

PART III



CORRIDOR DESIGN GUIDELINES

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CHAPTER 6. INTRODUCTION



A Vision for Missoula's Corridors

In the future, Missoula's commercial Corridors will be vital components of civic life, contributing to Missoula's unique character, economy and architectural diversity. They will be destinations instead of just places to pass through in a car. To make this vision a reality, the Corridors will redevelop with a mix and intensity of land uses that exhibit design excellence, enhance walkability and support the Missoula Growth Policy's goal of focusing inward. While change is welcomed along the Corridors, their transformation must reflect Missoulian's values for community character and connection to nature.

Design Principles for Missoula's Corridors

These design principles support the vision for Missoula's Corridors.

Transform/Enhance Current Character

Development along the Corridors should always convey high quality design that enhances their current character. Development should help transform the Corridors into more walkable and vibrant places.

Promote Intensity and Efficient Land Use

In accordance with the Focus Inward principle of the City Growth Policy, development on the Corridors should be directed towards underutilized or low-intensity lots. Efficient land use and higher intensity land uses are a key focus.



Prioritize Community Character and Identity

All development in the Corridors should respect and contribute to the identity of Missoula. The community has a strong desire to remain distinct in character. Identity is created through the use of building materials and architectural styles. It is also created by development that is memorable and creative. Unique designs should be encouraged to distinguish Missoula as a special place.

Enhance Walkability and Connectivity

Walkability and connectivity are extremely important in Missoula’s commercial Corridors. Regardless of Corridor Typology, projects should consider how they can contribute to a safer, more convenient experience for pedestrians.

Consider Functionality of the Roadway and Current Needs

The consideration of design quality must not overlook the core necessity for the roadway to remain functional in conveying traffic and contributing to regional mobility and the economy of Missoula.

Recognize Conditions may Supersede Typology

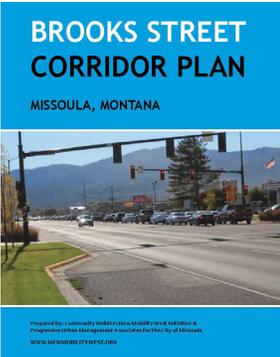
Missoula is a unique place, with many unique development settings. Thus, it is important that the particularities of site-specific conditions be considered.

Consider the Impact of Nodes

There are numerous nodes along the Corridors at key intersections, gateways or other groups of buildings/blocks. Because these nodes are highly trafficked and visible, high quality design is critical.

Respect and Build Upon Previous Planning Work

This initial strategy seeks to recognize and build upon the community input, analysis and design work conducted in previous planning processes for the City’s Corridors. The most notable Corridors that have been addressed in previous planning processes are North Reserve Street, Brooks Street and Russell Street.



Key Design Considerations for Corridors

This section outlines the most critical design considerations for Missoula’s Corridors. These definitions are provided to explain the terms that are used in Table 3.

Pedestrian Activity Level. The quality of the pedestrian environment along a Corridor is based on a number of factors, including the location and design of adjacent buildings, parking, landscaping, traffic speed and pedestrian connections to nearby development. Development intensity also impacts pedestrian activity, as lower intensity and vacant parcels reduce walkability. Table 3 rates the pedestrian activity level from “very high” to “moderate.” These ratings represent the desired level of pedestrian activity for each of the Corridors. They are discussed in greater detail below.

- **Very High** - These are Corridors that are envisioned as highly walkable, pedestrian-oriented streets. Buildings, sites, circulation and other features should all prioritize pedestrians and the public edge of a development. While different than Downtown Missoula, the level of pedestrian activity is envisioned to one day be similar to this type of environment.
- **High** - These are Corridors that are closely knitted with neighborhood areas, where residents are expected to frequent the corridor by foot for neighborhood services and dining opportunities. Walking may not be the primary mode, but neighbors and those from outside the neighborhood are expected to be able to safely walk from business to business and from business to neighborhood very comfortably.
- **Medium** - Medium pedestrian levels are highlighted for Corridors where vehicles are likely to continue to be the major mode of transportation, but some pedestrians will be present.
- **Moderate** - Moderate levels of pedestrian activity are reserved for those Corridors that are expected to remain highly auto-oriented into the future. A limited number of pedestrians are likely to be present because the nature of the street is not as inviting for walkable activities.



Street Edge Character



Generally consistent street wall/limited flexibility in front setbacks



Moderately consistent street wall/flexible front setbacks within a limited/moderate range



Moderately consistent street wall/flexible front setbacks within a range



Landscaped edge/buildings set back (buildings are also allowed closer to the street)

Street Edge Character. The interface between a building, site features and the sidewalk and street strongly impact character. Street edge character is partly defined by the placement of buildings, landscape features and the amount of variation of these elements. Table 3 describes the desired street edge character for each of the Corridors. When used to describe the street wall, the term “consistent” is used to indicate the degree to which building placement is uniform along the street between multiple buildings. A consistent street wall is one that has more uniformity in building placement, while a moderately consistent street wall has less uniformity in building placement.

- **Generally Consistent** - A generally consistent street edge, within the Typologies framework, is where a street wall is established consistently across the Corridor frontage on a site, but with some minor fluctuation appropriate. A narrow range of front setbacks is the objective.
- **Moderately Consistent** - A moderately consistent street edge calls for a wider range of setbacks from the street. Building edges would vary somewhat although buildings would fall within a general range of distances from the street. Landscaping, limited parking areas and other amenity spaces would provide an appropriate transition between a building and the street. A broader range of front setbacks is the objectives, while still ensuring strong presence and rhythm of buildings along the street.
- **Landscaped Edge** – The landscaped edge condition refers to Typologies where the presence of buildings near the street edge is acceptable and preferred, but not highly prioritized. In this condition, surface parking, including larger lots, are anticipated to be located adjacent to the street. Under these circumstances, a generous landscaped buffer between a sidewalk and a parking area is sufficient to ensure pedestrian comfort.

Parking Location. Surface parking near the street can negatively impact visual character and street experience. The proximity of surface parking to the street and the amount of it is a key consideration for Corridor design. Table 3 describes the desired location of parking for each of the Corridors.

- **Behind the Building-** Parking is fully behind the building.
- **Behind or to the Side of the Building** - Parking is to the side of the building or behind the front wall of the building, but not between the building and the street.
- **Flexible Location but Limited** - Parking may be provided at any location on a site, but only a limited amount is located between a building and the street.
- **Flexible Location but Buffered** - Parking may be provided at any location and the amount of parking adjacent to the street is not limited provided that it is sufficiently buffered from the street.

Building Types. The mix of building types envisioned is another key consideration in defining the character for a Corridor. The presence of a mixture of different building types enhances pedestrian activity by encouraging multiple uses that attract different types of users. Table 3 describes the “target” (desired) and “typical” (expected) building types for each of the Corridors. Target buildings are those that strongly meet the community’s vision for land use. Expected buildings are those that may not perfectly fit the community’s vision for scale or use mix, but given the current market are likely to continue to be desired.

- **Large Format** - Large format buildings are those that hold multiple tenants or businesses requiring large floor plates. These buildings may take up the greater part of a block frontage or a significant portion of a large site. These typically include floorplates of 30,000 square feet or more.
- **Medium Format** - Medium format buildings are those that may hold a few tenants and could take up the entire frontage of a smaller block or a percentage of a larger one. Floorplates of 8,000 to 30,000 square feet are included in this category.
- **Small Format** - Small format buildings are typically those that accommodate single commercial tenants that require a relatively small amount of space. For residential, a small format building is typically one that includes only a modest amount of units. Small format buildings are typically used on smaller sites that take up only a small portion of a block, but in some cases multiple small format buildings could be included on a single site. Floorplates of 8,000 square feet or less are typical.

Parking Location



Parking behind building



Parking to side/behind



Limited parking in front, buffered



Flexible location, buffered



Preferred Maximum Building Height at the Street Edge. While the maximum building height is established by the zoning code, preferred maximum building height at the street edge refers to the ideal scale of a building along its front parcel line. The goal is to reduce the perceived height of a building as viewed from the street level and to ensure solar access to the public right-of-way. In addition, limiting the scale of a building at the street edge breaks down the bulk and mass of an overall building volume. Table 3 indicates this target maximum building height in stories for parts of the building that are close to the street edge for each of the Corridors.



Articulation of Mass and Scale. Articulation of a wall and variation of its massing can strongly impact the character of a Corridor and how it is experienced and perceived. These design approaches reduce the real and perceived mass and bulk of a building by breaking it up into human-scaled elements. Table 3 rates the relative importance of building articulation and mass variation for each of the Corridors. The ratings range from “High Importance” to “Moderate Importance,” to indicate how critical articulation and variation are for each Typology.



- **High Importance** - Breaking down a building mass into smaller modules should be of the utmost importance. This is often when larger buildings are anticipated to be located close to the street and high level of pedestrian activity is anticipated.
- **Medium Importance** - Breaking down a building mass into smaller components is important. However, because expected pedestrian activity is lower, buildings are not anticipated to be as close to the street. Buildings are generally also expected to be smaller in scale, so articulation is less important.
- **Moderate Importance** - Breaking down a building into smaller modules is important, but the regularity and extent of the modulation is not as critical. This is often the case because buildings are likely to be located further from the street and lower levels of pedestrian activity are anticipated.



Corridor Typologies Concept

While the fundamental vision outlined above for Missoula’s Corridors is an overarching one, the more detailed design objectives for an individual Corridor varies based on location, anticipated pedestrian activity level, community objectives and other factors. As such, these design guidelines organize Missoula’s Corridors into four Corridor Typologies, which were conceived based on community vision, physical character, relationship to nearby neighborhoods and other factors. A vision for each Corridor Typology is described below, using the design considerations described above as a framework. The vision for each Corridor Typology is summarized in Table 3 and mapped in Figure 4.

Purpose of the Typologies

Corridor Typologies are intended to document the community’s tailored vision for a variety of different locations and street types, while also providing a functional hierarchy and organization for the purposes of design review. The Typologies are intended to respond to goals, vision, objectives and functional requirements of the different streets and ensure future development outcomes that match up.

