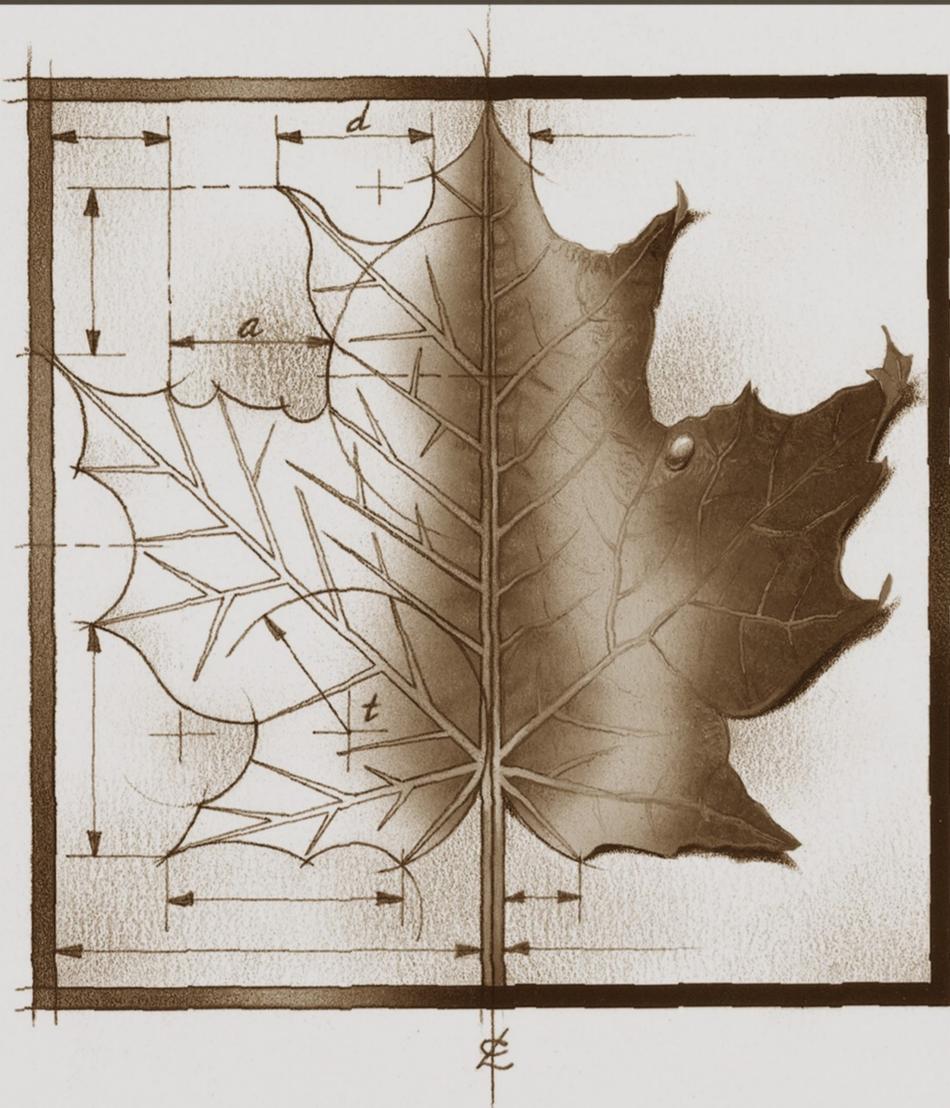


AMENDED
MISSION, KANSAS
DESIGN GUIDELINES
FOR THE
JOHNSON DRIVE CORRIDOR



Prepared for the City of
Mission, Kansas by
Bowman Bowman Novick
Inc.

AMENDED MAY, 2008

ACKNOWLEDGEMENTS

Several individuals have been instrumental in evaluating and assessing conditions within the Johnson Drive Corridor. This document is a result of their vision and dedication toward establishing the preferred direction for growth in the City of Mission.

Key Staff

Mayor Laura McConwell	
Mike Scanlon	City Administrator
Martin Rivarola	Community Development Officer
Diana Weeks	Community Development Assistant

Steering Committee

Kim Blake	Business Owner
Mike Coughlin	Business Owner
Patricia Gray	Business Owner
Mike Lee	Business Owner
David Miller	Business Owner
Becky Mosby	Business Owner
Jill & Andy Sandler	Mission Residents

Area Business Owners

David Allen	Mission Med Vet
Beverly Beard	B&J Hairstyling
Hershel Casey	Casey Brothers Sinclair, Inc.
Steve Choikhit	Mission Mart

Consultant Team

Lorie Doolittle – Bowman	Theis Doolittle Associates, Inc.
Brent Bowman	Brent Bowman & Associates
Paul Novick	Theis Doolittle Associates, Inc.
Mike Blaske	Brent Bowman & Associates
Eric Taylor	Theis Doolittle Associates, Inc.
Dan Crouch	Brent Bowman & Associates
Tony Atchity	Theis Doolittle Associates, Inc.

INDEX

MISSION DESIGN GUIDELINES

introduction	1
the johnson drive corridor	2
site guidelines	3
building guidelines	4
checklists	5



aerial photograph of the johnson drive corridor

SECTION ONE

INTRODUCTION

history of mission, kansas
planning initiatives

1 - 1
1 - 2



historic dickinson theater in downtown mission

HISTORY OF MISSION, KANSAS

The significance of the area now known as Mission, Kansas dates back to the early 1800's when it was a popular stopping point along the Santa Fe Trail, and the home of one of three Indian mission schools in Johnson County. The Baptist Mission was located in the vicinity of 55th and Walmer and operated from 1831 to 1855. It was probably the inspiration for the City's original name, Mission Hills Acres, which was later abbreviated to Mission, Kansas.

The Missouri and Kansas Interurban Railroad that followed the Santa Fe Trail between Olathe and Kansas City from 1906 to 1930, again recognized Mission as a strategic stopping point. The Goodman Station located at Johnson Drive and Metcalf provided travelers with conveniences akin to our modern day 7-11 Stores.

Other commercial development along the Johnson Drive Corridor began after Washington Cross purchased 420 acres of land in 1926 from the Shawnee Indians. Cross began selling parcels of land and by 1928, the community had a drugstore, followed by a grocery store, beauty shop, optical shop, bakery, restaurant, barbershop and combination dry goods and hardware store. The Dickinson Theater was developed in the 1930's.

The end of World War II brought the demand for residential development throughout Northeast Johnson County including the Mission Township. In the late 1940's, leaders realized that the township form of government could not adequately serve the rapidly growing population, and in 1951 passed a law allowing Mission Township to function as a City. The area called "Mission" soon became known within the greater Kansas City Metropolitan Area as a retail and commercial hub with locally owned establishments between Nall and Lamar.

Mission's highest concentration of commercial establishments has traditionally been located on Johnson Drive. Formerly Kansas State Highway 50, Johnson Drive runs the length of the City from Roe Boulevard on the east to Metcalf Avenue at the west City limit. Though no longer a highway, Johnson Drive still serves as a major thoroughfare connecting the northeast Johnson County communities (Roeland Park, Mission, Overland Park, and Fairway) to those further west (Merriam and Shawnee).

Mission, Kansas has continued to grow and prosper. Though the current population is just under 10,000 people it is estimated that daytime population swells to between 50,000 and 60,000. The City's strong demographics, strategic location in the Metropolitan Area, large number of business, and strong market in the trade area are key reasons for its success.



Isaac McCoy, founder of the Baptist Shawnee Indian Mission.



Early storefronts along Johnson Drive,



Early business along Johnson Drive,

PLANNING INITIATIVES

Planning Initiatives

In 2002, the City of Mission, Kansas commissioned the firm of HyettPalma to produce its Mission Downtown Action Agenda. Through a comprehensive public planning process, the consultants prepared a report that focused on identifying the strengths and weaknesses in the area, and made recommendations regarding steps needed to ensure the continued success of the downtown area. The report identified several key initiatives in the action plan that the City has since completed, or is currently in the process of completing. The following outline describes these recommendations:

1. Update the Comprehensive Plan. This initiative was completed February 12th, 2003.
2. Develop Design Guidelines to direct future re-development and improvements throughout the downtown. This action item is currently underway.
3. Implement a design assistance or review program to ensure compliance with Design Guidelines.
4. Initiate a Traffic Study to identify possible means to slow traffic and provide a safer environment for pedestrian circulation throughout the District. George Butler Associates completed this study in the summer of 2003.
5. Update the Sign Ordinance. The City has modified the ordinance to respond to recommendations made in the Mission Downtown Action Agenda.

Summary of key recommendations

Several key issues were identified in the HyettPalma study that led to the recommendation that Design Guidelines be developed. Through the public process facilitated by the consultants, community members were surveyed on a variety of topics including the rating of nineteen characteristics of the existing conditions of Downtown Mission, and the ranking of importance of several proposed improvements.

The only characteristic of existing Downtown Mission listed in the survey that was not rated “good” by a majority or significant percentage of residents was:

Attractiveness of Downtown buildings (40% residents, 27% business owners)

Of the proposed improvements listed in the survey, only one was rated “very important” by a majority of business owners:

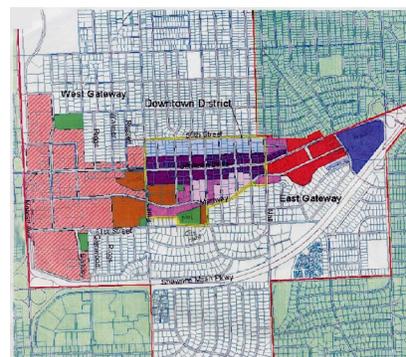
Recruit additional retail businesses (48% residents, 52% business owners)

May, 2008 (Revised)

Bowman Bowman Novick Inc.



Hyett Palma Study



Mission Comprehensive Plan

PLANNING INITIATIVES

The following additional improvement was rated “very important” by a majority or significant percentage of business owners:

Physically improve Downtown’s buildings (35% residents, 49% business owners)

During a series of visioning sessions at focus group meetings and public workshops participants responded that by the year 2007, they would like Downtown Mission to be known for having the following image:

“A picturesque, fun, and colorful Downtown – in terms of both its visuals and its people – where you can shop and get everything you want.”

“A friendly, warm and usable Downtown that is clean, safe, and affordable.”

“A living Downtown where quality is valued over quantity and diversity is respected.”

