

UPTOWN NEWPORT – DESIGN GUIDELINES TEXT ONLY REDLINE

JANUARY 25, 2013

1.1 PURPOSE AND INTENT

The Design Guidelines expand upon the regulations set forth in the Uptown Newport Planned Community Development Plan (~~Uptown Newport PC~~)-Land Uses, Development Standards & Procedures. The Design Guidelines are intended to ~~be used for reference by~~ guide the ~~City of Newport Beach as part~~ preparation of the ~~master site plan~~ Master Site Development Plan and site development review process for development within the Uptown Newport ~~PC~~-Planned Community (Uptown Newport PC).

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

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

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

1.2 URBAN DESIGN CONTEXT

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

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

1.3 VISION STATEMENT

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

The village will embody an urban quality whereby residents and visitors are joined together through a clearly defined public realm. The public realm will entail a clearly structured network of activated tree-lined streets with parkways and sidewalks connecting residents and visitors to beautifully landscaped neighborhood park spaces programmed with active recreation and passive uses. A village-scale retail centercore with ground-level shops and outdoor cafes will be provided

to serve Uptown Newport residents as well as the local community, and provide a degree of self containment for Uptown Newport. In addition to the pedestrian-oriented streets, the public realm will include a series of paseos that will connect neighborhoods together and link the village to surrounding properties.

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

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

2.1 MASTER PLAN FRAMEWORK

The Design Guidelines will ~~be used to prepare a Master Site Development Plan and will~~ govern ~~future~~ development within the Uptown Newport PC so that the initial design framework is carried forward ~~and the design and development policies from consistent with~~ the Airport Area Land Use Element of the General Plan and Koll-Conexant Integrated Conceptual Development Plan (ICDP-are implemented.).

2.1.1 Framework Principles

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

Create a distinct high-density, mixed-use village;

Create legible internal roadway circulation that will provide ample access to all portions of the site and convenient connections to and from adjacent collector and arterial roadways;

Establish a sequence of spaces that promotes clear way-finding for residents and visitors;

Incorporate neighborhood-serving ground-level retail uses to serve residents, visitors, and nearby commercial uses;

Create neighborhood public park space to serve as a principal focus for the village. Park space will include meaningful gathering areas, recreational amenities and open space relief for the community;

Provide housing opportunities to serve the needs of a range of future residents;

Emphasize pedestrian orientation through the creation of pedestrian-scaled streets and greenbelts that break up large blocks and provide connectivity within and between neighborhoods and the surrounding community. Project streets shall include sidewalks separated from parking or travel lanes by landscaped parkways, tree grates and other such enhancements;

Provide on-street parking to serve the residential uses, neighborhood parks, and retail uses, visitors, and retail customers;

Establish architectural massing and articulation that provides variety and interest, creates a strong spatial definition along internal streets, and introduces pedestrian scale elements;

Provide for the establishment of a landscape character that unifies and enhances project streets, paseos, and other components of the public realm.

2.2 MASTER SITE PLAN CONCEPT

A ~~master site plan~~ Master Site Plan for Uptown Newport (see Figure 2-2) has been prepared that incorporates the framework principles. The Uptown Newport ~~residential village~~ PC is centered on two neighborhood public parks, and incorporates a mixed-use node at the primary entry that features neighborhood-serving retail uses, and a network of local streets and pedestrian walkways and paseos that provide connectivity within Uptown Newport and to surrounding properties. Uptown Newport is envisioned to be a cohesive plan of high density residential apartments, condominiums and townhomes, with parks, streets, landscaped parkways, and paseos that will be integrated with private amenities.

