

MARIN CIVIC CENTER MASTER DESIGN GUIDELINES SUMMARY TABLE

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SITE ORGANIZATION	This section identifies issues that relate to the overall organization of the site to include view corridors; pedestrian, bicycle, and vehicular circulation; and parking capacity. Guidelines include the following (See Section 3 for further details):
A. View Corridors	<ol style="list-style-type: none"> 1. Where views from the Civic Center buildings to the east and south are obstructed due to tall trees, replacing the trees with smaller species should be considered. (This must be handled with care; a thorough tree planting master plan is required.) 2. Undesirable views of Highway 101 from the Civic Center buildings should be mitigated with buffer and screen planting along the site's western edge. Care must be taken, however, to protect the view from the highway back towards the buildings.
B. Pedestrian Circulation	<ol style="list-style-type: none"> 1. Sidewalks along primary and secondary streets are preferred site-wide in order to strengthen connections between buildings and recreational features on the site. Signage and nighttime lighting should also be included. Sidewalks will improve overall pedestrian safety and access to alternative parking lots for events. 2. A paved walkway of a minimum 12' in width that circles the lagoon entirely should be completed per Frank Lloyd Wright's original plan. Signage and nighttime lighting should also be included. Width and material should be consistent. 3. Pedestrian access to the undeveloped area in the northeast corner of the site is encouraged. Paths should be adequately signed for wayfinding and formalized to the degree necessary to protect sensitive habitats. Habitat control fences will be necessary to protect sensitive wetland areas. Paths should typically be approximately 4 - 6' wide. 4. Existing trails on the site may or may not be formalized, based on the adjacent natural conditions at the discretion of the County. If formalized, trail width and materials should be consistent and determined on a case by case basis.
C. Bicycle Circulation	<ol style="list-style-type: none"> 1. Civic Center Drive and other primary streets should have striped bike lanes and should meet all City, County and State standards. 2. Bicycle access via bike paths or multiuse paths throughout the open space areas is encouraged. Care should be taken in designing these paths to avoid user conflicts and safety problems. Coordination with relevant County agencies, City of San Rafael plans (including the Northgate Promenade), and interested citizen groups is encouraged.

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D. Public Transportation	<ol style="list-style-type: none"> 1. The County is committed to enhancing public and alternative modes of transportation to and from the Civic Center. Future transportation planning efforts should emphasize options other than the use of private vehicles. 2. Bus shelters are encouraged on the Civic Center campus and should be designed specifically for the site. 3. Additional bus service to the Civic Center for cultural events (evenings and weekends) and access to the library is encouraged. Coordination with and support of the SMART project and station at the Civic Center is encouraged.
BUILDINGS AND ARCHITECTURE	<p>This section identifies issues that relate to the buildings and architecture of the site including guidelines related to context, function, and visual impact. Guidelines include the following (See Section 4 for further details):</p>
Context	
A. Siting	<ol style="list-style-type: none"> 1. Integrate the building with the site by working with the topography to create an environment that allows the campus to be seen as a composite whole. 2. Site the building to maintain a sense of open space throughout the campus while preserving as much contiguous outdoor space as possible. 3. Where parking is necessary, it should be sited with sensitivity so as not to obscure the sense of open space or diminish the presence of the buildings.
B. Orientation	<ol style="list-style-type: none"> 1. Integrate the building with the site by working with the topography to create an environment that allows the campus to be seen as a composite whole. 2. Site the building to maintain a sense of open space throughout the campus while preserving as much contiguous outdoor space as possible. 3. Orient buildings, wherever possible, to conform to LEED (Leadership in Energy and Environmental Design) standards to maximize ecological design efficiency and minimize energy.
C. Scale	<ol style="list-style-type: none"> 1. Scale buildings so as not to diminish the prominence of the Administration Building and Hall of Justice on the site. 2. With respect to neighboring structures, scale buildings to avoid large-scale discrepancies.
D. Building Height	<ol style="list-style-type: none"> 1. A new building should not be so tall as to overwhelm the Administration Building and Hall of Justice. The height of a new building (or portion of a building) will be determined by programmatic needs with the utmost care and sensitivity to its surroundings.
Function	
A. Entry Orientation	<ol style="list-style-type: none"> 1. Where possible, orient main building entries toward the arterial roadways of the site to promote circulation efficiency throughout the campus. 2. The siting of the building takes precedence and should be carefully considered per the 'context' guidelines before undertaking the placement of entries. 3. Main building entries should be clearly distinguished from the rest of the structure to ensure recognition and ease of access. 4. Organize building entries to promote pedestrian circulation between buildings.