Using the Typologies

The discussion of Typologies in this chapter should be used as an aid in the interpretation of the broader guidelines provided in Chapters 7 and 8. While many of the guidelines that follow are broader in nature, they should be used in conjunction with the more specific design objectives outlined in this chapter for each Typology. In addition to the guidance for each Typology provided below, “Contextual Consideration” is often included within Chapters 7 and 8 that provide direction about the relative importance of a particular guideline in one Typology or another.



| TABLE 3: CORRIDOR TYPOLOGIES | | | | |
|--|---|--|---|--|
| | Typology 1 | Typology 2 | Typology 3 | Typology 4 |
| Pedestrian Activity Level | Very high | High | Medium | Moderate |
| Street Edge Character | Generally consistent street wall/minor flexibility and variation appropriate | Moderately consistent street wall/flexible front setbacks within a limited range; heavy emphasis on landscaping | Moderately consistent street wall/flexible front setbacks within a limited range | Buildings set back from the street is acceptable (buildings closer to the street allowed); generous landscape buffer between a site and the street |
| Parking Location | Behind building | Side or behind building | Flexible location/limited parking in front | Flexible location |
| Building Types | Target: Medium to large vertical mixed use/commercial; multi-dwelling residential Typical: Small to medium format commercial | Target: Small to medium commercial buildings; multi-dwelling residential Typical: Small format commercial | Target: Medium to large format commercial/mixed use; multi-dwelling residential Typical: Medium to large format commercial | Target: Medium to large format commercial/mixed-use; multi-dwelling residential Typical: Medium to large format commercial |
| Preferred Maximum Building Height at the Street Edge [1] | 6 stories | 3 stories | 5 stories | 6 stories |
| Articulation of Mass and Scale | High importance | High importance | Medium importance | Moderate importance |

[1]Maximum building height is established in the zoning code, and may be 40', 50', 65' or 125', depending on the intensity designation. Preferred maximum building height at the street edge refers to the scale of the building at the street, and does not indicate a limit on overall building height on the lot.

Graphic for interpreting Table 3.

The graphic below indicates the hierarchy of the terms used in Table 3 to describe relative importance of each design consideration within each Corridor Typology.



Figure 4. Corridor Typologies Map





Corridor Typologies

This section outlines the most critical design considerations for Missoula's Corridors. These definitions are provided to explain the terms that are used in Table 3.

Typology 1 (Brooks Street, Russell Street)

Typology 1 Corridors are those that have been identified in previous planning processes to be redeveloped as mixed-use, pedestrian-oriented streets that support transit and prioritize placemaking. These are special considerations for applying the design guidelines to projects in the Typology 1 Corridors.

Pedestrian Activity Level

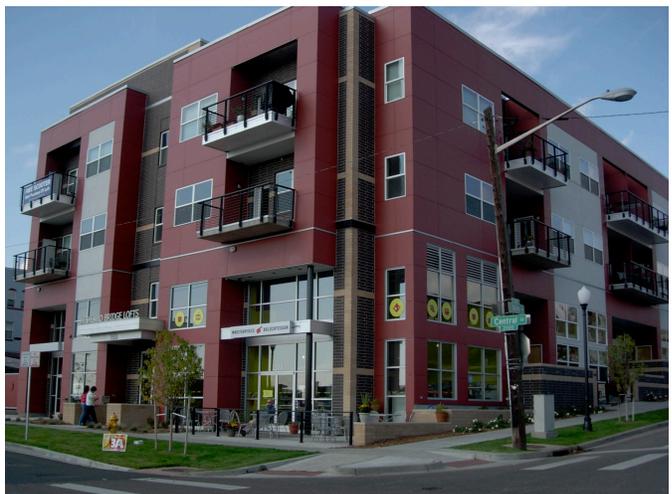
Very high levels of pedestrian activity are anticipated in Typology 1 Corridors. Buildings should be designed to provide an engaging street experience. Pedestrian activity should be further promoted through pedestrian connections. Every element of a building's design adjacent to the sidewalk should enhance the pedestrian experience.

Street Edge Character

Buildings should be located to frame the street with a generally consistent street wall, but some minor fluctuation in the exact front setback is encouraged.

Parking Location

In order to support the very high level of pedestrian activity, parking should be located behind a building and shared among multiple buildings wherever possible. Surface parking areas should be clearly subordinate in all circumstances, and wherever possible, should not be visible at all from the street.





Typology 1 (Continued)

Building Types

Currently, small to medium format buildings dominate this Typology. To facilitate Typology 1 Corridors becoming more pedestrian oriented and activity centers in their own right, larger format buildings that generate significant activity, offer multi-tenant opportunities and promote the efficient use of land are preferred. This may include vertical mixed-use/commercial buildings as well as larger multi-family residential that increase concentrations of residential units and provide multiple retail or other commercial destinations within a single block.



Preferred Maximum Building Height at the Street Edge

Taller buildings that provide opportunities to increase transit support, increase building intensities, and generate vitality and activity are preferred in Typology 1. However, the portion of a building adjacent to the street should still incorporate design features that generally result in a six-story scale at the street edge. Limiting the height at the street edge to six stories will maintain opportunities to significantly increase vitality and activity while still ensuring a lower scale as perceived from the street level and adequate solar exposure at the street.

Articulation of Mass and Scale

Although larger buildings are anticipated in Typology 1, they should be well articulated and detailed. Breaking up a building's mass and scale to provide visual interest and express a human scale is critical to enhancing the pedestrian environment. Buildings should also be broken up so they are perceived at a finer-grain scale. This may be achieved with changes in wall planes, changes in material, relief areas in a building's volume and many other similar methods.



Typology 2 (Mount Avenue, Russell Street, South Avenue, 3rd Street, Higgins Avenue, SW Higgins Avenue, 39th Street)

Typology 2 Corridors are closely knit with the residential neighborhoods that surround them. In some cases single-family residential development is currently intermixed alongside commercial development. These are special considerations for applying the design guidelines to projects in the Typology 2 Corridors.

Pedestrian Activity Level

High levels of pedestrian activity are anticipated for Typology 2 Corridors. Buildings should assist in creating a walkable street, as should the design of the edge of a property adjacent to the street. Development along the Corridor should be well connected to the street. A pleasant walking environment along the Corridor should connect development to surrounding neighborhoods and encourage walking. A building and its site should both be designed to strongly support walking as a key mode of travel.



Street Edge Character

Development fronting a Corridor should exhibit a “village character,” with smaller buildings that may be clustered at key neighborhood nodes or elsewhere along the Corridor. Buildings should be oriented to the street and should be placed relatively close to the street, but flexibility in the exact placement of a building should be promoted. Smaller sets of a buildings that cluster around interior courtyards or other amenities are encouraged. Where limited surface parking is provided near a street edge, significant landscaping should be encouraged to soften and buffer it from the pedestrian space. Use of landscaping at the street edge is encouraged to promote continuity with the single-family character nearby.



Typology 2 (Continued)

Parking Location

The visual impact of parking should be minimized as much as possible in Typology 2. This can be achieved by locating it to the side or rear of a building wherever possible. Some parking is anticipated to be located adjacent to the street, but its visual impact should be minimized and the overall amount of parking near the street should be limited. A parking area should always be subordinate to the building and other key site features. Landscape elements should be integrated with a site to soften the appearance and especially when surface parking is adjacent to the street. While parking is permitted in a limited amount adjacent to the street, locating it behind the building so that it is not visible from the street is the preferred approach.

Building Types

Currently, small format commercial and residential development dominate this Typology. To facilitate walkability, compatibility with nearby small-scale residential character, and to promote a village character, small to medium format development (residential, commercial or mixed use) buildings should be promoted here. Smaller buildings clustered at key neighborhood nodes or elsewhere along the Corridor are encouraged. In general, large commercial buildings that encompass an entire block should be avoided. Where a larger development does occur, multiple smaller buildings are encouraged over single larger ones. Where a larger single building is desired, significant steps should be taken to break down the massing of the building into finer grained components to help it better fit with the single-family residential surroundings.





Typology 2 (Continued)

Preferred Maximum Building Height at the Street Edge

Buildings should be designed to establish a three-story maximum scale along a Typology 2 Corridor. This means that portions of a building that are adjacent to the street should be only moderately scaled even though other portions of a site may be allowed to develop at a greater scale per the zoning ordinance. Ensuring a lower scale at the street edge will help ensure continuity and compatibility with the low-scale single-family areas that surround these Corridors.

Articulation of Mass and Scale

Although smaller buildings with a lower scale at the street edge are encouraged in Typology 2, they should still be well articulated and detailed to express a human scale. Furthermore, breaking up the mass of a street-facing building wall in Typology 2 will help to ensure compatibility and continuity with the surrounding smaller, single-family buildings. For larger buildings, the full spectrum of wall articulation and mass variation techniques should be considered. For a smaller building, wall articulation techniques like detailing, windows, expression lines, and other similar features will adequately establish a human scale within a building wall.



Typology 3 (E and W Broadway Street, Russell Street, Brooks Street)

Typology 3 Corridors should be designed to promote an enhanced entry experience for those coming into the City or Downtown, and establish a stronger emphasis on walkability and visual interest when compared to Typology 4 Corridors. These are special considerations for applying the design guidelines to projects in the Typology 3 Corridors.

Pedestrian Activity Level

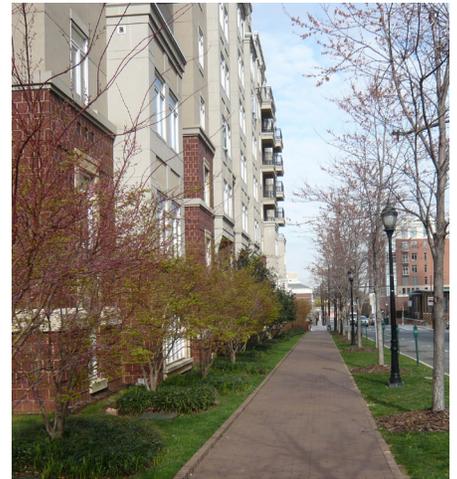
A medium level of pedestrian activity is anticipated for Typology 3 Corridors. While development should still seek to create a pedestrian-friendly environment, it is less of a priority than for Typologies 1 and 2.

Street Edge Character

Development along Typology 3 Corridors should provide a moderate building presence along the street to frame the public right-of-way and pedestrian space. Buildings should be oriented to the street and should be placed relatively close to the street, but flexibility in the exact placement of a building should be promoted. A well-landscaped edge is a priority in all cases. While some variation in building placement relative to the street is acceptable, buildings consistently lining the street edge are also encouraged. Where limited surface parking is provided near a street edge, landscaping should soften and buffer it from the pedestrian space.

Parking Location

The visual impact of parking should be minimized as much as possible in Typology 3. This can be achieved by locating it to the side or rear of a building wherever possible. Some parking may be located between the building and the street, but its visual impact should be minimized and the overall amount of parking between a building and the street should be limited. A parking area should always be subordinate to the building and other key site features. Landscape elements should be integrated with a site to soften the appearance and especially when surface parking is adjacent to the street. While parking is permitted in a limited amount adjacent to the street, locating it behind the building so that it is not visible from the street is the preferred approach.



