Re-Zoning Application

Submitted to the City of Suffolk

September 8, 2006

HRC

Hampton Roads Crossing

Design Standards

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CITY OF SUFFOLK

HRC Hampton Roads Crossing

DESIGN STANDARDS

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INTRODUCTION

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

The streets and blocks of Hampton Roads Crossing form an easy, comprehensible network for the organization of public life. Frequent intersections provided by a grid-like street pattern offer the public numerous options and alternative routes, creating the basis for easy and efficient communication throughout the district. The streets are narrower, slowing vehicular traffic and, consequently, more pedestrian-friendly. While designed to accommodate vehicular movement, they are detailed to encourage pedestrian usage.

An environment rich in features and activities brings residents and visitors to its streets.

Sidewalks constitute the basic armature for successful urban areas; 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, and entertainment venues, in the course of their daily lives. Sidewalk cafés can further enliven the pedestrian experience.

The architecture is to be designed to offer a variety of visual experience. 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 storefronts providing a constantly-changing, lively pedestrian environment.

Open spaces and landscaped areas will 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 to pedestrians, and visually frame special points of interest. Amenities could include esplanades, gardens, pools and other water features, sculptures, and other items.

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 the signs will be coordinated to complement the overall character of the surrounding environs.

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

STREET DESIGN STANDARDS

I. LOCATION AND ACCESS

Hampton Roads Crossing is bounded by an existing developed section of the City of Portsmouth to the east, College Drive to the west, Towne Point Road to the north, and Interstate 164 to the south. The newly created tree-lined boulevard, accessing the site from College Drive, provides a direct connection of the property with Suffolk, Portsmouth, and Chesapeake.

II. GENERAL LAYOUT

Hampton Roads Crossing consists of three distinct districts: a Mixed–Use Central District, a Residential Village, and a Corporate Campus. The mixed-use central district consists of office, retail, hospitality, restaurant, entertainment and, potentially, residential development. The residential village consists of various types of single and mulit-family housing. The corporate campus is a clear, orderly, business environment. The major street network, roundabouts, street trees, green spaces, and BMP's string along throughout these districts, both serving as the unifying backdrop for each one while simultaneously providing the common landscape for all of them together.

III. STREETS AND BLOCKS

A. The Street Network

The street plan shown is designed to establish a fabric in the form of village blocks, with public streets, plazas, squares, and roundabouts. These streets structure the basic organizational pattern of Hampton Roads Crossing, as illustrated on the Land Use Master Plan. Three slightly skewed grid networks separate the districts, reinforcing both the diverse character of the entire development as well as the unique character of each of the individual districts. Yet these diverse land-uses are brought together to form a coherent urban fabric with the newly-created tree-lined boulevard.

B. Rotary Intersections (Roundabouts)

Where appropriate, especially at unique geometrical conditions, roundabouts should be considered as an alternative to signalized intersections. Roundabouts typically shorten vehicle stacking, and may provide for increased intersection efficiency. By lowering travel speeds and presenting fewer conflict points, they also provide for enhanced safety. Roundabouts offer aesthetic benefits, shortening the preceived length of streets by providing locations for the display of public amenities, whether fountains, sculptures, or other special elements. Yet, special attention needs to be given to the route of pedestrian and bicycle circulation both around and across the rotary.

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.

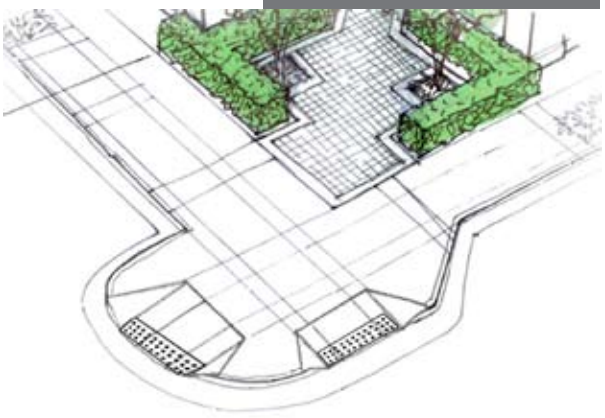
B. Off-Street Parking - Structured

Depending on the overall density of the project, structured parking may be required to provide adequate spaces for the facility requirements. These 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 a maximum pedestrian travel distance of 1,200 feet from parking space to anticipated destination.

Though not currently anticipated, future potential redevelopment may include structured parking, and potential areas for these have been indicated on the master development concept plan.

C. On-Street Parking

On street parking is provided throughout the narrower connecting streets at Hampton Roads Crossing. 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 areas/facilities are used twenty-four hours a day, albeit with different users sharing the same facility at different times throughout the course of the diurnal cycle. During the day, the area/structure serves area businesses and shoppers visiting retail operations while, at night, the structure provides parking for visitors to entertainment venues, restaurants, and for 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.

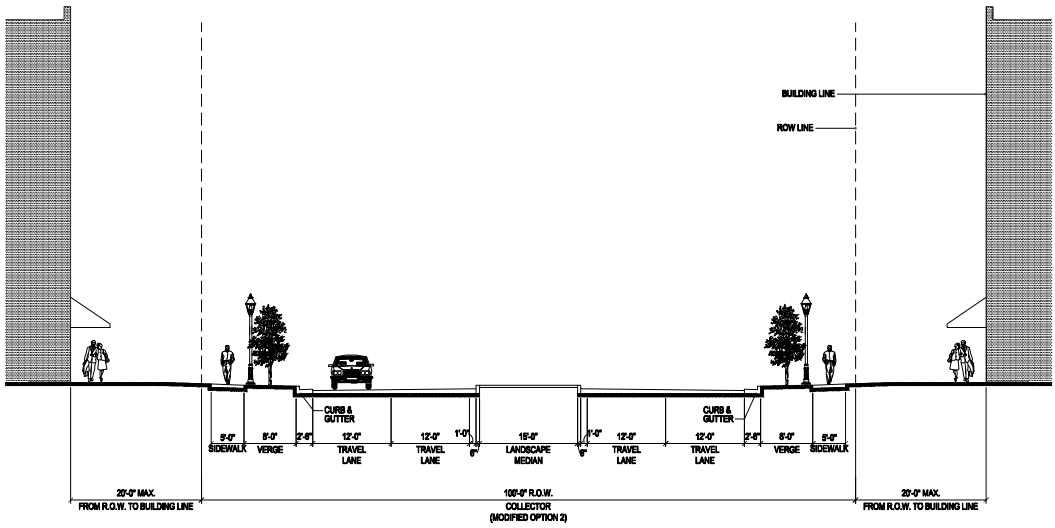
The Master Development Concept does not, currently, anticipate the need for shared parking facilities. Should the need arise, reference Section 31-606(a)(4)C of the Uniform Development Ordinance for standards.

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 more easily and safely traverse the walk. At special intersections the entire roadbed may be raised up to the level of the public walk to allow for an uninterrupted field of paving throughout the intersection. In addition, specially designated streets may be paved with brick or stone patterns.

VI. STREET SECTIONS

Note: Along and across public streets the enclosure ratio should comply with Section 31-602 of the Uniform Development Ordinance. Maximum setbacks shall apply to the interior public streets only and not Town Point Road and College Drive.



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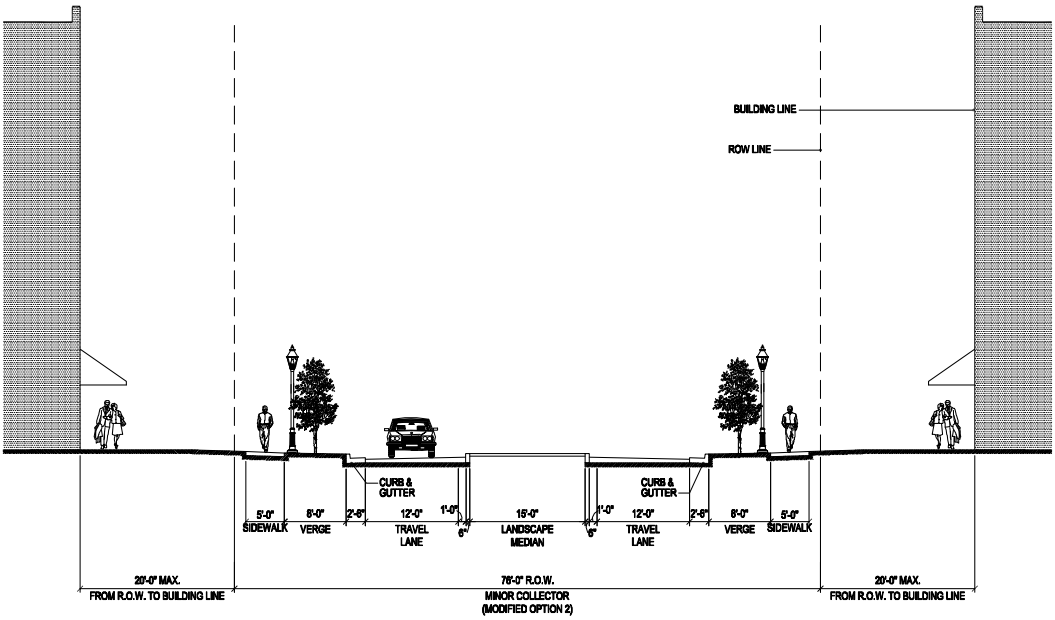

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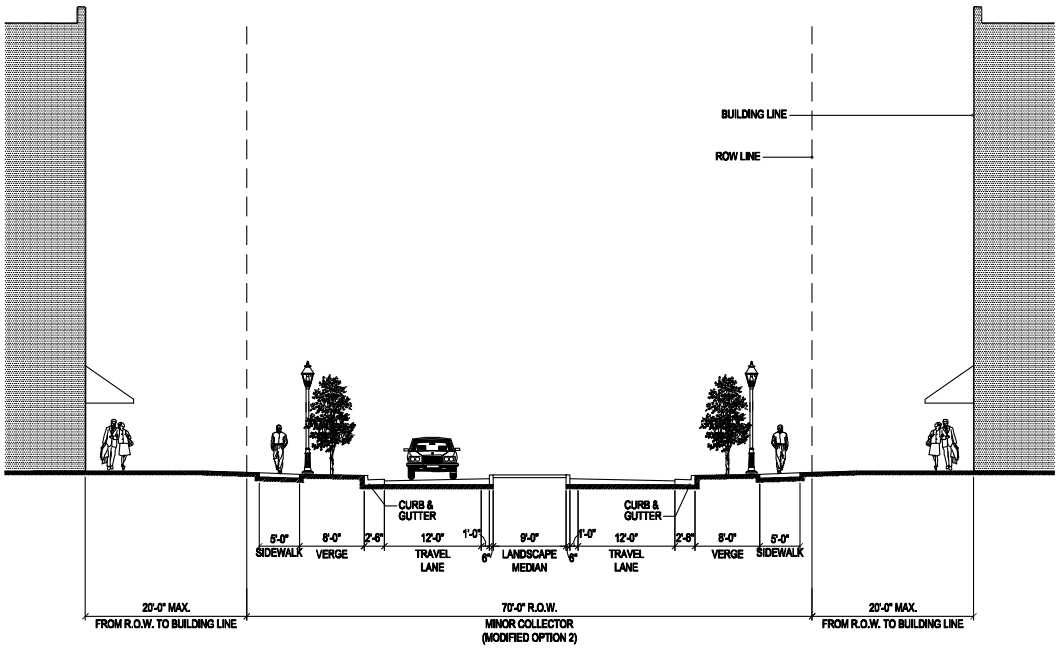

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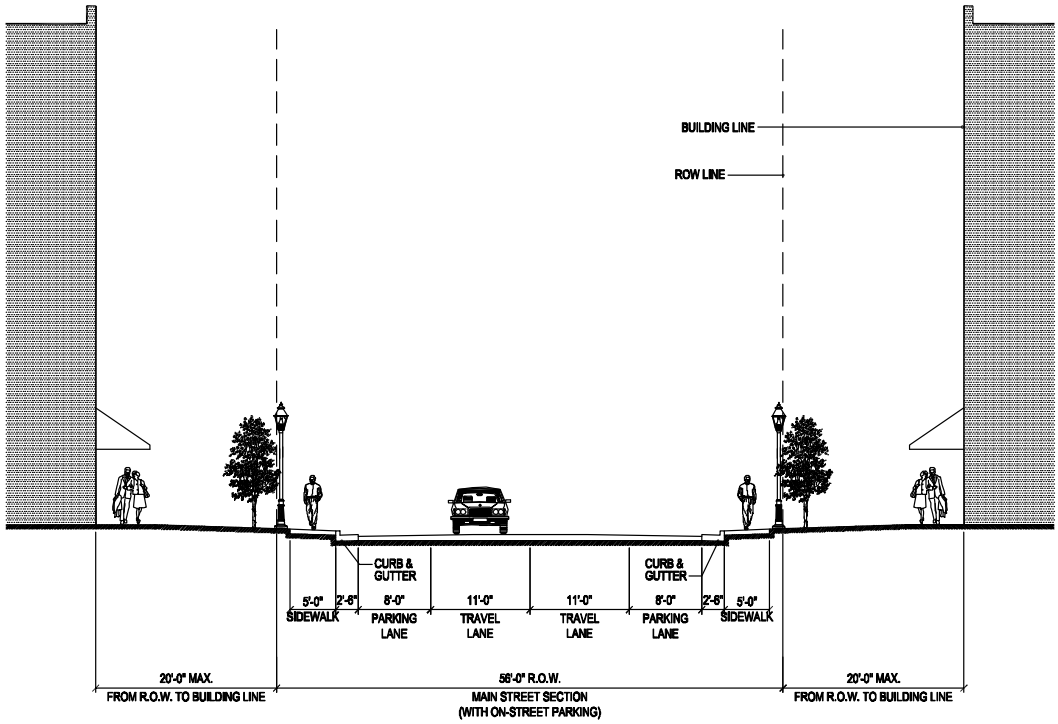