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B. Building Usage	<ol style="list-style-type: none"> 1. Buildings should promote public activity throughout the site. 2. Public uses should be maintained on the ground level, wherever possible, to promote accessibility and street level activity. 3. Less active functions such as administrative, educational, non-profit, or similar uses should be placed on the upper level wherever possible.
C. Parking Approach	<ol style="list-style-type: none"> 1. Parking should be on site and easily accessible, but should not obscure the site's sense of open space or diminish the presence of the buildings. Further discussion on parking lots is in Section 5, Landscape and Site Elements. 2. Long, low forms are preferred in accordance with Frank Lloyd Wright's design principles and the visual quality of the Administration Building and Hall of Justice. 3. If required, parking structures should be lined with program space, dense landscaping, or a designed series of earth berms with plantings to conceal their appearance and use as a non-occupied building. The feasibility of underground parking structures, covered by landscaped park-like areas or new buildings, should be explored. 4. Parking fields and parking structures should be designed to be environmentally sensitive, minimizing hardscape and built structures while maximizing open space.
Visual Impact	
A. Form	<ol style="list-style-type: none"> 1. Use fewer forms to present a simpler and "quieter" effect to enhance the beauty of the surroundings. 2. Long, low forms are preferred in accordance with Frank Lloyd Wright's design principles and the visual quality of the Administration Building and Hall of Justice. 3. Do not use forms that visually challenge the topography but rather allow the building forms to be complementary to the landscape. 4. Emphasize formal clarity of the building by maintaining a simple palette of materials.
B. Roof Treatment	<ol style="list-style-type: none"> 1. Roof types that are larger, simpler, visually quiet, and formally cohesive are preferred. 2. Avoid roof types that appear smaller and visually busy, and might be interpreted as residential in scale. 3. Roof types should be differentiated from the existing landmark buildings to avoid mimicry and to protect the historic integrity of the landmark buildings. Refer to the Secretary of the Interior's Standards for the Treatment of Historic Properties. 4. Roof treatments should be visually integrated into the overall architectural concept. 5. Incorporate the need for mechanical and electrical equipment into the building design to avoid placing such items onto the roof. 6. Sustainability issues such as use of renewable energy and daylighting should be considered and incorporated into the design of the roof.

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C. Walls and Openings	<ol style="list-style-type: none"> 1. Treat exterior walls as light screens, wherever possible, to take advantage of natural daylight and views to provide building occupants a connection between the indoor spaces and the outdoors. 2. Harmonize all necessary openings – doors, passages and windows – with good human-scaled proportions. 3. Organize exterior wall openings to act singly or in a series, typically as light screens instead of solid walls. 4. Exterior walls should not mimic the Administration Building and Hall of Justice, but may be sympathetic in its intent as a screen to modulate daylight. Refer to the Secretary of the Interior's Standards for the Treatment of Historic Properties. 5. Buildings must respect any privacy issues with regard to nearby residential structures. 6. Sustainability issues such as optimizing energy efficiency and use of daylighting should be considered and incorporated into the design of the exterior envelope.
D. Exterior Walkways/Arcades	<ol style="list-style-type: none"> 1. Exterior walkways and arcades should be of good human-scaled proportions and integrated with the buildings. 2. If exterior walkways/arcades serve no functional and program purpose, as the Civic Center arcades do, do not integrate them so as to mimic, copy or degrade the landmark structure. 3. An arcade does not require arch forms, which in itself may be seen as mimicking. Refer to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
E. Materials	<ol style="list-style-type: none"> 1. Eliminate the combination of different materials in favor of uniform materials as much as possible to emphasize hierarchy and clarity. 2. Choose a simple material palette to express building continuity. 3. Materials should convey a sense of substance and evoke a civic quality. 4. Use natural, non-reflective materials where possible to complement the landscape. 5. Sustainability issues such as recycled content and material origination should be considered in making material choices.
F. Color	<ol style="list-style-type: none"> 1. Building colors should not compete with or otherwise diminish the visual character of the Frank Lloyd Wright Administrative Building and Hall of Justice. 2. Building colors should follow Frank Lloyd Wright's intent of relating the building to the landscape. 3. Avoid bright colors so as not to clash with, compete with or otherwise diminish the existing landmark structures.

