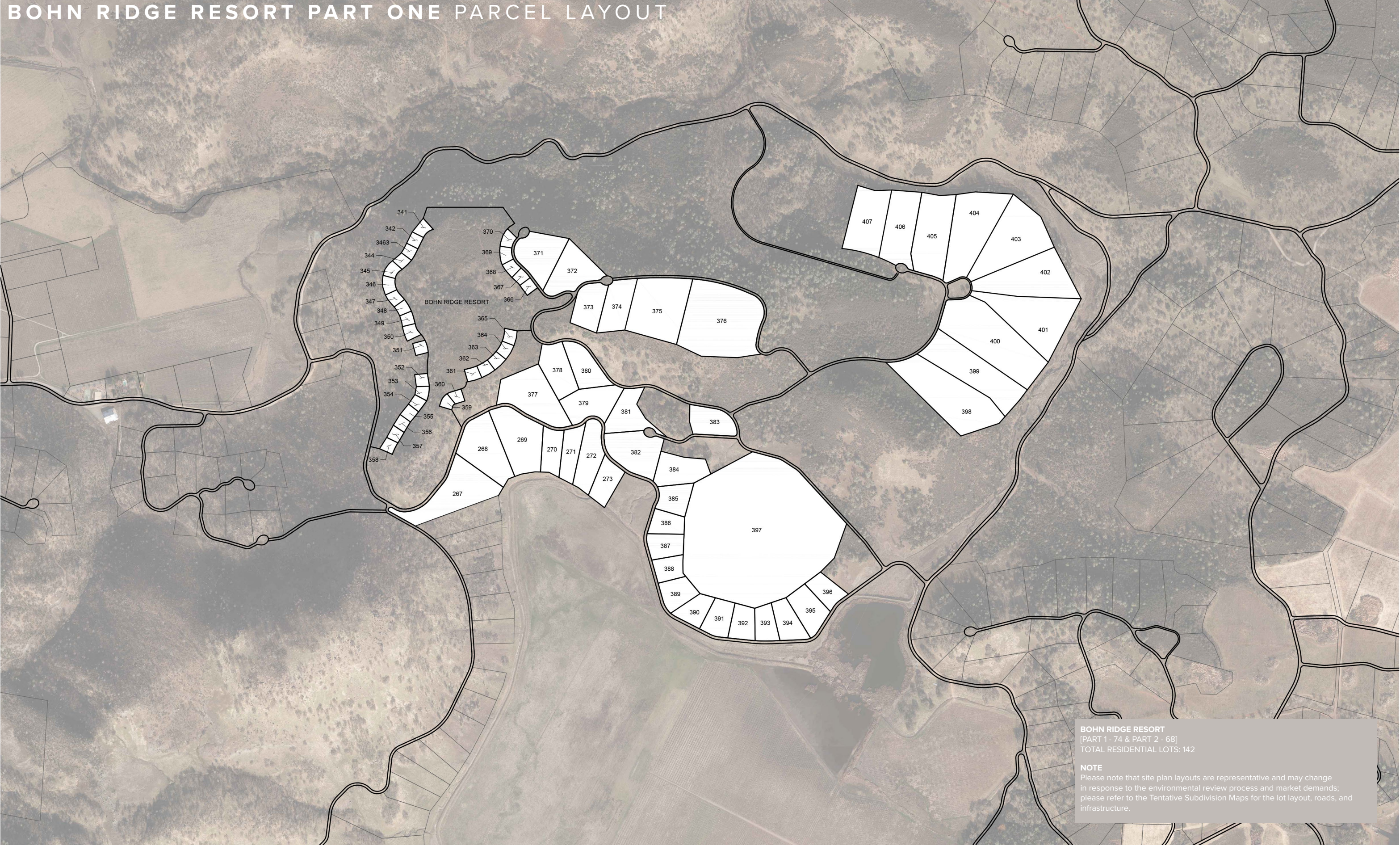


BOHN RIDGE RESORT PART ONE PARCEL LAYOUT

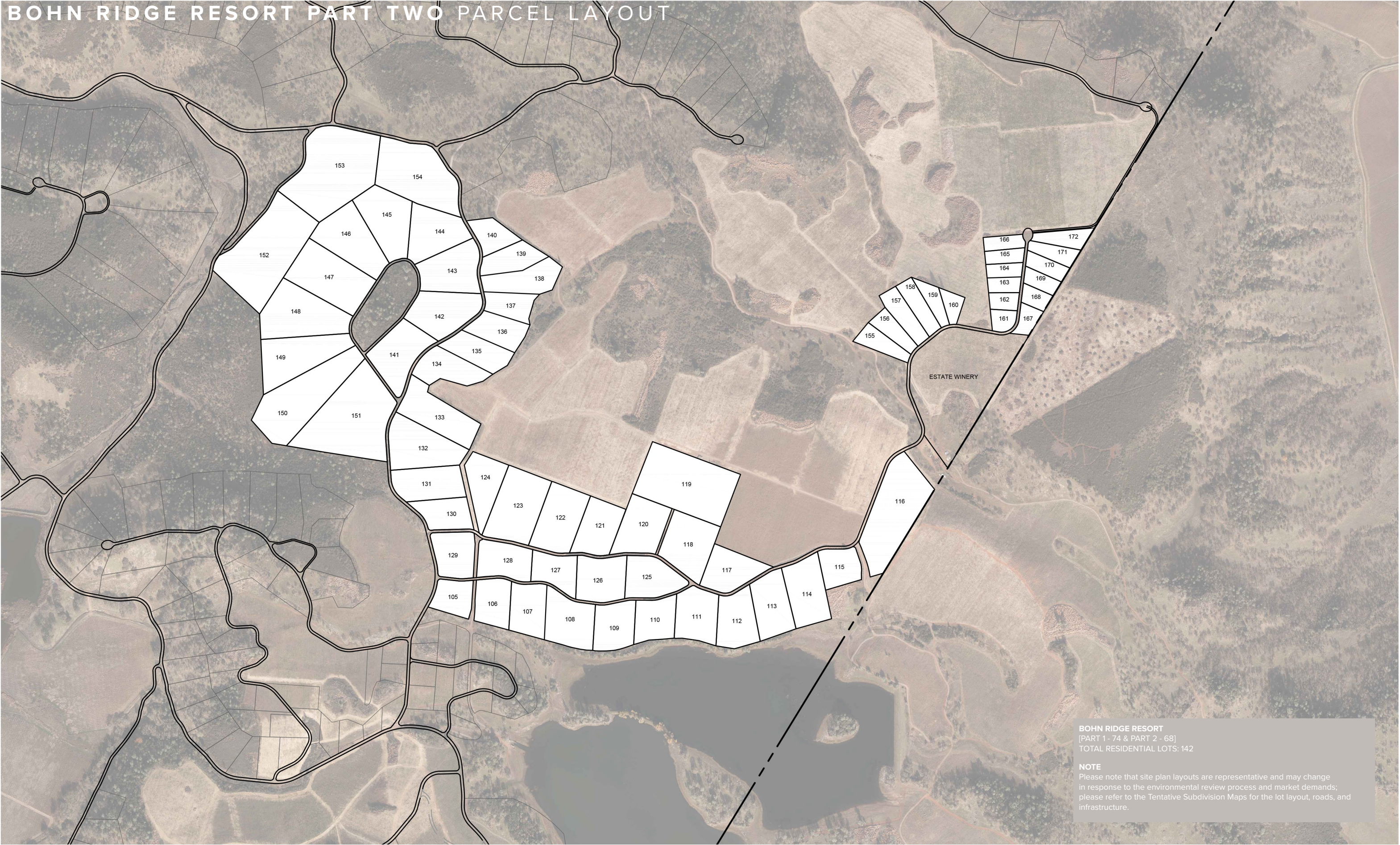


**BOHN RIDGE RESORT**  
[PART 1 - 74 & PART 2 - 68]  
TOTAL RESIDENTIAL LOTS: 142

**NOTE**  
Please note that site plan layouts are representative and may change in response to the environmental review process and market demands; please refer to the Tentative Subdivision Maps for the lot layout, roads, and infrastructure.



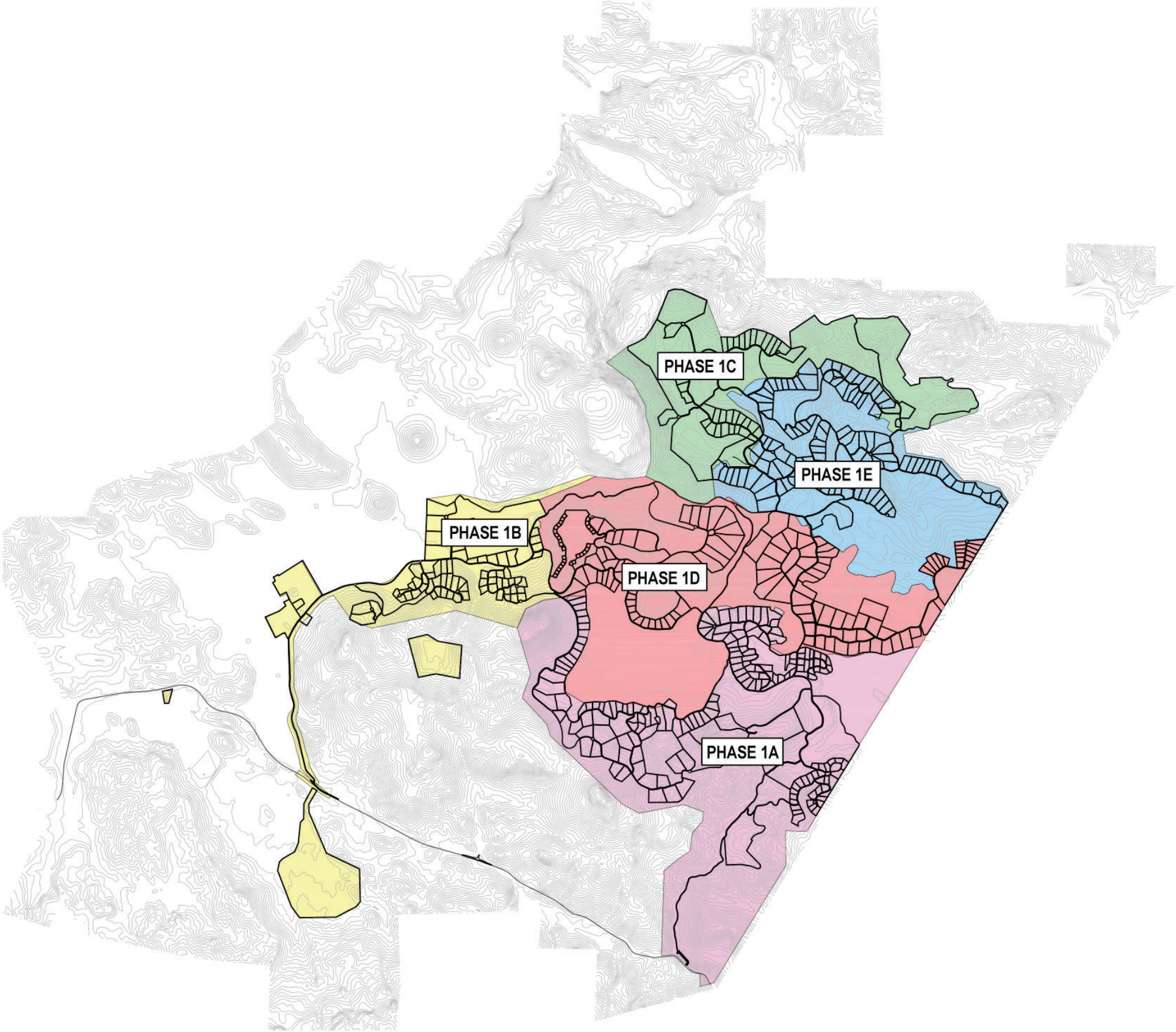
BOHN RIDGE RESORT PART TWO PARCEL LAYOUT





**SECTION 5 UTILITIES & INFRASTRUCTURE**





IMPLEMENTATION AND PHASING

The first phase of construction will include primary resort facilities as well as supporting infrastructure such as roads, utilities and support services. This figure describes the most likely construction phasing. However, construction will be based on market demand.

POTENTIAL DEVELOPMENT PHASING

**NOTE**  
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CIRCULATION

The circulation system for the first phase of the Proposed project would comprise a system of primary and secondary vehicular two-way roads and would serve as multimodal circulation routes providing shared access to standard vehicles, minor commercial delivery vehicles, emergency response vehicles, recreational vehicles and bicycles. Equestrian and pedestrian use would be accommodated separately via alternative pathways and trails.

A non-vehicular circulation system would comprise a system of off-road trails traversing more rugged terrain that would be developed for use with hiking, horseback, and mountain bike riding. Additionally, existing and proposed gravel and fire roads would be utilized and maintained for landscape fuel reduction, corridors for moving grazing animals, and wildland fire protection.

Primary access to the project site is from Butts Canyon Road. A new entrance for resident and guest access would be located at a designated site along Butts Canyon Road. All new intersections would include turning lanes and deceleration/acceleration lanes as needed. A traffic study is currently under way that will outline further improvements to the intersections/entrances (signalization, stop signs, traffic-calming measures, etc.). Additionally, air transportation/arrival will be provided via a guest helipad and a float plane dock, with kiosk and internal transportation services, to be constructed on Guenoc Lake at Detert Reservoir. Additionally, an emergency heliport will be centrally located at the on-site Emergency Response Center.

The existing intersection at Guenoc Road would be primarily used by staff and deliveries. A further access point would also extend from the proposed back of house facility westward along Butts Canyon Road, adjacent to Detert Reservoir, to converge with Guenoc Road and then run westward toward the Phase I project. At each of these two intersection locations, traffic and circulation improvements on Butts Canyon Road would be incorporated for improved safety, pending further traffic analysis.

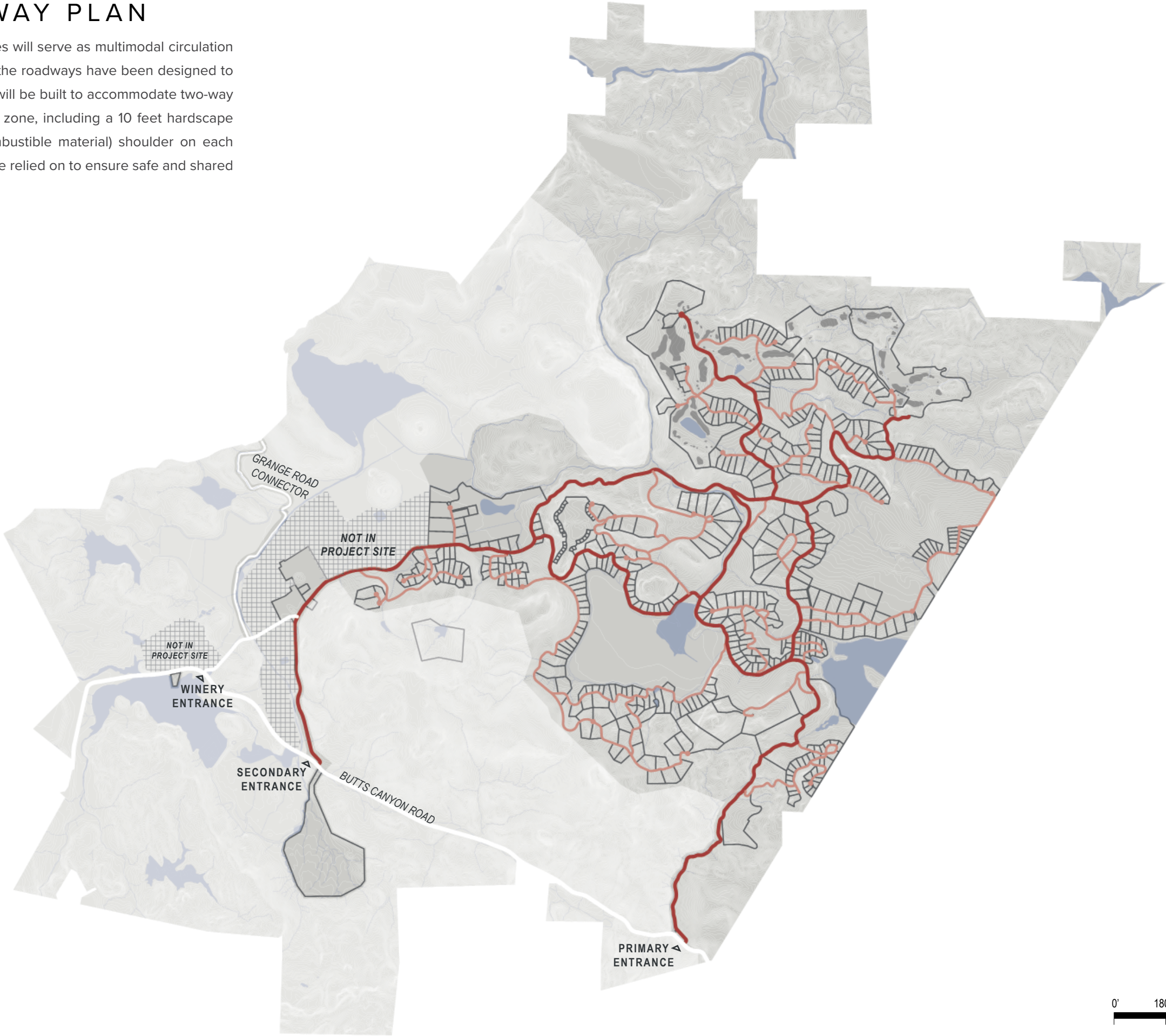




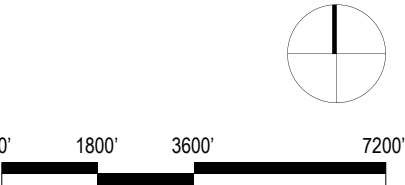
# CIRCULATION ROADWAY PLAN

The primary and secondary vehicular circulation routes will serve as multimodal circulation routes to provide access for standard vehicles. All of the roadways have been designed to be sensitive to the existing natural terrain. The roads will be built to accommodate two-way traffic lanes with a maintained 50 feet fuel reduction zone, including a 10 feet hardscape (e.g., decomposed granite, gravel, or other non-combustible material) shoulder on each side. Speed limits and traffic calming techniques will be relied on to ensure safe and shared access.

- PRIMARY ROADWAYS
- SECONDARY ROADWAYS



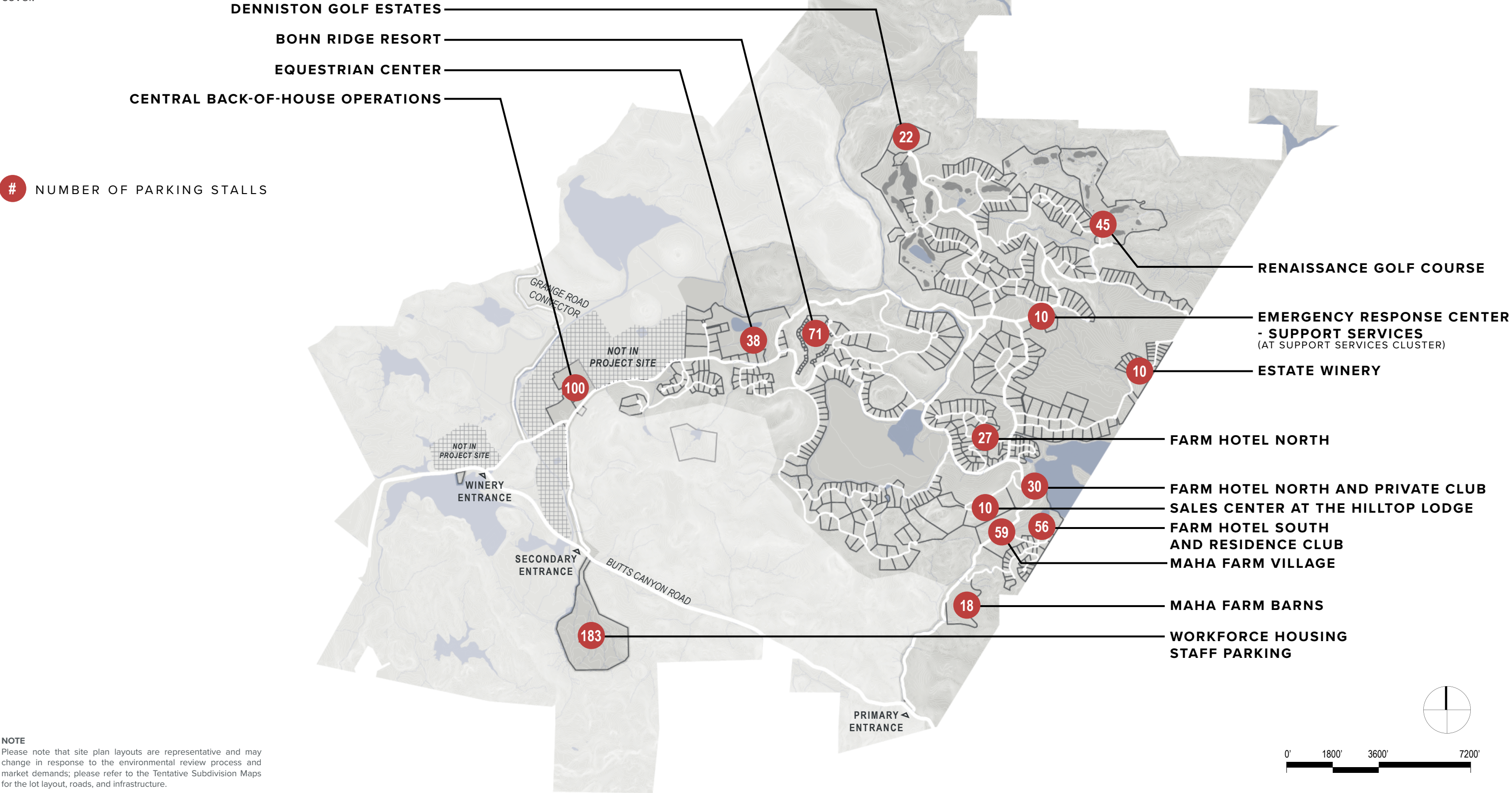
**NOTE**  
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# CIRCULATION PARKING PLAN

Based on commensurate resorts, only 40% - 55% of hotel guests will bring vehicles and of those, only half will choose to use their vehicles on site while others will rely on provided transportation services. Therefore, the property relies on parking numbers detailed by the Guenoc Valley District parking code, as described in the zoning ordinance under separate cover.