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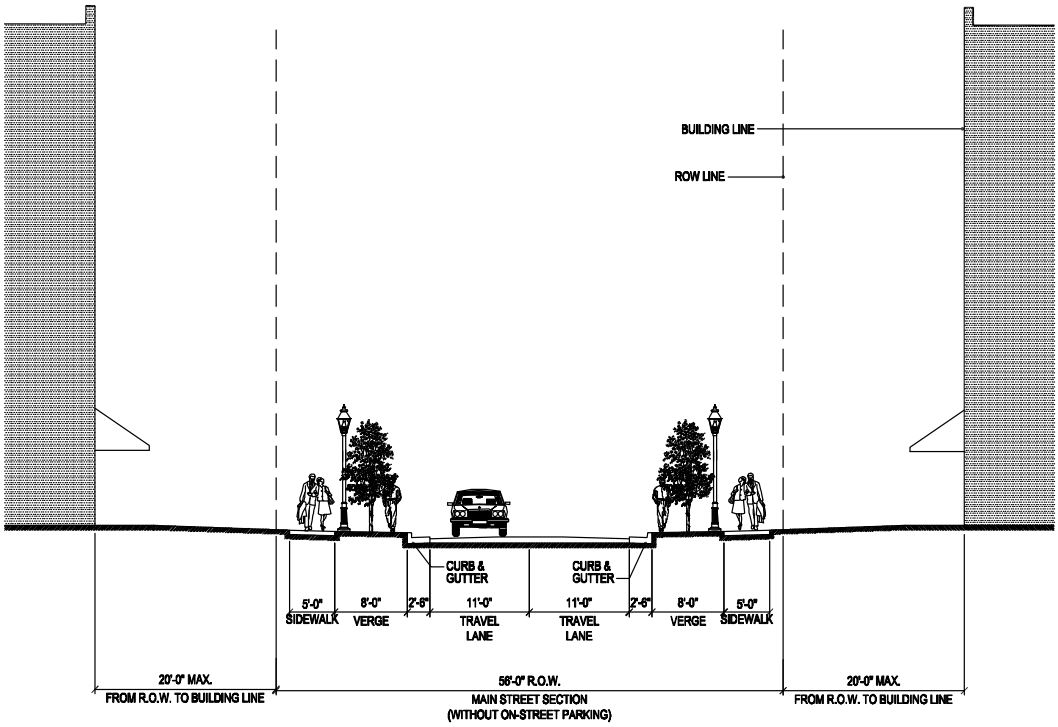

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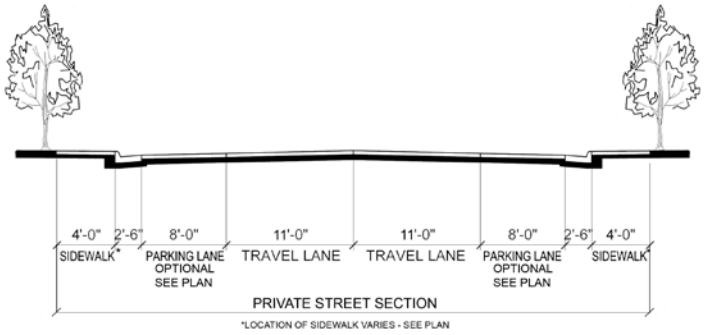
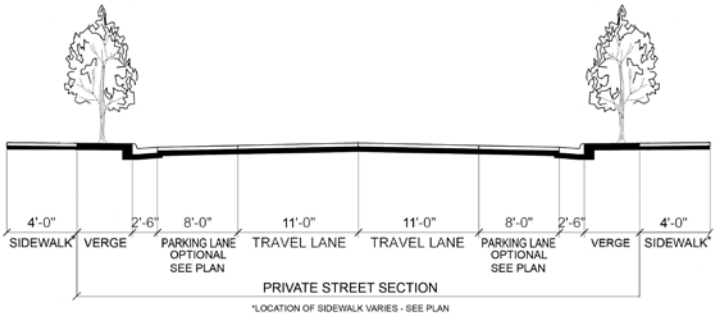


TYPICAL SECTION F - TYPE 1



TYPICAL SECTION F - TYPE 2

STREETSCAPE DESIGN STANDARDS

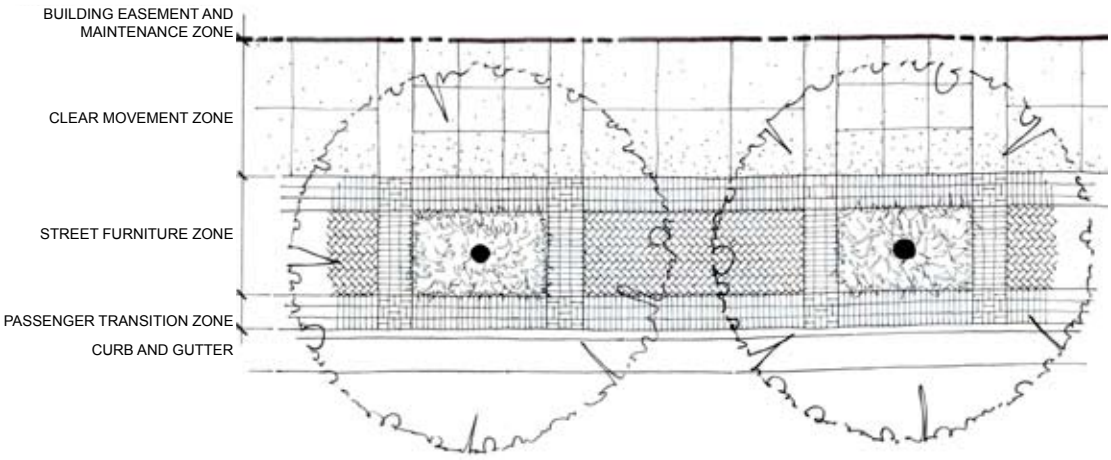
I. STREETSCAPES

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 four (4) fundamental spatial zones: the building easement and maintenance zone, the clear movement zone, the street furniture zone, and the passenger curb transition zone. The typical layout of these zones within the overall streetscape is illustrated below.



The different zones of the sidewalk.

2. The building easement and maintenance zone is the easement/encroachment area where private property owner elements may extend into the streetscape area. Through zoning regulations, the building easement and maintenance zone may be deemed an 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 should be 5'-0". For multipurpose paths (those which are intended for bicycles as well as pedestrians) the width should be a minimum of 8'-0." (See Section II, Pedestrian Ways.)

4. The street furniture zone typically contains many of the pedestrian-oriented amenities of the sidewalk. These include kiosks, directories, lighting, seating, flagpoles, banners, and waste receptacles. Street furniture zones are typically placed between the clear movement and the passenger transition zone. Street furniture elements should be visually coordinated, predictably distributed, and neatly displayed in an orderly manner. Street furniture may not project into the passenger transition zone.

5. As a standard, all street furniture 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 plantings for the available area. See the Landscape Design Standards for further information on street trees.

6. The passenger transition zone is the area directly behind the back of the curb allowing for passenger movement between the sidewalk and the automobile. It falls

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

between the street furniture zone and the curb and is meant to give space to passengers getting in and out of vehicles within parallel parking spaces.

7. In general, providing the (4) fundamental zones of a streetscape may be accomplished with a variety of means. While the standard pattern, as illustrated in I.B.1.a, may be typical, it is not intended to eliminate options and variations. Indeed, variations in 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:

   a. A street, or portion thereof, with the street furniture placed directly adjacent 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 towards the sidewalk and occupy the street furniture 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 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 theatres, conference halls, hotels and other buildings with a high volume of public use.

   In each case, however, while accommodating the variations required for a vibrant community life, the required clear movement zones must be maintained.

Changes in the sidewalk pattern may highlight the base of a

. . . the turn of a corner . . .

... and the principal building entrances.

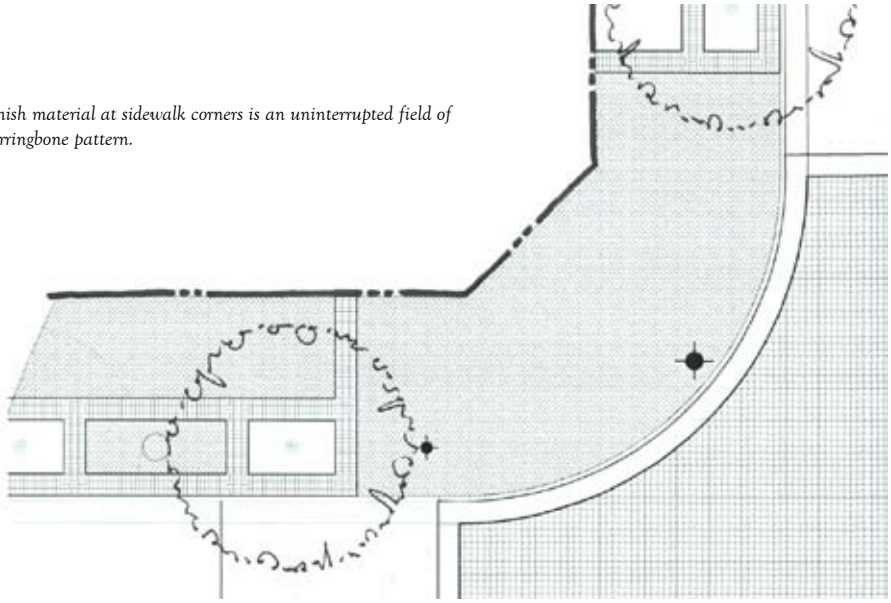
8. The width of the streetscape (i.e., the strip of land between the back of curb line and any building elements) should be 8'-0" minimum, typically. This area may be a continuous planted verge along some roads, or a continuous sidewalk along some streets, depending upon the purposes of the street and the adjacent buildings. Typically, however, this 8'-0" dimension immediately behind the back of curb will contain plantings as well as hardscape features. For a description of typical streetscape zones, see illustration I.B.1.a.

9. Finish patterns should emphasize the zones of the sidewalk, and should particularly distinguish the edge of the streetscape as it adjoins the street, visually marking this area of transition.

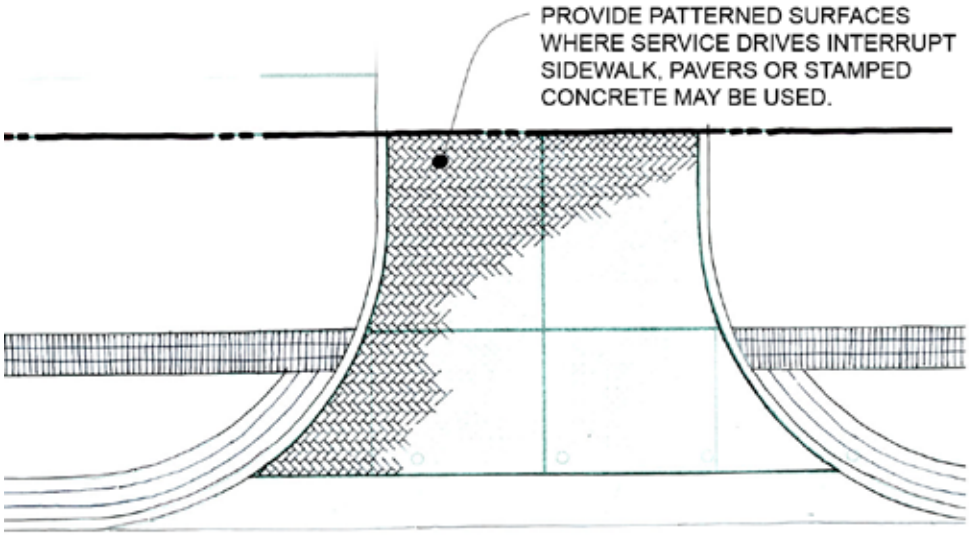
10. Finished surfaces of sidewalks should be of brick, concrete or stone, or an appropriate combination of these materials. The clear movement zone should consist mostly of slip-resistant surfaces and textures. Various methods of finishing concrete provide for slip-resistant surfaces. Compliance with 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, the sidewalk material should continue across the drive to reinforce the clear movement zone and highlight the pedestrian way. However, a distinguishing band of material should 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.



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



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

II. PEDESTRIAN WAYS

A. Standards

Bands of brick are used to define sidewalk edges or bounds, with a herringbone pattern used as the field of special areas of the

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 be a minimum of 5'-0" wide. Bicycle trails through parks and landscaped or natural areas should be a minimum of 5'-0" wide. Multi-purpose pathways, those which are intended for shared-use by bicyclists and pedestrians, should be a minimum of 8'-0" wide.