The public realm of the Uptown Newport PC will be designed and implemented by a master developer pursuant to a Master Site Development Plan approved by the City to ensure that the parks, streets, and ~~the~~ public spaces will be

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

2.2.1 Master Site Improvements

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

~~The master developer will be responsible for completion of~~ Master Site Improvements include the ~~public realm,~~ including:
~~The rights-of-way up to the back of sidewalk,~~ following:

Demolition, site preparation and rough grading;

Backbone ~~wet and dry utilities,~~ storm drain system within the streets;

Sanitary sewer system within the streets;

Water distribution system within the streets;

Reclaimed water distribution system within the streets;

Street improvements,

~~Parkway including street paving, curb and gutter, sidewalk, and paseo landscaping and irrigation,~~

Neighborhood park ~~parkway~~ improvements, to the back of sidewalk;

Common area fencing and walls;

Neighborhood Park improvements for the two public parks;

Landscape improvements within common areas, including: public street parkways to the back of sidewalk; project entries, Jamboree Road parkway and Class I and multi-use trail; Neighborhood Park landscape improvements; paseo landscape improvements;

Master streetlight and common area lighting improvements;

Dry utilities; and

Master community signage.

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

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

2.2.2 Project Entries

Two clearly identifiable site access points for Uptown Newport are located on Jamboree Road. The primary entry is located at the existing signalized intersection at Fairchild Road. A secondary access point with limited turning movements (left turn out of the site at this location will not be allowed) is located at the northeastern portion of the Jamboree frontage. A full turn-movement intersection at Birch Street provides a third access point into the site. Uptown Newport has access to convenient connections to Highway 73, the 405 Freeway, the John Wayne Airport, University of California, Irvine and to Newport Beach via Jamboree Road and MacArthur Boulevard. The arrival experience for residents and visitors on each of these three tree-lined entry roads will culminate into significant park space— to create a sense of arrival and community identity.

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

2.2.3 Park Space

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

Each park has been programmed to serve the diverse recreational needs of the community and will feature such uses as fountains, seating areas, shade structures, open lawn areas, “tot-lot,” ~~barbeques~~barbecues, and active recreational uses.

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

2.2.4 Pedestrian-Friendly EnvironmentPrivate Open Space

In addition to the two acres of public park space, private open space will be provided in each building phase, individual building or complex. These spaces may be internal to the building complexes in courtyards or in enclosed facilities on the ground floor (see Figure 2-13). Ground floor facilities are encouraged to be street facing to enhance the vitality of the community. Uses may include swimming pools, exercise facilities, tennis courts, basketball courts, clubhouse rooms, roof decks, community gardens, barbecue courtyards, passive gathering areas, or any other amenities as deemed appropriate by the Community Development Director.

2.2.5 Pedestrian Friendly Environment

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

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

In accordance with the General Plan, A ~~42~~twelve foot (12') wide sidewalk and Class ~~4~~1 bike trail will be improved along the Jamboree Road parkway as part of the Uptown Newport project. The Jamboree Road trail and existing sidewalk improvements on surrounding properties will provide pedestrian and bicycle connectivity to the existing Newport Beach and regional trail systems. In addition, the internal streets within the Uptown Newport PC are designed to be pedestrian and bicycle friendly, with traffic calming features including enhanced paving at intersections and key pedestrian crosswalks, a traffic roundabout, and curb chokers that will reduce vehicular speeds ~~and provide traffic calming~~ within the project.

Strong pedestrian connections with adjacent properties will be provided as part of the master development as prescribed in Figure 2-~~7~~15. These connections will be reinforced by increased building setbacks and ~~enhanced~~ landscaping, and will link Koll Center Newport with the mixed-use core and neighborhood parks of Uptown Newport. Off site completion of this network will be subject to the re-development of Koll Center Newport.

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

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

2.2.56 Mixed-Use Node

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

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

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

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

2.2.67 Community Markers

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

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

2.3 ROADWAY CIRCULATION

Primary access to Uptown Newport will be from the signalized intersection at Fairchild Road, secondary access will be off Jamboree Road at the eastern edge of the project frontage, and a third access point off Birch Street in Phase 2. Project roadways within Uptown Newport have been arranged to establish clear and convenient access to individual development parcels, structured parking entrances and on-street parking within Uptown Newport. A central Neighborhood Street will allow for future connectivity to Von Karman Avenue when the Koll Center Newport develops.