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<p>G. Lighting</p>	<ol style="list-style-type: none"> The overall feel of the open space, as a natural setting should be respected, with security and wayfinding/orientation lighting given precedence. Further information is included in Section 6, Landscape and Site Elements. Buildings should have visually restrained and elegant lighting, and should be designed to be compatible and complementary with the landmark structures. Exterior building lighting should be designed and shielded as necessary to avoid off-site lighting and night sky pollution.
<p>LANDSCAPE AND SITE ELEMENTS</p>	<p>This section identifies issues that relate to the overall landscape and site elements, including planting and irrigation, paving and surfaces, site furniture, fences and screening, riparian environments, park and recreation areas, streetscapes, parking lots, lighting, signage and wayfinding. Guidelines include the following (See Section 5 for more further details):</p>
<p>A. Planting and Irrigation</p>	<ol style="list-style-type: none"> The existing Oak trees are to be augmented with additional Oaks whenever and wherever possible. Oaks will serve as the “signature tree” for this landscape as they thrive on these hills, are long-lived, and are appropriate to the site’s cultural history. Non-native trees and shrubs – especially those that are invasive, unsightly, and/or unhealthy – should be replaced over time with species appropriate to the Oak woodland landscape. Both deciduous and evergreen plantings should be selected to enhance the native Oak woodland landscape and be appropriate in size and scale with respect to any adjacent historic structures. For example, new planting should not interfere with views to or from the Civic Center buildings when they reach maturity. The present grassy ground cover is to be preserved and augmented with additional native seeding when necessary.
<p>Streetscapes Planting and Irrigation</p>	<ol style="list-style-type: none"> Primary streets, such as Civic Center Drive, Peter Behr Drive and the Avenue of the Flags, should each have a clear and consistent streetscape planting approach and design. Plant palettes, especially street trees, should be devised for each primary street. Formal street tree planting is encouraged where appropriate. Cohesion and clarity in planting and materials will enhance the visitors’ experience and improve wayfinding on the site. Special attention should be paid to the protection of view corridors. While unity is desired, some breaks in street tree plantings may be necessary to preserve views. Secondary streets, such as Judge Haley Drive, Armory Drive, and Vera Schultz Drive, should also have a clear and consistent streetscape planting approach and design. Because these streets have less traffic and importance on the site, the street tree planting can be less formal than those for the primary streets. However, designing a planting palette for each is encouraged in order to guide future improvements.

