



DESIGN AND DEVELOPMENT STANDARDS

Revised October 2016

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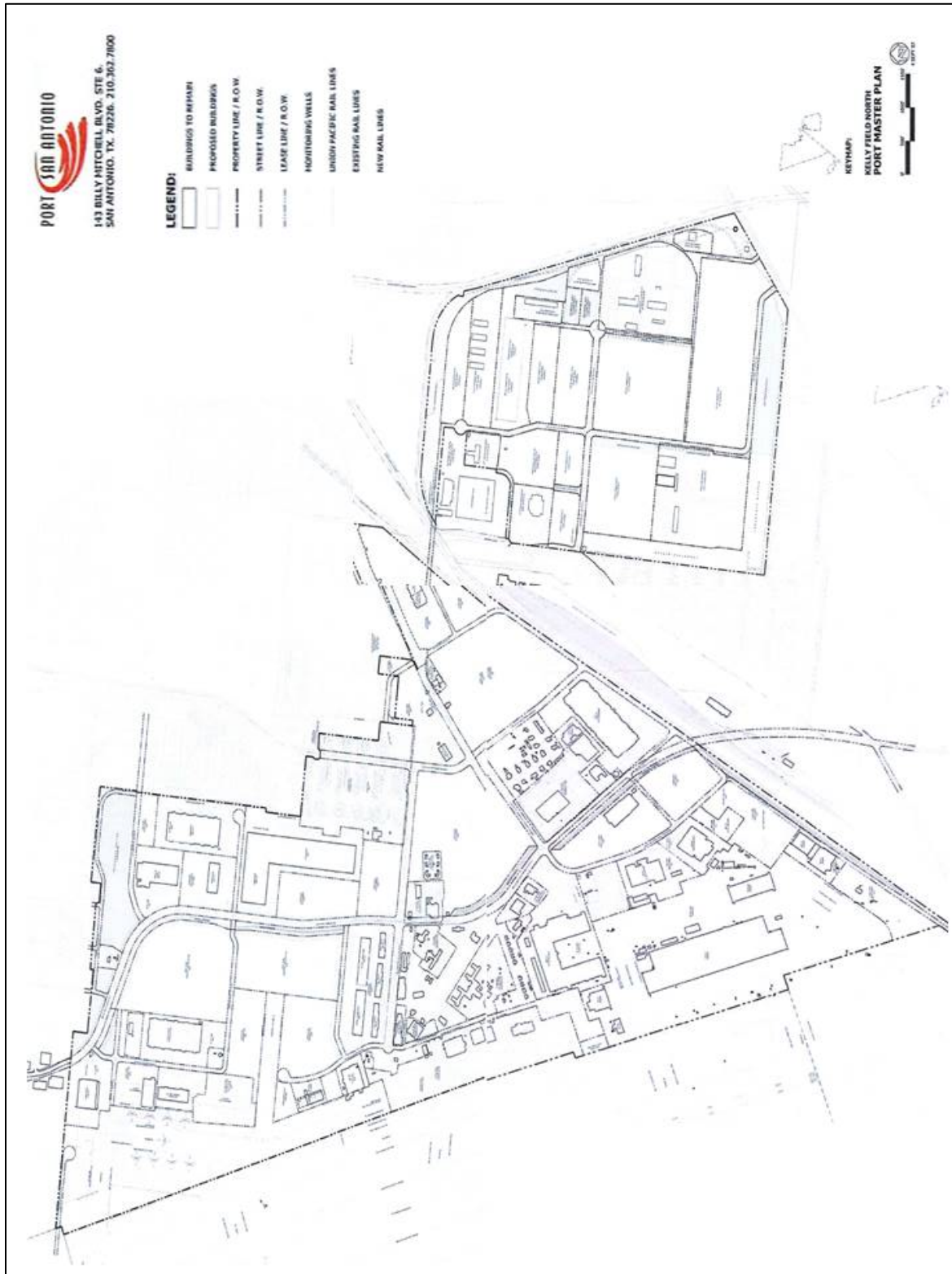
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ARTICLE I: PURPOSE AND SCOPE

1.01 PORT AUTHORITY OF SAN ANTONIO (PORT AUTHORITY)

Port Authority is a separate political sub-division of the State of Texas established in 1996 by the City of San Antonio (CoSA) under Section 379B of the Texas Local Government Code. It is the general purpose and intent of these Design and Development Standards to foster the use and development of land in an orderly manner by both private and public interests with special consideration given to the appearance of Port San Antonio (Port) as a result of such development. It is further recognized that the appearance of the Port not only has economic effects but also affects the general welfare, health, and safety of neighboring residents.

Port Authority provides a procedure by which development of property within the Port may be reviewed and modified in order to enhance the economic redevelopment. Specific purposes of these Design and Development Standards include the following:

1. To provide for the orderly and functional arrangement of land uses and buildings.
2. To establish standards for the orderly development or redevelopment within The Port.
3. To permit public involvement in the planning of land uses which have the potential for significant impact on the use and enjoyment of the surrounding property.
4. To preserve, protect and encourage the development of buildings, groups of buildings and development sites of distinguished architectural character and appearance.
5. To avoid the deterioration of the health, sanitation, safety, and public welfare brought about by poor planning and by indiscriminate and unregulated construction of inferior and unsuitable buildings.

Section 379B of the Texas Local Government Code establishes the powers and duties of Port Authority. Port Authority has an 11 member Board of Directors (Board) comprised of business leaders appointed by the San Antonio City Council (City Council) who may serve up to four two-year terms. The Board has the power to manage and operate the Port and adopt rules and regulations to assist in the redevelopment of Kelly Air Force Base. Port Authority as a political subdivision has many of the powers and protections afforded other political entities in the State of Texas.

1.02 SCOPE

These Design and Development Standards will be liberally construed in such a manner that implements its purpose. In interpreting and applying the provisions of these Design and Development Standards, the requirements will be held to the minimum for the promotion of the public health, safety, convenience, comfort, prosperity and general welfare.

1. No building or structure, or part thereof may hereafter be erected, constructed, reconstructed or altered, and no new use or change may be made of any building, structure or land, or part thereof, except as permitted by the provisions of these Design and Development Standards.
2. Where a condition imposed by a provision of these Design and Development Standards upon the use of any lot, building, or these Design and Development Standards, or by the

provision of an ordinance adopted under any other law, the provision that is more restrictive will govern.

3. Nothing within these Design and Development Standards will be construed to prevent compliance with an order by the appropriate authority to correct, improve, strengthen, or restore to a safe or healthy condition, any part of a building or premises declared unsafe or unhealthy.

1.03 VIOLATION OR BREACH

Uses of land, buildings, or structures, erected, altered, razed, or converted in violation of any provisions of these Design and Development Standards are hereby declared to be nuisances per se. The court having jurisdiction will order such nuisance abated, and the owner/tenant and/or agent in charge will be held liable of maintaining a nuisance per se. Any person, persons, firm or corporation, or any other acting on behalf of said person, persons, firm or corporation, violating or failing to comply with any of the provisions of these Design and Development Standards, or any of the regulations adopted in pursuance hereof, or who hampers, impedes or interferes with the performance of the duties of the official or agent of Port Authority or other officer under the provisions of these Design and Development Standards, will be punished by a fine determined by the court having jurisdiction. Each act of violation and every day upon which such violation occurs will constitute a separation violation.

1.04 ACCESS TO CURE BREACH AND FOR INSPECTION

Port Authority's designated personnel, in the discharge of official duties and upon proper identification, will have authority to enter any building, structure or premises with 24 hour notice for the purpose of carrying out their duties under and/or enforcing these Design and Development Standards. No person may interfere with Port Authority's designated personnel, or any person authorized to assist while in the performance of duties under these Design and Development Standards.

1.05 INDEMNIFICATION

The owner or lessee of a Building Site will, jointly and severally, indemnify and hold Port Authority, the Architectural Control Committee (hereby referred to as ACC), and its authorized agents and representatives, harmless from all liabilities, losses, damages, injuries, costs, and expenses, including attorneys' fees, caused by or in any way related to Port Authority's and/or ACC's, or its authorized agents and representatives, actions or failure to act pursuant to the provisions of these Design and Development Standards.

1.06 ENFORCEMENT BY AN OWNER OR LESSEE OF A BUILDING SITE

It is the intent of this provision, and each owner and lessee of a Building Site hereby acknowledges by virtue of acquiring such right, title, and interest in a Building Site, the ACC (See ARTICLE IV: Development Procedures) will act as the authorized agent and representative of all Building Site owners for purposes of enforcing these Design and Development Standards, upon the occurrence of a material breach. Accordingly, an owner or lessee of a Building Site will give the ACC notice of any failure by another owner or lessee of a Building Site to perform or observe, or to cause any other occupant of such Building Site to perform or observe, any condition, covenant or restriction required to be performed by such owner or lessee under these Design and Development Standards.

If the ACC, or its authorized agent or representative, fails to take any action within 60 calendar days of receipt of such notice, then the owner or lessee which gave the ACC such notice may, at its sole cost and expense, bring an action, suit, or proceeding which it deems appropriate to cure such material breach. Any action taken by Port Authority and /or ACC, or its authorized agent or representative, in connection with such notice will be deemed final, conclusive, and binding upon the owner or lessee giving such notice. Primary enforcement of these Design and Development Standards will be as per the Master Lease, Condition 16, Compliance with Applicable Laws and as per the Sublease Agreement Section 25, Events of Default and Section 26, Remedies Upon Default

1.07 ENFORCEMENT IN COURT

It will be the duty of Port Authority's General Counsel to enforce the orders of Port Authority, ACC, President and Chief Executive Officer and/or the Board of Directors, upon appeal, by filing action in the appropriate court of this state, when so authorized by Port Authority.

1.08 TERMS

These Design and Development Standards will continue in full force and effect for a period for the entire term of the Lease between Port Authority and the tenant. Port Authority will record a Declaration of Covenants, Conditions and Restrictions (CCR) prior to conveyance of fee title to any third party; which CCR's will incorporate these Design and Development Standards by reference.

1.09 REVIEW AND MODIFICATION

To avoid potential conflicts, these Design and Development Standards will be reviewed for compliance whenever the City of San Antonio's Unified Development Code (hereafter referred to as UDC) is revised. These Design and Development Standards may be modified or amended as to all or any portion of the Port with the approval of the Board of Directors. No such modification or amendment will affect any use of a Building Site previously approved by the ACC, any plans and specifications previously approved by the ACC, or the construction of any improvements pursuant to such approved use and plans and specifications.

1.10 TERMINATION

Any plans and specifications previously approved by the ACC issued under this article may be revoked by the ACC at any time it appears to the ACC the owner or lessee of a Building Site has violated these Design and Development Standards or failed to comply with these Design and Development Standards.

1.11 ASSIGNMENT

No plans and specifications previously approved by the ACC and/or Port Authority under these Design and Development Standards will be assignable without the written permission of the ACC.

1.12 GENERAL RELEASE OF LIABILITY OF MEMBERS OF THE ARCHITECTURAL CONTROL COMMITTEE

The ACC will not be liable to any person or entity which has submitted plans and specifications or description of intended operation and use, or to any owner, lessee, sub-lessee, or any other occupant

of a Building Site, as the result of or arising out of any mistake in judgment, negligence, or failure to act in connection with these Design and Development Standards, including without limitation any approval or disapproval of any plans and specifications or description of intended operation and use. Every person or entity that submits plans and specifications or description of intended operation and use to the ACC for approval agrees, by the submission of such plans and specifications or description of intended operation and use and every owner, lessee, sub lessee, or any other occupant of a Building Site agrees, by acquiring such right, title, or interest, that they will not bring any action or suit against any member of the ACC for damages or otherwise resulting from a mistake in judgment, negligence, or failure to act on the part of a ACC member in connection with these Design and Development Standards, including without limitation the approval, disapproval, or rejection of such plans and specifications or description of intended operation and use.

Notwithstanding anything in this section to the contrary, an action may be brought against an ACC member and such member may be held liable for acts or omissions in the performance of such member's duties and responsibilities under these Development Standards not taken in good faith, that involves intentional misconduct or a knowing violation of law, or that involves any transaction from which such member derived an improper personal benefit

1.13 NOTICES

Any notice or other communication required or desired to be given to any party under these Design and Development Standards will be in writing and will be deemed given when: (a) deposited in the United States mail, certified, postage prepaid, addressed to that party at the address specified for that party in this section below; or (b) delivered to the address stated for that party in this section below by any express mail or other over-night delivery service. The address for Port Authority and/or ACC is set forth below:

Port Authority of San Antonio
907 Billy Mitchell Blvd.
San Antonio, Texas 78226-1802
Attention: Architectural Control Committee

With required copy to:
Davidson Troilo Ream & Garza
601 NW Loop 410, Suite 100
San Antonio, Texas 78216-5511
Attention: Cheree Kinzie, Esq.

The address for any owner, lessee, sub lessee, or any other occupant of a Building Site will be the address specified in the real estate purchase agreement, lease, sublease, or other agreement for such Building Site until the Building and other Improvements are constructed on such Building Site; thereafter the address will be the address of the Building on such Building Site.

1.14 NON-WAIVER

The failure or delay of any party to enforce any provision or exercise any right under these Design and Development Standards will not be construed as a waiver of such provision or right and will not affect the validity of any provision of these Design and Development Standards, or the right of such party thereafter to enforce such provision or to exercise such right. No waiver of any violation of

these Design and Development Standards will be held to be a waiver of any other violation of these Design and Development Standards.

1.15 GOVERNING LAW

All questions concerning the validity or meaning of these Design and Development Standards or relating to the rights, obligations, and duties of the parties with respect to performance under these Design and Development Standards will be construed and resolved under the laws of Texas.

1.16 SEVERABILITY

It is hereby declared to be the intention of Port Authority that the several provisions of these Design and Development Standards are separable in accordance with the following:

1. If any court of competent jurisdiction adjudges any provision of these Design and Development Standards to be invalid, such judgment will not affect any other provisions of these Design and Development Standards not specifically included in such judgment order.
2. If any court of competent jurisdiction adjudges any provision of these Design and Development Standards to be invalid as to a particular property, building or other structure, such judgment will not affect the application of said provision to any other property, building or structure not specifically included in such judgment order.

ARTICLE II: USE ZONES

2.01 GENERAL

Use Zones are various areas of the Port in which the categorization of uses is in keeping with the mission and goals of Port Authority of San Antonio as stipulated. Please note that Use Zones may contain any number of Overlay Zones described in ARTICLE III: Overlay Zones. All such zones will comply with ARTICLE V: Design Standards. Port Authority's designated zoning classifications for the Port was approved by City Council on January 12, 2006, Zoning Case No. 22005273, Ordinance No. 20065-01-12-62, and August 4, 2011, Zoning Case No. Z-2011-146, Ordinance No. 2011-08-04-0629.

2.02 APPLICABILITY

The following permitted and prohibited uses will apply to any new construction or use within the Use Zones identified in Port Authority's Port Master Plan (**See Exhibit 1**).

1. PERMITTED USES:

The following uses are in keeping with the mission and goals of Port Authority, therefore are authorized within Port San Antonio's boundaries. Any building site may be used for office, warehouse, industrial, transportation, or supportive commercial or institutional purposes; provided that such use has been approved by the ACC in advance and in writing; and provided, further, that such use will be in compliance with all laws, regulations, orders, and requirements of all federal, state, and local governments, courts, or other authorities, which now or at any time hereafter may apply, including but not limited to applicable zoning regulations, the Foreign-trade Zone Act, the Foreign-trade Zone regulations, and the U.S. Customs regulations.

Any permitted use under this section will be primarily performed or carried out within a building that is designed and constructed such that the permitted use does not cause or produce any of the following, discernable at any property line or affecting any adjacent building site or street, as determined at the ACC's sole discretion:

2. PROHIBITED USES:

The following uses will *not* be permitted on any building site:

- a. Hazardous Activities;
- b. Excessive or unusual noise, vibration, or shock;
- c. Excessive smoke, dust, dirt, fly ash, or other form or air pollutant;
- d. Noxious, toxic, or corrosive odors, fumes or gases;
- e. Excessive or unusual heat, glare, or illumination;
- f. Electrical, electronic, or radio communication interference;
- g. Liquid or solid refuse or waste;
- h. Any other dangerous, injurious, noxious, or otherwise objectionable condition;

- i. Mobile home park or trailer courts;
- j. Junkyards;
- k. Mining or drilling;
- l. Commercial excavation or quarrying;
- m. Distillation of bones;
- n. Composting;
- o. Dumping, of any refuse;
- p. Fat rendering;
- q. Stockyard or animal slaughter;
- r. Refining of petroleum or petroleum products;
- s. Smelting of iron or other ores;
- t. Farming of any animals or similar uses;
- u. Adult entertainment establishments; or
- v. Manufacturing or storage of ammunition or ordnance.

2.03 COMMERCIAL DISTRICT (C-3) (See Exhibit 2)

The C-3, Commercial District Zone is identified for intense commercial use with shared internal circulation. Allowing most multi-family dwellings; multi-family housing; hotels; most recreational establishments; most retail establishments; most service establishments; and offices.

1. LAND USE:

For a detail listing of ‘C-3’ Permitted and Prohibited uses refer to the CoSA’s UDC Section 35-311.

- 2. All building and paving setbacks, landscape buffers and buffer yards, and building heights must comply with the CoSA’s UDC (exception Tree Canopy coverage).

2.04 INDUSTRIAL DISTRICT - MIXED HEAVY INDUSTRIAL WITH SPECIAL USES (MI-2S)

(See Exhibit 3)

The Mixed Heavy Industrial with Special Uses (MI-2S) District is identified for intense industrial uses with access to major arterial thoroughfares, railway lines and the Air Field.

MI-2S zone allows most light manufacturing such as warehousing and machine shops to more intensive uses that could potentially generate high volumes of truck traffic or could involve major transportation terminals. The “S” designation indicates special use requested by Port Authority and approval by City Council that would allow every use listed under this designation:

- Metal Forging or Rolling Mill
- Airport Non-Governmental
- Air Craft Maintenance and Repair

Jet Engine Maintenance and Repair
Rail Car Maintenance and Repair
Trans-load Facilities
Rail Service Facilities

1. LAND USE:

For a detail listing of ~~MI-2S~~ permitted and prohibited uses refer to the UDC Section 35-311 for MI-2 zoning district.

2. All building and paving setbacks, landscape buffers and buffer yards, and building heights must comply with the CoSA UDC (exception Tree Canopy coverage).

2.05 INDUSTRIAL DISTRICT – LIGHT INDUSTRIAL (L) (See Exhibit 4)

This district provides for a mix of light manufacturing uses, office park, flex-space, and limited retail and service uses that services the industrial uses with proper screening and buffering, all compatible with adjoining uses.

The zone and its uses should continue the orderly development and concentration of industrial and manufacturing uses. The land area should be sufficient to maintain compatibility with surrounding uses.

1. LAND USE:

For a detail listing of 'L' Permitted and Prohibited uses refer to the CoSA's UDC Section 35-311.

2. All building and paving setbacks, landscape buffers and buffer yards, and building heights must comply with the CoSA's UDC (exception Tree Canopy coverage).