Typology 3 (Continued)

Building Types

Medium and large format, single-story commercial buildings dominate this Typology. While medium to large format floor plates are anticipated to continue, multi-story mixed-use commercial and multi-family residential should also be encouraged. Building types that generate significant activity, offer multi-tenant opportunities and promote the efficient use of land are preferred.

Preferred Maximum Building Height at the Street Edge

Taller buildings that provide opportunities to increase building intensities and generate vitality and activity are preferred in Typology 3. However, the portion of a building adjacent to the street should still incorporate design features that generally result in a five-story scale at the street edge. Limiting the height at the street edge to five stories will maintain opportunities to significantly increase vitality and activity while still ensuring a lower scale as perceived from the street level and adequate solar exposure at the street.

Articulation of Mass and Scale

Although larger buildings are anticipated in Typology 3, they should be sufficiently articulated and modulated to avoid a bulky appearance. Breaking up a building's mass and scale to provide visual interest and express a human scale is critical to providing a high quality, welcoming visual appearance along the street for those entering Missoula and Downtown. Since pedestrian activity levels are not anticipated to be as high as in Typology 1, articulation methods may be more modest, but should still reduce the perceived mass of a building. This may be achieved with changes in wall planes, changes in material, relief areas in a building's volume and many other similar methods.



Typology 4 (Reserve Street)

Typology 4 Corridors in Missoula will continue to facilitate larger format, commercial development that caters to the needs of drivers, but will provide an attractive edge environment that softens the visual impact of parking and provides buffering for pedestrians.

Pedestrian Activity Level

A moderate level of pedestrian activity is anticipated for Typology 4. While auto-oriented commercial will likely remain in Typology 4 Corridors, the needs of pedestrians must be considered.

Street Edge Character

Flexibility in the siting of parking and variety in the placement of buildings relative to the street is acceptable for Typology 4 Corridors. However, barriers to pedestrian connectivity should be reduced wherever possible and pedestrian comfort prioritized. At minimum, a generous landscaped area should buffer a surface parking area from the street. Placement of liner buildings adjacent to the street that add visual interest are also encouraged where feasible.

Building Types

Medium and large format commercial buildings dominate this Typology. The goal for Typology 4 is to continue accommodating medium to large format commercial, while also accommodating multi-family residential and vertical mixed-use structures. In Typology 4, a variety of building types and sizes should be encouraged to meet the needs of Missoula's and property owners. However, where possible, smaller format buildings are encouraged in areas closer to the street.





Typology 4 (Continued)

Preferred Maximum Building Height at the Street Edge

Taller buildings that provide opportunities to increase building intensities and generate vitality and activity are preferred in Typology 4. However, the portion of a building adjacent to the street should still incorporate design features that generally result in a six-story scale at the street edge. Limiting the height at the street edge to six stories will maintain opportunities to significantly increase vitality and activity while still ensuring a lower scale as perceived from the street level and keeping with the general pattern of maximum building heights seen throughout the City.

Articulation of Mass and Scale

Building articulation is of moderate importance in Typology 4. However, it is still recommended and preferred that buildings provide articulation and mass variation to break up the scale of buildings, particularly large format buildings. Techniques can be more modest and less rigorous, especially for buildings that are set back further from the street.

Nodes

While the guidelines should be applied consistently within each Corridor Typology, there are some points where special emphasis in meeting the design guidelines is required. Nodes include gateways, key intersections and other points. Nodes are identified in Figure 4. High quality urban design is particularly critical in nodes because they are often highly visible or particularly important places. Nodes include:

- A location where two or more key streets converge
- A gateway location
- A focal point for a neighborhood or group of neighborhoods
- An identified transit-oriented development opportunity
- Critical geographic centers that occur at key intersections, gateways or special groupings of buildings or blocks.
- A community focal point or node identified in a previous planning effort

While thirteen nodes are identified on Figure 4, additional nodes could be identified in the future through appropriate community planning processes.

CHAPTER 7. SITE DESIGN

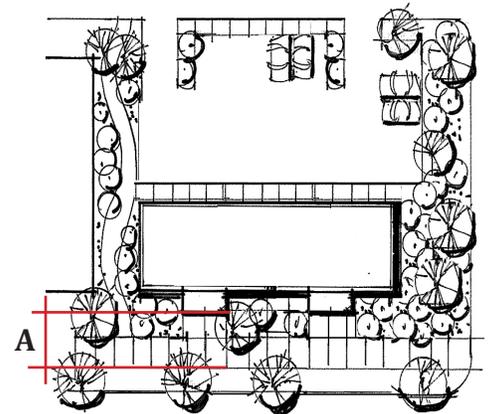
Site design refers to the arrangement and placement of buildings and other site features and the relationship of these elements to public areas and neighboring properties. This chapter provides site design guidance for all projects in the Corridors. It is intended to be used in conjunction with the information provided in the Part III Chapter 6. Introduction to the Corridor Design Guidelines.

Building Placement

As it relates to the street, a primary building should be located relatively close to the parcel line such that it frames the public realm space and provides visual interest at the street level. In some cases, a building should be set back from the front parcel line to provide adequate buffering from a busy roadway. As placement relates to adjacent properties that face the same Corridor, buildings should be spaced to provide a desired rhythm of buildings and spaces along the street, as well as to ensure adequate access to light and views.

SD1. Place a building to provide a safe, interesting and comfortable pedestrian environment along the street.

- When a portion of a front building wall must be set back from the sidewalk, design the intervening space to be inviting to pedestrians. Appropriate strategies include:
 - » Active street-fronting uses
 - » Pedestrian-oriented entries
 - » Windows facing the street
 - » Small public spaces linked to the sidewalk
 - » Urban streetscape features and landscaping



A = Front setback

Building placement refers to the location of a building in relation to the boundaries of its lot. This front setback allows for pedestrian amenities in front, such as landscaping.

Contextual Considerations

Rear setbacks should be emphasized equally regardless of Typology. Emphasize narrower ranges for front and side setbacks for Typology 1, somewhat wider ranges for Typology 2, and more significant ranges for Typologies 3 and 4.

Building placement and setback ranges for an identified node could be different from those otherwise stipulated for an overall Corridor Typology.

Corridor Overlay Standards

Building Placement is subject to the design standards in the Corridor Overlay Standards.

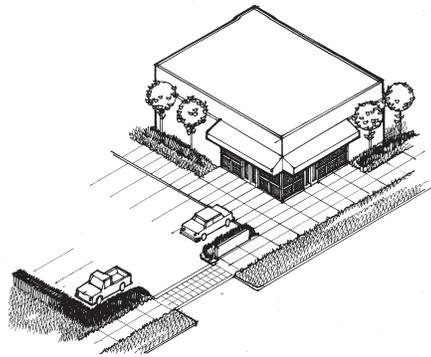
Contextual Considerations

Where a single building will have a very long frontage, providing multiple entries may be encouraged, particularly in Typologies 1 and 2.

Strong building orientation is more important for an identified node than otherwise stipulated for an overall Corridor Typology. For example, corner orientation should be more strongly encouraged at a key intersection.

Corridor Overlay Standards

Building orientation is subject to the design standards in the Corridor Overlay Standards.



Double-fronted building entrances

Building Orientation

Building orientation refers to how a structure connects to the public realm visually and physically. The way in which it faces the street, where an entry is located in relation to public space and how it connects to public space are factors to consider. A building should establish a visual and physical relationship with the public realm (this may include the street, sidewalk and public spaces, parks and plazas). Doing so provides visual interest, creates an inviting presence and generates pedestrian activity.

SD2. Orient a building to the public realm.

- Orient a building's primary functional entry to face a street. Orienting a primary entrance to a public plaza or other prominent public space is also an appropriate alternative.
- A double-fronted building should have an entry facing the street and also an entry facing an interior parking area.
- If a building fronts a prominent public space, orient to this as well.
- If a property is located along a river, also orient an entry toward this natural feature. Consider providing an outdoor space, such as a balcony, patio, or rooftop terrace that allows views to rivers.



Entries orient to street.



Entry orients to plaza.

Parking Location

Parking location refers to the placement and size of vehicular parking areas within a property, especially in relation to the primary structure and the street. It includes both the location of surface lots as well as parking structures, and the access points to these parking facilities. Surface parking location strongly influences the visual and physical character of the street. Parking adjacent to the street can negatively impact walkability of the overall streetscape. For this reason, the visual impact of parking should be minimized.

SD3. Locate a surface parking lot to the interior of a site, away from the public realm and behind a primary structure.

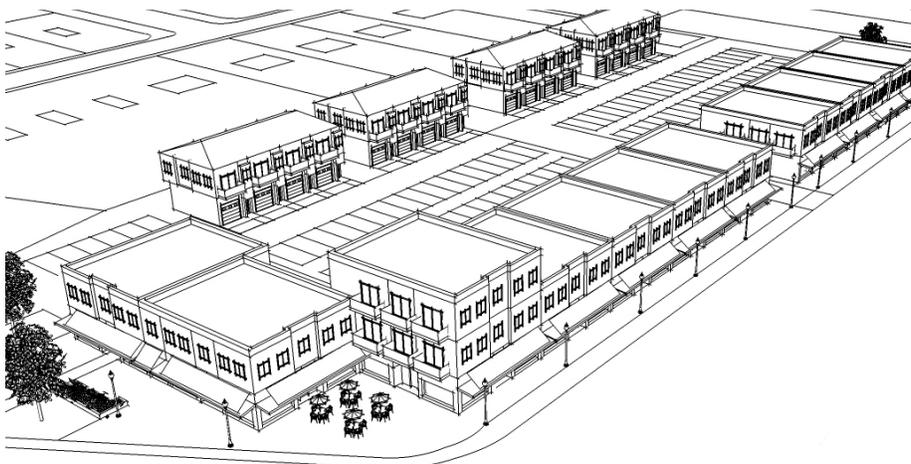
- Flexibility in parking location may be considered for the alteration and expansion of an existing building, given the constraints that may be faced in such a project.
- If parking must be located next to the street, place it to the side of a building.

Parking Design

Site design considerations for parking design include the relationship of parking to pedestrian and vehicular circulation systems. A parking facility should be visually unobtrusive to the public realm and should be designed to minimize vehicular-pedestrian conflicts. A surface parking lot should include landscaping, trees and pedestrian pathways. A large surface parking area should be broken up into smaller “modules” to reduce their perceived expanse.

SD4. Minimize the visual impact of parking when it is visible from the street. Use one or more of the following methods to screen it:

- Landscaping (planted buffer)
- Site walls
- Decorative fencing
- Public art



Parking is located toward the interior of a site, behind street-facing buildings, to minimize visual impacts on the public right-of-way.