2.3.1 Street Hierarchy

The proposed development will provide attractive roadways that promote both safe and convenient driving practices as well as encourage street level pedestrian activity (Figure 2-4523). The two access drives off of Jamboree Road will connect via the Spine Street, which serves as the primary vehicular circulation for the site. A third Entry Drive is provided off of Birch Street on the easterly side of Uptown Newport in Phase 2. Neighborhood streets take access off the Spine Street, and provide access to individual building parcels. A Neighborhood Street on the westerly side of the property will provide an emergency vehicular access connection to Von Karman Avenue through the Koll Center Newport. In addition, the central Neighborhood Street in Uptown Newport will facilitate future connectivity through the Koll Center Newport in accordance with the General Plan, including public access for pedestrians, bicycles, and vehicles.

2.3.2 Streetscapes

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

The Spine Street features enhanced parkways, sidewalk improvements and increased building setbacks creating an attractive, identifiable streetscape and expansion of the public realm (Figure 2-~~16~~-24). At the mixed-use node, the Spine Street features increased hardscape and the option of outdoor seating and dining areas.

The Neighborhood Streets also feature landscaped parkways with sidewalks separated from the curb (Figure 2-~~17~~25). These streets will feature smaller building setbacks and parkways to create an intimate pedestrian scale streetscape from which to engage front stoops and building entries.

2.3.3 Traffic-Calming

The use of traffic-calming devices within Uptown Newport has been incorporated into the design of the street improvements to reduce traffic speed and encourage pedestrian activity. These traffic-calming devices include a traffic roundabout located on the Spine Street, and “chokers,” where the street width is reduced in ~~such~~ key locations ~~as at~~ intersections and important pedestrian crossings. Textured paving will also be used on the roadway surface to slow traffic and establish visual cues that encourage reduced travel speeds (Figures 2-~~19~~27).

2.3.4 “Knuckle” and Cul-de-sac Conditions

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

2.4 PARKING

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

2.4.1 On-Street Parking

Diagonal on-street parking is provided for convenient, short-term parking by visitors and residents for the retail and park areas. Parallel on-street parking is also provided throughout Uptown Newport for short-term parking by visitors and residents. On-street parking may be credited toward parking requirements for adjacent commercial and residential projects. Designated spaces will be provided for the public parks during park hours of operation.

~~Parallel~~ On-street parallel and diagonal parking is permitted throughout the community and encouraged in locations that are likely to attract significant visitor concentrations such as mixed use retail facilities, residential leasing offices and park amenities (Figure 2-24). On-Street parking shall be free of charge.

2.4.2 Structured Parking

Structured parking is anticipated to be provided within individual building parcels, and will serve residents and visitors alike. Resident parking will be provided in designated areas and can be secured with walls, gates, or fencing. Visitor parking will also be provided in designated areas within the parking structure. To supplement on-street parking for retail and park uses, structured parking for retail uses and the public parks will be provided in designated areas of buildings adjacent to the retail and park uses. Pedestrian access from structured parking to the retail core shall be provided in a manner similar to Figure 2-32.

2.4.3 Parcel Access/Vehicular Access to Parking

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

2.5 FIRE/EMERGENCY ACCESS

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

vehicular road network will be incorporated during the site plan review process to ensure adequate access for fire and emergency crews. This is anticipated to be allowed to extend emergency access to areas that are otherwise remote by conventional standards. Figure 2-~~2835~~ provides a general depiction of master site planning measures that may be utilized in addressing fire access criteria.

