Missouri Flat
DESIGN GUIDELINES
June 3, 2008

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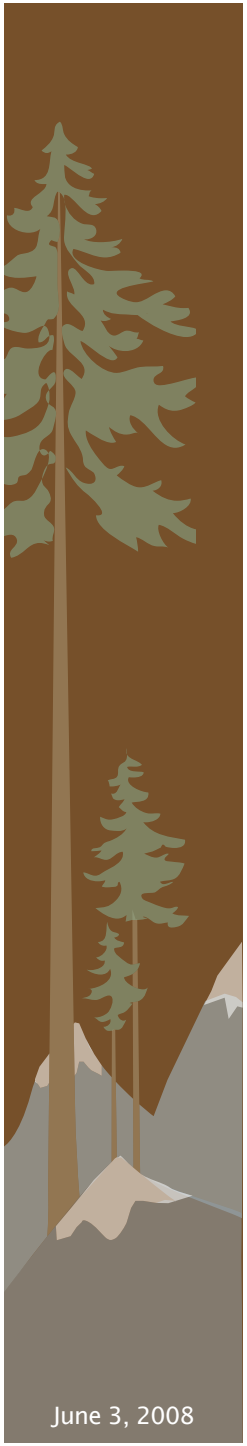

Missouri Flat

DESIGN GUIDELINES

Adopted by Resolution No. 134-2008

June 3, 2008

Prepared for:

El Dorado County
Development Services Department
2850 Fairlane Court
Placerville, CA 95667

Prepared by:

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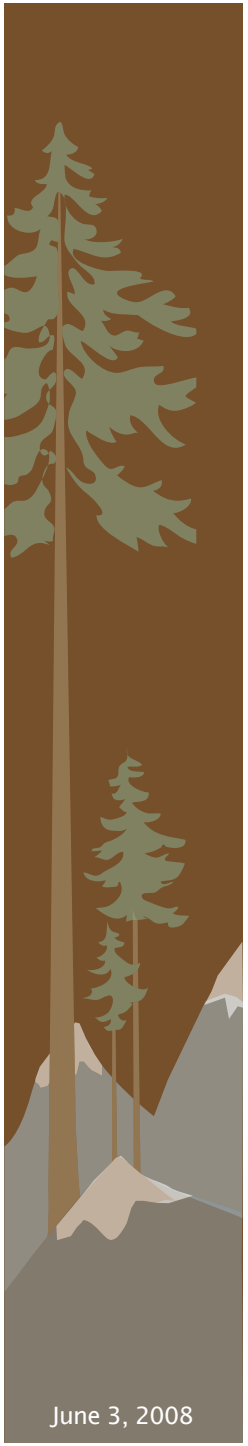

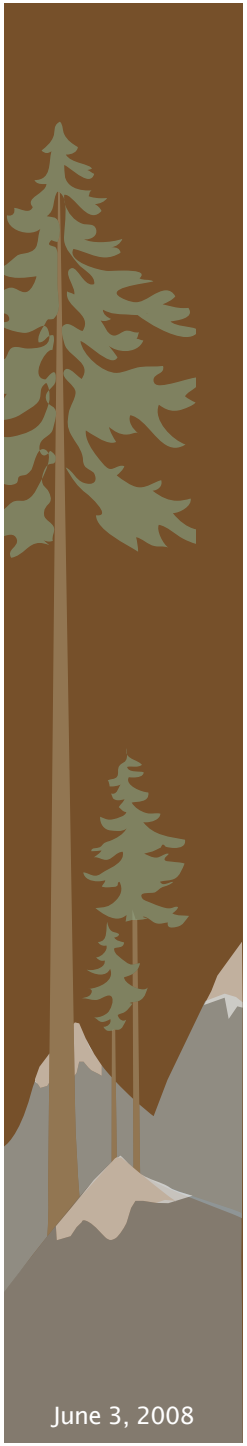

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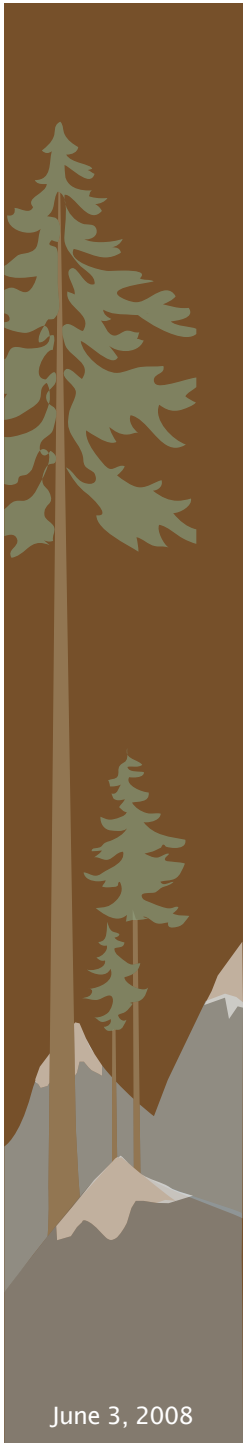

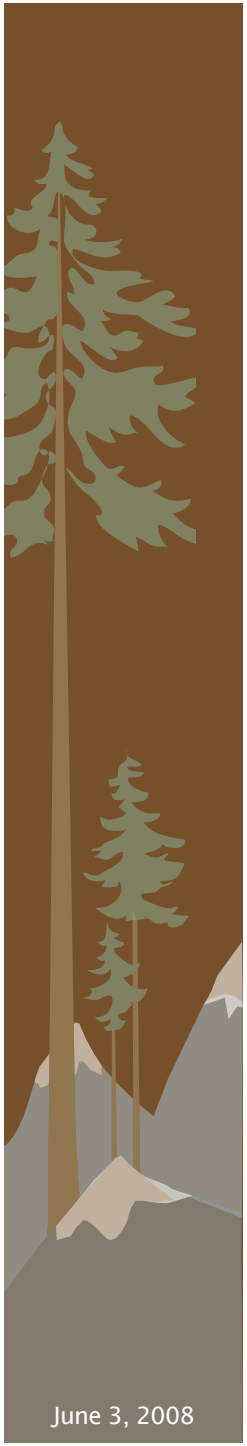

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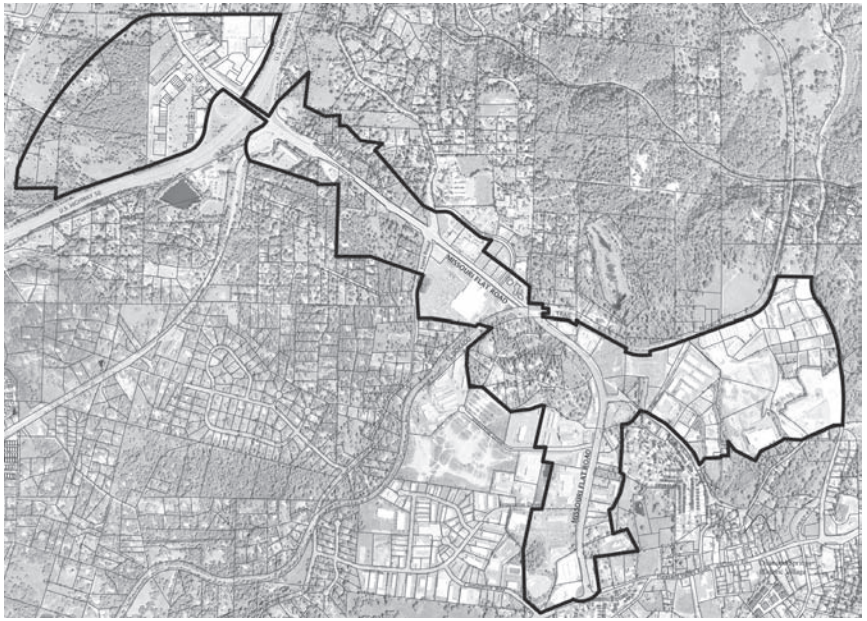
1 INTRODUCTION



1.1 PROJECT OVERVIEW

The purpose of this document is to revitalize the underutilized Missouri Flat Road commercial corridor. The design guidelines and streetscape improvement standards contained in this document are intended to improve the quality and character of the built environment and create a pedestrian-friendly atmosphere with enhanced public spaces along the corridor.

1.2 PROJECT STUDY BOUNDARY

The Missouri Flat study area boundary includes the parcels directly adjacent to Missouri Flat Road between El Dorado Road and Pleasant Valley Road (Highway 49). Additional parcels encompassed by the study area include a few residential lots on the hill east of the El Dorado Trail and the area east of Missouri Flat Road between the El Dorado Trail, China Garden, and Highway 49. The Study Area Boundary is illustrated in Figure 1.1.

1.3 EXISTING CORRIDOR CHARACTERISTICS

The Missouri Flat community began in the rural outskirts of the City of Placerville as a large-lot residential community serviced by the commercial corridor of Missouri Flat Road. A major interchange improvement at Missouri Flat Road and Highway 50 will create a prime opportunity for a shift from highway commercial development to retail commercial development that services the residents of Missouri Flat and Placerville, as well as visitors traveling to the gold country. Additionally, an expected extension of Missouri Flat Road through to Highway 49 will have further impact on the existing corridor; the exact impact will depend upon the final determination of the roadway alignment and the subsequent surrounding new development.

The existing development along the northwest segment of Missouri Flat Road includes typical urban shopping centers with parking fields in front and some national retail, as well as large residential lots. The southeastern portion of existing Missouri Flat Road is characterized by commercial service type uses such as auto sales and repair shops, plumbing businesses, and other building-related suppliers.

Topography has an effect on the development potential of the area. The north side of the western portion of Missouri Flat Road contains steep slopes that may limit development adjacent to the right-of-way. A hillside also exists at the intersection of Missouri Flat Road and the El Dorado Trail; in this area, development will most likely occur at the top of the hill rather than adjacent to the street.