EXHIBIT 1

LAND USE / ZONING MAP

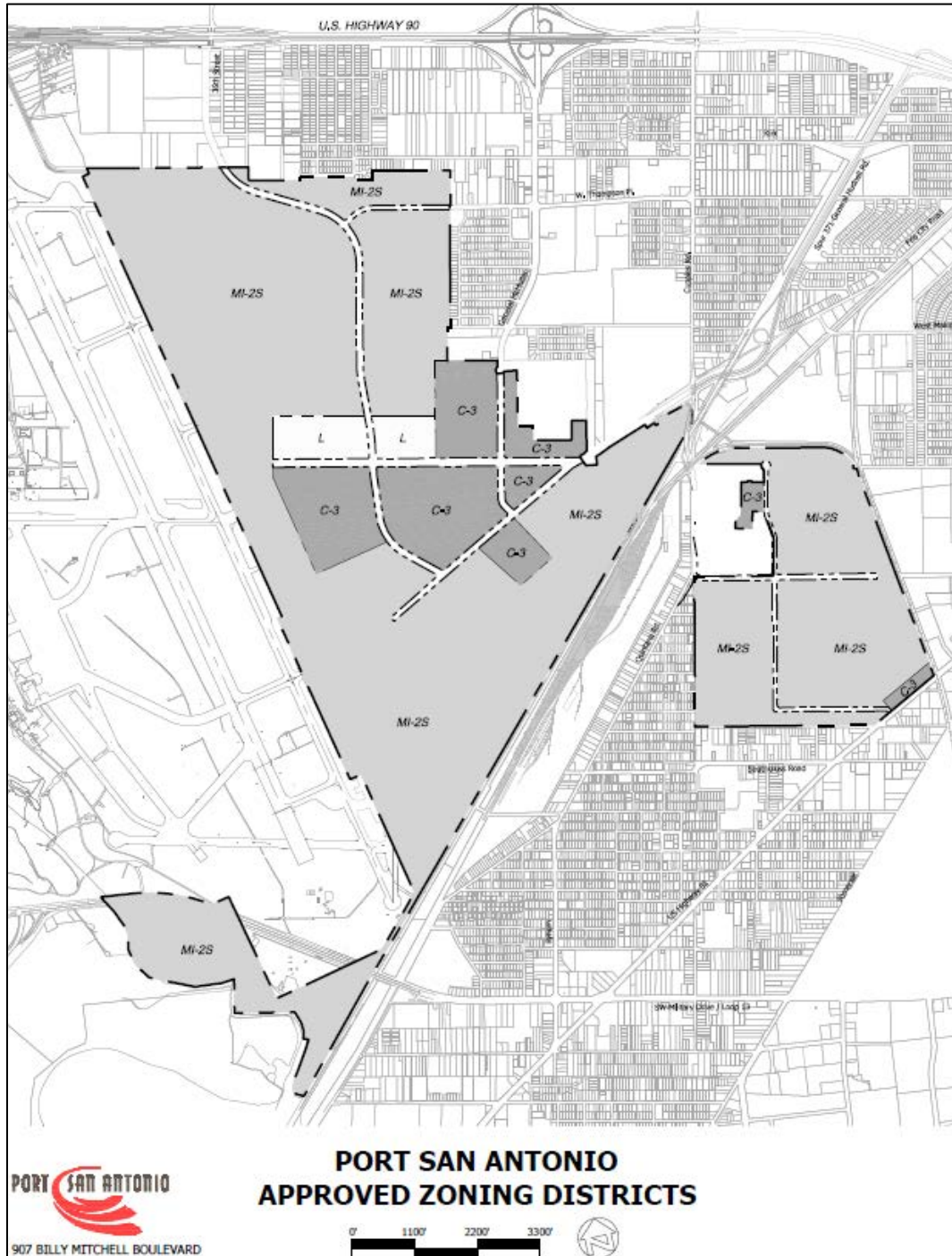


EXHIBIT 2

COMMERCIAL DISTRICT ZONE C-3

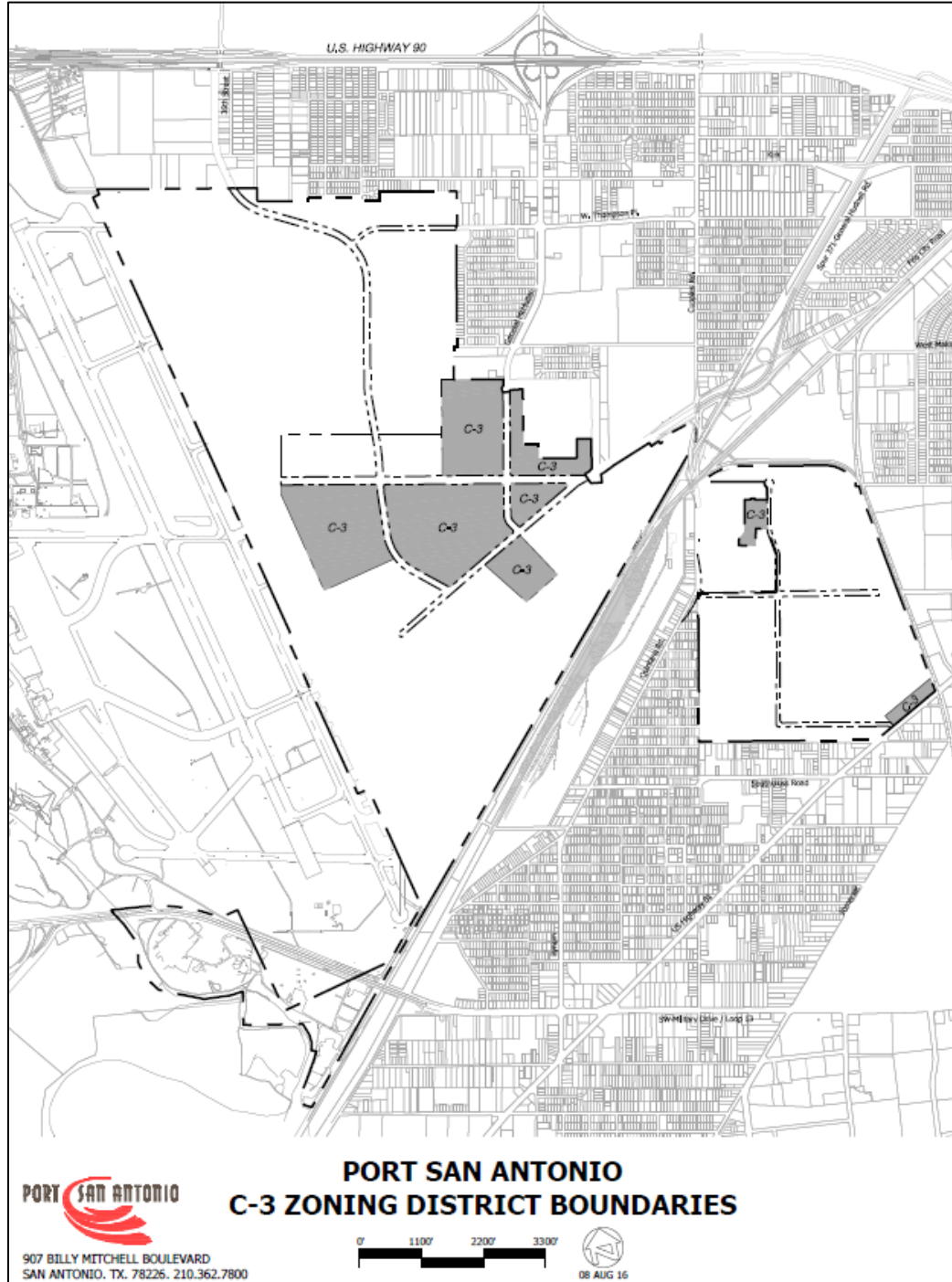


EXHIBIT 3

MIXED HEAVY INDUSTRIAL ZONE MI-2S

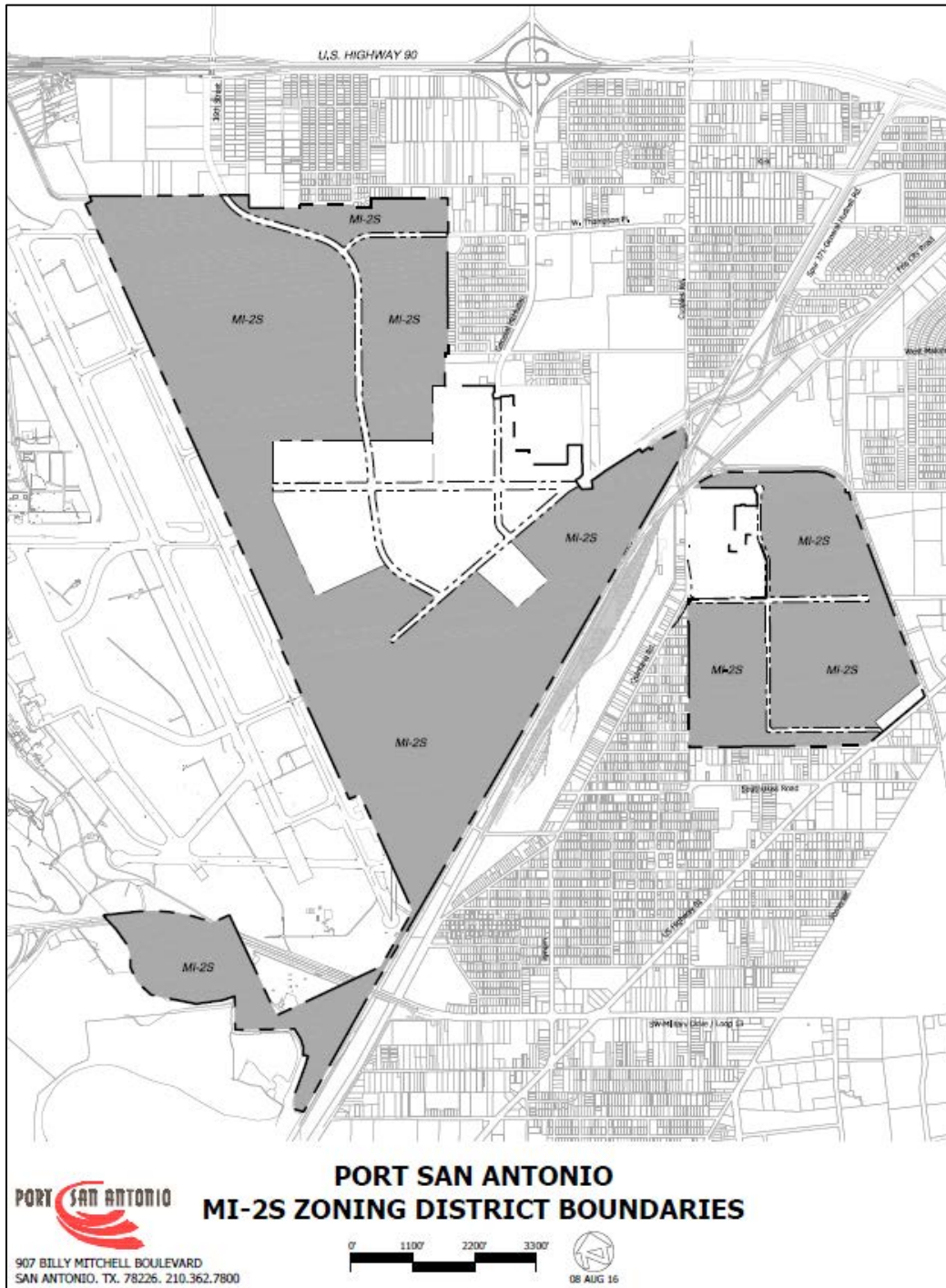
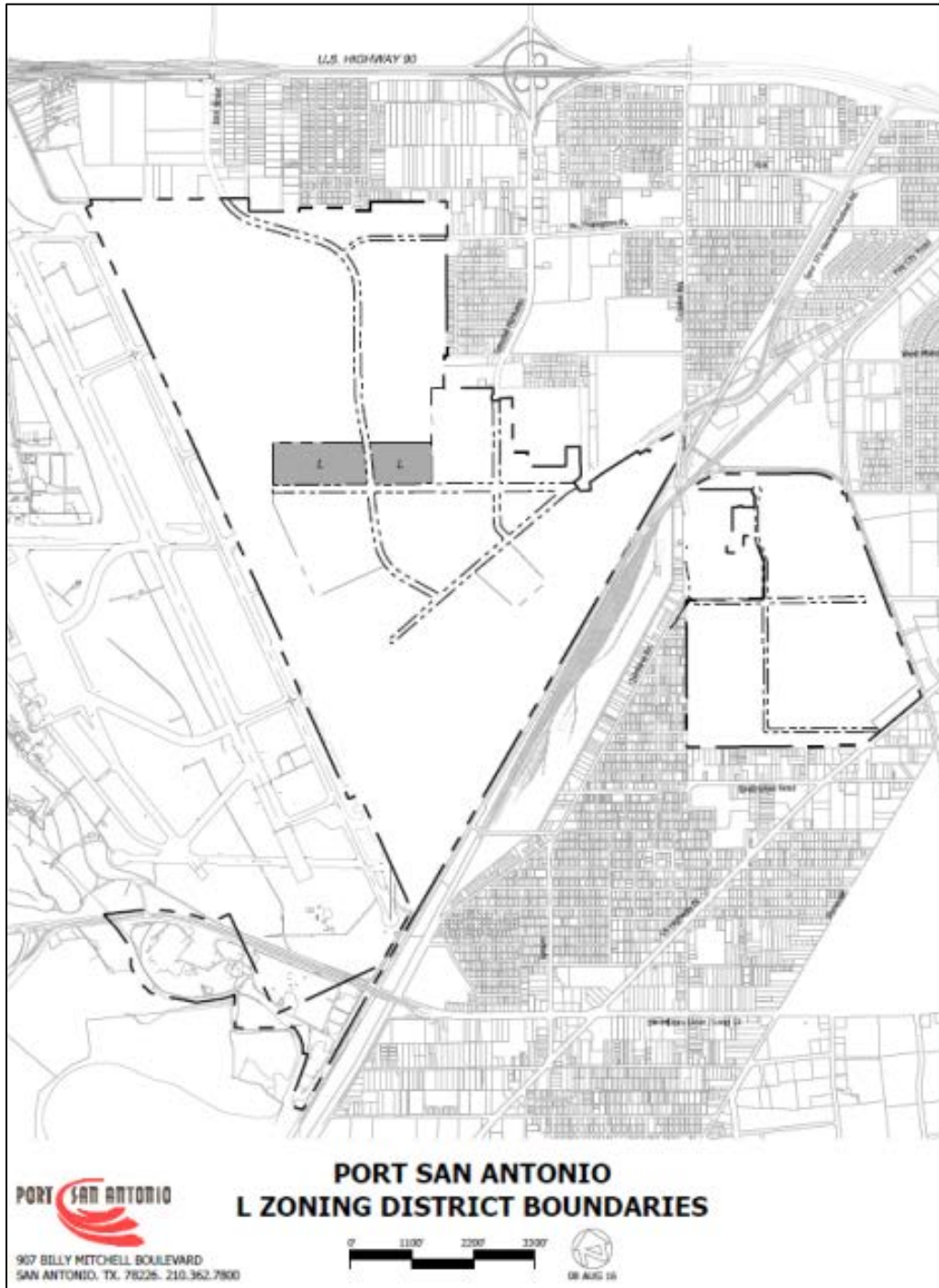


EXHIBIT 4

LIGHT INDUSTRIAL ZONE L



ARTICLE III: OVERLAY ZONES

3.01 GENERAL

The standards of both the Commercial District & Industrial District Use Zones will apply within the Overlay Zones for any number of potential overlays. All such Zones will comply with ARTICLE V: Design Standards.

3.02 APPLICABILITY

These Overlay Standards apply to any new construction or use within the Overlay Zones as established in Port Authority's Port Master Plan and ARTICLE III: Overlay Zones. If provisions of the Overlay Uses conflict with the established Use Zones herein, the most restrictive provision will apply.

3.03 MIXED-USE C3 ZONE (See Exhibit 4)

The Mixed-Use area encourages a mixture of residential and commercial employment opportunities within an identified high capacity transit area.

The Mixed-Use area is designed to promote transit supported development, ensure access to transit, and limit conflicts between vehicles, pedestrians and transit operations. This exists to ensure a more intense and efficient use of land at increased densities which will mutually compliment public investment with private development. This area's within a 1/2 mile radius (ten-minute walk) of the high capacity transit area.

1. LAND USE:

All building and paving setbacks, landscape buffers and buffer yards, and building heights must comply with the CoSA's UDC (exception Tree Canopy coverage).

3.04 HISTORIC DISTRICT C3 ZONE (See Exhibit 5)

The Cultural Resources Management Plan (CRMP) will govern treatment and management of the HD. The CRMP is mandated by Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and as stipulated in a Programmatic Agreement (PA) developed between the United States Air Force USAF, Port, the Texas State Historic Preservation Officer (SHPO) and the City of San Antonio.

The Historic District (HD) will preserve the architectural integrity of the Historic Zone and/or Landmark. Development within this overlay will protect, preserve, restore and revitalize the identified adjacent historic structures while adding integrity to the district.

3.05 FAA HAZARD ZONE (FAAZ)

The FAAZ must be in compliance with all applicable regulations, rules, orders, and other requirements now existing or hereafter established by the Federal Aviation Administration FAA.

3.06 DEPARTMENT OF DEFENSE ZONE (DODZ)

The DODZ must be in compliance with all applicable regulations, rules, orders, and other requirements now existing or hereafter established by the Department of Defense and the Department of Homeland Security.

3.07 FOREIGN TRADE ZONE (FTZ) NO. 80, SITE 10 (See Exhibit 6)

Foreign-Trade Zones are designated sites licensed by the Foreign-Trade Zones (FTZ) Board at which special Customs procedures may be used. These procedures allow domestic activity involving foreign items to take place prior to formal Customs entry. Duty-free treatment is accorded items that are re-exported and duty payment is deferred on items sold in the U.S. market, thus offsetting Customs advantages available to overseas producers who compete with producers located in United States.

Subzones are special-purposes zone, usually at manufacturing plants. A site which has been granted zone status may not be used for zone activity until the site or a section thereof has been separately approved for FTZ activation by local U. S. Customs officials, and the zone activity remains under the supervision of Customs. FTZ sites and facilities remain within the jurisdiction of local, state or federal governments or agencies.