4. A bicycle/jogging trail, independent of the street network, is planned to wind through Hampton Roads Crossing, taking advantage of the numerous landscaped areas, water features, and variety of open spaces.

5. 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.

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

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

6. 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. Provide pedestrian scale lighting sufficient to illuminate the walkway and any seating areas.

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 supplant street lighting if it is supplied in sufficient quantity. Similarly, planters and other landscaping may be use to supplant the street trees.

Arcades over the sidewalk should maintain a clear movement zone of at least 5 feet.

IV. OUTDOOR PLAZAS

A. Standards

Plazas should not disrupt pedestrian passage in the clear

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. Provide durable surface finishes for plaza paving. The materials selected, colors, patterns, and finishes should coordinate with the adjoining architecture.

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

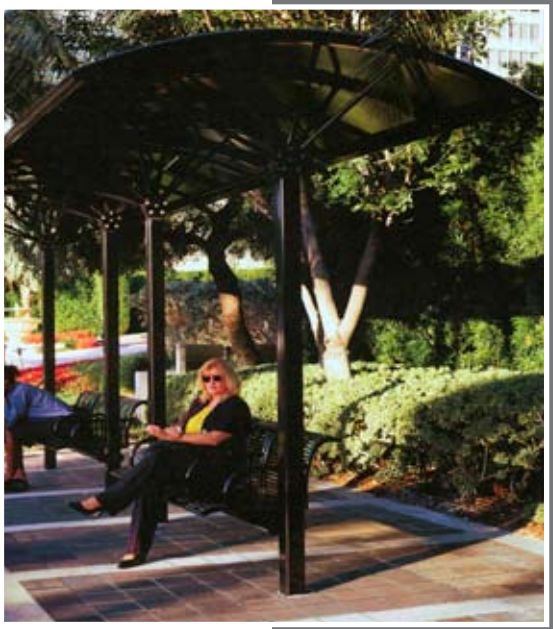
V. SHUTTLE/BUS STOPS

A. Standards

1. Shelters for shuttle stops should 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 the Village.



Shuttle stops should match the character of Hampton Roads Crossing while providing for the comfort of its users.

VI. OUTDOOR LIGHTING

A. Narrative

Lighting extends the use of a 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 an nighttime destination point. The adequacy of outdoor lighting is vital to securing the ongoing vibrancy of a mixed-used district. Street lighting practices which minimize the use of energy and reduce glare are encouraged.

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

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 in 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 distinct 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.

3. Lighting at the sidewalk along local streets in Hampton Roads Crossing 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 throughout the Hampton Roads Crossing. 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

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

Public seating should provide intermediate armrests.

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.

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 should not restrict the width of the clear movement zone of the sidewalk, whether placed in the designated street furniture zone, under an arcade, or in the easement/encroachment zone.

2. Coherent compositions of street furniture that utilize unifying elements should be used throughout Hampton Roads Crossing. 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 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 the entry points to parking

structures, eating facilities and vendor kiosks. Seating areas should be coordinated with the locations of bicycle racks. Seating areas should not obstruct building entrances and should not restrict clear movement zones. Care should be taken to insure 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 not obstruct building entrances and should not restrict clear movement zones.

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

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 insure that bicycle racks are sufficiently illuminated.

8. Public trash receptacles should be distributed throughout Hampton Roads Crossing's commercial/ retail area. Visible and conveniently located for pedestians, 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.

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

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.

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.

10. Bollards may 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. Street furniture should be designed for long-term use and shall be of a durable 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 kempt. All street furniture should be set plumb and level.

VIII. OUTDOOR DINING AREAS AND SIDEWALK CAFÉS

A. Narrative

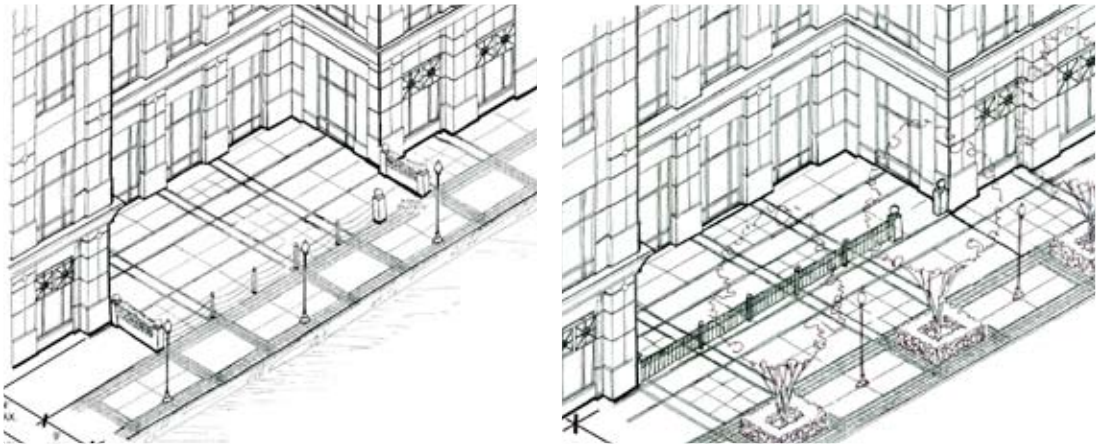
Outdoor dining areas/sidewalk cafés are seasonal social gathering areas when weather permits. They provide safe, comfortable places where people can stop to rest, view, socialize, and relax while they dine. They are encouraged when possible and where space permits. Successful outdoor dining areas activate 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.

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

B. Standards

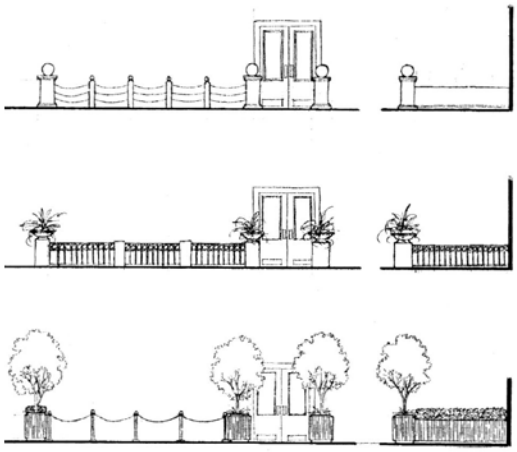
1. Locate outdoor dining areas and cafés to take advantage of views, such as parks and plazas, as well as along streets with larger streetscape widths. In addition, outdoor dining areas and cafés should be considered for interior court spaces.

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.



The clear movement zone of the sidewalk should be maintained at 8 feet where outdoor cafés extend into it.

Design railings to have a smooth transition around the corners



These are examples of acceptable fencing and railing components for outdoor cafés.

3. The design of outdoor dining areas and sidewalk cafés should 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, plantings, 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 should not
be 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-kempt 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 should be concealed from public view.

IX. 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 also maintaining a means of access to them.

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

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

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 should 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 the review of the Design Review Committee.

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.

The utilities should be concealed within the architectural design.

LAND USE STANDARDS

I. USES PERMITTED AS OF RIGHT

Adult Care Residence
Adult Care Center
Adult Day Care Center
Business Residence, ResidentiaI Hotel Dormitory
Dwelling, Garden Apartment
Dwelling, Quadruplex
Dwelling, Single-Family Attached
Dwelling, Single-Family Detached
Dwelling, Townhouse or Rowhouse
Dwelling, Triplex
Dwelling, Two-Family (including Duplexes, Single-Family Semi-Detached, and Single-Family Attached Dwellings)
Dwelling, Multi-Family and Apartment Buildings (not otherwise enumerated)
Group Homes
Mixed Use Dwelling
Residential Subdivisions, Major, Cluster or Hamlet Optional-Use Pattern
Residential Subdivision, Major, Conventional Option
Retirement Village
Amusement Center, Indoor
Assembly, Public
Bed & Breakfast
Child-Caring Institution (Including Nursery Schools)
Membership Clubs / Lodges

College or University
Civic Building
Cultural Uses, Including Museums, Art Galleries, Opera Houses
Day Care (Family Day Home), 1-5 Children
Day Care (Family Day Home), 6-12 Children
Day Care, Child Day Center
Day Care, Child (as Accessory Use to Permitted Religious Assembly or School)
Entertainment, Indoor Facilities
Entertainment, Outdoor Facilities
Health Club
Fitness Club, Golf, Tennis, Swim
Hotels & Motels
Libraries
Medical Clinics and Dental Offices
Medical Counseling Centers (Non-Resident)
Medical, General Hospitals
Medical, Nursing Facility or Nursing Home
Medical, Outpatient Hospitals or Special Hospitals
Medical, Physical and Mental Rehabilitation (Resident)
Parking, Commercial
Parks, Neighborhood
Parks/Open Space (Generally)
Recreation, Outdoor (Generally)
Religious Assembly, Large (150+ Seating Capacity)
Religious Assembly, Small (1-150 Seating Capacity)
Safety Services
School, Charter, Private, or Parochial
Schools, Boarding
Schools, Dance/Art/Music Schools
Schools, Elementary
Schools, Nursery or Preschool
Schools, Secondary or Middle
Schools, Business or Trade
Swimming Pools (Not Private Residential)
Offices
Flex-Space
Office Parks
Retail Sales & Service (Generally, Not Otherwise Enumerated)
Animal Clinics
Animal Sales and Care (Indoor Operations)
Arts, Crafts and Boutique
Automobile Repair, Minor
Bakeries (Excluding Factory or Distribution Warehousing) (At Least 5,000/GFA)

Bakeries (Excluding Factory or Distribution Warehousing)
(Less Than 5,00O/GFA)
Bars & Nightclubs
Big Box Retail (Up To 120,000 SQ. FT.)
Big Box Retail (Greater Than 120,000 SQ. FT.)
Book Stores
Business Services
Catering
Coffee Houses
Convenience Retail Center
Convenience Stores (As Part of an Office Structure)
Convenience Stores (Freestanding)
Delivery and Dispatch Services (Vehicles On-Site)
Department Stores
Fruit and Vegetable Stand
Food Service: Commissary
Funeral Home
Hardware Stores (Less Than 60,000 SQ. FT.)
Mini-Warehouse/Self-Storage Units (Fixed)
Nurseries / Greenhouses with On-Premises Retail Sales
Pharmacy
Rental Services: Indoor Display / Storage
Repair Services, Small Appliance
Restaurants, Sit-Down / Delicatessen
Services, General
Services, Personal
Shopping Centers, Less Than 25,000 Square Feet
Shopping Centers, 25,000 to 120,000 Square Feet
Shopping Centers, Greater Than 120,000 Square Feet
Grocery Stores
Theaters
Animal Hospital

Motion Picture and Video Production
Research & Development, Laboratories
Research & Development, Offices
Farmers Market
Winery or Micro-Brewery
Satellite Dish Antennas for Private Residential Use (Less Than 36 Inches in Diameter)
Television, Radio and Film Studios
Bus/Commuter Stops/Light Rail Stations
Bus/Railroad Dept/Taxi Stand

II. USES PERMITTED AS OF RIGHT ONLY IN OUTPARCELS

Drive-thru Uses
Gasoline Service Station

III. USES PERMITTED BY CONDITIONAL USE PERMIT

Drive-thru Uses
Gasoline Service Station
Utilities, Electric Transformer Stations
Utilities, Transmission Lines
Utility Service Facilities
Utility Stations
Utilities, Utility Installations (Excluding Installations by City of Suffolk)
Utility Facilities, Not Specifically Enumerated
Telecommunication Towers (New Construction or Increase in Height)
Telecommunication (Co-Location on Existing Tower or Alternative Tower Structure)
Television or Radio Transmission Towers
Towers (50,000 Volts or More)
Transmitting Facilities, Not Specifically Enumerated

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 the 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 by providing a street of adjacent buildings.

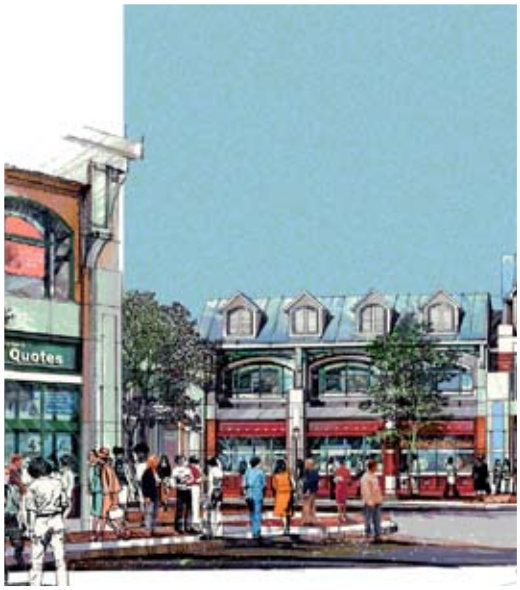
4. Promote mixed-usage of both the buildings and the street blocks.

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



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

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 follows from the layout of streets and blocks, in this case a grid 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 pedestians, and crossing the street feels safer because vehicles move more slowly 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.

Hampton Roads Crossing unites commercial, retail, cultural, 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.