1.3

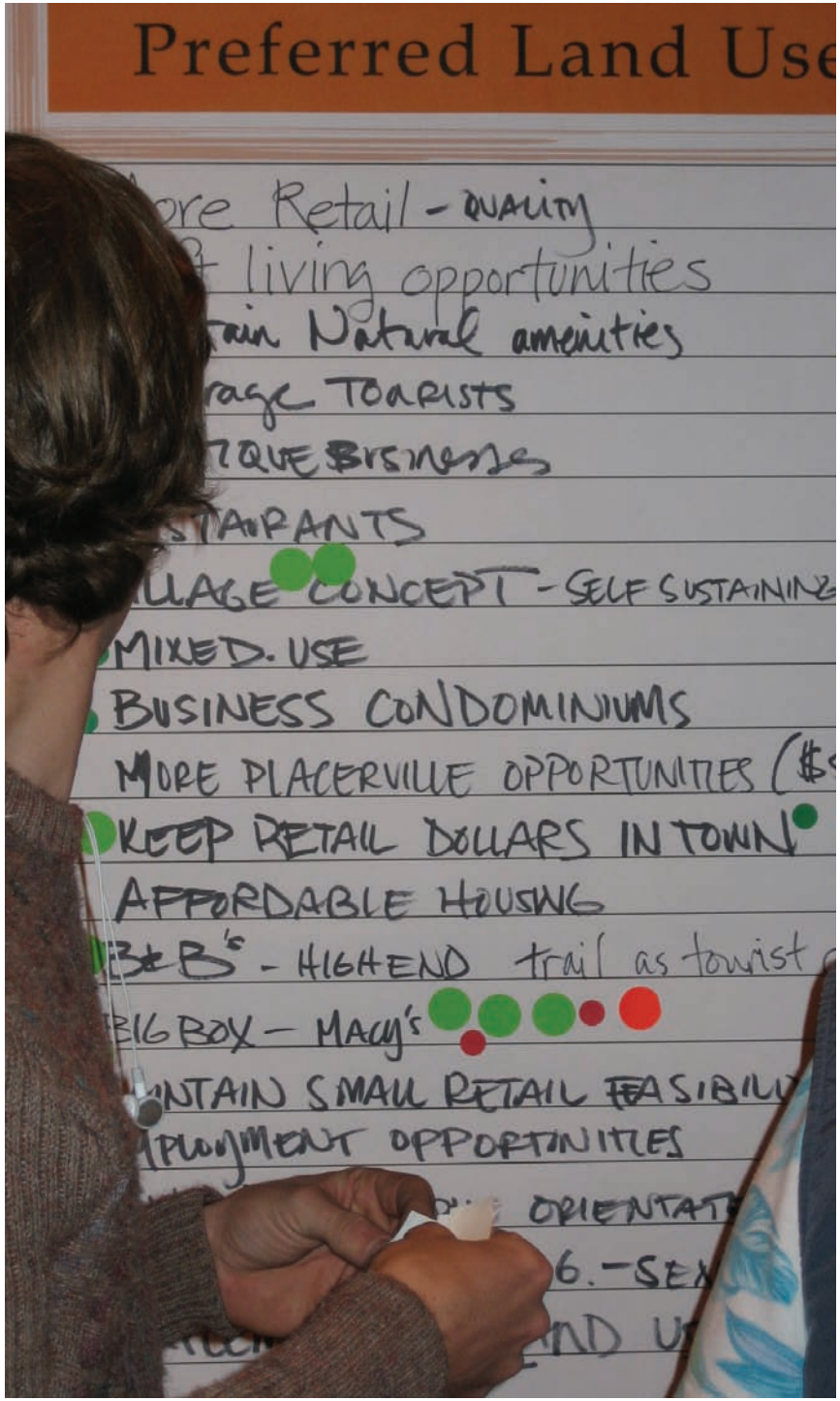
Introduction

1.4

Introduction

1.4 COMMUNITY OUTREACH

In crafting a set of design guidelines for the Missouri Flat area, it was important to solicit public comment and engage the community. Initially, the consultant team met with key stakeholders to gather a basic understanding on the study area, opportunities, constraints, and individuals' vision for the future of the area. In addition to the stakeholder interviews, two public workshops were conducted. The first workshop was devoted to identifying and investigating issues, setting priorities on those issues, and facilitating some design brainstorming while the second workshop was focused on presenting alternatives, options, and ideas for the design guidelines.



1.5 WHO WILL USE THIS DOCUMENT

Property owners, design professionals and developers, County staff, and County review bodies will use this document.

The guidelines will provide property owners and project architects with a clear understanding of the design elements that are desired for development projects within the study area and will work in conjunction with the El Dorado County General Plan and El Dorado County Ordinance Code.

The guidelines will provide a clear and graphic direction for renovation and new construction. The guidelines will serve as an information tool that can provide a link between the property owner and the designer or developer and will clarify the aspects of quality design.

County staff will use the guidelines in assisting applicants and their representatives with project processing. The guidelines will serve as the basis for evaluating proposals for quality of design.

This document will provide the El Dorado County Planning Commission, Board of Supervisors, and other reviewing bodies with a basis for evaluating an application's quality of design.

1.6 HOW TO USE THIS DOCUMENT

The Missouri Flat Design Guidelines is broken up into three chapters. Chapter 1 provides an introduction and overview of the project area, contents, and background of the plan. Chapters 2 and 3 focus primarily on the built environment and provide direction and guidelines for private development within the Missouri Flat corridor. As previously discussed, one desired outcome expressed at the public workshops is to create a unique architectural character for the corridor. Chapter 2 outlines many of the materials and design details that are associated with the desired agrarian, mountain, gold rush, and craftsman architectural styles. Chapter 3 provides design guidelines for private development along the corridor.

2.1 INTRODUCTION

Development within the corridor is not required to be any one architectural style but should incorporate elements from one of the following architectural styles:

- Mountain
- Agrarian
- Craftsman
- Gold Rush

Following is an illustrated summary of the major building elements that distinguish each of the four styles. Users of this document should reference this Architectural Character chapter for all proposed development, as well as the guidelines provided in Chapter 3 - Private Development.

2.2

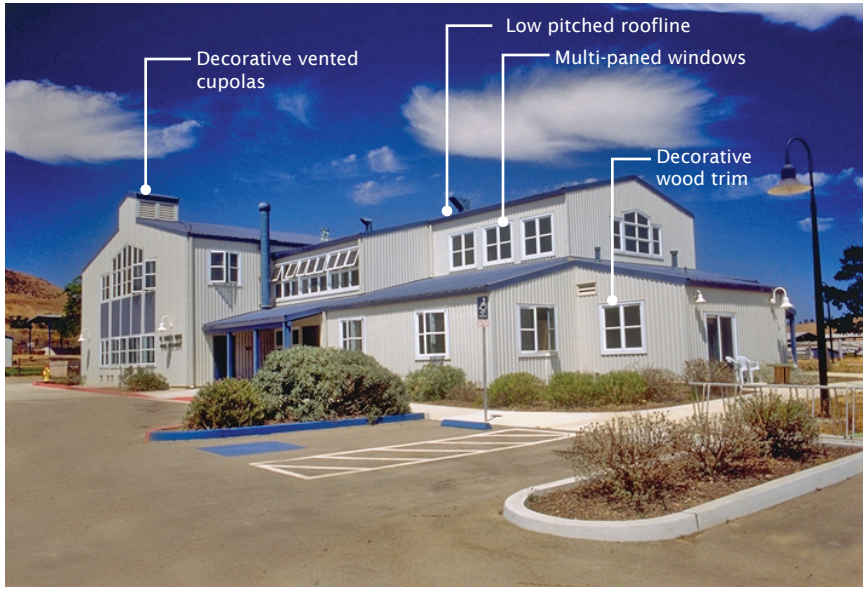
Architectural Character

2.2 AGRARIAN

The agrarian architectural style is characterized by a simple and utilitarian design stemming from agricultural traditions beginning during the late 1700s. Agrarian buildings made use of local materials and traditionally are simple in geometry and arranged in clusters.

A. BUILDING ELEMENTS

- Deep covered porches with square posts
- Low pitched roofline with gabled, hipped, shed, or gambrel
- Heavy wood beams and timber trusses
- Exposed timber rafter tails
- Decorative vented cupolas
- Regularly placed and shaped multi-paned windows
- Vertically oriented windows with divided lights
- Decorative wood trim for windows and doors

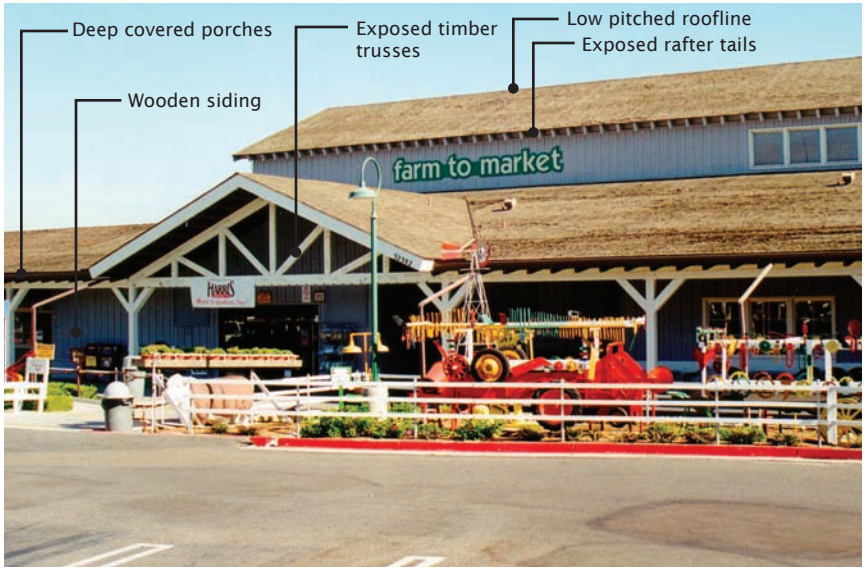


B. EXTERIOR WALL MATERIALS

- Horizontal lap siding
- Board and batten siding
- Cement fiber siding (6-inch, 8-inch, or 12-inch horizontal siding)
- Wood clapboard
- Metal siding (corrugated or paneled)

C. ROOF MATERIALS

- Standing seam metal
- Corrugated metal
- Treated wood shingles
- Flat concrete tile



2.3

Architectural Character

2.4

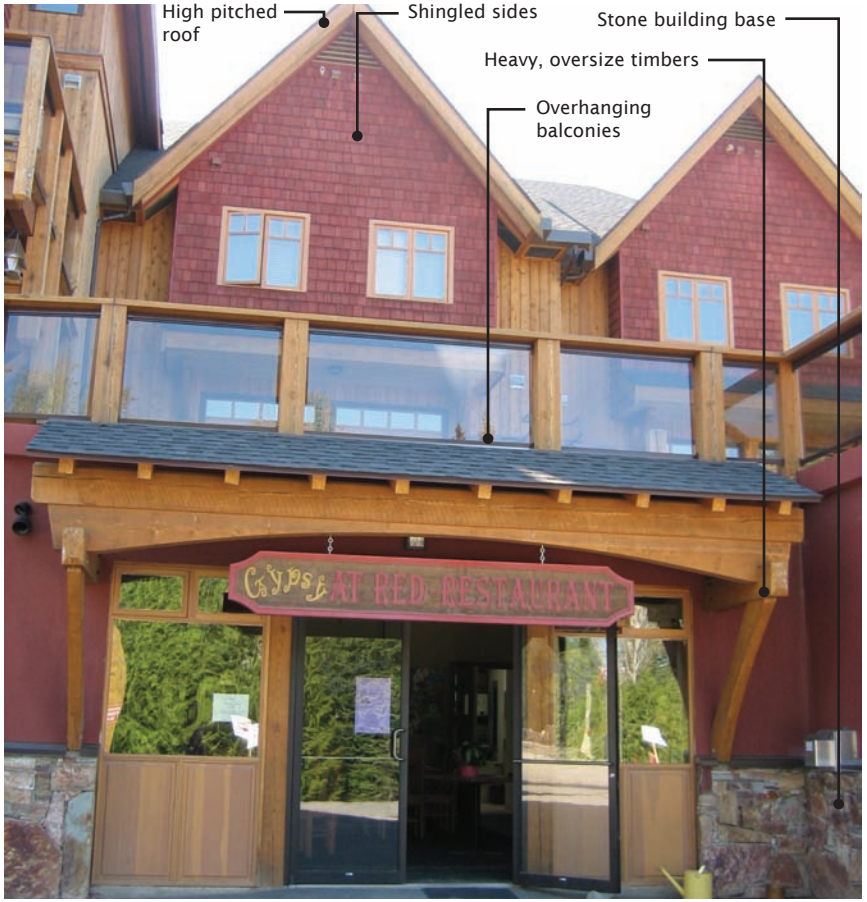
Architectural Character

2.3 MOUNTAIN ARCHITECTURE

The heavy timbered structure is archetypal of the Mountain Architecture style. Buildings in this style utilized locally available materials, whether uncut logs or sawn timbers as well as heavy local stones. High-pitched roofs help to relieve snow loads. Smaller windows and doors were also by-products of the heavy construction style.