EXHIBIT 4

MIXED-USE

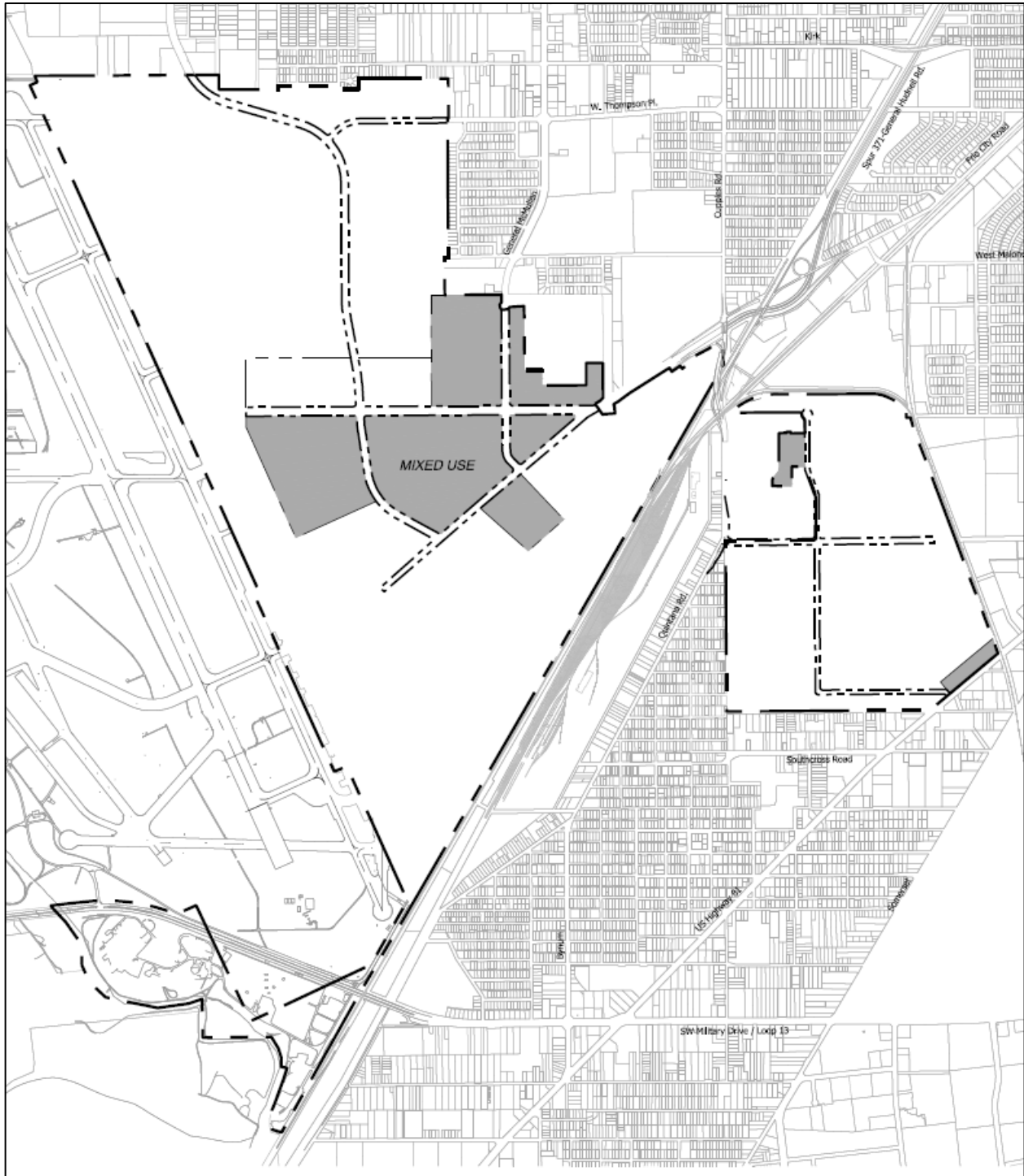


EXHIBIT 5

HISTORIC DISTRICT



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number Maps Page 55

Bungalow Colony Historic District, Kelly Air Force Base
Bexar County, Texas

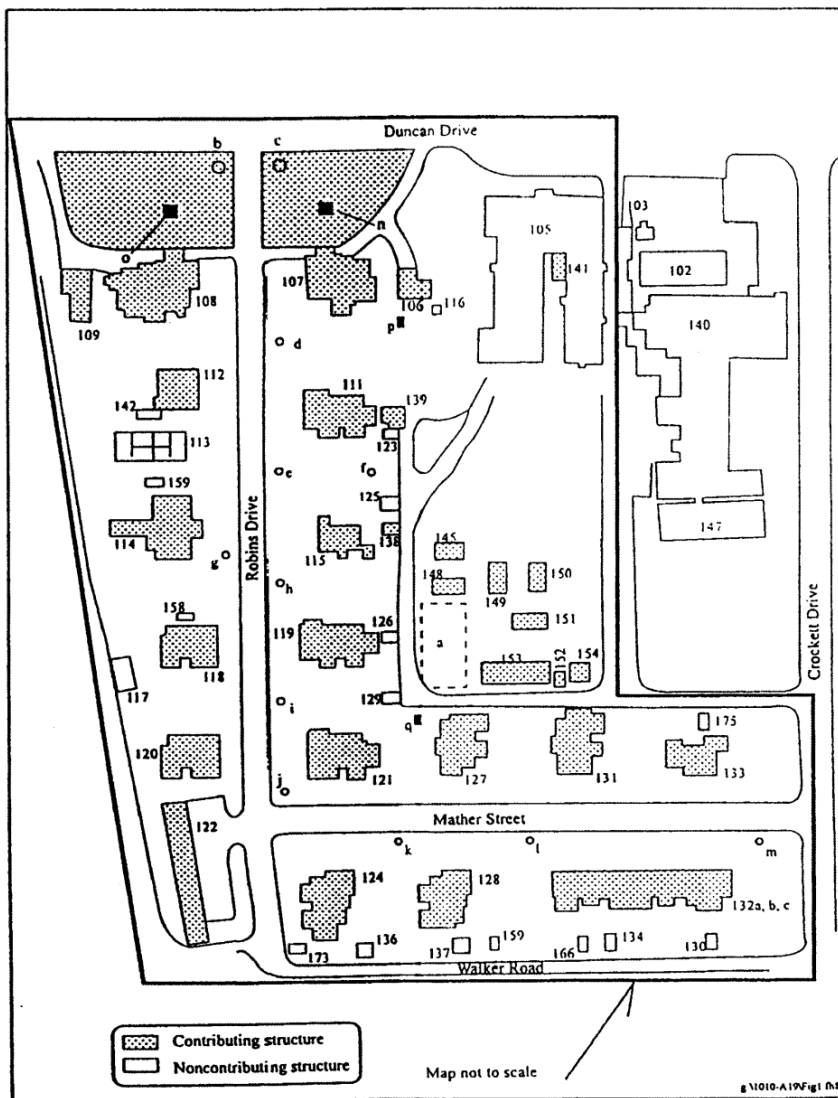


Figure 1. Plan map of Bungalow Colony Historic District contributing and noncontributing properties.

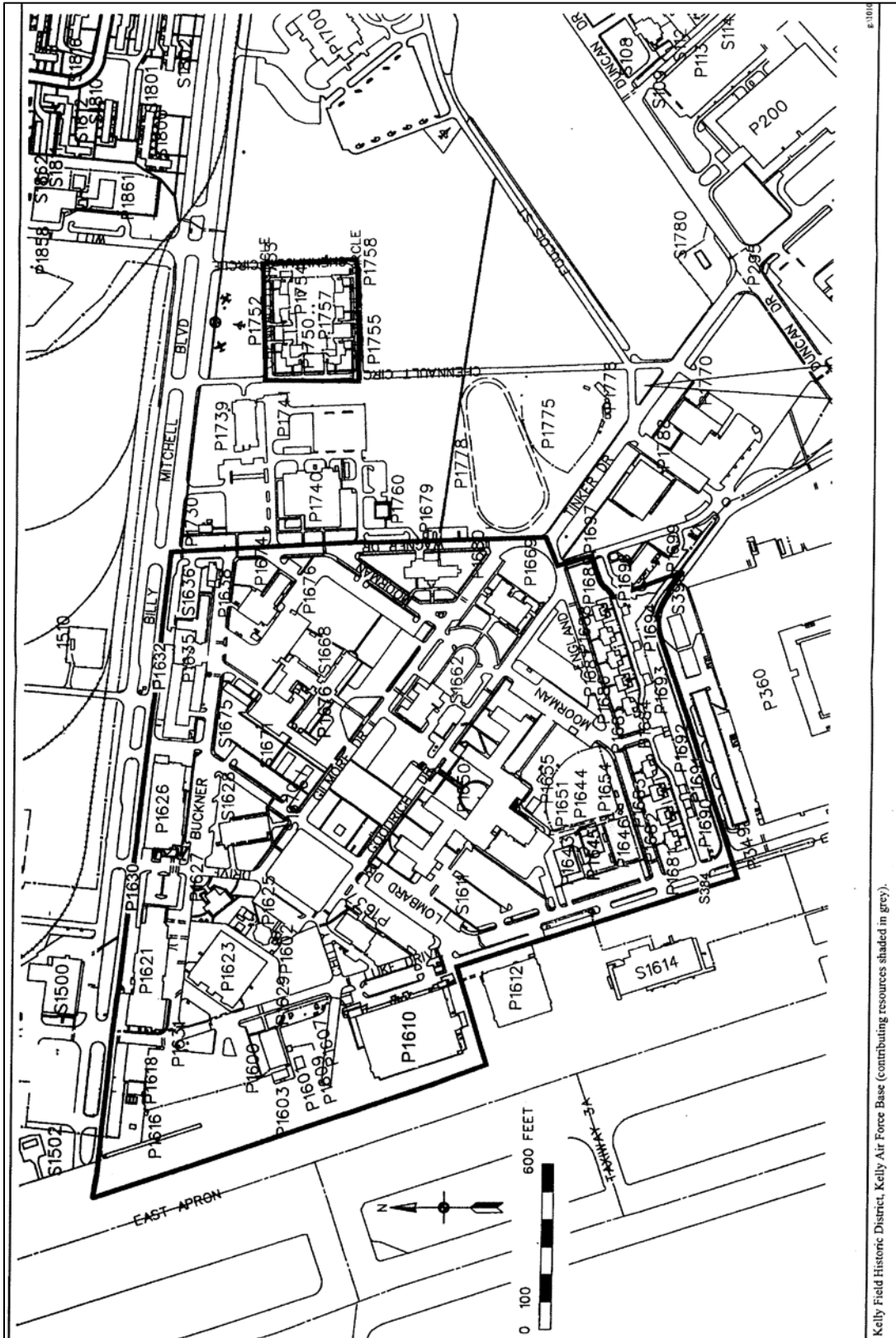
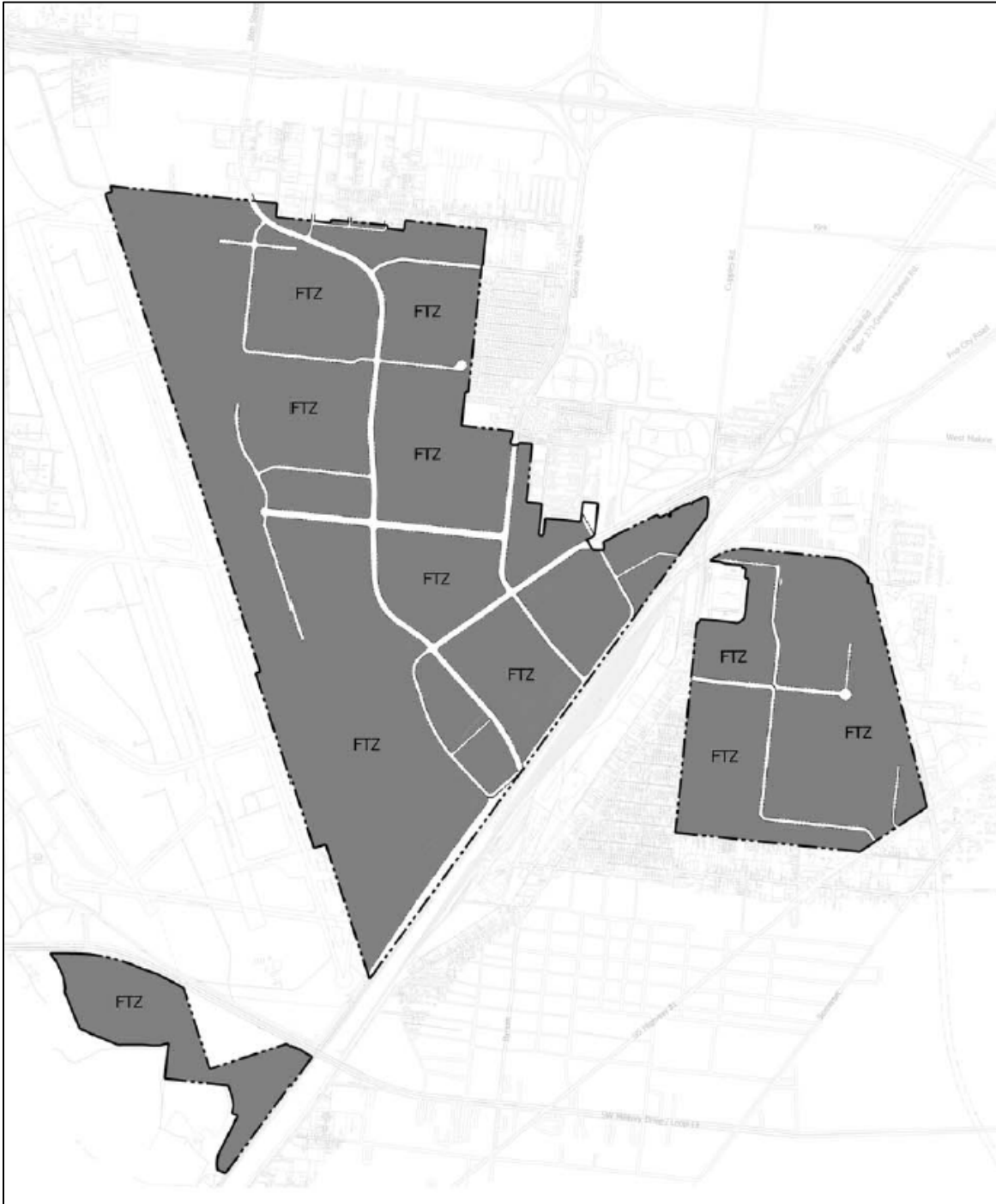


EXHIBIT 6

FOREIGN TRADE ZONE



ARTICLE IV: DEVELOPMENT PROCEDURES

4.01 GENERAL

Procedures for filing and processing applications with Port Authority for development approval.

4.02 PROCEDURES

All applicants will disclose the intent and scope of any proposed development by scheduling an administrative review session with the ACC. Presentation materials will be used to appropriately convey the intent and scope of the project.

4.03 ARCHITECTURAL CONTROL COMMITTEE (ACC) SUBMISSIONS

Two sets of plans and specifications complying with the requirements of these Design and Development Standards must be submitted to the ACC for review. One set will be returned to the applicant within 30 calendar days after the date of the submission to the ACC. Partial submittals are acceptable but it is the responsibility of the applicant to coordinate and ensure overall project approval by the ACC.

1. Applicant's ACC Submission Includes:

- a. A description of the proposed use of the Parcel and any improvements (including, without limitation, all business and other activities and operations to be conducted thereon), in sufficient detail, so as to permit the ACC to make an informed judgment as to whether the proposed use is a permitted use under the terms of these Design and Development Standards;
- b. A description of proposed activities and operations to be conducted on the parcel in sufficient detail to permit the ACC to make an informed judgment as to the nature and extent of any contemplated noise, odor, glare, vibration, smoke, dust, gas, radiation or liquid or other waste that may emanate or be released from the parcel or any improvements located thereon;
- c. An accurate artist's rendering, computer still image or scale model of the proposed buildings and improvements, depicting the location of adjacent buildings, landscaping, screening, signs and other improvements;
- d. A site plan showing location and design of buildings, improvements, driveways, driveway intersections with the streets, curbs, parking areas, loading areas, maneuvering areas and sidewalks;
- e. Location and design of all utilities, such as storm water, water, sewer, power, telephone, cable, etc., with details to be provided for all utility structures located above ground.
- f. Details of all walks, courtyards, screening and other exterior features;
- g. A preliminary landscape plan specifying location; size and type of all plant materials (including all existing trees to be preserved on the Parcel);

- h. A complete irrigation plan with appropriate details;
- i. An exterior lighting plan, illustrating fixture locations, mounting heights and colors;
- j. Floor plans, cross sections and elevations of all sides of any proposed building or other improvement to be constructed on a Parcel.
- k. Representative samples of all materials proposed for use on any exterior surface of all buildings and improvements, including, without limitation, colors and textures;
- l. Appropriate specifications for all construction to be undertaken on any particular parcel;
- m. A preliminary signage plan for the parcel, locating and illustrating all signs and graphics;
- n. Final construction documents for all proposed buildings and other improvements to be constructed on the parcel;
- o. A summary of all temporary construction conditions – that is, the location of any office, trailer, storage areas and temporary signs; and
- p. Complete responses to all requests for additional information, clarifications or corrections earlier conveyed to the applicant by the ACC from preceding reviews.

4.04 REVIEW FEE

An ACC Review Fee of \$300.00 will be paid to Port Authority at such time as plans and specifications are submitted to the ACC for its review. This is a one-time fee regardless of the number of submissions required.

4.05 FORM OF APPROVAL

The ACC may approve plans and specifications as submitted, or as altered or amended, or it may grant its approval to the same, subject to specific conditions. Upon approval (be it final or conditional) by the ACC of any plans and specifications, a copy of the approved plans and specifications, together with any applicable conditions, will be deposited for permanent record with the ACC and a copy of such plans and specifications, bearing such approval together with any conditions to such approval, will be returned to the applicant submitting the same.

4.06 PROCEEDING WITH WORK

Upon receipt of approval from the ACC the applicant will, as soon as reasonably practicable, satisfy any and all conditions of such approval and will diligently proceed with the commencement and completion of all design and construction. In all cases, construction will commence within one year from the date of the ACC's approval and will be completed within two years thereafter and if work is not so commenced and completed, the ACC, pursuant to written request made and received prior to the expiration of the applicable period, extends the period of time within which such work must be commenced and completed. The owner of any parcel will at all times during its construction of any improvements keep all streets, roads and other properties located adjacent to or in the vicinity of the parcel free from any dirt, mud garbage, trash or other debris which might be occasioned by such construction.

4.07 ARCHITECTURAL CONTROL COMMITTEE (ACC)

An ACC will be established for the purposes of performing those responsibilities set forth in these Design and Development Standards. The ACC will have the responsibility for reviewing all plans for the proposed use, design, construction and alteration of building and improvements within the property and for performing such other functions as are delegated to it pursuant to these Design and Development Standards.

The Board of Directors will appoint an ACC consisting of 3 members, each of which will be appointed for (2 years. The Board of Directors may appoint 2 alternative members for a 2 year term. The alternative members may be called on a rotating basis to sit as regular members of the Committee in the absence of a regular member. An alternative member may also be called to serve in the place of a regular member for the purpose of reaching a decision on a case in which the regular member abstains for reason of conflict of interest. When an alternate member is appointed, the alternate member will serve in the case until a final decision is made. The alternate member will have the same voting rights as a regular member of the Committee.

4.08 AUTHORITY

No building or other improvement may be erected, constructed, placed, altered or removed or permitted to exist on any parcel until:

1. The proposed use of such building or improvement has been approved by the ACC; and
2. Final plans and specifications have been submitted to and approved in writing by the ACC.