C. Standards

1. Building frontages should tend to align along the street at the property line. Of course, building setbacks are allowed to accommodate outdoor dining, plazas, landscaping and other amenities.

2. Consider the placement and form of buildings at corners and how both factors may promote pedestrian activity.

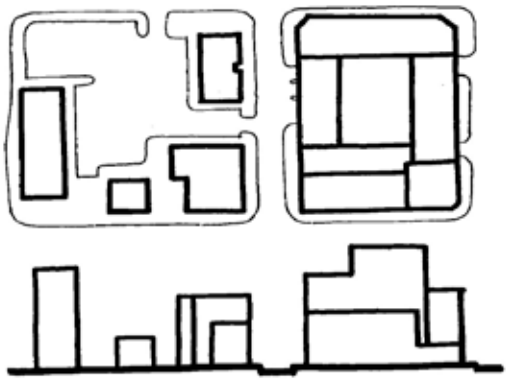
3. Locate the district's major building structures at walkable distances from each other (1/4 mile) and distributed throughout the district. Orient their major entrances to local streets.

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 Hampton Roads Crossing. Such placement will reduce the traffic volume within the village 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 need not have setback requirements, but will need to be provided with easements for projecting elements, such as footings, porches, cornices, etc.

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.

II. ARCHITECTURAL MASSING

A. Statements of Intent

1. Present a unified form of Hampton Roads Crossing at both grand and human scales.

2. Highlight the significance of Hampton Roads Crossing 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.

4. Distinguish major buildings and parking structures within the District as destination points within from the more pedestrian-oriented walking environment.

B. Narrative

A coherent and legible city 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 filtrate 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 façade. The articulation of the façade 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. Provide building forms that step down to the street within a block. Conversely, massing should step back from the build-to line with increasing heights.

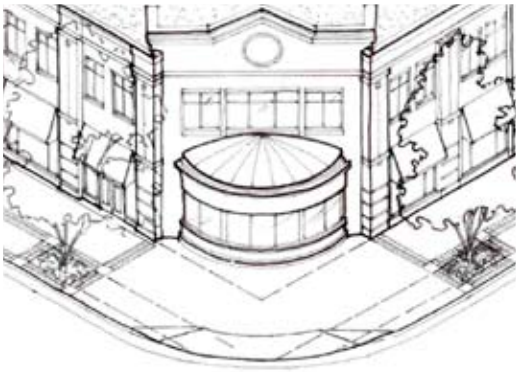
2. Locate buildings of smaller mass within the field of the block between major buildings and parking structures. Locate buildings of greatest mass along arterials, within the interior of the block, and stepped back from the street.

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. 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. Maximum floor area ratio for proposed properties should not exceed 8.0 in the mixed-use district and the corporate campus district. The maximum height of buildings in Hampton Roads Crossing should be 100'-0".



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.

7. Buildings may be defined in terms of their height. (Note: These definitions establish the basis for the signage guidelines.)

   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 between 35'-0" and 75'-0" in height, measured above the grade plane. 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. Building setbacks may be considered for the increasing heights of the building to allow additional daylight to reach the street. 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.

8. "Big Box" retail is permitted within the mixed-use district of the Hampton Roads Crossing, provided that it is designed to complement and be compatible with the overall design, scale, and character of the place. The buildings are to be designed in accordance with the Architectural Design Standards, adjacent pedestrian ways in accordance with the Streetscape Design Standards, and signage in accordance with the Signage Design Standards. The overarching goal is to integrate this building type into the overall character of the mixed-use district.

   Careful building placement is critical to the incorporation of a large store into the overall urban design of an area. The location of the building entry must accommodate not only the easy and efficient flow of vehicular traffic, but also provide for a well designed system of pedestrian access from both the parking area and the nearby residential neighborhood.

When designed in conjunction with adjacent retail stores, coordinate service space and requirements to minimize the overall extent of service space required and to efficiently plan for the location and flow of delivery trucks and trash removal traffic. In intensively developed areas, screening of the service areas though a system of internal docks or service courts is preferred. (See Section VII, Loading and Trash Collection Areas in the Architectural Design Standards.)

To provide some variation in silhouette and massing, architectural elements that add visual interest to the roof are encouraged. This is most readily accomplished through the articulation of the entryway which should both project in front of, and above, the wall plane of the building

To relieve the visual impression of a continuous, long, blank façade, elements should be provided which serve to modulate between the large enclosed space of the store and the more intimate scale of the adjacent pedestrian walk. This may be accomplished either by providing offsets into the wall (whether projections or recesses), or through the application of projecting elements onto the façade wall (e.g., pilasters), or through the addition of other architectural elements such as colonnades, loggias, etc.

An alternative approach is to provide "liner stores" adjacent to the big box" retail. These are smaller strings of retail operations which may be constructed adjacent to the sides of a "big box" store, and which serve to "activate" the otherwise typically blank side façades. Reference 31-715 of the Uniform Development Ordinance for standards.

9. Mini-warehouse/self-storage units are permitted in the Hampton Roads Crossing, however, only when appropriately located. The exterior closing wall of the facility must consist of masonry construction. The exterior should also be screened with landscaping. The units should not have flat roofs, but generally blend in with the character of the community. Mini-warehouse/ self-storage units must be adjacent to the Virginia Dominion Power site.

10. The development of buildings in "outparcel" locations (along College Drive and Town Point Road) is permitted within the mixed-use district of the Hampton Roads Crossing, provided that they are design to complement, and be compatible with, the overall design, scale, and character of the place. Potential outparcel uses may include convenience stores, banks, gasoline service stations, and minor auto repair businesses, and other drive- thru uses. All buildings proposed for outparcel locations are to be designed in accordance with the Architectural Design Standards, adjacent pedestrian ways in accordance with the Streetscape Design Standards and signage in accordance with the Signage Design Standards. The overarching goal is to integrate this building type into the overall character of the mixed-use district.

    Careful building placement is critical to the incorporation of "outparcel buildings" into the overall pedestrian friendly character of an area. Outparcel buildings should pursue a zero-lot line setback relationship with respect to internal streets within the mixed-use district. Where necessary, setbacks are allowed, but should be kept to a minimum. This will encourage the development of a pedestrian connectivity with other uses throughout the mixed–use district. In addition, if developed together, this systematic and coordinated building placement amongst the various outparcels will result in their linkage together along a continuous pedestrian way.

    Service areas, whether bank teller "drive-thrus," vehicular loading bays, or parking areas, should be located in side yards and along the periphery of the overall site, adjacent to College Drive or Town Point Road. Landscaping will serve to visually screen these functions from the vehicular traffic along these drives. See the Architectural Design Standards, Subsection VII, Loading and Trash Collection Areas. Drive-thru operations should be located so as to avoid the development of stacking traffic onto adjacent roadways.

The exterior wall construction of the outparcel buildings must comply with the Architectural Design Standards. See Architectural Design Standards, Subsection III, Façade Treatment, Guideline Number 11 for materials, and Guideline Number 6 for recommended design features

Signage for outparcel buildings must comply with the Signage Design Standards. The supporting structural element of a sign (column, wall, etc.) shall not be considered as a part of the overall square footage of the sign, unless the element itself constitutes a form of advertisement, logo, or other branding device. Signs shall be consistent with the overall architectural character of the adjacent architecture

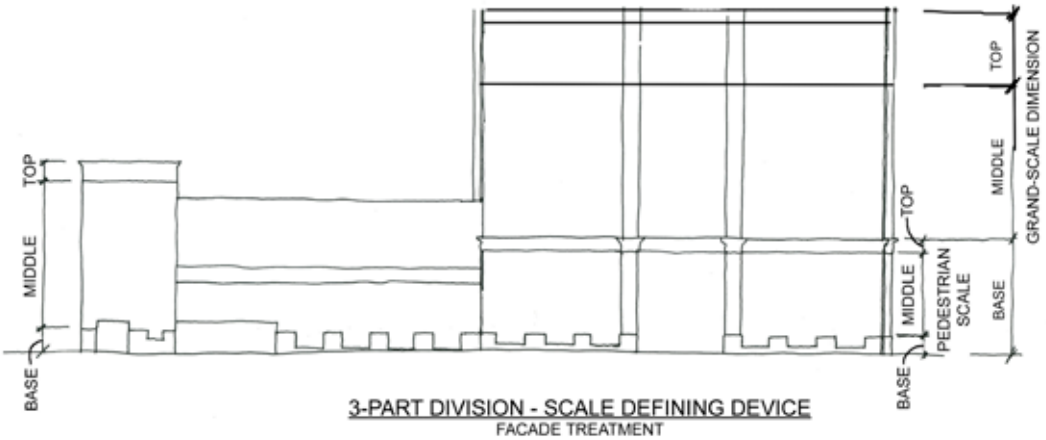
III. FAÇADE TREATMENT

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 guidelines 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.



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 context. Studies have found people feel more comfortable and less alienated in spaces from which they can measure its size and their place within it.

B. Standards

1. Provide coordinated building compositions that use a very readable system of building divisions. 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. Provide façade designs that allow the base to visually anchor the building to the ground. 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 span of a street block, though the 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

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.

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

- Arches
- Canopies or porticos
- Parapets over entryways
- Display windows
- Integrated landscaping, including the use of planters, and/or seating at recessed areas.

7. Façade 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.

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 guidelines that every corner have a strong "attention-getting" device.

9. Buildings 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 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.) architectural concrete (e.g., architectural grade 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 rooflines 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 should 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."

15. All buildings shall be constructed in compliance with the current applicable codes regarding acoustical requirements.

IV. STOREFRONTS AND GRADE-LEVEL SPACES

A. Statements of Intent

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

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 by providing direct access and multiple primary entryways from the sidewalk to the 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 them. With transparency, communication is easy; without it, 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 with 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.

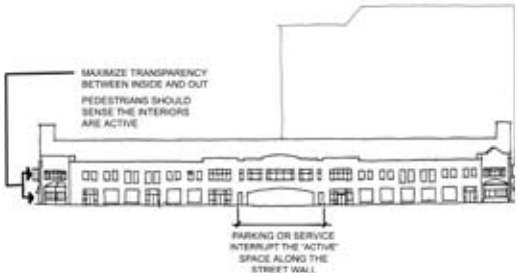
3. Provide a pattern of transparent glazing at both grade and second floor levels to increase visual communication between inside and outside and to increase the pedestrian's sense of safety. Consider integrating transparency into building entryways located near storefronts.

4. To the greatest extent possible, maintain glazing at the street level as an uninterrupted pattern. Where it must be broken, minimize the amount of opaque wall surface between window segments.

5. Grade-level businesses should provide loading and trash collection accessways placed between storefronts. However, trash collection, service, and loading areas should be, to the greatest extent possible, screened from public view. (See Loading and Trash Collection Areas, page 25, below.)

6. Grade-level businesses and storefronts should provide features and pedestrian-oriented amenities at the street, such as display windows, awnings, etc.

7. Exterior lighting at the storefront or grade-level business along its full length is encouraged. Where lighting is provided, fixtures should be attached to the façade with the bottom of the fixture at no less than 8 feet above finished grade.



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

Minimize linear frontage of streetfront loading areas.

V. RESIDENTIAL BUILDINGS AND FRONTAGES

A. For Residential Buildings in the Mixed-Use District

1. Statements of Intent

a. Residential uses are encouraged throughout Hampton Roads Crossing. 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.

b. Building frontages and entrances are encouraged to be at or near the sidewalk.

c. The use of intermediate spaces between the public and private realms, such as porches and balconies, is recommended.

d. 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.

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

2. Narrative

Urban centers 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 by 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 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 Hampton Roads Crossing 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 provided at 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.

3. 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 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. The ground floor should be elevated above finished grade to achieve a greater sense of privacy and security from the street for the resident.

5. Consider articulating or emphasizing building corners with quoins, medallions, patterned brick, or stonework.

6. Parking for residents may be made available in the parking courts enclosed by residential perimeter block apartment buildings, whether at grade or in structured decks throughout Hampton Roads Crossing, or as is available on the street.

Residential buildings offer urban centers the opportunity to populate sidewalks and shops, which, in turn, attracts visitors to join them.

B. For Residential Buildings in the Residential Village

1. Narrative

Single family residential dwellings are to be located throughout the residential village. The residential village has been designed is to have interconnecting streets in lieu of "cul-de-sacs," in order to provide for easier "connectivity" between the residents. This

continuous street network will encourage the free flow of both vehicular and pedestrian movement as well as allow for the dispersal of traffic throughout the area. Green space will be provided throughout the village, both in the form of front yards as well as with landscaped streets and medians. Generally, garages should be located to the rear of the residential lot, with access provided through a system of alleyways, minimizing the presence of service doors along the street frontage. The residential village will be limited to a maximum of 600 dwellings. The community shall be a condominium form of ownership.

2. Standards (Note: These guidelines do not apply to residential development outside of the residential village district.)

a. Community Entry Signs

1) Masonry entry monuments are to be provided at certain key access points to the Residential Village. (See Signage Design Standards, Section 1.)

b. Streets (See Street Design Standards, Section VI, "Street Sections," Type F1 and F2.)

1) Interior streets are to be private common elements with a minimum of 22' wide pavement width.