A. BUILDING ELEMENTS

- Heavy, oversize timber structure or log construction
- Rustic logs and siding
- Broad, high-pitched roofs
- Overhanging upper floors and balconies
- Multiple roofs and floor levels
- Exposed timber trusses or lintel beams incorporating decorative knee bracing
- Exposed rafter tails
- Gable end roofs with wide overhanging eaves
- Gable and shed dormers
- Wood casement or fixed windows (multi-lite) with wood trim



- Wood doors with wood trim
- Stone chimney elements
- Expansive decks
- Twig or herringbone guardrails
- Textural and rough detailing
- Battered wall and column details

B. EXTERIOR WALL MATERIALS

- Vertical rough sawn board and batten siding
- Horizontal rough sawn lap siding and shingles
- Native stone, ledgestone, fieldstone, or river rock veneer
- Cement fiber siding (6-inch, 8-inch, or 12-inch horizontal siding)
- Brick

C. ROOF MATERIALS

- Flat concrete tile
- Dimensional asphalt or composite shingles
- Standing seam metal roofing

2.5

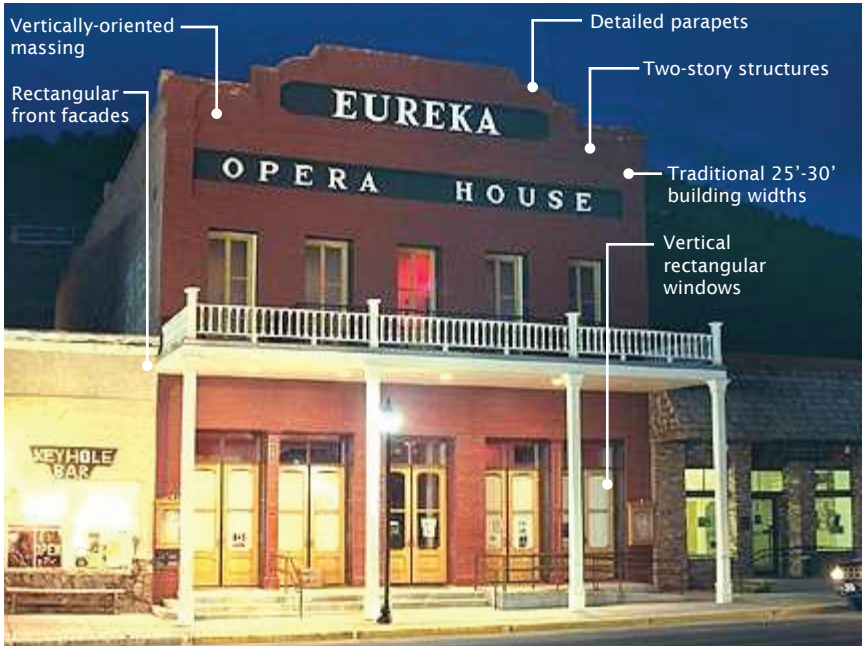
Architectural Character

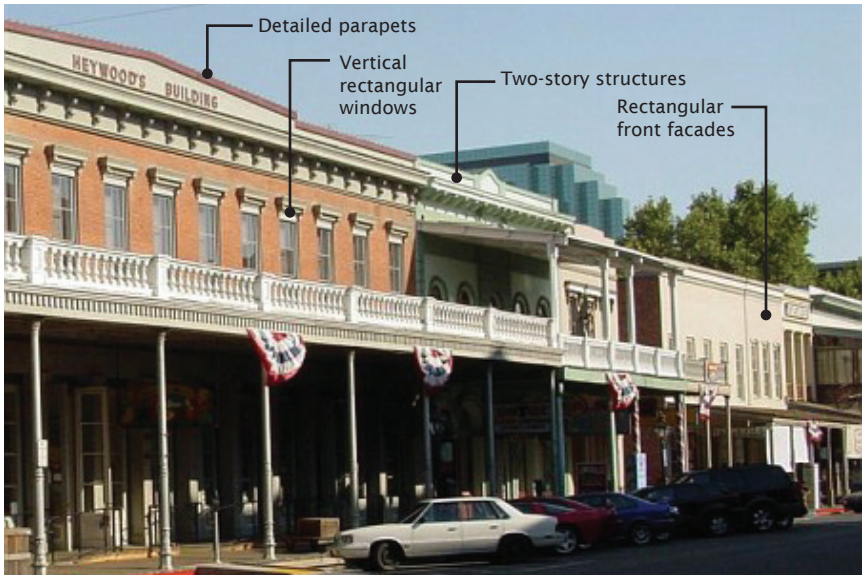
2.4 GOLD RUSH

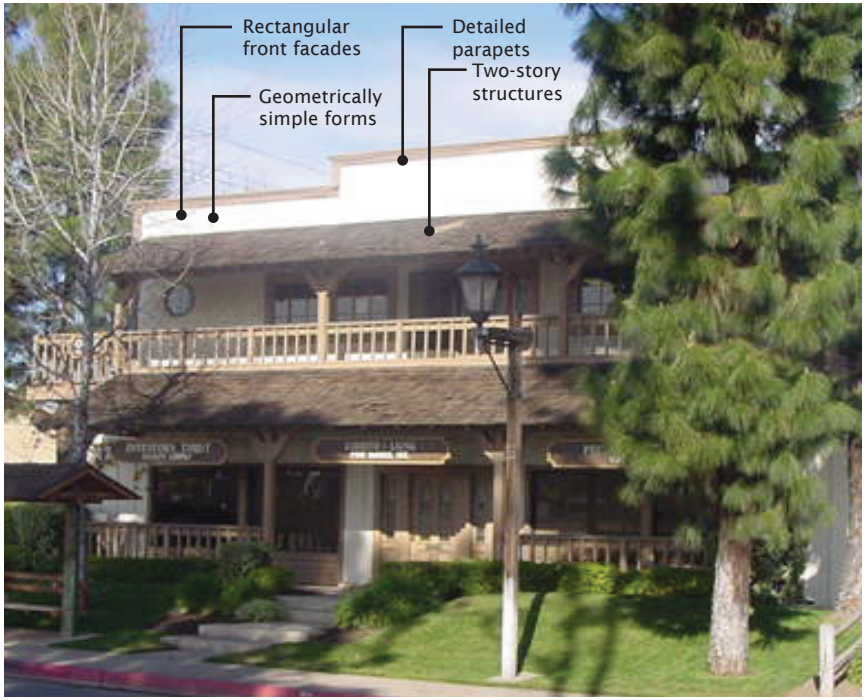
Architecture of the Gold Rush era is representative of the speed of the movement. The wooden structures are simple and practical in construction and lacking in intricate details. Parapet roofs are popular in this style and buildings typically have a two-story massing with balconies or similar detailing at the second floor.

A. BUILDING ELEMENTS

- Geometrically simple forms
- Vertically-oriented massing
- Two-story structures with rectangular, plain wooden front facades
- Vertical narrow rectangular windows with divided lights
- Structural elements such as columns, braces, etc that are similar in design to and complement the decorative elements
- Building facades emulate traditional building widths that generally do not exceed 25 feet to 30 feet at the ground level







- Roofs hidden behind prominent facades with street-facing, detailed parapets
- Parapets detailed with precast treatments; continuous banding; or projecting cornices, lentils, caps, corner details, or variety in pitch

B. EXTERIOR WALL MATERIALS

- Flash-fired brick
- Vertical rough sawn board and batten siding
- Horizontal rough sawn lap siding and shingles
- Cement fiber siding (6-inch, 8-inch, or 12-inch horizontal siding)
- Stucco

C. ROOF MATERIALS

- Built-up roofing at flat roof portions

2.5 CRAFTSMAN

Craftsman architecture is an American-specific style that represents a return to the traditional. Developing at the turn of the twentieth century, the Craftsman style brought back detailing and handicraft to buildings rather than homogenous mass production. The style has elements of a rustic appearance that utilizes natural materials and blends with the natural surroundings. Carefully designed interiors and small decorative features are hallmarks of this style.

A. BUILDING ELEMENTS

- Low pitched, gabled roof facing street
- Horizontal massing
- Deep overhangs
- Exposed rafter tails, floor joists, and beam ends
- Decorative beams, kickers, or braces under gable
- Shingled gables and dormers
- Large porches and pergolas
- Window banding
- Vertically oriented double-hung windows

- Wood windows with wood trim
- Wood doors with wood trim
- Stone or river rock bases and accents
- Column pairs with intersecting beam work
- Short, square timber posts on a stone base
- Exterior chimneys of river rock or brick

B. EXTERIOR WALL MATERIALS

- Wood siding
- Cement fiber siding (6-inch, 8-inch, or 12-inch horizontal siding)
- Wood shingle clapboard
- Stucco

C. ROOF MATERIALS

- Standing seam metal roof
- Concrete shake shingles
- Treated wood shingles
- Composition shake shingles

2.9

Architectural Character

2.10 Architectural Character

3.1 INTRODUCTION

A. COMMERCIAL DEVELOPMENT

This section provides general guidelines for the design of commercial and mixed-use developments along the corridor. Retail and commercial businesses include those that serve local needs, such as neighborhood markets and dry cleaners, and those that serve County or regional needs, such as auto dealers and furniture stores. Mixed-use development refers to any combination of commercial, office, and residential development. Any addition, remodel, relocation, or construction requiring a building permit within any commercial district should adhere to these guidelines.

3.2

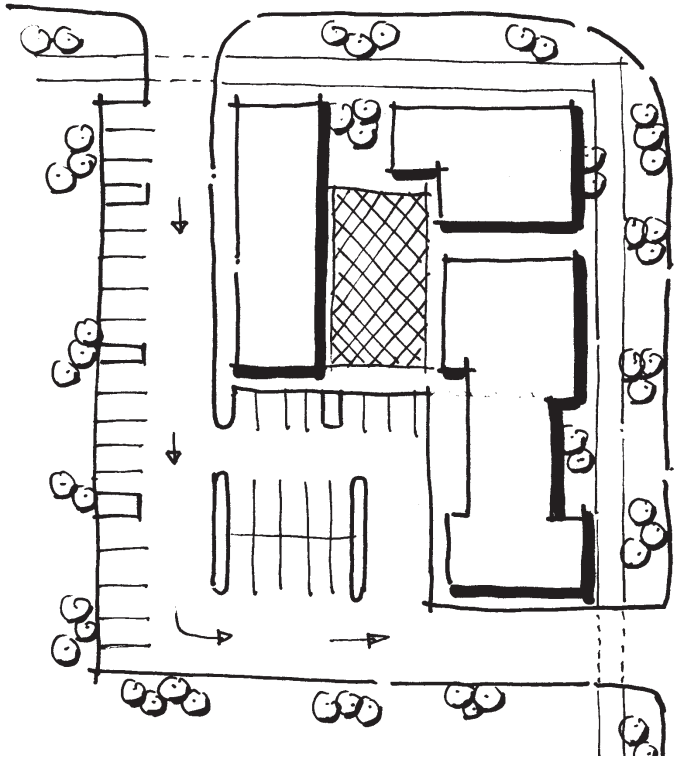
Development Guidelines

B. CHAPTER ORGANIZATION

This chapter is organized by common elements found in well-designed commercial projects, including:

- Site Planning,
- Landscaping,
- Building Design,
- Utilitarian Aspects,
- Signs, and
- Mixed-Use.

Site planning refers to the relationship between buildings, parking areas, and pedestrian spaces



Circulation patterns should be easily identifiable

3.2 SITE PLANNING

Site planning refers to the preparation of the site for development and the arrangement of and relationship between buildings, parking areas, and pedestrian spaces. Lot grading and drainage should be coordinated in the initial design phase of the project to ensure the most natural and least invasive approach is used.

Site amenities, entries, and features should be coordinated to complement one another and create a unified project appearance. Circulation systems should be designed to allow for customers and deliveries to easily reach the site, circulate through the parking lot, and exit the site. Clear, easily understandable circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion. Parking areas should be landscaped to minimize summer glare and heat buildup and to reduce the negative visual impact associated with large areas of paving.

3.4

Development Guidelines

A. GRADING AND DRAINAGE

1. Excessive cut and fill should be avoided by following natural contours when possible. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural land forms.

2. Slopes should be rounded and contoured to blend with the existing terrain and to minimize grade differentials with adjacent streets and properties.

3. Project plans should address the disposal of excess soil material as necessary.

4. Grading should retain as much natural vegetation as possible. Tree removal is discouraged.

5. Project design should provide for controlled drainage of stormwater runoff away from buildings.

6. Detention basins should not be located within the front setback unless designed as an attractive landscape element. Stormwater retention ponds should be designed as landscape features rather than as large, unadorned depressions in the site.