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Building Entries, Courtyards and Patios	<p>1. As is currently the practice, highly ornamental plantings are appropriate for the building-related landscapes of the Marin County Civic Center buildings including interior courtyards such as the patio adjacent to the cafeteria and the former exercise courtyard of the original jail. These landscapes should reference Wright's historic plans whenever possible and appropriate and should include a balance of deciduous and evergreen plants. Where the exterior of the building meets the natural ground plane, plantings should be mature and appear to be part of the natural landscape.</p> <p>2. The entry landscapes of the Veteran's Memorial Auditorium and the Exhibit Hall should be enhanced and improved with additional appropriately scaled plantings. This would also enhance wayfinding for visitors to these venues.</p> <p>3. Planting adjacent to any future development - at entries, in courtyards, etc. - should be contemporary in nature and appropriate in scale, color, and texture for the new architecture. It should not attempt to match or mimic existing plantings on site.</p>
Park Areas	<p>1. The irrigation in the Lagoon Park area should be upgraded for efficiency and ease of maintenance.</p> <p>2. Perimeter tree planting to define the edge of the site and to screen the park from adjacent neighborhoods should be maintained and enhanced. Replacement trees in the lawn areas must be able to tolerate lawn watering and should provide as much shade as possible. Trees along the site's perimeter, away from the lawn area, may be Oaks or other natives that do not require or tolerate irrigation or understory planting. A balance of deciduous and evergreen species is desired.</p>
B. Paving and Surfaces	
Primary Pedestrian Connections	<p>1. Existing sidewalks should be made as consistent as possible in terms of design, material, color and finish.</p> <p>2. The preferred material for primary pedestrian routes is standard gray concrete with a consistent medium broom finish. Where the route is directly adjacent to historic structures and "Talliesin Red" paint color has traditionally been used on the paving, it is recommended that integrally colored or stained concrete be used in lieu of surface paint.</p>
Secondary Pedestrian Connections	<p>1. County-sanctioned pedestrian paths should be formalized where doing so would not conflict with adjacent uses. This will increase access to various site amenities.</p> <p>2. For informal pathways where ADA compliance is not required, the preferred surface material is decomposed granite (with or without stabilizer) or small diameter granular aggregate. Where conditions require additional stability and durability, concrete or asphalt may be appropriate.</p>

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Street Paving and Surfaces	<ol style="list-style-type: none"> Asphalt paving with concrete curbs for primary and secondary streets is preferred. In particular, the Avenue of the Flags should be repaved with asphalt. (It is understood that the Marin Center Master Plan will address further design issues of the Avenue of the Flags. While certain details on the Avenue of the Flags may change as a result of the Master Plan, it is desired that the overall look and feel of the street be consistent with that of other streets on the Civic Center campus.)
Special Landscape Features	<ol style="list-style-type: none"> Paving for outdoor courtyards adjacent to historic structures should be historically appropriate and of the highest quality available. Painted or exposed aggregate concrete surfaces should be replaced over time with integrally colored concrete. Examples include the outdoor area adjacent to the cafeteria and the outdoor area at the south end of the Administration Building. Paving and surfaces of new special landscape features adjacent to new architecture should match in spirit with the new building and be site appropriate. Paving materials should be generally neutral and of the highest quality. Paving and surfaces in these cases should support a unified view of the overall campus whenever possible, but may be contemporary materials and treatments as is appropriate for new development. New buildings on the campus with related outdoor areas such as courtyards or patios should use the Civic Center’s standard furnishings whenever possible. When this approach is not appropriate, the new building should establish site furniture standards specific to the architecture. These pieces should also be respectful of the overall setting and character of the campus.
C. Site Furniture	
Park Areas and Lagoon Perimeter	<ol style="list-style-type: none"> It is recommended that all site furniture in Lagoon Park and the landscape surrounding the Lagoon be replaced with high quality, easy to maintain, durable pieces consistent throughout the campus. These pieces should become campus standards for park-like settings. Benches, tables, trash receptacles and any other desired site furniture should be of similar design, color, and materials. Please see recommendations below. The design of the furniture should be site appropriate and considerate of the historic buildings on the site. The use of the "Talliesin Red" as an accent color should be considered depending on the furniture’s location but is not required.
Courtyards & Patios	<ol style="list-style-type: none"> Outdoor furniture for spaces related to the Administration Building and the Hall of Justice should be consistent. Further study on historic information regarding Frank Lloyd Wright’s original intent could be done in order to choose an appropriate standard for these spaces. Otherwise, the campus-wide standard site furniture should be used.