2.6 PEDESTRIAN AND BICYCLE CIRCULATION

2.6.1 Jamboree Road Class I Bike and Multi-Use Trail

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

2.6.2 Internal Sidewalks

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

2.6.3 Paseos

The Uptown Newport ~~master plan~~PC includes a network of paseos that serve as pedestrian-friendly greenbelts, providing connectivity to surrounding properties as well as providing pedestrian circulation within the village. The primary paseo runs perpendicular to Jamboree Road and connects Koll Center Newport to the Jamboree Road Class I bike/multi-use trail, and provides central access to the neighborhood parks and mixed use node. Public gathering spaces must be provided in this paseo. A secondary paseo running parallel to Jamboree Road provides connectivity between the parcels served by the two Neighborhood Street cul-de-sacs. Additional paseo connections from the parks and neighborhoods to the Koll Center Newport are provided to enhance connectivity and welcome visitors from surrounding properties.

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

2.6.4 Pedestrian Circulation within Parcels

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

2.7 SERVICE AND LOADING

Loading areas for residential moving vans and retail loading vans will be provided within the Uptown Newport street system to provide convenient proximity to lobbies, secondary elevators, or other principal circulation elements within project buildings. Figure 2-~~3441~~ shows potential areas where loading zones are encouraged to be located. Final locations for residential and retail loading zones will be determined during building plan review.

2.8 FINISH FLOOR RELATIONSHIPS TO PERIMETER CONDITIONS

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

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

3.1 INTRODUCTION

3.1.1 Architectural Context Purpose

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

3.1.2 Architectural Context

The surrounding airport area includes a mix of commercial and light industrial uses. Varied architectural styles emerge in the surrounding properties, with many of the buildings being reflective of styles prevalent in the 1970's and 1980's time periods in which they were built. While architecturally eclectic in nature, buildings surrounding the property were predominantly designed for commercial office purposes and include high-rise glass curtain wall structures, wood-sided low rise multi-tenant facilities and "boutique" offices built for specific users.

3.1.2.3 Scale Context

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

3.2 ARCHITECTURAL CHARACTER FOR UPTOWN NEWPORT

3.2.1-3 Theme and Character for

The theme of Uptown Newport embodies a collection and blending of traditional, modern and contemporary styles to establish a dynamic urban village with diverse architecture.

In respecting the commercial ~~nature~~ context of the project vicinity and the hierarchy and development patterns established in the master plan, buildings should ~~embody~~ evoke an urban ~~spirit~~ character in form and function, ~~reflect a timeless architecture with straightforward geometry, a unified composition, the~~ and show an expression of floor levels and structure, ~~solid parapets and simple roof forms.~~

~~Rather than attempting to define a style for Uptown Newport, building design.~~ As described in the following sections of this document, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials and colors. However, modern and "contemporary" building character is generally preferred. If traditional styles are utilized, they are encouraged to incorporate classical references and form, into a unified architectural expression. Buildings in Uptown Newport shall convey a timeless architecture.

3.2.2 Traditional Architecture

For the purpose of these Guidelines, traditional architecture may draw inspiration from such historic styles as Georgian, Italianate, Colonial Revival, Tuscan, Italian Renaissance and Monterey. Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture need not aspire to an historic style but should exhibit clearly defined fenestration patterns and wall mass and appropriately scaled detailing. A range of materials may be used including plaster, siding and masonry. The use of heavily rustic materials is not recommended. The use of metal should be reserved for trim and ornamentation.

Ornate and heavily themed styles, such as Tudor, Victorian and Beaux Arts are not allowed.

3.2.3 Modern/Contemporary Architecture

Modern architecture may be characterized by simple form where the design is expressed by the materials and structure of the building rather than by historically-based massing, proportion and ornamentation. Walls need not be used to visually imply structural support as in historically based design. Rather, the spirit of modern design may introduce clean, bold lines where the façade appears to be hung from the structural super structure. Large window openings typify modern

architecture and may include floor to ceiling glass or windows that wrap around corners. Cantilevered projections are often provided to dramatize the non-bearing nature of the walls.

Metal, glass and smooth-finished wall materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often radically break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Uptown Newport must execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of a building's architectural composition are strongly discouraged.