A user-friendly and accessible Downtown that makes you say, “Come shopping with me”, “I bought it in Mission”, “You can’t find it anywhere but Mission”, and “Let’s spend an afternoon in Mission”.

“Let’s spend an evening in Mission”, and “I love it”.

“Downtown Mission – small town USA, located in the middle of it all where you can still find the “old style” Johnson County that is down to earth and offers “character without the glitz”.

It is for these reasons that the City of Mission, Kansas has been diligent and dedicated in the follow-through of the key initiatives identified in the HyettPalma study.

When Mission community members discussed what they wanted the project area to be enhanced as, they developed the following description:

A destination that is unique, quaint, and beautiful, where the “small town feel” is retained but the look is improved, where there are more restaurants and an active nightlife (but not a bar scene) and that continues to be – and allows people to be – “different”.



Edgevale interiors

SECTION TWO

THE JOHNSON DRIVE CORRIDOR

purpose & intent of design guidelines
johnson drive corridor issues

2 - 1
2 - 2



early development along johnson drive

PURPOSE AND INTENT OF DESIGN GUIDELINES

The Johnson Drive Corridor in Mission, Kansas is a unique resource within the Kansas City metropolitan area. Its Mission style character is obvious to most observers, but in need of reinforcement and careful guidance.

These guidelines have been prepared to inform the direction of future developments and redevelopment, and to instruct individual store owners on storefront renovation strategies.

The Design Guidelines for the Johnson Drive Corridor of Mission, Kansas provide a clear policy for evaluating future developments with regard to design integrity. Through sensitive application of the design principles included in the Design Guidelines, it is intended that each project will help each other succeed in enriching the economic vitality of the Corridor.

The Guidelines are intended to inspire design professionals, property owners, and developers to create new site-specific contextual buildings that incorporate mixed uses and pedestrian friendly commercial activity.

All new development and enlarged or altered buildings within the Johnson Drive Corridor are required to submit development plans for review by City Staff. Projects will be evaluated and reviewed for compliance with the Design Guidelines. Existing single family residential properties are excluded from these guidelines, unless the use changes from residential to commercial.

A Site Development and Building Design Checklist is available to help designers, property owners, and developers through this process. The checklist is part of the required application submittal. All required information will be verified as complete prior to review consideration.

All review applications shall include written design concept statements that explain and support the reasoning behind the site development and building design proposed.

Applicants are encouraged to contact City Staff to arrange for an interview for a pre-application consultation.

Special Conditions

The intent of these guidelines is to increase the economic and social vitality of the Johnson Drive Corridor, and it is realized that part of the attraction to the Corridor is created by its historic or landmark properties. Some of these properties have characteristics that are not in accordance with the Design Guidelines, and altering them to comply with the Guidelines would damage their sentimental or historic appeal. Exceptions may be granted to these Design Guidelines by the Design Review Board / Planning Commission in order to allow businesses to grow without destroying their image or their trademark characteristics.

Additional exceptions will be considered by the Design Review Board / Planning Commission if the overall intent of the Design Guidelines has been met.

GOALS

These guidelines are intended to create a vibrant village shopping and commercial district with a cohesive identity founded on its historic Mission style precedents, and variants appropriate to the context.

Promote architecture that is compatible in form and proportion with neighboring buildings.

Incorporate a variety of forms, materials, and colors in the design of buildings and groups of buildings, while maintaining a composition that results in a unified appearance.

Create buildings that are located and designed to provide visual interest and create enjoyable human scaled space.

Encourage a diversity of uses, activities and sizes of developments.

Create pedestrian connection throughout the District.

Establish gateway features.

Provide landscape features and screening to minimize the impact of surface parking.

Encourage quality building.

Replace marginal buildings with memorable ones.

Facilitate recruitment of additional retail businesses.

JOHNSON DRIVE CORRIDOR ISSUES

Architectural Character

The Mission Style Architectural Character of many buildings within the District has informed the design of the recently constructed Sylvester Powell Community Center giving clear evidence to the importance of this Architectural Character to the community. Mission, however, is a collection of building types and architectural styles and benefits from this diversity. These guidelines inform development and redevelopment that is compatible in form and proportion with neighboring buildings.

It is important that new development be authentic to today's building technologies and user needs. Contrived or unnatural styles should be avoided. Reference to the style and character of important buildings within the District is encouraged. The context of the Johnson Drive Corridor is important in the development of new and remodeled building form. In essence, the gradual replacement of non-contributing buildings with memorable ones should be achieved.

Historic Buildings

The Baptist Mission (circa 1831) is believed to be the inspiration for the city's original name; Mission Hills Acres. The name was abbreviated to Mission, Kansas in 1938. Both the City's name as well as its original association with the Sante Fe Trail may have also served to inspire the chosen Mission style of architecture on several buildings throughout the Corridor.

Though somewhat modest in size, many of the early Mission style buildings still exist along the Johnson Drive Corridor and are nearing historic designation eligibility. These include the Dickinson Theater and the old Johnson County Courthouse and Jail at 6909 Johnson Drive. It is important to protect these valuable historic resources within the District as they greatly enhance the sense of place and history that are Mission, Kansas.

Humanizing the Street

It is important to lead the future development toward a human scaled streetscape creating an environment that is physically and psychologically comfortable. Present traffic conditions along Johnson Drive discourage pedestrian movement at street crossings. It is hard for the Corridor to realize its full potential without better facilitating pedestrian movement. Slowing traffic along Johnson Drive would make pedestrian circulation a much safer and friendlier experience. Other improvements that minimize the crossing distance, such as medians or curb chokers, would also have a positive impact on the pedestrian environment.

Density

The majority of commercial buildings along the Johnson Drive Corridor are fairly low-rise single-story structures. This, coupled

May, 2008 (Revised)

Bowman Bowman Novick Inc.



Johnson County Courthouse (Now 69 boards)



Sylvester Powell Jr. Community Center



Mission Style Character

JOHNSON DRIVE CORRIDOR ISSUES

with the expansive width of the roadway, contributes to an overall appearance that the buildings are slightly out of proportion in mass and volume with respect to their context. Realizing opportunities to increase building heights would increase density, make properties better utilized, and be an aesthetic improvement. A change such as this would also increase the opportunity to incorporate more mixed-use developments with second story office or residential uses.

There are several vacant properties in key locations throughout the District that could benefit from a larger mixed-use development. Remembering that good infill design responds to its surroundings and site opportunities is an important consideration. Street-level pedestrian-oriented uses should be incorporated on all public fronts.

Economic Vitality

Guiding sensitive changes that help to maintain the economic vitality of the Johnson Drive Corridor is a major goal of the Design Guidelines. The Hyett Palma study identified the retail potential of the primary trade area through an analysis of the available retail space in Downtown Mission. Their findings estimate that Downtown Mission is currently capturing approximately 33% of the retail sales potential in the primary trade area. They further estimate that Downtown Mission could increase its share of retail sales in its primary trade area to between 38% and 39% by the year 2007, resulting in an increase of nearly \$50,000,000 per year.

Business Recruitment

The HyettPalma study revealed community members' desire to achieve a greater diversity of retail, more restaurants, and additional housing options throughout the Johnson Drive Corridor. Additionally, through the public visioning process community members voiced their concerns regarding the following:

- Vacancies found in the area
- Outdated appearance of the area
- Lack of appropriate economic orientation for the area
- Rate of business turn-over
- Overall public impression of the area due to the above factors.

Interviews with area business representatives during the process of developing the Design Guidelines confirmed these notions.

Diligent and strategic partnering efforts with key developers will be a key factor in the creation of effective infill projects that respond to the needs identified by community members.

5 sample projects were studied by the consulting team in order to offer examples of design guideline compliance.



2 story mixed use infill project at Maple Street and Johnson Drive.



2 story mixed use infill project at Lamar Avenue and Johnson Drive.



Storefront and landscape improvements at Woodson Street and Johnson Drive.



Storefront and landscape improvements at Metcalf Avenue and Johnson Drive.



2 story mixed use Redevelopment project at Roeland Drive and Johnson Drive.

SECTION THREE

SITE DESIGN GUIDELINES

building orientation & siting	3 - 1
parking	3 - 2
site access	3 - 3
screening	3 - 4
landscaping	3 - 5
walls & fences	3 - 6

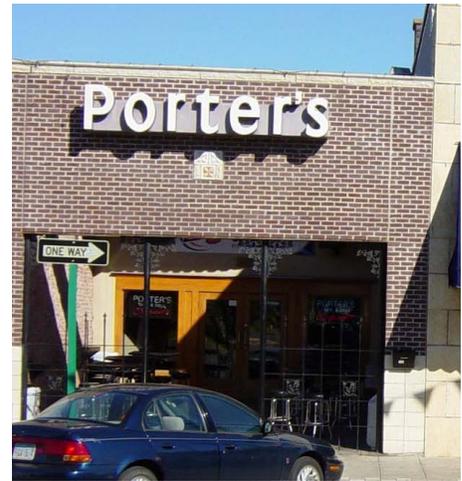


present day johnson drive

BUILDING ORIENTATION & SITING

Appropriately sited buildings can greatly enhance the formation of the public streetscape. To the greatest extent possible, buildings should be sited to provide high quality, functional and livable outdoor public spaces that enhance the use of the building, the street frontage, and the surrounding neighborhoods.

- All buildings must be oriented parallel or perpendicular to public streets within the entire Johnson Drive Corridor.
- New construction and infill buildings shall be oriented to primary streets and must be built to the “build-to” line established in the new redevelopment plans for the Downtown West Gateway and East Gateway Districts. Buildings must extend the entire width of the property along the primary street, and abut any existing adjacent building on either side. A uniform alignment of facades along the sidewalk edge is the key objective. Setbacks over a portion of the build-to line are acceptable if the resultant area contributes positively to the pedestrian environment in the way of public plazas, areas for outdoor dining, well-defined display areas for retail merchandise or public art. Grade level retail or commercial uses shall have a minimum 75% of the street frontage built to the build-to line. Where interior courtyard abut the street, they shall be defined by an edge treatment of landscaping or fencing (or a combination thereof) that is consistent with the streetscape theme and in accordance with these Design Guidelines. Setbacks at residential developments may have an additional 5-10 feet for front stoops and stairways that allow the living units to be elevated above grade for privacy.
- Where buildings in the West Gateway District or existing buildings in other Districts, do not extend to property lines, property edges shall be defined by the use of appropriate walls, plazas, or landscaping.