2) Rear Access drives are to be private common elements with a minimum of 12' of pavement width.

c. Utilities

1) On-site sewer, water, and storm water systems will be private, except for systems that drain to public rights-of-way.

2) All permanent wires and cable are to be place underground.

d. Parking

1) Two and one-half parking spaces are to be provided for each dwelling unit (inclusive of garages/ driveways, covered parking spaces, and on-street parking. Spaces shall measure a minimum of 9' by 18'.

e. Sidewalks/Paths/Drives

1) Sidewalks are to be provided in the public right-of way in accordance with the City of Suffolk standards.

2) Pedestrian/bicycle access to open spaces and recreation facilities is to be provided.

3) Driveways and walkways(not including hard surface trails) shall be constructed of concrete, brick, stamped concrete or similar material. Driveways and other impervious surfaces shall not comprise more than 50% of the front yard for simgle family detached homes.

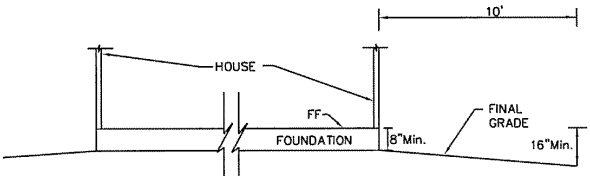
4) Sidewalks are to be provided on private streets, not including private alleys. They shall be 4'-0" wide.

5) Bike lanes and trails shall be provided in accordance with the master plan drawing.

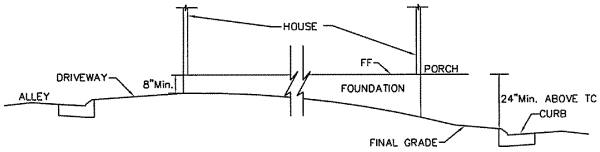
f. Foundations

1) All residences must have the finished floor 16" higher than final grade, when measured 10' from the building.

2) "Alley loaded" homes, however, may have the finished floor 8" above at the rear, provided that the home has a porch which is a minimum of 24" above the closest curb at the street.



Typical lot/foundation grading section.



Typical lot/foundation grading section for "alley loaded" homes.

g. Screening of HVAC Equipment and Service Elements

1) All HVAC equipment shall be screened by fencing, architectural elements, or landscaping, upon maturity.

2) Trash containers and recycling bins should be completely screened from view of the street and any adjoining lot.

h. Architectural Design Elements

1) The largest surface plane of the building facing a public right-of way, whether the front or side of the building, is to be brick.

2) On the rear elevation, detailing elements (overhangs, friezes, rakes, and window trim) shall be substantially the same as on the building fronts and sides. Special, elaborate detail elements, such as dental and crown moldings, need not be extended to the rear.

3) The home entry visible from the public right-of-way is to be covered by a roof that is an integrated component of the overall building. The roof entry shall be compatible with the principal form of the building, and shall be a minimum of 24 square feet in area.

4) No two detached residential units with the same front façade shall be located on the same side of the street within three building lots of each other. Façade reversal shall be considered dissimilar appearance.

5) Garage fronts shall be de-emphasized and not be the most prominent architectural feature of the house. The front façade shall prominently feature an entrance for persons rather than automobiles (such as a front porch or courtyard) with the garage area not to exceed 50% of the first floor of the front façade.

6) Distinctive architectural details such as, but not limited to, covered six inch frieze or dental frieze on gables, tapered box columns on brick or e provided on each structure.

7) Roof materials shall consist of a minimum of 30 year architectural shingles or equivalent.

8) Exterior chimneys constructed of brick or stone are acceptable on any building. Where the structure is not constructed of brick or stone, he exterior chimney shall be constructed of the same exterior material of the façade.

9) Harmonious use of building materials may be required through deed restrictions and/or covenants.

10) Exterior materials and finishes such as brick, stone, swood, manmade cedar shake pattern siding, natural cedar shake, dryvit (EIFS) or similar

material, or fibre cement siding shall be provided alone or in combination with other materials on 50% of all front elevations. Homebuyers shall have options for increased use of the above materials.

i. Windows

1) Not less than 16% of the total areas of any front façade (excluding garage doors) shall consist of windows and doors.

2) Not less than 8% of the total area of any side or rear façade shall consist of windows and doors. The Director of Planning may reduce or waive the side and rear façade fenestration requirements when he determines that the proposed fenestration level of the entire building is the maximum reasonable practicable level under the circumstances, or where a garage constitutes a side wall or rear wall.

3) 8% window and door requirement for side yard shall not apply to homes where one side is designed as a privacy wall for adjacent home such as for zero lot line design.

j. Recreational Facilities

1) A central recreation facility is to be provided including a non-diving pool, and a cabana providing restroom facilities and meeting space. Additional recreational opportunities provided for in the Master Development Center include picnic areas, tot lots, passive recreation areas, dog parks, and numerous and varied walking and jogging routes, with intermittent exercise stations.

k. Prohibited elements.

1) Metal windows shall not be allowed in the Residential Village.

2) Chain link fences.

3) Carports shall not be allowed in the Residential Village.

4) Unpainted wood or plywood surfaces.

5) Neither Spanish Colonial/Mediterranean styling (tile roofs) or contemporary styling(angles, window patterns not generally found in the Hampton Roads Area) shall be allowed in the Residential Village.

6) Loose stone walks (other that part of the landscaping) or driveways shall not be allowed in the Residential Village.

3. Setbacks, Sizes

A minimum of four housing types is required:

SETBACKS; HEIGHTS				
	Stacked Flats	Garage Townhomes	4-Plex	SF Zero
Height	60′	42′	36′	36′
Stories	4	3	2	2
Rear to adjacent building and back of curb of private street/alley*	8′	10′	6′	15′
Between buildings*	15′	12′	12′	10′
Front to back of curb of private street*	8′	10′	6′	12′
Side to back of curb of private street*	10′	10′	10′	10′
Corner to back of curb of private street*	8′	8′	6′	8′
BMP Setback (from 100 year HW elev.)*	25′	25′	25′	25′
Public R/W Front*	5′	5′	10′	10′
Public R/W Side*	8′	8′	6′	8′
Public R/W Rear*	8′	8′	N/A	N/A
Public R/W Corner*	8′	8′	6′	8′
College Drive and Town Point Road	30′	30′	30′	30′

* Setbacks requirements shall not include fences, patios, porches, decks, stoops, chimneys, eves, or stairs. These structures may be located within the required setbacks, but no closer than 15 feet to 100 yr HW elevation on BMPs.

Note: These setback and height restrictions do not apply to residential development outside of the residential village.

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 to 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.

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

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 passersby into the shops and businesses they enhance.

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 towards 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.

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

2. Canopies should frame entrances. Posts that support a canopy should not interfere 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 extended 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 feet from the face of the building and should not be lower than 8 feet 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. 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.

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

In Hampton Roads Crossing, fencing may be of metal, masonry, a combination of both, or any other approved materials. Typical "dog-eared" wood fences are acceptable. 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.

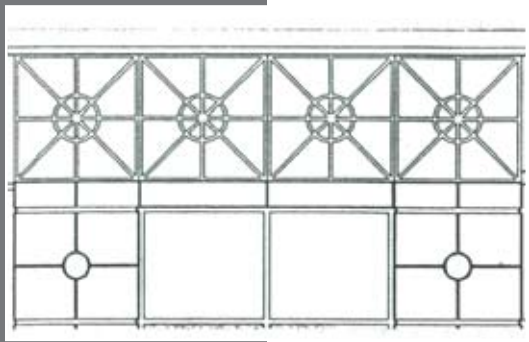
The design of a masonry "fence," or screenwall, is articulated through the choice of its brick patterning and the coordination of its colors and textures. The location and emphasis of shadow lines can also be used as a design element when the placement of brick projections is considered.

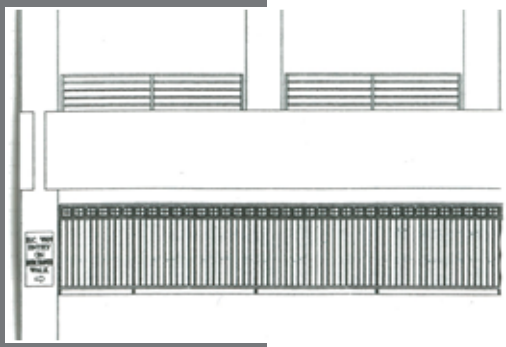
Temporary barricades, on the other hand, are used at street entrances to allow only short-term alterations of its function as a vehicular passageway. They play no permanent role in the routine life of the street, but they are critical in allowing the community to periodically claim their public realm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

B. Standards

1. Railing design is typically the manipulation of metal bars 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

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





pattern. In Hampton Roads Crossing, those forms and patterns may be innovative or traditional, as well as referential to the area's historical importance.

2. Railing design may use metal bars that vary from 1/2" to 2" or greater. Bar 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, metal color finishes 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 may be of metal, stone, masonry, or an approved combination thereof. Metals should be bronze, brass, stainless steel, steel painted a color 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. Metal fence posts may be 1" to 4" thick of square or round tubing that may be steel or aluminum. They are typically set in concrete footings. Metal fence rails may be 1/2" to 1" thick of square or round tubing or solid bars that may be steel or aluminum.

6. Consider maintenance access when selecting the location or placement of fencing and railings. 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 screenwalls 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. In intensely developed areas, building service functions should be concealed from view, preferably with either internal truck docks or screened service courts. At a minimum, landscape shielding should conceal service areas from major views, 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 Hampton Roads Crossing. 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 will be the pedestrian experience.

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 as deemed best to minimize service area frontage along the street.

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 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 public 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 structure.

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.

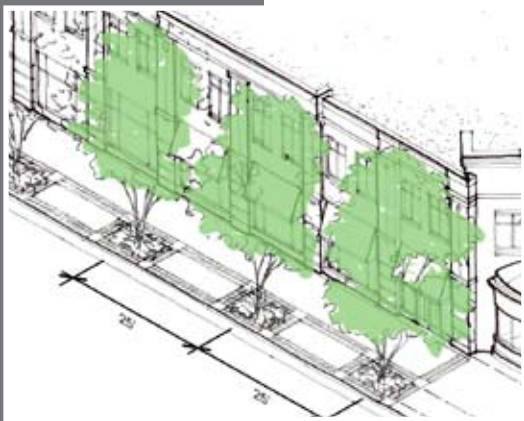
A quick glance at the trees and plants lining an urban street reveals the variety of purposes they serve. Some act as buffers, keeping pedestrians at a safe distance from traffic. Others provide much desired shade on hot summer days. Still others frame points of interest along the streetscape, or call attention to a particular entrance to a building. Some may even provide a pleasant place to sit while enjoying a lunch from a 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 within an urban setting.

A well-planned urban 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.

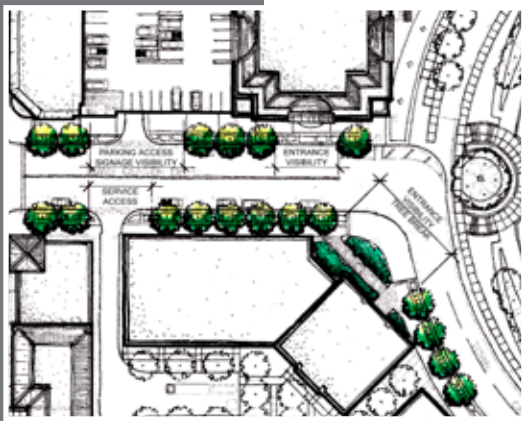
Street trees add to the pedestrian comfort level.

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.



The preferred spacing of street trees is 25 feet on center.



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

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 25 feet on center and not more than 40 feet on center.

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 accessways, 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 tree 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.

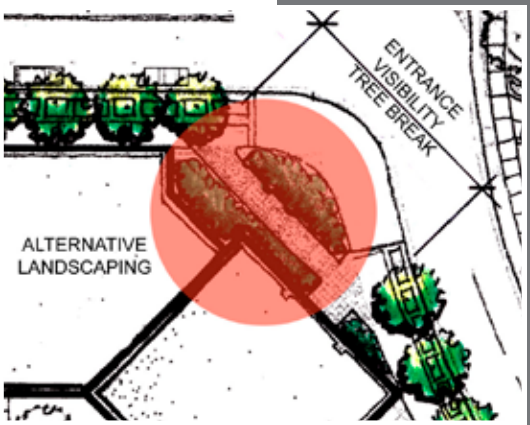
6. Soil conditions should be considered in the selection of tree well sizes. For more clay-based soils, a 5-ft. x 8-ft. or 5-ft. x 6-ft. tree well is recommended. In soil conditions more favorable to growth, tree well sizes may be reduced, but should not be less than 5-ft. x 5-ft.

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 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. The caliper of a planted tree should be dictated by the size of the tree well and soil conditions. A tree with a caliper not greater than 2 1/2"- 3" should be placed in 5-ft- x 5-ft. tree wells due to the reduced area prepared for the tree root system. Trees with a caliper not greater than 3"- 3 1/2" should be placed in 6-ft. x 6-ft. or 6-ft. x 8-ft. tree wells.

9. Ornamental trees should be planted no further than 12 feet on-center. They may be used to highlight special features of the urban 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 plantings on 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.