7. The use of bioswales is encouraged when this option is feasible for meeting NPDES goals and objectives.

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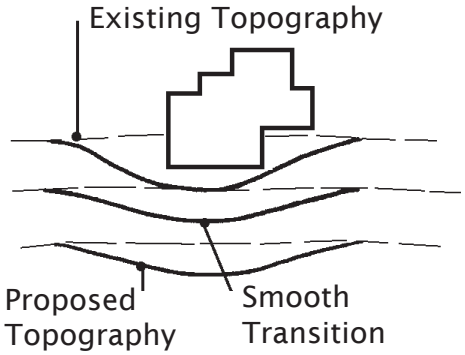

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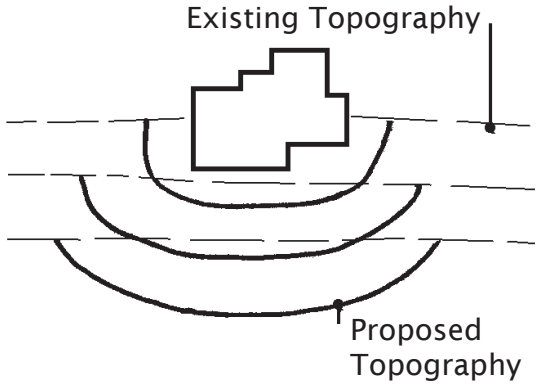
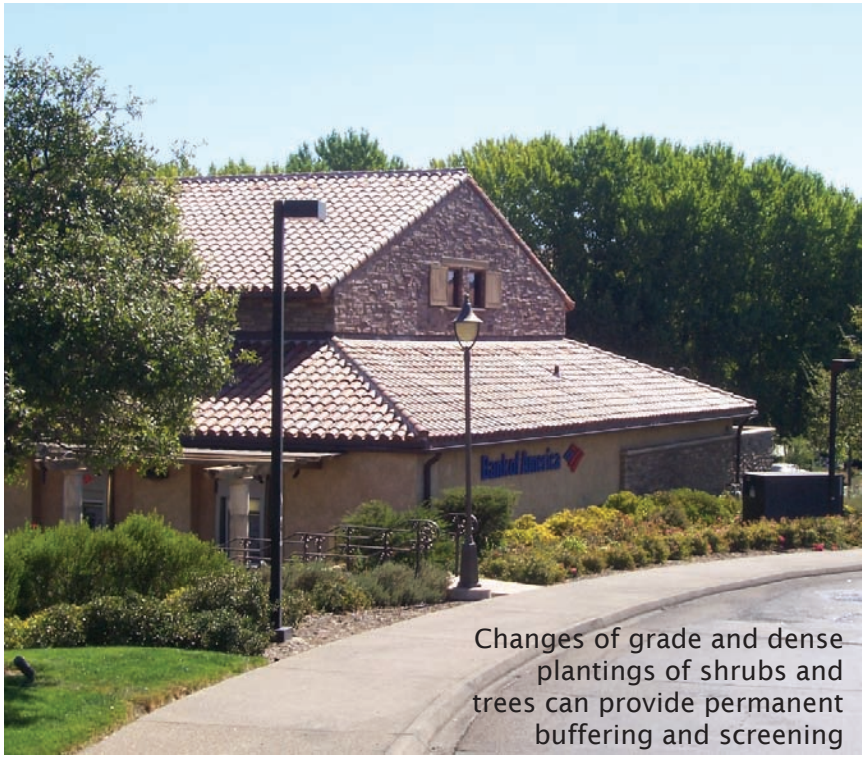


Buildings should be oriented toward public spaces



Changes of grade and dense plantings of shrubs and trees can provide permanent buffering and screening

B. LOT LAYOUT

1. Site layout should take advantage of the natural environmental setting through the following:

   - providing view sheds from public places,
   - using natural materials indigenous to the area,
   - integrating native landscaping, and
   - recreating a sense of natural topography in site layout.

2. Structures should be located and constructed to both preserve and take advantage of scenic views.

3. Changes of grade, fences, walls, earth berms, and dense plantings of shrubs and trees can provide permanent buffering and screening to reduce or minimize the conflicts that one type of land use may cause to another.

4. Buildings should be oriented towards public spaces and should not back onto existing or planned amenities such as parks, open space, etc.

5. Dated "L" shaped suburban shopping centers should be avoided. Clusters of smaller buildings with pad buildings at the street edge are strongly encouraged.

6. Where buildings are provided in clusters, the areas between buildings should be purposely designed, not simply leftover spaces between buildings.

3.6

Development Guidelines

C. PROJECT FEATURES

1. A combination of the following accent features should be incorporated into the project entry: standard ornamental landscaping, landscaped medians, architectural monuments, and/or enhanced paving.

2. Project entry features should reflect the overall architectural identity or character of the development.

3. Outdoor spaces, such as plazas and courtyards, should be designed and integrated into the project.

4. Outdoor spaces should provide pedestrian amenities, such as shade, benches, fountains, landscaping, public art, etc.

5. Employee break areas and outdoor use areas should be sheltered as much as possible from the noise and traffic of adjacent streets and other incompatible uses.

6. Outdoor furniture and fixtures should be compatible with the project architecture and should be carefully considered as integral elements of the project.

Interactive plaza

Fountain

Outdoors spaces should provide seating

Example of a
custom bus stop

7. Outdoor furniture should be included in and shown on all site and landscaping plans.

8. Newspaper racks, bus stops, and on-site furnishings should be compatible with the design of the main structure.

9. Exterior vending machines are discouraged.

3.8

Development Guidelines

D. ACCESS AND CIRCULATION

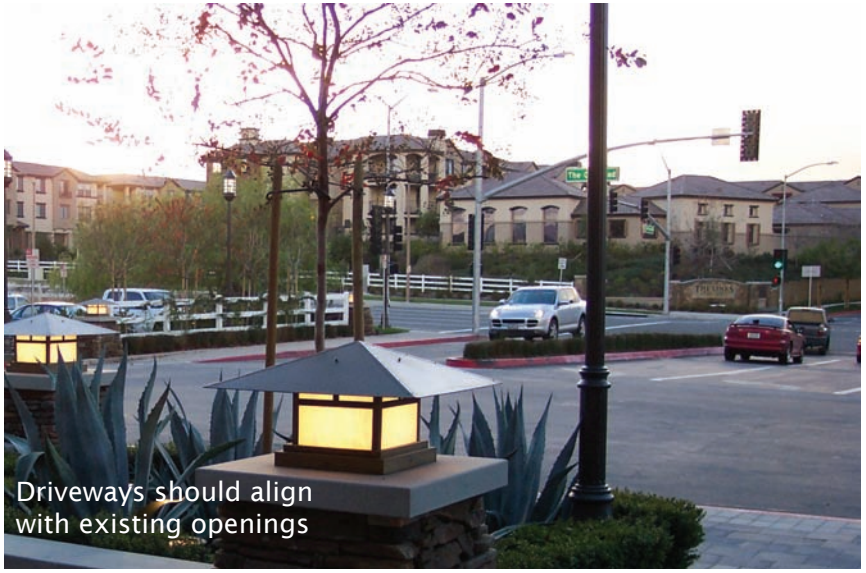
1. Driveway entries should align with existing or planned median openings and adjacent driveways.

2. Site plans should avoid or eliminate unnecessary driveway entrances. Reciprocal access drives are strongly encouraged to link adjacent properties.

3. Circulation systems should be designed to allow for customers and deliveries to easily reach the site, circulate through the parking lot, and exit the site.

4. Clear, easily understandable circulation should be designed into the project to allow drivers and pedestrians to move through the site without confusion.

5. Curb cuts on corner lots should not be located closer than 150 feet from a curb return. Where parcel size precludes this distance, the curb cut should be located as far from the curb return as possible. The larger the right-of-way of the street, the greater the distance should be from the curb cut to the curb return. A curb return is defined as the point where the radius of a curve or intersection ends.



Driveways should align with existing openings

Clear, easily understandable circulation should be designed into the project

Eliminate unnecessary driveway entrances

Parking areas should have landscaping and clear pedestrian areas

Pedestrian walkways are clearly identifiable

E. PARKING LOT LAYOUT

1. Parking areas and cars should not be the dominant visual element of the site or streetscape.

2. Large expanses of paved areas and long rows of parking spaces should be avoided. Instead, parking areas should be broken up with landscaping islands and buildings where feasible.

3. Shared parking between adjacent businesses and/or developments is encouraged.

4. Parking areas should include specialty landscaping, decorative lighting, and clear pedestrian/vehicular circulation areas.

5. Parking lots should provide areas for bicycle parking.

6. Parking lots on corner sites should not be located near the intersection.

7. Parking lots adjacent to and visible from public streets should be adequately screened from vehicle view by rolling earth berms, low screen walls, landscaping, or changes in elevation. Screening should be a minimum of three feet in height at the time of installation, measured from the interior of the parking lot.

3.10

Development Guidelines

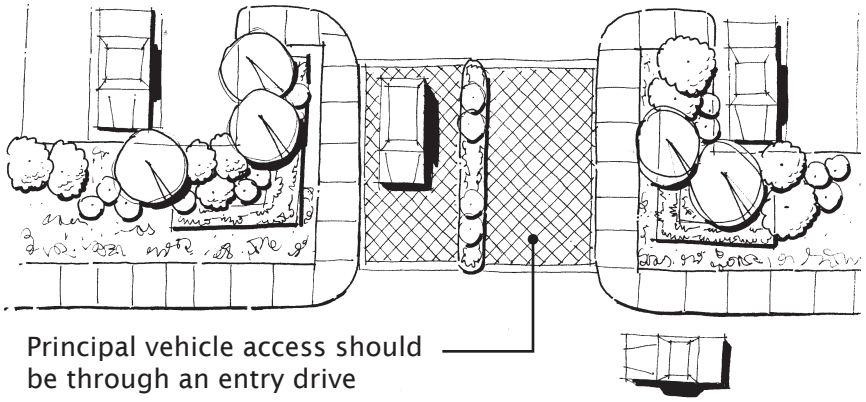
8. Parking areas should be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles should be minimized.

9. Principal vehicular access should be through an entry drive rather than a parking aisle. Parking spaces should not be located along the main drive aisle to eliminate problems caused by vehicles backing into the primary circulation path.

10. Parking lots with more than 100 stalls should incorporate the following entry elements:

    - A minimum 7-foot wide center landscaped median from the public street to the first bisecting parking aisle.
    - A minimum 4-foot wide sidewalk on at least one side of the drive aisle to connect the street to the front cross aisle.
    - Two 10-foot landscaped parkways flanking both sides of the entry drive.

11. A minimum 40-foot stacking distance should be provided between the edge of the travel lane and the first parking space. Additional stacking distance should be required when the driveway is used for access to drive-through lanes or loading dock areas used by large vehicles.



Principal vehicle access should be through an entry drive

Cars and pedestrians should be separated

A landscape strip should be provided between a building and paved area

12. Trellises, bollards, and other decorative pedestrian amenities should be provided within parking lots to create a pedestrian atmosphere and reduce vehicular visual dominance.

13. Where there is no plaza, pedestrian space, or an entrance, a landscape strip with a minimum width of six feet should be provided between a building and parking and paved areas.

14. In parking areas with six or more banks of parking stalls, pedestrian paths should be provided within landscape islands to connect parking areas and building entries. Trellises and other pedestrian-scale amenities are encouraged in and along pedestrian paths.

15. Pedestrian drop-off areas should be a minimum of nine feet wide and located outside vehicle circulation aisles and pedestrian pathways.

3.12

Development Guidelines

F. PEDESTRIAN CONNECTIONS

1. Consider pedestrian circulation patterns when designing parking lots. Provide for the safe and efficient movement of pedestrian to and from buildings.

2. Pedestrian walkways should be safe, visually attractive, and well defined by landscaping, lighting, and specialty paving.

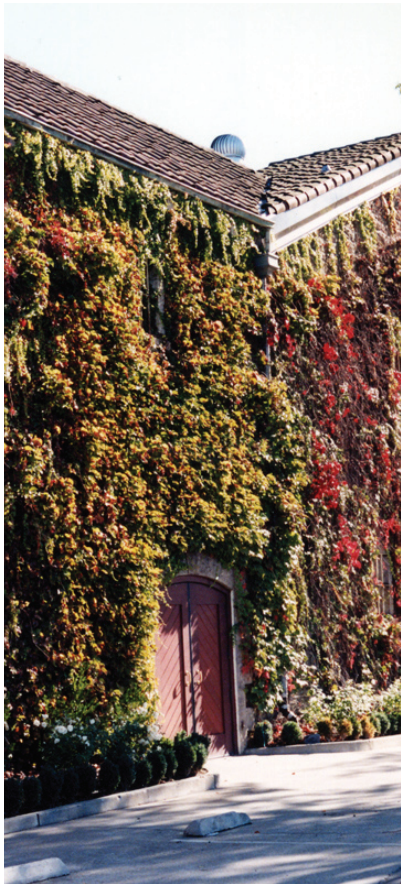
3. Developments should provide easily identifiable pedestrian access to building entrances and key areas within the site from the street, sidewalk, parking areas, and bus stops.

4. Textured paving, as opposed to a painted stripe designation, should be provided at crosswalks within the project provided it does not conflict with ADA access requirements.