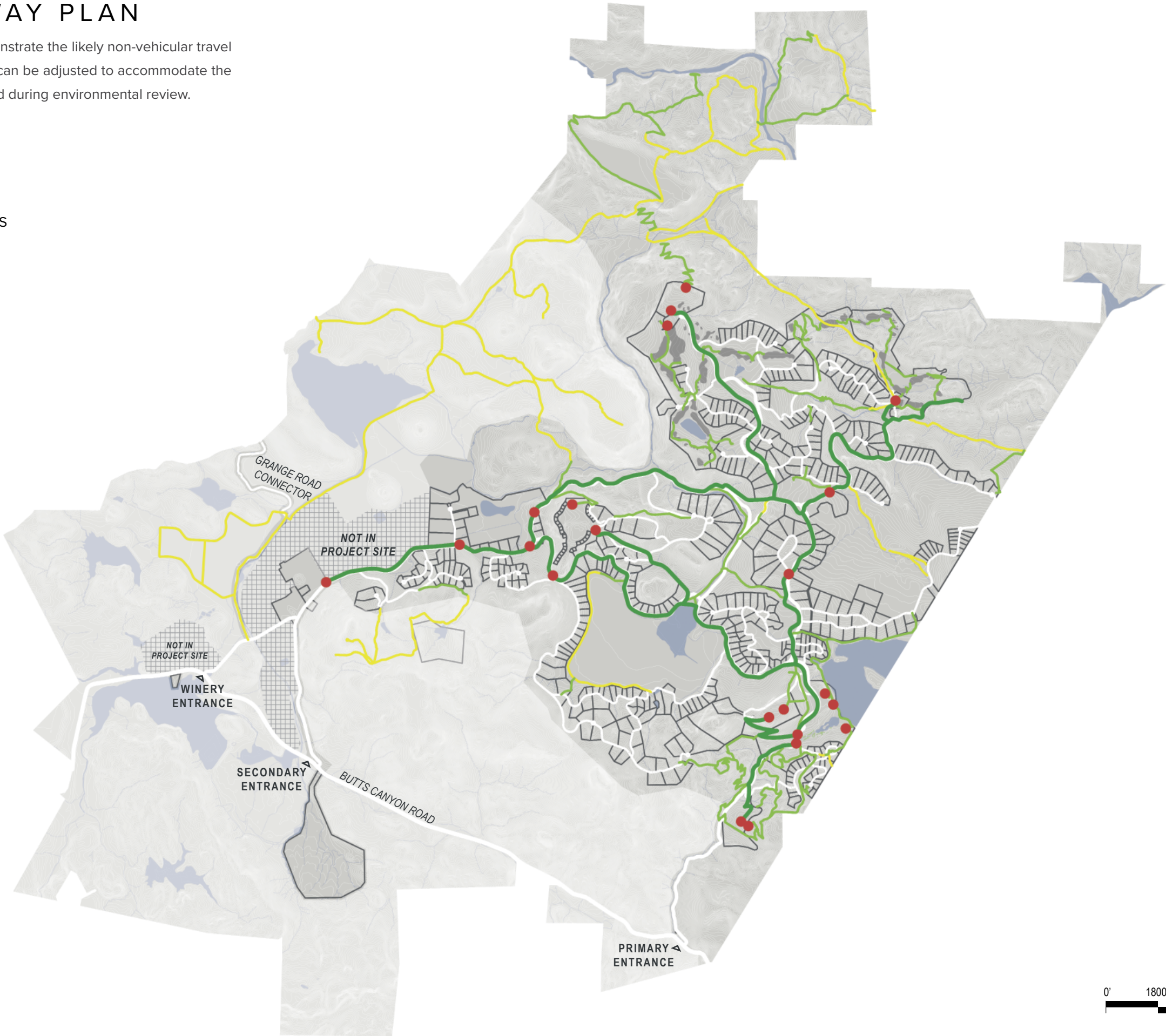
**NOTE**  
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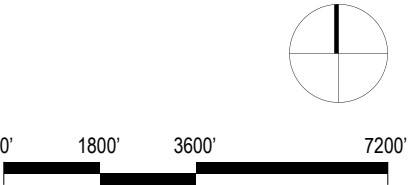
# CIRCULATION PATHWAY PLAN

This conceptual pathway network is intended to demonstrate the likely non-vehicular travel routes and connections throughout the site. All paths can be adjusted to accommodate the protection of sensitive and protected species identified during environmental review.

- PRIMARY NEW PATHS  
(ADJACENT TO PRIMARY ROADWAYS)
- SECONDARY NEW TRAILS
- SECONDARY EXISTING TRAILS
- CONNECTION TO RESORT PATHS



**NOTE**  
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CIRCULATION PATHWAY TYPICAL CONDITIONS



PRIMARY PATH

**SLOPE RANGE**  
0% - 8%

**WIDTH RANGE**  
4' - 6'

**SURFACE**  
Permeable Pavement

**PURPOSE and CONDITIONS**  
Provide convenient pedestrian and bicycling routes to access resorts and amenities.

Pathway situated adjacent to primary roadway network; pathway separates vehicular and non-vehicular users on these more heavily-travelled routes.



SECONDARY TRAIL

**SLOPE RANGE**  
0% - 15%

**WIDTH RANGE**  
5' - 15'

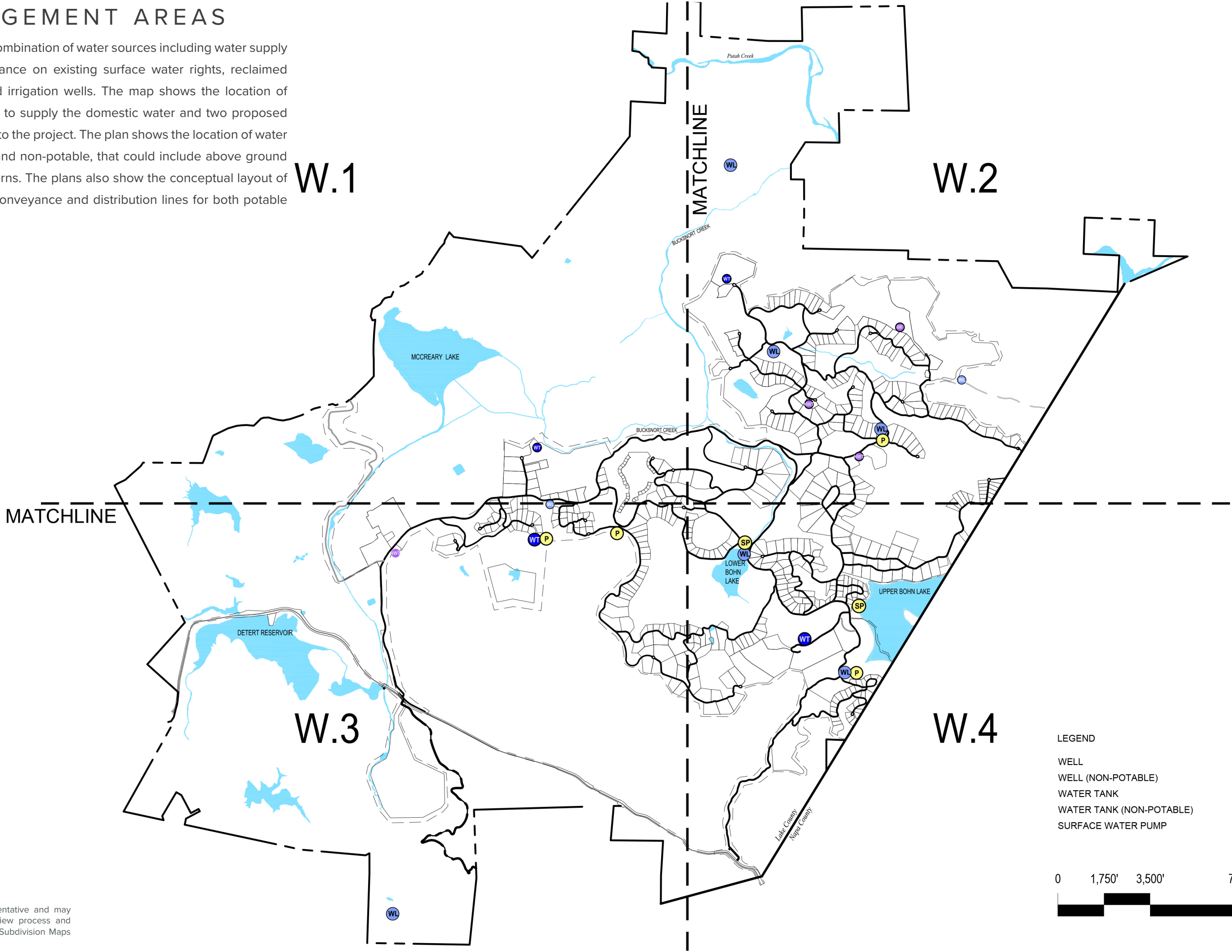
**SURFACE**  
Dirt/Gravel

**PURPOSE and CONDITIONS**  
Re-utilize and expand upon existing ranch road network to provide recreational walking, running, hiking, biking, and horseback riding opportunities.



# WATER MANAGEMENT AREAS

The project will be supplied by a combination of water sources including water supply wells for domestic purposes, reliance on existing surface water rights, reclaimed water from on-site treatment, and irrigation wells. The map shows the location of existing 5 wells, installed in 2021, to supply the domestic water and two proposed wells to supply non-potable water to the project. The plan shows the location of water storage reservoirs, both potable and non-potable, that could include above ground and/or underground tanks or cisterns. The plans also show the conceptual layout of the surface water pumps, water conveyance and distribution lines for both potable and non-potable water.



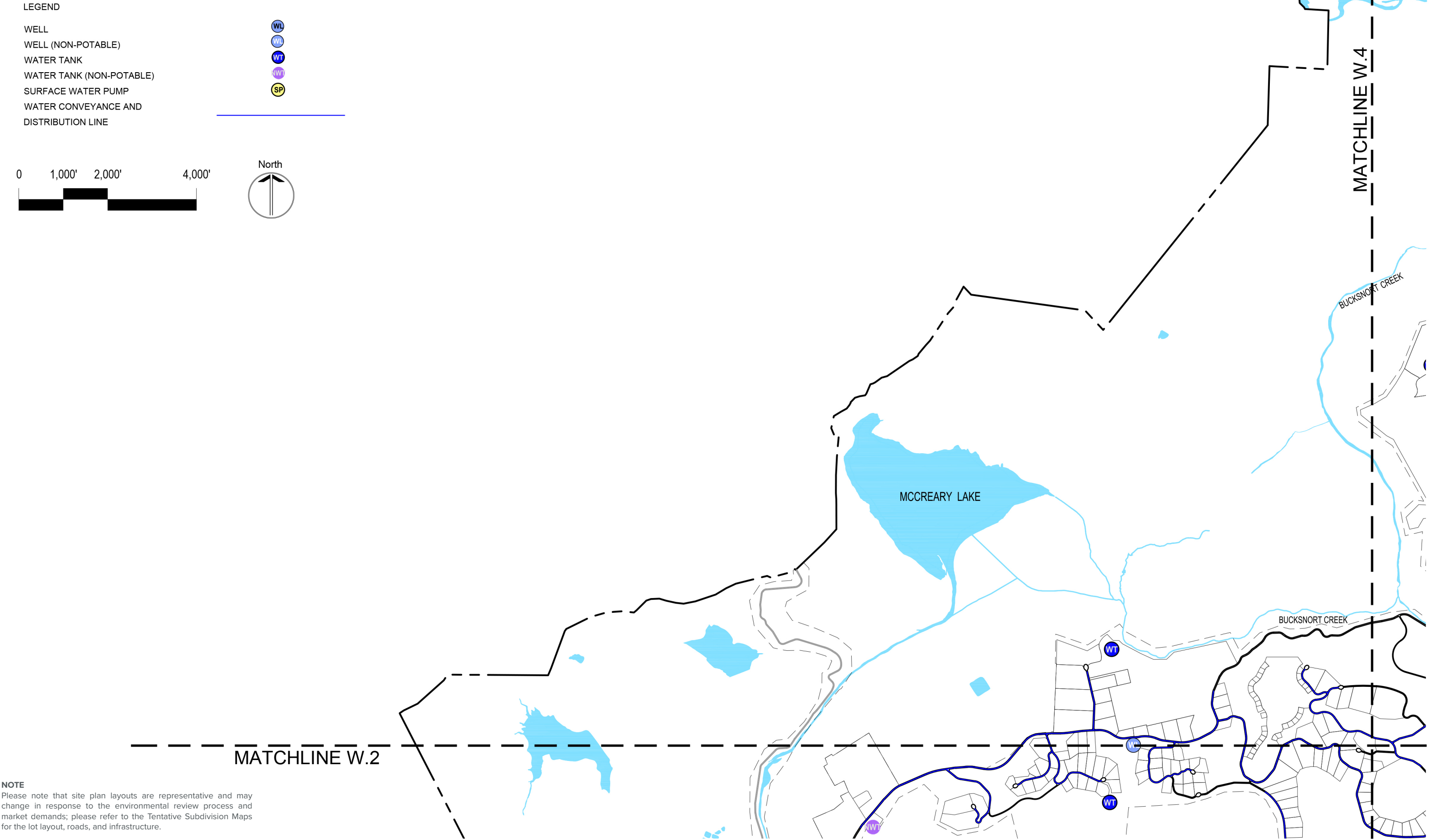
**NOTE**  
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LEGEND  
WELL  
WELL (NON-POTABLE)  
WATER TANK  
WATER TANK (NON-POTABLE)  
SURFACE WATER PUMP





# WATER MANAGEMENT AREA DETAIL



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WATER MANAGEMENT AREA DETAIL

LEGEND

WELL

WELL (NON-POTABLE)

WATER TANK

WATER TANK (NON-POTABLE)

SURFACE WATER PUMP

WATER CONVEYANCE AND DISTRIBUTION LINE

WL

WL

WT

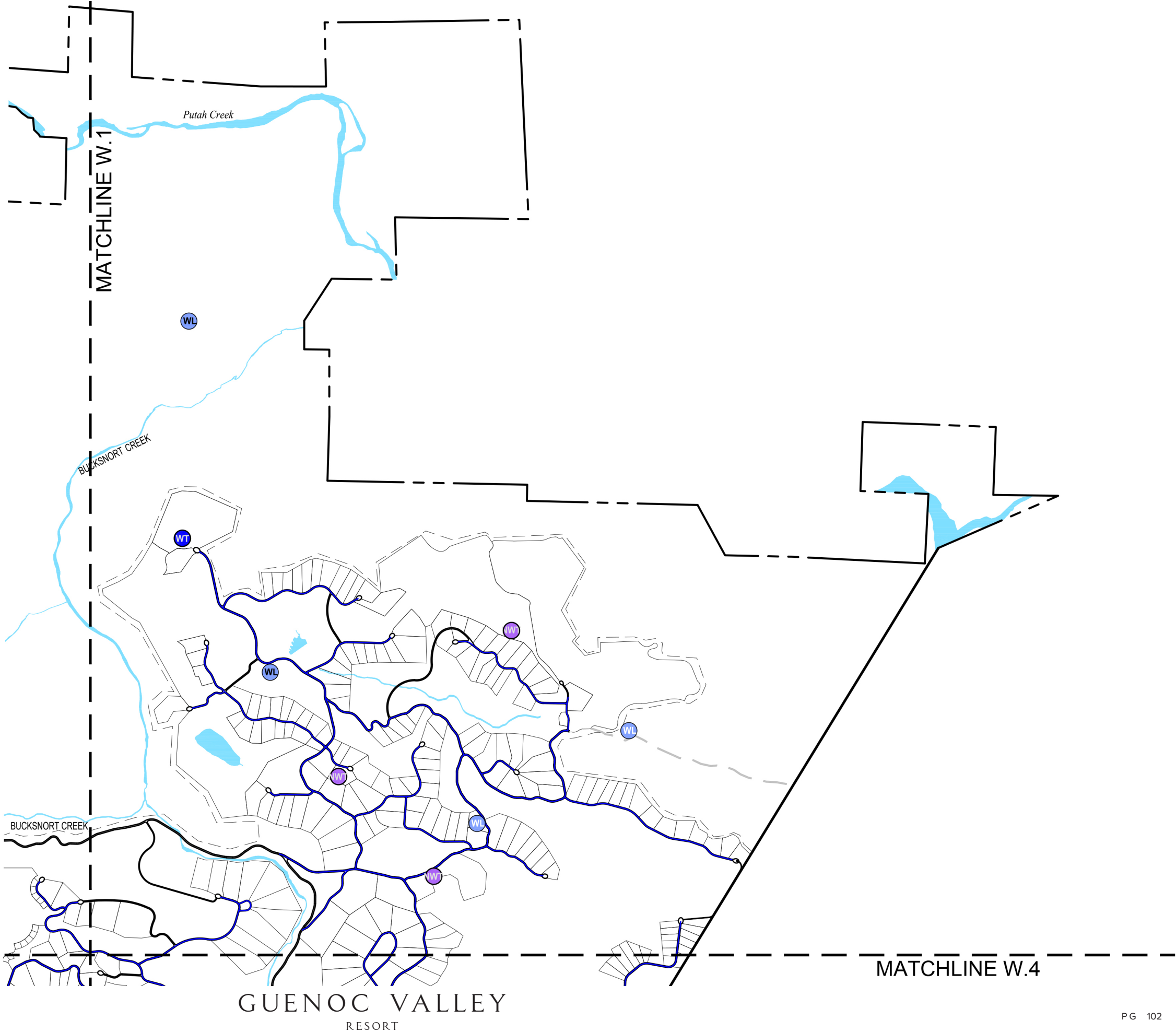
WT

SP

01,000'2,000'4,000'

North

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WATER MANAGEMENT AREA DETAIL

LEGEND

WELL

WELL (NON-POTABLE)

WATER TANK

WATER TANK (NON-POTABLE)

SURFACE WATER PUMP

WATER CONVEYANCE AND DISTRIBUTION LINE

WL

WL

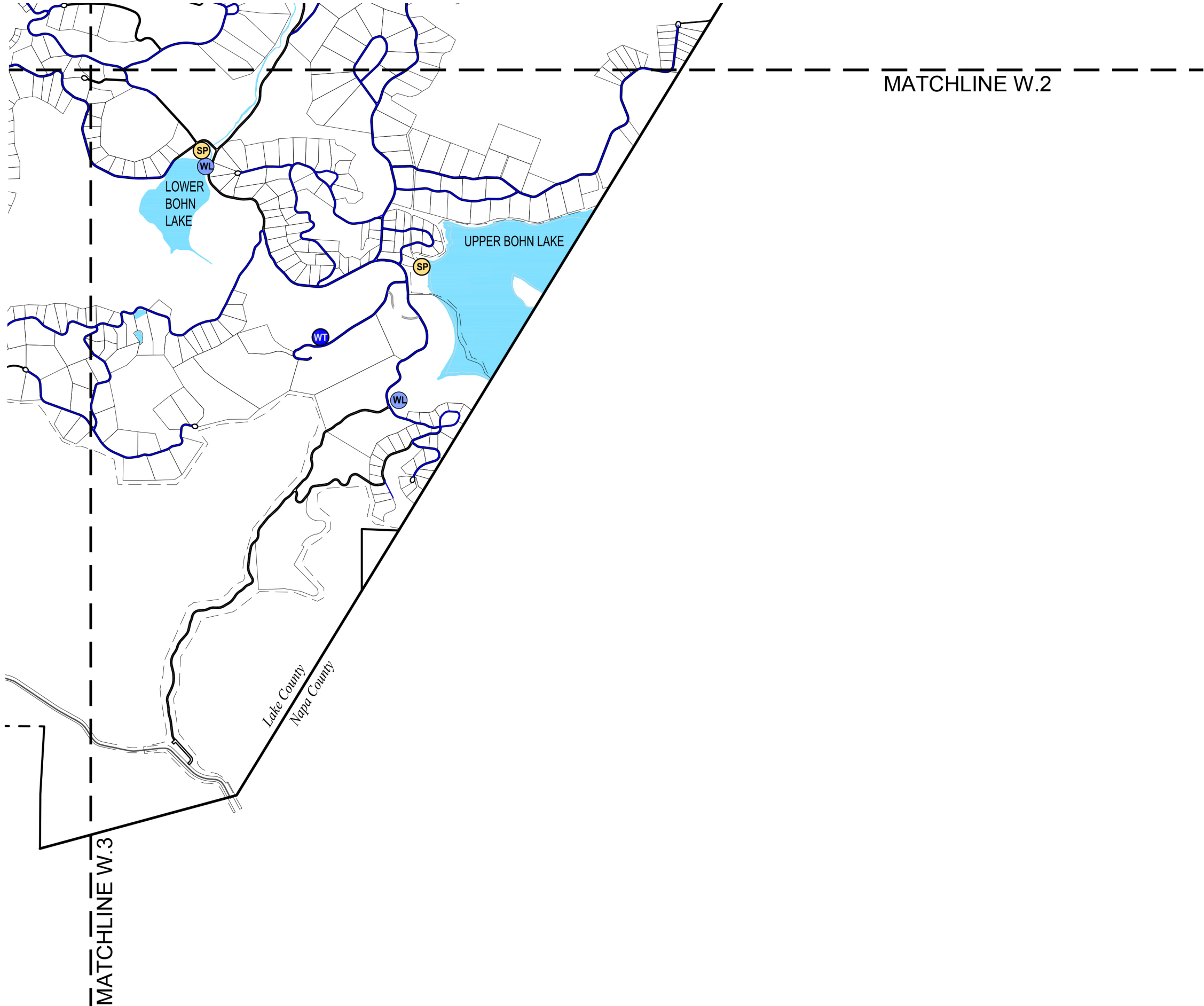
WT

WT

SP

0 1,000' 2,000' 4,000'

North



**NOTE**  
Please note that site plan layouts are representative and may change in response to the environmental review process and market demands; please refer to the Tentative Subdivision Maps for the lot layout, roads, and infrastructure.