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

Consider "plant walls" as an alternative to street trees

II. URBAN PARK LANDSCAPING

Urban parks, plazas, and squares should provide Hampton Roads Crossing 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 Hampton Roads Crossing 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, and 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.

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

III. PLANTERS

A. Introduction

In an urban environment, planters offer the opportunity for vegetation in spatially-constricted areas. Planters bring an aesthetically pleasing element to the public realm and provide an urban 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, enlivening the urban experience.

Planters are, in fact, a clear indication of the significance of pedestrian activity in urban environments. 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 a successful addition to the urban context, 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 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.

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.

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 café's 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 combination thereof.

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 prohibited. Planters of composite materials appropriate to the urban environment may be approved by the regulating authority.

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 movement zone of the sidewalk.

9. Planters and their contents are subject to review and approval.

IV. RESIDENTIAL LANDSCAPES

A. Narrative

Residential areas typically are noted by grassy front lawns, shade trees, hedges, and other ornamental plantings.

Mature trees lend a sense of history and longevity to the residential areas. They are a valued characteristic of this District. Fences and walls in the Residential District provide a sense of scale and rhythm along residential streets.

B. Standards

1. Provide not less than one shade tree per dwelling unit; trees shall be located on the master tree plan.

2. Provide an additional shade tree per 50'-0" of road frontage not having a dwelling unit fronting onto the street or street segment.

3. Provide an additional shade tree per 50'-0" of roadway median on any divided road.

4. Flowering trees may be substituted for shade trees in a ratio of 2 to 1 according to the master tree plan.

5. When choosing locations for new trees and other plantings, select locations that will not interfere with utility lines, block driveways and sidewalks, or obstruct motorists' vision at intersections.

6. Edge planting beds with brick, slate or stone. A spaded edge may also be used.

7. Consider gardens, garden paths, trellises, arbors, and garden ornaments for adding character to residential landscapes.

8. Avoid grading which adversely affects existing trees.

9. Fence and wall design and material selection should relate to the architectural style of the residence.

10. Solid front yard fences should not exceed 36 inches in height.

11. Trash receptacles should be adequately screened from the public right-of-way and adjoining residences.

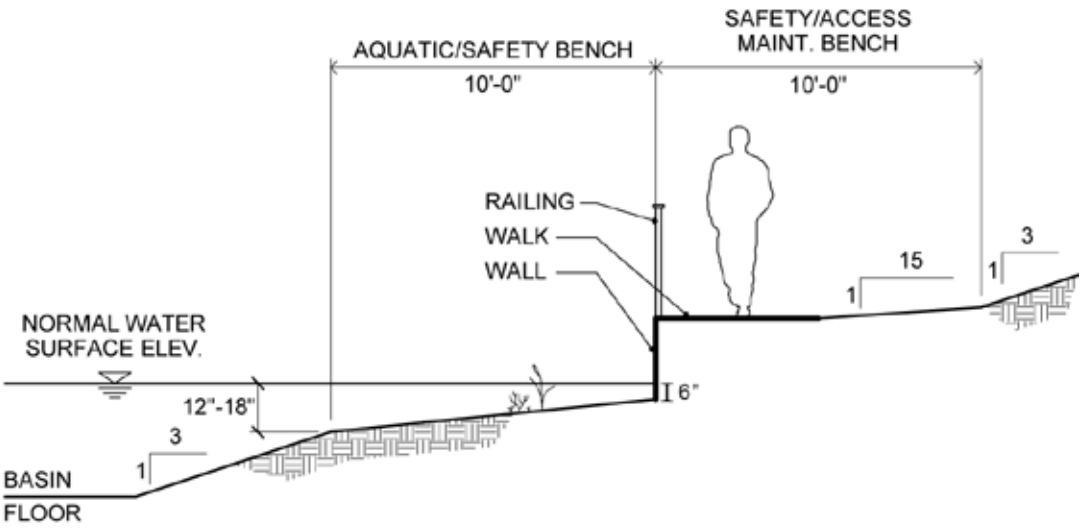
12. Privacy fencing or walls should be introduced in rear yards only. They should not exceed 6 feet in height.

13. For fencing requirements, reference Architectural Design Standards, Section VII, "Fencing and Railings."

V. BMP DESIGN STANDARDS

A. Narrative

Throughout the Hampton Roads Crossing community, stormwater management ponds (BMPs) are to be designed as urban amenities with walking paths and overlooks. They are to be an integral part of the continuous chain of recreational spaces which will link together the multiple open spaces in the community. As such, they are intended to have an urban, rather than a suburban, character with walkways, buildings, and roadways located in relative close proximity to the water's edge, bringing pedestrians and homeowners to the water amenity. This can be accomplished through the integration of hardscaping techniques such as retaining walls and bulkheads in conjunction with pedestrian walkways, benches, overlooks, decks, and patios.



URBAN RETENTION BASIN SECTION

B. Standards

The design and construction of these facilities shall be generally be in accordance with the Virginia Stormwater Management Handbook; First Edition dated 1999 and the City of Suffolk Unified Development Ordinance Article 6, Section 31-611. Specifically, the following standards and design criteria shall apply:

1. Private ownership and maintenance

2. Bulkheads and retaining walls shall be permitted provided that safety railings and safety benches are incorporated as indicated on the Exhibit entitled "Typical Urban Retention Basin Section." Additionally, escape ladders may be provided for facilities bulk headed on all sides.

3. A 10 foot wide aquatic/safety bench shall be provided as indicated on the typical section.

4. A 10 foot wide safety/access bench shall be provided (as indicated on the typical section) on one side of the facility. Access shall be provided to the release structure.

5. Basin side slopes shall be no steeper than 3H:1V.

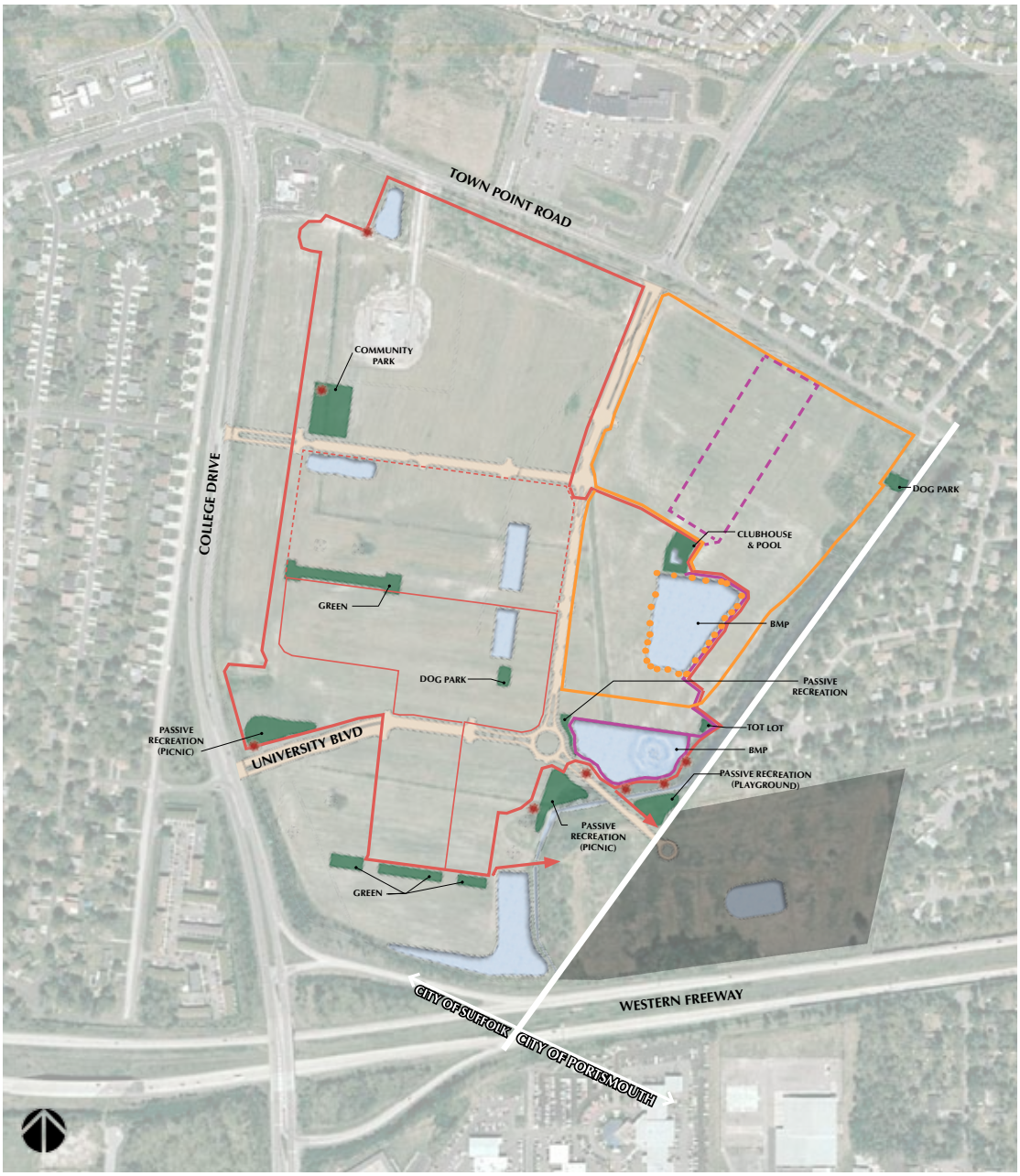
6. Fencing shall not be required.

7. All buildings may be located up to 25 feet from the 100 year high water elevation of the BMP. Decks, patios, walkways, and roadways may be located closer than 25 feet provided that appropriate safety measures are incorporated.

8. Vegetative perimeter yards or barriers and buffer yards are not required but may be provided where open space areas are adjacent to BMPs.

9. Where landscaping is provided, the plantings should be complementary to the other landscaped areas throughout Hampton Roads Crossing, providing a pleasant environment for the use of residents and visitors to enjoy the open air and water views during, perhaps, a weekend family picnic.

VI. OPEN SPACE AND PEDESTRIAN WAYS



Not to Scale

A minimum of 6 acres of open space area shall be provided to include uses such as community parks, a clubhouse and pool, a variety of passive recreation areas, dog parks, tot lots, and open lawns. These areas represent 15% of the 40 acre residential development area.

This illustration is conceptual and provisional only. Final layout, type, and use of open spaces shall be based upon future land plans and site conditions.

SIGNAGE DESIGN STANDARDS

I. ENVIRONMENTAL SIGNAGE

A. Gateway Signage

Gateways highlight entrances to 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 Hampton Roads Crossing.

The gateways of Hampton Roads Crossing 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 Hampton Roads Crossing. They correspond to the scale of the street and distance from the site. The gateway types are:

- Collector Gateway Markers
- Community Entry Signage
- Pedestrian Wayfinding 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 Hampton Roads Crossing itself, greater articulation and detail with more consideration for the pedestrian scale and the context of the street should be provided.

When calculating the signage area, the feature to which the actual sign is affixed, whether building, garden wall, free-standing column, or other architectural element shall not be considered as part of the square footage area of the sign, providing that this element serves as visual background for the sign, and is not, itself, a sculptural, promotional element.

1. Collector Gateway Markers

   Identifiable gateway elements will be provided at the entries to the different community areas. This signage will highlight the transition from one district to another, with masonry walls and signage elements. 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. Each sign shall be no greater than 48 square feet.

2. Community Entry Signs

   Masonry entry monuments are to be provided at certain key access points to the residential village. These will be smaller scaled feature elements similar to the collector gateway signs. Each sign shall be no greater than 24 square feet.

3. Pedestrian Way-Finding Signage

   In addition to signage elements oriented towards 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 City. 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 City 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 City.

Banners may be:

- On building façades.
- Suspended from gateways as approved by the City, 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 feet above the pedestrian way.
- Within the space of the street, the bottom of the banner should meet the minimum height requirements determined by the City and VDOT.

II. COMMERCIAL SIGNAGE

A. Statement and Intent

The intent of these guidelines is to ensure that the signage throughout Hampton Roads Crossing 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 guidelines 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 guidelines 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" and 75'-0") and low-rise (less than 35'-0") serve as the basis for the signage criteria and allotments.

(Note: "Box" type signage is not permitted in Hampton Roads Crossing.)

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. (illustrations on page 103)

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. (illustrations on page 104)

Box Sign: A three-dimensional container with four sides perpendicular to the base and with a face plate which 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, which signs shall not exceed one (1) square foot in sign area. 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 twelve inches (12”).

Sign: Any fabricated sign or outdoor display structure consisting of any letter, figure, character, mark, point, plane, marquee sign, design, poster, pictorial, picture, stroke, stripe, line, trademark, 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 of, 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 VI-16)

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, with the exception of special event signs or decorations approved by the Administrator pursuant to the Temporary Use Regulations. 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 except as provided in 31-714 subsection (b) of the Unified Development Ordinance regarding public signs. Signs projecting over public property shall be permitted in accordance with the building code only where no setbacks are required.

4. Signs Resembling Official Signs and Signals - Signs imitating or resembling official traffic or government signs or signals except provided in 31-714 subsection (b) of the Unified Development Ordinance regarding private traffic signs.

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 federal, state or city laws or regulations.

7. Signs Above Roof Lines - Signs which are mounted so as to be displayed above the roof line or parapet of the building to which they are attached.