5. Sidewalks at building entries should be a minimum of 11 feet wide where adjacent to head-in parking to allow for car bumper overhang and 9 feet wide where adjacent to a landscaping buffer or drive aisle.

6. Walkways should be provided along paths of likely travel through landscaped areas to protect landscaping from foot traffic. Flowering and fruit-bearing trees should be avoided in pedestrian walkways and ADA path of travel areas to maintain clear passageways.

Walkways should be provided along likely paths of travel



Landscaping elements are important site features

3.3 LANDSCAPING ELEMENTS

Landscaping should be used to frame and soften structures, define site functions, enhance the quality of the environment, and screen undesirable views. Safety, environmental impacts, and accent elements should all be considered when selecting and locating trees and other landscaping elements.

3.13

Development Guidelines

A. GENERAL LANDSCAPING GUIDELINES

1. Landscaping should be installed between the street and/or edge of the sidewalk and the building.

2. Landscaping should be used to:

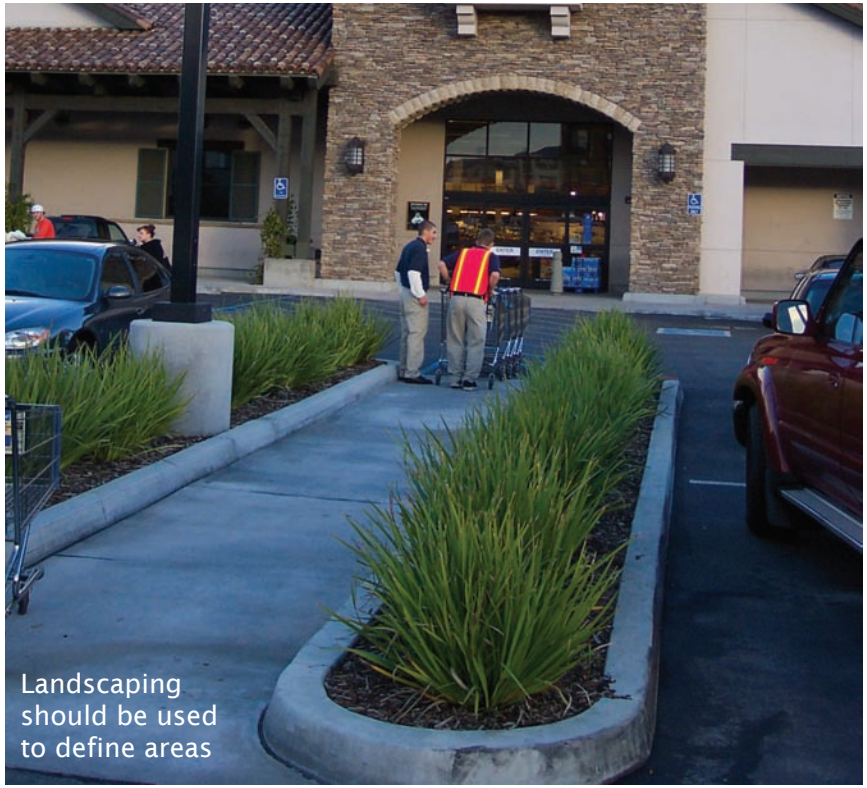
   - define areas such as building entrances, key activity hubs, focal points, and the street edge;
   - provide screening for unattractive/ unsightly service areas;
   - serve as buffers between neighboring uses; and
   - screen drive-through lanes.

3. Incorporate existing vegetation and natural rock formations where possible.

4. Consider incorporating large boulders into landscaping plans to provide a pleasing contrast to the plant materials found in a mountain setting.

5. Formal planting designs and color-spots are encouraged in courtyards and plazas.

6. Accent plantings should be used to highlight entries and key activity hubs and to create focal points.


Landscaping should be used to define areas

The use of window boxes is encouraged

7. The use of window boxes is encouraged to provide color-spots, but plants must be accessible for maintenance and should be attached safely and securely.

8. Trees should be used to create an intimate scale, to enclose spaces, and to frame views, but tree placement should respect the long-range views of surrounding neighbors.

9. Mature trees should be strategically planted to assist new development in looking established as quickly as possible.

10. Trees and shrubs should be located and spaced to allow for mature and long-term growth.

11. Trees and shrub types should be selected to minimize root problems.

12. Evergreen trees should be planted no further than 30 feet on center, depending on species, to provide a visual barrier between commercial and residential uses by screening parking lots and large commercial building walls. The trees should not be a replacement for enhanced architecture.

13. Deciduous trees should be used to provide solar control during summer and winter, provide fall color, seasonal flower, and other desired effects.

3.15

Development Guidelines

14. Trees and large shrubs should be placed as follows:

    - a minimum of five feet between the center of trees or large shrubs and the edge of the driveway, water meter or gas meter, or sewer laterals;
    - a minimum of ten feet between the center of trees or large shrubs and utility poles;
    - a minimum of ten feet between the center of trees or large shrubs and the point of intersection of the edge of driveways and streets or walkways; and
    - a minimum of eight feet between the center of trees or large shrubs and fire hydrants and fire department sprinkler and standpipe connections.

15. Vines and potted plants should be used to provide wall, column, and post texture and color, as well as to accentuate entry ways, courtyards, and sidewalks and to provide pedestrian shade.

16. Trellises, vines, and/or espaliers should be placed on large expanses of walls at the rear or sides of buildings to break up building mass and to create visual interest.

Trees and shrubs should be strategically placed

Plantings should be used to screen less desirable areas, such as trash enclosures, from public view

Plantings should be grouped according to maintenance requirements

17. Plantings should be used to screen or separate less desirable areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities.

18. Plant materials should be appropriate for the sun, wind, soil compaction, temperatures, and water conditions of the project.

19. Plants should be grouped in high and low maintenance zones and coordinated with irrigation plans to minimize the use of water and the placement of irrigation tubing.

20. All landscaped areas should have automatic irrigation systems installed to ensure plant material survives.

21. Irrigation systems should be designed to prevent overspray onto walkways, parking areas, buildings, and fences.

B. PARKING LOT PLANTINGS

1. Provide as much green space as possible for plant material within parking lots to reduce the visual impact of the parking field.

2. Any portion of the parking area not used for vehicle storage or access should be landscaped.

3. Enhanced landscaping, specimen trees, color annuals, and decorative monuments should be utilized at parking lot entrances.

4. Landscaping within parking areas should be protected from encroaching vehicles by concrete curbing or raised planting areas. Landscape islands should be wide enough to allow for tree growth and to avoid tree trunks from being damaged by cars.

5. A landscape planting area should be provided at the end of each parking aisle.

6. One landscaped finger island should be provided per every ten spaces.

7. Raised planting areas, with a minimum interior dimension of five feet, should be used to separate double-loaded parking areas.

Provide as much green space as possible

Landscape islands should be used throughout the parking lot

Trees should be used throughout the parking lot and not just at the ends of parking rows

Canopy trees should be used for shade

8. Trees should be located throughout parking areas and not merely at the ends of parking rows.

9. Canopy trees should be used in parking areas to reduce the impact of large expanses of paving and to provide shade, as well as to reduce glare and heat build up. These trees should have a 30-foot to 40-foot canopy potential and be sized at 24-inch box or larger at the time of installation.

10. The height of landscaping adjacent to parking stalls is important to allow the opening of side doors and to allow for vehicle overhang.

11. Vehicular line of sight should be maintained in all areas throughout the parking lot.

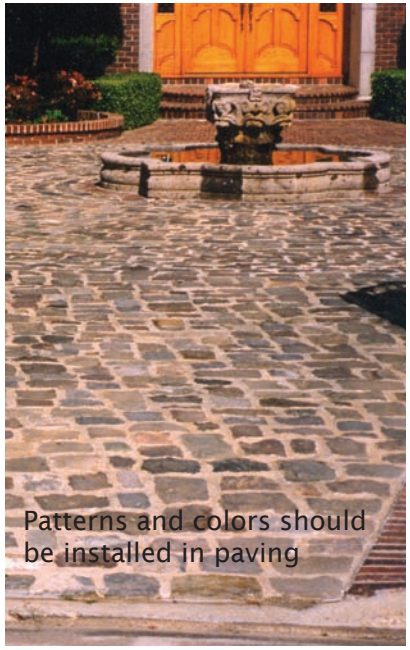
C. PAVING TREATMENTS

1. Paving materials should be varied in texture and color where pedestrian and vehicular areas overlap. The use of stamped concrete, stone, brick, or granite pavers; exposed aggregate; or colored concrete is encouraged in parking lots to promote pedestrian safety and to minimize the negative impact of large expanses of asphalt pavement.

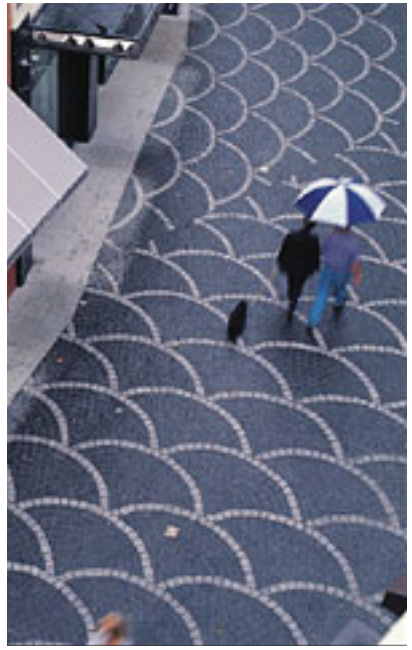
2. Patterns and colors should be installed in paving treatments using tile, brick, and textured concrete in order to provide clear identification of pedestrian access points into buildings and parking features such as handicap spaces, pedestrian loading, etc.

3. Durable, smooth, and even surfaces should be used in well-traveled areas while other materials that have more texture can be used in less traveled areas.

4. When selecting paving materials, consider the safety of the walking surface when wet.



Patterns and colors should be installed in paving



The architectural design should respond to the area's background

360-degree architecture should be used

3.4 BUILDING DESIGN

The architectural design of a building should positively respond to the area's general background as a regional mining community. Projects should possess a distinguishable identity and identifiable design theme. In addition, special care should be taken to achieve compatibility of larger buildings next to small scale buildings. Variation in building forms should occur with changes in wall planes and roof planes in order to create distinctive massing within a building. When additions are planned for existing structures, the addition should conform to the style of the original structure in external appearance.

Building designers should incorporate 360-degree architecture in all buildings and remodels. 360-degree architecture is the full articulation of all building facades. This includes variation in massing, roof forms, and wall planes, as well as surface articulation. The concept of 360-degree architecture is to design a building where all sides of the structure have been detailed to be complementary in architecture, massing, and materials to the primary street elevation or front facade. In other words, the building should be aesthetically pleasing from all angles. This principle is most important for buildings on corner lots and on elevations that have high visibility.

3.22

Development Guidelines

Commercial projects should be made of high quality and authentic materials. Materials and colors should be used to enhance different parts of a building's façade. Roof forms should be used to distinguish various building forms and to help to break up the massing of the building. Well-designed storefronts, including windows, doors, and entries, are very important to create a sense of entry and pedestrian scale. All entries accessible to the general public should be pronounced and easily recognizable. It is important that the main entrance to a building is clearly identifiable and unique, as it is the primary point of arrival.

Roof forms should break up building massing

Buildings should provide authentic representations of architectural styles

The use of chain architecture is strongly discouraged

A. DESIGN THEME GUIDELINES

1. Project designs should provide authentic representations of architectural styles and details versus contemporary, "no style" interpretations. Refer to Chapter 2 – Missouri Flat Architectural Character for more detail on appropriate architectural styles.

2. A commercial complex should have a consistent architectural style with individual buildings designed with complementary forms and materials. Buildings within commercial centers or campus-style industrial parks should be designed to complement one another. This coordination may include the common use of roofing material, roof pitch, exterior finish material, and consistent color palettes.

3. All sides of commercial buildings in highly visible locations, such as at project entries, should receive equal design consideration and treatment (360-degree architecture).

4. The use of corporate "chain" architecture is strongly discouraged. Corporate tenants should design buildings to fit the scale and character of the community.

B. BUILDING FORM

1. Where feasible, minimize the visual impact of large monolithic structures by creating a cluster of smaller buildings or the appearance of a series of smaller attached buildings.