A business can build to the property line and still have a front court, as shown by the Porter's building in this photo.



This building illustrates a consistent façade treatment on all sides of the building.



This building effectively addresses both streets of the intersection.

BUILDING ORIENTATION & SITING

- Building configurations that create awkward relationships with adjacent properties, buildings, and streetscape shall be avoided.
- Buildings fronting multiple streets shall have consistent façade treatments with respect to materials, scale, proportion and detailing. (Refer to Guidelines for Buildings – Section 4).
- Buildings on corner lots shall incorporate a form that addresses both streets of the intersection. (Refer to Guidelines for Buildings – Building Facades, Entrances, for additional requirements.)

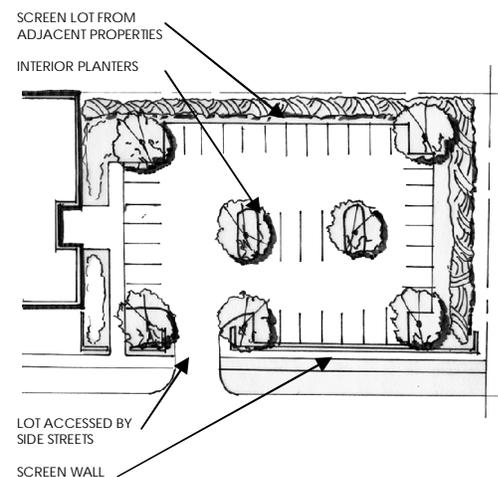
PARKING

Parking quantity should not be the only issue considered in parking area design. Physical organization, distribution, pedestrian links, and screening are issues that must be addressed in parking lots and on-street parking.

- Parking lot islands and green space shall be incorporated within all parking lots to provide shade and visual relief from large expanses of pavement. Parking lots shall be provided with a minimum of 6% green space. On-street parking shall have 100 s.f. of green space for every 10 parking spaces.
- Existing surface parking lots on Martway and side streets between Martway and Johnson Drive shall be effectively screened from the surrounding street network. Where a parking lot abuts a street, a minimum 9' wide buffer zone (including sidewalks) shall be required to effectively screen views to parked vehicles. Where a parking lot abuts an interior property line (not a street) a minimum of four feet shall be maintained as a green space. Screening shall be a minimum height of three feet and be of either softscape (vegetation), hardscape (walls or fencing), or a combination of both. (Refer to Guidelines for Site Development – Screening).
- Parking lots and on-street parking shall be designed in such a way to provide a clear, direct path between the parking areas and the business destination. 90 degree stalls are not allowed at on-street parking areas on Johnson Drive.
- Parking lots in the Downtown District should not front on Johnson Drive, but be located behind the building with access from side streets.
- On-street parallel or angled parking shall be provided on Johnson Drive and Martway where considered feasible by the City's traffic engineer.



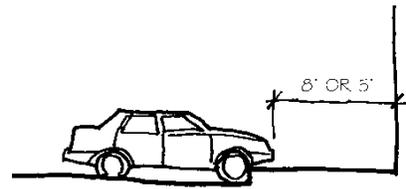
Parking quantity is only one of many issues that should be considered when designing parking lots. Landscaping, screening and access are issues that should be well designed both in small lots (above) and large lots (below).



SITE ACCESS

Convenient, safe, and direct ingress and egress to individual properties is critical to the commercial success of the Johnson Drive Corridor. Site access shall provide for the safe movement of both pedestrian and vehicular traffic.

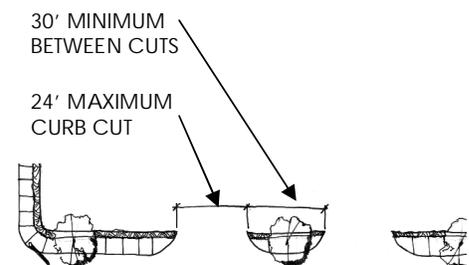
- Primary sidewalks along Johnson Drive shall provide a minimum walking surface of 8 feet in width. Primary sidewalks along Martway shall provide a minimum walking surface of 6 feet in width. Secondary sidewalks: those along the side-streets between Johnson Drive and Martway, shall provide minimum walking surface of 5 feet in width. When adjacent to on-street parking, primary and secondary walkways shall be increased in width to prevent vehicle overhangs from encroaching into the minimum sidewalk width.
- Walkways must be ADA compliant.
- The incorporation of amenities such as seasonal planters and urns, benches, bike racks, and trash receptacles are encouraged within the walkway system adjacent to individual properties. These amenities shall be coordinated with the City of Mission to ensure compatibility with public streetscape improvements. Amenities shall be placed to provide a continuous clear zone for pedestrians, and be placed to avoid conflict with vehicular sight lines at ingress/egress locations.
- Newspaper boxes shall be grouped together and placed within a screening element to minimize the visual impact along the corridor.
- Curb cuts shall be established in the redevelopment plans for the Downtown West Gateway and East Gateway Districts.
- Existing curb cuts within all Districts shall be minimized to provide a maximum ingress/egress opening width of 24 feet. The minimum distance between curb cuts shall be 30 feet.
- Service and delivery access areas shall be separated from on-street parking areas and sidewalks. Service and delivery access areas within the Downtown District shall not be located along Johnson Drive. Service and delivery access areas along Martway and north/south streets between Johnson Drive and Martway shall be effectively screened from the adjacent roadway by the use of landscaping, fencing or a combination of both.



Vehicle overhangs cannot encroach on minimum sidewalk widths



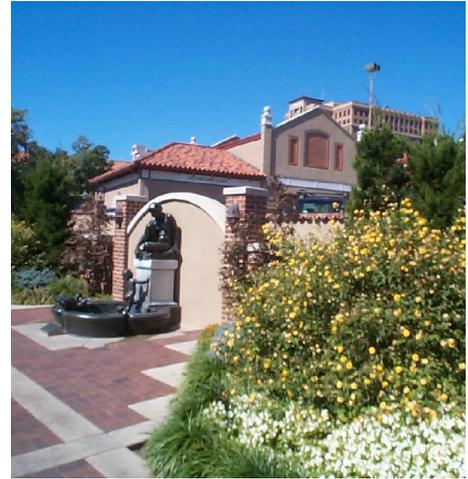
Benches and other amenities are encouraged within the walkway system



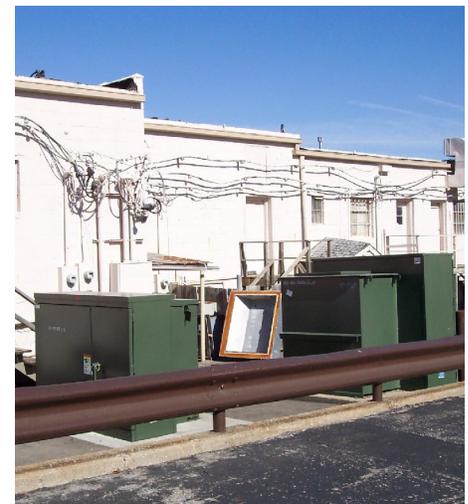
SCREENING

Minimizing or eliminating the views to undesirable areas will improve the overall visual quality of the Johnson Drive Corridor. Appropriate areas to be screened include parking lots, delivery areas, loading docks, dumpsters, ground mounted mechanical equipment, utility service connections, ice and vending machines, freezers and coolers, and transformers.

- Where service areas and utility banks are located adjacent to residential property, a minimum eight feet of green space with appropriate screening shall be maintained.
- Screening shall be required between existing Neighborhood Preservation Zones and the adjacent Mixed Use and Commercial properties within the East Gateway District. Screening shall consist of a 4 ft. wide zone of landscaping, fencing, walls, or a combination of both that effectively buffers a zoned of at least 6 ft. in height. (Refer to Landscaping, Walls and Fences for additional requirements.
- Screening can be accomplished by the incorporation of soft-scape (plant materials) or hard-scape (fences and walls).
- Plant materials are encouraged for screening uses. The City has an approved Plant Materials Pallet available for property owners within the Johnson Drive Corridor. (Refer to Appendix)
- Architectural elements such as fences and walls shall be of solid construction to prevent visibility of the area to be screened. Fences and walls shall be located and sized to adequately conceal the area in question, and shall be no less than six feet in height.
- Fences and walls shall be designed to reflect and/or complement the architectural style of the adjacent building and shall incorporate similar materials to that of the adjacent building. (Refer to Guidelines for Buildings Section 4 Building Materials and Building Facades.)
- Screening elements shall be maintained in good repair. Painted surfaces shall be free of peeling and faded paint.



This wall surrounding a parking lot shows how a combination of softscape and hardscape can attractively screen undesirable elements.



Mechanical and utility service areas such as this should be screened from public view.

May, 2008 (Revised)

Bowman Bowman Novick Inc.

SCREENING

Landscape screening should be trimmed as required to provide a quality appearance. Regular maintenance of plant materials such as fertilization and watering is also required in order to maintain an effective level of screening.

- Refer to Guidelines for Site Development – Landscaping, and Walls and Fences for additional requirements.

LANDSCAPING

Effective and attractive landscaping can greatly enhance property values and contribute to the pedestrian experience throughout the Johnson Drive Corridor. Landscaping is also a recommended material for use as a screening element as described in the Guidelines for Site Development – Screening.

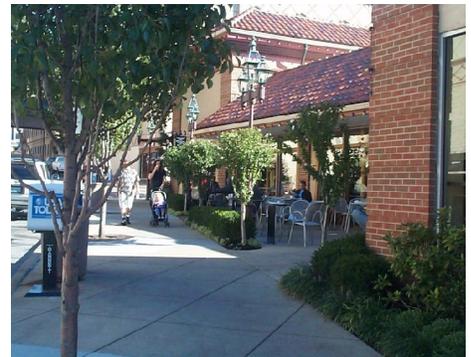
- Similar to the amenities discussed in Site Access, property owners are encouraged to provide landscaping on private property that is compatible with that on public property to ensure a consistent appearance along the corridor. A plant material pallet has been developed by the City to provide guidance on plant material selection. (Refer to Appendix)
- Shade along the corridor is a priority. The redevelopment plans for the Downtown West Gateway and East Gateway include streetscape improvements designed to enhance the pedestrian environment. Street tree planting and planters located within the right-of-way and in roadway medians are planned to incorporate plant materials providing year around color, texture and interest.