3.3 URBAN DESIGN GUIDELINES

~~3.3. The character and style of new buildings located in Uptown Newport should be compatible with the "village" context being established by the Uptown Newport Master Site Plan. While architectural variety is permitted and anticipated, the design of individual structures shall be "well-mannered" and not "shout out" for attention.~~ 1 Building Orientation

3.2 BUILDING ORIENTATION

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

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

3.3.2 Relationships of Buildings to Streets

In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.

~~3.2.1 Relationships of Buildings to Streets~~

~~In keeping with the vision of creating an urban village, buildings in Uptown Newport should be designed with a strong street presence.~~ Principal facades should predominantly conform to minimum street setbacks. ~~Deviation~~Except where mandated massing breaks are implemented, deviation from the minimum setback for principal facades should generally be limited to no more than ~~5-104-6~~ feet ~~so~~such that continuity in the urban character of the village is maintained. ~~However,~~ lengthy

3.3.3 "Block" Massing

Building facades facing internal streets and project perimeters visible to the greater community should incorporate a variety of materials and design treatments and/or modulating and articulating articulation of elevations to promote interest and provide a varied street scene architectural expression. To avoid continuous uninterrupted building planes, horizontal modulation in facade setbacks should be provided such that the resulting break in massing introduces the play of shade and shadow to the exterior elevations. In such conditions, changes to colors, materials and architectural character should be implemented in a deliberate manner that corresponds to massing breaks. Facades should generally offer architectural variation in increments of 100-125 horizontal feet or less. Compositions of simple forms is encouraged.

3.3 MASSING PRINCIPLES

~~While simple forms are encouraged, buildings~~ Buildings should provide variation in height to break up ~~long continuous masses and provide visual interest to the overall appearance of Uptown Newport.~~ the roof-line. This may be achieved through ~~variation~~differentiation in the number of stories, ~~floor-to-floor height, introduction of penthouse conditions or~~

additional volume on upper floors, upper floor step-backs, the incorporation of providing mezzanines in upper floors, and floor residences, step-backs at the upper floor, modulation of balconies, deliberate variation in parapet heights, and introduction of tower elements. Overly repetitive vertical accent elements in a singular façade should be avoided.

Major and minor horizontal breaks are required on selected block-scaled facades to assure distinguishable separations between building elements (see Figure 3-25).

Jamboree Frontage

Larger massing elements are appropriate on Jamboree Road frontage in response to surrounding development context, expansive width of the street and the perception of associated vehicular travel speed. In order to break the primary frontage into two sub-blocks, a 50'-wide mid-block greenbelt has been provided.

Variation in building height is mandatory within the Jamboree Road frontage. At a minimum, two of the following elements must be used in each "Jamboree Road Frontage Area" designated on Figure 3-25:

Tower element (appearing at least one story taller than surrounding massing);

Increased ceiling height on selected upper floor residential units;

Mezzanines in selected upper floor residential units; and

Increase or reduction in the number of floors in selected areas.

Increased parapet height on upper units

3.3.4 High-Rise Building Massing and Siting

High-rise buildings are strongly encouraged to incorporate low-rise elements that provide for a step-back to the tower element in order to create a more human scale at the public realm. Should step-back conditions not be provided, increased building setbacks are required. Towers should be offset from each other to enhance view opportunities from all four sides of the building. If towers do face each other, adequate separation (minimum 75 feet) should be provided.

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

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

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

Drop-off entrances for high-rise buildings separated from the street network may also be provided. Paving, landscape materials and other such elements of the drop-off area shall complement the urban design of the adjoining street.

3.3.5 Community Focal Points

Key locations within the project have been specifically identified for the implementation of special architectural features. These features are to be located at the entries to Uptown Newport, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, and in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-39). These features may include the introduction of tower elements, enhanced fenestration or materials, reductions in building height and building step-backs by upper floors.

In addition to the focal point locations, tower elements are encouraged to be introduced to serve as architectural features to enhance the overall design and massing composition of project buildings. Towers may be used to incorporate roof stairway access and elevator over-rides, may be integrated into the functional design of residential units, or may be for the sole purpose of architectural interest. Towers should appear to be complete in form and detail from all vantage points.