2. Consider using several smaller compact building footprints rather than one large footprint to provide an intimate scale and a more efficient envelope to optimize daylight and passive solar heating/cooling functions.

3. Surface detailing, such as score lines, should not serve as a substitute for distinctive massing.

4. Architectural details and materials on lower walls that relate to human scale, such as arches, trellises, or awnings, should face onto pedestrian spaces and streets.

5. To divide the building mass into smaller scale components; buildings over 50 feet long should reduce the perceived height and bulk by a change of roof or wall plane; projecting or recessed elements; or other similar means.

Minimize the visual impact of large monolithic structures by creating a cluster of smaller buildings

Consider using several smaller compact building footprints rather than one large footprint to provide an intimate scale

Trellis features add ornamentation

Changes in vertical planes are recommended

6. Vary the planes of the exterior walls in depth and/or direction. Long, unbroken facades and box-like forms should be avoided. Wall planes should not run in one continuous direction for long distances without a significant offset. Elements such as balconies, porches, arcades, dormers, and cross gables should be used to add visual interest.

7. Changes in vertical planes break up a boxlike appearance. Vertical elements such as pilasters help create "bays" to give the appearance of several smaller buildings.

8. Tall, dominating structures should be broken up by creating horizontal emphasis through the use of trim, awnings, eaves, trellises, or other ornamentation and by using a combination of complementary colors and/or materials.

9. The height of new development should "transition" from the height of neighboring development to the maximum height of the proposed structure.

10. Retail spaces should have a 12-foot minimum plate height at the first floor level to expand the interior volume.

11. Upper-story porches or balconies, with turned-spindle banisters or ornamental iron railings are encouraged.

12. Recessed or projecting entries and articulation in the storefront mass is encouraged.

13. Stairways should be designed as an integral part of the overall architecture of the building and should complement the building's mass and form. Stairwells that appear "tacked on" are discouraged.

14. Stairways should be covered to provide protection from adverse weather.

15. Thin-looking, open metal, prefabricated stairs are discouraged.

16. Where possible, disabled access ramps should be integrated into the site design to create functional and unique spaces.

17. Disabled access railings should complement the architectural style of the building.

Disabled access ramps should be integrated into the site

Stairs and railings should complement the building

C. BUILDING ARTICULATION

1. Acknowledging sensitivity to budget, it is expected that the highest level of articulation will occur on the front façade; however, similar and complementary massing, materials, and details should be incorporated into every other building elevation visible to the public.

2. Blank walls on visible facades are strongly discouraged. Consider utilizing windows, trellises, wall articulation, arcades, changes in materials, or other features. Murals, trellises, or vines should be placed on large expanses of walls at the rear or sides of buildings to create interest.

3. Buildings located at highly visible locations should incorporate special architectural elements that create an emphasis on the importance of that location. Such elements may include vertical projections, i.e., clock towers, diagonal walls at the corner, taller, prominent rooftop elements, and/or a substantial art form or fountain.

4. Utilize architectural details and materials on lower walls that relate to a pedestrian or human scale, such as arches, trellises, awnings, window patterns, structural bays, roof overhangs, siding, molding, fixtures, or other details.

5. A minimum eight foot vertical clearance between the sidewalk and the lower most portion of an awning or similar form of hanging articulation should be maintained.

D. MATERIALS AND COLORS

1. Different parts of a building's façade should be articulated by the use of color, arrangement of façade elements, or change in materials to break up the massing.

2. Textures, colors, and materials should be unifying elements in the building's design.

3. Details such as wall surfaces constructed with patterns, changes in materials, building pop-outs, columns, and recessed areas should be used to create shadow patterns and depth on the wall surfaces.

4. Material changes should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as a pilaster or projection. Material changes not occurring at a change in wall plane appear "tacked-on" and should be avoided.

5. Authentic materials should be used whenever possible. Simulate wood or masonry is generally not acceptable. Natural materials such as brick, stone, copper, etc. should be left the natural color.

6. Selected materials and color should convey a sense of quality architecture and permanence.

7. Heavier materials should be used lower on the elevation to form the building base.

8. Materials that are highly resistant to damage, defacing, and general wear and tear, such as precast concrete, stone masonry, brick, and commercial grade ceramic tile, should be used at the base of the building.

9. Stone, wood, and timber are appropriate building materials.

10. All outside wood is subjected to severe weathering by the mountain climate and needs careful drying, sealing, and protecting.

11. Corrugated metal siding is an undesirable building material unless used as a creative accent.

12. Roof materials and colors should be consistent with the desired architectural style.

13. Colors used on exterior facades should be harmonious. Contrasting colors are encouraged to accentuate details.

14. Colors should coordinate with natural unpainted materials used on the facades, such as pressure treated wood, terra cotta, tile, brick, and stone.

15. Fluorescent paints and bright colors are strongly discouraged.

3.30

Development Guidelines

E. ROOF FORMS

1. Roof elements should continue all the way around the building and not just be used in the most visible locations. Roof elements should be combined with wall elements to unify all sides of the building.

2. Roof lines should be varied in height, and long horizontal roof lines should be broken up.

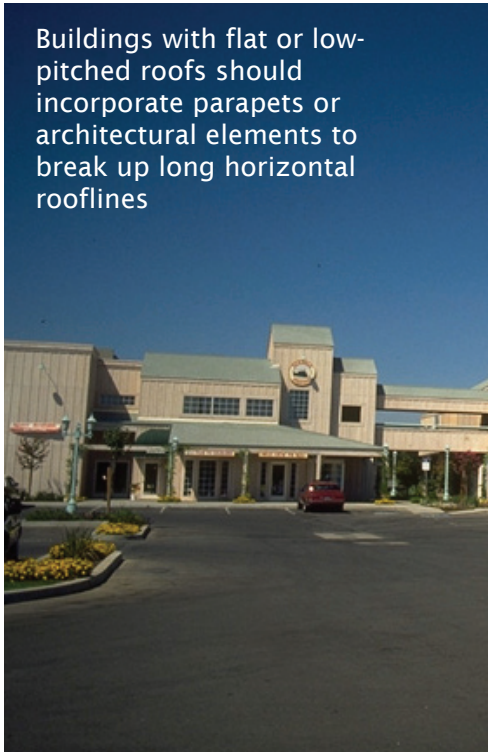
3. Pitched roof designs are preferred to break up building massing.

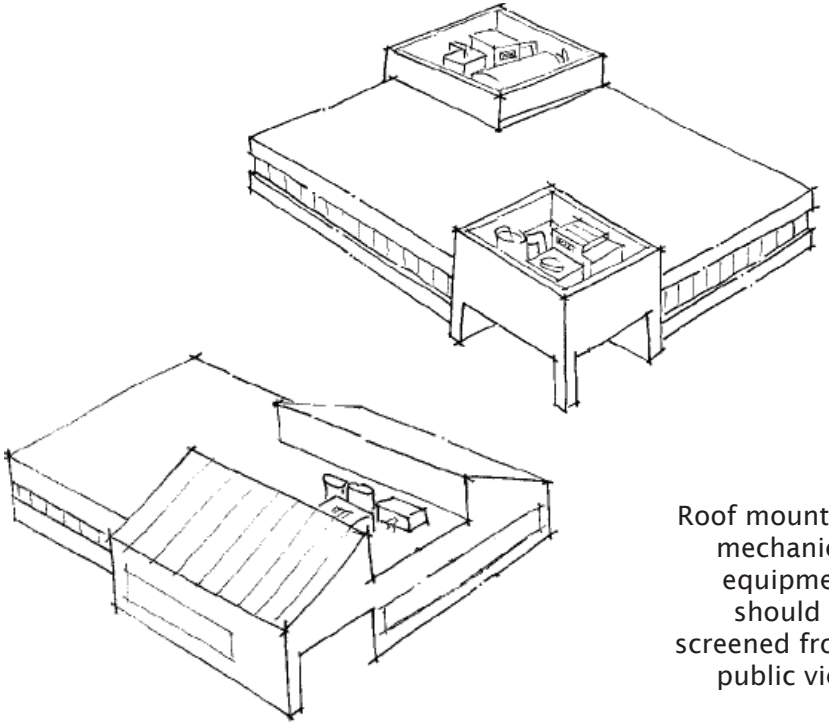
4. Roof drains should be contained within the building where feasible.

5. Buildings with flat or low-pitched roofs should incorporate parapets or architectural elements to break up long horizontal rooflines.

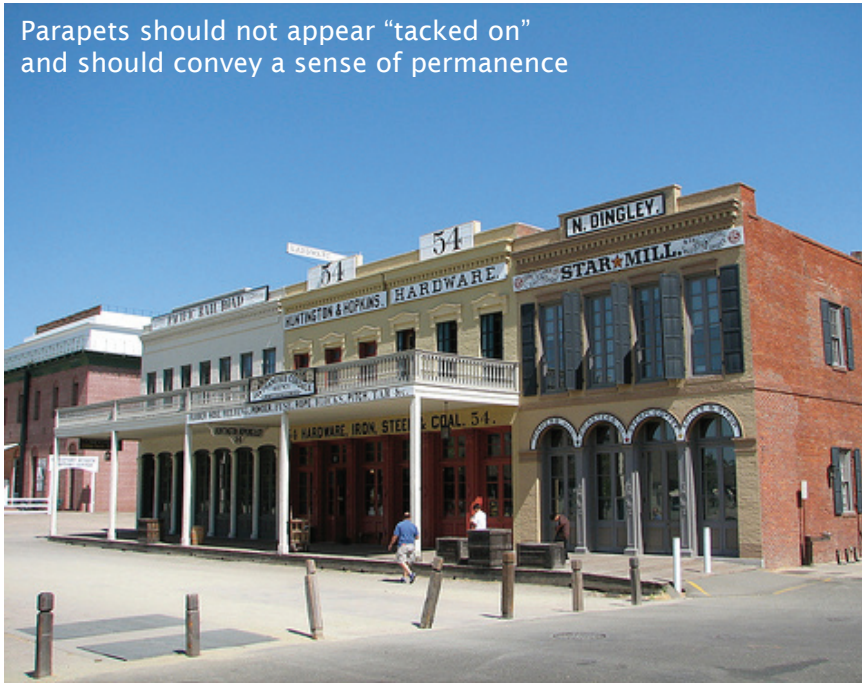
6. Parapets should not appear “tacked on” and should convey a sense of permanence.

7. Parapets should be finished with cornices, caps, or similar detail to provide a finished look to the roof plane.





Roof mounted mechanical equipment should be screened from public view



Parapets should not appear "tacked on" and should convey a sense of permanence

8. Parapets should include one or more of the following detail treatments: pre-cast elements, continuous banding or projecting cornices, dentils, caps, variety in pitch (sculpted), other horizontal decoration, and/or clean edges with no unfinished flashing.

9. If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

10. Rooflines should be designed to screen roof mounted mechanical equipment. All screening should be constructed consistent with the materials of the building and should be designed as a continuous component installed the length of the elevation.

11. Roof-mounted equipment that may be visible from a higher vantage point should be architecturally screened from view from the higher viewpoint.

F. WINDOWS AND DOORS

1. Window type, material, shape, and proportion should complement the architectural style of the building.

2. Windows and doors should be in scale with the building elevation on which these features appear.

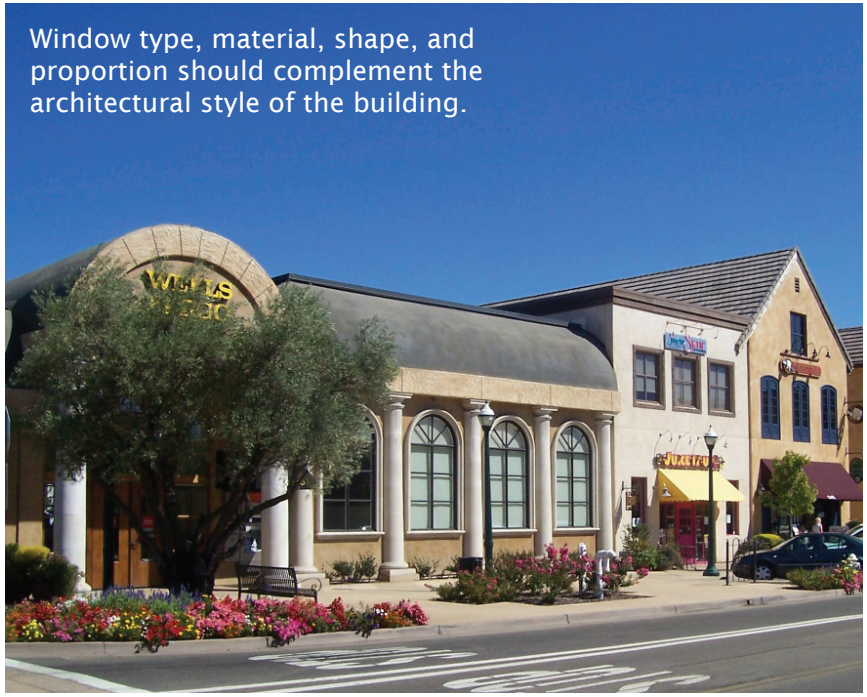
3. Recessed openings, windows, and doors provide depth and should be used to break up the apparent mass of a large wall.