8. Portable Signs - Portable signs, with the exception of those to be used in accordance with 31-714 subsection (b)(9)(Temporary Signs) and subsection (b)(10)(Special Event Signs) of the Unified Development Ordinance and approved by the Administrator.

9. Off Premises Signs - Unless specifically authorized by this Section.

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) (illustration on page96)

1) A maximum of one (1) sign is permitted per public entry door location.

2) The maximum size of each building identification sign is 8 square feet.

3) The permitted sign may be located adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.

4) The permitted sign may be located directly above the public entry door location, between 8'-0" and 15'-0" above the finished floor.

5) For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted. The sign shall be no greater than four (4) square feet in area.

6) The name plate shall be no greater than one (1) square foot in area.

b. Commercial Directories (adjacent to entry locations)

1) A maximum of one (1) directory sign is permitted per public entry door location.

2) The maximum size of each directory sign shall be 4 square feet.

3) The permitted signs may be located directly adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.

4) For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted.

c. Major Tenant Signage (atop building)

1) A maximum of two (2) signs are permitted on each building, representing one (1) major tenant if the building is on a corner parcel or has double frontage. Otherwise, there will be only one (1) sign permitted on each building.

2) The maximum size of any major tenant sign shall be 200 square feet.

3) No more than one (1) sign per building façade shall be permitted.

4) A major tenant sign shall be located at the top two (2) floors of the building.

5) No portion of any major tenant sign may project above the roof line or parapet wall of the building.

d. Second Floor Tenant Signage (at lower 2 floors of building)

1) See Signage Standards for Low-Rise Buildings.

e. First Floor Tenant Signage (at lower 2 floors of building)

1) 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) (illustration on page 96)

1) A maximum of one (1) sign is permitted at each public entry door location.

2) The maximum size of each building identification sign is 6 square feet.

3) The permitted sign may be located adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.

4) The permitted sign may be located directly above the public entry door location, between 8'-0" and 15'-0" above the finished floor.

5) For residential buildings, a maximum of one (1) sign per public entry door location shall be permitted. The sign shall be no greater than four (4) square feet in area.

6) The name plate shall be no greater than one (1) square foot in area.

b. Commercial Directories (adjacent to entry locations) (illustration on page 97)

1) A maximum of one (1) directory is permitted per public entry door location.

2) The maximum size of each directory sign shall be four (4) square feet.

3) The permitted signs may be located directly adjacent to the public entry door location, between 2'-0" and 8'-0" above the finished floor.

4) 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 98)

1) A maximum of two (2) signs are permitted on each building, representing one (1) major tenant if the building is on a corner parcel or has double frontage. Otherwise, there will be only one (1) sign permitted on each building.

2) The maximum size of a major tenant sign shall be 150 square feet.

3) No more than one (1) sign per building façade shall be permitted.

4) A major tenant sign shall be located at the top floor of the building.

5) No portion of any major tenant sign may project above the roof line or parapet wall of the building.

d. Marquee Signs

1) Two (2) marquee signs allowed per Theater/ Conference Center.

2) A maximum of one (1) marquee sign shall be permitted per building face. No sign shall be greater than 9 square feet in area.

3) The permitted sign shall maintain a minimum clearance of at least 10 feet over a sidewalk.

4) No marquee sign may be closer than 2 feet, measured in horizontal distance, from the curb line of any street.

5) The sign shall be located at a public entrance to the building.

6) In the event that a marquee sign is located in the right-of-way area, a liability policy naming the City as an additional insured party is required.

e. Parking Structure Signage (illustrations on page 99)

1) Major Building Signage

a. A maximum of two (2) major building signs shall be permitted on each building.

b. The maximum size of any single major building sign shall be 100 square feet.

c. No more than one (1) sign per building face shall be permitted.

d. The major building sign shall be located at the top floor of the building, unless otherwise approved by the Design Review Committee.

e. No portion of the major building sign may project above the roof line or parapet wall of the building.

2) Building Identification Signage (at vehicular entry locations)

a. A maximum of one (1) sign is permitted at each public entry location.

b. The maximum size of a building identification sign shall be 60 square feet.

c. The permitted sign shall be located directly above the vehicular entry location(s).

3) Building Identification Signage (at pedestrian entry locations)

a. Maximum of one (1) sign is permitted at each public entry location.

b. The maximum size of each building identification sign shall be 6 square feet.

c. 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)

1) See Signage Standards for Low-Rise Buildings.

g. First Floor Tenant Signage (at lower 2 floors of building)

1) 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 96)

1) A maximum of one (1) building identification sign is permitted per public lobby entrance.

2) The maximum size of each building identification sign is to be 4 square feet.

3) The permitted sign may be located adjacent to the entry doors, between 2'-0" and 8'-0" above the finished floor.

b. Commercial Directories (illustrations on page 97)

1) A maximum of one (1) directory sign is permitted per public lobby entrance.

2) The maximum size of each building identification sign is to be 4 square feet.

3) 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)

1) A maximum of two (2) signs are permitted on each building, representing one (1) major tenant.

2) The maximum size of a major tenant sign shall be 100 square feet.

3) No more than one (1) sign per building façade shall be permitted.

4) A major tenant sign shall be located at the top floor of the building.

5) No portion of any major tenant sign may project above the roof line or parapet wall of the building.

d. Marquee Signs

1) Two (2) marquee signs allowed per Theater/ Conference Center.

2) A maximum of one (1) marquee sign shall be permitted per building face. No sign shall be greater than four (4) square feet in area.

3) The permitted sign shall maintain a minimum clearance of at least 10 feet over a sidewalk.

4) No marquee sign may be closer than 2 feet, measured in horizontal distance, from the curb line of any street.

5) The sign shall be located at a public entrance to the building.

6) In the event that a marquee sign is located in the right-of-way area, a liability policy naming the City as an additional insured party is required.

e. Second Floor Tenant Signage (illustrations on page 100)

1) Major tenant signage (atop building on 1- and 2-story buildings, or between second floor window heads and third floor window sills on taller buildings)

a) No more than one (1) second floor major tenant sign shall be permitted per building frontage.

b) The maximum size of a major tenant sign for a second floor tenant shall be 60 square feet, but shall not be greater than one (1) square foot in area for every linear foot of frontage.

c) The permitted sign shall not be located above the roof line or parapet wall of the building or above the third floor window sill line for tenants in taller buildings.

2) Commercial Directory Signage

a) Second floor tenants are permitted to have identification on the building commercial directories.

b) The permitted identification shall be in conformance with the character of the directory.

f. First Floor Tenant Signage (illustrations on page 101)

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

1) First floor tenants are permitted three (3) signs total.

2) 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 the corner space.

3) 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 on taller buildings)

1) Major tenant signage is only permitted for a first floor tenant leasing a minimum of 60'-0" in length of building frontage.

2) The maximum size of a major tenant sign for a first floor tenant shall be 50 square feet.

3) No portion of the sign may project above the roof line or parapet wall on 1 and 2 story buildings

4) On taller buildings, no portion of the sign may project above the third floor window sill line.

h. Typical first floor tenant storefront signage (above tenant entry doors yet beneath the second floor window sill)

1) The maximum size of typical storefront signage shall be 30 square feet.

2) 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 102)

1) 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.

2) The maximum size of any window sign shall be 20 square feet, or 10% of the total area of the window, whichever is less.

3) Window signage may be located anywhere within the fenestration opening.

4) "Open" and "Closed" signs are not permitted.

j. Awning Signage (illustrations on page 103)

1) The maximum size of an awning sign shall be 9 square feet, but shall not be allowed to be greater than 25% of the size of the awning.

2) A maximum of one (1) name, emblem, logo, or inscription shall be permitted per awning.

3) Awnings shall not be permitted to cover any portion of upper floor windows.

4) The minimum height on an awning sign above the sidewalk shall be 7'-6".

k. Blade Signage (illustrations on page 104)

1) The maximum size of any blade signage shall be 10 square feet.

2) A blade sign shall be mounted such that the bottom edge of the sign, or supporting element, is no lower that 8'-0", and the top edge of the sign, or supporting element, is no higher than 14-0" above the finished floor.

3) 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 105)

1) A maximum of one (1) menu display sign is permitted per eating/drinking establishment.

2) The maximum size of any sign shall be 4 square feet.

3) The sign shall be orderly displayed, and compatible with the overall design of the establishment.

4) Menu display signs are subject to the approval of the Design Review Committee.

D. 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 16 square feet in area.

c. The permitted sign shall be no more than 6 feet 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.)

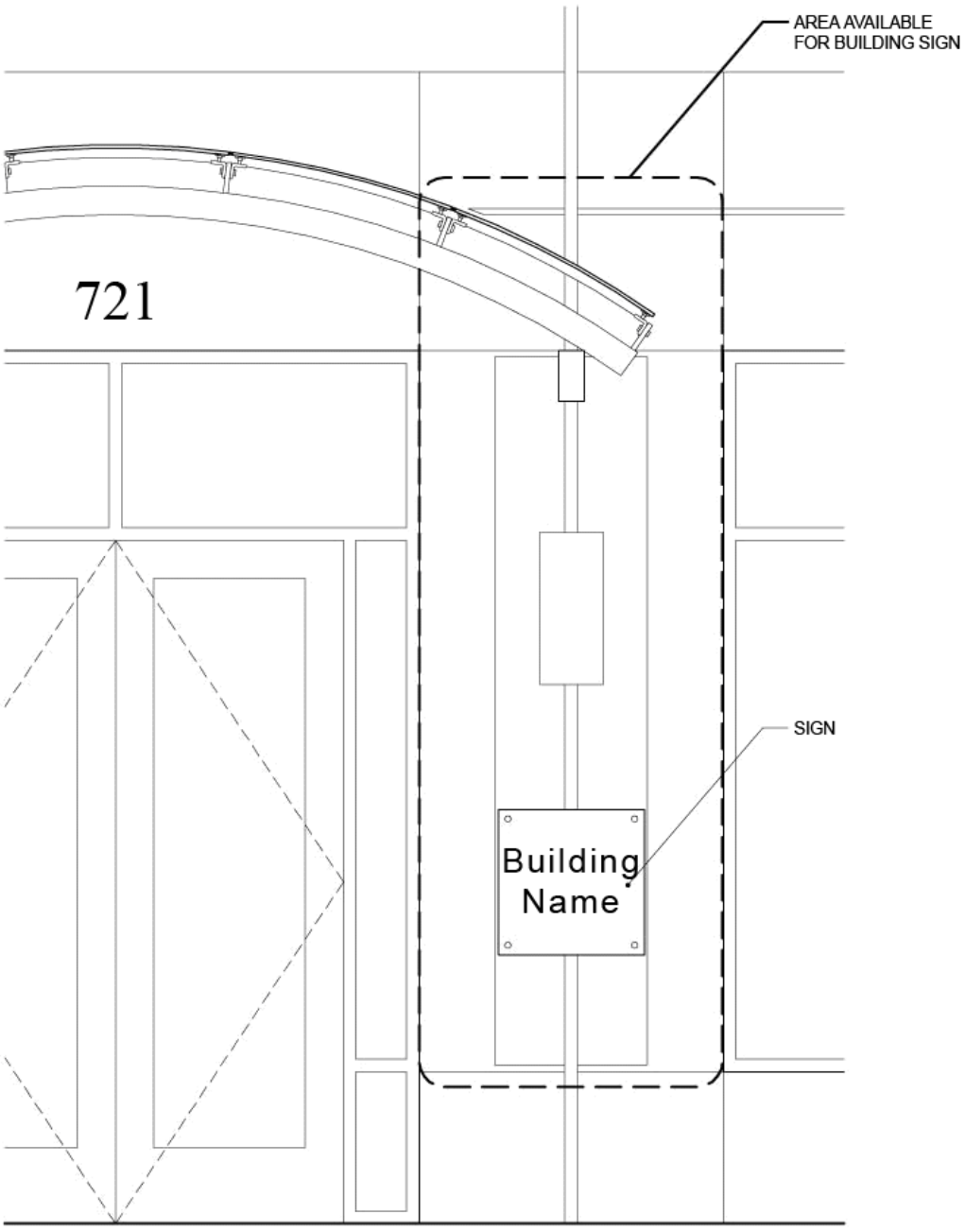
a. Only one (1) sign shall be permitted per lease unit (existing demised area) for commercial and retail property; and one (1) sign per each on-site leasing office for each residential property or complex.

b. The permitted sign shall be no more than 6 square feet in area.