The ACC may employ professional consultants to assist it in performing its duties and may designate authorized agents and representatives to perform certain aspects of its duties, including, without limitation, any necessary inspection of a parcel or improvement.

4.09 VARIANCES.

The ACC may permit certain variances from these Design and Development Standards. Any such variance will be permitted only upon a determination by the ACC that the proposed variance will not be detrimental to other parcels or Port San Antonio as a whole and will not be inconsistent with the purposes for which the covenants, conditions and restrictions set forth in these Design and Development Standards were established. The granting of any such variance will not operate to waive any of the terms and provisions of these Design and Development Standards for any purpose except as the particular parcel and particular provision covered by the variance, nor will it affect in any way the applicant's obligation to comply with all governmental laws and regulations governing the use of improvement of any parcel.

4.10 FAILURE OF THE ARCHITECTURAL CONTROL COMMITTEE TO ACT

If the ACC fails either to approve or disapprove plans and specifications within 30 calendar days after the same have been submitted for its review, it will be conclusively presumed that the ACC has disapproved the plans and specifications.

4.11 PUBLIC APPROVALS

In addition to the approval of the ACC as provided in this Article IV, plans and specifications for the erection, construction, placement, alteration, removal, or maintenance of an improvement on a

Building Site may also be subject to and must be in compliance with all zoning, building code, and other applicable regulations, now existing or hereafter established, including any required permits of Port Authority, the City of San Antonio, Bexar County, the State of Texas, or any other political subdivision which may hereafter acquire jurisdiction over such building site. Such plans and specifications will also be subject to and must be in compliance with all applicable regulations, rules, orders, and other requirements now existing or hereafter established by the DOD and the FAA, including without limitation the following requirements: building height, exterior lighting to ensure safe flight operations at the Airfield; and any applicable electrical, electronic, radio wave, or other similar emissions which may interfere with aircraft navigational operation or radio communication at the Airfield. All such regulations will be as then currently established by, as amended or any similar regulations which may hereafter be established.

4.12 APPEAL PROCESS

If a tenant and/or property owner wishes to appeal their denial of a variance, appeals will be decided by the President and Chief Executive Officer (President & CEO) of Port Authority.

1. Submissions:

- a. All appeals submitted under this provision must be submitted within 10 calendar days after the decision of the ACC. The President & CEO will schedule a review for the tenant and or owner appealing the decision of the ACC within 15 calendar days from the date the appeal is submitted. The President & CEO will issue a decision regarding the appeal within 15 calendar days from date appeal is submitted. All decisions of the President & CEO will be in writing and so far as it is practicable, in the form of a general statement or resolution reciting the conditions, facts, and findings of the President & CEO.
- b. The President & CEO will take into consideration the standards set forth above, prior to making a decision regarding the appeal.
- c. The President & may reverse, affirm, vary, or modify, any order, requirement, or determination, as to which it has the power to consider. The decision of the President & CEO to deny the appeal will include a specification of reasons for the denial.

2. Right to Appeal:

- a. Any person or persons having an interest affected by a decision of the President & CEO will have the right to appeal to the Port Authority Board of Directors (Board). Such appeal must be taken within 21 calendar days after the date of the President & CEO's decision. The Board will schedule a meeting for the tenant and or owner appealing the decision of the ACC within 30 calendar days from the date the appeal is submitted. The Board will issue a decision regarding the appeal within 60 calendar days from date appeal is submitted. All decisions of the Board will be made at a meeting open to the public. All deliberations of the Board constituting a quorum of its member will take place at a meeting open to the public except as provided in compliance with the Texas Open Meetings Act. All decisions of the Board of Directors will be properly recorded.
- b. The Board will take into consideration the standards set forth above, prior to making a decision regarding the appeal.

- c. The Board may reverse, affirm, vary, or modify, any order, requirement, or determination, as to which it has the power to consider. The decision of the Board is final and not appealable.

4.13 CONSTRUCTION WITHOUT APPROVAL

If any improvement is erected, placed or altered or any new use commenced upon any parcel, other than in accordance with the approval by the ACC, then such erection, placement, alteration or use will be deemed to have been undertaken in violation of these Design and Development Standards and upon written notice from Port Authority, any such violation will be immediately cured by the applicant responsible for the commission of such violation. If any such violation is not so cured within 30 calendar days after the applicant's receipt of such written notice from Port Authority, then such applicant will be deemed to be in default under these Design and Development Standards. Primary enforcement will be as per the Lease Agreement Section 25, Events of Default and Section 26, Remedies Upon Default.

4.14 PORT AUTHORITY AND ARCHITECTURAL CONTROL COMMITTEE NOT LIABLE

Neither Port Authority, the President & CEO nor any member of the ACC, will be liable for any damage, loss or prejudice suffered or claimed by any person on account of the ACC's or the President & CEO's approval or disapproval of any matter submitted for its review.

ARTICLE V: DESIGN STANDARDS

5.01 GENERAL

The Design Standards apply to all applications for ACC approval and facilitate flexibility in design while maintaining the safety, health and welfare of the public.

5.02 VARIANCE FROM THE DESIGN AND DEVELOPMENT STANDARDS

Any variance from the Design Standards of this Article must be approved in writing by the ACC and conform to all applicable zoning, building codes, FAA regulations, and other requirements now existing or hereafter established.

5.03 BUILDING SITE AS SINGLE UNIT

Once a building site (Building Site) has been purchased, leased, or otherwise acquired, such Building Site will be considered a single unit and, thereafter, such Building Site will only be conveyed, sold, leased, or otherwise transferred as a single unit; provided that any building on such site may be leased to more than one tenant. Such building site will not be subdivided and no portion of such building site may be conveyed, leased, or otherwise transferred unless prior written approval is granted by the ACC.

5.04 BUILDING REGULATIONS ~~SITE COVERAGE~~

Per Zoning Case No: Z2005273 S (Ordinance #2006-01-12-62)

1. A Type F (40-ft.) vegetative buffer is required along Port San Antonio boundaries within 200-ft. of an existing residential use to protect the surrounding neighborhoods, and
2. A Type D (25-ft) vegetative buffer is required between commercial and industrial uses.

5.05 SETBACK REQUIREMENTS

No improvement may be erected or placed within the minimum setback areas as outlined in the CoSA UDC. Notwithstanding anything in this section there will be no minimum required setback areas for any property line of a Building Site adjacent to a right-of-way for any railroad tracks or any ramp areas designed for aviation related use. Notwithstanding anything in this Section 5.05, the minimum required setback areas set forth in this Section 5.05, will not be applicable to driveways necessary to provide ingress and egress, steps, walks, and landscaping.

5.06 PARKING

Each Building Site will provide for adequate off street parking for employees, visitors, and business vehicle traffic sufficient to serve the business to be conducted on the Building Site and with driveways sufficient to provide ingress and egress to such parking areas. Parking will not be permitted on any public street, private driveway, or any place other than a designated parking area.

All parking areas will be covered with asphalt or concrete surface, striped, and have proper drainage. All parking areas will have parking spaces which have either wheel blocks or curbs. All parking areas on a Building Site with public street frontage will be 100% screened so as to provide limited or no visibility from the public streets. The screening material can be mature landscaping, planting, berms, decorative site elements etc. The minimum screening height will be 36 inches (typical), a standard Port San Antonio parking space is 9 ft. x 18 ft.

On-street surface parking is allowed in C-3 zone on private streets. Off-street surface parking will be placed within the interior of the parcel, away from street frontages and 100% screened from view. Curb cuts for parking and service access will be located on the least traveled street.

PORT SAN ANTONIO PARKING STANDARDS		
	Minimum	Maximum
General Industrial and Manufacturing	1/1500 GFA	1/300 GFA
General Office	1/300 GFA	1/140 GFA
Processing	1/1500 GFA	1/300 GFA
General Retail	1/300 GFA	1/200 GFA
General Services	1/300 GFA	1/200 GFA
Office/Warehouse (FLEX)	1/2000 GFA	1/200 GFA
Warehouse	1/5000 GFA	1/350 GFA

For additional information regarding parking standards and layout requirements reference the CoSA Unified Development Code, Sections 35-526 and the Texas Accessibility Standards (TAS).

5.07 LOADING AREAS

Each Building Site will provide for adequate loading facilities sufficient to serve the business to be conducted on the Building Site. Such loading facilities will provide an area sufficient to accommodate loading movement, including turnarounds, entirely off of public streets. No loading activities on public streets will be permitted. Loading facilities will be located and 100% screened so as to minimize visibility from public streets. The screening material can be mature landscaping, planting, berms, decorative site elements, etc. The minimum screening height will be 36 inches (typical).

5.08 DRIVEWAYS, CURBS AND CURB CUTS

All driveways on a Building Site will be covered with an asphalt or concrete surface and have proper drainage. All curbing of driveways, loading areas, and parking areas will include appropriate curb and gutter combinations. The location of all curb cuts will be approved by the ACC and coordinated with other Building Sites as applicable.

The ACC will determine curb cuts for internal vehicular access to secured sites and community sites. Any such curb cuts will be located as per UDC Section 35-506 (r) (5). Each Parcel will be

permitted two interior access points to such parcel, with any secondary access points to be subject to the prior review and approval of the ACC. Curb cuts for driveways on all streets will be designed for compatibility with stormwater conveyance function of streets. Community access points are prohibited on Billy Mitchell, General Hudnell, Duncan, 36th Street and General McMullen.

5.09 SIDEWALK STANDARDS

Sidewalks will be required on both sides of all CoSA and Port San Antonio streets. Sidewalk width minimum will be 4 ft. when adjacent to planting strips at curb and 6 ft. when adjacent to the curb. See UDC 35-506 (9) for additional sidewalk standards. Where applicable, all sidewalks are to be located at R.O.W. line. Variations in pavement texture, grade, color or material will be provided to pedestrian paths and sidewalks with cross vehicular circulation routes, in order to improve visibility and safety.

5.10 UTILITIES

All utility services on or adjacent to the Building Site, including without limitation any telephone or electric lines or connections will be located underground. Easements required for utility service extensions to parcels must be requested of the ACC and approval prior to construction.

5.11 LANDSCAPING

Each Building Site will be landscaped in accordance with these Design and Development Standards and a plan will be submitted to and approved in writing by the ACC. Such landscaping plan will include information regarding the type of sodding, seeding, trees, hedges, shrubs, and any additional information regarding other customary landscape treatment, including earth mounding, walls, fencing, and screening. All trees and plant materials will be mature at the time of installation. An automatic irrigation system will be installed to insure plant material health. All shrubs and trees will be located and placed in such a manner as not to limit or restrict the visibility of any street signs or signals, sight distance for vehicle ingress and egress to a building site, and sight distance for vehicle circulation. The standard pavement setback is 20 ft. It is the intent of this area to be well landscaped, with street trees (Oaks, Palms, etc.); accent trees (Mountain Laurels, etc); undergrowth; ground cover; and sod. All street trees are to be a minimum of 3 ft. from back of curbs. Additionally, to be considered streetscape, trees must be no more than 50 ft. apart and no more than 17 ft. maximum from back of curb.

Primary Arterial Streets:

The 20 ft. pavement setback will contain street trees, accent trees, berms, shrubs and or sod. The median is to be raised with planting, ground cover or paving. All landscaping is to have appropriate irrigation. Sidewalks are to be located on both sides of the street and Right-of-Way (hereafter referred to as R.O.W.) line.

Secondary Arterial Streets:

The 20 ft. pavement setback will contain street trees, accent trees, berms, shrubs and or sod. The median is to be raised with planting, ground cover or paving. All landscaping is to have appropriate irrigation. Sidewalks are to be located on both sides of the street and R.O.W. line.

Collector Streets:

The 20 ft. pavement setback will contain street trees, accent trees, berms, shrubs and sod. All landscaping is to have appropriate irrigation. Sidewalks are to be located on both sides of the street and R.O.W. line.

Local Streets:

The 20 ft. pavement setback will contain street trees, accent trees, berms, shrubs and sod. All landscaping is to have appropriate irrigation. Sidewalks are to be located on both sides of the street and R.O.W. line.

Drayage Road:

The 20 ft. pavement setback will contain rock, gravel or mulch. Sidewalks are to be located on one side at the street R.O.W. line.

For additional streetscape planting requirements see UDC Section 35-512.

5.12 FENCES AND WALLS

Fencing located in the Aeronautical North and South areas along CoSA public streets will be black, decorative iron or metal, 7 ft. in height (max.). Fencing located on the East Kelly Railport can be black chain-link, and 7 ft. in height (max.). The use and design of (solid) wall type fencing will be compatible with materials and architecture of the main building. Wall fencing height is to be 7 ft. maximum.

Where fences or walls exceed a length of 100 ft. or longer, visual breaks will be created by alternating material, height, plane or landscape massing. Fencing and walls will be designed as an integral part of the Building Site. No wood fencing will be allowed. All chain-link fencing locations will be approved by the ACC and not be visible from public or frontage streets. All chain-link fencing fabric to be polymer-coated (black) and steel framework to be polymer-coated or painted (black). All fencing and location must be approved by the ACC.

Secure Access:

This provision provides a secure environment for sensitive buildings and infrastructure as outlined in the FEMA standards and the Homeland Security standards. Fence lines and security components will be integrated with a suite of structural and landscape features that provide perimeter security while maintaining excellence in urban design.

Secure Port Operation:

A secure perimeter must be in compliance with all applicable regulations, rules, orders, and other requirements now existing or hereafter established by the Federal Aviation Administration FAA, the Department of Defense (DOD), and the Department of Homeland Security (DHS).

Foreign Trade Zones (FTZ) Sites:

FTZ sites will provide and maintain adequate enclosures to segregate the zone/site from U.S. Customs territory.

Air Cargo (AC) Sites:

When cargo security is dependent upon fencing, it should enclose an area around cargo and support buildings. Security fencing must comply with Air Cargo standards. The fence line must be inspected regularly for integrity and any damage promptly repaired, consider the following recommended specifications:

1. Install chain-link type fencing with at least nine gauge, two-inch mesh and at least 8 ft. high (not including a barbed wire extension). If the level on which the fence is constructed is lower than the area outside the fence line, increase the height of the fence to provide an effective 8 ft. fence at all points.
2. All chain-link fabric to be polymer-coated (black).
3. Top the fence with a 2 ft. barbed wire extension, consisting of 3 strands of barbed wire, properly spaced and angled outward at 45 degrees.
4. Place fence posts on the inside of the fence and secure them in a cement foundation at least 2 ft. deep.
5. Ensure that objects or persons cannot pass beneath the fencing by providing:
 - a. Cement aprons not less than 6 inches thick, or
 - b. Frame piping, or
 - c. U-shaped stakes driven approximately 2 ft. into the ground.

Where necessary, install bumpers or fence guards to prevent damage by vehicles.

DHS TSA 6/2006 Recommended Security Guidelines for Airport Planning, Design and Construction:

Security fencing to be stainless steel posts; Chain-link fabric (black coated); 7 ft. high with barbed wire

on top at 45 degrees outward inclines away from Airfield. Barbed wire top to be between 18 inches to 30 inches. All fencing to have a clear zone on both sides of 10 ft. up to 30 ft. Security fencing must comply with current DHS Standards.

FAA Planning & Design Guidelines for Airport Terminal Facilities:

Security fencing generally it is recommended No. #10 gauge, gal. steel, chain link fabric (black) to be installed to a height of 8 ft.; topped with 3 strands of 12 gauge barbed wire overhang, (6 inch spacing between strands), projecting outward at 45 degrees. Fence post to be no greater than 10 ft. on center. Fence in clear zone suggested to be 10 ft. up to 20 ft. both sides. Security fencing to comply with current FAA Standards.

Joint Use Agreement:

20 ft. clearance both sides of perimeter fencing including trees and/or landscaping (sod excluded).

5.13 COMMERCIAL DISTRICT/MIXED-USE GATEWAYS

The entry portals into the Port's Mixed-Use will receive special design attention. Transition to the Mixed-Use will be accomplished with the combination of state-of-the-art building design, accent lighting, signage, enhanced landscaping, special site amenities, public art and building corner setbacks for the creation of plaza spaces.

5.14 INDUSTRIAL GATEWAYS

The entry portals into the Port's industrial centers will receive special design attention. Transition to the industrial centers will be accomplished with the combination of state-of-the-art building design, accent lighting, signage, enhanced landscaping, special site amenities and public art.

5.15 EQUIPMENT SCREENING

Any structure or equipment on the roof of a building will be screened from view of any public street and such screening will be of a material similar in appearance to the exterior walls of such building, or of other suitable material as approved by the ACC.

5.16 SERVICE ELEMENTS

All mechanical and service elements will be screened. This includes even small air conditioning condensing units, trash pick-up points and free-standing storage buildings. Every effort should be made to keep mechanical equipment relatively low, so that no architectural screening element need be more than 8 ft. high. Screening materials can consist of solid fences, masonry walls and mature, tall, dense planting maximum 7 ft. in height. Residential- scale wood fencing is not permitted. The placement of traffic control devices and other utility cabinets will be carefully coordinated with the ACC.

5.17 DUMPSTERS AND DISPOSAL CONTAINERS

Enclosures will be constructed of durable, opaque materials compatible with the main building. Enclosures will allow for the convenient, safe and accessible areas for collection and frequent servicing. All dumpsters and disposal containers will be located on site away from public streets and frontage roads or be screened 100% from public view.

Outside storage of raw materials, finished products and equipment and the outside storage and disposal of trash and other refuse must be visually screened from all sides. The location and nature of the screening of all outside storage will be subject to the approval of the ACC. Screening will consist of earth mounding, landscaping, walls, fencing, or other suitable material approved by the ACC and will provide for opacity and be a minimum height approved by Port Authority. In addition, to the extent reasonably practicable in connection with the design and orientation of any building to be located on a parcel, any such outside storage area will be located on a side or to the rear of the building which does not face a public street. Notwithstanding anything in this section to the contrary, all vehicle service and maintenance must be performed within an enclosed building located on the parcel.

5.18 ARCHITECTURAL REQUIREMENTS

It is the intent of the ACC to permit a relatively wide variety of architectural designs and use of materials for the construction of buildings on the Building Site; provided such variety will not be permitted or approved to the extent that the building would detract from the overall attractiveness

and use of surrounding building sites or portions of the property. It is the purpose of the requirements set forth in this Section 5.18 to provide general, but not limiting, consistency between building types to blend and provide a harmonious character throughout the different building sites established within the property.

1. Types of materials and colors:

- a. Material and colors should be coordinated to blend with the other improvements on surrounding building sites and portions of the property.
- b. Buildings should be designed to be seen from all angles. Thus, the back sides of buildings and the sides of buildings which face public streets will be of similar design and use similar materials as the front of such building.
- c. Ground floor windows will be non-reflective and minimally tinted to engage pedestrian interest. Pedestrian entrances will be street facing.
- d. Articulation of materials will communicate thickness and solidity of design.
- e. All trim, rainwater leaders, etc., must be concealed or painted or otherwise integrated into the design of the facility.