WATER MANAGEMENT AREA DETAIL

LEGEND

WELL

WELL (NON-POTABLE)

WATER TANK

WATER TANK (NON-POTABLE)

SURFACE WATER PUMP

WATER CONVEYANCE AND DISTRIBUTION LINE

WL

WL

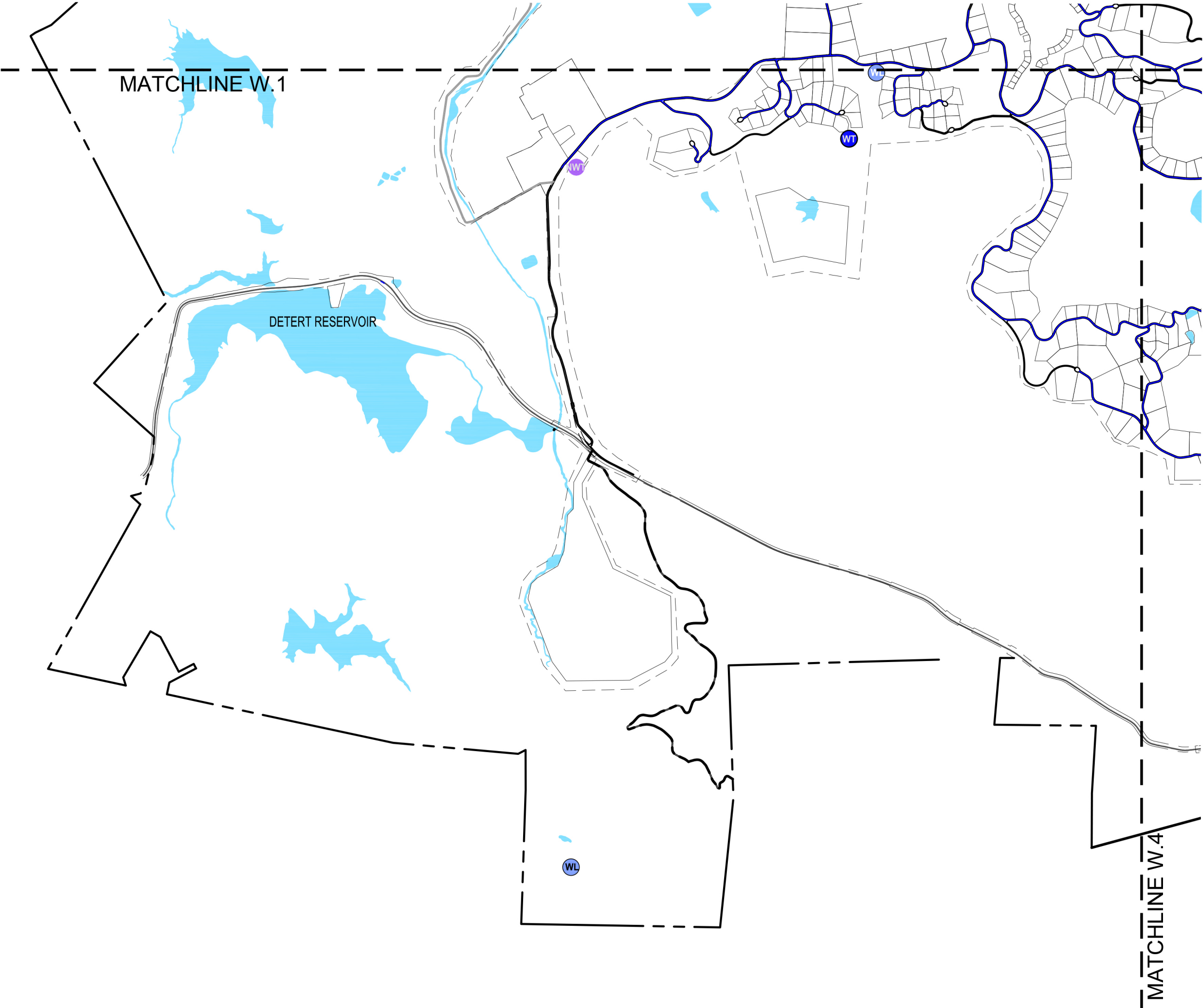
WT

WWT

SP

01,000'2,000'4,000'

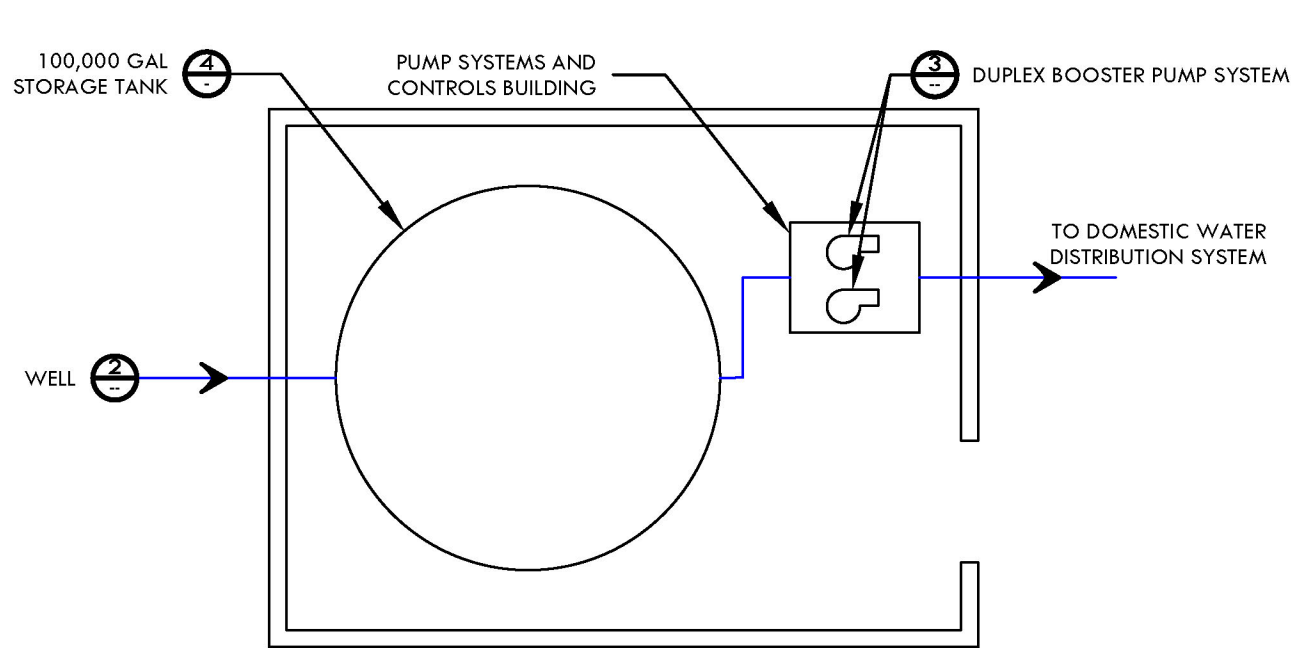
North



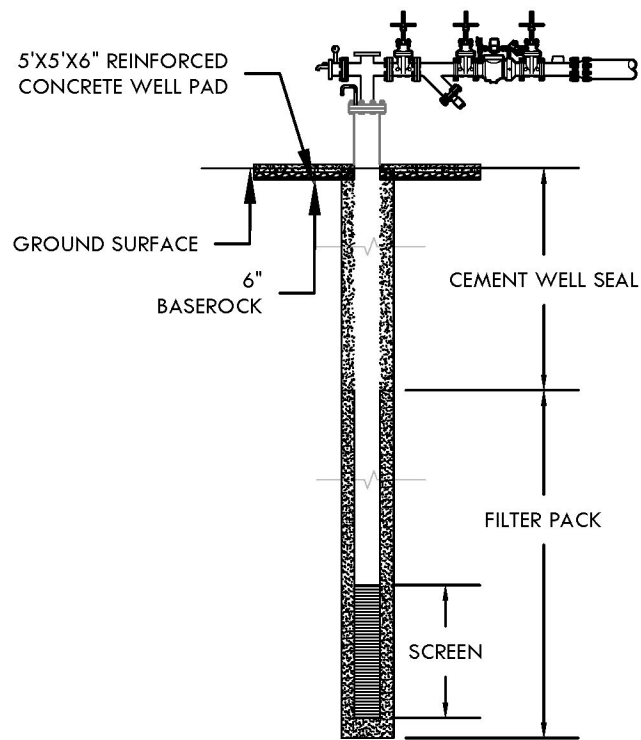
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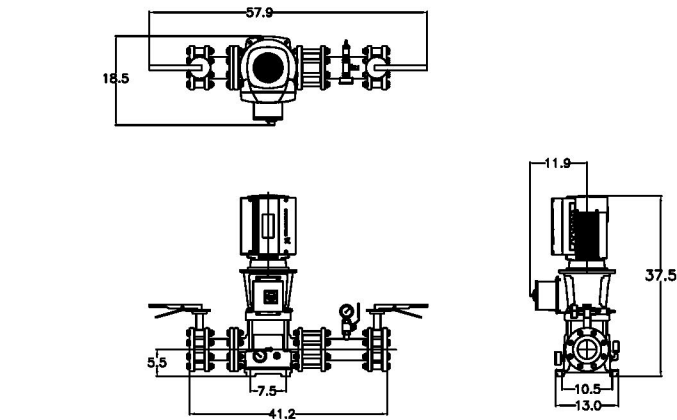
WATER TYPICAL STORAGE FACILITIES



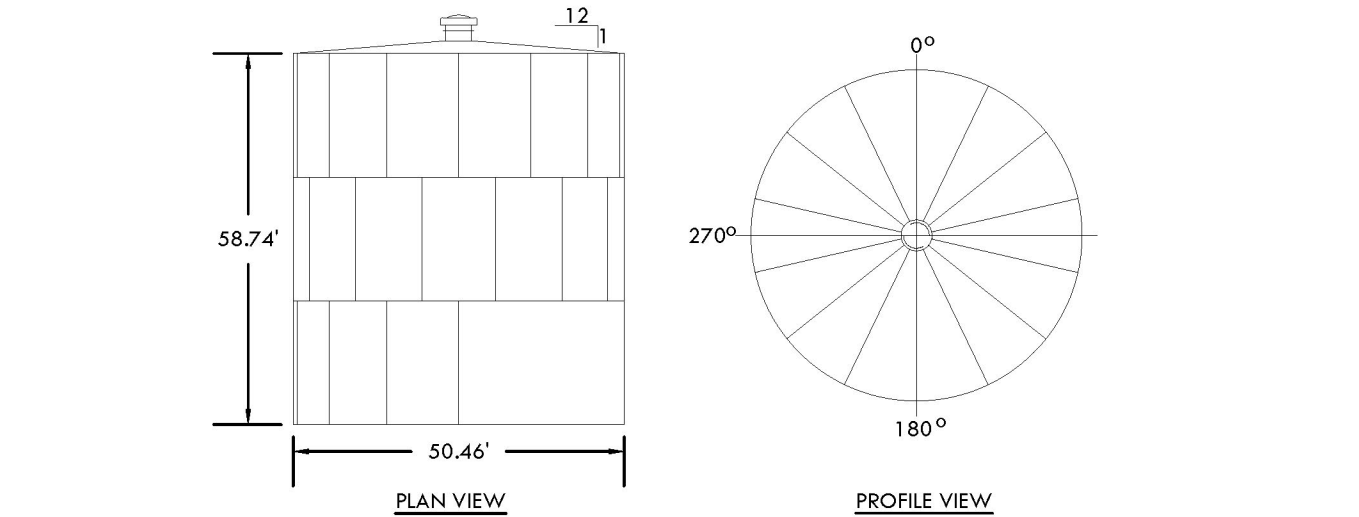
1 TYPICAL WATER STORAGE FACILITY PLAN VIEW  
SCALE: 1" = 50'



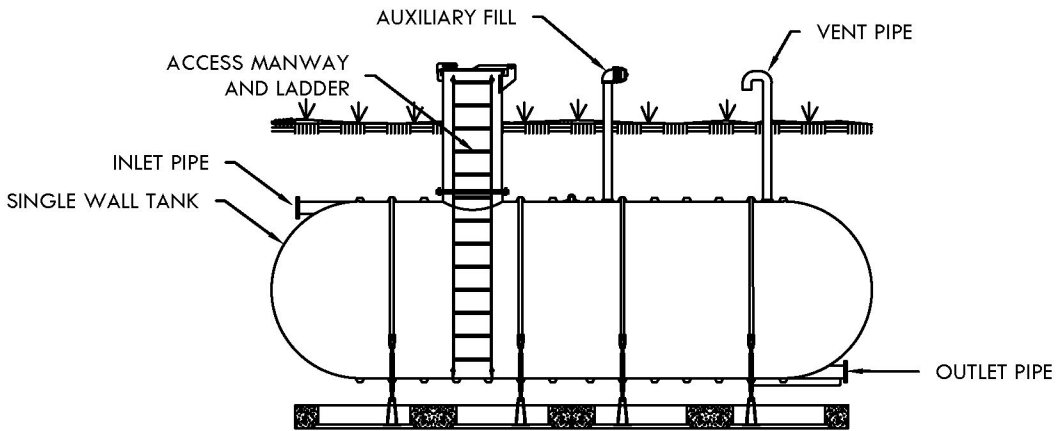
2 TYPICAL WELL  
SCALE: AS DIMENSIONED



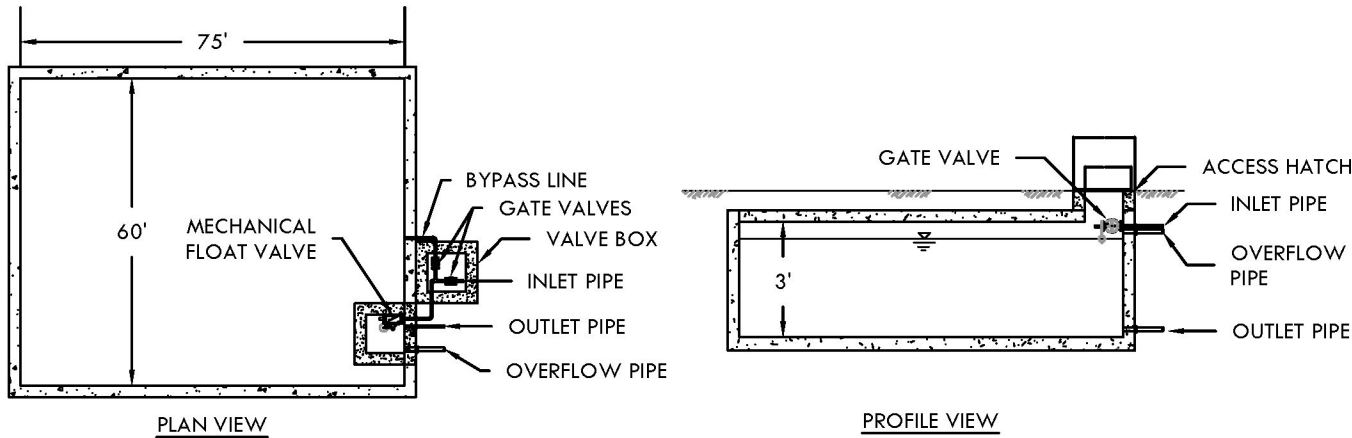
3 DUPLEX BOOSTER PUMP SYSTEM  
SCALE: AS DIMENSIONED



TYPE 1 - BOLTED STEEL PANEL TANK



TYPE 2 - FIBERGLASS UNDERGROUND STORAGE TANK



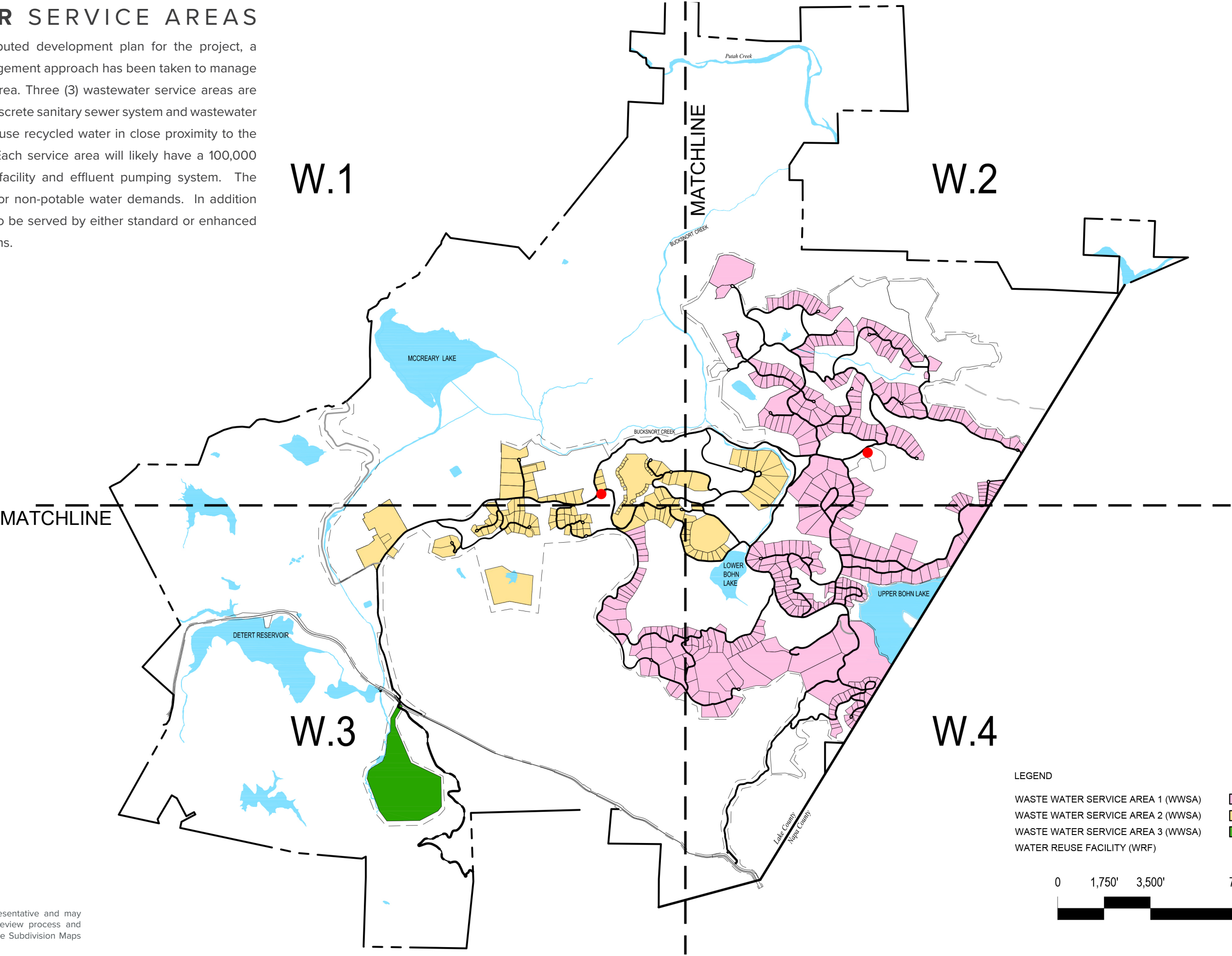
TYPE 3 - UNDERGROUND CONCRETE CISTERN

4 100,000 GALLON STORAGE TANK  
SCALE: AS DIMENSIONED

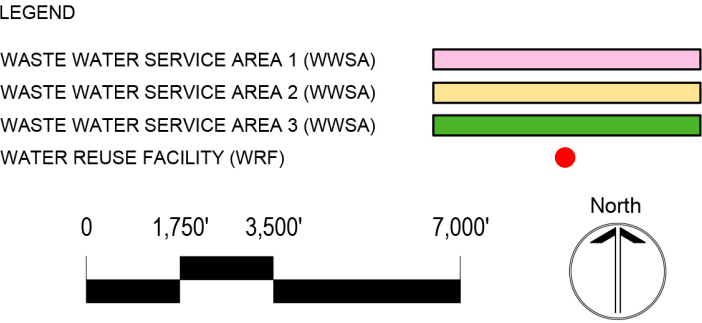


# WASTEWATER SERVICE AREAS

Based on the large and distributed development plan for the project, a decentralized wastewater management approach has been taken to manage wastewater from each cluster area. Three (3) wastewater service areas are proposed and each will have a discrete sanitary sewer system and wastewater reclamation plan to treat and reuse recycled water in close proximity to the commercial areas on the site. Each service area will likely have a 100,000 gallon recycled water storage facility and effluent pumping system. The recycled water will be reused for non-potable water demands. In addition individual lots have the option to be served by either standard or enhanced on-site wastewater septic systems.