3.3.6 Street Activators

Building lobbies, common spaces, front entry stoops and raised private patios shall be provided within Uptown Newport to engage internal project streets and enhance the pedestrian interface. Although these elements will be provided throughout Uptown Newport, special emphasis will be given to activating the street level of buildings facing the Spine Street (see Figure 2-19). As described on the following pages of this document, these elements will be designed to provide a human scale to the community. Shading and weather protection devices may be incorporated into these street-front elements.

Resident Serving Facilities

Private resident serving uses such as clubhouses, fitness centers, business centers and mail rooms are encouraged to be located at the street frontage. If compatible with the architecture of the building, the uses should embody a retail storefront-like aesthetic.

Retail

A minimum of twelve feet (12'-0") in floor-to-floor height for the retail uses should be provided. Ground floor retail spaces should be articulated with an emphasis on storefront glass. Storefront glazing is encouraged to provide a minimum of ten feet (10'-0") in height from the adjacent sidewalk. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials.

To promote accessibility, ground floor retail and street-fronting resident serving facilities should have a floor elevation that approximates the surface elevation of the adjoining public sidewalk. Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses.

Lobbies

Condominium and apartment buildings shall feature street-facing central lobbies. Lobby entrances shall be articulated and distinguished through materials, details and textures from other areas of the facade. Entry canopies of high quality material and design are encouraged and may project into the building setback up to five feet (5'-0").

Stoops

Stoops for private residences should be provided throughout Uptown Newport. Stoops are not permitted for uses fronting onto Jamboree Road. Openings to residences should be comprised of enhanced materials and trim.

First Floor Patios

To further enhance street activity within Uptown Newport, first floor patios for private residences are permitted throughout Uptown Newport. First floor patios should be raised above the sidewalk level. Rails should be designed to provide privacy to the patio.

3.3.7 Ground Floor Relationships to Streets and Perimeter Conditions

In order to provide privacy for street level residential uses, finished floors should generally be located approximately two feet (2'-0") above the adjacent street elevation. Retail storefronts and other semi-public street level improvements are encouraged to be generally flush with the adjacent sidewalk or shall incorporate terraces to accommodate a positive relationship to the public realm.

3.3.8 Screening Elements

To the extent practical, above-grade utility vaults and such infrastructure equipment as backflow preventers at domestic water meters, irrigation controllers, and cable television pedestals should be screened from public right-of-way views with dense landscaping and/or walls of materials and finishes compatible with adjacent buildings. Above grade utilities should be visually buffered with low walls or plant material.

Chain link fencing is not allowed, except temporary fencing to screen construction areas. Service door and mechanical screen colors should be the same as, or compatible to, the adjacent wall colors.

3.3.9 Accessibility Ramps

Accessibility ramps and lifts should be discretely integrated into the composition of the building exterior and entry design. Exposed utilitarian open metal railings should be avoided unless integrated into the overall aesthetic of the architecture. If significant grade changes must be negotiated, ADA accessibility requirements are encouraged to be satisfied through placement of building elevators in perimeter entry locations.

3.4

BUILDING DESIGN

3.4.1 Massing and Building Form Articulation

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

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

3.3.1 Internal Blocks and Neighborhoods

~~To avoid long continuous stretches of uninterrupted building planes, building faces should generally offer variation in increments of 100-125 horizontal feet or less when fronting internal public streets. While project facades of all buildings must maintain a consistent proximity to internal streets, subtle in Uptown Newport. This may be achieved through articulated base treatments which respond to the pedestrian scale, horizontal or vertical variation in fenestration treatments, horizontal breaks and variation in setbacks are recommended in intermittent locations to provide overall visual interest. Where long expanses of continuous building edges are likely to occur along internal streets, such as on the southerly side of the project Spine Street, more significant massing breaks may be considered.~~ or vertical layering of facade planes, forms and materials, or by incorporating

