I. See Signage Standards for Low-Rise Buildings.
 - e. First Floor Tenant Signage (at lower 2 floors of building)
 - I. See Signage Standards for Low-Rise Buildings.
2. Mid-Rise Buildings (buildings between 35'-0" and 75'-0" in height, measured above grade plane)
 - a. Building Identification Signage (adjacent to entry locations) (Illustrations on page 65)
 - I. A maximum of one (1) sign is permitted at each public entry door location.
 - II. The permitted sign may be located adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.
 - III. The permitted sign may be located directly above the public entry door location, between 8'-0" and 15'-0" above the finished floor.
 - IV. For residential buildings, a maximum of one (1) sign per public

- entry door location shall be permitted.
- b. Commercial Directories (adjacent to entry locations) (Illustration on page 66)
 - I. A maximum of one (1) directory is permitted per public entry door location.
 - II. The permitted signs may be located directly adjacent to the public entry door location, between 2'-0" and 8'-0" above finished floor.
 - III. For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted.
 - c. Major Tenant Signage (atop building) (Illustrations on page 67)
 - I. A maximum of four (4) signs are permitted on each building.
 - II. A major tenant sign may be located at the top floor of the building or on top of the building.
 - d. Marquee Signage
 - I. Two (2) marquee signs are allowed per theater/conference center.
 - II. The permitted sign shall maintain a minimum clearance of at least 10'-0" over the sidewalk.
 - III. No marquee sign may be closer than 2'-0", measured in horizontal distance, from the curb line of any street.
 - IV. The sign shall be located at a public entrance to the building.
 - e. Parking Structure Signage (Illustrations on page 68)
 - I. Major Building Signage
 - i. A maximum of four (4) major building signs shall be permitted on each building.
 - ii. The major building sign shall be located at the top floor of the building or on top of the building.
 - II. Building Identification Signage (at vehicular entry locations)
 - i. A maximum of one (1) sign is permitted at each public entry location.
 - ii. The permitted sign shall be located directly above the vehicular entry location(s).
 - III. Building Identification Signage (at pedestrian entry locations)
 - i. Maximum of one (1) sign is permitted at each public entry location.
 - ii. The permitted sign may be located adjacent to the entry location, between 2'-0" and 8'-0" above the finished floor, or directly above the public entry location, between 8'-0" and 15'-0" above the finished floor.

- f. Second Floor Tenant Signage (at lower 2 floors of building)
 - I. See Signage Standards for Low-Rise Buildings
 - g. First Floor Tenant Signage (at lower 2 floors of building)
 - I. See Signage Standards for Low-Rise Buildings
3. Low-Rise Buildings (Buildings less than 35'-0" in height, measured above grade plane)
- (Note: No commercial or first floor tenant signage shall be permitted to project above the level of a residential floor)
- a. Building Identification Signage (Illustrations on page 65)
 - I. A maximum of one (1) building identification sign is permitted per public lobby entrance
 - b. Commercial Directories (Illustrations on page 66)
 - I. A maximum of one (1) directory sign is permitted per public lobby entrance.
 - II. The permitted sign may be located adjacent to the entry doors, between 2'-0" and 8'-0" above the finished floor.
 - c. Major Tenant Signage (atop building)
 - I. A major tenant sign shall be located at the top floor of the building.
 - d. Marquee Signs
 - I. Two (2) marquee signs allowed per theater/conference center.
 - II. A maximum of one (1) marquee sign shall be permitted per building face.
 - III. The permitted sign shall maintain a minimum clearance of at least 10'-0" over a sidewalk.
 - IV. No marquee sign may be closer than 2'-0", measured in horizontal distance, from the curb line of any street.
 - V. The sign shall be located at a public entrance to the building.
 - e. Second Floor Tenant Signage (Illustrations on page 69)
 - I. Commercial Directory Signage
 - i. Second floor tenants are permitted to have identification on the building commercial directories.
 - ii. The permitted identification shall be in conformance with the character of the directory.
 - f. First Floor Tenant Signage (Illustrations on page 70)

(Note: Names, marks, emblems, or logos less than two [2] square feet in area shall not be counted against the allotment of permitted signs)