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D. Fences and Screening	<ol style="list-style-type: none"> 1. It is preferred that permanent chain link fencing be used as little as possible in the public park and recreation areas of the campus. When it is necessary, black vinyl coated fences are preferred for durability and aesthetics. 2. All fences should be planted with shrubs and vines wherever possible. 3. Planting barriers including trees may be appropriate where Civic Center property abuts residential neighborhoods to provide a visual screen (for example, as currently exists along Madison Ave.). Any possible future development on the campus should consider and address these issues.
E. Riparian Environments: The Creek, Wetlands and Lagoon	<ol style="list-style-type: none"> 1. Enhance, protect and restore riparian habitats on the Civic Center site to the highest degree possible. 2. Provide as many interpretive and educational opportunities for Marin residents in these riparian areas as is feasible. 3. Improve water quality of the lagoon; explore sustainable solutions for water filtration.
F. Park and Recreation Areas	<ol style="list-style-type: none"> 1. The preferred approach is to complete the loop around the entire lagoon with parkland as originally envisioned. The path along the lagoon should be considered a primary pedestrian route and enhanced accordingly. Site furnishings should be upgraded per the guidelines above. Lighting should be improved for safety and nighttime ambiance. Signage and wayfinding should be clear and encourage visitors. 2. New park areas may be developed on-site in the future. Such development should connect seamlessly with the existing park lands per Wright's original design. While the new park areas may differ in character from Lagoon Park, it is desired that new parks have adequate transitional space between landscape types in order to enhance the cohesive quality of the campus. For example, the open space in the northeast corner of the site may be enhanced with improved access to the public. The access points to this more natural landscape should be clearly connected to the existing park areas, but they do not need to match the pastoral design character of Lagoon Park.

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<p>G. Streetscapes</p>	<ol style="list-style-type: none"> 1. Concrete sidewalks adjacent to primary and secondary streets are preferred. In particular, Civic Center Drive between Armory Drive and the Avenue of the Flags should have a concrete sidewalk along its eastern edge of no less than 6' in width. See section 5.3 on paving above for further details. 2. Streets should have adequate night lighting for vehicles and pedestrians to enhance safety and in order to improve the site's accessibility during evening events. Civic Center Drive, the Avenue of the Flags and Armory Drive are of particular concern. Lighting fixtures and design for streets should be consistent site-wide. See section 5.10 on lighting for further details. 3. Site signage should be easy to see and understand in order to enhance wayfinding and improve accessibility. See section 5.11 on signage and wayfinding below for further details. 4. All intersections should be appropriately striped for pedestrian crossings; curb-cuts and other appropriate measures should be taken to ensure disabled access. 5. The County should consider striped bike lanes on primary streets, particularly Civic Center Drive, in order to encourage cycling. See section 3.3 for further information on bicycle circulation. 6. Street trees are encouraged as they define edges and beautify the site. Highlighting the same tree on a single street is also preferred in order to add order and clarity to the campus. Special attention should be paid, however, not to obstruct view corridors with new street tree planting. See section 5.2 on planting for further details.

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<p>H. Parking Lots</p>	<ol style="list-style-type: none"> 1. All existing parking lots on the Civic Center campus should be redesigned to incorporate bioswales to capture and treat run-off on-site wherever possible. These swales should run in between rows of parked cars and be planted with species specifically chosen for their water filtration abilities. 2. Existing parking lots should also be densely planted with shade trees. Soil fertility and irrigation strategies must be devised in order to promote sustained health and growth of trees in such harsh environments. 3. The terraced parking areas west of the Administration Building should be improved by planting vines to cover the large expanses of the concrete walls. 4. Planting for lots that may host the farmer's market should be controlled so that the market would not be negatively impacted. 5. Where possible, existing lots should be repaved with permeable surfaces to reduce stormwater run-off. 6. Parking lot lighting should be enhanced for safety. See section 5.10 on lighting for further details. 7. All new lots on the site should strictly adhere to the sustainable design practices listed above. The feasibility of underground parking, covered by landscaped park-like areas or new buildings, should be explored. 8. The feasibility of installing solar panels in shade structures over parking areas should be explored.
<p>I. Lighting</p>	<p>Functional Criteria</p> <ol style="list-style-type: none"> 1. Provide adequate light for safety and security. Two main lighting factors that reinforce a sense of safety and security are adequate horizontal illuminance at the ground for navigation of pathways, and adequate vertical luminance at surfaces such as building forms, building entries, people, signage and planting to provide visual context. 2. Create a strong nighttime identity. Establish a hierarchy of illuminated site features, such as the spire on the Administration Building, where brightness, color, and coverage can indicate degree of significance and focus. 3. Use lighting to promote wayfinding. Illuminate gateways and vertical surfaces to provide context for pedestrians and drivers. Integrate lighting systems with signage. 4. Address maintenance issues such as standardizing lamp types as much as possible; maximizing accessibility of fixtures for easier repair and re-lamping; optimizing lamp life, cost, and energy efficiency, and minimizing opportunities for vandalism.