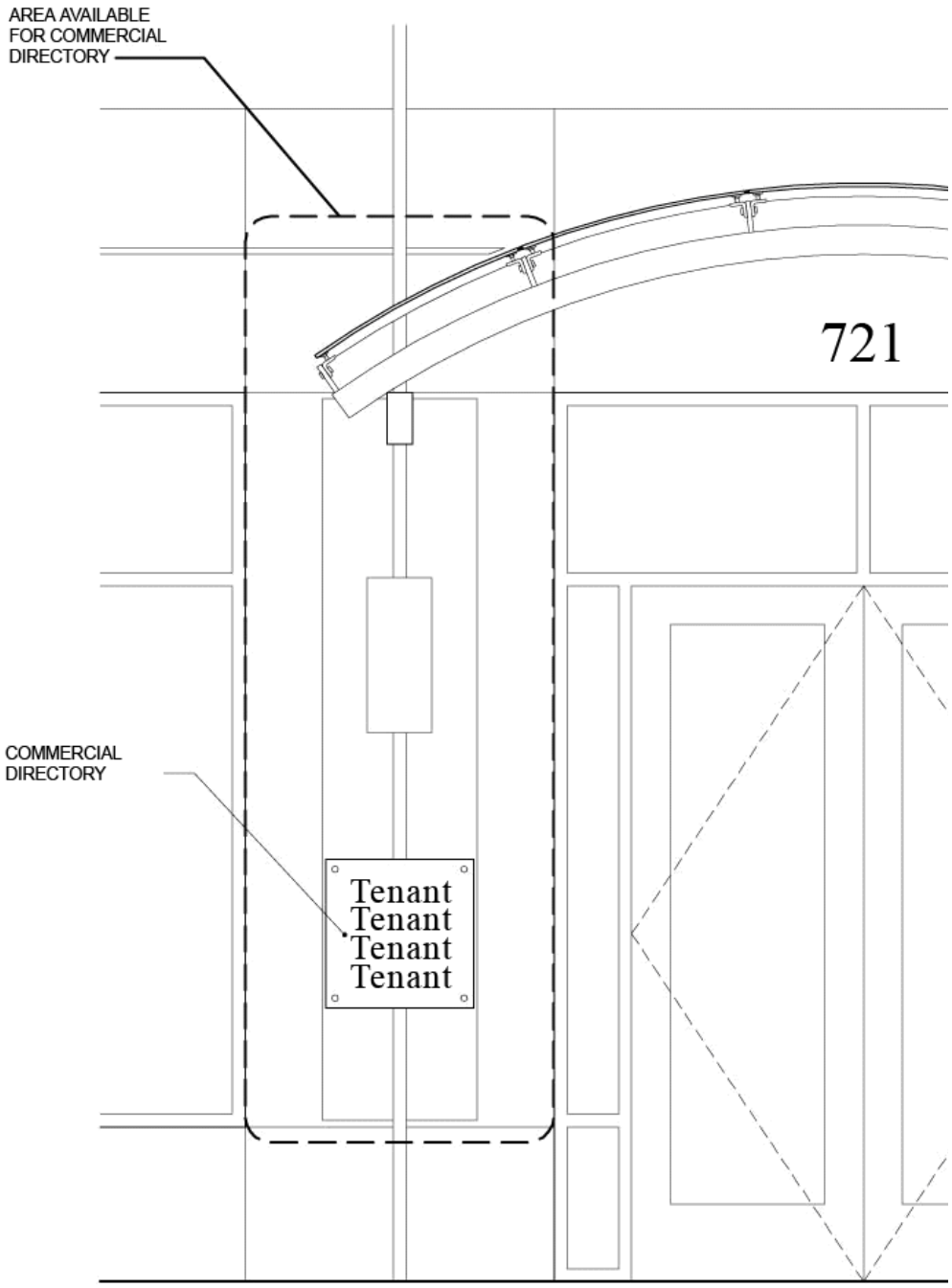
c. The permitted sign shall be removed immediately upon signing of a lease or purchase agreement for the advertised space or property.

III. SIGNAGE EXHIBITS

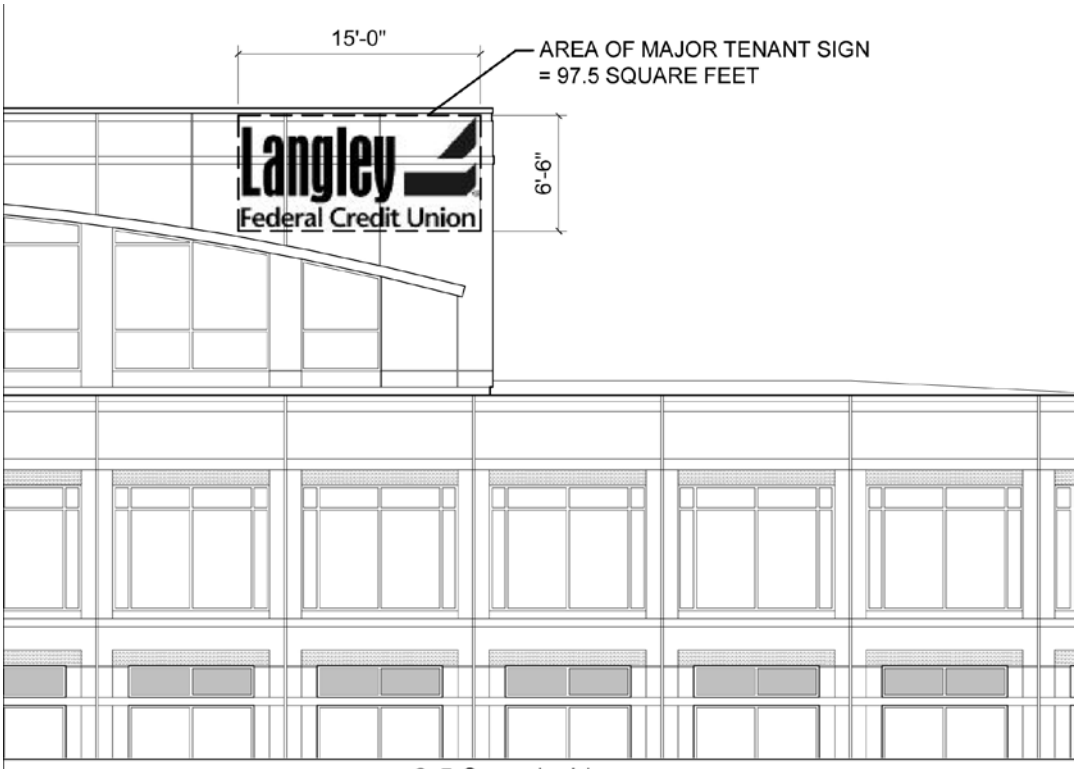
BUILDING IDENTIFICATION SIGN



COMMERCIAL DIRECTORY

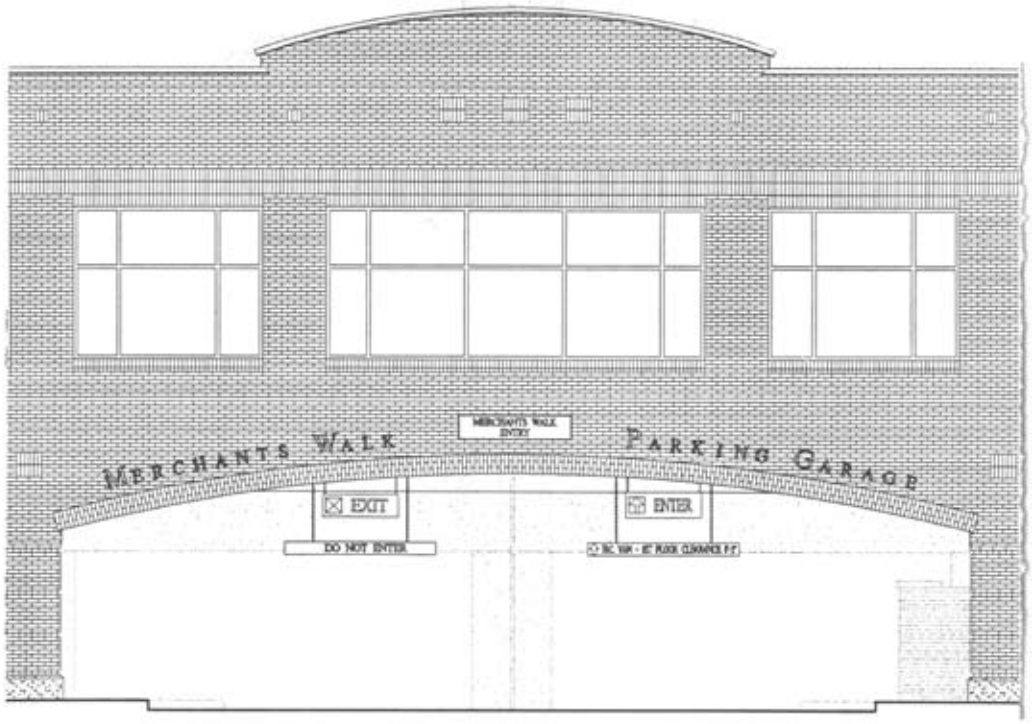


MID-RISE BUILDING
MAJOR TENANT SIGNAGE



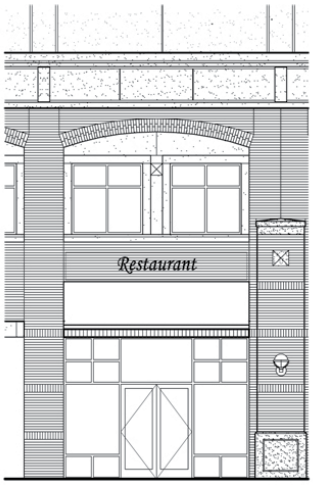
3-5 Story In Height

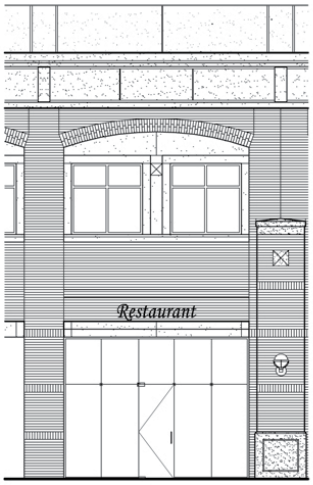
PARKING STRUCTURE SIGNAGE
MAJOR BUILDING SIGNAGE/BUILDING IDENTIFICATION SIGNAGE

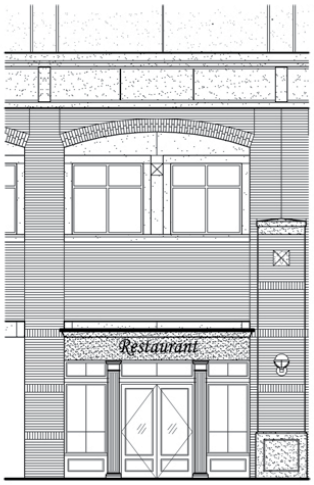


MAJOR TENANT SIGNAGE
SECOND FLOOR TENANT

TYPICAL FIRST FLOOR TENANT STOREFRONT

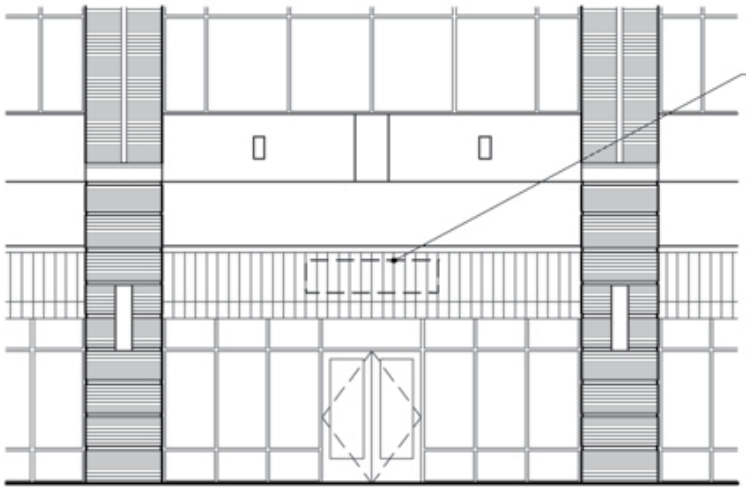




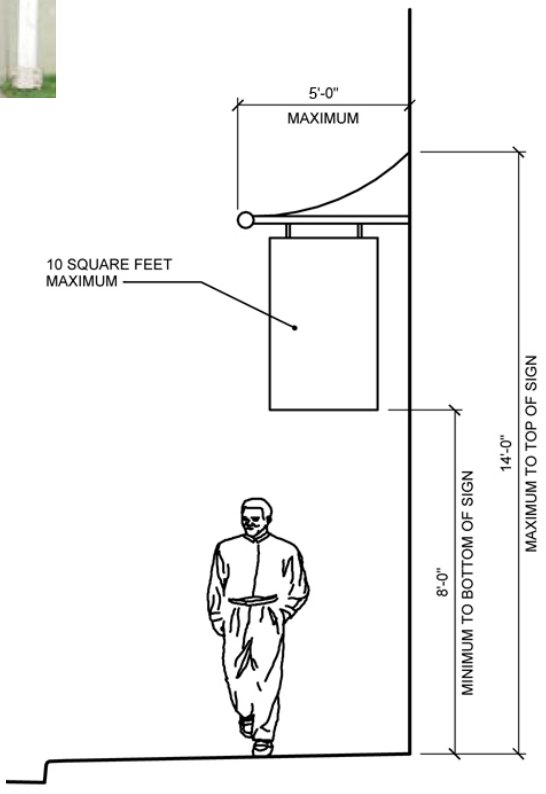


WINDOW SIGNAGE

AWNING SIGNAGE



BLADE SIGNAGE



EATING/DRINKING ESTABLISHMENT MENU DISPLAY SIGNS