**NOTE**  
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# WASTEWATER SERVICE AREA DETAIL

## LEGEND

WASTE WATER SERVICE AREA 1 (WWSA)	<div></div>
WASTE WATER SERVICE AREA 2 (WWSA)	<div></div>
WASTE WATER SERVICE AREA 3 (WWSA)	<div></div>
WATER REUSE FACILITY (WRF)	<div></div>
RECLAIMED WATER CONVEYANCE AND DISTRIBUTION SYSTEM	<div></div>



**NOTE**  
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WASTEWATER SERVICE AREA DETAIL

LEGEND

- WASTE WATER SERVICE AREA 1 (WWSA)

WASTE WATER SERVICE AREA 2 (WWSA)

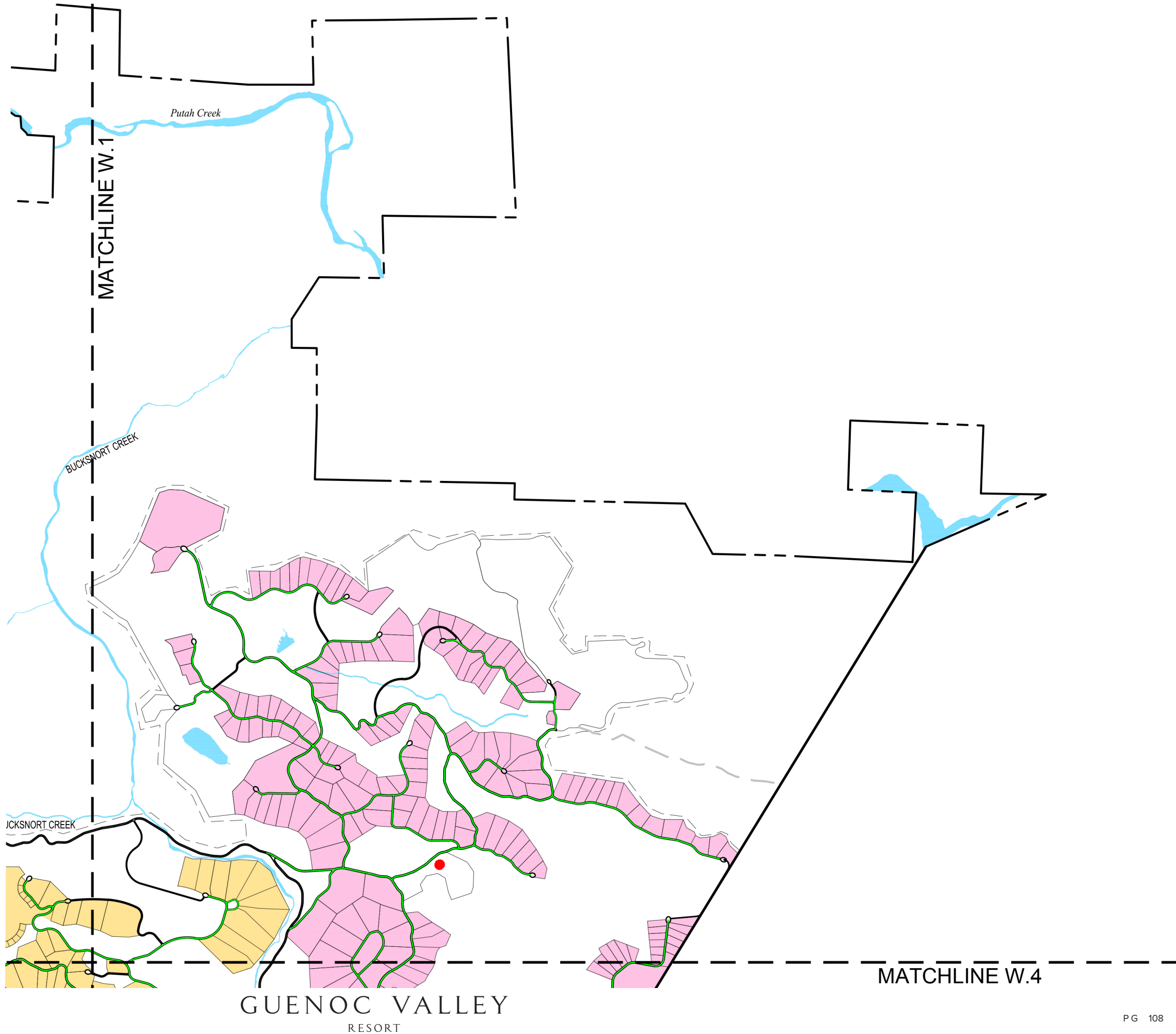
WASTE WATER SERVICE AREA 3 (WWSA)

WATER REUSE FACILITY (WRF)

RECLAIMED WATER CONVEYANCE AND DISTRIBUTION SYSTEM
- 



**NOTE**  
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WASTEWATER SERVICE AREA DETAIL

LEGEND

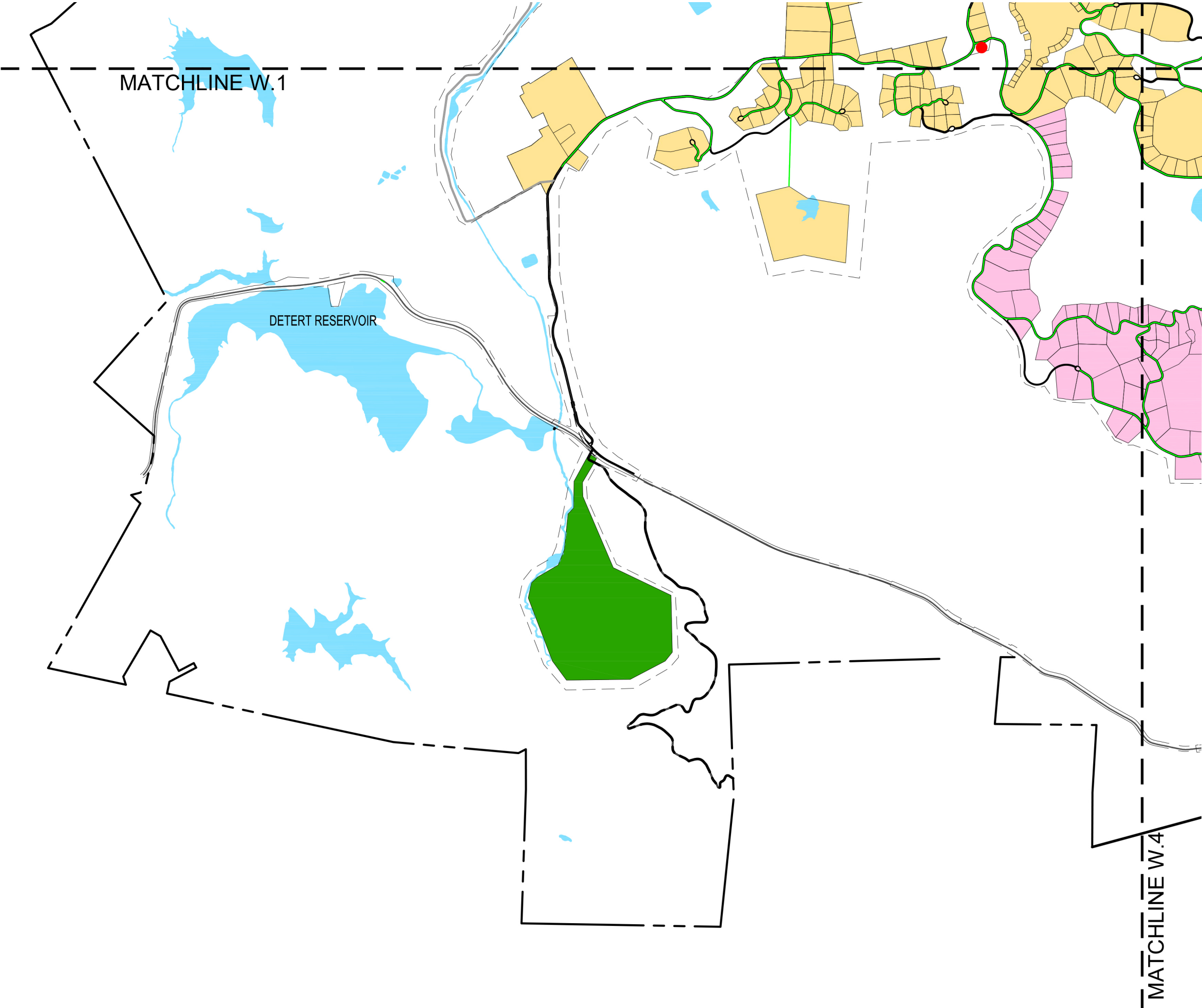
WASTE WATER SERVICE AREA 1 (WWSA)

WASTE WATER SERVICE AREA 2 (WWSA)

WASTE WATER SERVICE AREA 3 (WWSA)

WATER REUSE FACILITY (WRF)

RECLAIMED WATER CONVEYANCE AND DISTRIBUTION SYSTEM



**NOTE**  
Please note that site plan layouts may change in response to the environmental review process; please refer to the Tentative Subdivision Maps for the final lot layout, roads, and infrastructure.



WASTEWATER SERVICE AREA DETAIL

LEGEND

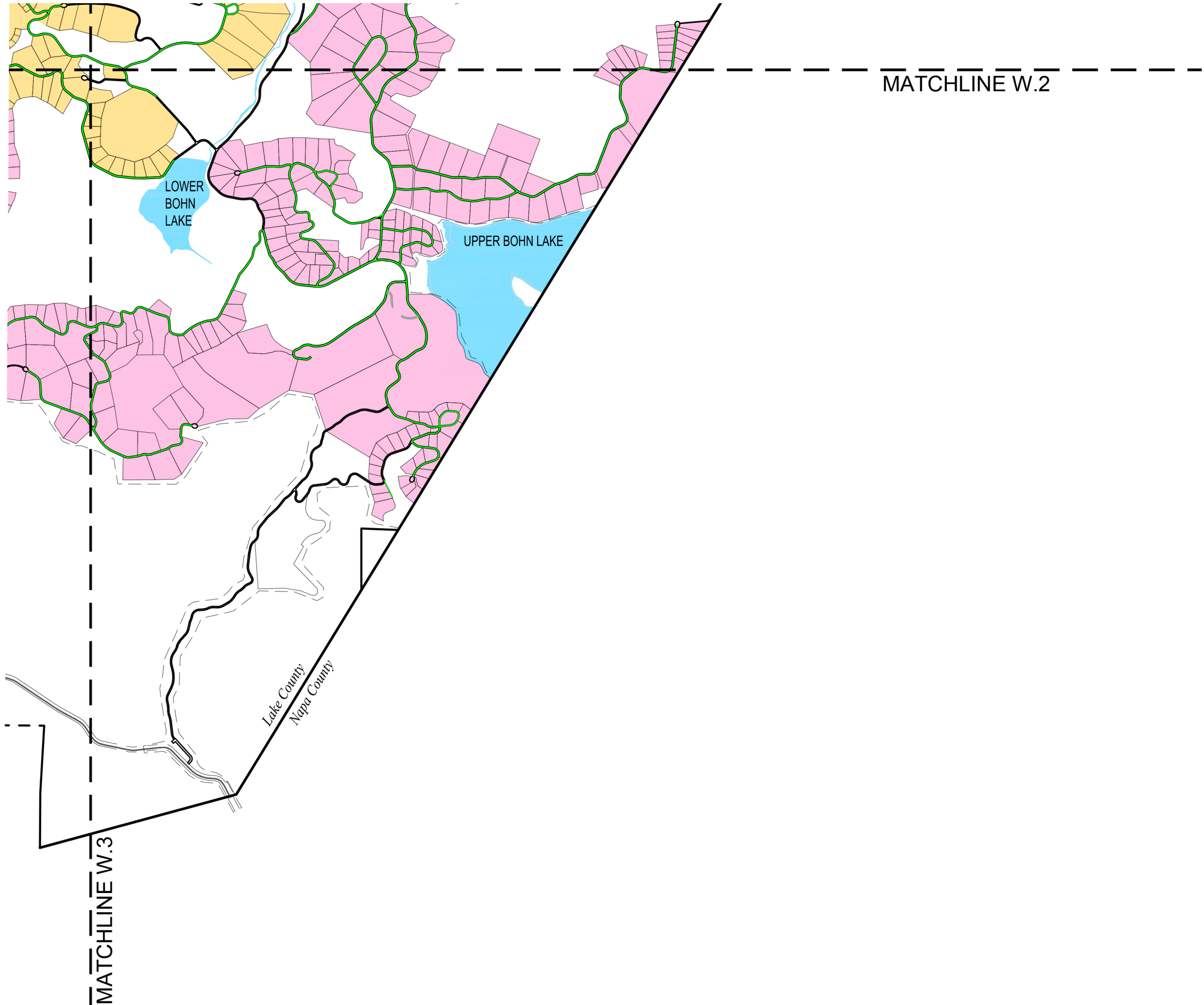
WASTE WATER SERVICE AREA 1 (WWSA)

WASTE WATER SERVICE AREA 2 (WWSA)

WASTE WATER SERVICE AREA 3 (WWSA)

WATER REUSE FACILITY (WRF)