Other tree shrub, groundcover and flower beds are encouraged on private property to further enhance the Johnson Drive Corridor. Courtyard and patio spaces on private property shall be planted with a mix of shade/ornamental trees and shrub plantings equal to a minimum of 10% of the area. Plant materials shall conform to the Design Guidelines recommendations (refer to Mission Plant Palette).

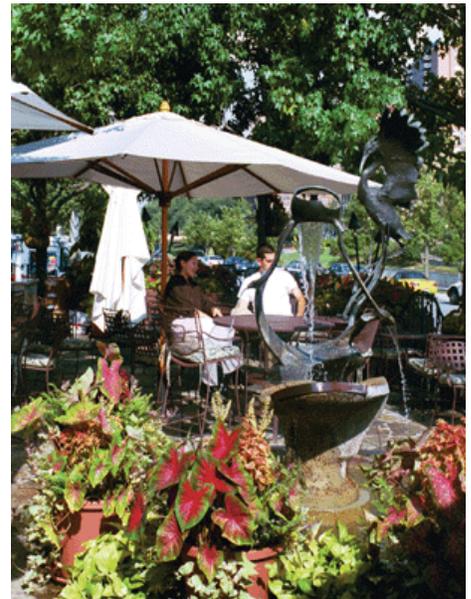
- Automatic irrigation systems are recommended for landscaped areas on private property, and within the public streetscape. When an area is too small to warrant an



Property owners are encouraged to provide landscaping elements.



Property owners should landscape with materials compatible to that of public property



Landscaping can create pleasant courtyards in an urban setting.

LANDSCAPING

automatic irrigation system, the incorporation of “quick couplers” are encouraged to provide the water service necessary for manual watering.

- Refer to Guidelines for Site Development – Parking, and Screening, for additional landscape requirements.

WALLS AND FENCES

Material and design details for walls and fences within the corridor should be designed to complement the architectural character of the Johnson Drive Corridor. Both quality design and materials are paramount to this initiative. Walls and fences are also approved methods for screening (refer to Guidelines for Site Development – Screening).

- Similar to screen walls and fences, the materials and style of non-screening walls and fences shall match or complement those of adjacent buildings.
- Chain link, wood, stockade, or corrugated metal fencing is not appropriate in the Corridor and is prohibited.
- Walls should be designed to provide architectural interest. This can be accomplished by incorporating slight changes in elevation of fence or wall panels, or by varying setbacks to create undulating surfaces that break up long stretches of the wall or fence. Variation of panel design can also serve to create visual interest in long stretches of walls or fences.
- Walls exceeding 25 feet in length shall incorporate plant materials for added visual interest.
- Convenient pedestrian openings shall be coordinated with the surrounding sidewalk system and parking lot and building entrances. Effective sight lines shall be maintained in pedestrian openings of walls and fences to avoid safety hazards.



Walls should compliment the architecture of the building and be built of solid materials.



Convenient pedestrian openings should be incorporated into walls.



Variation of panel design can create visual interest in long stretches of walls.

SECTION FOUR

BUILDING GUIDELINES

facades	4 - 1
proportion and scale	4 - 3
materials	4 - 5
roofs	4 - 7
windows	4 - 8
entrances	4 - 9
awnings and canopies	4 - 11
signs	4 - 13
lighting	4 - 15
parking structures	4 - 16
density	4 - 17



early development along Johnson Drive

BUILDING FACADES

Façade Treatments

Forms and elevations of new buildings should be detailed and articulated to create interesting facades. All elevations of the building will be evaluated in the Design Review.

- Provide consistent, sympathetic treatment of all exterior facades within the District in regards to color, materials, architectural form, and detailing. A healthy mix of complementary building materials is encouraged, but not to be overdone. Individual façade elements should respect the scale of immediately adjacent building elements. Construction infill should incorporate some of the detailing present in the surrounding existing buildings. Design control devices may include, but are not limited to façade materials, vertical and horizontal datum lines, and window size and shapes.
- Vary setbacks on wall surfaces to form entrances, express structural elements, or to create special exterior areas such as planters, seating, etc.
- Building elements that create strong patterns of shade and shadow are encouraged.
- Visible rear and side facades should provide consistent visual interest by incorporating characteristics similar to the front façade.
- Stylized, nostalgic, or thematic architecture which is characteristic of a particular trend, historic period, corporate or franchise style is prohibited in the Downtown and East Gateway Districts, particularly when the intent is to use the building as advertising.
- A concentration of building details at ground or sidewalk level is an appropriate way to create visual interest and enhance the pedestrian environment. It also helps to promote walk-in commercial activity.



Mission benefits from a variety of architectural styles. Southwestern architecture,



Art deco architecture,



And modern architecture all exists in the area.

BUILDING FACADES

- This is particularly relevant within the Downtown and East Gateway Districts.
- Diversity of architectural design shall be encouraged within the Corridor, especially that which includes local character and materials.
 - Building facades should be well maintained. When restoring an existing façade, avoid sandblasting or using harsh chemicals to clean masonry.
 - Covering, altering, or damaging historically significant architectural details and façade elements is prohibited.
 - Building elements and materials that contribute to the original character of the building should not be removed.
 - Masonry should not be painted. Painting a portion of a multi – tenant building is prohibited.



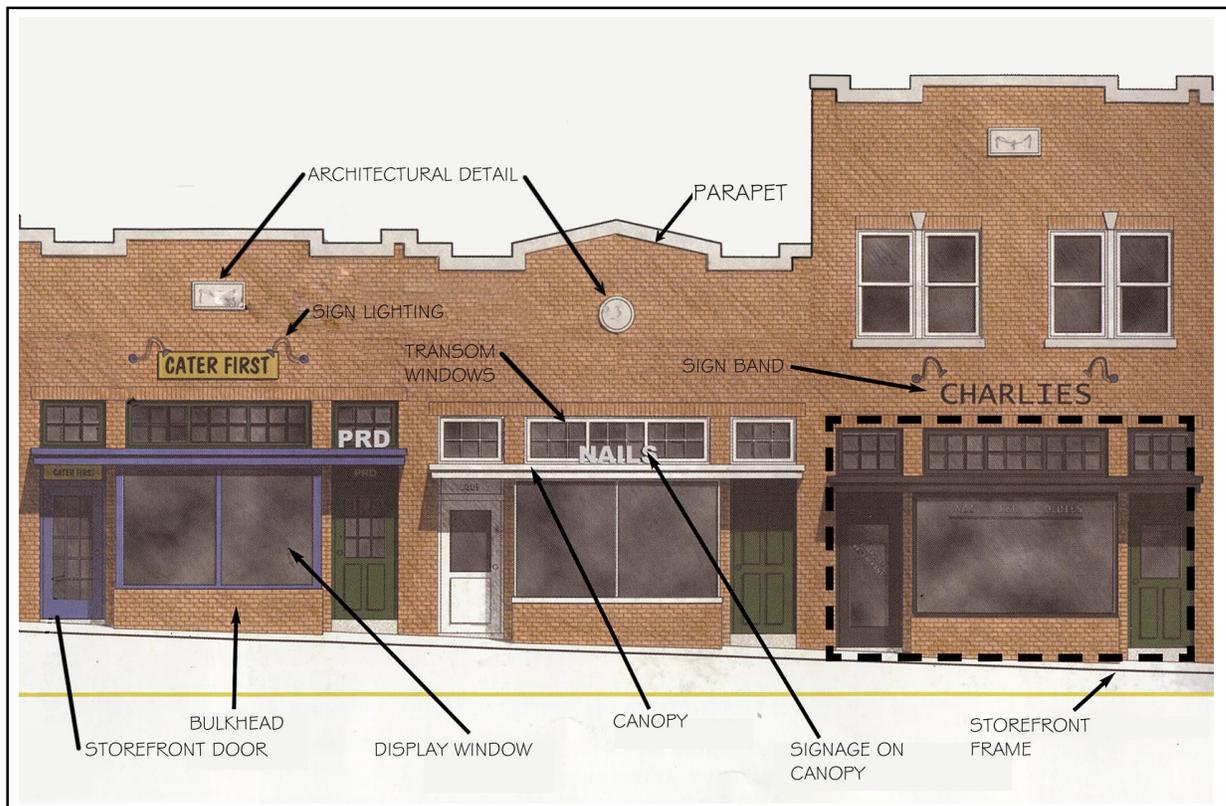
Historic photo of the Johnson County Courthouse building. Note the Mission style architectural detailing.



The same building today with signage and awnings covering all original detailing.



Facades should be painted and treated as one building.



The anatomy of a storefront facade

BUILDING PROPORTION AND SCALE

The scale of the shopping District in Downtown Mission, Kansas is similar in scale to others in nearby communities which serve as good models of appropriate scale and proportion. The shops in Prairie Village, Fairway, Brookside, and the Plaza have quality building stock with complementary massing, proportion, and human scale elements.

- Buildings should be designed to be compatible in scale and proportion to buildings within their immediate context on Johnson Drive. Designs should incorporate architectural elements that relate to the human scale.
- “The upper stories of buildings in the Downtown District beyond the 2nd story shall incorporate a minimum 8’ step back from the front façade of lower stories.” Stories beyond the second story in the East Gateway shall be articulated by the use of the setbacks (18” min.) a change of materials or other similar treatments that enhance the proportion and scale of the overall façade. See Zoning Ordinance for zoning regulations.
- Lower levels of buildings should be differentiated architecturally from upper levels.
- Reiterating masonry coursing of nearby buildings is one method of achieving consistency in façade proportions.
- Incorporate elements that give the building perceptible scale. Large buildings in particular should be designed to reduce their perceived height by dividing the building mass into smaller scale components.
- Rhythm and repetition of building elements is strongly encouraged. This is accomplished through

What is proportion?

Proportion is defined as the relation between respective parts or between parts and the whole, in a building or any work of art, whether considered purely visual or numerically.

What is scale?

When defining the concept of relative size, the term scale is used. Scale relates to the relationship of one element to another or of one element to the whole; also, the proportional relation that a representation of an object or area bears to the object or area itself.



Elements such as this second floor patio humanize the building scale for pedestrians.