 - I. First floor tenants are permitted three (3) signs.
 - II. Corner signage which establishes a visual presentation to both streets shall be counted as two (2) signs. Corner signs are only

- available for tenants that are leasing corner spaces.
- III. First floor tenants may select from the following sign types: major tenant signage, typical first floor tenant storefront signage, window signage, awning signage, and blade signage.
 - g. Major Tenant Signage (atop building on 1 and 2 story buildings, or between second floor window heads and third floor window sills, or on top, on taller buildings)
 - h. Typical First Floor Tenant Storefront Signage (above tenant entry doors yet beneath the second floor window sill)
 - I. Typical storefront signage shall be located in the signage panel provided above the first floor window head and below the second floor window sill.
 - i. Window Signage (Illustrations on page 71)
 - I. A window sign is any sign, emblem, or logo which is affixed to the storefront or suspended within 4'-0" of the front plane of the storefront.
 - II. Window signage may be located anywhere within the fenestration opening.
 - j. Awning Signage (Illustrations on page 72)
 - I. Awnings shall not be permitted to cover any portion of upper floor windows.
 - II. The minimum height on an awning sign above the sidewalk shall be 7'-6".
 - k. Blade Signage (Illustrations on page 73)
 - I. The maximum size of any blade signage shall be 10 square feet.
 - II. A blade sign shall be mounted such that the bottom edge of the sign, or supporting element, is no lower than 8'-0", and the top edge of the sign, or supporting element, is no higher than 14'-0" above the finished floor.
 - III. Blade signs shall not project more than 5'-0" from the face of the building.
 - l. Eating/Drinking Establishments Menu Display Signs (Illustrations on page 74)
 - I. A maximum of one (1) menu display sign is permitted per eating/drinking establishment.
 - II. The maximum size of any sign shall be 4 square feet.
 - III. The sign shall be orderly displayed, and compatible with the

overall design of the establishment.

E. Real Estate Signs

1. Undeveloped Sites

- a. One (1) free-standing sign shall be permitted on undeveloped sites.
- b. The permitted sign shall be no more than 64 square feet in area.
- c. The permitted sign shall be no more than 16'-0" in height.
- d. No more than one (1) sign shall be permitted per site.