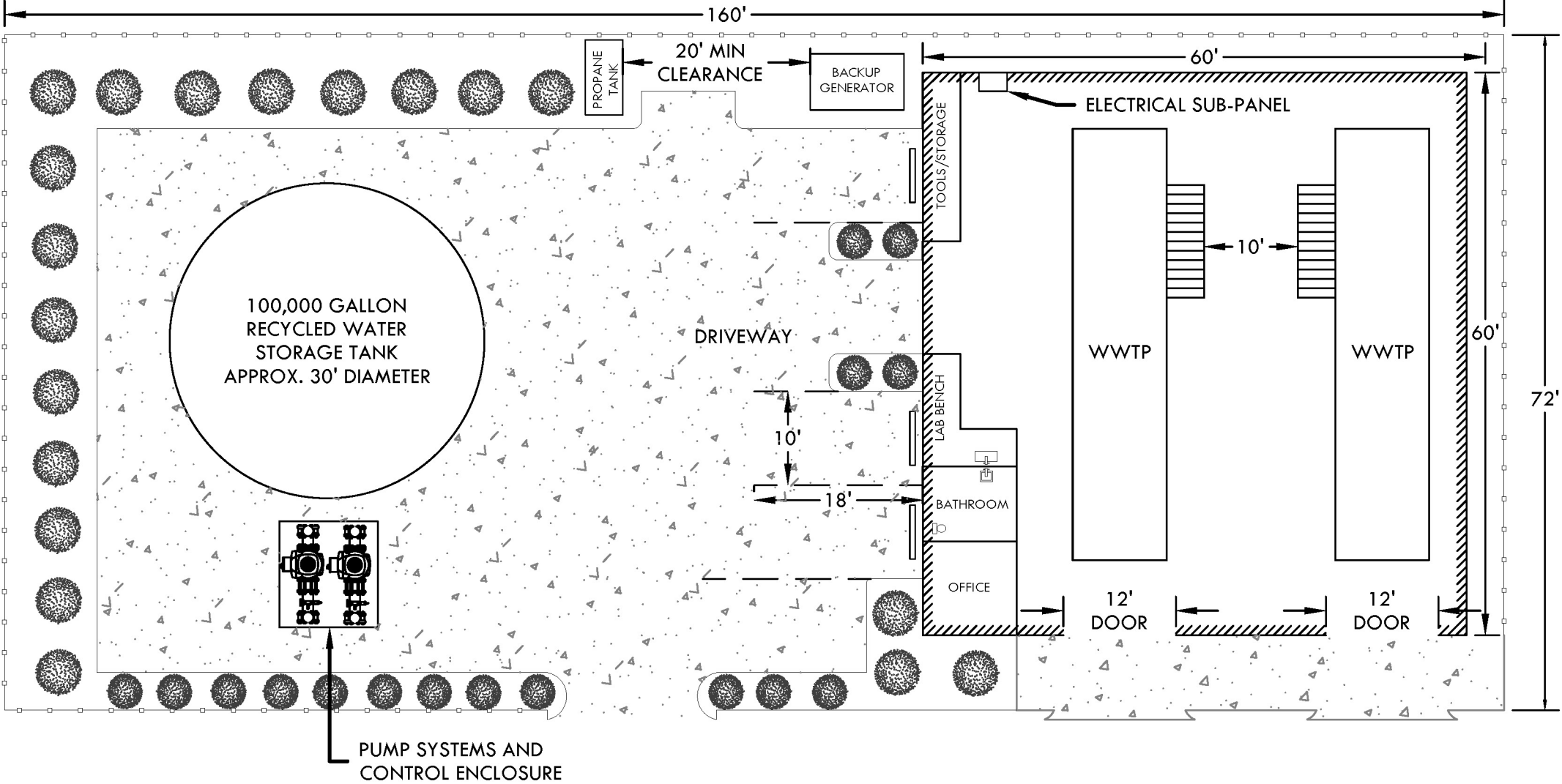
RECLAIMED WATER CONVEYANCE AND DISTRIBUTION SYSTEM



**NOTE**  
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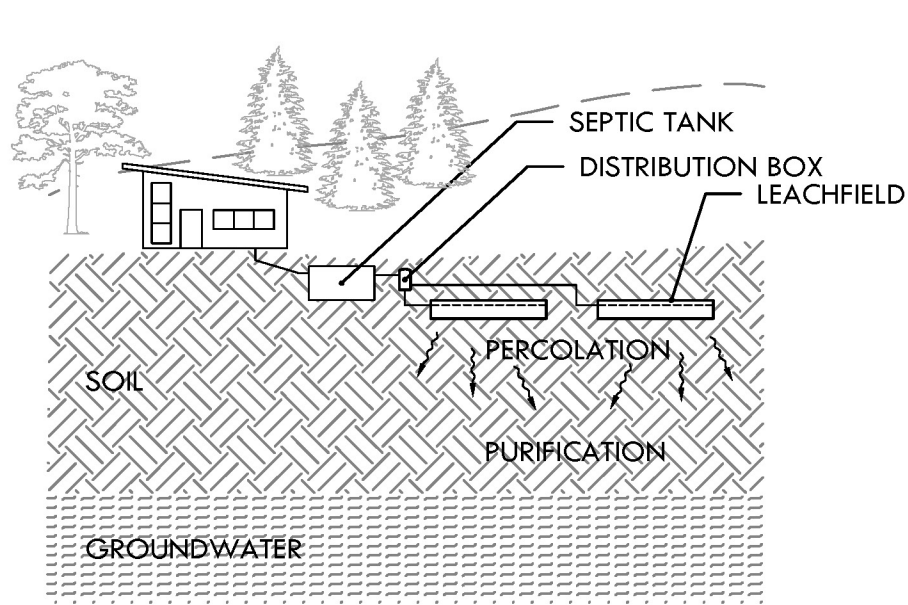


WASTEWATER TYPICAL TREATMENT FACILITY

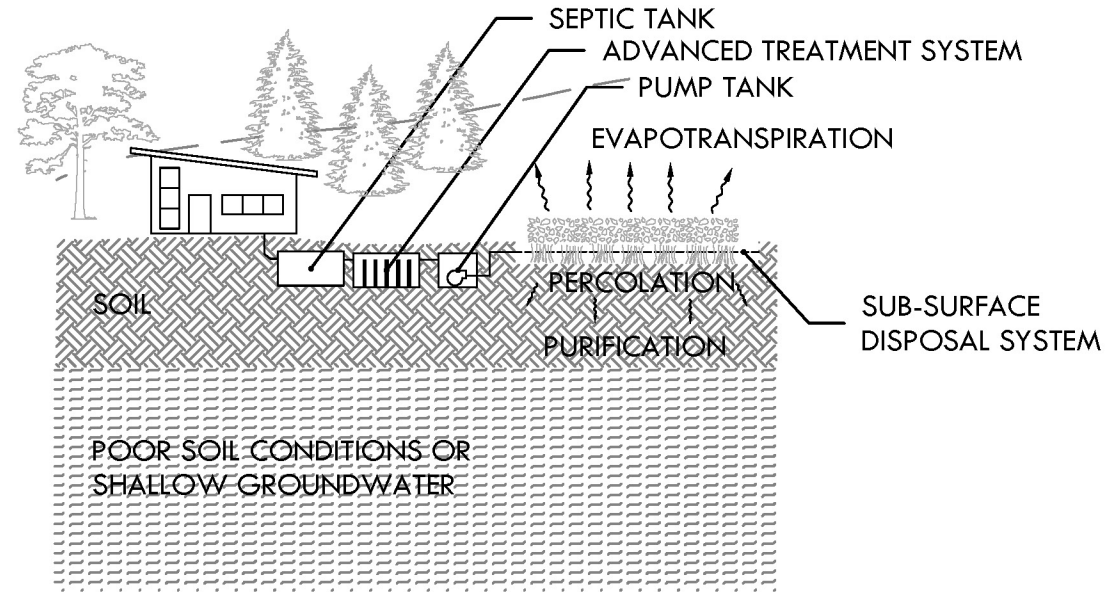




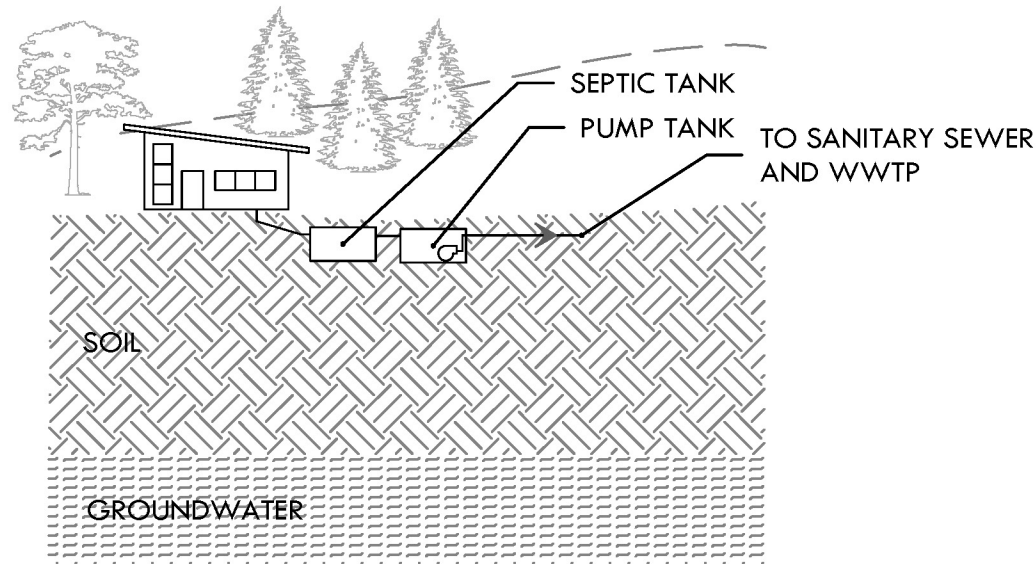
WASTEWATER TYPICAL RESIDENTIAL SYSTEM



RESIDENTIAL SYSTEM TYPE 1A  
STANDARD SEPTIC SYSTEM



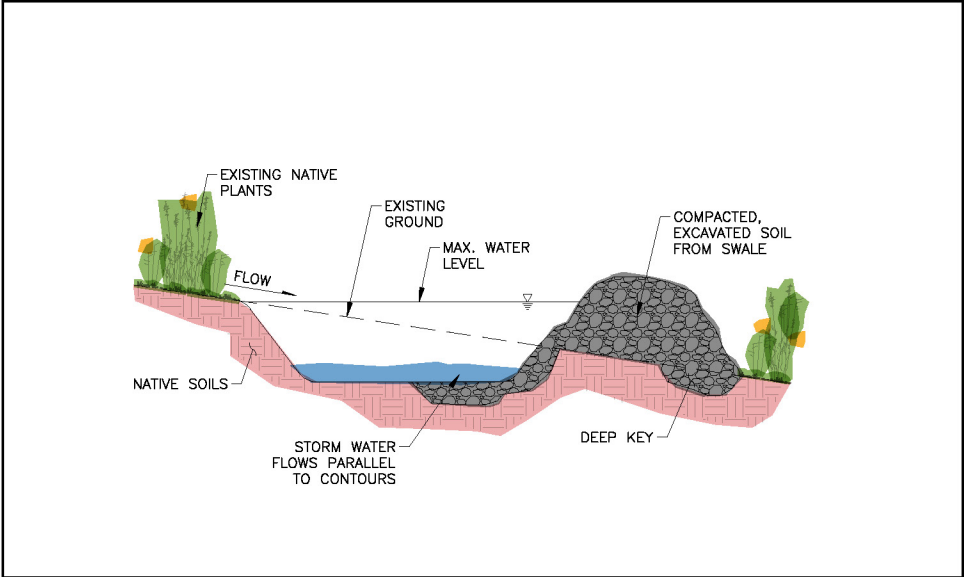
RESIDENTIAL SYSTEM TYPE 1B  
ONSITE ENHANCED  
TREATMENT SYSTEM



RESIDENTIAL SYSTEM TYPE 1C  
SEPIC TANK EFFLUENT  
SEWER SYSTEM

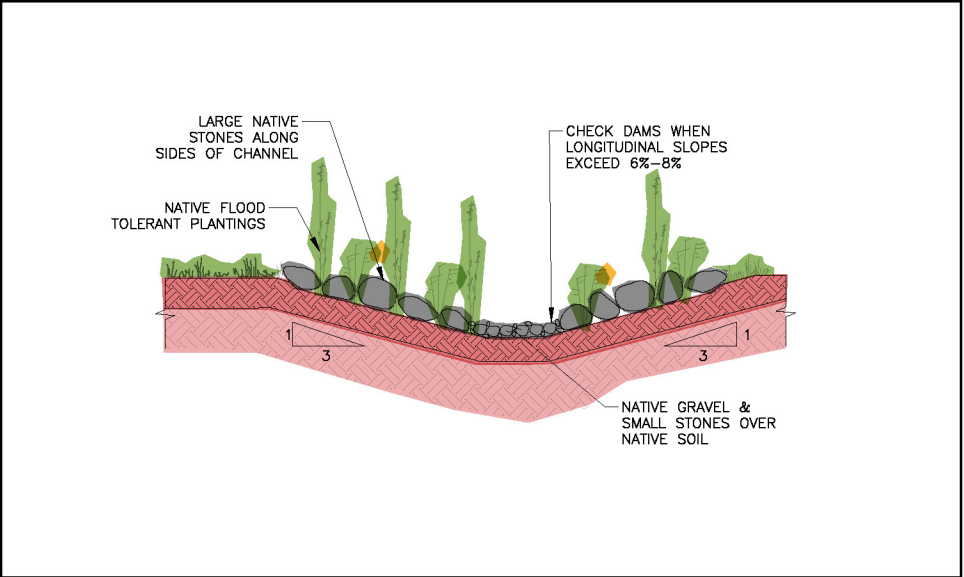


# STORMWATER METHODS FOR ON-SITE DETENTION



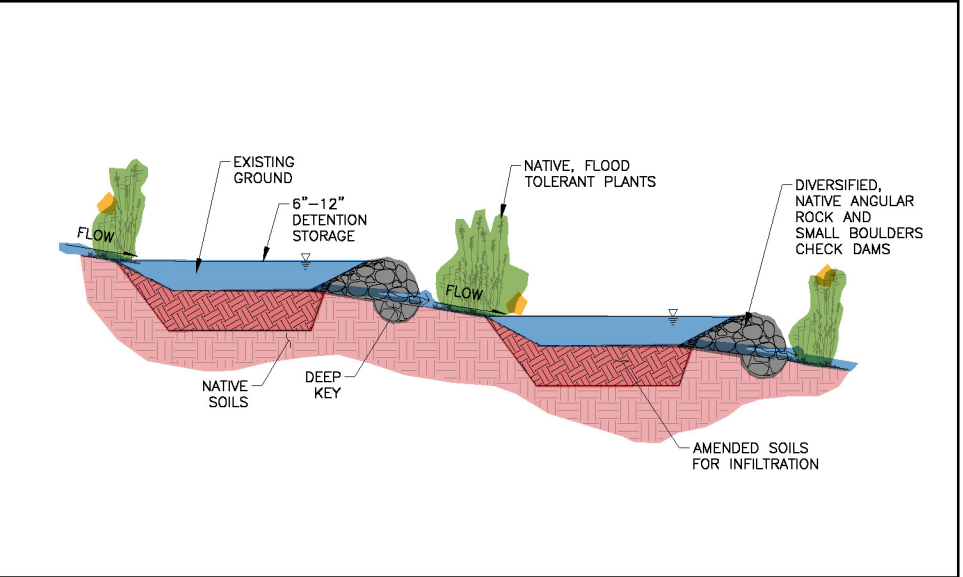
## CONTOUR SWALE/CUTOFF SWALE

Contour swales and cutoff swales are integrated into the landscape to collect and transport hillside runoff prior to a roadside swale. The contour swales will also be used to disperse roof runoff and convey water towards raingardens, ponds and natural drainages. These on-contour features provide additional surface water storage and slow runoff to mimic the natural hydrologic response of the site.



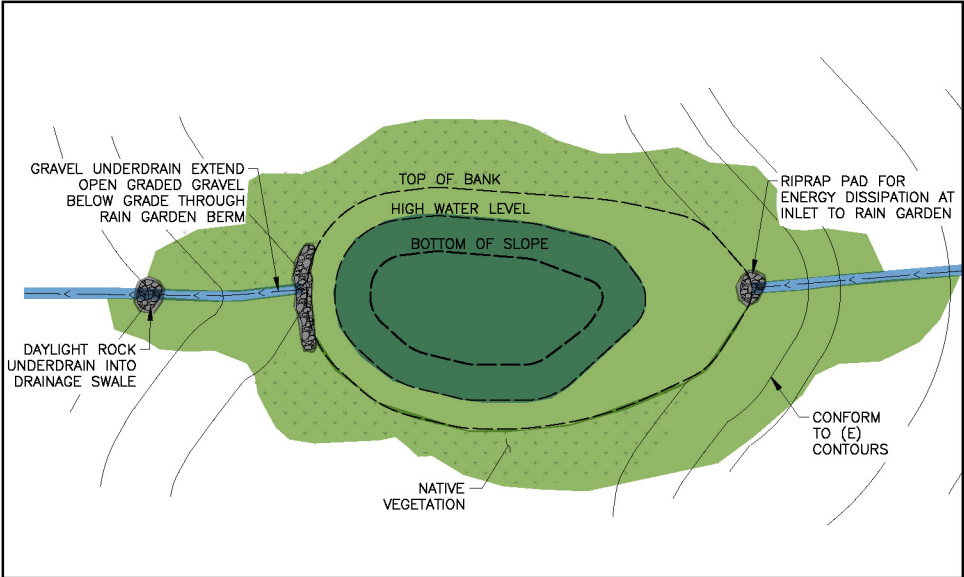
## VEGETATED ROADSIDE SWALE

The project will use roadside swales in lieu of conventional piped conveyance systems. These swales will maintain existing surface drainage patterns to the maximum extent feasible and will be used in conjunction with check dams and raingardens to provide passive stormwater conveyance and treatment with minimal site disturbance and reduced erosion.



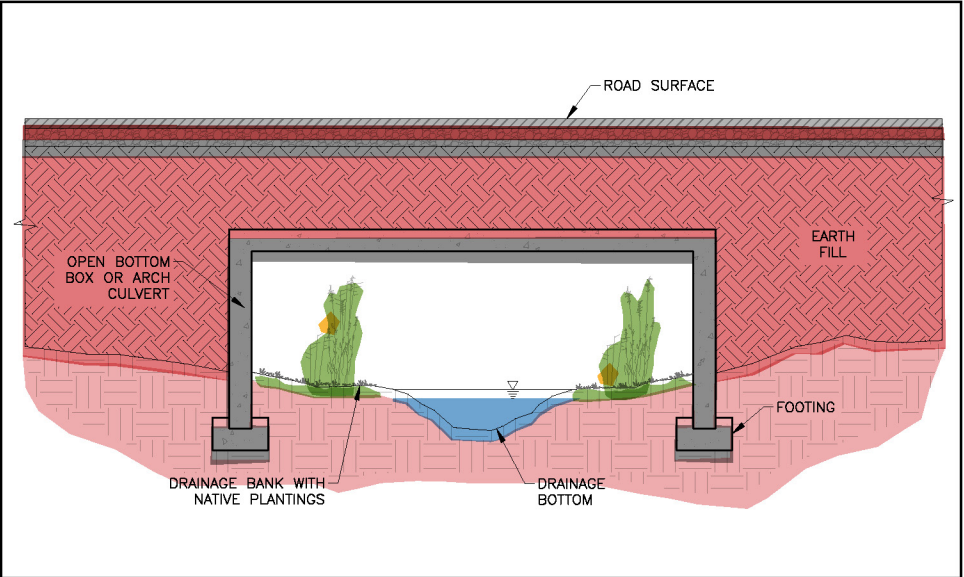
## CHECKDAMS FOR MICRODETENTION/SEDIMENT CONTROL

Checkdams will be used in conjunction with vegetated roadside swales to provide erosion protection and stormwater treatment. They can be used in high slope (>4%) areas to control erosion and can be used in shallower slope regions to provide storage, treatment and infiltration. Through a series of micro detention pockets, stormwater will be slowed down and captured prior to migrating through the stone checkdams.



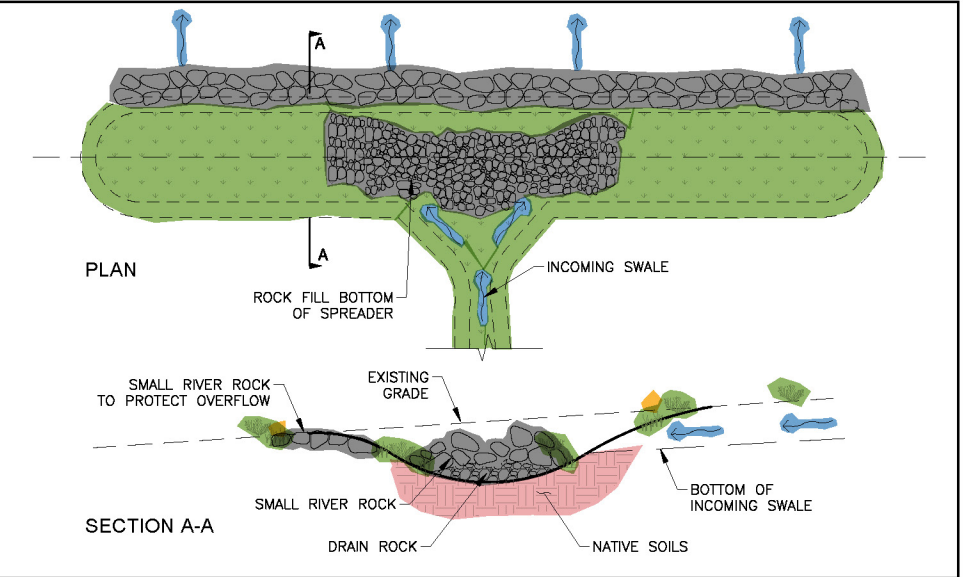
## RAINGARDEN FOR TREATMENT

Raingardens will be used to provide treatment of stormwater running off roadways and hardscape areas prior to entering drainages. Generally, raingardens will be used in-line with vegetated roadside swales prior to entering a drainage. Raingardens will also be used within commercial areas to provide treatment for parking, hardscape, and roof areas. These treatment areas will be incorporated into the landscape and located to overflow into natural drainages.



## OPEN BOTTOM CULVERTS

Throughout the site, there are existing drainages which have roadways crossing them. In order to provide a natural drainage channel, the project is using open bottom culverts to allow for a combination of stormwater conveyance and limited disturbance. These culverts will be both arch culverts, box culverts, and bridges.



## LEVEL SPREADERS

Level spreaders will be used at the ends of drainages to allow for dispersion of stormwater from a channel into an undisturbed area of the site. This will help to prevent erosion channels from forming and provide for stormwater to drain and infiltrate through trees and undergrowth throughout the site, providing stormwater collection and treatment.



STORMWATER METHODS FOR ON-SITE DETENTION

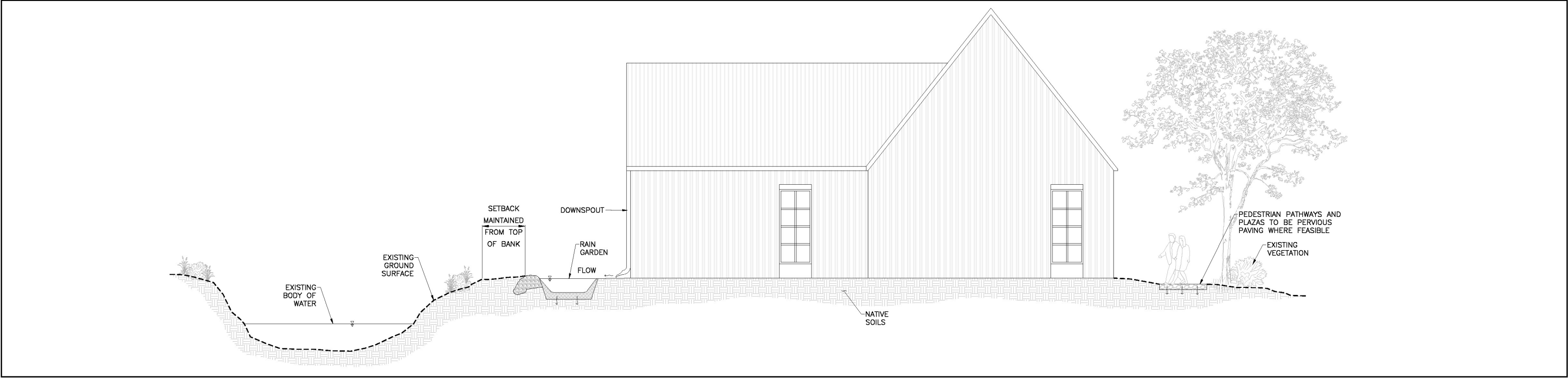


HILLTOP DEVELOPMENTS [ABOVE]

Many of the commercial areas are located at the high points of the site. Grading for these areas will attempt to balance the cut and fill within the disturbed area, while minimizing the overall extents of grading as much as is practical. Hardscape areas beyond the building will attempt to use pervious paving to reduce the amount of increased runoff coming off the hill zones.

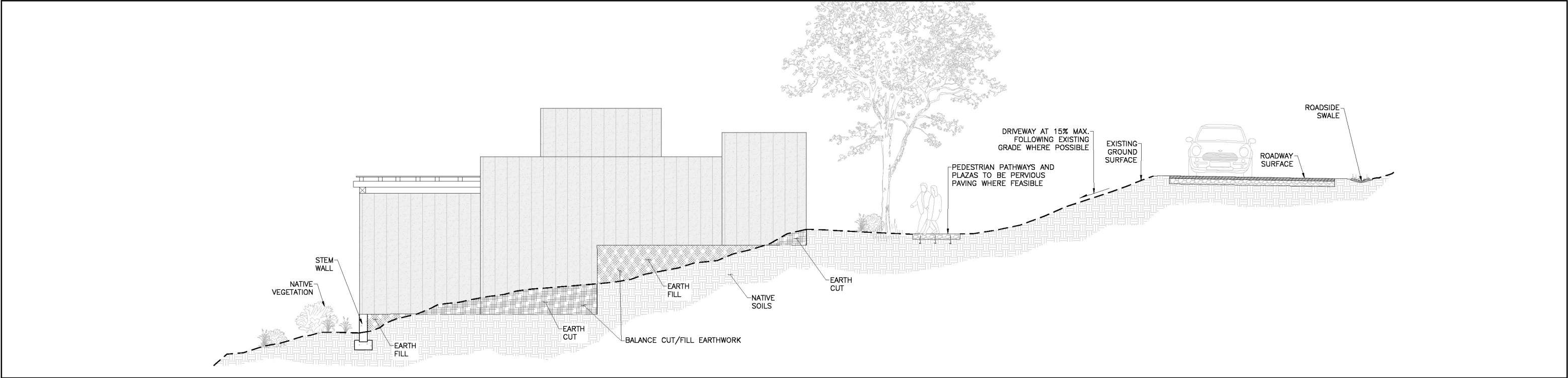
WATER SIDE DEVELOPMENTS [BELOW]

Development adjacent to water bodies will include measures to minimize impacts to the existing hydrology, habitat, and receiving waters. These will include constructed storm water conveyances that mimic the natural drainage patterns, maintenance of setbacks from riparian zones, and material selections that preserve and improve runoff quality.





# STORMWATER METHODS FOR ON-SITE DETENTION

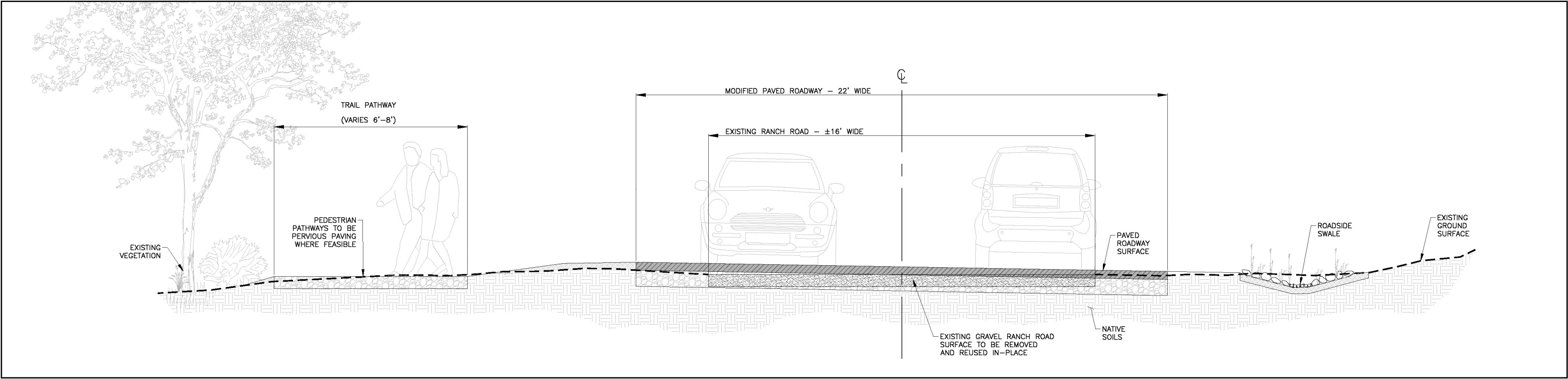


## VILLA LOTS [ABOVE]

Villa lots employ a range of strategies to minimize impact to the existing site. Buildings will be located to achieve balanced earthwork cut and fill and maintain existing drainage patterns. Runoff collected from new impervious surfaces will be routed through landscape based conveyances that mitigate for water quality and peak runoff rate. Fuel maintenance and fire access will be prioritized on each developed site.

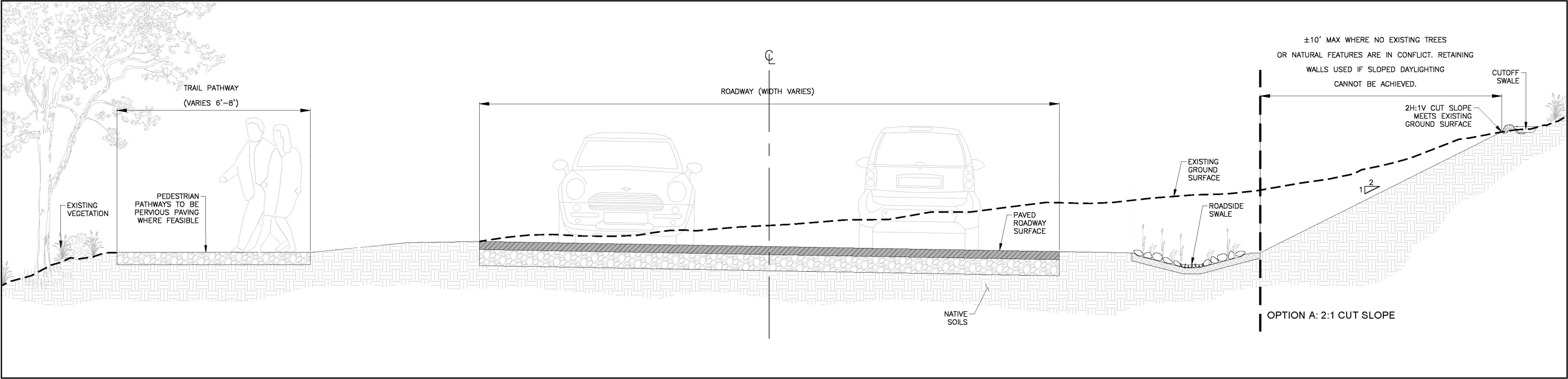
## ROADWAYS OVER EXISTING RANCH ROADS [BELOW]

The majority of proposed roads will follow the alignments of existing ranch roads that are well established and maintained in good repair. Road corridors will be widened and improved to meet access requirements for emergency vehicles, guests, and operations. Runoff collected from new roads will be managed locally through a range of landscape based strategies. Earthwork cut and fill will be balanced locally as is feasible.





STORMWATER METHODS FOR ON-SITE DETENTION

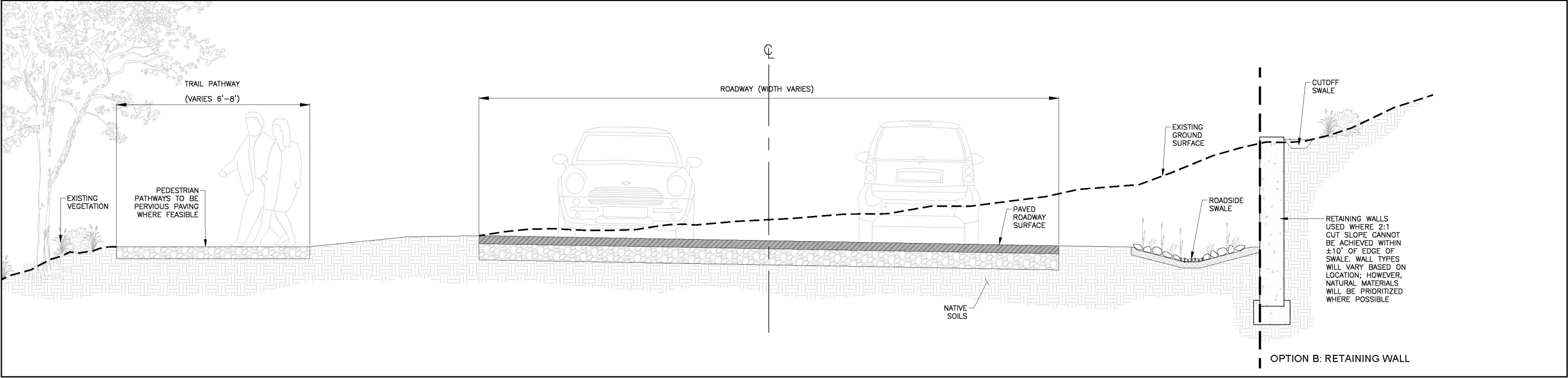


ROADWAYS THROUGH UNDEVELOPED LAND WITHOUT RETAINING WALL [ABOVE]

Roadways through undeveloped land will be carefully aligned to meet geometric and slope requirements while minimizing the impact to the existing topography, habitat, and hydrology. Where cross slopes are gentle, cut and fill slopes will be used to conform to existing grades. Cutoff swales will route run-on around new roads to preserve runoff quality and runoff collected from new impervious surfaces will be routed through site based elements that mitigate for water quality and peak runoff rates.