3.3.2 Jamboree Frontage

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

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

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

~~Though not mandated, the incorporation of a legible base, middle and top should be considered for the design of buildings within Uptown Newport. In this approach, base, middle and top portions may be visually defined by plane breaks, step-backs, horizontal banding, cornices or belt moulding.~~

The base should be differentiated through material, color, or rustication. Darker tones relative to other building field colors are generally encouraged within the building base with the application of lighter colors above. Exposed basement

conditions shall incorporate architecture consistent with the base treatments. The design of first floor entry stoops and private patios shall also utilize a similar or complementary design vocabulary as the building base.

In general, the middle portion should form a consistent body to the building with simplified window and material patterning, consistent field color and restrained visual movement. If horizontal massing elements are not provided, the middle portion should be distinguished from the base and top by a clearly defined moulding or cornice line.

The top portion of the building may be distinguished by cornices at the roof line, articulated eaves and soffits or by visual accentuation through enhanced window heights, transoms and extended parapets. The top portion of the building should appear to be the lightest in color tone, material and form.

Building forms and massing should be articulated based on the scale and length of the façade and should be composed as deliberate architectural solutions. Buildings should not be articulated as an aggregation of “stacks” of individual residences.

3.3-34.2 Corner Conditions

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

Residential units in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into the first floor corner conditions and are encouraged at street intersections and round-about locations. The location of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.

3.4.3 Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted within Uptown Newport.

Flat roofs should incorporate variation in parapet heights to promote visual interest. Cornices, shading devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Pitched roofs on high-rise buildings are not encouraged, but, if incorporated into the design, may deploy **3.3-4 Building Form**

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

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

~~steeper pitches~~

3.4 Architectural Features

~~Key locations within the Uptown Newport PC have been specifically identified for the implementation of special architectural massing features. These features are to be located at the project entries, at portions of buildings that become focal points based on the juxtaposition and patterns of project roadways, in key building frontages adjacent to park space and other locations that are visually prominent within the community (see Figure 3-14). These features will include the~~

~~introduction of features such as tower elements, enhanced fenestration, restrictions in building height and building step-backs by upper floors.~~

~~In addition to the key locations, tower elements may be introduced to serve primarily as architectural features to enhance visibility.~~

~~Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.~~

~~In accordance with NBMC, roofs should generally appear free of utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.~~

3.4.4 Fenestration

Composition

~~Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels. Fenestration and composition of project buildings. Towers modulation in a high-rise building should be designed to emphasize verticality.~~

Detail

~~Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition.~~

~~Windows that are flush with exterior wall surfaces may only be used if consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design.~~

~~Clear glazing is preferred and should be specified to reduce glare and reflectivity.~~

~~Windows with articulated frames are encouraged. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color. elevator over-rides, or may~~

3.4.5 Balconies

~~Balconies shall be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and should be complementary to the massing, architecture and material palette of the building. Balconies may be utilized to wrap corner conditions to create visual interest to the building's architecture.~~

~~In order to maintain an urban architectural expression within Uptown Newport, balconies facing internal roadways are encouraged to be mostly recessed into the building volume. Projecting balconies, if located on internal streets, should not dominate the façade.~~

~~Balcony railings should be well detailed and balance transparency with privacy. Solid balcony walls are discouraged. Highly ornamental railing details are also discouraged.~~

~~The use of Juliet balconies as an architectural element is encouraged as a means of enhancing fenestration patterns and providing additional texture and detail to the façade.~~

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

3.4.6 Horizontal Design Treatments

Cornice lines, belt moldings, friezes or other kinds of horizontal design of residential unit treatments should wrap the corners of the building and terminate only at a perpendicular surface. In order to provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.

3.4.7 Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), brick, concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure. The change of materials within a continuous horizontal plane is discouraged.

3.4.8 Colors

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

Color should be consistent within building massing elements. Changes in color should be applied to clearly define horizontal building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices or other such physical horizontal elements. The changing of color in an uninterrupted horizontal plane is not allowed.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.