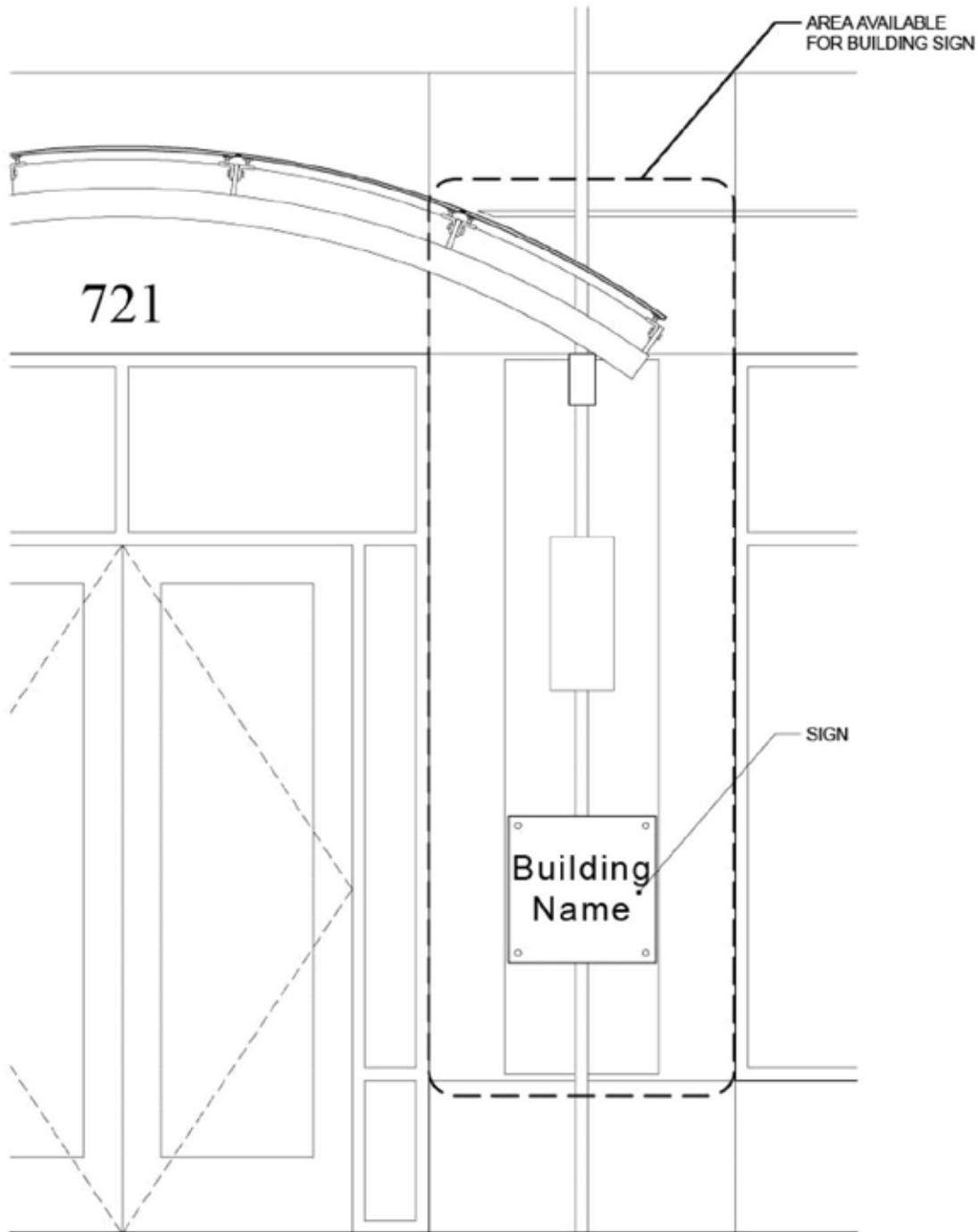
2. Developed Properties

(Note: Real estate signs for individual residential units are not permitted in any location)

- a. Only one (1) sign shall be permitted per lease unit (existing demised area) for commercial and retail property; and one (1) sign per each on-site leasing office for each residential property or complex.
- b. The permitted sign shall be removed immediately upon signing of a lease or purchase agreement for the advertised space or property.