ROADWAYS THROUGH UNDEVELOPED LAND WITH RETAINING WALL [BELOW]

In areas where necessitated by cross slopes, new roadways will include retaining walls to limit the extents of disturbance. Cutoff swales will route run-on around new roads to preserve runoff quality and runoff collected from new impervious surfaces will be routed through site based elements that might mitigate for water quality and peak runoff rates.

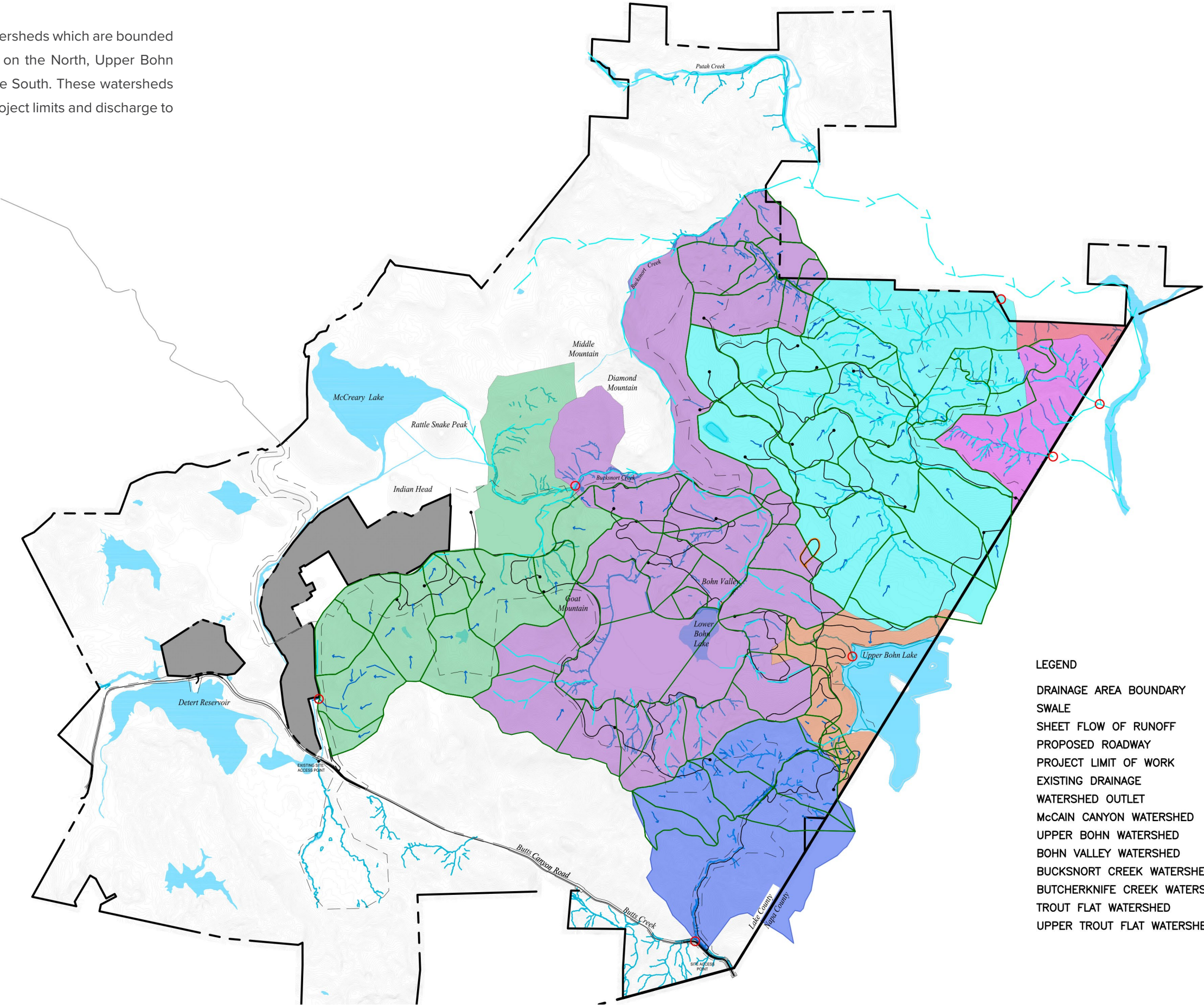




# WATERSHEDS

The Guenoc Valley site is composed of eight watersheds which are bounded by Bucksnot Creek on the West, Putah Creek on the North, Upper Bohn Lake on the East, and Butts Canyon Road on the South. These watersheds are mainly contained within the bounds of the project limits and discharge to drainages and creeks within each watershed.

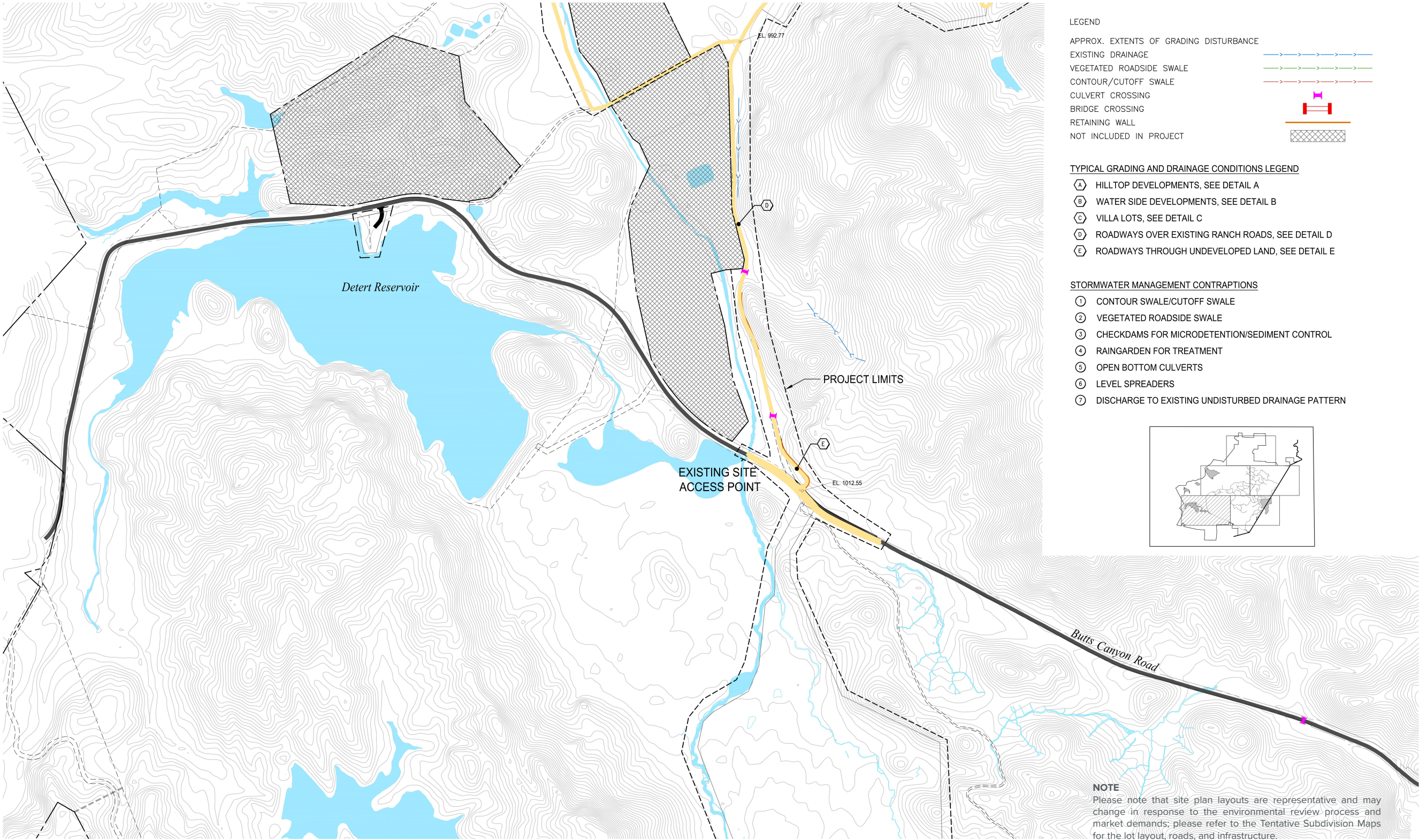
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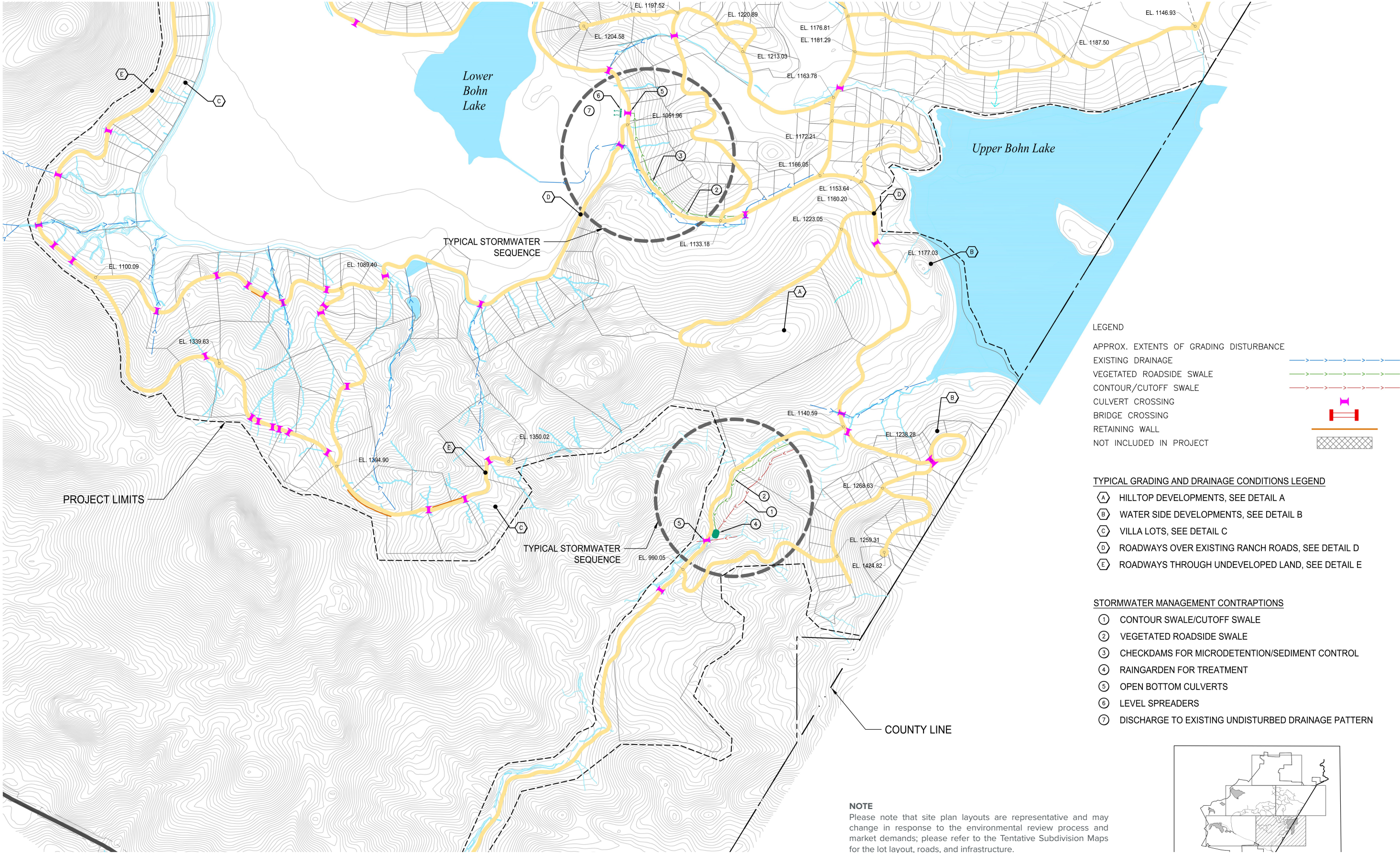
# GRADING & DRAINAGE PLAN

Grading design for roads, structures, and site landscaping will be carefully laid out to work with existing contours, minimizing the disturbance to existing conditions and habitat as much as possible. Cut and fill conditions will be balanced across the site in as close proximity as possible in order to reduce truck traffic and overall disturbance. Drainage improvements will include new crossings and conveyances that accommodate the development while preserving and enhancing the site watersheds.





GRADING & DRAINAGE PLAN





# GRADING & DRAINAGE PLAN

LEGEND

APPROX. EXTENTS OF GRADING DISTURBANCE

EXISTING DRAINAGE

VEGETATED ROADSIDE SWALE

CONTOUR/CUTOFF SWALE

CULVERT CROSSING

BRIDGE CROSSING

RETAINING WALL

NOT INCLUDED IN PROJECT

TYPICAL GRADING AND DRAINAGE CONDITIONS LEGEND

A

HILLTOP DEVELOPMENTS, SEE DETAIL A

B

WATER SIDE DEVELOPMENTS, SEE DETAIL B

C

VILLA LOTS, SEE DETAIL C

D

ROADWAYS OVER EXISTING RANCH ROADS, SEE DETAIL D

E

ROADWAYS THROUGH UNDEVELOPED LAND, SEE DETAIL E

STORMWATER MANAGEMENT CONTRAPTIONS

1

CONTOUR SWALE/CUTOFF SWALE

2

VEGETATED ROADSIDE SWALE

3

CHECKDAMS FOR MICRODETENTION/SEDIMENT CONTROL

4

RAINGARDEN FOR TREATMENT

5

OPEN BOTTOM CULVERTS

6

LEVEL SPREADERS

7

DISCHARGE TO EXISTING UNDISTURBED DRAINAGE PATTERN

**NOTE**  
Please note that site plan layouts are representative and may change in response to the environmental review process and market demands; please refer to the Tentative Subdivision Maps for the lot layout, roads, and infrastructure.

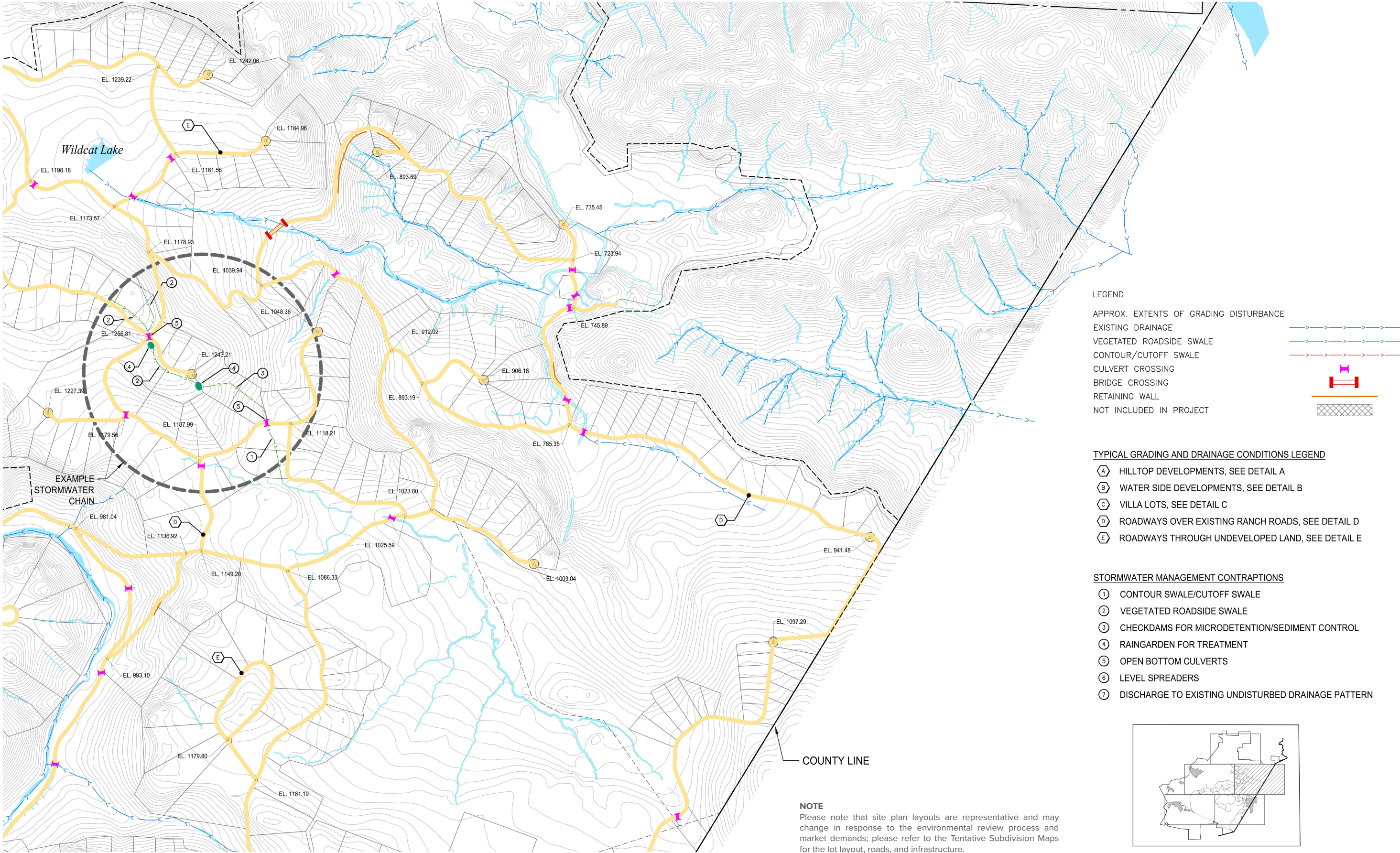
SECTION 5: Utilities & Infrastructure  
April 15, 2025

GUENOC VALLEY  
RESORT

PG 120

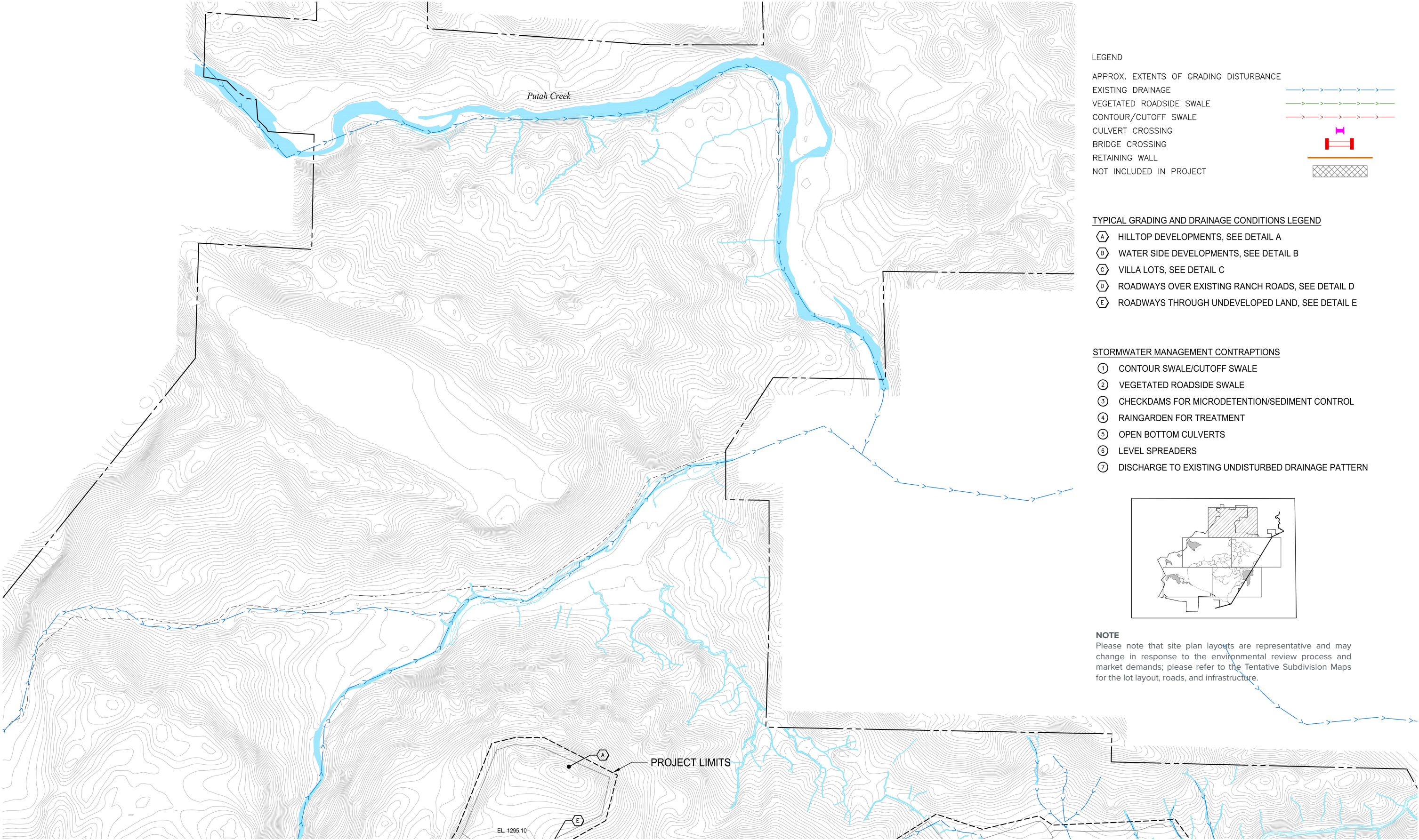


GRADING & DRAINAGE PLAN





GRADING & DRAINAGE PLAN





DRY UTILITIES

The availability and delivery of public services is an essential factor to consider in any new development. However, considering the scope, location, and long-term development period, it is proposed that the majority of the infrastructure will be privately owned and managed.