BUILDING PROPORTION AND SCALE

- incorporation of regular or patterned units that are organized to provide a continuance, flow or sense of movement.
- Organize building elements and the spaces between them in a logical sequential manner.
 - Spaces between building masses (i.e. alleys, recessed entries, courtyards) should be scaled and proportioned to maximize the comfort of users. These public areas should not be dark or secluded spaces. They should incorporate detailing that adds interest, orientation, and spatial definition.
 - Use columns, fenestration, doorways, roof elements, wall patterns, light fixtures, signs, paving patterns and landscape to create rhythm.



Awnings, landscaping and paving patterns create a pleasing rhythm in this retail courtyard.



Spaces between buildings, such as this alley, should be scaled, proportioned and detailed to maximize user comfort.



Buildings that incorporate a sense of rhythm in the organization of materials and details help to make the streetscape an enjoyable place for pedestrians.

BUILDING MATERIALS

Designers, property owners, and developers are encouraged to creatively blend new construction with existing in ways consistent with a singular district. The selection of quality building materials is paramount to achieving this goal.

- Buildings should be built of high quality, sustainable long-term components. Non-durable materials such as thin layer synthetic stucco (EIFS) are generally discouraged and shall not be used within 8 feet of ground level unless specially reinforced and located away from pedestrian accessible areas. EIFS and Stucco plaster shall not be used for more than 25% of the façade area of any one story.
- Buildings should be constructed to be as maintenance free as possible. Exterior materials should not be considered temporary surfaces to be replaced during the life of the building.
- Materials should not artificially simulate other materials. If brick is proposed, it shall be real brick – not Z brick or other such imitation material.
- Predominant exterior building materials should include hard surfaced exterior wall materials such as:
 - stone,
 - stucco plaster – shall be limited to areas 4 feet or more above the ground level
 - brick,
 - ceramic tile,
 - colored and textured concrete masonry units



Bulkheads should be built out of sturdy, long lasting materials.



Quality materials such as brick and masonry not only create a long lasting structure, but allow for attractive detailing.

BUILDING MATERIALS

- Predominant exterior building materials shall not include the following:
 - Smooth face concrete block
 - Tilt-up and pre-cast concrete panels
 - T-1-11 and other wood shingle, and composite sheet sidings
 - EIFS

- Clear glass is preferred; glass that is highly tinted or tinted in unnatural colors or with a reflective finish is not permitted.

- Color and texture for architectural finishes should be selected to provide visual unity. Colors that offer low reflectance in subtle neutral or natural tones are preferred over the use of high intensity, metallic, fluorescent, or black. Brighter colors may be featured at trim and accent areas. Material and/or color changes should occur at a change of plane in building elements. However, material or color changes at outside corners of a building that give an impression of an artificial façade are discouraged.

- Predominant colors for building facades in Mission should match or complement the natural yellow, pale tan, brick, beige, brown and terra cotta tones existing throughout the Corridor.

- Designers should choose accent colors that complement the predominant color of the building façade, but the combination of body coat and accent colors should never exceed a total of four colors on the building façade.



Clear glass, masonry, and metal trim are some of the recommended materials for the Corridor



The body coat of a building should be chosen to match or complement the existing earth tones predominant in the Corridor (yellow, pale tan, beige and brick tones).

BUILDING ROOFS

When creating infill construction, roofs should not only be designed to protect a business from the elements, but also to reinforce the lines, scale, and style of it's neighboring buildings.

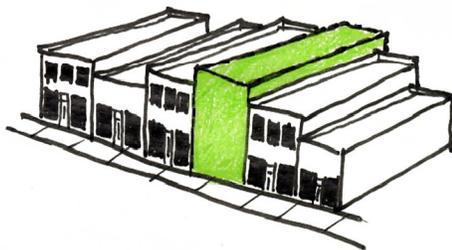
- Flat or low slope roofs (less than a 4:12 slope) shall be hidden by a parapet on all facades facing major streets.
- There shall be no exposed scuppers, gutters or downspouts on the facades facing major streets. Roof drainage shall be accomplished by the use of internal roof drains or by sloping roofs to the rear of the building.
- Natural roof materials such as wood, slate, and clay tiles shall be maintained in their original finish.
- False roofs, including mansard roofs, are prohibited.
- Exposed gable or hip roofs are prohibited.
- Roof mounted mechanical equipment shall be hidden from pedestrian view by roof parapet walls.
- Roofing or infill development should not introduce a new roof form to the area.

“The Universal, Eternal, Inviolable 11th Commandment: Thou shalt not allow one more mansard roof in San Jose.”

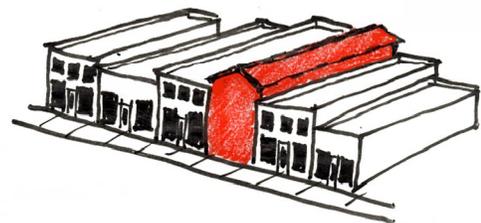
 An excerpt from *16 Rules for Developers*, in *Rebuilding Downtown San Jose: A Redevelopment Success Story* by Jay Claiborne



A false roof in Mission



Roofing of infill development should fit in with the context of downtown



And it should not introduce a new roof form to the area

DISPLAY WINDOWS

The goal of every competitive business is to attract customers and generate increased sales. Storefront display windows in the Downtown and East Gateway District offer the greatest marketing opportunity to attract the attention of passers-by and to generate new sales.

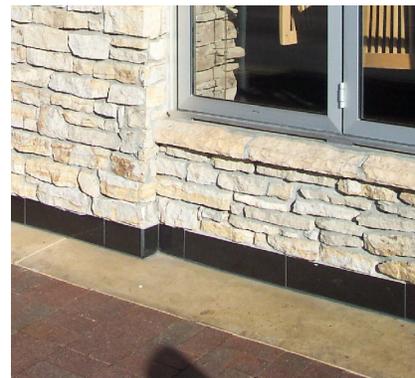
- First floor buildings fronts should incorporate a large expanse of glass; at least 75% of the facade. This is required in the East Gateway on Johnson Drive and on Martway and is encouraged on side streets between Roe and Nall.
- Storefront display systems should retain the simplicity of the design characteristics of the District. Historic features such as decorative moldings should be preserved, and new windows should match the originals.
- When restoring an existing building, tinted or textured glass should be replaced with transparent glass to increase visibility. Consider “low E” glazing to reduce negative effects of ultra violet rays. New storefront display windows should be of transparent glass. Highly tinted, colored or reflective glass is prohibited.
- Glass block shall not be substituted for storefront display windows.
- Simple vertical framing is encouraged. Avoid horizontal window division except to divide storefront display windows from transom windows.
- Elevate display windows above sidewalks approximately 18-24 inches. Bulkheads should be constructed out of sturdy, easy to maintain materials such as stone, brick, tile and decorative block.
- Businesses are encouraged to provide tasteful and frequently updated window displays that can market a variety of goods and service a business offers, and give the Corridor character and interest.
- Use aluminum or wood frame construction that provides adequate insulation and prevents condensation.



Storefronts should have interesting and regularly updated displays.



Storefronts should provide a clear view of the shop's merchandise.



Elevate display windows above sidewalks 18 to 24 inches.

BUILDING ENTRANCES

Entrances

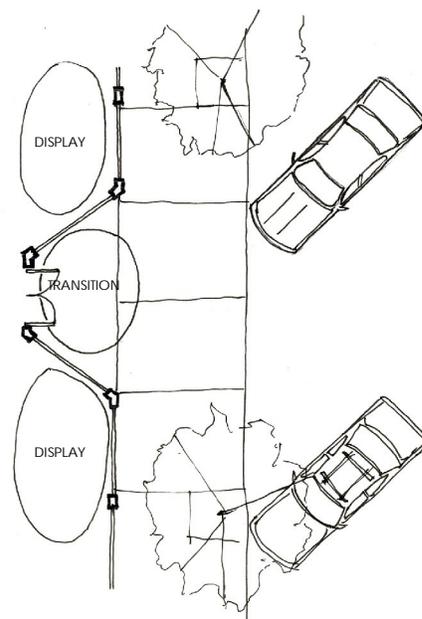
Entrances should be designed to allow individual businesses to present a clear defining image without compromising the sense of unity of the whole building block or façade.

- Entrances should be accentuated and oriented in a way that engages the primary public street.
- Entrances should be easily identifiable.
- Entrances to individual stores or uses should be articulated.
- Large buildings that front multiple streets should provide multiple entrances. Likewise, buildings that front on-site parking areas should provide entrances convenient to them.
- An appropriate use of civic art and artistic crafting of building materials can help distinguish building entrances.
- A recessed entry provides a pleasant transition from the sidewalk to the interior of a commercial building. It helps ease the change from the public street to the more private interior. Recessed entrances also provide a safe place for entry doors to open without extending into the public right-of-way.
- Buildings with recessed entrances should have the door positioned parallel to the street (except at corner entries). The sidewalls of the recessed entry should continue the storefront display.
- Commercial doors act as part of the storefront display area, and should continue the same general principles of the display window and bulkheads.
- Front doors are typically tall and stately, and incorporate large areas of glass that are elevated above sidewalk level.

May, 2008 (Revised)
Bowman Bowman Novick Inc.



Corner entrances are an effective way of engaging multiple streets.



Recessed entries provide a safe, convenient place for entering and exiting a business.