2. Mixed-Use:

- a. Public frontage will visually connect activities occurring within a structure to the adjacent sidewalk and at least 75% of each building façade facing sidewalk, between the height of two feet and ten feet above sidewalk grade will be transparent or of similar design.
- b. The transparent façade will have occupied space beyond the window and will not be devoted to storage, loading, parking or other unattractive or monotonous uses. The required transparency will not apply to buildings with residential units located adjacent to the sidewalk.
- c. The latest retail planning standards will be used in the creation of a high quality and pedestrian focused retail service environment.
- d. Interior or on-site circulation must be oriented toward the closest adjacent transit station or bus shelter, if applicable.
- e. Building entrances will be directly connected to transit stops, if applicable.
- f. Connectivity of pedestrian paths must occur between internal circulation, streets, and other pedestrian paths adjacent to the development.
- g. transit stations and stops will meet all accessibility requirements.

3. Historic Overlay:

Building design will contribute to the historic character of the zone by utilizing the historic architectural styles in context with the Programmatic Agreement executed between Port Authority, City of San Antonio, US Air Force, and the State of Texas Historical Society. All work in the Historic Districts will be subject to CoSA HDRC approval.

5.19 MATERIALS

Exterior Walls:

The exterior walls of any building constructed on a Building Site will be approved in writing by the ACC. Brick, stone, glass block, and pre-cast or concrete masonry units will be the preferred building materials for the construction of a building. The use of metal on the exterior of any

building may be permitted if such building is located in an area of the Port designated for aviation related uses. The use of metal on the exterior of buildings within other areas of the property may be permitted if approved by the ACC as per ARTICLE VI: Development Procedures.

Building Facades:

Blank building facades will not be permitted on sides of a building facing a public street. Articulating such facades with windows, recesses, fenestration, or pilasters will be required. Such articulation should be evenly spaced along a building's elevation. In addition to using building elements to articulate building mass, individual elevations should be articulated with fenestration, patterns, or structural elements on all sides of a building.

Color:

The facade colors utilized throughout the Port will primarily be earth tone. The use of bright and high chromo colors will only be permitted as a minor accent on a building façade and may not be a dominant color of a building. Thin layer veneer materials such as stucco products will not be used in areas below 10 ft. above grade. All color selections must be approved by the ACC

5.20 SITE FURNISHINGS

Awnings, trash receptacles, bollards, outdoor seating and accessories must be approved by the ACC.

5.21 EXTERIOR SITE/STRUCTURE LIGHTING

A Parcel will be limited to lighting of the site identifier, signs, security and safety illuminations of adjacent public streets, parking areas, loading areas, service areas, access private drives, walkways and building entrances and exterior lighting of overall building surfaces.

Exterior Lighting:

Such lighting will not produce any excessive glare or reflection onto any portion of any adjacent public street or building site, or into the path of any oncoming or passing vehicles. The location, design, materials, and type of any exterior lighting will be subject to the approval of the ACC. Any exterior lighting located adjacent to residential properties will be directed away from residential properties. No flashing, animated or intermittent lighting will be visible from the exterior of any building. For General Development Street Lighting **see Exhibit 7.**

Parking Lot Lighting:

All parking lots, loading areas, service areas, pedestrian walkways and security lights, whether wall-mounted or free-standing, must be concealed source fixtures, where the lenses do not project below the opaque section of the fixture. All lamps must be approved by the ACC. Lighting fixtures for parking areas will be selected from those designated by the ACC and may only be varied with the prior approval from the ACC. Port Authority requires an average of 2 foot-candles across the parking surface at 36 inches above the finished surface. All lighting on a parcel will be coordinated as to intensity to provide for an attractive overall lighting plan and must be approved in writing by the ACC. For a detailed description of the Port's typical parking lot lighting **see Exhibit 8.**

5.22 MAINTENANCE

Prompt removal of Solid Waste:

Mowing of grass so often as not to exceed 5 inches in height; the periodic pruning of trees and shrubbery; periodic weeding and litter control in all landscaped areas; the replacement of dead or damaged landscape material; maintenance and repair of all concrete and asphalt driving and walking surfaces including without limitation to stripping of parking areas, sealing and overall resurfacing; maintaining of the exterior surfaces of all buildings and structures in good condition and repair; repairing of exterior damage to any improvement; and the maintenance of all drainage ways, including, without limitation, weed and algae control, and grass cutting, if dry.

5.23 SITE/STRUCTURE SIGNAGE

The location, size and construction of any signs in any parcel will be subject to the prior approval of the ACC. All signage must comply with Chapter 29 of the City of San Antonio Municipal Code.

Building Signs:

All building signs must be mounted flat on the surface of the walls and may not project above the roofline of any building. No hand-painted, animated or flashing signs will be permitted. Monument sign design specifications may be changed from time to time with the approval of the ACC. Each

building on a parcel will be permitted one additional free-standing or building type sign at the primary entrance to such building.

Addressing:

Lettering size is to be a minimum of 4 inches in height (12 inches max.) or as per local codes. The location of the address will be as follows: if numbers are displayed on the building, the mounting height will be on the upper 1/3rd of the façade (preferably the upper left hand corner, when facing the building) or the address will be mounted directly over entry doors. Free-standing address signage will be permitted according to site restraints. Free-standing address signage will communicate the address numbering and street identification. No address signage may be located within the R.O.W. taller than 3 ft. maximum height. All address signage location must be approved by the ACC.

Additional Requirements:

In addition to any other requirements specified under applicable law or by Port Authority, all such signs will comply with the following general provisions:

Height:

No part of any free-standing sign may exceed an above-grade height of 8 ft. maximum

Wall Signs:

No part of any wall-mounted sign may extend more than 12 inches from the building on which it is located.

Movement:

No sign will incorporate movement or the illusion of movement; flashing signs will not be permitted.

Illumination:

Internally illuminated signs will be permitted only with prior written consent of Port Authority. The location design and intensity of any externally illuminated signs will be subject to the prior written consent of the ACC.

Location:

No free-standing parcel identification signage may be located within the R.O.W. or within 30 ft. of an intersection of a street R.O.W. and adjacent parcel boundary line.

Color:

No more than four colors (including black and white) will be permitted on any sign. Exceptions may be made by the ACC for company logos, so long as the owner of the parcel obtains the prior written approval of the ACC for such variance. No signs using vacuum-formed plastic lettering or day-glo colors will be permitted on any parcel.

Traffic Visibility:

No sign may be erected on any parcel that, in any manner, interferes with vehicular or pedestrian safety.

Marketing/Construction Signs.

Each parcel may have no more than 2 temporary signs for construction and no more than 2 temporary signs for marketing. The construction sign must be removed once a certificate of occupancy for the building has been issued. The marketing sign must be removed once the building is fully leased.

Banners, pennants and streamers may be used as temporary advertising for a maximum duration of 30 days each 6 months. Permits in accordance with Chapter 29 of the City of San Antonio Municipal Code are required for temporary signs more than 15 sq. ft. in size.

Limited Construction Sign Information:

1. Project name
2. Owner's name
3. Opening date
4. General Contractor's name
5. Architect's name
6. Name of construction lender

Limited Marketing Sign information:

1. Project name
2. Owner's name
3. Square feet available for lease
4. Leasing agent (name and phone number)
5. Scheduled occupancy date

Any temporary construction or marketing sign permitted above must, in no event, exceed a size of 4 ft. by 8 ft. and must otherwise comply with the signage requirements herein.

5.24 PORT SAN ANTONIO DIRECTIONAL SIGNAGE

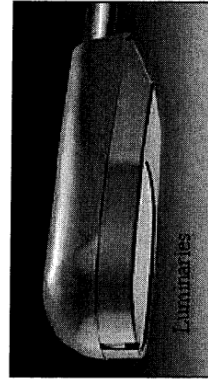
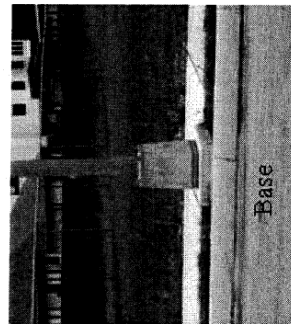
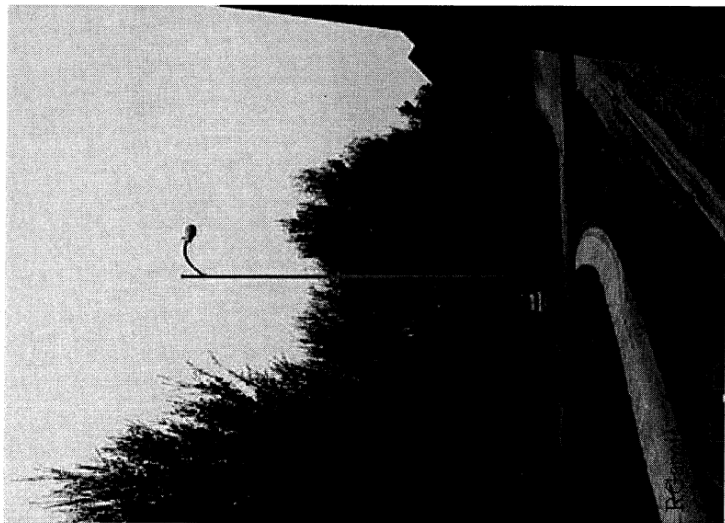
All tenant location and or directional signage will be located on the Port's universal way-finding signage. All way-finding signage must be located outside of the R.O.W. with a height no greater than 6 ft. maximum. For detailed specifications regarding way-finding signage see **Exhibit 9**.

EXHIBIT 7

GENERAL STREET LIGHTING

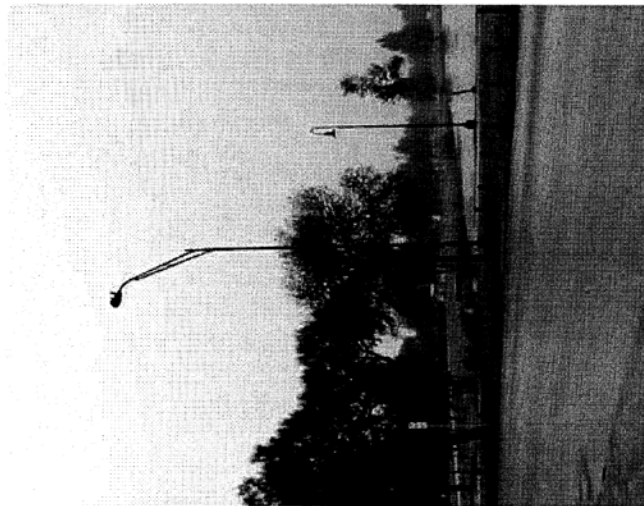
**Grey Cobrahead Flat Glass Luminaire
On Underground Steel Pole
With or Without Base**

	Pole Ht	Type	Watts	Lumens	Monthly Rate	
					Single	Double
UG Cobra - Gray	32	HPS	100	9,500	\$12.10	
	32	HPS	250	25,000	\$20.15	\$28.65
	32	HPS	400	47,000	\$24.30	\$35.05



Green Cobrahead Flat Glass Luminaire on Underground Steel Pole w/ Base

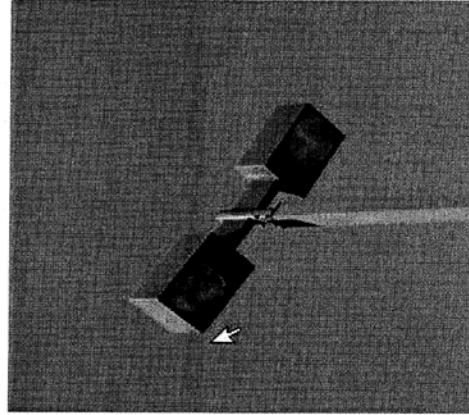
	Pole Ht	Type	Watts	Lumens	Monthly Rate	
					Single	Double
UG Cobra - Green	32	HPS	250	25,000	\$20.15	\$28.65
	32	HPS	400	47,000	\$24.30	\$35.05



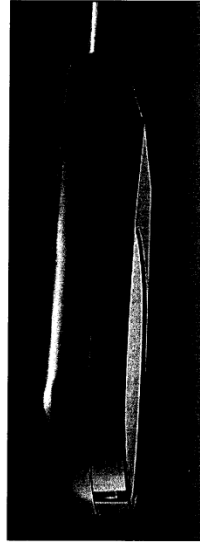
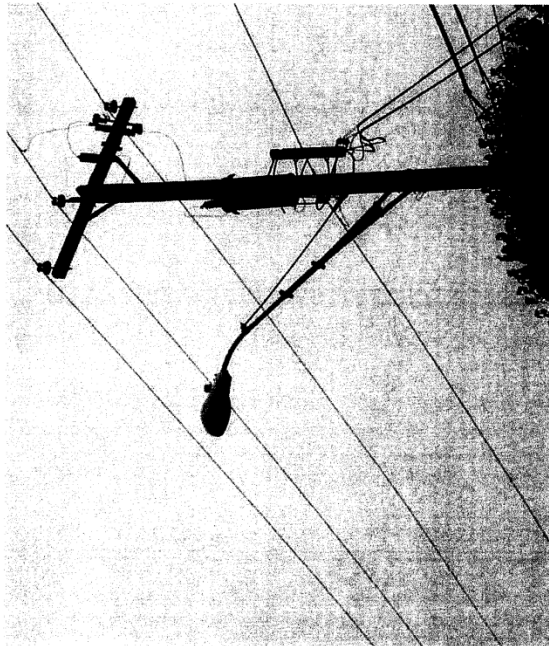
AS

Bronze Rectangular Luminaires on Underground Steel Poles w/ Base

	Pole Ht	Type	Watts	Lumens	Monthly Rate	
					Single	Double
Decorative Shoebox	30	HPS	250	25,000	\$23.35	\$36.25
	30	MH	250	19,500	\$26.05	\$35.75



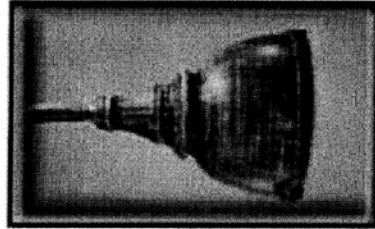
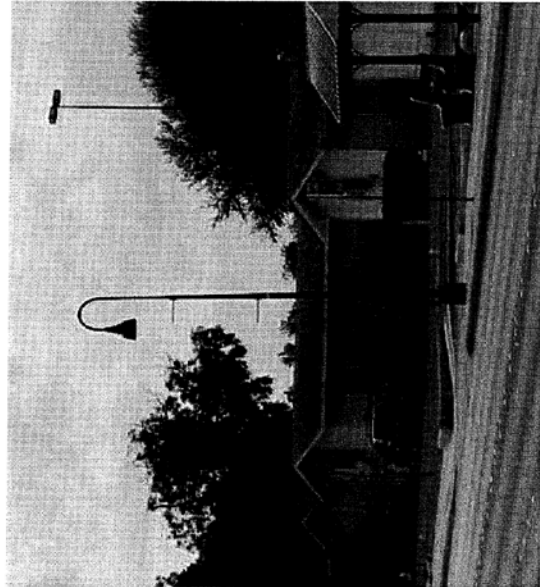
Overhead Streetlight with Flat Glass Luminaire on Wood Pole



Stock #	Lamp Type	Wattage	Voltage	Application
1000562	HPS	100W	120V	Res/Roadway
1000596	HPS	150W	480V	Res/Roadway*
1000621	HPS	250W	120/240V	Roadway
1000598	HPS	250W	480V	Res/Roadway*
1000597	HPS	400W	120/240V	Roadway
1000595	HPS	400W	480V	Roadway

STERNBURG CANDY CANE STREET LIGHT FIXTURE

	Pole Ht	Type	Watts	Lumens	Monthly Rate		Energy/Maint Rate Only	
					Single	Double	Single	Double
Mission Trails Candy Cane	21.5	MH	175	14,000	\$14.00		\$6.75	
	22.5	MH	250	19,500	\$17.30		\$8.00	



**MT3/SLBL-
Mission Trails**

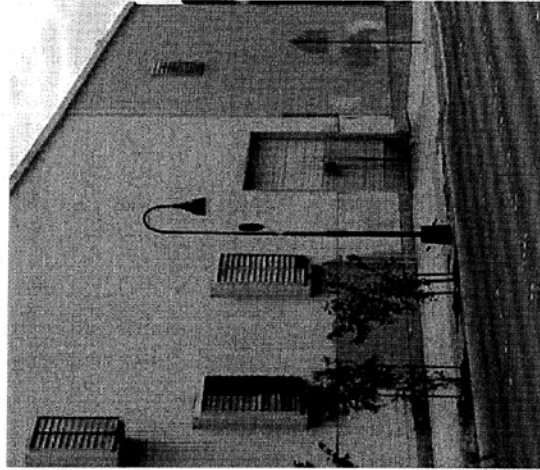
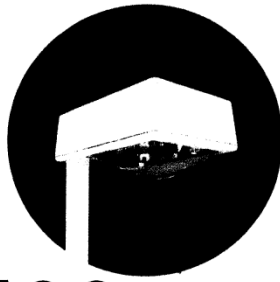


EXHIBIT 8

PARKING LOT LIGHTING

CAMBRIDGE II



Features

- Die-cast aluminum housing with radius corners and nominal .125" wall thickness.
- Die-cast aluminum door with clear, flat or convex, tempered glass lens, fully gasketed to housing. Hinged door secured with two captive screws.
- Specular, anodized aluminum reflectors for horizontal or vertical lamp, provide Type III, IV or V square light patterns. Segmented Type III reflectors. CE2 horizontal Type IV reflector field rotatable.
- Extruded aluminum arm available. Cast aluminum wall bracket.
- Mogul porcelain socket, pulse rated, with spring loaded, nickel plated center contact and reinforced lamp grip screw shell.
- CWA type, HPF ballast, starting rated at -20°F (-40°F for HPS).