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<p>Design Criteria and Approach</p>	<ol style="list-style-type: none"> The scale, form, color, and spacing of lighting elements should be cohesive campus-wide and compatible with the historic design precedents and with the simple, and timeless designs of other site elements such as planting, architecture, and signage. Site lighting fixtures located near historic structures must be respectful of the historic styled designs and site lighting fixtures used elsewhere should be simple, timeless, and cohesive throughout possible future development areas. This concept of a “family of fixtures” should be applied to the major open spaces. The color of light throughout the Marin County Civic Center should be consistent with only slight variations in the color of the light source, which may be considered appropriate for distinguishing adjacent areas of different functions. To maintain this historic color variation, we recommend using warm colored 3000 Kelvin compact fluorescent light sources. All light sources should have the highest color rendering properties available to enhance the quality of the nighttime experience. The Area Brightness Lighting Diagram contained in this section summarizes the overall design approach. Each possible future project should provide smooth transitions between zones of different light intensities. Zones of varying levels of brightness based on the diagram should be implemented. The lighting solution should provide an appropriate balance of light and level of comfort, with the actual quantity of light (i.e. number of footcandles) as a guideline. Special attention should be paid to providing a visually comfortable transition from one area to the next. To facilitate seasonal lighting and special events, the infrastructure of each possible future development should include power for the installation of temporary lighting. The existing historic hat-shaped fixtures, placed 60’ on center, do not provide a uniform coverage of the pathways, where vertical illumination on pedestrians falls off in between light fixtures. It is recommended that a higher light pole with the same fixture head style and profile be considered for greater vertical and horizontal illumination coverage along pedestrian pathways. A reconstructed custom hybrid fixture design that represents the original historic fixture concept and overall profile yet with modernized fixture optics and lamp technology is recommended. The use of ceramic metal halide technology is preferred for roadway and street lighting.
<p>J. Signage and Wayfinding</p>	
<p>Gateway Feature</p>	<ol style="list-style-type: none"> The blue roof and gold-leaved spire are so distinctive and well-known that gateway enhancements are not functionally necessary at the intersections of Civic Center Drive with San Pedro Road and the Avenue of the Flags. Gateway features would nevertheless add richness to the site and “announce” the design character of the landscape improvements and signage that visitors will encounter. Gateway features would likely combine signage with landscape enhancements.