As narrated by the Middletown Area Plan Special Study Area No.3, innovative development and Smart Growth techniques are the ideal fit for development within Guenoc Valley. By “low impact development” and incorporating strategies that mimic and augment natural systems, the project will enhance the landscape’s resilience and adaptability throughout all phases of development.

The GVD Specific Plan includes utility infrastructure required to serve the architectural clusters. Each component of the utility infrastructure system is designed to accommodate the build-out of the GVD area. Phasing of infrastructure improvements and funding obligations will be detailed in the Development Agreements. Utility infrastructure will be constructed, dedicated with public easements, as seen on the tentative subdivision map.

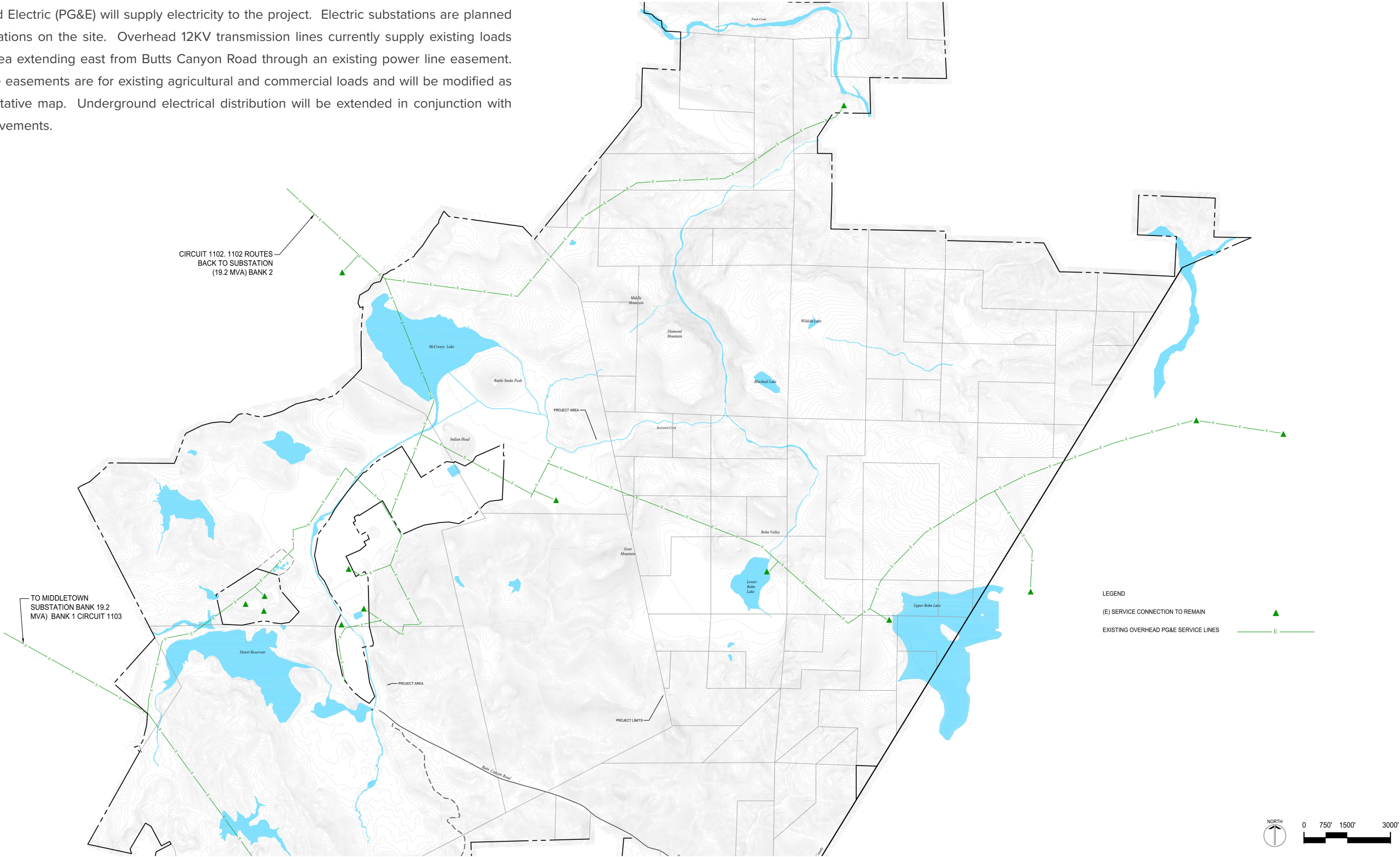
On and potential off-site, renewable energy generation and storage systems will be included in the development. The on-site renewables will be built in a mix of the architecture, centralized at one location on the site, and/or be clustered within developments.





# DRY UTILITIES EXISTING PG&E SERVICES

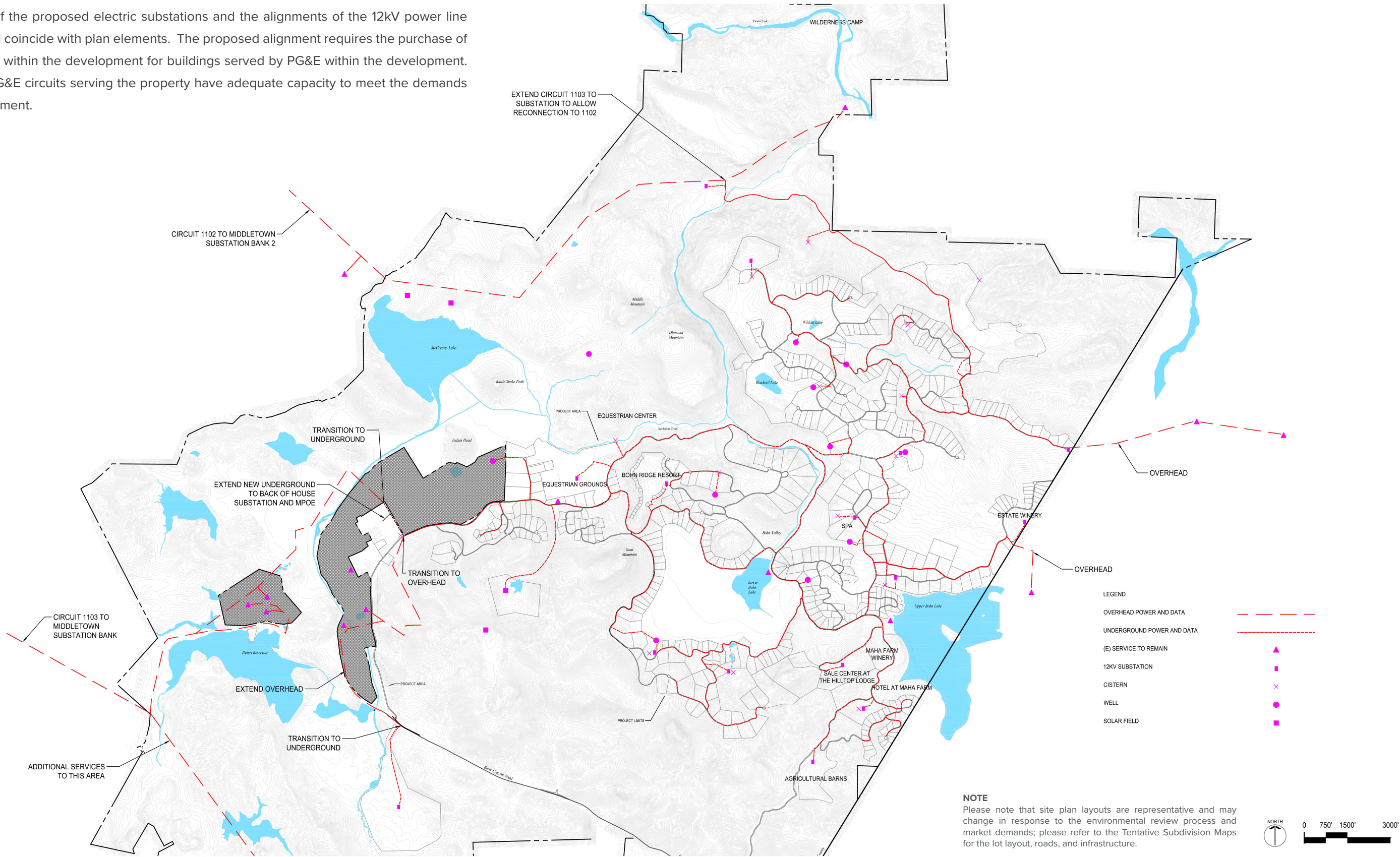
Pacific Gas and Electric (PG&E) will supply electricity to the project. Electric substations are planned at multiple locations on the site. Overhead 12KV transmission lines currently supply existing loads through the area extending east from Butts Canyon Road through an existing power line easement. The power line easements are for existing agricultural and commercial loads and will be modified as part of the tentative map. Underground electrical distribution will be extended in conjunction with roadway improvements.





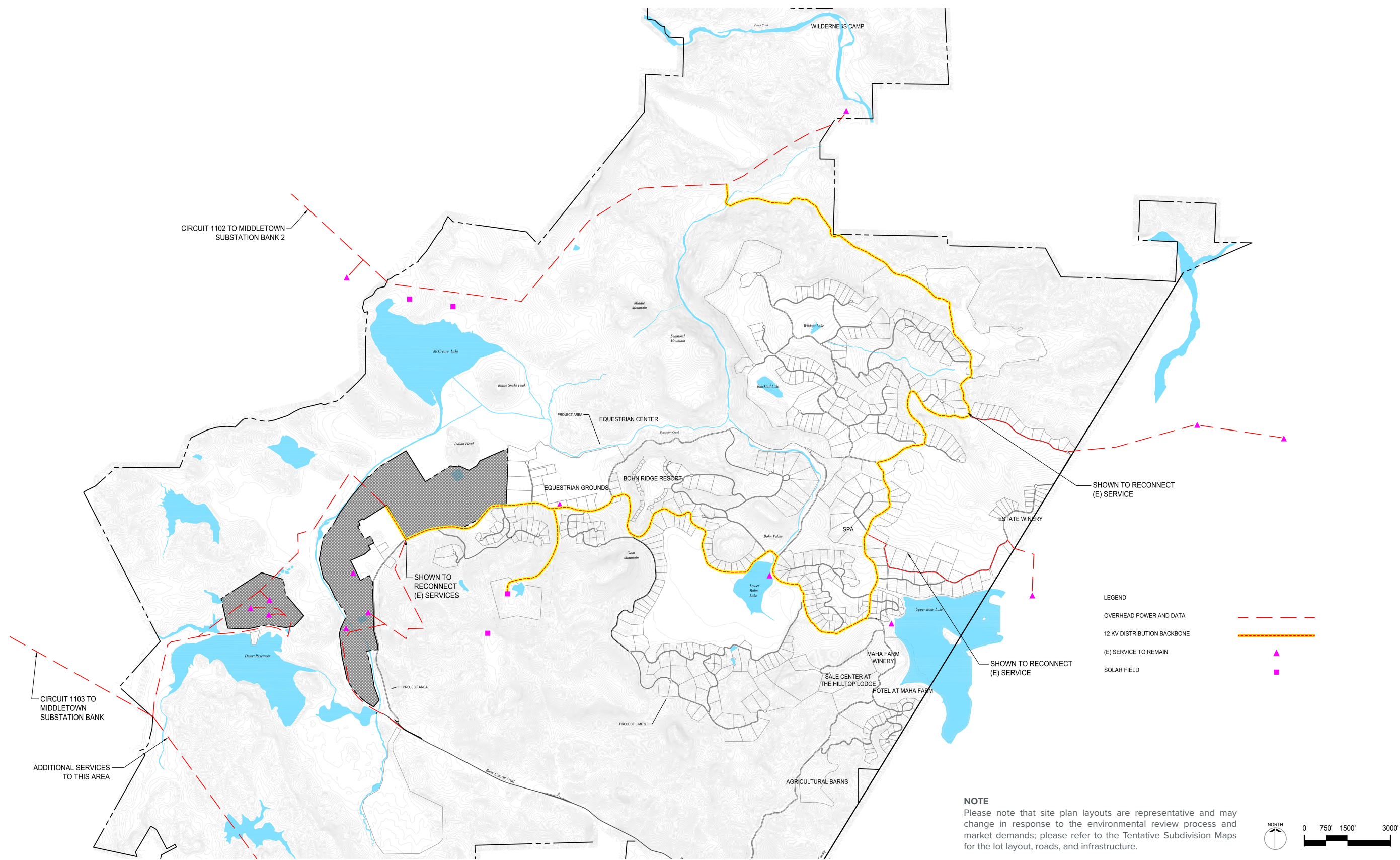
# DRY UTILITIES PROPOSED 12KV DISTRIBUTION

The location of the proposed electric substations and the alignments of the 12kV power line easements will coincide with plan elements. The proposed alignment requires the purchase of PG&E facilities within the development for buildings served by PG&E within the development. The current PG&E circuits serving the property have adequate capacity to meet the demands of the development.





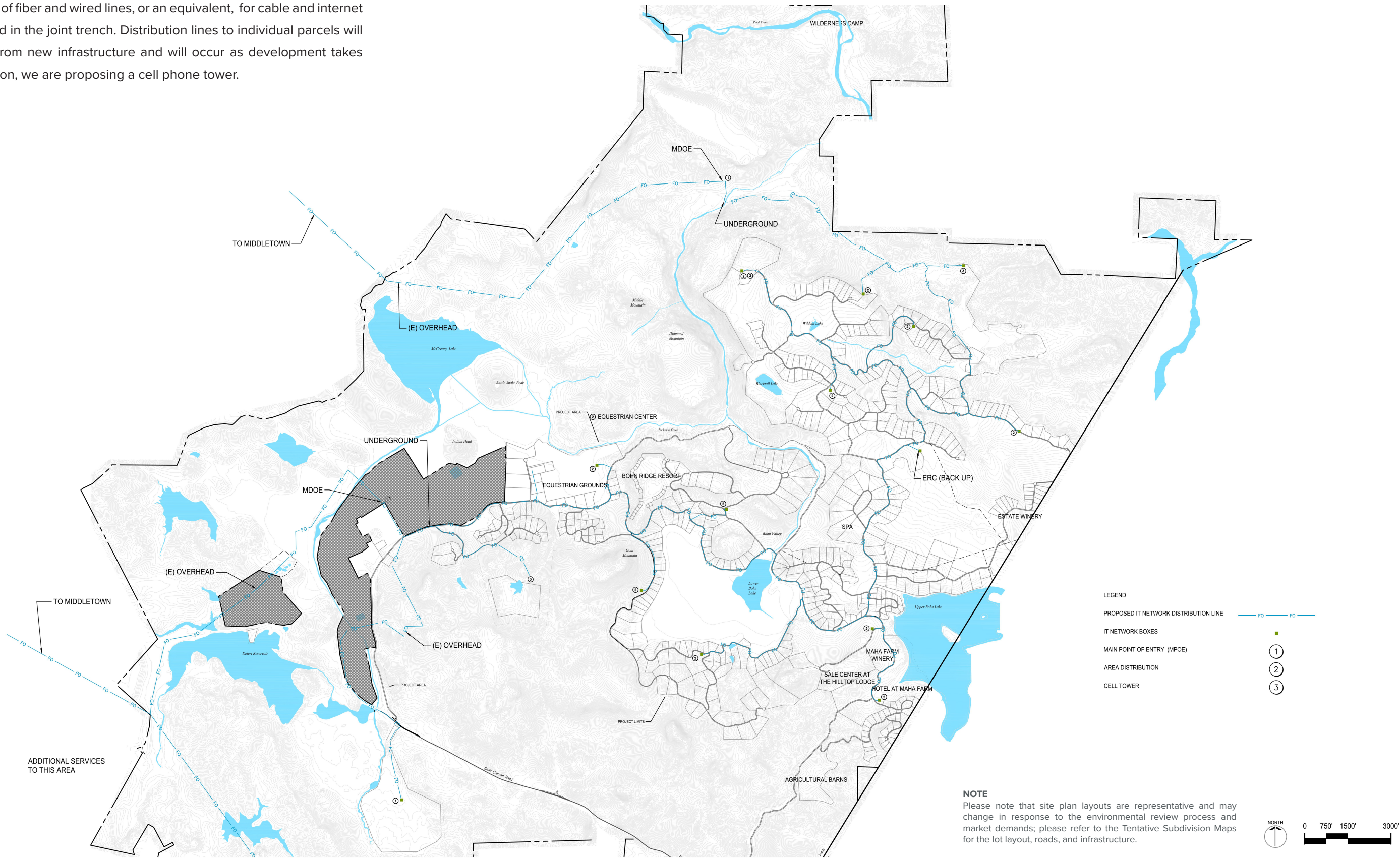
DRY UTILITIES PROPOSED 12KV UNDERGROUND BACKBONE





# COMMUNICATIONS PROPOSED IT NETWORK

A combination of fiber and wired lines, or an equivalent, for cable and internet will be included in the joint trench. Distribution lines to individual parcels will be extended from new infrastructure and will occur as development takes place. In addition, we are proposing a cell phone tower.





**SECTION 6 PUBLIC STREETSCAPE**



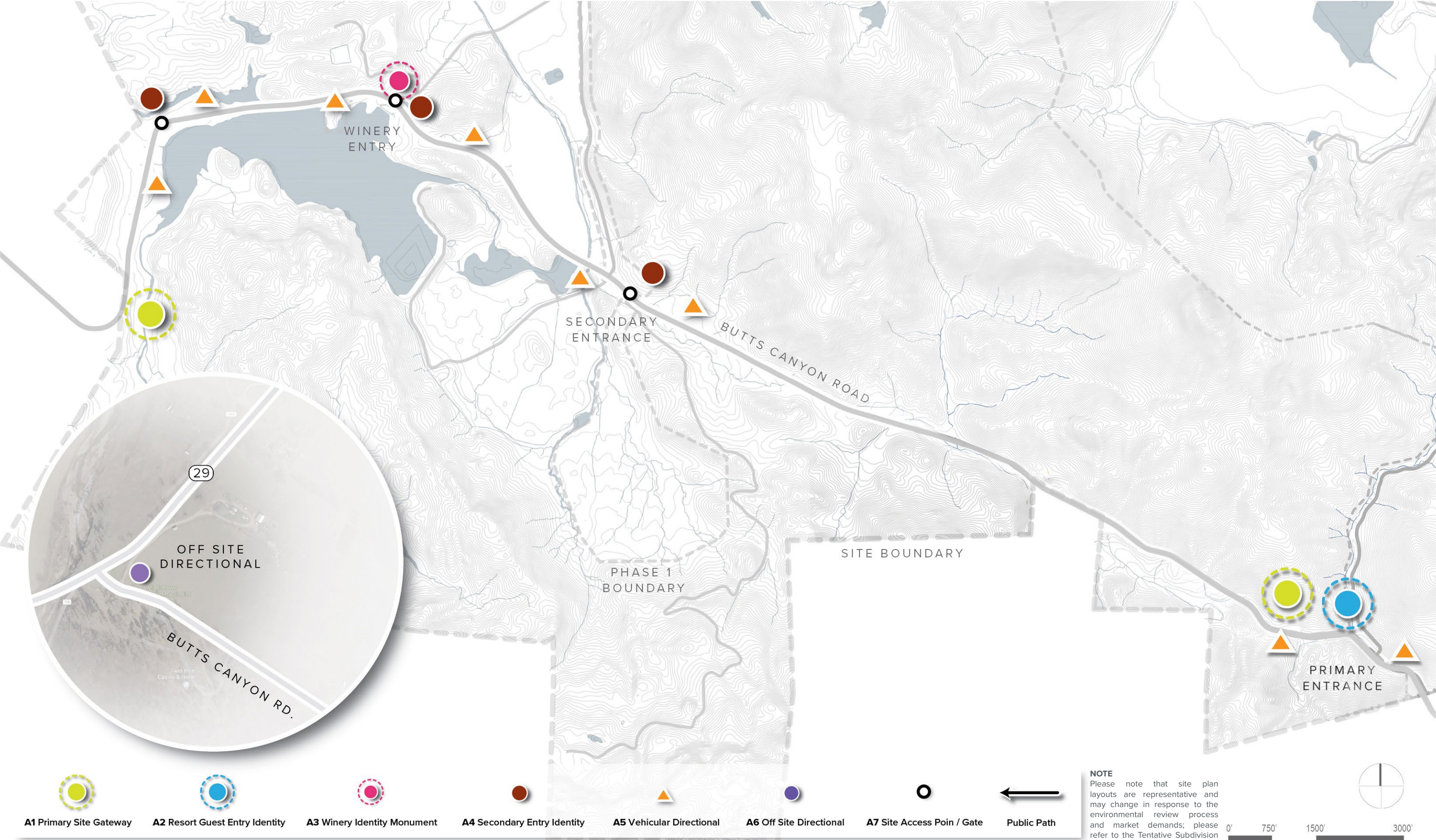
SIGNAGE & WAYFINDING AND FENCING

The following exhibits represent the project intentions on the aspects that are visible from the public right of way. Further detail for internal regulation of development, materials, intentions will be expanded within the Design Guidelines for Guenoc Valley, forthcoming under separate cover. All fencing and signage visible to the public will adhere to the following concepts presented here.