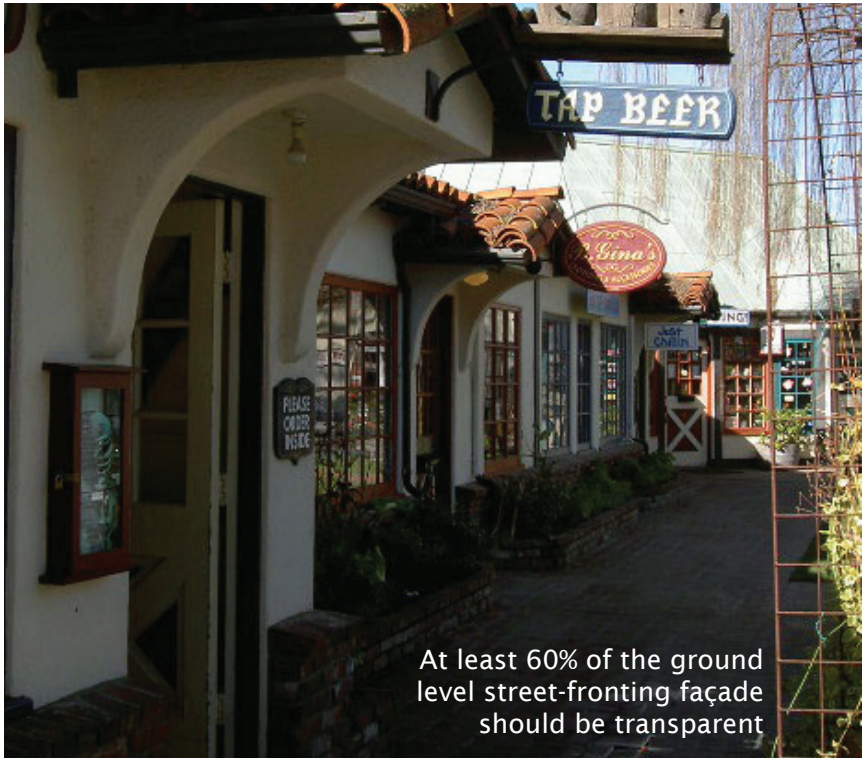
4. Windows on upper floors should relate to the window pattern established on the ground floor.

5. At the street level, windows should have pedestrian scale and detail. The framing provides opportunity for color variation and detail.

6. Where appropriate to the architectural style, windows should be inset from building walls to create shade and shadow detail. The minimum inset should be three inches.

7. The addition of articulation such as sills, trim, kickers, shutters, or awnings should be included to improve the building facades where consistent with the desired architectural style.


Window type, material, shape, and proportion should complement the architectural style of the building.



At least 60% of the ground level street-fronting façade should be transparent

8. Any faux shutters should be proportionate to the adjacent windows to create the appearance of a real and functional shutter.

9. At least 60 percent of the ground level street-fronting façade should be transparent, in the form of windows and doors.

10. On small scale commercial buildings, large expanses of glass should be broken into smaller window panes.

11. Clear, low-e glass is recommended on the street level to create interesting interior shop views for pedestrians. Heat gain can be limited by incorporating awnings, recessed storefronts, polarized glass, or professionally applied UV film.

12. Reflective, mirrored, or tinted glass is strongly discouraged.

3.33

Development Guidelines

G. BUILDING ENTRIES

1. Commercial buildings should include a recessed primary entry that provides protection from the weather.

2. Entry design should incorporate two or more of the following methods:

   - change in wall or window plane;
   - placement of art or decorative detailing;
   - a projecting element above the entrance;
   - a change in material or detailing;
   - implementation of architectural elements such as flanked columns or decorative fixtures;
   - recessed doors, archways, or cased openings;
   - a portico or formal porch either projecting from or set into the surface; or
   - changes in the roofline, a tower, or other similar element.

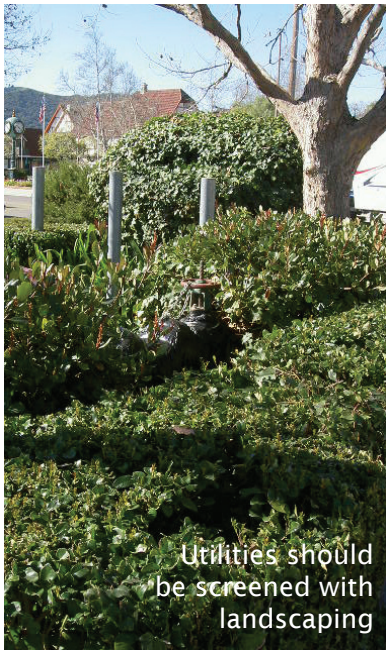
3. Building entrances should be emphasized using lighting, landscaping, and architectural details.

4. A decorative paving material, such as tile, marble, or slate, is encouraged at entries.

5. Upper floor entries at the street frontage should have a distinct design that complements the main building frontage.

Building entries should be emphasized with architectural details

Utility areas should be carefully designed and integrated into the site


Utilities should be screened with landscaping

3.5 UTILITARIAN ASPECTS OF DESIGN

Utility service areas should be carefully designed, located, and integrated into the site plan as part of the early building design process, rather than as an afterthought at the construction document phase. Utility service areas should be aesthetically screened from view and should be designed to minimize the noise, odor, and visual problems caused to adjacent buildings, properties, and streets. Trash and recycling enclosures, as well as truck loading and material handling, should be accommodated on-site in designated areas.

Walls and fences should only be used when necessary for security and screening purposes. Lighting levels should be sufficient for the safety of site occupants and visitors but should not spill onto adjacent properties. Effective lighting provides safety and direction for vehicles and pedestrians, provides visibility and security for businesses, and enhances architectural building and landscape details.

3.36

Development Guidelines

A. GENERAL UTILITIES GUIDELINES

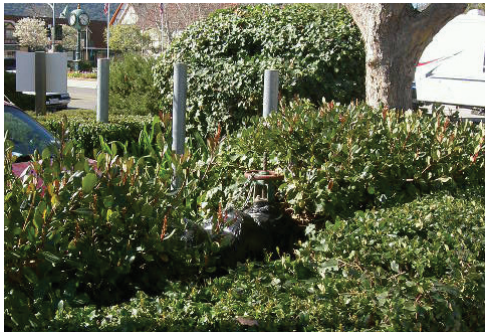
1. Service, utility, and loading areas should be carefully designed, located, and integrated into the site plan and building design. These critical functional elements should not detract from the public viewshed area.

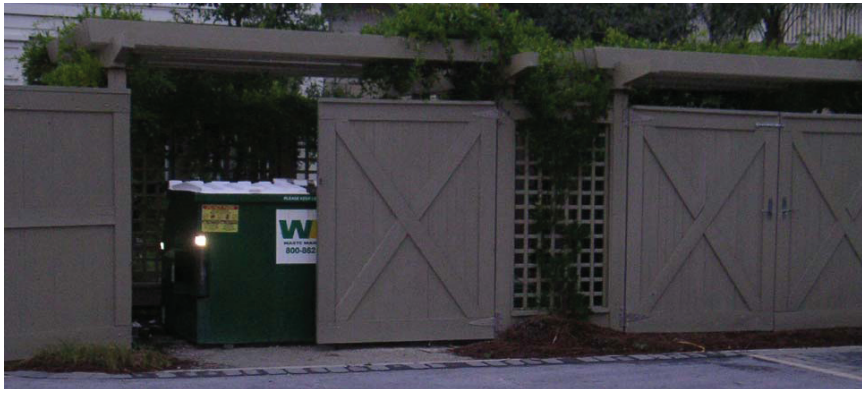
2. Place noise and odor generating functions away from adjacent parcels where they may create a nuisance.

3. Mechanical equipment including gas meters, electrical meters, cable boxes, junction boxes, and irrigation controllers should be located within a utility room. Where this cannot be achieved, these features should be designed as an integral part of the building on a rear or side elevation and screened from public view.

4. Utilities should be installed underground to avoid icing as well as for aesthetic reasons.

5. Transformers should be placed underground to maximize safety and minimize visual impacts. When this cannot be achieved, the transformers should be well screened and placed in the rear or side yard area.





Utility service areas should be integrated into the site

6. Double detector check valve assemblies (backflow preventers) for landscape irrigation and domestic water should not be located at visually prominent locations, such as the end of drive aisles or at site entries, and should be well-screened with shrubs, berming, or low screen walls.

7. Roof mounted mechanical equipment should be screened from public view.

8. Roof scuppers should not be used in areas that are visible to the street or in public spaces.

9. Roof access should be provided from the interior of the building. Exterior roof access ladders should be avoided.

10. Gutters and downspouts on the exterior of the building should be decorative or designed to integrate with the building facade.

B. TRASH ENCLOSURES

1. Trash enclosures should be large enough to include space for recycling bins.

2. Trash enclosures should be designed with similar finishes, materials, and details used in the primary buildings within the project to reduce the visual impact of the enclosure.

3. Enclosures should be located away from adjacent residential uses to minimize nuisances to neighboring properties.

4. Enclosures should be unobtrusive and conveniently located for trash disposal by tenants and collection by service vehicles. Enclosures should not be located at the end of "dead-end" drive aisles.

5. Enclosures should not be visible from primary entry drives or the public right-of-way.

6. Trash and recycling containers should be screened using landscaping.

7. Chain link fencing should not be used as a screening material.

8. Trash and recycling containers should be large enough to handle the refuse generated by the site.

9. A pedestrian entrance to the trash enclosure should be provided so that large access doors do not have to be opened as often.

Trash enclosures should be screened

Pedestrian entrances should be provided

Loading and storage areas should be screened

C. LOADING AND SERVICE AREAS

1. Loading facilities should be designed as an integral part of the building served and should be in the most inconspicuous location.

2. Loading facilities should be located as far as possible from adjacent properties, particularly residential uses, and should not be located in areas visible from any adjacent public or private street, unless screened appropriately.

3. Service and loading areas should be located and designed for easy access by service vehicles, for convenient access by each tenant, and to minimize circulation conflicts with other site uses.

4. No loading facility, including incidental parking and maneuvering areas, should extend into any required minimum setback.

5. Public circulation should not route through loading or service areas.

6. Paved areas behind commercial buildings should be minimized to discourage accumulation of trash and stored goods. No area behind commercial buildings should be paved unless it is required for circulation, loading or service activities, or parking.

7. Service and roll-up doors should be painted to match the building or trim.

D. WALLS AND FENCES

1. Fences and walls should be minimized along public streets.

2. Fences and walls should be constructed as low as possible while still performing screening, noise attenuation, and security functions.

3. Walls on sloping terrain should be stepped to follow the terrain.

4. Walls should not block the sight lines of drivers entering, leaving, or driving through the site.

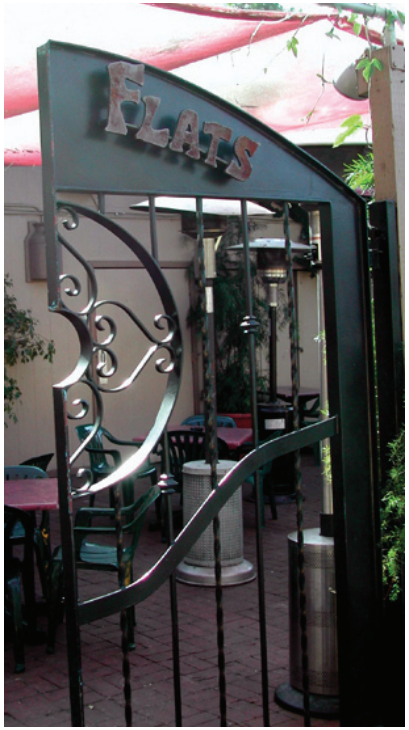
5. Fences and walls should be designed with materials and finishes that complement project architecture.