III. SIGNAGE EXHIBITS

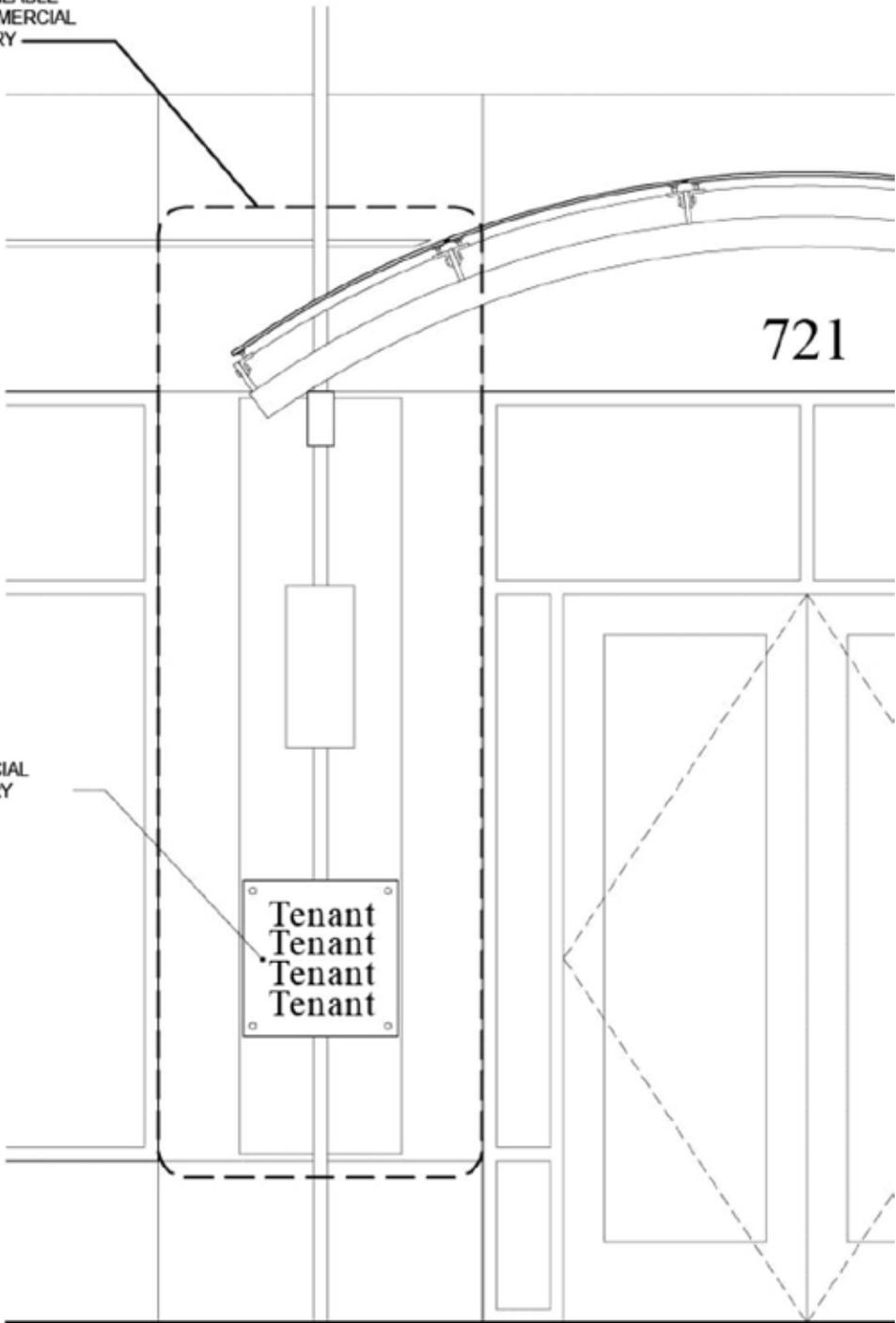
BUILDING IDENTIFICATION SIGN



COMMERCIAL DIRECTORY

AREA AVAILABLE
FOR COMMERCIAL
DIRECTORY

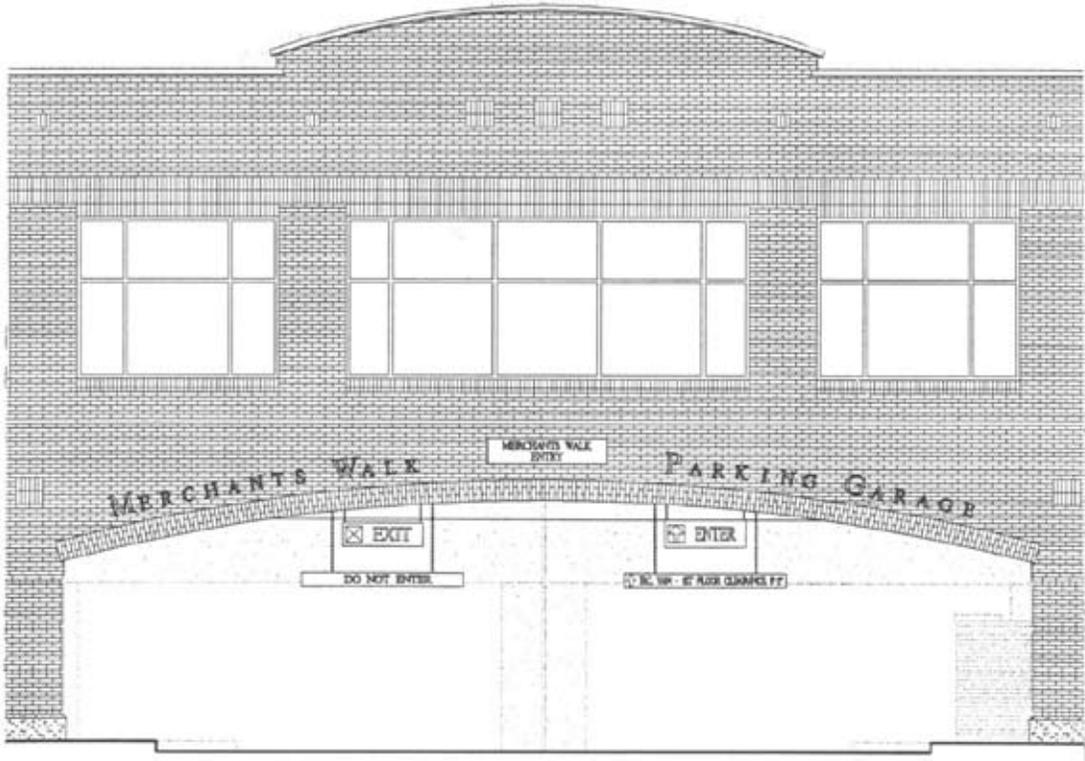
COMMERCIAL
DIRECTORY



MID-RISE BUILDING
MAJOR TENANT SIGNAGE



PARKING STRUCTURE SIGNAGE
MAJOR BUILDING SIGNAGE/BUILDING IDENTIFICATION SIGNAGE