Corridor Overlay Standards

Parking location is subject to the design standards in the Corridor Overlay Standards.

Additional Considerations

It may be appropriate to substitute the street frontage landscaping requirements in Chapter 20.65.030 of the City code with other screening methods such as site walls, decorative fencing or public art.



Minimize the visual impact of parking on the public realm.



Locate a surface parking lot to the interior of the site.

Contextual Considerations

Minimizing the visual impact of surface parking is particularly critical in Typology 1.



An architectural screen

SD5. Design a parking lot to provide safe, comfortable and efficient pedestrian access.

- Divide a large parking area into smaller “pods” using landscape features, trees and circulation.
- Provide landscaped areas that connect to pedestrian paths.
- Define a pedestrian path through a surface parking lot by changing paving material or by slightly raising the pedestrian path.
- Connect a pedestrian pathway to a building entrance and public sidewalk.
- Incorporate lighting that enhances safety.

SD6. When parking in a structure occurs at the street level, “wrap” it with an active use at the sidewalk edge.

SD7. When it is not feasible to wrap a parking structure with another use, screen it. Consider using the following:

- An architectural screen that reflects window patterns along the street.
- A “living wall” that provides greenery on multiple sides of the structure.
- Architectural paneling that creates visual interest
- Wall art or a series of display cases that provide visual interest



An architectural screen



A “living wall” and architectural paneling

Drive-Thru Areas

A drive-thru facility should provide convenient access and safe circulation while minimizing visual impacts. A drive-thru area may include a menu board, queuing lane, trash receptacle, ordering box and drive up window. A key concern is the location of a queuing lane and its interaction with the street edge, internal drive aisles and views from the right-of-way. A drive-thru facility should be placed away from a street frontage. In order to minimize its visual impact to the public realm.

SD8. Design a drive-thru area to be subordinate to the principal structure on the site.

- Locate a queuing lane to minimize visual impacts on a public street.
- Locate a drive-thru area behind the principal structure.
- Screen drive-thru aisles from the view of street frontages and adjacent parking area. Use landscaping, site walls, site fences or a combination of those elements.

SD9. Locate a drive-thru area to avoid conflicts with internal circulation.

- Locate a drive-thru area to avoid crossing pedestrian walkways.
- Locate a drive-thru entrance to avoid conflicts with internal drive aisles.

SD10. Coordinate the design elements of a drive-thru area with the primary structure.

- Use similar material and color palettes.



Drive-thru facilities are located behind the building, and not visible from the primary street. Landscaping and a site wall screen the drive-thru from the side street.

Corridor Overlay Standards

Access is subject to the standards in the Corridor Overlay Standards.

Additional Considerations

Drive-thru facilities are also subject to the requirements in Chapter 20.60.090 of the City code.

Contextual Considerations

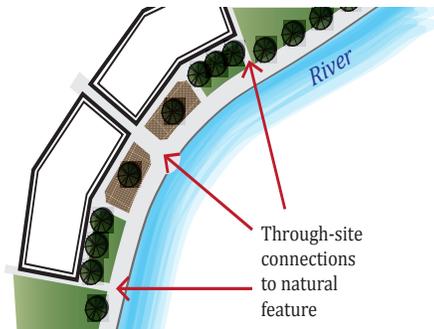
Industrial or other uses requiring security may require flexibility regarding internal site connectivity and connections to public areas. Pedestrian access is particularly important in Typology 1 and to a slightly lesser degree in Typology 2.

Corridor Overlay Standards

Pedestrian access and connectivity is subject to the design standards in the Corridor Overlay Standards.



Provide connections to the public realm.



Through-site connections will be more strongly encouraged on sites adjacent to a natural public amenity.

Pedestrian Access and Connectivity

Pedestrian access and connectivity refers to the movement of people from the public realm to and through a site. It also encompasses pedestrian connections to adjacent sites. Pedestrian access and connectivity within a site should enhance walkability and provide clear connections to the public realm.

SD11. Integrate a pedestrian path with the overall site design.
SD12. Provide a physical pedestrian connection between a site and the public realm. Appropriate options include:

- A door that opens directly to a public space.
- A walkway that connects a building to a public space through a setback area.
- A plaza, outdoor seating area or patio that connects a building to a public space.
- When a property is adjacent to a public open space, connect the site to the open space.

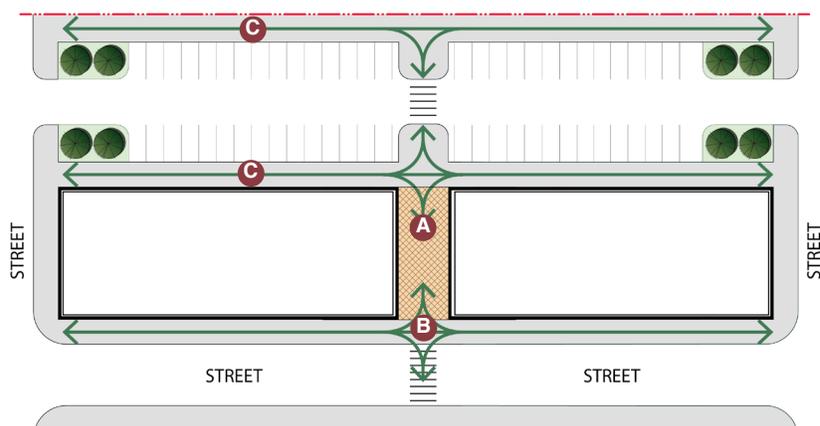
SD13. Establish an internal walkway system that connects building entries, parking areas and open spaces.

- Use landscaping, special paving and distinct lighting to accentuate a site's circulation system.
- Consider directing an internal walkway through a plaza, courtyard or other outdoor feature.
- Size an internal walkway of an adequate width to allow safe pedestrian access.
- Integrate an internal walkway system with the public pedestrian circulation system.

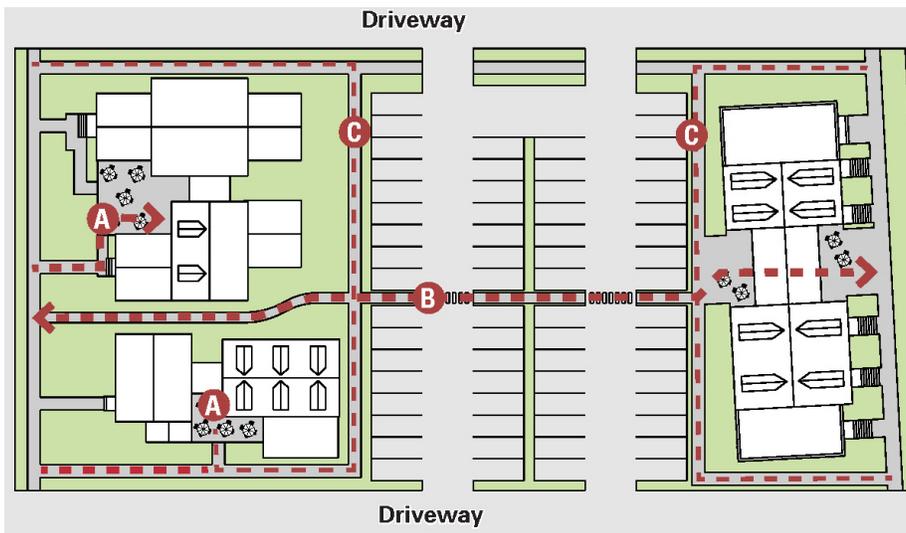
SD14. Use paving materials to highlight a pedestrian path.

SD15. Where feasible, and when there is a clear public benefit, consider providing public pedestrian access through a block. Methods include:

- A path connecting two streets through a block.
- A pedestrian walkway integrated with an open space or a retail amenity.
- An alley that is shared by pedestrians and automobiles.



Pedestrian connectivity options include the following: A) directing a walkway through a courtyard, B) providing a mid-block connection, C) providing internal cross property walkways.



Pedestrian connectivity options include the following: A) directing a walkway through a courtyard, B) providing a mid-block connection, C) connecting with internal walkways on neighboring properties.

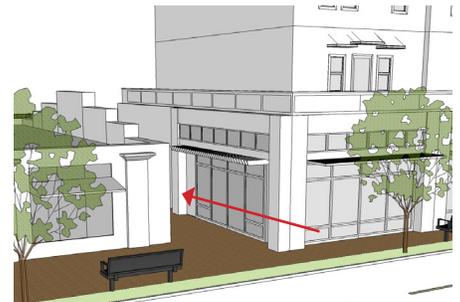
Vehicular Access

Vehicular access relates to the interaction of vehicles between public streets and private property, as well as cross-access between adjacent properties. Vehicular access primarily refers to cars and service vehicles (delivery trucks, garbage) but also extends to emergency vehicles, transit and bikes. Cross-access refers to providing vehicular access between two or more contiguous sites so that motorists do not need to reenter the public street system to gain access to abutting properties.

The number of access points directly affects safety and walkability. Vehicular access should be designed to protect public safety and promote better land use by controlling the design and use of the public right-of-way. Well-designed vehicular access reduces the number of conflicts between motor vehicles, bikes and pedestrians, resulting in fewer accidents and improved traffic flow.



A midblock pass through. The walkway is activated with a plaza and buildings are oriented to it.



Pedestrian connectivity is provided by a midblock pass through.