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Primary Vehicle Directional	<ol style="list-style-type: none"> 1. These should be sized for readability at the nominal 25 mph speed limit along Civic Center Drive. They would typically be placed at the intersections with all public roadways, and, in some instances, at advance locations as well. 2. Upgrades to existing directional signs to the Marin Veterans' Auditorium and Exhibit Hall complex would essentially replicate existing sign copy. 3. New directional signs at the roadways to the Administration Building and Hall of Justice "overpasses" would identify each building entrance and the principal public destinations it serves most directly.
Secondary Vehicle Directional	<ol style="list-style-type: none"> 1. Secondary directionals are used where slower speeds permit readability of smaller copy. Generally, they also display fewer destinations. 2. Existing secondary signs at the Marin Veterans' Memorial Auditorium and Exhibit Hall complex should be upgraded. 3. New signs should be placed along Peter Behr Drive, Judge Haley Drive and Vera Schultz Drive to direct visitors to the parking zone nearest the building entrance that leads most directly to their destination.
Pedestrian Directionals	<ol style="list-style-type: none"> 1. Pedestrian-scale wayfinding should be provided along the paths of travel from the Administration Building and Hall of Justice and east parking lot to appropriate building entries, and throughout the Marin Center.
Pedestrian Orientation Maps	<ol style="list-style-type: none"> 1. A few strategically placed maps will give many visitors a helpful overview of the site. (Some people cannot make the association between a scaled representation and the physical world. Wayfinding should therefore not rely exclusively on orientation maps.) 2. Potential map locations include the transit stop on Civic Center Drive, the Administration Building and Hall of Justice parking lots, and key pedestrian nodes at the Marin Center. These maps should include only the destinations and information necessary to guide most visitors. The more complex a map, the more intimidating and confusing it can be.
Building Entry Identification	<ol style="list-style-type: none"> 1. It will be critical to "label" each public entrance to the Administration Building and Hall of Justice conspicuously (i.e. - A/B/C or North/Central/South). Each label should be augmented by a directory of primary public destinations (Courts, Jury Assembly Room, Traffic Citations et al). 2. Public transit systems typically have their own, distinct signage and graphics, together with standards for their use, and this may be the case for SMART. However, because of the Civic Center's unique, historic character, SMART signage should, if possible, have site-specific structural supports and/or "framing."

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Typeface	<ol style="list-style-type: none"> The typeface Futura is currently used throughout the Administration Building, Hall of Justice and Marin Veterans' Memorial Auditorium. Futura's circular (or apparently circular) letterforms are uniquely appropriate to complement Wright's use of circles and circular arcs as design motifs. Futura is therefore the recommended typeface for future signage.
Copy Size	<ol style="list-style-type: none"> The cap height (the size of a capital letter measured vertically) for primary directional signs along Civic Center Drive should be 4" to 4.5." The cap height for directional signs along secondary roadways and entry drives should be 2.5" to 3.5". Because Futura has unusually extended (wide) letterforms, signs will be correspondingly wider to accommodate the typeface without reducing cap heights or digitally condensing the copy.
Amount of Copy	<ol style="list-style-type: none"> Wherever possible, directional signs should have a maximum of three listed destinations. Drivers don't typically have time to process more information than that, and the more destinations displayed on a sign, the less attention each will get.
Overall Size	<ol style="list-style-type: none"> Size as necessary to display the copy at the indicated cap height and to provide an adequate border zone all around. Sign panels should generally be wider than they are high to minimize multiline messages. 4' 6" is an optimal overall height. The lowest copy on a sign panel should be 1' 0" to 1' 6" above finish grade to keep the copy within a driver's line of vision and to prevent being blocked by ground cover.
Changeability	<ol style="list-style-type: none"> Most destinations at the Marin County Civic Center campus are unlikely to change over time. Where change is a possibility, the use of modular directional signs which simplify copy updates should be considered.
Placement	<ol style="list-style-type: none"> Vehicular directionals should be placed as close to the street as possible without disrupting sightlines or interfering with underground utilities. Placement should also take into account adjacent trees, shrubs and ground cover. Irrigation heads should be directed away from sign panels to avoid the buildup of alkaloids from repeated spraying.
Lighting	<ol style="list-style-type: none"> All principal wayfinding features should have dedicated external illumination unless ambient light levels are high enough to provide the necessary visibility.

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Design Considerations	<ol style="list-style-type: none"> 1. All components of the hierarchy should employ the Futura typeface and utilize the Civic Center color palette – sandstone beige, blue and Taliesin Red – and all components should reflect a common design vocabulary. 2. That design vocabulary, however, should not mimic the Civic Center architecture. Instead, it should be compatible in a general way, using curved forms to soften massing, and horizontal rather than vertical proportions whenever possible. 3. If design motifs or details are incorporated into the signage, they should be placed on the edges of a sign panel and/or the support structure so that they don't obtrude on the "live area" reserved for copy. 4. Borders between colors or materials should be articulated by a reveal, a trim piece, a change in plane or some similar device.