MAJOR TENANT SIGNAGE
SECOND FLOOR TENANT



TYPICAL FIRST FLOOR TENANT STOREFRONT

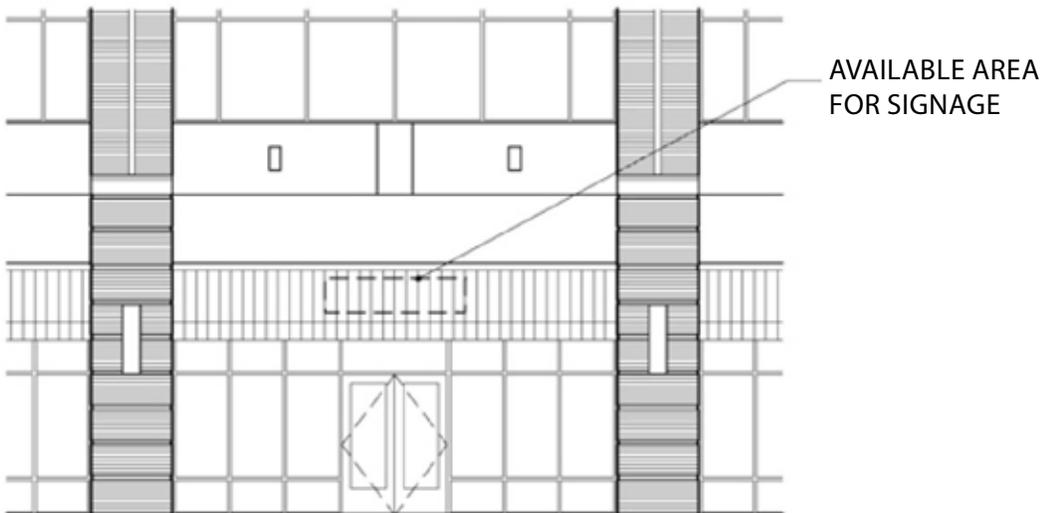


WINDOW SIGNAGE

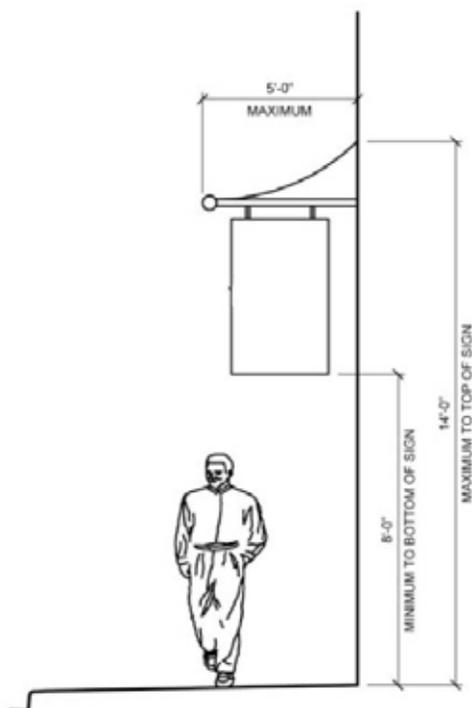


AVAILABLE AREA
FOR SIGNAGE

AWNING SIGNAGE



BLADE SIGNAGE



EATING/DRINKING ESTABLISHMENT
MENU DISPLAY SIGNS