6. To bring continuity to the overall street scene, similar elements, such as columns, materials, and cap details, should be incorporated on perimeter walls that transition from one project to another.

7. All exterior perimeter walls located along public streets should have offsets approximately every 50 feet to 75 feet.

8. When used for screening purposes, all fences and walls should be made of solid material.

Fence materials should complement the project architecture



Retaining walls that are four feet high or more should be of native rock, granite blocks, bricks, or other masonry system that resembles natural materials

9. All non-transparent perimeter walls and/or fences should be articulated with similar materials and details on both sides and should incorporate landscaping whenever possible.

10. Where security fencing is required, it should be wrought iron grillwork in combination with solid pillars or short, solid wall segments.

11. Retaining walls that are four feet high or more should be of native rock, granite blocks, bricks, or other masonry system that resembles natural materials.

12. Decorative metal may be used as a fence material.

13. Chain link or similar metal wire fencing with slats is prohibited for screening purposes.

E. LIGHTING

1. Sensitivity to the mix of uses, as well as to the surrounding hillside areas, should be considered in choosing light sources.

2. Light fixtures should be architecturally compatible with the building design. The design of parking lot lighting fixtures should be compatible with the architecture used in the development.

3. All building entrances should be well-lit.

4. Parking lots and access, walkways, and paseos should be illuminated to ensure safe nighttime conditions.

5. Light fixtures should be sited and directed to prevent spot lighting, glare, or light spillage beyond property lines.

6. All lighting should be shielded to minimize glare upon neighboring properties. The shield should be painted to match the surface to which it is attached.

7. Lighted roof panels, internally illuminated awnings, and other methods of illuminating buildings are discouraged.

The design of parking lot lighting fixtures should be compatible with the architecture of the development

Light fixtures should be architecturally compatible with the building design

8. Security lighting fixtures should not project above the fascia or roofline of the building.

9. Security lighting fixtures should not be substituted for parking lot or walkway lighting fixtures.

10. The height of a light pole should be appropriately scaled to the building or complex and the surrounding area. Pedestrian light poles along sidewalks or pathways and parking lot light standards should be 10 to 15 feet high unless bollards are used. Light poles, standards, and fixtures within parking areas should be between 10 and 15 feet in height.

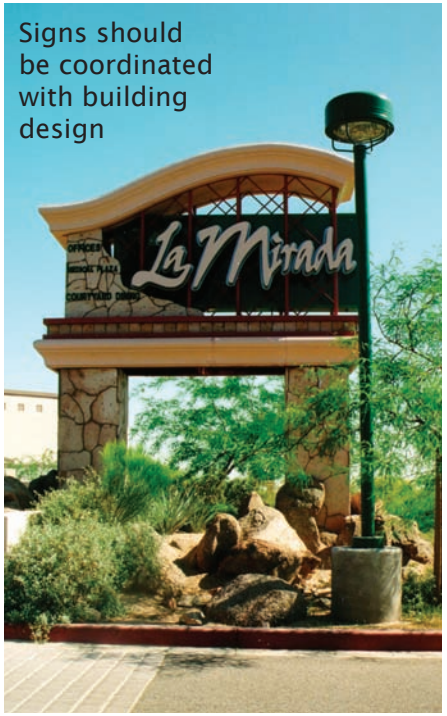
11. Low-voltage/high efficiency lighting conserves energy and should be used in the landscape whenever possible.

12. Use the latest lighting technology to minimize the brightness of lighting and conserve energy.

3.6 BUILDING SIGNS

All signs must be properly located and attractively displayed. It is important to consider both pedestrians and motorists when designing new signs. The placement of new signs is an important consideration towards not blocking building details.

Methods of sign attachment should be integrated into sign design



Signs should be coordinated with building design

A. GENERAL SIGN GUIDELINES

1. Signs should not cause unnecessary distractions to motorists or differ aesthetically from the surrounding architecture.

2. Signs should be constructed of durable materials and pleasing color combinations.

3. The method of sign attachment to the building should be integrated into the overall sign design. Any remaining materials used for sign attachment by a previous business should either be reused or fully replaced by the new tenant.

4. Signs reflecting the type of business through design, shape, or graphic form are encouraged.

5. Signs should be coordinated with the building design in terms of materials, color, size, and placement.

6. A single development with multiple users should provide a unifying sign theme.

7. Lighting of all exterior signs should be directional to illuminate the sign without producing glare on pedestrians, autos, or adjacent properties.

8. Internally-illuminated sign cabinets are strongly discouraged. Where internally lit signs are used, letters should be lit individually. Rectangular box/cabinet signs are strongly discouraged.

B. MONUMENT SIGNS

1. Monument signs should be setback a minimum of five feet from the public right-of-way.

2. External lighting may be provided for the signs; the lighting should not produce any glare onto the surrounding properties in the area. Monument signs should not be internally illuminated.

3. Monument signs should be well-articulated and well proportioned.

4. Monument signs should be accented with landscaping. The signs should be in scale with adjacent buildings and landscape areas.

5. Monument signs should incorporate complementary colors, materials, and lettering fonts used on the buildings. More than one material is recommended.

Monument signs should be well-articulated and well proportioned

C. AWNING OR CANOPY SIGNS

1. Signs on entry awnings or canopies above business entries are encouraged.

2. Primary signs should be limited to the awning or wall mounted sign, but typically not both.

3. Awning signs should be limited to a graphic placed on an awning's canopy and limited to decorative logos or supplemental graphics accompanied with text located on the valance.

4. All awnings on a single building should be a consistent material, color, size, and style regardless of a difference in tenant or use.

5. Awnings should be constructed of opaque, durable cloth material.

6. Awnings should be well maintained at all times and replaced immediately when in a worn or torn condition.

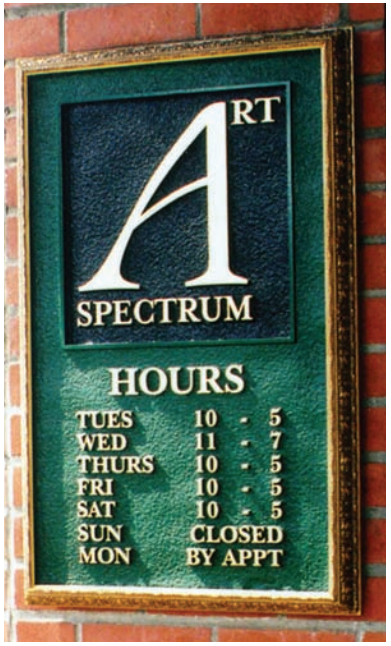
3.48

Development Guidelines

D. WINDOW SIGNS

1. Business signs may be applied to the storefront windows but should not cover more than 10 percent of the overall glazing on that floor and should not obscure views of the business interior or merchandise.

2. Self-contained illuminated neon signs are discouraged.



E. WALL SIGNS

1. Flush mounted signs should be positioned within architectural features, such as the panel above the storefront on the transom or flanking doorways.

2. Signs should be in scale with and in proportion to the primary building facade and architectural style.

3. Lighting may be provided for wall signs but should not produce any glare, and the source of the light should not be visible to the surrounding properties in the area.

3.50

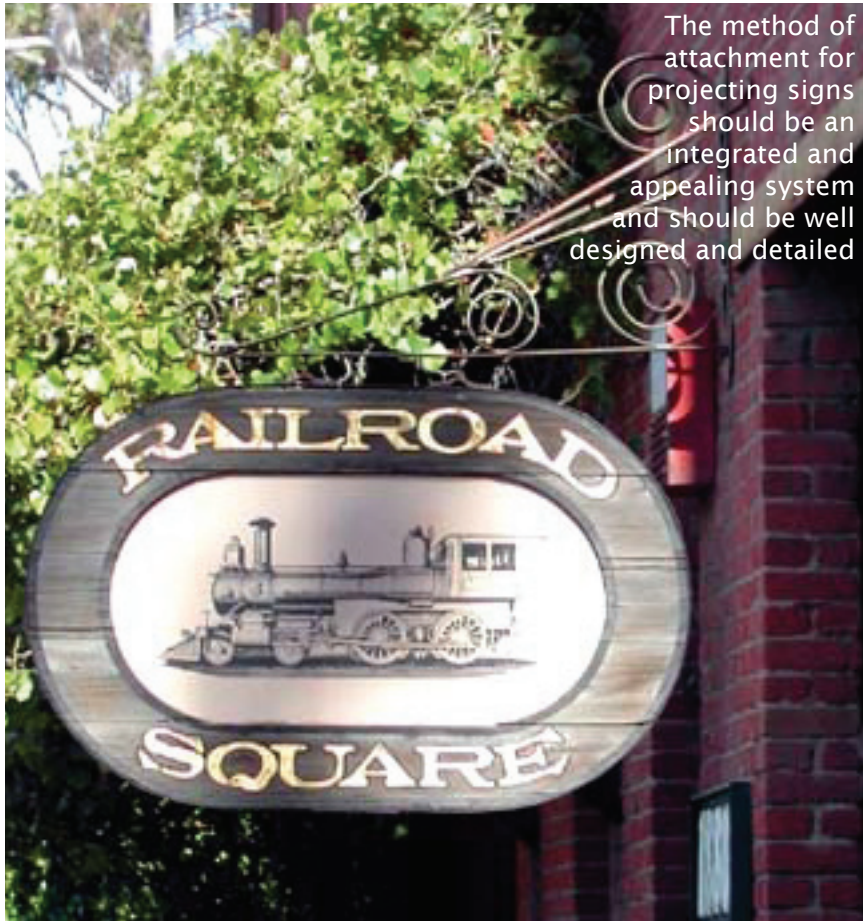
Development Guidelines

F. PROJECTING SIGNS

1. Projecting signs should maintain an eight foot vertical clearance between the bottom of the sign and ground level.

2. The method of attachment for projecting signs should be an integrated and appealing system and should be well designed and detailed.

3. Internally lit projecting signs are discouraged.



The method of attachment for projecting signs should be an integrated and appealing system and should be well designed and detailed

Hanging signs should maintain an 8' clearance

G. HANGING SIGNS

1. Hanging signs should maintain an eight foot vertical clearance between the bottom of the sign and ground level.

2. The method of attachment for hanging signs should be an integrated and appealing system and should be well designed and detailed.

3.7 MIXED-USE GUIDELINES

Mixed-use projects are not required but are encouraged as an optional development type along the corridor. Mixed-use projects combine commercial, office, and/or residential uses into one single development. The uses can be combined in multiple ways, such as each use on a separate floor or wing of a building or each use in completely separate buildings on one site. Mixed-use projects can create unique design challenges, such as the need to balance the requirements of residential uses with the needs of commercial uses.

1. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between residential and nonresidential portions of the project.

2. High quality landscaping shall be used within mixed-use projects to enhance public spaces, provide shade and cooling, and provide barriers between sidewalks and streets.

3. Long expanses of blank walls or unbroken series of garage doors is strongly discouraged.

4. Upper floor balconies, bays, and windows that overlook streets and courtyards are encouraged.

5. Separate entrances should be provided for residents and commercial users of mixed-use structures.

Mixed-use projects are encouraged

Upper floor balconies overlooking streets are encouraged

Separate entrances should be provided for residents and commercial users of mixed-use structures.

6. Lighting for nonresidential uses should be designed, located, and shielded to protect residential uses from adverse light and glare.

7. Common open space areas provided for residents should be designed to limit intrusion by non-residents.

8. Public safety and security should be maintained through "eyes on the street", by appropriate placement of windows and entrances and provision of adequate lighting.

9. Loading areas, recycling, and refuse storage facilities should be located away from residential areas, and should be compatible in architectural design and details with the overall project.

10. Special consideration should be given to the location and screening of noise generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.

11. Separate parking facilities should be provided for residential uses and commercial uses.

12. Safe, secure, and convenient bicycle parking facilities and bike routes shall be provided, with links to adjacent trails.

3.54

Development Guidelines