Ordering Information Example: CE2 - A - H50 - H3 - F - Q - WH

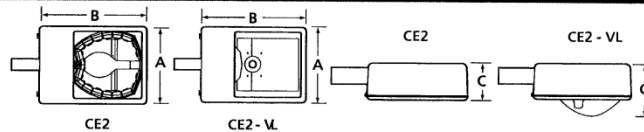
Series	Mount	Lamp/Watts	Orient./Dist.	Lens	Volts	Color
Series CE2	Cambridge II					
Mounting A	Arm Mount (arm not included, order separately)					
Lamp Type/Wattage						
Metal Halide						
H40	400W (ED-37)					
H1K	1000W (BT-56) ¹					
Super Metal Halide						
MS40	400W (ED-37)					
MS1K	1000W (BT-56) ¹					
Pulse Start Metal Halide						
P40	400W (ED-37)					
P45	450W (ED-37) ²					
P75	750W (BT-37) ²					
P1K	1000W (BT-37) ²					
High Pressure Sodium						
S40	400W (ED-18)					
S75	750W (BT-37)					
S1K	1000W (E-25)					
Lamp Orientation/Distribution						
H3	Horiz. III					
H4	Horiz. IV					
H5	Horiz. V (square)					
V3	Vert. III ⁴					
V4	Vert. IV ⁴					
V5	Vert. V (square) ⁴					
Lens						
F	Flat					
C	Convex					
Voltage						
Q	Quad Tap® (120, 208, 240, 277V) ³					
5	480V					
T	120/277/347V CSA ³					
Color						
DB	Dark Bronze					
BL	Black					
WH	White					
GR	Gray					
PS	Platinum Silver					
RD	Red (Premium Color)					
FG	Forest Green (Premium Color)					
CC	Custom Color (Consult Factory)					
Options						
F1	Fusing - 120V					
F2	Fusing - 208V					
F3	Fusing - 240V					
F4	Fusing - 277V					
F5	Fusing - 480V					
F6	Fusing - 347V					
PR1	Photo Cell Receptacle - 120V					
PR2	Photo Cell Receptacle - 208V					
PR3	Photo Cell Receptacle - 240V					
PR4	Photo Cell Receptacle - 277V					
PR5	Photo Cell Receptacle - 480V					
PR6	Photo Cell Receptacle - 347V					
QZ	Quartz RS with lamp					
HS	Internal House Side Shield					
VG	Polycarbonate Vandal Guard					
L	Lamp					

Arm Logic - Order Separately

Series ARM	Rigid Arm
Luminaire Shape S	Square
Arm Length 10	10" Arm (EPA = 0.4 ft ² , 5.0 lbs) (0.03 m ² , 2.2 kg)
Pole Shape	
S	Square
R4	Round Straight (4-4.5")
R5	Round Straight (5")
R6	Round Straight (6")
T2	Round Tapered (2.5")
T3	Round Tapered (3")
T3S	Round Tapered (3.5")
T4	Round Tapered (4")
Color	
DB	Dark Bronze
BL	Black
WH	White
GR	Gray
PS	Platinum Silver
RD	Red (Premium Color)
FG	Forest Green (Premium Color)

- 1 BT-37 lamp required for vertically lamped units.
 - 2 Vertical lamp only.
 - 3 Factory wired for highest voltage unless specified.
 - 4 Convex lens only.
- Note For Photocontrol Equipment, see Hubbell Outdoor offering.

Dimensions



	A	B	C	EPA	Weight
CE2-Flat	21 3/8"	29 7/16"	10 1/4"	2.5 ft ²	77 lbs.
CE2-Convex	543 mm	748 mm	260 mm	0.2 m ²	34.9 kg
	21 3/8"	29 7/16"	15"	2.6 ft ²	79 lbs.
	543 mm	748 mm	381 mm	0.3 m ²	35.8 kg

Note: Weights and EPA for fixture only.

SPAULDING
LIGHTING

732

Rev. 11/29/03

SSS

SQUARE STRAIGHT STEEL

Features

- Square Straight Steel Shaft
- One-piece construction
- Side, Tenon, or Pad mounting available
- Ground lug standard
- Galvanized anchor bolts and template included
- Base cover standard (Square)
- Gasketed hand hole cover standard
- Lektrocote finish standard
- CSA certification available

Ordering Information

Example: S - S - S - 25 - 40 - 1 - A1 - DB

⊗ Pole logic is for reference only. Use table below to determine available poles.

Cross Section	Style	Material	Nom. Length	Nom. Shaft	Shaft Thick.	Mount Type	Finish
S	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
5	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
10	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
12	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
14	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
16	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
18	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
20	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
25	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
27	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
30	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
35	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR
40	Straight	Steel	10 - 40 Feet	4 - 6 Inch	4 - 6 Inch	4 - 6 Inch	DB, BL, WH, GR, PS, RD, FG, CC, PR

1 DRILL PATTERNS: Replace X with 1 = Spaulding luminaires with a straight pole (4-bolt), 4 = MSS & DS luminaires, 5 = Spaulding Detroit III luminaires, 6 = MSV, RCS, RCL & DM luminaires.
 2 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the "TR" notation.
 Example: SSS-25-40-7-CG-TR-DB
 3 Specify option location using logic found in pole introduction pages.

Catalog Number	Pole Ht.		Nominal Shaft Dim.	Wind Load Rating				Wall Thick.	Bolt			Base Plate (sq.)	Anchor Bolt Size	Bolt Proj.	Pole Wt (lbs)	
	ft	m		70 MPH	80 MPH	90 MPH	100 MPH		Circle	Bolt Circle	Bolt Sq.					
SSS-10-40-1-XX-XX	10	3.0	4	38	28.5	22	17	11	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	91
SSS-10-50-1-XX-XX	10	3.0	5	60	46	36	28	19	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	106
SSS-12-40-1-XX-XX	12	3.7	4	28	21	15	12	7.5	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	104
SSS-12-50-1-XX-XX	12	3.7	5	45	33	25	20	13	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	122
SSS-14-40-1-XX-XX	14	4.3	4	23	17	12.5	9.5	6	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	116
SSS-14-40-7-XX-XX	14	4.3	4	34.5	25.5	20	15	9.5	.179	11"	8 1/2 - 12"	6 - 8.4"	11 x 1"	3/4 x 30 x 3"	4"	158
SSS-14-50-1-XX-XX	14	4.3	5	38	28.5	21.5	16.5	10.5	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	138
SSS-16-40-1-XX-XX	16	4.9	4	19.5	14	10.5	7.5	4	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	128
SSS-16-40-7-XX-XX	16	4.9	4	29.5	21.5	16	12	8	.179	11"	8 1/2 - 12"	6 - 8.4"	11 x 1"	3/4 x 30 x 3"	4"	176
SSS-16-50-1-XX-XX	16	4.9	5	32	23.5	17.5	13.5	8	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	153
SSS-16-50-7-XX-XX	16	4.9	5	47.5	35.5	27	21.5	13.5	.179	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	214
SSS-18-40-1-XX-XX	18	5.5	4	16.5	11.5	8.5	6	3	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	147
SSS-18-40-7-XX-XX	18	5.5	4	25.5	18	13.5	10.5	6	.179	11"	8 1/2 - 12"	6 - 8.4"	11 x 1"	3/4 x 30 x 3"	4"	201
SSS-18-50-1-XX-XX	18	5.5	5	27.5	20	14	11	6	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	175
SSS-18-50-7-XX-XX	18	5.5	5	42	31	23.5	18	11	.179	11"	8 1/2 - 12"	6 - 8.4"	12 x 1"	3/4 x 30 x 3"	4"	243
SSS-20-40-1-XX-XX	20	6.1	4	13.5	9.5	6.5	4.5	1.8	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	3/4 x 30 x 3"	4"	160
SSS-20-40-7-XX-XX	20	6.1	4	22	16	11.5	8.5	4.5	.179	11"	8 1/2 - 12"	6 - 8.4"	11 x 1"	3/4 x 30 x 3"	4"	173
SSS-20-50-1-XX-XX	20	6.1	5	23.5	17	12	9	4.5	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	191
SSS-20-50-7-XX-XX	20	6.1	5	36.5	27	20	15.5	9	.179	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	3/4 x 30 x 3"	4"	266
SSS-20-60-7-XX-XX	20	6.1	6	51	38	28.5	22	14.5	.179	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1 x 36 x 4"	4"	312
SSS-25-40-1-XX-XX	25	7.6	4	8.5	5	3	1.5	NR	.119	11"	8 - 11"	5.6 - 7.8"	10.25 x 0.75"	1 x 36 x 4"	4"	238
SSS-25-40-7-XX-XX	25	7.6	4	14.5	10	6.5	4.5	1.4	.179	11"	8.5 - 12"	6 - 8.4"	11 x 1"	1 x 36 x 4"	4"	266
SSS-25-50-1-XX-XX	25	7.6	5	15	10.5	6.5	4	NR	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	231
SSS-25-50-7-XX-XX	25	7.6	5	25	18	12.5	8.5	4	.179	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	324
SSS-25-60-3-XX-XX	25	7.6	5	36.5	26	19	14	8	.250	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	437
SSS-25-60-7-XX-XX	25	7.6	6	38.5	28	20.5	15	8	.179	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1 x 36 x 4"	4"	404
SSS-27-40-7-XX-XX	27	8.2	4	-	9.4	-	4.2	1.2	.179	11"	8.5 x 12"	6 - 8.4"	11 x 1"	1 x 36 x 4"	4"	290
SSS-30-40-7-XX-XX	30	9.1	4	6.5	4.5	2.5	1.5	NR	.179	11"	8.5 x 12"	6 - 8.4"	11 x 1"	1 x 36 x 4"	4"	313
SSS-30-50-1-XX-XX	30	9.1	5	7.5	5.5	2.5	NR	NR	.119	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	274
SSS-30-50-7-XX-XX	30	9.1	5	18	12	8	4.5	NR	.179	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	398
SSS-30-50-3-XX-XX	30	9.1	5	22	16	13	8	3.8	.250	11"	10 - 13.5"	7.1 - 9.5"	12 x 1"	1 x 36 x 4"	4"	537
SSS-30-60-7-XX-XX	30	9.1	6	30	20	14	9	3.4	.179	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1 x 36 x 4"	4"	467
SSS-30-60-3-XX-XX	30	9.1	6	42	30	22	16	8	.250	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1.25 x 42 x 6"	4"	630
SSS-35-60-7-XX-XX	35	10.7	6	20.5	13	8	4.5	NR	.179	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1 x 36 x 4"	4"	538
SSS-35-60-3-XX-XX	35	10.7	6	26	18	12	7.5	3.4	.250	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1.25 x 42 x 6"	4"	726
SSS-40-60-7-XX-XX	40	12.2	6	11	8	3.5	NR	NR	.179	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1 x 36 x 4"	4"	614
SSS-40-60-3-XX-XX	40	12.2	6	14	10.5	5.5	2.5	NR	.250	12"	11 - 13.5"	7.8 - 9.5"	12 x 1"	1.25 x 42 x 6"	4"	802

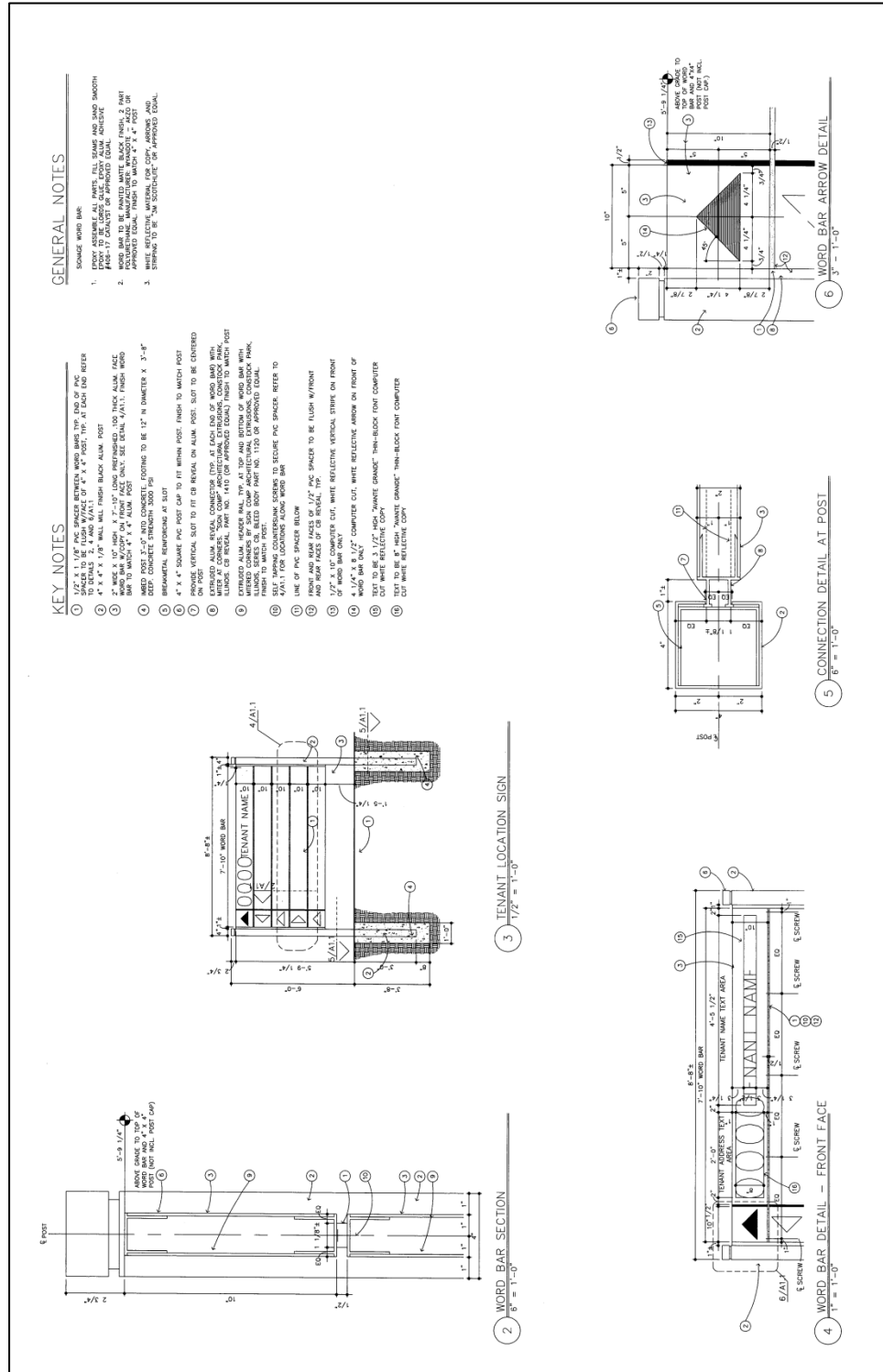
1 Allowable EPA with 1.3 gust factor. To determine max. pole loading weight, multiply allowable EPA by 30 lbs.
 Note Factory supplied template must be used when setting anchor bolts. Hubbell Lighting will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.
 Rev. 3 6/2/04



POLES 774

EXHIBIT 9

DIRECTIONAL SIGNAGE



ARTICLE VI: DEVELOPMENT STANDARDS

6.01 GENERAL

The Development Standards apply to all applications for Development Approval and facilitate flexibility in design while maintaining the safety, health and welfare of the general public.

6.02 INFRASTRUCTURE – STORM WATER MANAGEMENT

The purpose of this Section 6.02 is to provide adequate measures for the retention, detention and distribution of storm-water in a manner that minimizes the possibility of adverse impacts on both water quantity and water quality during development. This Section 6.02 implements the following policies (for additional storm water requirements see UDC Section 35-504):

1. Encourage retention of the 100 year floodplains as natural drainage ways without permanent construction, unnecessary straightening, bank clearing or channeling.
2. Adopt strong stormwater management practices throughout the drainage area to which include site specific measures such as:
 - a. On-site stormwater retention and detention
 - b. Reduction in impervious cover
 - c. Natural bank contouring
 - d. Floodplain reservation and buffering
 - e. Preservation of riparian habitat
 - f. Stormwater harvesting sites for reuse purposes

Drainage Easements/Rights-of-way (R.O.W.):

Where a parcel is traversed by a watercourse, drainage way, natural channel or stream, a third party owner (if any) will provide an easement or right-of way conforming substantially to the limit of such watercourse, plus additional width.

Site Design and Grading:

All land disturbing or land filling activities or soil storage will be undertaken in a manner designed to minimize surface runoff, erosion and sedimentation, and to safeguard life, limb, property and the public welfare in accordance with: the National Pollutant Discharge Elimination System (NPDES); the Texas Pollutant Discharge Elimination System (TPDES); the SAWS Construction Site Regulation Ordinance, Ordinance NO. 94002, as amended, and the SAWS document entitled “Complying with the Edwards Aquifer Rules”.

Storm water Detention:

For projects with an increased impervious area of greater than 0.1 acres that elect not to participate or are not eligible to participate in the Regional Storm Water Management Program as described in

the UDC Section 35-504 (b)(1), then storm water detention may be required for all new developments or redevelopment of individual parcels. All unobstructed maintenance access R.O.W. must connect to detention ponds, with a minimum width of 15 ft. For additional drainage easement R.O.W. requirements see UDC Section 35-504 (d).

Storm Sewers:

For ordinary conditions, storm sewers will be designed on the assumption that they will flow full under the design discharge; however, whenever the system is placed under a pressure head, or there are constrictions, turns, submerged or inadequate outfall, etc., the hydraulic and energy grade lines will be computed and plotted in profile. In all cases adequate outfalls will be provided and the system adequately designed. No storm sewers will be less than 24 inches in diameter. Minimum easement widths for storm sewers will be the greater of 15ft. or 6 ft. on both sides of the extreme limits of the storm sewer width (e.g., the easement width for a three barrel 10 ft. wide box culvert with 6 inch walls would be $(3 \times 10) + (4 \times 0.5) + (2 \times 6) = 44$ ft.).

6.03 INFRASTRUCTURE – TRANSPORTATION AND STREET DESIGNS

The purpose of this Section 6.03 is to prescribe minimum design standards for streets within the Port. Existing street widths and design standards are retained in order to accommodate the heavier traffic levels and greater reliance on vehicular travel. All new streets will conform to all CoSA construction standards and requirements. For additional transportation and street design requirements see UDC Section 35-506.

Streets –Generally:

Design of streets will consider public safety and limit potential conflicts between storm water conveyance, traffic, parking, pedestrian access, Americans with Disability Act (ADA) requirements, and bicycle traffic. Streets draining a watershed greater than 100-acres must be designed for the 100-year frequency storm. Streets may be used for storm water drainage only if the velocity does not exceed 10 ft. per second. Where Streets are not capable of carrying storm waters, as outlined above, inlets or curb openings discharging to drainage channels or storm sewers will be provided. Partial flow past the inlet will be allowed when the capacity of all downstream street systems can accommodate the flow. Street width will not be widened beyond the width as determined by the street classification for drainage purposes. Storm water conveyance on streets will be designed to account for the cumulative impact of peak flows and runoff volumes on the system as the storm water progresses downgrade. Curbs cuts for driveways on all streets will be designed for compatibility with the storm water conveyance function of streets.

Primary and Secondary Arterial Streets:

The primary and secondary arterial streets are considered major thoroughfares. One lane in each direction on arterial streets will remain passable with a flow depth not to exceed 0.30 ft. during a 25-year storm event. The maximum depth of water in the street section must not exceed 7 inches (the height of a standard city curb).

Local “B” and Collector Streets:

A maximum flow depth to the top of curb on a standard local “B” and collector street section will be allowed during a 25-year storm event.

Local “A” Streets:

Local “A” streets will be designed on a basis of 5year frequency storm event. A 25-year frequency storm must be contained within the street right-of-way.

Alleys:

Alleys will be designed for 5 year frequency within the limits of the alley pavement/curbs and 25-year frequency within the right-of-way/easement to carry storm water.

Maintenance:

CoSA public streets, alleys and sidewalks will be maintained by the City of San Antonio. Port streets, alleys and sidewalks will be maintained by Port Authority.

Classification:

CoSA and Port streets will conform to all CoSA construction standards and requirements. For typical Port street cross-sections **see Exhibit 10.**

Port Street Design:

See chart on next page.