Sidewalls of a recessed entry should continue the storefront display

BUILDING ENTRANCES

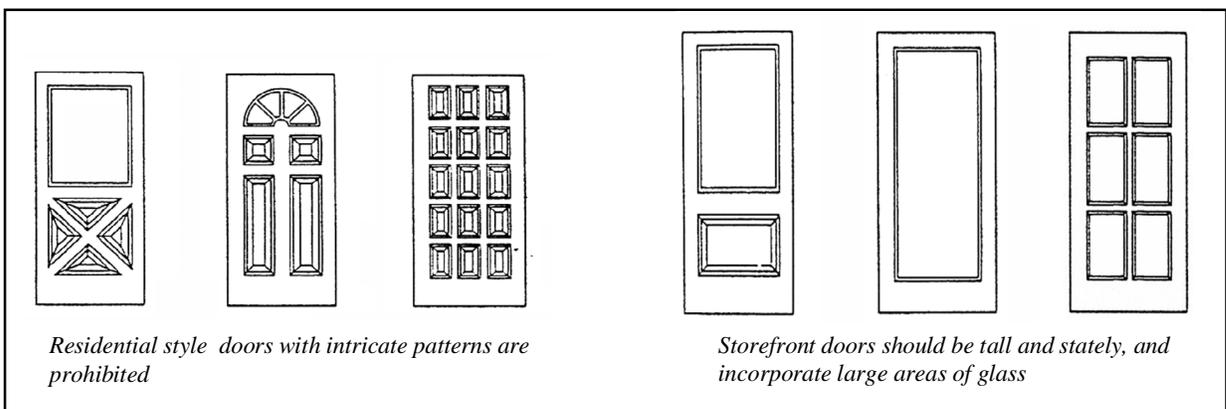
- Solid doors with no glass are prohibited. Similarly, residential style doors are prohibited on all commercial applications.
- Heavily ornamented doors (leaded glass, fancy window shape, etc.) should be avoided. Rather, subtle decorations such as metal kick plates, decorative hardware, or professionally painted signs are encouraged to make the front door special.
- Secondary doors (such as those leading to 2nd floor spaces) should have smaller windows, and be placed less prominently than the main commercial entrance.
- Buildings with rear parking lots should incorporate rear doors with the same design principles as front entrance doors.
- Sealing or closing-off existing entry doors, blocking them with merchandise or any obstruction, or covering glass door panels with an opaque material is prohibited.
- The addition of new doors that are not required by code and which are inconsistent with the existing storefront are prohibited.



Subtle decorations such as metal kickplates, and decorative hardware are encouraged.



Secondary entrances and signage should not be as prominent as primary entrances.



BUILDING AWNINGS AND CANOPIES

Metal canopies and fabric awnings serve to provide a pleasant sidewalk space for shoppers, add character and interest, and may serve as backdrops for signage and graphics. Awnings are a desirable feature in the Corridor (especially on south facing facades), but inappropriately designed, they can significantly reduce the appeal and diversity of the Corridor streetscape.

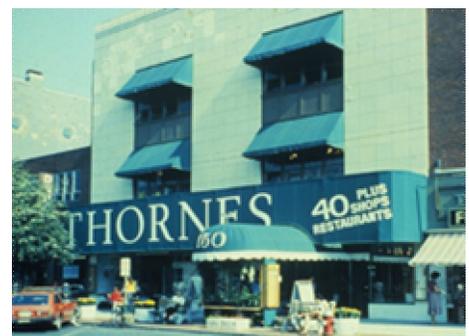
- Awnings and canopies should fit the opening they are intended to cover.
- Awnings and canopies shall not extend across multiple openings or buildings.
- Awnings and canopies should be designed to create visual interest and diversity for individual businesses.
- Awnings and canopies for a single business should be consistent in color, pattern, and mounting.
- Canopies across the front of one building with multiple businesses should be aligned horizontally and be of a common profile.
- Fabric and canvas awnings are encouraged in all districts. Solution dyed acrylic is the preferred material due to its good mildew and abrasion resistance and dimensional stability. A diverse range of colors and patterns are available, and should be selected to enhance building features and complement building colors.
- Back-lit or internally lit awnings are prohibited in the Downtown and East Gateway Districts
- Elaborate facings or extravagant designs on awnings or canopies should be avoided. Flat canopies should be simple and unadorned.



Awnings can provide shade, pedestrian scale, and color to a streetscape...



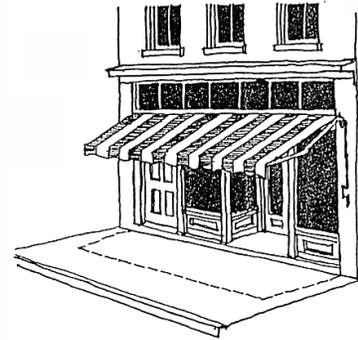
and can be used to create visual interest.



But they can be oversized and over-extravagant.

BUILDING AWNINGS AND CANOPIES

- Graphics and signs on awnings and canopies should be appropriately scaled and located.
- Awnings and canopies must provide a minimum vertical clearance of 8 feet from pavement level.
- Permanent canopies and marquees are encouraged if they fit the architectural style and aesthetic of the building.
- Awnings and canopies should not conceal architectural details of the building.



A roll up awning is a great choice for owners that want shade in the summer months and sunlight in the winter.



Awnings and canopies can be creatively conceived using canvas or metal (above), or can be tastefully done in a more traditional form. (Right)



BUILDING SIGNS

Building signs convey more about an individual store (and business district) than any other storefront element. Signs can add visual interest and detail to a building, as well as communicate the quality of business within. In order for signs to be effective, they must be harmonious in scale and color with the building and neighboring buildings. The desired intent is for signage to be integrated such that it becomes a natural part of the building façade.

- Signs must be professionally crafted.
- Signs should fit the overall proportions of the building and be integrated into the building design.
- Signs should be mounted no higher than the bottom of second floor windows.
- Signs should not call attention to themselves at the expense of neighboring businesses by virtue of their color, scale, lighting, materials, or other obtrusive features. Signs should not dominate the building façade.
- Signs that impact surrounding residential areas with light pollution or obstruction of sight lines are not allowed.
- Secondary and/or rear entrance signs are encouraged when parking is available behind or on sides of the building, or where deliveries are made.
- Advertising placards or permanent billboards are prohibited in storefront windows of the Downtown and East Gateway Districts.
- Signs should not interfere with operable doors, windows or architectural detailing.
- “Shingles” or projecting signs that are more pedestrian oriented are encouraged within the Downtown and East Gateway Districts, and should be designed to be proportional to the building façade. Business name signs painted on plate glass are also encouraged.
- The address and hours of operation should be displayed.
- Directory signs for buildings containing multiple businesses are encouraged.



Creative and careful selection of specific sign elements can help to promote the personality of a business.



Oversized and ill- designed signage can leave a negative impression.



Cluttering windows with too many signs can block views of merchandise and present a confusing and overwhelming image. Advertising placards such as this are prohibited in the Downtown and East Gateway Districts.

BUILDING SIGNS

- Creative signs (within the context of the building) and signs that incorporate bold and vibrant colors (while exemplifying good graphic design) are encouraged. The incorporation of logos or icons are also encouraged.
- Quality historical signs should be preserved.
- Individual cut and mounted aluminum or bronze letters are acceptable.
- Preferred sign materials are sign foams, redwood and cedar for sand blasted signs, glass, molded plastic, flat plastic with a return, stainless steel, brass, aluminum, bronze and rolled steel. Signage materials should be consistent and complimentary with architectural materials. Neon signs may be used to indicate a business name or trade, but not to advertise products or sales or “business open” signs. Box signs are not allowed.
- Signs should be installed on the frieze or sign band of a building, or on windows, doors, or awnings. Establish a sign band on buildings that may not have a clearly demarcated area for signs.
- Signage shall be ground lit or otherwise washed from a light source which is concealed.
- Refer to City Sign Ordinance for additional requirements.



Signs should fit in their sign band, as in this example.



Exterior menu displays and area directories are a great way to attract customers



Gold leaf on glass



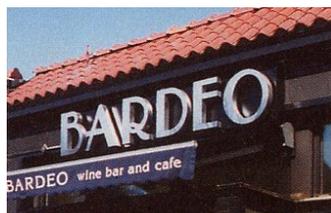
Layered and hand-painted sign



Pedestrian orientated shingle or projecting sign



Pin mounted, individually cut letters



Metal sign with dimensional letters



Creative metal sign

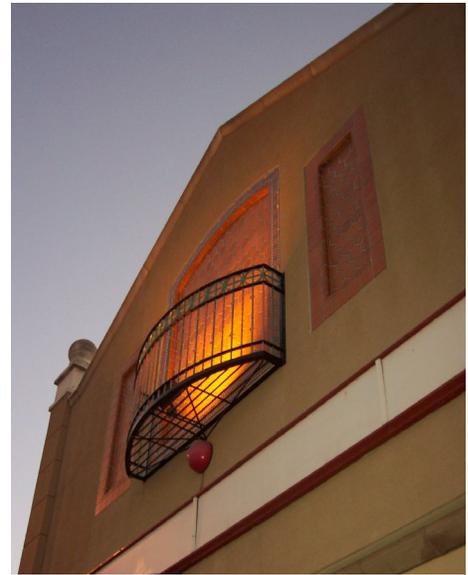
LIGHTING

Effective façade lighting can enhance the pedestrian environment and create a dramatic visual effect that encourages nighttime activity.

- Lighting should be architecturally integrated with the building style, material, and color.
- Control lighting intensity to assure light pollution and glare are not directed toward neighboring areas and motorists. Fixtures should not reveal the light source. Use fixtures with diffusing or other lenses to control adverse lighting effects.
- Use down-lighting, bollards, and wall-mounted sconces to reinforce circulation corridors.
- Area lighting should result in a minimum 1/2 foot candle at all pedestrian areas.
- Illumination of portions of buildings, direct or indirect, may be used where the utility or aesthetic results can be demonstrated. Use lighting to illuminate signage or special architectural details, and to illuminate merchandise in display windows.
- Wall mounted flood lights, flashing, pulsating or moving lights, non-commercial lighting fixtures, or the use of neon tubing to border windows and doors is prohibited.
- The use of color correct fixtures, such as metal halide, is preferred.
- In parking lots, no cobra head lights or building mounted flood lights are allowed. Lights shall have a minimum height of 12 feet and a maximum height of 20 feet. Light sources are to be directed away from residential neighborhoods with hoods and shades.
- To accent landscaping, landscape light fixture shall be utilized. They should be directed away from the property line and should have extension shields to minimize glare and light source visibility.



Illuminating a storefront at night provides advertising, discourages criminals, and promotes nighttime activity.



Carefully designed lighting of architectural details can make the ordinary seem dramatic.



Pedestrian areas should be well lit.

PARKING STRUCTURES

Parking Structures are an effective way of creating a large amount of parking in a limited area. Parking structures should incorporate design features that effectively mask the building as a parking structure. Creativity, attention to detail, and an understanding of the site should be utilized when designing these structures.