SIGNAGE & WAYFINDING CONCEPTUAL LOCATION PLAN





SIGNAGE & WAYFINDING SIGN SCHEDULE

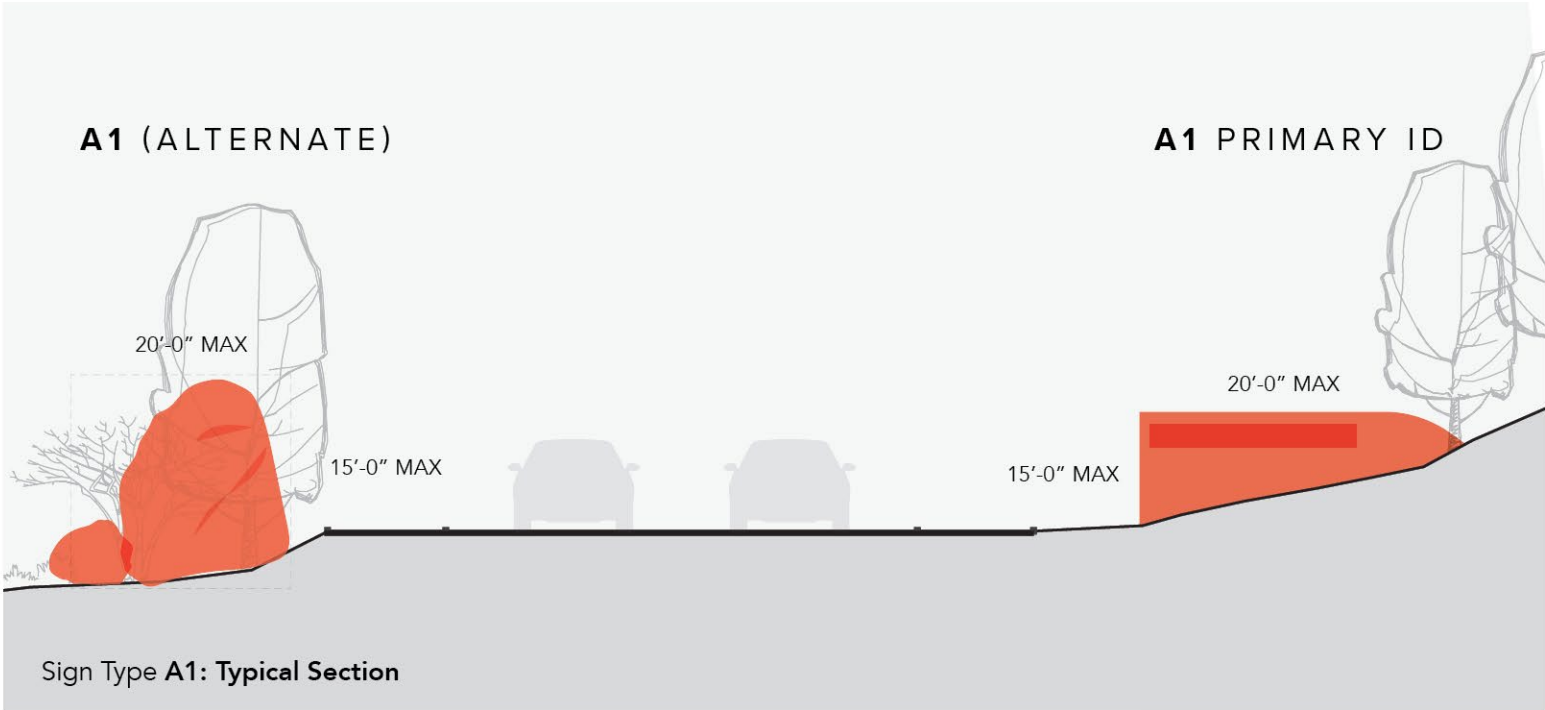
SIGNAGE & WAYFINDING								CODE CONSIDERATIONS*	
Sign Type	Name	Qty	Location	Max sqft	Max Dimensions	Illumination	Messaging	Applicable Code	Variance from Code
A1	Primary Site Entry Monument Sign / Sculpture	2	Site boundaries along Butts Canyon Road	200 SqFt	Height: 10'-0" Width: 20'-0"  Letter / Logo Height: Sculptural: 6'-0" Non-Sculptural: 3'-0"	Internal or External	Project Logo only.	<b>ZONING ARTICLE 45.12: (f)</b> A free-standing sign shall not exceed a height of twenty-five (25) feet at the front property line. This height may be increased to a maximum of thirty-five (35) feet by providing one (1) foot of setback for each additional foot in height.	No variance from code.
A2	Resort Guest Entry	1	Primary Guest Entrance to Resort	200 SqFt	Height: 10'-0" Width: 20'-0"  Letter / Logo Height: Logo: 24" Address: 6"	Internal or External	Project Logo & Address only.	<b>ZONING ARTICLE 45.12: (f)</b> A free-standing sign shall not exceed a height of twenty-five (25) feet at the front property line. This height may be increased to a maximum of thirty-five (35) feet by providing one (1) foot of setback for each additional foot in height.	No variance from code.
A3	Winery Identity	1	Adjacent to Winery Entrance	TBD	Height: TBD Width: TBD  Letter / Logo Height: Logo: 18" Address: 6"	Internal or External	Winery Logo & Address only.	<b>ZONING ARTICLE 45.12: (f)</b> A free-standing sign shall not exceed a height of twenty-five (25) feet at the front property line. This height may be increased to a maximum of thirty-five (35) feet by providing one (1) foot of setback for each additional foot in height.	As built conditions to remain. If new design is implemented, new sign must comply with code.
A4	Secondary Entry Identity	3	Adjacent to Secondary Entrances	36 SqFt	Height: 6'-0" Width: 6'-0"  Letter / Logo Height: Logo: 18" Copy / Address: 6"	Internal or External	Project Logo, address, and / or directional copy & arrows.	<b>ZONING ARTICLE 45.12: (f)</b> A free-standing sign shall not exceed a height of twenty-five (25) feet at the front property line. This height may be increased to a maximum of thirty-five (35) feet by providing one (1) foot of setback for each additional foot in height.	No variance from code.
A5	Vehicular Directional	8	Precedes vehicular decision making points	24 SqFt	Height: 6'-0" Width: 4'-0"  Directional Copy: 6" max.	Internal or External	Directional copy & arrows only.	<b>ZONING ARTICLE 45.12: (f)</b> A free-standing sign shall not exceed a height of twenty-five (25) feet at the front property line. This height may be increased to a maximum of thirty-five (35) feet by providing one (1) foot of setback for each additional foot in height.	No variance from code.
A6	Off Site Identity / Directional	1	Corner of Butts Canyon Road & Highway 29	100 SqFt	Height: 10'-0" Width: 10'-0"  Letter / Logo Height: Logo: 18" Copy / Address: 8"	Internal or External	Project Logo and / or directional copy & arrows.	<b>ZONING ARTICLE 45 21-45.21:</b> One (1) outdoor advertising and off-site sign no larger than thirty-two (32) square feet in total surface area per face is permitted per lot in all districts except the "R1" and "O" base zoning districts and "SC" combining district. Temporary real estate signs not exceeding thirty-two (32) square feet are permitted in any district.	Proposed sign exceeds maximum Square Footage allowed, per Article 45.
A7	Entry Gate	4 (TBD)	50'-0"± from Butts Canyon Rd. at Primary Guest Entrance to Resort.	TBD	Height: 15'-0" Width: TBD  Letter / Logo Height: Logo: 24" max. Copy / Address: 6" max.	External or Ambient	Project Logo and / or address.	TBD	TBD
	** TOTAL QUANTITY:	16	** TOTAL SIGN AREA:	1,281 SqFt				<b>ZONING ARTICLE 45 21-45.12: (a)</b> The total area of signing shall not exceed one (1) square foot in area for each linear foot of street or occupancy and lake frontage [...]. Lake frontage shall be used only in calculating sign areas for lake-oriented signs. All signs may be illuminated. <b>(e)</b> Notwithstanding any other provision of this section, for each individual occupancy, the total area of signs shall not exceed four hundred (400) square feet in area.	Proposed total sign area exceeds maximum total area of signs per Zoning Article 45.

\* CODE SECTIONS CONSIDERED: Zoning Article 45  
\*\* A7 Entry Gate not included in total quantity & total sign area.



SIGNAGE & WAYFINDING PROJECT IDENTITY CONCEPTS

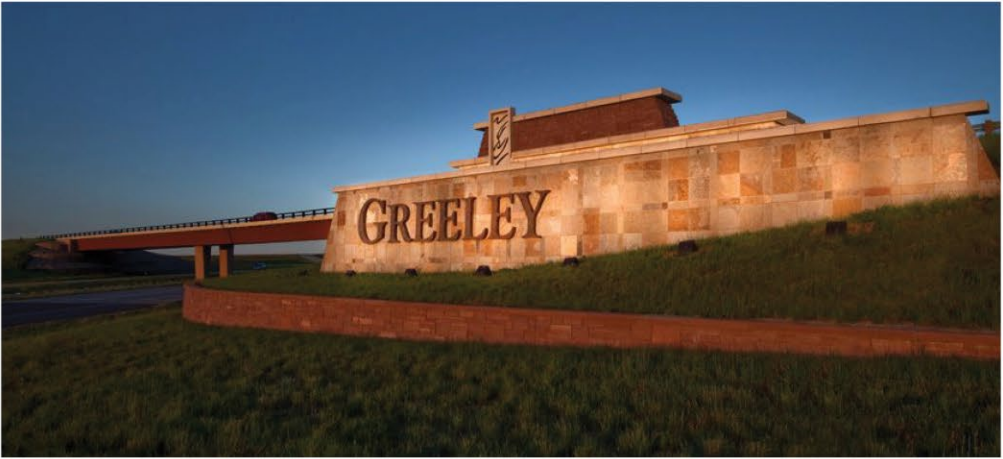
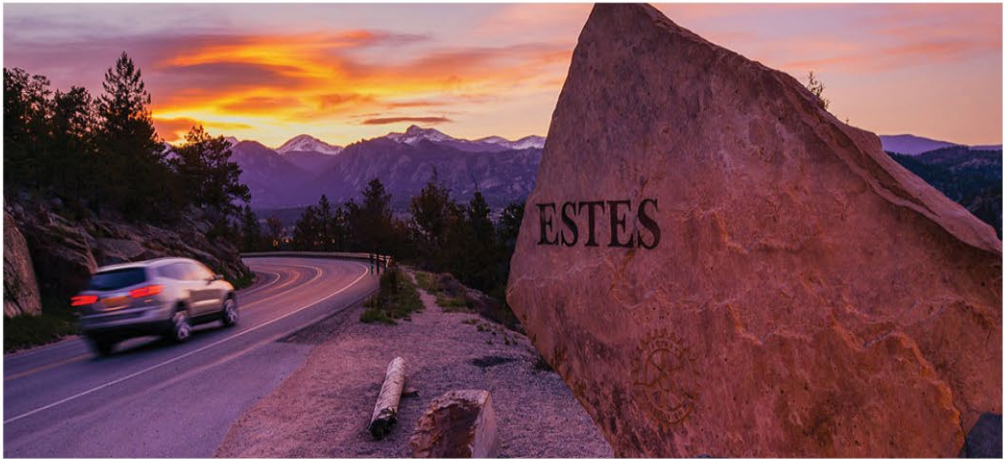
A1 PRIMARY SITE ENTRY



Height	15'-0" max
Width	20'-0" max
Area (SqFt)	200 SqFt max
Logo / Copy Ht.	Sculptural: 6'-0" max Non Sculptural: 3'-0" max
Quantity	2
Illumination	Internal or External



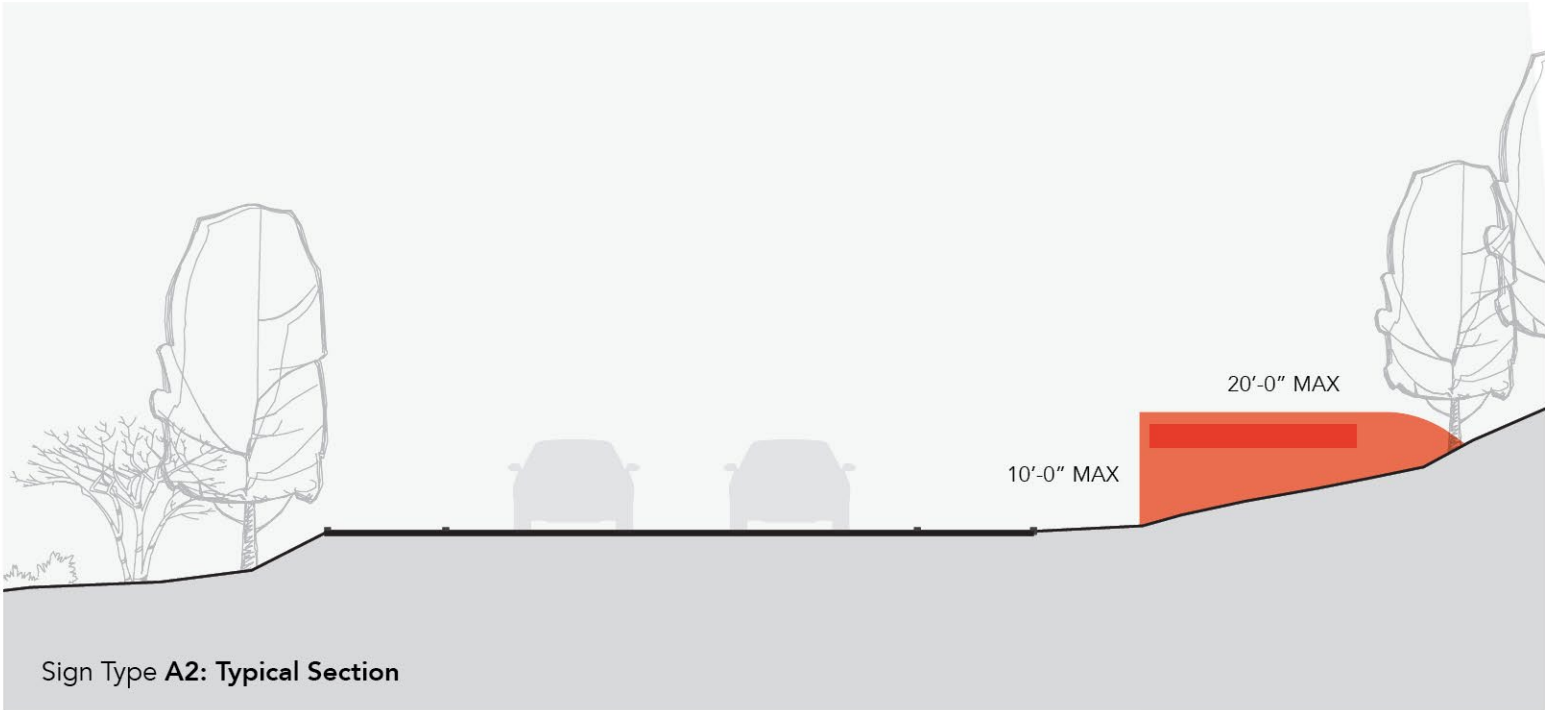
The Primary Site Entry signage acts as a welcoming identification for guests arriving to the site. Larger in scale, this project monumentation along Butts Canyon Road demarcates the project boundaries. These signs are the lead element in the hierarchy of graphics on site. Sign locations, that optimize visibility and impact, will be integrated into the roadway landscaping and topography. Materials, illumination, and other design details will relate directly to the brand vision and site architecture. A sculptural art program may also act as a series of landmarks, elevating the location and inviting the community to come enjoy.



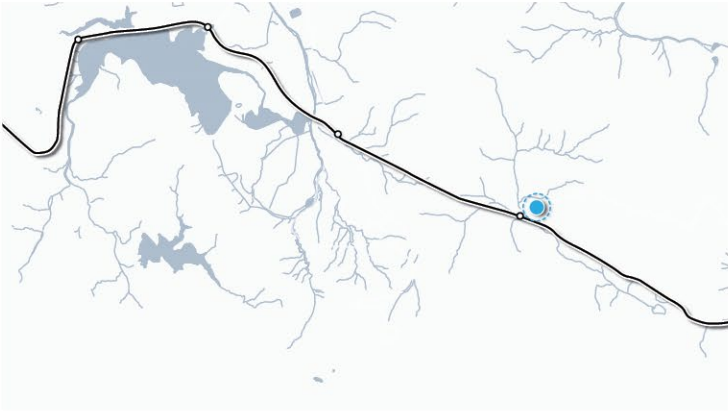


SIGNAGE & WAYFINDING RESORT ENTRY IDENTITY CONCEPTS

A2 RESORT GUEST ENTRY IDENTITY



Height	10'-0" max
Width	20'-0" max
Area (SqFt)	200 SqFt max
Logo / Copy Ht.	Logo: 24" max Address: 6" max
Quantity	1
Illumination	Internal or External



The Resort Guest Entry Identity sign is located at the main guest entry on Butts Canyon Road. This sign establishes a “sense of arrival” and clearly communicates the project identity and address, while establishing an expectation of quality.



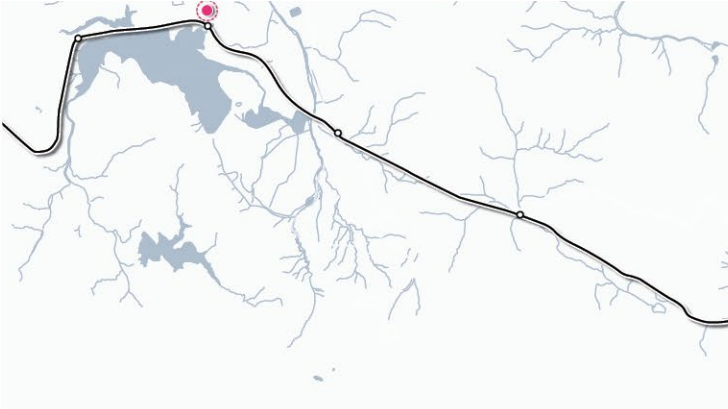


SIGNAGE & WAYFINDING EXISTING WINERY IDENTITY



A3 WINERY ENTRY IDENTITY (EXISTING TO REMAIN)

Height	TBD
Width	TBD
Area (SqFt)	TBD
Logo / Copy Ht.	Logo: 18" max Address: 6" max
Quantity	1
Illumination	Internal or External



The existing Langtry Estate & Vineyards signage vocabulary is specific to the Langtry Estate and may differentiate the Vineyard as it's own entity within the broader Maha resort.

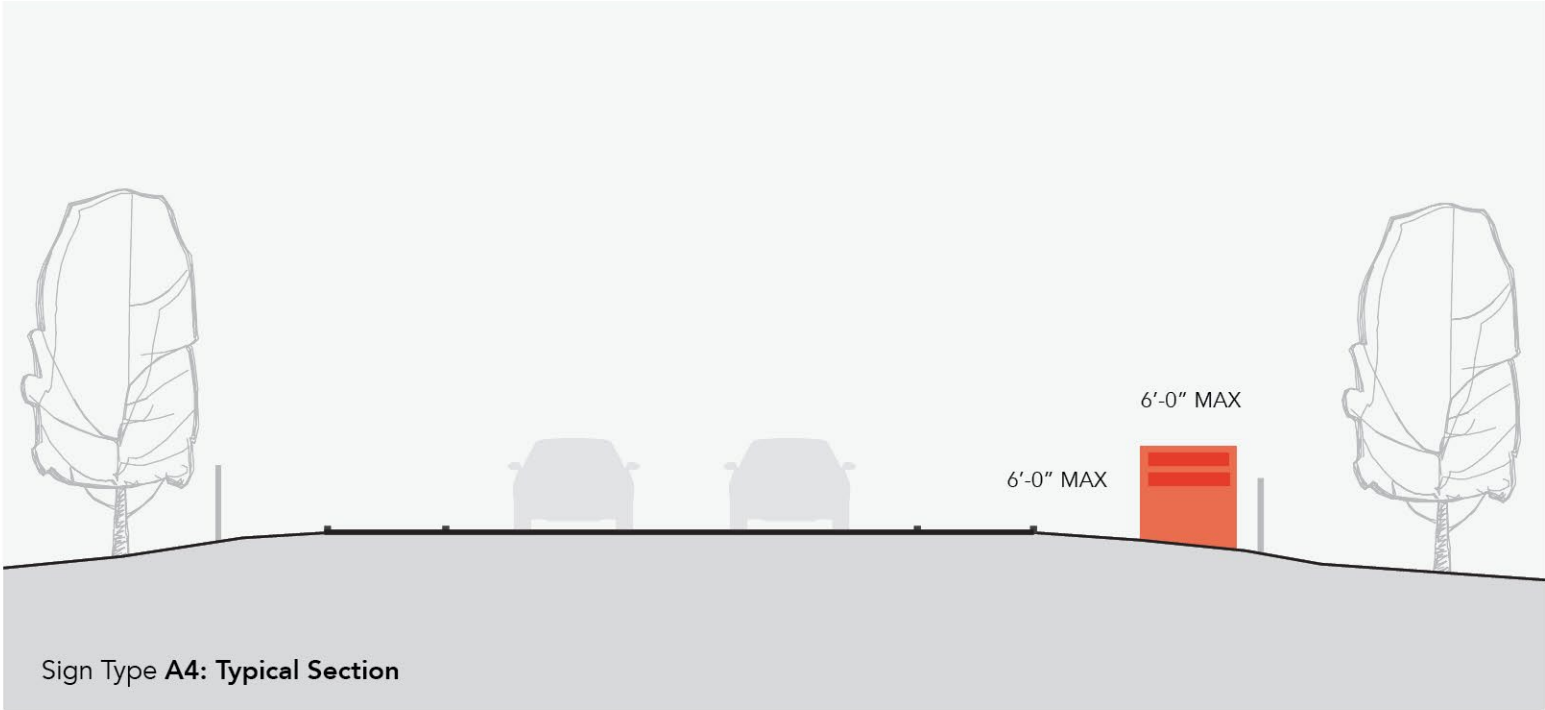
Project ownership to confirm, existing signage to remain, or signage will be redesigned consistent with the design vocabulary used throughout the Maha site signage.



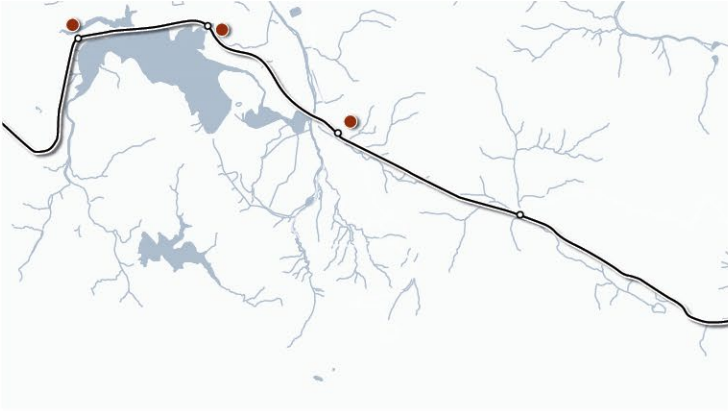


SIGNAGE & WAYFINDING SECONDARY ENTRY CONCEPTS

A4 SECONDARY ENTRY IDENTITY



Height	6'-0" max
Width	6'-0" max
Area (SqFt)	36 SqFt max
Logo / Copy Ht.	Logo: 18" max Copy / Address: 6" max
Quantity	3
Illumination	Internal or External



The Secondary Entry Identity is located at the alternate entrances to the resort property. It is understated when compared to the Primary Guest entrance and its primary function is to direct residents, deliveries, and staff to the proper points of entry.