PORT STREET DESIGN	36th Street (Secondary)	Billy Mitchell (Primary)	Gen Hudnell (Secondary)	Gen. McMullen (Secondary)	W. Thompson (Collector)	Dunton (Local "B")	Tayman N. (Local "B")	Calgary (Local "B")	Clarence Tinker (Local "B")	Croyden (Local "B")	Dunton (Local "B")	England Dr Local "B")	Follis St (Local "B")	Houston Blvd. (Local "B")	Industrial Loop Rd. (Local "B")	Tayman S. (Local "B")	Frank Luke S. (Local "B")	Berman Drayage (Local "A")
R.O.W.	114'	140'	114'	114'	80'	78'	70'	70'	70'	70'	78'	70'	70'	70'	70'	70'	70'	50'
PAVEMENT WIDTH (Min)	48'	48'-72'	48'	48'	44'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	40'	28'
PAVEMENT WIDTH (Actual)	48'	98'	58'	48'	44'	48'	40'	34'	42'	34'	48'	32'	23'	50'	32'	40'	32'	28'
CURB (7' Ht)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
MEDIAN (Min)	14'	14'	14'	14'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SIDEWALK (Min)	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'	4/6'
BIKE LANE (Min)	5'	5'	5'	5'	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
STREETSCAPE PLANTING	YES	YES	YES	YES	YES	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PLANTING STRIP (Min)	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'	2'
BLDG. SETBACK (Min)	100'	100'	100'	100'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'
PAVEMENT SETBACK (Min)	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'
PARKWAY	11'	21'	28'	33'	18'	15'	15'	18'	14'	18'	15'	19'	23'	10'	19'	15'	19'	11'
STREET LIGHTING	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

6.04 INFRASTRUCTURE - SIDEWALK STANDARDS

Sidewalks are required on both sides of all internal streets and the subdivision side of all adjacent or perimeter streets. Sidewalks will be required as part of the street improvements.

Except as otherwise specified in Americans with Disabilities Act (ADA) sidewalks must have a minimum unobstructed width as follows:

- a. The minimum width of sidewalks adjoining a planting strip will be 4 ft. in width. The minimum width of sidewalks adjoining the curb will be 6 ft. in width.
- b. Where pedestrian paths and sidewalks cross vehicular circulation routes, variations in pavement texture, grade, color or material will be provided to improve visibility and safety.
- c. For additional sidewalk standards see UDC Section 35-506 (q).

Sidewalks on private streets will meet the same criteria as for public streets. Sidewalks will be included in the same lot as the private streets or within an access easement designated on the plat if located on private lots. Deed restrictions will be required to ensure that sidewalks remain unobstructed.

6.05 INFRASTRUCTURE - DRIVEWAYS, CURBS AND CURB CUTS

All driveways on a Building Site will be covered with an asphalt or concrete surface and have proper drainage. All curbing of driveways, loading areas, and parking areas will include appropriate curb and gutter combinations. The location of all curb cuts will be approved by the ACC and coordinated with other Building Sites as applicable.

The ACC will determine curb cuts for internal vehicular access to secured sites and community sites. Any such interior access drive will be no closer than 50 ft. from any intersection of public streets (measured to the center line of the intersecting streets). Each Parcel will be permitted two interior access points to such parcel, with any secondary access points to be subject to the prior review and approval of the ACC. For additional information regarding driveways, curbs and curb cuts see UDC Section 35-506 (p) (8) and Section 35-506 (r).

Access and Driveways:

The provision of this Section 6.05 applies to all driveways.

- a. A lot which is a part of an approved Plat which does not otherwise limit access and which was approved by the CoSA and filed for record as of the effective date of these Design and Development Standards, and which does not have sufficient frontage to meet the driveway approach spacing requirements in this section, will be allowed one driveway approach.
- b. Commercial, industrial and medium or high density residential developments parcels in commercial and industrial zoning districts may have vehicular access from a thoroughfare.
- c. However, the number of access points permitted will be based on the following criteria:
 - i. For parcels with less than 200 ft. of frontage, one access point will be permitted;

- ii. For parcels with a frontage of 200 ft. or more, one access point for every 200 ft. of frontage will be permitted.
- d. All parcels with less than 400 ft. fronting an arterial street will provide for shared cross access with adjacent lots fronting the arterial, by means of platted common access easement across the lot or recorded deed covenant providing common access across the lot with adjacent lot(s).
- e. For additional access and driveway requirements see UDC Section 35-506 (r).

Queuing:

At gated entrances where traffic can queue into public streets, the gates and entrances design must provide for sufficient storage capacity such that a Poisson Distributed Probability Model, (95% confidence level) shows that no queuing vehicles will queue into the public street. The entryway, including the paved surface area lying between the street providing access to the subdivision and the gates, will include a turning radius of not less than 40 ft. For additional queuing requirements see UDC Section 35-506 (s) (4).

6.06 STREET LIGHTING

Street lighting will not produce any excessive glare or reflection onto any portion of any adjacent public street or parcel or into the path of any oncoming or passing vehicle. The location, design, materials, and type of street lighting will be as **per Exhibit 7** and UDC Section 35-506 (i). All street lighting will be approved and installed by City Public Service (CPS Energy) at typical locations: street intersections, cross- walks and mid-block. Spacing may vary depending on street configuration and roadway obstructions. However, typical spacing is 170 ft. on center (the candy cane street lights are typically spaced at 85 ft. on center.).

6.07 UTILITIES

The provisions of this Section 6.07 apply to all persons, and political subdivisions of the state, designing or installing or causing to be designed or installed the following within the Port:

- a. Sanitary sewers
- b. Storm sewers
- c. Water transmission or distribution lines
- d. Electric power lines
- e. Telephone lines
- f. Natural gas lines
- g. Cable television lines
- h. Recycled water lines
- i. For additional utility requirements see UDC Section 35-507.

Generally:

Easements will be provided for the utilities. Easements widths will be in accordance with the utility service provider requirements.

Location:

All utility lines, including water lines, sewer lines, sewer lines, cable and electric lines or poles will be located in accordance with the CoSA's Right-of-Way Management Ordinance, the Utility Excavation Criteria Manual and the Port's Master Plan.

6.08 EASEMENTS

Easements may be permitted for a special purpose when requested by a particular utility. Such specific use easements will be part of a lot or lots unless designated to be converted into public Street right-of-way. Easements may be designated to be converted into public street right-of-way on a subsequent plat without vacating and re-platting. Such easement will be annotated with the following note:

"Easement to expire upon incorporation into platted public street right-of-way."

Use of Easements:

If the owner of the property upon which a utility easement is located desires to use it for lawn purposes, fencing across the easement will be permitted but gates along the side lot lines must be provided. The gates will be 16 ft. wide (2 eight-foot gates) and will be capable of being opened and closed at all times.

Maintenance:

Maintenance of the utility easement is the responsibility of the third party owner (if any) of the property upon which it is located. It will be the duty of such third party property owner to keep the area clear of any structure, debris, vegetation, trees, shrubs or landscaping whatsoever, except that lawn grass which will be regularly mowed and controlled may be grown thereon.

Curb Exposure:

Normal curb exposure will be maintained where utility easements intersect streets.

Overhead Utility Lines:

Overhead utility line easements will be provided to afford clearance from overhead utility lines as specified by the National Electrical Safety Code, CPS Energy regulations, and other applicable codes and laws. CPS Energy will provide the information necessary to comply with these requirements (typical overhead CPS easement is 28 ft. minimum).

Connection of Easements:

Where utility easements are not themselves straight within each block or if they do not connect on a straight course with the utility easements of adjoining blocks, then an additional easement will be provided for the placing of guy wires on lot division lines in order to support poles set on curving or deviating rights-of-way or alleys.

Structures within Easements:

Permits will not be issued for construction of fences or other structures not in compliance herewith.

6.09 LANDSCAPING/SCREENING

Port Authority will comply with the CoSA Landscape Ordinance. Plant materials will be mature at the time of installation. An automatic irrigation system will be installed to insure plant material health. The landscaping standards for the Port will be as per Landscaping UDC Section 35-511; Streetscape Planting UDC Section 35-512; and Buffers UDC Section 35-510. For typical Port street sections see **Exhibit 10**.

EXHIBIT 10

PORT STREET SECTIONS

36th Street & 36th Street Extension (Wagner and Tinker)

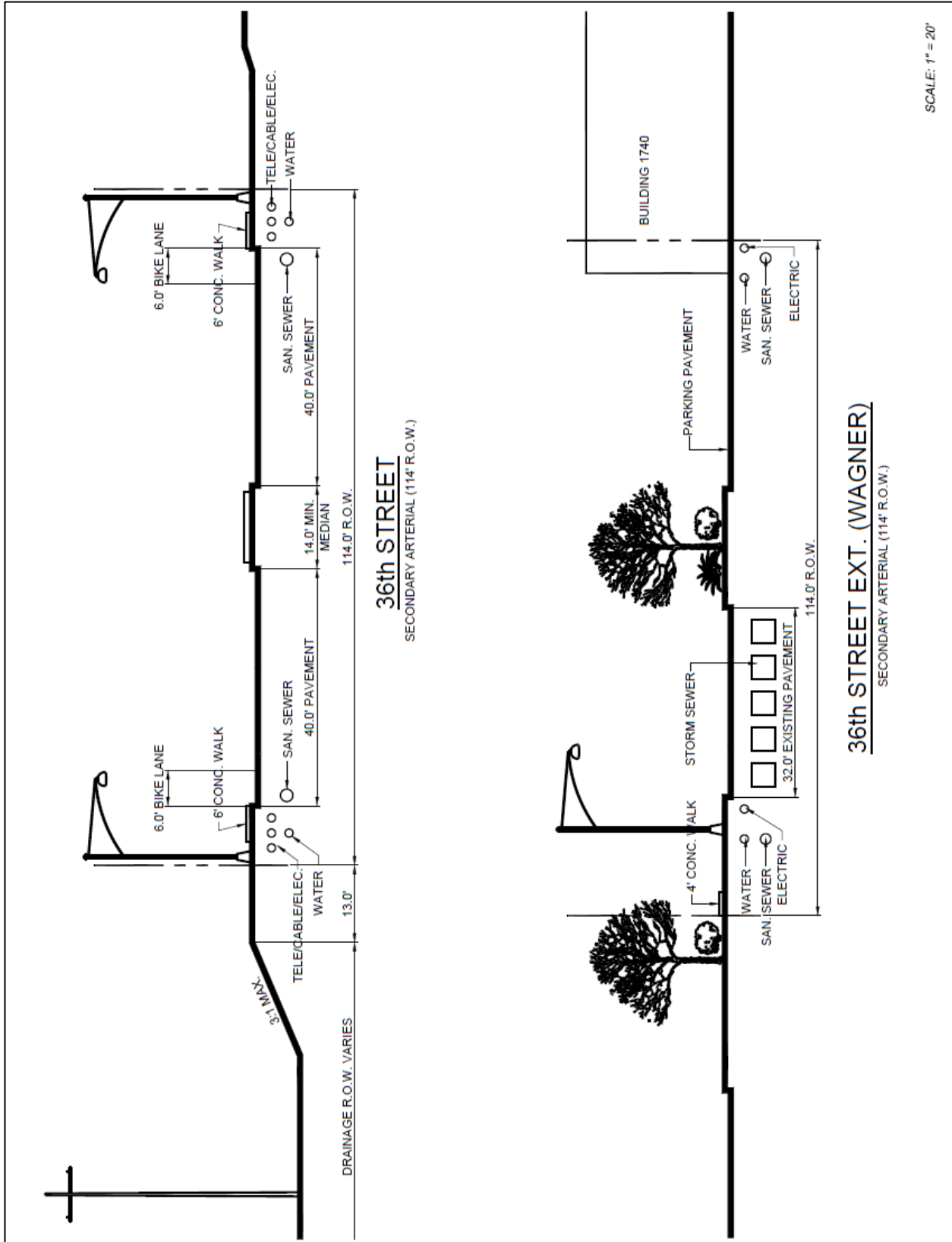
Billy Mitchell Blvd.

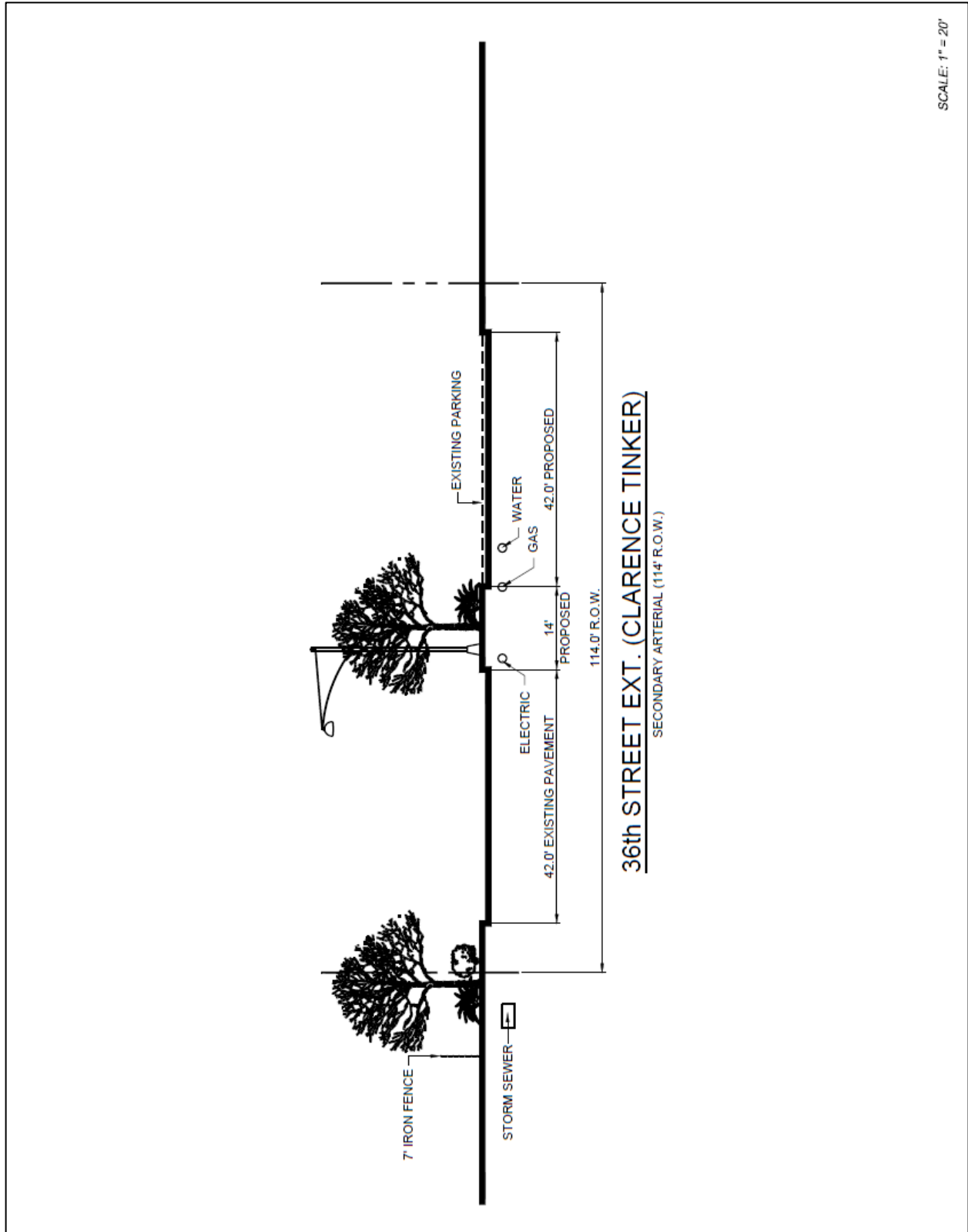
General Hudnell (At Billy Mitchell and Duncan)

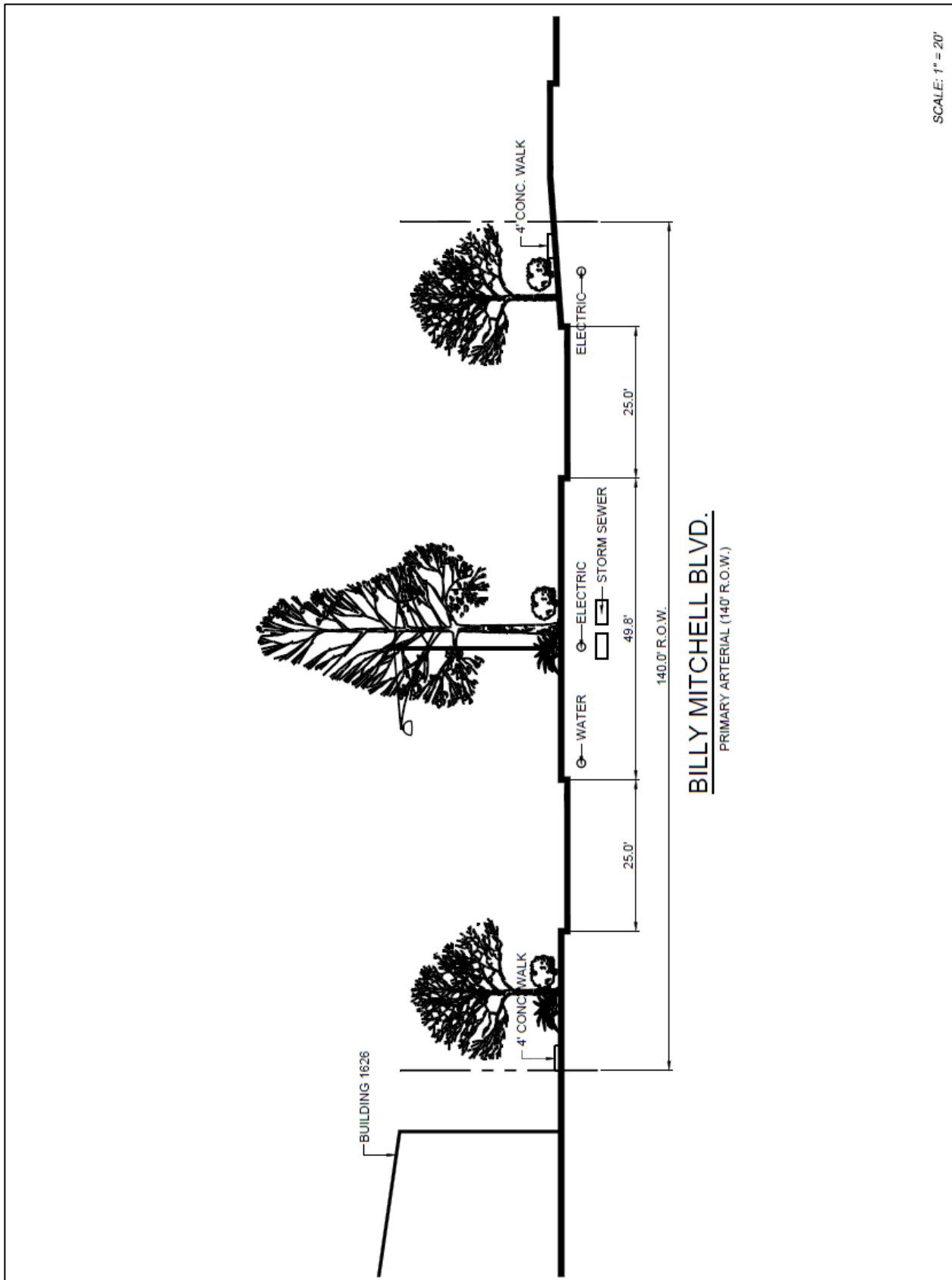
General Mc Mullen (At North and South Cricket and Robins)