- Parking structures shall not be allowed on Johnson Drive unless they have commercial or retail uses on the ground floor fronting Johnson Drive. Vehicle access to parking structures is not permitted on Johnson Drive.
- The inclusion of retail, commercial or office uses is encouraged at the ground floor of parking structures.
- Unless otherwise specified, parking structures in the Downtown and East Gateway Districts should be constructed to zero-lot lines.
- Primary façades of the parking structure shall be designed to be compatible with neighboring buildings. Parking structures shall respect adjacent property by providing appropriate transitional elements such as pedestrian alleys, green spaces or height reductions.
- Facades of parking structures shall adhere to the same building quality and aesthetic requirements outlined elsewhere in the Building Guidelines.
- Parking structures shall provide clearly defined pedestrian entrances and circulation.
- Parking structures shall be screened so that views of cars within the structure are obscured from the street. They should incorporate the same level of architectural detail as commercial buildings.



The inclusion of retail, commercial and office use is encouraged at the street level of parking structures.



Parking structures should incorporate the same level of architectural detail as other buildings.



Required fenestration for parking garages can be accomplished with screen elements, giving the structure a more solid look.

RESIDENTIAL BUILDING DESIGN GUIDELINES

Medium Density Residential Building Design Guidelines

Medium Density Residential Buildings that are developed in the East Gateway District shall adhere to all other sections of the Design Guidelines, with the following exceptions, additions and modifications:

Facades

- The design for medium density residential units shall incorporate more massive architectural elements at the building base. Elements above the base shall appear visually lighter through the use of different materials or components such as windows, wall openings and balconies.
- The design for residential buildings shall consist of a variation of massing configurations. A use of a variety of wall and roof planes is recommended to provide complexity and visual interest.
- The townhome facades of medium density residential buildings should be articulated in such a manner as to visually differentiate the individual units.
- Every side of a medium density residential units shall incorporate a consistent level of architectural interest and quality

Proportion and Scale

- Residential building entries next to a public street shall be pedestrian-scaled.
- Building facades should have visual interest as articulated by the use of entrance stoops, porches, balconies, insets, bays and windows.

Materials

- Roof materials shall be durable, high quality materials such as:
 - Wood shake shingles
 - Composition shingles
 - Asphalt shingles
 - Clay or concrete tiles
 - Copper or other metals



Elements of the base shall appear visually lighter.



A variety of massing configurations add visual interest.



Individual Units Shall be articulated.



This two-story townhome development is appropriately scaled within its context.

RESIDENTIAL BUILDING DESIGN GUIDELINES

Roofs

- Pitched roofs of medium density residential buildings shall have a minimum slope of 4:12.
- Residential buildings with sloping roof types shall have a variety of roof forms. Large roof areas shall be articulated by complimentary sheds, dormers or other elements.
- Building functions and elements such as entrances shall be denoted by well designed and corresponding roof forms.



Large roof areas shall be articulated by dormers or other elements.

Entrances

- Residential style doors with intricate patterns are recommended.



Residential style doors, which are prohibited on Commercial and Mixed Use buildings, are recommended for Medium Density Residential buildings.

Parking

- Parking structures, parking lots, carports and garage entries shall be sited internal to building groupings and shall not front on primary streets.
- As much as possible detached carports or garages shall be sited perpendicular to the internal streets of the development to reduce the visual impact on the common areas.



Parking structures and garage entries shall be sited internal to building groupings (above). Detached carports shall be sited perpendicular to internal streets in a development (right)

SECTION FIVE

DESIGN GUIDELINES CHECKLISTS

development plan requirements	5 - 1
site guidelines checklist	5 - 2
building guidelines checklist	5 - 4



present day johnson drive

DEVELOPMENT PLAN REQUIREMENTS

Owners or developers of all new development and enlarged or altered buildings within the Johnson Drive Corridor are required to submit development plans for review by City Staff. Projects will be evaluated and reviewed for compliance with the Design Guidelines. The Director of Public Works is authorized to waive the Development Plan when one is deemed unnecessary. The applicant, prior to the issuance of any development permit, shall sign all submitted documents. A final Development Plan filed for record shall indicate that the applicant shall perform all obligations and requirements contained therein.

A. Site Plan Information

1. A layout of the proposed development, to scale, showing the location of the building(s), parking areas(s), and size of spaces, loading areas, service and refuse areas, and ingress – egress to the site.
2. Sidewalks and ramps
3. The location of any free standing signs, screening devices, and lighting
4. A landscape plan indicating location and approximate size (at time of planting) of all plant material by type, such as deciduous / coniferous trees, ornamental trees, shrub masses, and ground cover. Landscaping within parking areas shall also be shown.
5. Exterior lot lines and the location of any easements or utility connections.

B. Building Plan Information

1. Building elevations of each wall and of sufficient scale and detail to illustrate building mass, exterior construction materials, awnings or canopies, and signage.
2. Roof pitch and materials
3. Roof-mounted heating, ventilation, and air conditioning or other equipment and screening method.
4. Scale drawing of building floor plans, with dimensions and use of rooms and areas.

- C. All review applications shall include written design concept statements that explain and support the reasoning behind the site development and building design proposed.

D. Certificate

Received and placed on record this _____ day of _____

(Director of Community Development)

Approved by the Mission Planning Commission this _____ day of

_____, _____

SITE GUIDELINES CHECKLIST

The following Site Design Guideline Checklist is intended to assist Mission City staff and the Planning Commission, in the evaluation of development plan submittals. As such, the Checklist is only a summarized version of the requirements contained in the Design Guidelines, and shall not be used in the interpretation of specific requirements contained therein.

Building Orientation and Siting

- The building is oriented orthogonally with the local streets, and does not create an awkward relationship with the street or adjacent properties.
- **Downtown and East Gateway Districts:** the building is oriented to the primary street, built to the property line on the primary street façade, and extends the entire width of the primary street façade.
- **West Gateway Districts:** buildings should be sited to follow the predominant building to street relationship of adjacent buildings, and property lines are defined by plazas, landscaping, or walls
- Buildings that front multiple streets have a consistent façade treatment and have a form that addresses both streets.

Parking

- Parking lots have a minimum of 6% green space, and on street parking has 100 s.f. of green space for every 10 cars.
- Parking lots are screened from the street network with a minimum 8' buffer and screened from adjacent properties with a minimum 4' buffer. Screens are to be a minimum of 3' high and composed of walls, fences or vegetation.
- Parking lots should include a clear pedestrian path from the parking areas to the place of business.
- **Downtown District:** parking should be located behind the buildings on Johnson Drive

Site Access

- Primary street sidewalks (Johnson Drive) shall be a minimum of 8' wide. Secondary streets shall be a minimum of 4' wide. Sidewalks shall be ADA compliant.
- Pedestrian amenities (benches, trash receptacles, etc.) are included and coordinated with the City of Mission.
- Curb cuts, existing and new, are no larger than 24 feet in width and spaced at least 30 feet apart. Delivery and service access is separated from on street parking areas and sidewalks. Service and Delivery access is not located on Johnson Drive.
- Downtown District: No new curb cuts are proposed along Johnson Drive.

Screening

May, 2008 (Revised)
Bowman Bowman Novick Inc.

SITE GUIDELINES CHECKLIST

- Soft-scape screening has been coordinated with the City’s Plant Materials Palette and provisions for watering and upkeep are included, and hard-scape screening is of solid construction, at least 6’ high, kept in good repair and matches or compliments the building’s architectural style.
- Residential areas are screened from utility banks and service areas by a minimum of 8’ of green space and appropriate vertical screening.

Landscaping

- Landscaping opportunities along major public ways, especially those in the **West** and **East** Gateway Districts, are capitalized on.
- Automatic irrigation or quick couplers are provided for the upkeep of landscaping.

Walls and Fences

- All walls and fences match or complement the building’s architectural style. Chain link or Wooden Stockade Fencing are not used anywhere in the project.
- Walls include architectural details and walls 25’ or longer incorporate plant materials. Walls include convenient pedestrian openings.

Other Considerations:

Applicant’s design incorporates the following creative design elements / solutions:

Applicant’s Design lacks sufficient attention to the following:

BUILDING GUIDELINES CHECKLIST

The following Building Design Guideline Checklist is intended to assist Mission City staff and the Planning Commission, in the evaluation of development plan submittals. As such, the Checklist is only a summarized version of the requirements contained in the Design Guidelines, and shall not be used in the interpretation of specific requirements contained therein.

Building Facades

- All visible facades are treated similarly with respect to color, material, form, and detailing.
- All visible facades respect the scale of immediately adjacent buildings.
- Building details are appropriately located to enhance pedestrian access.
- Wall surfaces incorporate features that create a strong pattern of shade and shadow.
- Architectural details of an existing facade are not to be covered, altered, or damaged.
- Elements and materials that contribute to the original character of the building are not to be removed. Sandblasting or chemical cleaning of masonry will not be done.
- Multi – tenant buildings should be painted as one building.

Building Proportion and Scale

- The building is compatible in scale and proportion with other buildings in the immediate context.
- The building incorporates elements that relate it to the human scale. Design treatments of lower levels differentiate them from upper levels.
- Large buildings are reduced in perceived scale by dividing the building mass into smaller components.
- The building incorporates a sufficient sense of rhythm through the use of columns, fenestration, or other building elements.
- Spaces between building masses are scaled to maximize the comfort of users and incorporate features that promote activity and use.
- The upper stories of buildings in the Downtown District beyond the 2nd story incorporate a minimum 8' step back from the front façade of lower stories.

Building Materials

- Building is constructed out of durable, sustainable, maintenance free materials such as stone, brick, ceramic tile, and colored and textured CMU. Simulated materials are not used.
- There is no smooth face concrete block, tilt up or precast concrete panels, wood shingle, or composite sheet sidings used as the exterior finish material. No façade has more than 25% of its area covered in Exterior Insulation Finish System.
- Colors for exterior finishes are selected to provide visual unity. The predominant color of the building matches or complements the natural yellow, pale tan, beige, brick, and brown tones existing throughout the corridor.
- Accent colors compliment the body coat, and there are no more than 4 colors on the building façade.

May, 2008 (Revised)

Bowman Bowman Novick Inc.

BUILDING GUIDELINES CHECKLIST

Building Roofs

- There are no false roofs, exposed gables, or hip roofs proposed in the design. The roof form is composed of simple geometry appropriate to the District.
- Roof mounted mechanical equipment is hidden by the use of parapets.
- In the Downtown and East Gateway Districts parapets exist on all building facades.

Display Windows

- At least 75% of the first floor building fronts is composed of transparent glass on Johnson Drive. Highly tinted or reflective glass is not used.
- Display windows are elevated above sidewalks 18 to 24 inches through the incorporation of bulkheads.
- New windows match the existing windows, and all storefront systems retain the simplicity of the design characteristics of the District.