Contextual Considerations

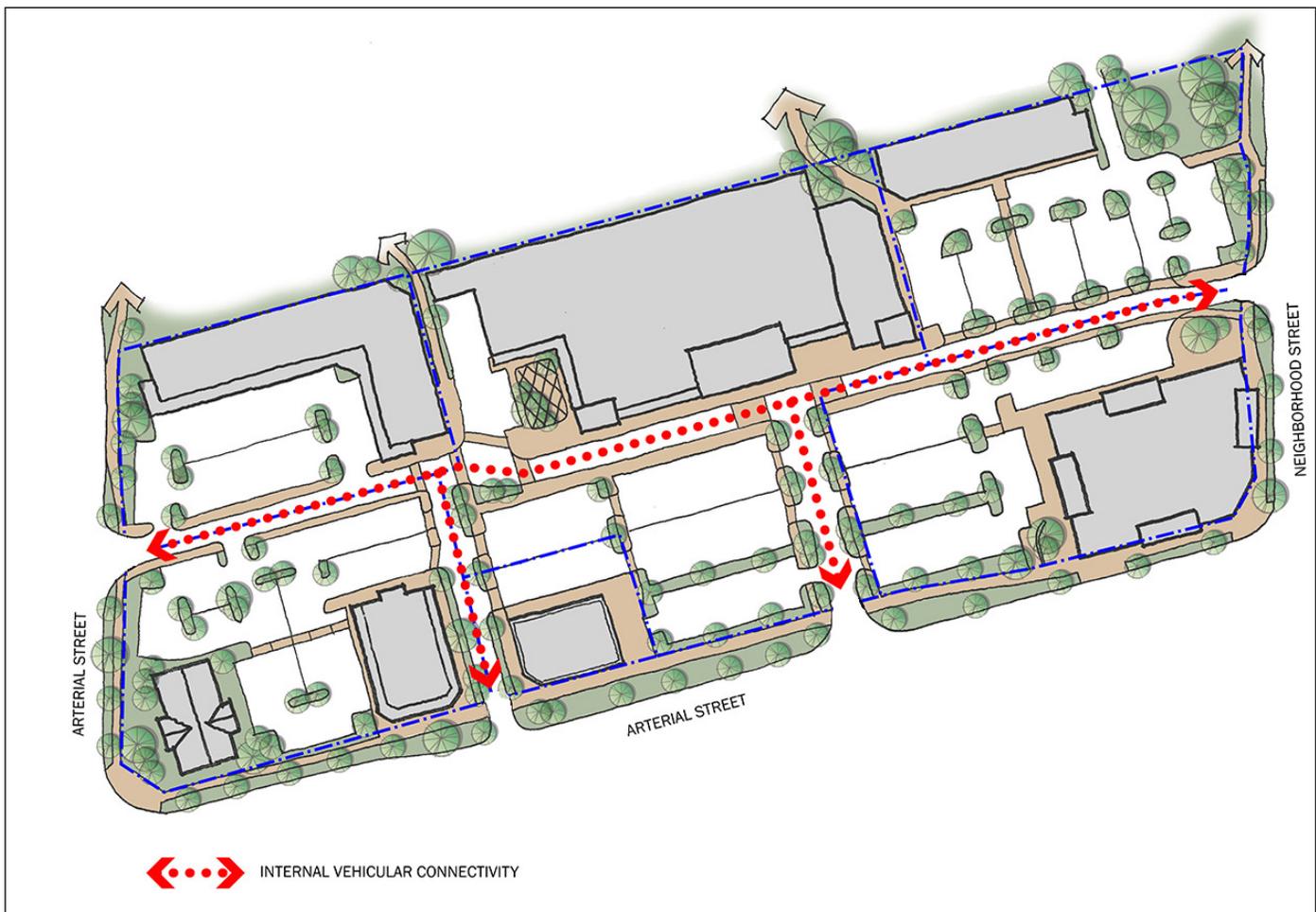
Minimize vehicular access in Typologies that anticipate higher levels of pedestrian activity to promote safety and an improved walking environment.

Corridor Overlay Standards

Vehicular access is subject to the standards in the Corridor Overlay Standards.

SD16. Design site access and circulation to minimize potential conflicts between automobiles, bicycles and pedestrians.

- Minimize the number of access points and combine access wherever possible.
- Driveways should be located at a specified safe distance from intersections.
- To the extent feasible, existing access points should be eliminated or consolidated when new development occurs.
- Provide vehicular access to a site from a side street wherever possible.
- Cross-access should be required for all commercial properties.
- Locate access drives and utilize signage, striping and paving to help minimize conflicts.
- Avoid on-site loading where street loading is feasible.



Design site access and circulation to minimize potential conflicts between automobiles, bicycles and pedestrians.

Setback Area Character

Setback area character refers to the design and use of an open space within the private realm that sits between a building and the street. Where a building is set back from the front parcel line, the area between the building and that parcel line should be designed to provide visual interest at the street level. While a variety of treatments are appropriate, it should be designed to enhance the public realm. Design should be encouraged that uses native landscaping which speaks to Missoula's environmental setting, provides outdoor spaces that generate activity and enhances the streetscape with public art. Other treatments may be used in this space that contribute to placemaking and community identity, and connect a building to the public realm through pathways or other features.

SD17. Design a setback area to provide visual interest at the street level. Appropriate design elements include:

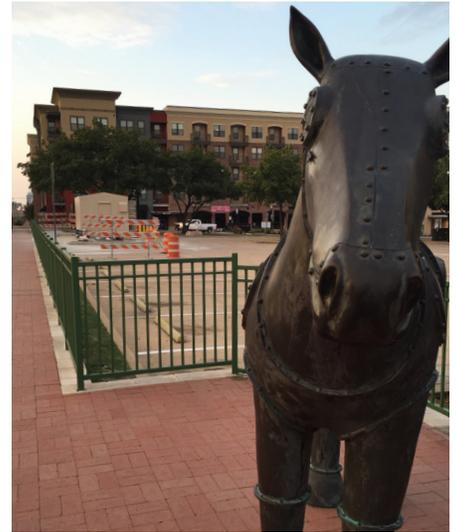
- Landscaping (with planting including trees and shrubs; avoid monotonous lawn areas)
- Outdoor dining areas
- Plazas
- Pocket parks
- Public art
- Outdoor display areas
- Pathways and circulation
- Stormwater management features
- Street furniture



Landscape and connectivity enhances the setback area.

Contextual Considerations

Encourage a predominantly hardscaped treatment in Typology 1 and a variety of treatment options in Typologies 2, 3 and 4.



Public art enhances the setback area.



Landscape buffers surface parking that is located within the setback area.



Amenity Space

Although opportunities will vary by Corridor Typology and site to site, each project should consider incorporating amenity space into its site design. Courtyards, plazas, outdoor dining areas and other spaces provide places to gather and engage in activities. When located adjacent to the public realm, these features activate and enhance the pedestrian experience.



A rooftop also provides an excellent outdoor place. A rooftop outdoor place may be incorporated into multi-family, mixed-use or commercial development. A rooftop outdoor place should be designed to be an amenity but should not detract from the architectural character of a building.



Incorporate an open space amenity into a site design.



Locate an amenity in a place where it will receive regular use.

SD18. Incorporate amenity space into a site design.

- Place amenity space so that it is connected to the public realm.
- Link an amenity space to internal site features and the public realm.
- Size an amenity space to be adequate for its function.
- Enclose an amenity space with building edges, landscaping or other site elements.
- Site an amenity space to maximize sun exposure in winter months.
- Locate an amenity space in a place where it will receive regular use.
 - » Frame an amenity space with development that promotes pedestrian activity.
- Program an amenity space with site features, or activities that will invite its use.

SD19. Enhance trail networks.

- Connect to existing trail networks where possible.
- Create new trails to enhance networks where possible.

SD20. Design a rooftop space to capitalize on views and natural features.

- Orient a rooftop outdoor place to take advantage of nearby natural features such as the River.
- Orient a rooftop space toward active pedestrian areas.

Bicycle Amenities

Each project in the Corridors should promote bicycling by providing effective facilities.

SD21. Incorporate bicycle parking into the design of development.

- Locate bicycle parking facilities in highly visible and accessible locations.
- Consider designing bicycle parking facilities to:
 - » Be covered/sheltered
 - » Minimize potential for theft
 - » Provide lockers or other storage with restricted access

SD22. Provide a connection to an existing bikeway where possible and applicable.



Incorporate bicycle parking into a project's design.



Create facilities that support cyclists.



Provide a connection with existing bikeways.

Additional Considerations

Minimum requirements for bicycle parking are established in Chapter 20.60.090 of the City code.



Public Art

Public art includes decorative and functional features that are accessible or visible to the public. These may include sculptures, murals, mosaics, street furniture (benches, bike racks or other functional features with an original design), and other media that add interest, communicate a message or generate dialog. These guidelines address the role of public art in placemaking and do not address content.

Public art can enhance the built environment and should be integrated into a project where feasible. Conveying local heritage and culture, as well as durability and maintenance should be taken into consideration when including public art in a project.



SD23. Encourage the inclusion of public art in a project. Consider public art that:

- Is durable and accessible to the public.
- Relates to functional site features such as gates, entries, sitting areas, walkways and other outdoor amenity spaces.
- Reflects the cultural values of the community.
- Activates recreational space.
- Creates visual interest on blank walls along a site.



Public art enhances the built environment and public space.

Contextual Considerations

Public art is encouraged in highly visual locations such as Nodes.

Additional Considerations

The Public Art Committee is responsible for reviewing, advocating and developing public art projects in the public domain.

Service Areas

A service area, such as trash receptacle or loading areas, can negatively impact the public realm when visible. These features should not be visible from the street.

SD24. Locate a service area so that it is not visible from the public street.

- Locate a service area to the interior of a site, and away from the public street wherever possible.
- Where site constraints dictate a location visible from the public realm, screen it from view with a solid wall, opaque fence or landscaping.

Landscape Design

Landscaping can enhance a project by providing visual interest, tying together key site features, providing shade, screening certain areas from public view and providing buffers between properties. It also can help soften the urban environment and visually enhance a public space. More flexibility should be allowed for smaller adaptive reuse and renovation projects.

SD25. Preserve existing trees wherever possible.

- Incorporate an existing tree into the site design.
- Highlight an existing tree as a design element.

SD26. Use a coordinated landscape palette to establish a sense of visual continuity within a site.

- Species diversity and plant type variety is encouraged, but landscaping should always be coordinated with the overall site design.

SD27. Consider using landscaping to highlight a building entry, walkway or other feature.

SD28. Use landscaping to screen a sensitive edge, such as an abutting residential property or natural feature.

SD29. Utilize landscaping to frame views to the surrounding mountains and landmarks.



Screen a service area from view with a solid wall, opaque fence or landscaping.



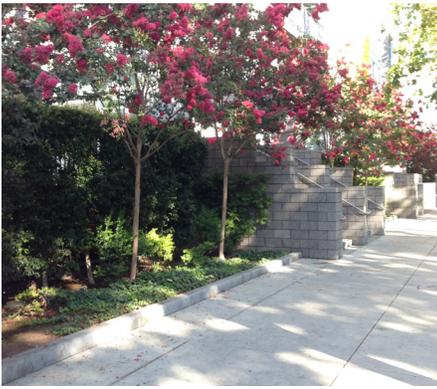
Use landscaping to highlight a building entry, walkway or other feature.

Additional Considerations

These design guidelines do not apply to landscaping in the public realm (see the Approved Street Trees standards for the public realm).

Additional Considerations

Screening of service areas is also subject to the requirements in Chapter 20.65.070 of the City code.



Use tree species that are able to survive in an urban setting.

Additional Considerations

Development Services approves permeable paving on a case-by-case basis.