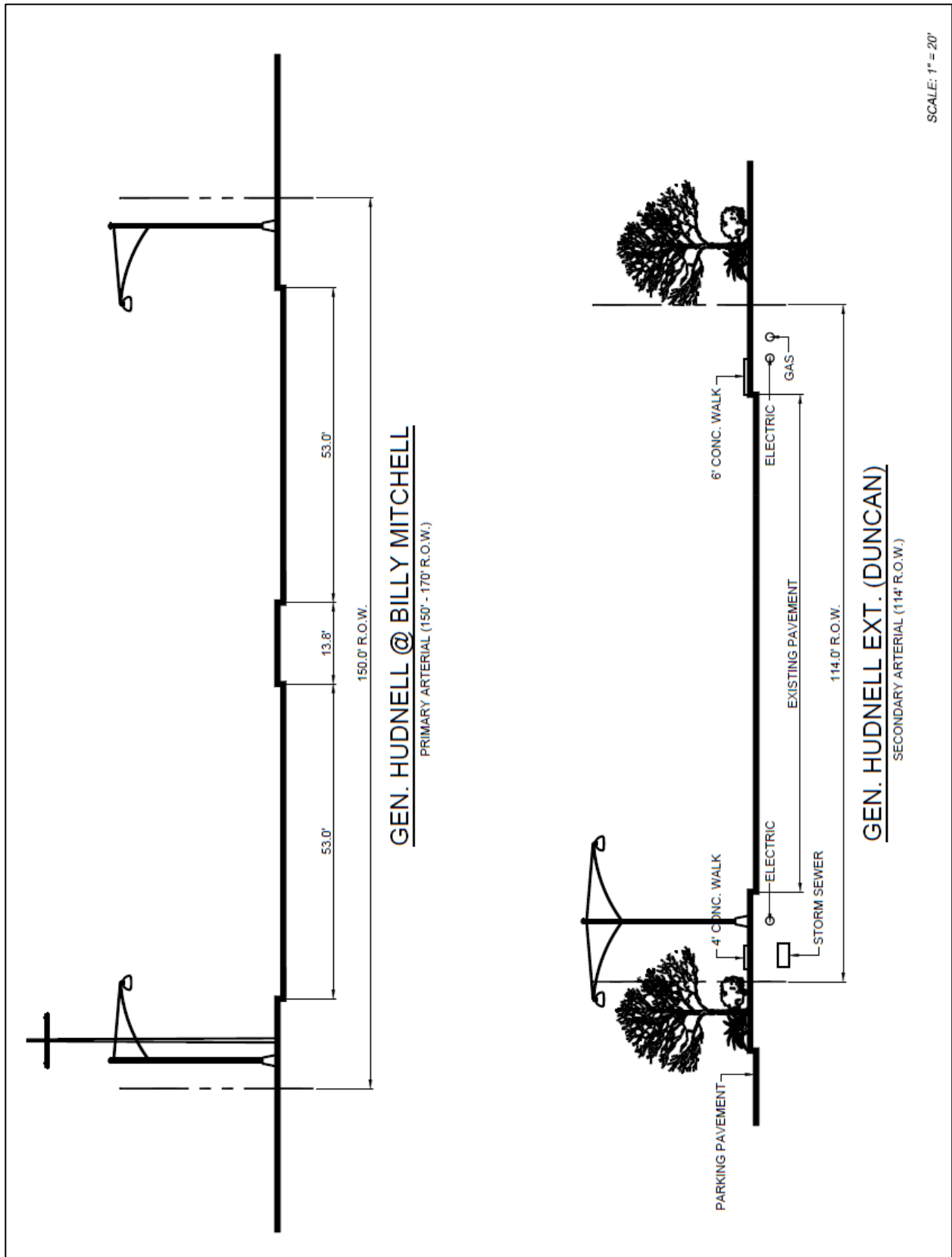
West Thompson

Dunton & Tayman Street

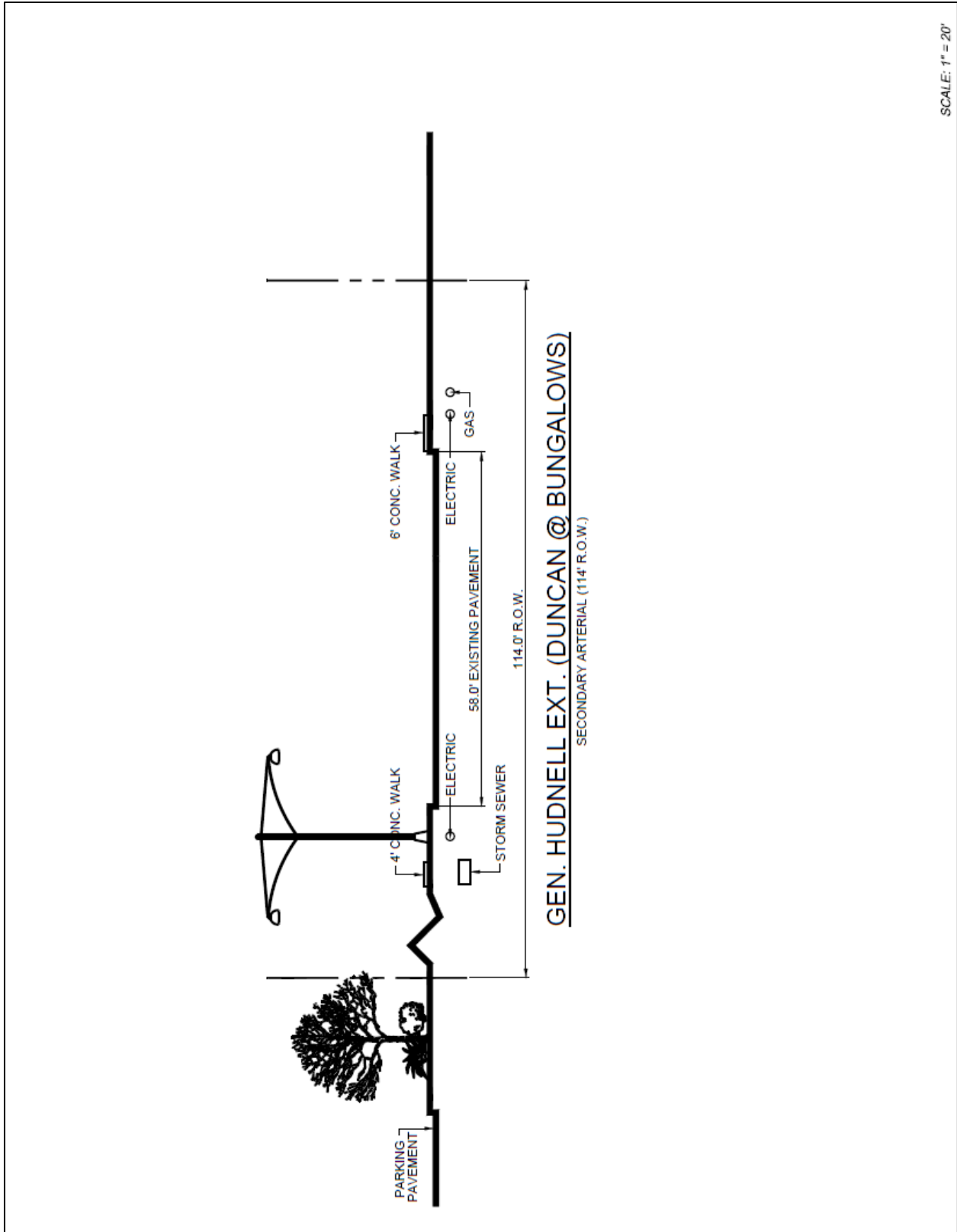




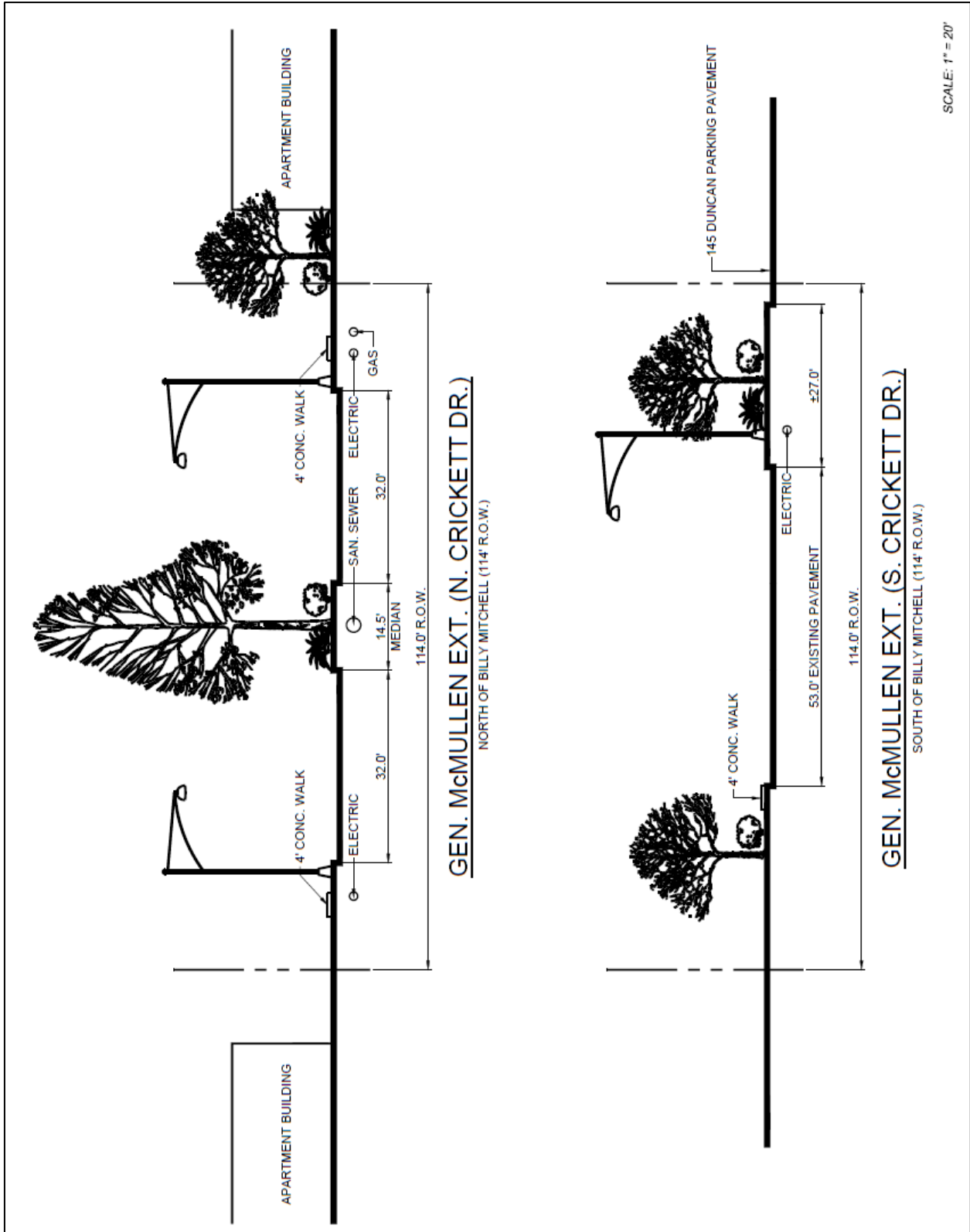


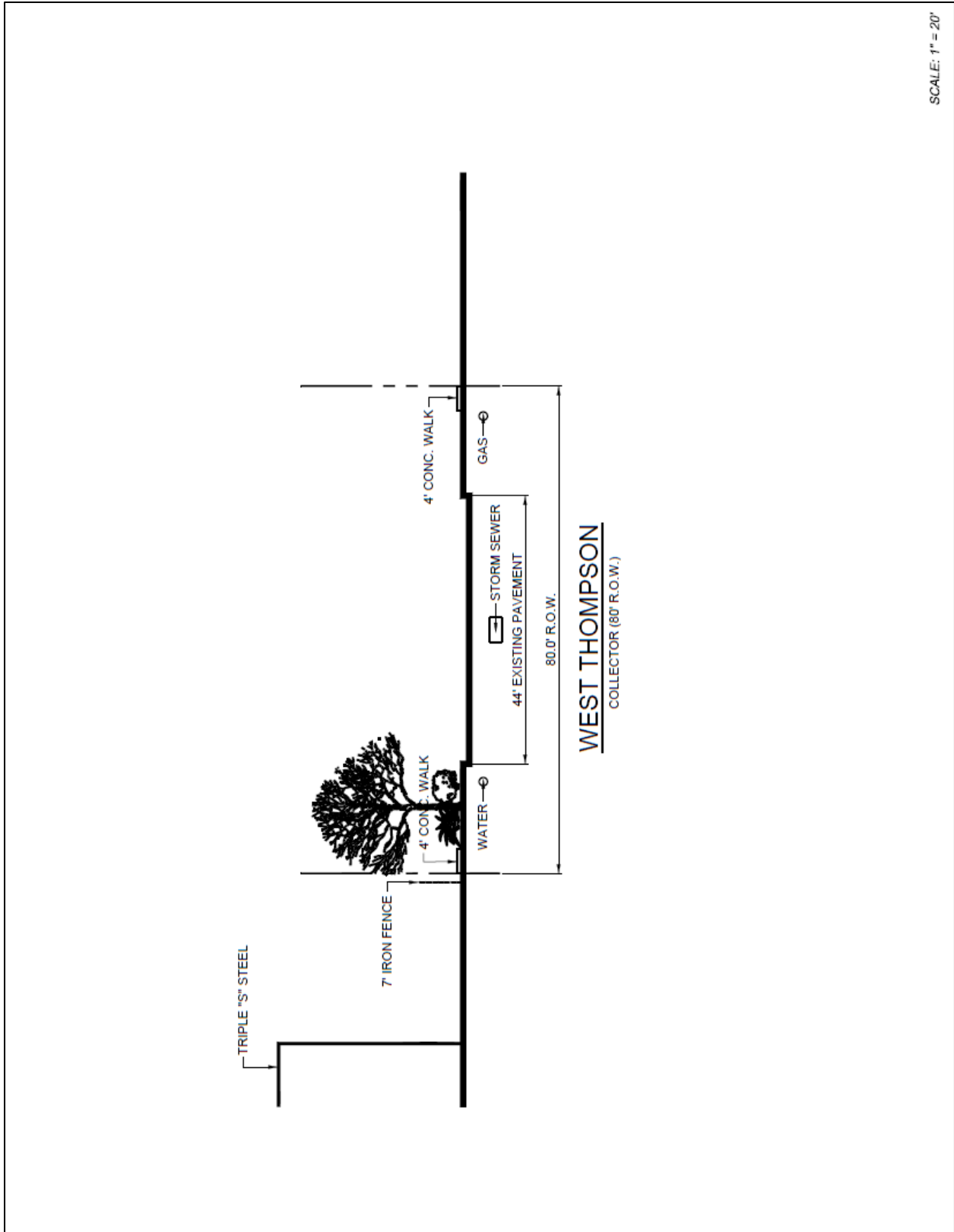


SCALE: 1" = 20'

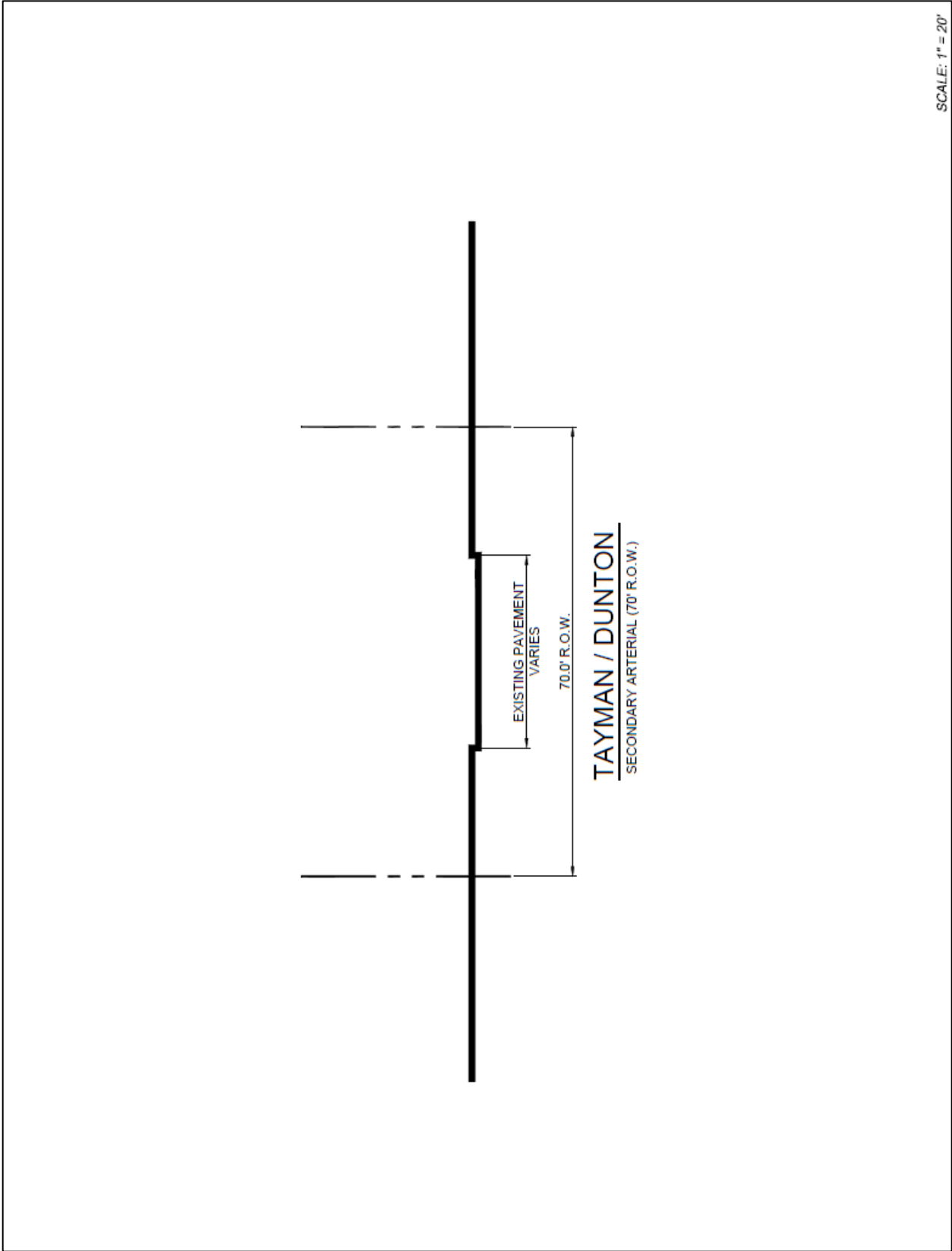


SCALE: 1" = 20'





SCALE: 1" = 20'



SCALE: 1" = 20'