Building Entrances

- Primary entrances engage the street, are easily identifiable..
- Convenient entrances from on-site parking are provided.
- The main entrance door is appropriately situated parallel and preferably recessed to the street and is of appropriate style.
- Solid, residential, or heavily ornamented doors are not used.
- No existing entry door is sealed, blocked, or covered with an opaque material.
- Large buildings fronting multiple streets have multiple entrances.
- No new doors are being proposed other than those required by Code.

Building Awnings and Canopies

- Awnings or canopies do not extend across multiple buildings.
- Awnings or canopies create visual interest for individual businesses.
- Awnings or canopies fit the opening they are intended to cover,
- Awnings or canopies are consistent in color, pattern and mounting
- Awnings or canopies allow a vertical clearance of 8 feet from pavement level.
- Back lit or internally lit awnings are not used.
- Graphics and signs are appropriately scaled.
- Elaborate or extravagant designs are not used.
- Awnings or canopies do not conceal features or architectural details of the building.

BUILDING GUIDELINES CHECKLIST

Building Signs

- Signs are professionally crafted, fit the overall proportions of the building, do not dominate the building façade, and are mounted no higher than the bottom of second floor windows.
- The sign either fits in an established sign band or an appropriate sign band has been created for the sign.
- Signs do not obstruct site lines or create light pollution for neighboring properties.
- Advertising placards are not used, and signs do not interfere with architectural detailing or operable doors and windows.
- Address and hours of operation are displayed. A directory sign is included if the building has multiple businesses.
- There is no box sign proposed or present. Signs are of preferred materials such as wood, metal and glass.
- Neon signs do not advertise products or sales.
- Quality historical signs are being preserved.
- Creative signs that incorporate bold and vibrant colors and the incorporation of logos or icons are encouraged.

Building Lighting

- Lighting is integrated with the building style, material and color.
- Fixtures do not reveal the light source, and incorporate diffusing lenses or other measures to eliminate light pollution to residential areas.
- Cobra head fixtures or wall mounted flood lights are not used.
- Lighting incorporates color-correct lamps such as metal halide
- Circulation corridors are lit by wall mounted sconces, bollards, or down lighting. Area lighting results in at least ½ foot candle at all pedestrian areas.
- Parking lot lighting is accomplished by pole mounted fixtures not exceeding 20 feet. Light sources are directed away from residential areas.
- Portions of the building are illuminated directly or indirectly for utility purposes or to highlight architectural details and signage.

Parking Structures

- On Johnson Drive, retail or commercial space is included on the first floor (this is also recommended throughout the Johnson Drive Corridor)
- For parking structures on Johnson Drive, access is provided from a side street.
- Parking structure facades adhere to the building and site design guidelines and incorporate design features that effectively mask the building as a parking structure.
- Views of cars are screened from the pedestrian level, and clearly defined pedestrian entrances are included.

BUILDING GUIDELINES CHECKLIST

Other Considerations:

Applicant's design incorporates the following creative design elements / solutions:

Applicant's Design lacks sufficient attention to the following:



infill vision for the johnson drive corridor

DOWNTOWN AND EAST GATEWAY DISTRICTS



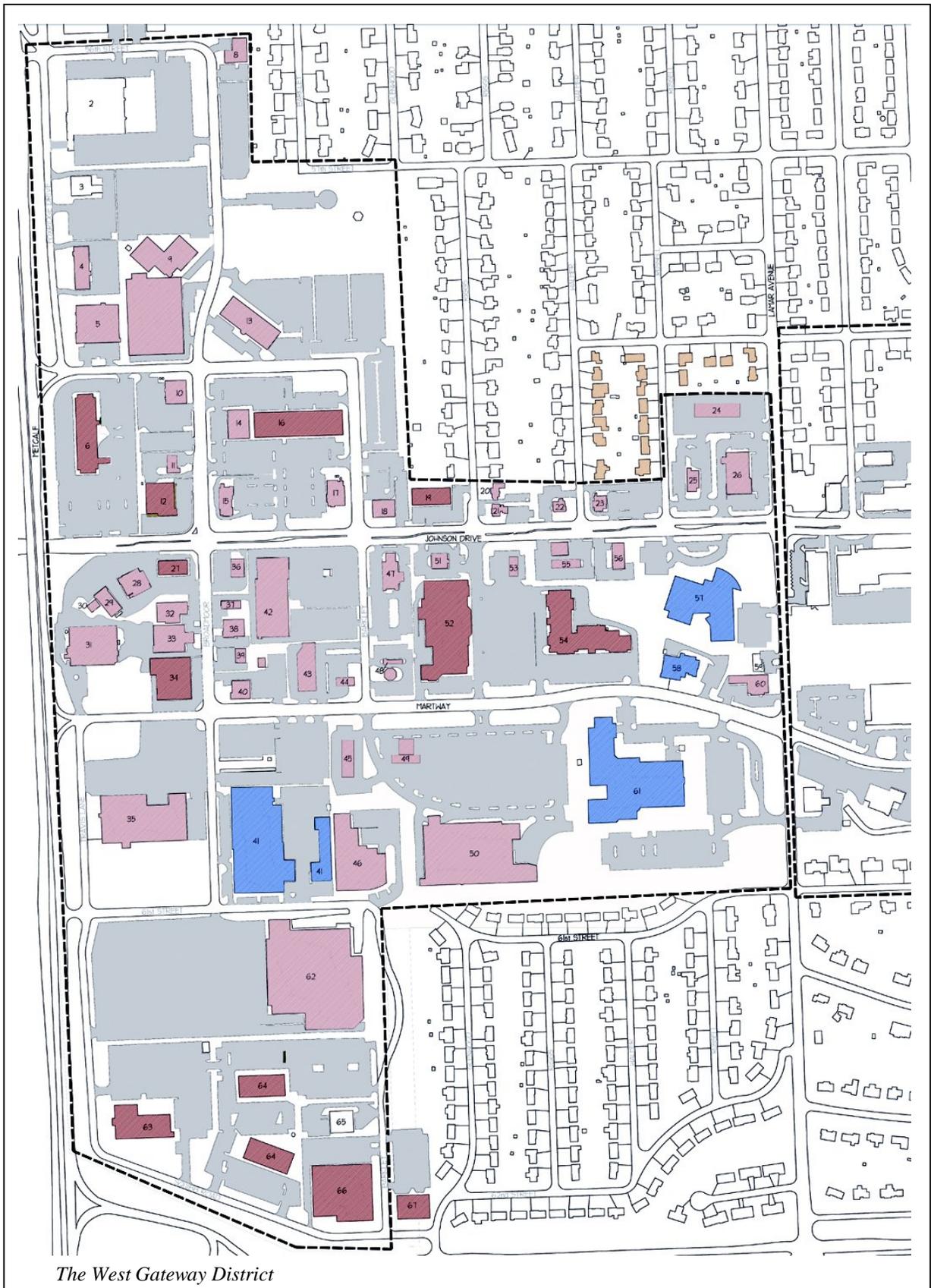
The Downtown District



The East Gateway District

May, 2008 (Revised)
Bowman Bowman Novick Inc.

WEST GATEWAY DISTRICT



The West Gateway District

December, 2003

Theis Doolittle Associates

Brent Bowman & Associates

PLANT MATERIALS PALLETE

Shade Trees		
<i>Common Name</i>	<i>Scientific Name</i>	<i>Caliper</i>
Autumn Purple White Ash	<i>Fraxinus americana 'Autumn Purple'</i>	2"
Marshall's Seedless Green Ash	<i>Fraxinus pennsylvanica 'Marshall's Seedless'</i>	2"
Red Oak	<i>Quercus rubra</i>	2"
Sugar Maple	<i>Acer saccharum</i>	2"
Littleleaf Linden	<i>Tilia cordata</i>	2"
Sweetgum (fruitless variety)	<i>Liquidambar styraciflua</i>	2"
Sugar Hackberry	<i>Celtis lavigata</i>	2"
Thornless Honeylocust 'skyline'	<i>Gledista tircanthos var inermis 'Skyline'</i>	2"
Cloumnar English oak	<i>Quercus robur 'Fastigiata'</i>	2"
Evergreen trees		
<i>Common Name</i>	<i>Scientific Name</i>	<i>Height.</i>
Limber Pine 'Vanderwolfs Pyramid'	<i>Pinus flexilis 'Vanderwolf pyramid'</i>	6' to 7'
White Fir	<i>Pinus strobus</i>	6' to 7'
Skyrocket Juniper	<i>Juniperus scopulorum 'Skyrocket'</i>	6' to 7'
Ornamental Trees		
<i>Common Name</i>	<i>Scientific Name</i>	<i>Caliper</i>
Eastern Red Bud	<i>Cercis canadensis</i>	1.5
White Bud	<i>Cercis canadensis var. alba</i>	1.5
Goldenraintree	<i>Koulreuteria paniculata</i>	1.5
Amur Maple	<i>Acer ginnala 'Flame'</i>	1.5
Prairifire Crabapple	<i>Malus 'Prairifire'</i>	1.5
Thornless Cockspur Hawthorn	<i>Crataegus crusgalli var. inermis</i>	1.5
Shrubs		
<i>Common Name</i>	<i>Scientific Name</i>	<i>Container size</i>
Goldmound Spirea	<i>Spiraea x bumalda 'Goldmound'</i>	#2
Compact Inkberry Holly	<i>Ilex glabra</i>	#2
Emerald Gaiety Euonymus	<i>Euonymus fortunei 'Emerald Gaiety'</i>	#2
Dwarf Burning Bush	<i>Euonymus alatus 'Compactus'</i>	#2
Dwarf European Cranberrybush Viburnum	<i>Viburnum opulus 'Compactum'</i>	#2
Cranberry Cotoneaster	<i>Cotoneaster apiculatus</i>	#2
Snowmound Spirea	<i>Cotoneaster apiculatus</i>	#2
Groundcover		
<i>Common Name</i>	<i>Scientific Name</i>	<i>Container size</i>
Bowles Vinca Minor	<i>Vinca minor 'Bowles'</i>	#1
English Ivy	<i>Hedra helix</i>	#1
Bronze Ajuga	<i>Ajuga reptans 'Bronze Beauty'</i>	#1