Additional Considerations

For more information on Low Impact Development (LID), please see the Benefits of Low Impact Development (<https://www.epa.gov/sites/production/files/2015-09/documents/bbfs1benefits.pdf>)

Plant and Tree Selection

Plants and trees that are adapted to Missoula’s climate should be selected to reduce the need for resources, maintenance, and replacement.

SD30. Use appropriate tree and plant species that thrive in Missoula’s climate and the conditions of the site.

- Utilize plants native to the region, as possible.
- Use drought and cold weather tolerant species.
- Avoid invasive species and species susceptible to pests.
- Minimize the need for irrigation through minimizing turf grass or selecting appropriate species that minimize requirements for irrigation, pesticides, fertilizers, and maintenance.
- Use tree species that are able to survive in an urban setting.
- Provide plant diversity, typically no more than 10 percent of one species, no more than 20 percent of any genus, and 30 percent of any family.

Sustainable Site Design

Sustainability is a community objective in Missoula and is prioritized in the City’s Growth Policy. Each site design should create opportunities to contribute to a sustainable future for Missoula. Incorporate sustainability features to reduce energy consumption and stormwater runoff.

SD31. Integrate low impact development (LID) features to minimize impacts to the municipal stormwater system and area watersheds.

- Include a stormwater management feature, such as a bioretention area or rain garden, as a site amenity.
- Use permeable surfaces and paving systems that allow water infiltration.
- Use generous site landscaping to absorb site runoff.
 - » Plant material should be species that are able to withstand anticipated changes in soil wetness and moisture levels.
- Collect and use rainwater for irrigation.



Use permeable surfaces and paving systems that allow water infiltration.

SD32. Use landscaping to reduce the need for heating and cooling.

- Use trees and landscaping to create shade in warm months and sun exposure in cool months.

SD33. Choose a material that reduces energy consumption.

- Use a local, recycled material where possible.
- Consider incorporating an energy-generating feature on a site. This may include a wind turbine, solar panel, solar powered lighting or other similar feature.

SD34. Where possible, incorporate LID features in a parking lot. Use one or more of the following:

- Permeable pavement
- Planted areas to slow runoff and to filter water
- Planted swales to collect water
- Other features that store, slow or filter surface water runoff

Winter City Design

Missoula’s climate should be considered in site design. Snow removal and snow storage are important factors when planning site circulation, parking and landscaping. A building should be sited to maximize sun access in winter and to help shelter open spaces and pedestrian areas from prevailing winter winds.

SD35. Design a site to promote efficient snow removal and adequate space for snow storage.

SD36. Site a building or open space to maximize sun exposure and utilize passive solar design.

SD37. Site a building to shelter open spaces and pedestrian areas from prevailing winter winds.



Design a site to promote year round use.



Utilize site lighting to activate outdoor spaces and plazas in the winter months when the hours of natural light are limited. This plaza has pop-jet fountains in the summer time, but is transformed with a lighted sculpture in the winter.

Additional Considerations

Developments greater than one acre are required to create a snow removal plan (see the Missoula Code of Ordinances).



Site Furnishings

Site furnishings may include benches, chairs, tables, waste receptacles, bike racks, planters and other furnishings designed for outdoor use. Site furnishings should be carefully considered with an overall project design. Site furnishings should be designed to reflect the setting and character of Missoula. Local materials and craftsmanship are preferred.

SD38. Use a coordinated set of site furnishings. This may include:

- benches
- litter receptacles
- recycling containers
- bike racks
- planters
- bollards
- signage

SD39. Locate site furnishings to animate the pedestrian network and outdoor amenity spaces.

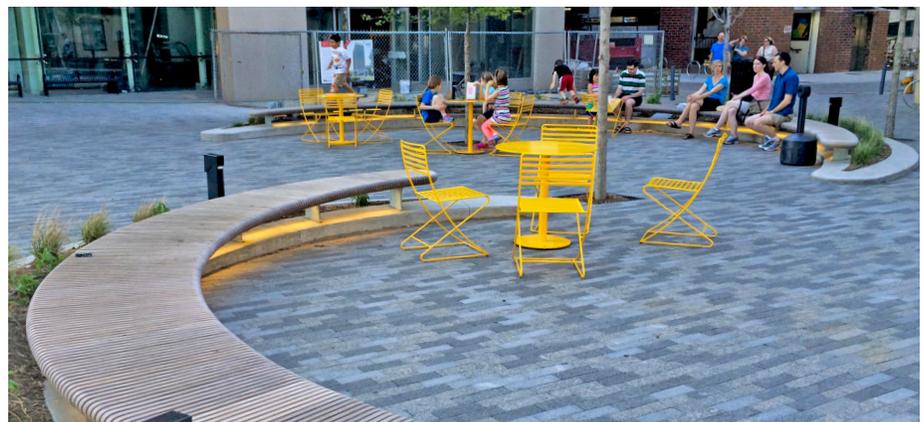
- Locate furnishings near active pedestrian areas, including major pedestrian routes, building entrances and outdoor gathering places.
- Locate furnishings so they will not impede a primary pedestrian way.

SD40. Select furnishings that are fitting with Missoula's character:

- Consider using contextual designs that reflect Missoula's setting through local materials or craftsmanship.
- Select designs that will be comfortable to use year-round. Selecting a bench design that drains is an example.



Locate site furnishings to animate the pedestrian network and outdoor amenity spaces.



Integrate a freestanding site feature within the overall design of a site.

Integration with Streetscape Design

When designing a site, it is important to consider how it relates to the public realm and the broader setting. A site should connect with nearby pedestrian crossings and circulation networks.

SD41. Consider how a site can be arranged to complement existing public realm features.

- Align a building entry with a mid-block crossing or a public realm feature such as a plaza, bench or park.

Site Lighting

Site lighting is important for safety and can be used to enhance a design. Lighting should be designed to minimize unnecessary light pollution.

SD42. Scale site lighting to reflect its purpose.

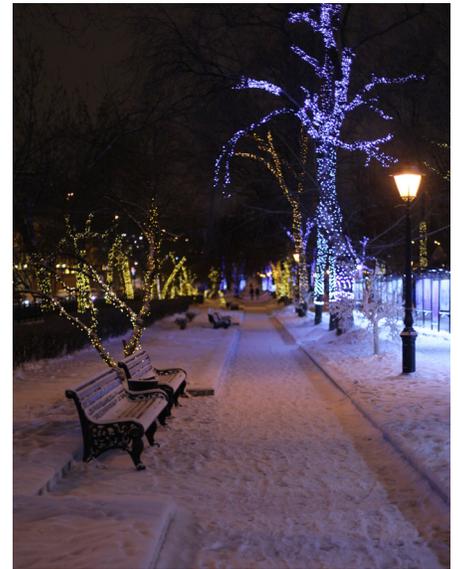
- Use a small-scale fixture with down-lighting or light bollards to illuminate a pedestrian walkway.
- Use medium scale (15 to 18 feet in height, roughly) overhead lighting for a common outdoor space, building entry, parking area or internal driveway.

SD43. Minimize light spill onto adjacent properties and toward the sky.

- Use a fixture(s) that provides even lighting for a plaza, courtyard or patio area.
- Shield site lighting to minimize off-site glare.
- Orient fixtures toward the ground.

SD44. Integrate a lighting fixture with the design of the overall building and site.

- Use a style that is compatible with the building and site design. For example, use a contemporary fixture for a contemporary building.
- Choose a material that is compatible with the materials used on the building and throughout a site.



Site lighting can enhance a design.



Working with Topography

Some projects occur on sites with significant topography and grade change. A site design should work with existing topography wherever possible rather than creating a flat site. This is a sustainable practice and helps to retain terrain that contributes positively to Missoula's character. A regrading effort should not negatively impact the public realm.



Where a taller cut or change in grade is necessary, use a series of landscaped terraces or stepped walls.

SD45. Design a site to integrate with existing topography.

- Where regrading a site is necessary, design it to minimize impacts to landform stability and built environment.
- Use a series of landscaped terraces or stepped walls where a taller cut or change in grade is necessary.
- Incorporate an existing topographic landform as a natural or open space amenity.

SD46. Design parking lots to take advantage of changes in topography.

- Terrace parking lots on steep slopes, following site contours.
- Where on-site parking is provided, consider taking advantage of site topography to provide subterranean or partially subterranean parking.
- Place parking deck entrances at a lower/higher grade to allow access to a separate level from the ground floor.

SD47. Orient a building's primary facade along a level grade, where possible.

SD48. Design a building to step with the existing topography of a site.

- Step building foundations to follow site contours, when feasible.
- “Terrace” a building into a hillside to minimize site disturbance and create private outdoor spaces and site features.
- Step the first floor of a building along a sloped street to maintain a close connection to the sidewalk level.
- Maintain continuous upper floor plates by varying first floor heights according to changes in grade.



SD49. Define facade elements to respond to changes in topography.

- Step building entrances to follow changes in building foundations.
- Step windows with topography to ensure a continued visual connection and an active edge for pedestrians.
- Limit the maximum length of an exposed foundation wall to maintain an active building edge.
- Limit the maximum height of an exposed foundation wall to maintain a pedestrian scale.



Incorporate a topographic feature as an open space or landscape amenity where feasible.

SD50. Step outdoor amenity spaces to follow changes in topography.

- Use site elements such as seat walls and berms to transition between changes in grade.
- Integrate landscape elements such as seating, lighting and others with changes in grade.
- Consider locating a sloped sidewalk adjacent to stepped hard-scape areas in order to maintain ADA access.

SD51. Provide frequent connections between the public walk to the site and its building(s).

- Include regularly spaced connections between pedestrian circulation systems and the finished grade of a project site.
- Avoid using sheer sitewalls that limit pedestrian access into a site from the public way.

SD52. Retaining walls are subject to the same guidance as blank walls. Use one or more of the following methods:

- Vertical landscaping
- Public art
- Change in materials and color
- Integrate seating into wall



This row of townhouses provides a compatible mass and scale transition to an adjacent residential neighborhood (not shown).



The multifamily building steps down to single-family residential building, providing a compatible transition in building height.



The horizontal mixed-use building provides a commercial and multi-family component. The commercial portion orients to the commercial street and wraps the corner. The multifamily portion provides a compatible mass and scale transition to the adjacent residential neighborhood.

Transitions to Sensitive Uses

Where an incompatible contrast in scale or land use occurs between properties, a sensitive transition may be needed. A sensitive transition is one that alleviates or avoids potential negative impacts to the more sensitive property. Negative impacts may include:

- Visual impacts such as looming walls and limited solar access
- Negative impacts on a historic property (such as blocking views to the property or disrupting established setback patterns)
- Noise, odor or other use-related impacts

Commercial, mixed-use and multi-family residential (including multi-family built in commercial zones) along the Corridors should be designed to mitigate impacts on adjacent residentially-zoned (R-) properties where the two properties interface. Typical transition conditions that are likely to be encountered along the Corridors are described on the next page.