3.4.9 Exterior Building Lighting

The incorporation of exterior architectural lighting is encouraged to emphasize and highlight key building features, forms and details. The buildings may include accent lighting, up-lighting and grazing or washing techniques to emphasize vertical surfaces. Excessive lighting and glare should be avoided. Landscape lighting within the adjacent streetscapes or open space areas should be coordinated with the design of exterior building lighting.

3.5.10 Architectural Enhancements

In addition to massing features, several locations within blocks and building parcels that are visually prominent to the community have been designated to include enhanced facade treatments (see Figure 3-44)-119).

While quality design execution must be provided throughout Uptown Newport, these locations require such upgrades to finishes and materials as ~~expanded~~:

~~Expanded~~ masonry, ~~metal~~

~~Metal~~ panels or siding, ~~rusticated~~

~~Rusticated~~ base elements, ~~and enhanced~~

~~Enhanced~~ window systems ~~and~~

~~Enhanced~~ door specifications.

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

3.5.1 Exterior Building Lighting

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

3.6 STREET ACTIVATORS

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

~~Ground floor retail spaces should be articulated with an emphasis on store front glass. Plate heights for the retail uses should be increased. Business signage shall be integrated into retail elevation. **4.11 Structured**~~

3.6.1 Lobbies

~~Condominium and apartment buildings are encouraged to feature street-facing central lobbies. Lobby entrances should be pedestrian scale and be articulated and distinguished through materials, details and textures from other areas of the facade. Canopies, shading devices and other weather protection elements are encouraged to be incorporated into the entrances. The location of elevators with the introduction of elevator stops at street level to satisfy accessibility requirements is also encouraged. If elevator stops are not provided at street level, accessibility ramps should be discretely incorporated into the building base and site design.~~

3.6.2 Stoops

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

3.6.3 First Floor Patios

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

3.7 STRUCTURED PARKING

3.7.1 Parking Design

Structured parking shall ~~either be below-located in basements or, if constructed above-grade or, be~~ encapsulated ~~with~~by habitable space, landscaping, or garden walls. ~~Where a parking level is constructed above-grade, it may be wrapped with residential units or other non-parking uses to conceal it from view. The~~Any exposed edge of subterranean parking shall be integrated into the architecture of the building and treated with consistent or complementary materials (Figure 3-~~24~~120). Other than landscaping that is consistent with adjoining building areas, screening is not required for exposed basement conditions where the height of the first level of habitable space above adjoining finish grade is less than or equal to three feet.

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

Vehicular Access to Parking

~~Garage access should be incorporated into the overall patterning of fenestration, construction bays and other components of the exterior elevation. Broad spanning openings between bays should be avoided. For subterranean parking facilities, ramps are encouraged to be located within the building perimeter and be integrated into the overall design character of the buildings they serve. **3.7.2**~~

Garage Ventilation

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

~~3.7.3 Vehicular Access to Parking~~

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

3.8 HIGH-RISE BUILDINGS

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

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

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

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

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

3.9 ROOFS

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

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

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

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

3.10 SCREENING ELEMENTS

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

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

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

3.11 RETAIL INTERFACE

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

3.12 WINDOWS

~~Fenestration between floors should be vertically aligned whenever possible.~~

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

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

3.13 BALCONIES

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

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

3.14 BUILDING MATERIALS

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

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

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

4.1 GRADING AND EARTHWORK

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

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

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

4.2 SEWER

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

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

4.3 WATER

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

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

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

Irrigation and sprinkler head piping shall be "purple pipe" so that if recycled becomes available, Uptown Newport will be able to connect.

4.4 STORM DRAINAGE

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

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

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

4.5 WATER QUALITY

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

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

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

4.6 UTILITIES

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

4.7 GENERAL

Nothing in the Uptown Newport PC or Design Guidelines is intended to lessen the other requirements with respect to site infrastructure that are set forth in city, state or federal codes.