Sensitive edges may also exist where development occurs next to a historic resource. These edges are particularly important to consider so that historic integrity is preserved.

SD53. Mitigate negative scale-related visual impacts on a sensitive property.

- Effective treatments include:
 - » Scale transitions (upper floor stepbacks or overall height reductions)
 - » Increased setbacks (front, rear or side)
- Where an increased setback is employed, consider using the setback area for parking, open space amenities or other site amenities.

Typical Transition Conditions for Corridor Properties

Development along Missoula's Corridors will encounter a variety of edge conditions, particularly at the rear parcel line. The depth of a parcel, the nature of a shared parcel line with a residentially-zoned property and other factors may influence considerations for establishing a sensitive transition to a residential neighborhood.

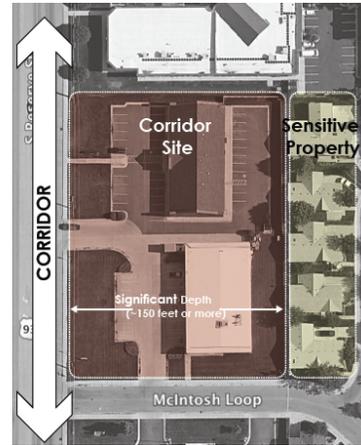
Constrained Commercially-Zoned Properties

Where a relatively shallow property is located along a Corridor and a residentially-zoned property is located immediately behind it. Under this condition, transition solutions will be more limited but may also be highly critical.



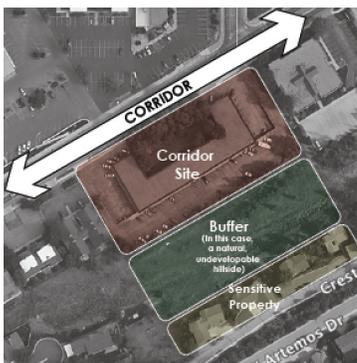
Unconstrained Commercially-Zoned Properties

If a commercial property along a Corridor is located adjacent to a residentially-zoned property and has significant depth, then a wide variety of transition solutions should be considered.



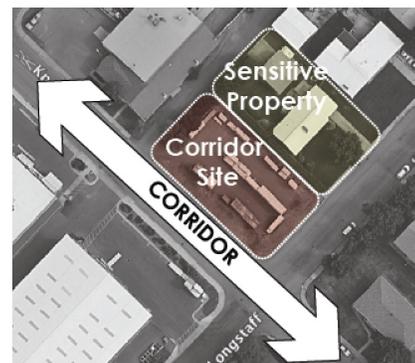
Buffered Relationship

Where a commercially-zoned property is located immediately adjacent to a residentially-zoned property, but some buffer exists (alley, drainage ditch, open space, etc.). Under this condition, a built-in transition is provided and may reduce the need for additional transition techniques.



Shared Parcel Line Conditions

Where a commercially-zoned property is located immediately adjacent to a residentially-zoned property and the two properties share a parcel line. Under these conditions, establishing sensitive transitions may be more critical since there is no buffer provided by an alley or other feature.

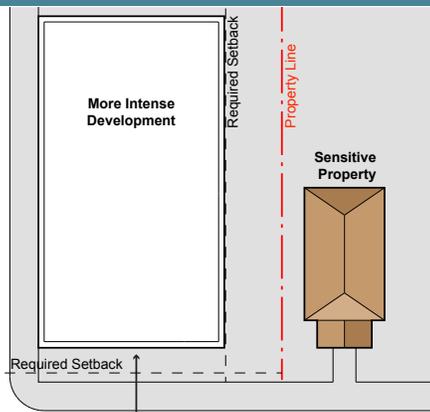


Multi-Family Transition

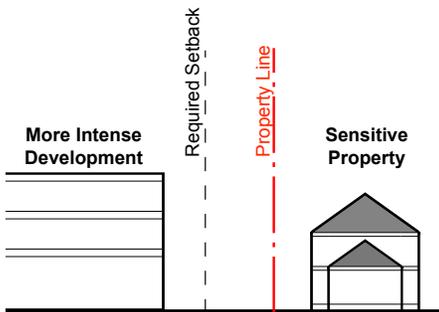
Where a commercial property is buffered from a single family residential zone by a multi-family property. Under this condition, transitions may not be as critical since the multi-family project provides one.



Increased Setbacks

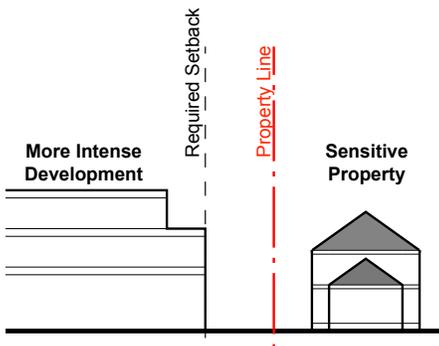


Increased front setback



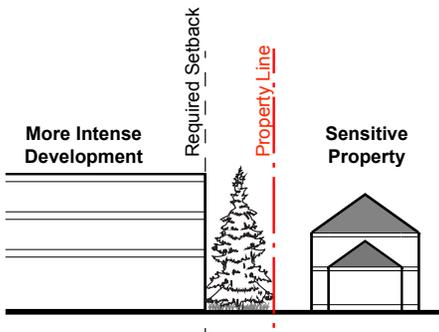
Increased side setback

Scale Transitions



Upper floor setback

Landscape Buffer



SD54. Mitigate negative noise, odor or other use-related impacts on a sensitive property.

- Effective treatments include:
 - » Use transitions (locating a residential use or other low-impact use towards the sensitive edge)
 - » Increased setbacks
 - » Landscape buffers
 - » Walls
 - » Parking buffers
 - » Amenity buffers

SD55. Mitigate negative impacts on a historic property.

- Effective treatments include:
 - » Scale transitions (upper floor setbacks or overall height reductions)
 - » Increased setbacks (front, rear or side)

Use Transition

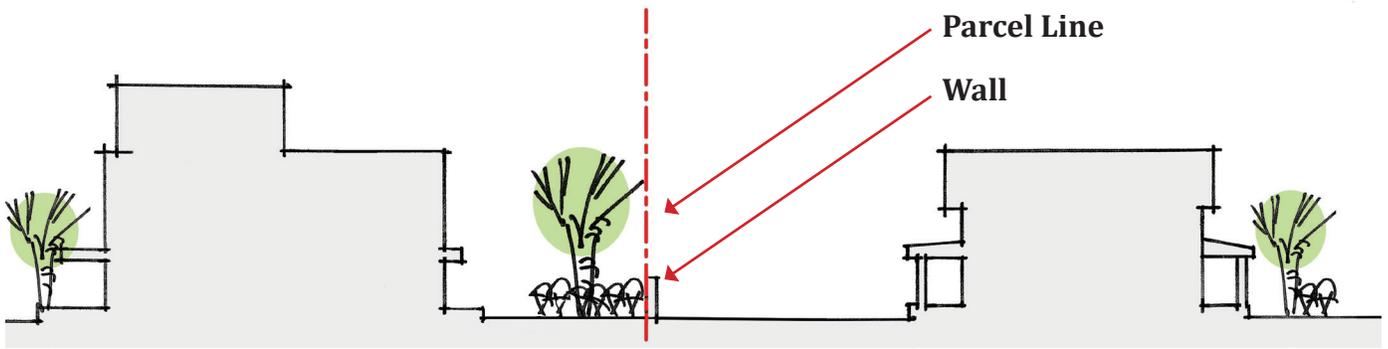


Use transition. The commercial development shown above provides a compatible multi-family cluster that transitions to an adjacent residential neighborhood (not shown).

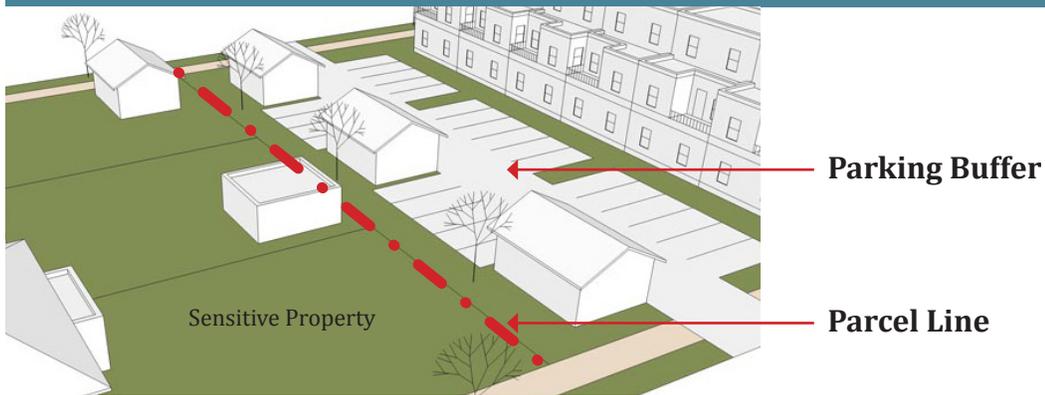
Additional Considerations

Transitions are also addressed in section “20.10.030 - Parcel and Building Standards” of the zoning code, which requires setbacks and upper story step backs on a commercial property that shares a parcel line with an R- zoned property.

Wall



Parking Buffer - Strategic location of parking to separate a building further from the sensitive building



Amenity Buffer - Strategic location of an amenity, such as a common outdoor space, to buffer a building and its activities from the sensitive property





Consider opportunities to adaptively reuse an existing building.

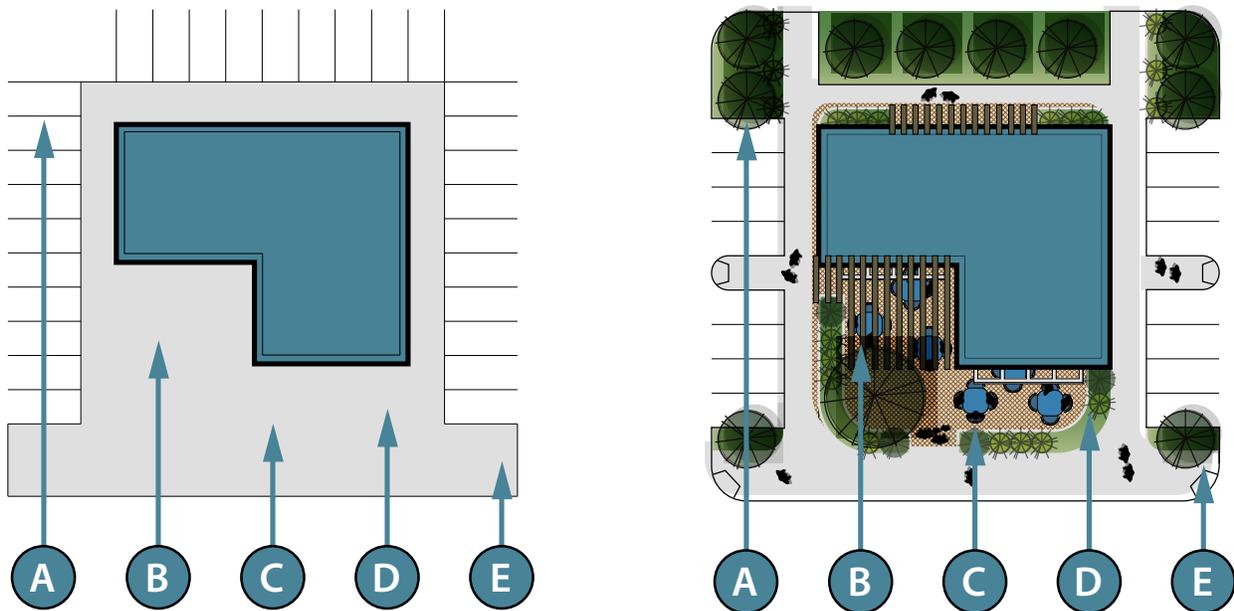
Adaptive Reuse and Incorporating Existing Buildings

Redevelopment is anticipated and encouraged in Missoula, but there will be cases where adaptive reuse of existing buildings will occur. This involves reusing existing buildings and sometimes integrating them into new development projects. New development may explore opportunities to integrate an existing building or buildings into a site design.

SD56. When adaptively reusing a building, consider opportunities to:

- Activate and enhance the site.
- Provide an active outdoor use, such as a plaza, outdoor seating area, display area or similar space.
- Integrate pedestrian site circulation between buildings.
- Consolidate and share parking between uses.
- Create shared vehicular access between uses.

Adaptive Reuse of an Existing Building



| | |
|----------|---|
| A | Surface parking lots receive landscaping enhancements to improve aesthetics. |
| B | Under-utilized space is activated and updated with a contemporary architectural element (pergola) that provides additional seasonal flexible-use space. |
| C | Paved area becomes an outdoor patio and dining area. |
| D | New landscaping buffers the patio area from the street, and provides pedestrian interest to passersby. |
| E | New accessibility improvements enhance pedestrian and ADA access. |

CHAPTER 8. BUILDING DESIGN

A building's design and the arrangement of its features can strongly impact the public realm. A building design should accentuate key building elements and provide visual interest. Building design addresses the visual and functional character of development. This Chapter addresses the visual character of a structure, including the arrangement and design of features, scale and massing.

Entry Design

A building entrance provides a key visual connection between the public and private realm. A door should be easily recognizable and should provide a strong visual and physical connection to the public realm. Building entries should be spaced to provide visual continuity along a street and encourage pedestrian activity.

BD1. Design the primary entrance of a building to be clearly identifiable. Use an architectural element(s) to highlight an entrance. Potential treatments include:

- Canopy
- Arcade
- Portico
- Stoop
- Building recess
- Awning
- Moldings

BD2. Use an authentic, functional entry on a street-facing facade.

- In Typology 1, it is critical to provide an entry that faces the street.
- In other Typologies, a street-facing entry is also preferred. However, more flexibility is appropriate when a building is double-fronted or faces a walkway or parking area.

BD3. Maintain a regular rhythm of entries.

- In Typology 1, it is important to maintain a regular rhythm of entries along the street. More flexibility is appropriate in the other Corridors.

Corridor Overlay Standards

Distance between entries is subject to the design standards in the Corridor Overlay Standards.



Design the primary entrance of a building to be clearly identifiable.



Maintain a regular rhythm of entries.

Windows

Windows are key design elements. Their design and arrangement should express a human scale, create visual continuity and provide visual interest.

BD4. Locate windows to express a rhythm and create visual continuity.

- Provide consistent horizontal spacing between windows.
- Vertically align windows on upper and lower floors.
- Provide a common head height for windows on a single floor. Minor deviations may be appropriate for an accent, but vertical alignment and horizontal spacing should remain consistent.
- If a glazed wall is utilized, use spandrels, moldings, awnings or sills to provide vertical and horizontal expression.

BD5. Design a window to create depth and shadow on a facade.

- Design a window to appear to be “punched” into a wall.
- Do not use a window that appears pasted onto a facade.



Design a window to appear “punched” into a wall. Do not use a window that appears pasted onto a facade.

Facade Design

The design of a building facade greatly impacts how it is perceived and its relationship to the public realm. The arrangement, rhythm and proportion of elements like windows and doors are all important factors. The overall composition of a wall is also important. Design a facade with an orderly rhythm of elements that break down the building into discernible components. A larger building wall should be designed with smaller components to establish a human scale and add visual interest.

BD6. Design a building to incorporate a “base, middle, cap” to divide a facade into separate components.

- Express a base, middle and cap composition with well-defined ground or lower floors and a distinctive “cap” element framing middle building floors, especially on taller buildings.

BD7. Arrange elements on a facade to create a generally consistent rhythm and sense of continuity.

- Use consistent window and door sizes on a facade.



Arrange elements on a facade to create a generally consistent rhythm and sense of continuity.



Design a building to incorporate a “base, middle, cap.”

Corridor Overlay Standards

Facade design is subject to the design standards in the Corridor Overlay Standards.

Considering How to Apply the Guidelines on Different Types of Walls

In the Corridors, the design of each side of a building should be considered. However, the design of walls that are highly visible from the public realm is most critical. Thus, these guidelines should be applied more flexibly to walls that are less visible from the public realm. The different types of walls are explained below.

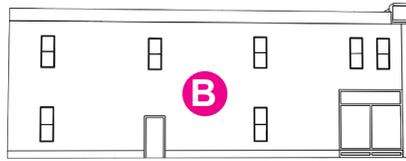
Wall Type A: Street-Facing Wall

This is the “front” of a building, either facing a street, into a development or onto an outdoor public amenity space. The design of a street-facing wall is of high importance. On corner sites, a building may have more than one street-facing wall.



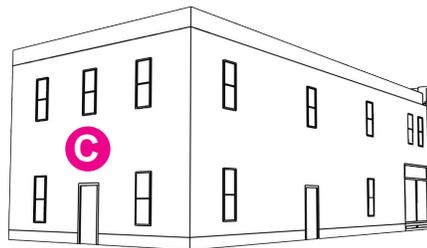
Wall Type B: Secondary Wall

These are walls (or portions thereof) that do not face a street, but are still visible from the public realm. The design of a secondary wall is important, but more flexibility may be allowed in the way the guidelines are applied.



Wall Type C: Rear Wall/Interior Wall

These are walls that may face an alleyway, a service lane, or perhaps another building, but are not highly visible from the street or at all. The design of this type of wall may still be important, but more flexibility should be allowed in the way the guidelines are applied.



Street Level Interest

The character of a building's ground floor strongly impacts the pedestrian experience on adjacent public spaces, sidewalks or plazas. A blank or featureless wall at the ground floor level can diminish interest and reduce the quality of the pedestrian experience. A building should be designed to promote pedestrian interest at the street level. Long, blank walls on the ground floor level should be avoided.

The ground floor of a building should be designed to generate activity, animate the sidewalk and help to establish a visual connection between the inside of the building and the outdoor area that is adjacent. Transparent windows and storefronts are the preferred method to provide interest adjacent to the public realm in Typology 1. More flexibility is appropriate in the other Typologies.

BD8. Design a building to provide interest at the street level adjacent to the public realm.

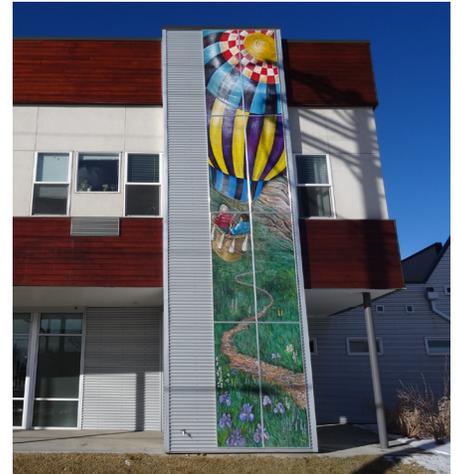
- Preferred methods include:
 - » Entries and windows
 - » Storefronts
- Alternative methods include:
 - » Architectural detail
 - » Display windows or display cases
 - » Outdoor dining space
 - » Landscaped planter
 - » Vertical wall landscaping
 - » Wall art



Landscaped planters



A recessed entry



Wall art

Contextual Considerations

Some flexibility in how a project meets the design intent of providing street level interest may be appropriate for different Corridors. The expectations for street level interest are greater in the Corridors where more pedestrian activity is expected, such as Typology 1. Additionally, street level interest is more critical in Nodes, regardless of Corridor Typology.

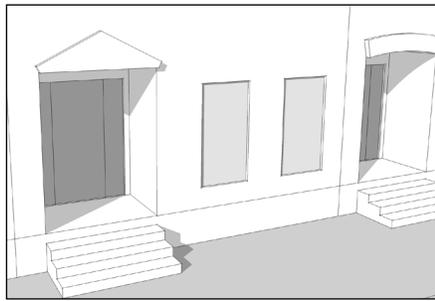
Corridor Overlay Standards

Ground floor transparency is subject to the design standards in the Corridor Overlay Standards.

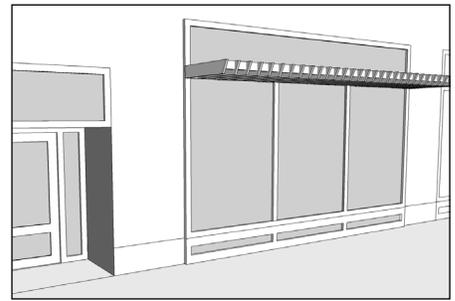
Options for Providing Street Level Interest



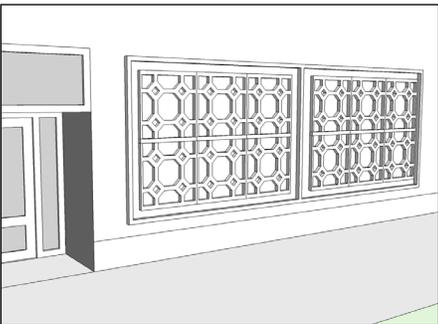
Commercial entries



Residential entries



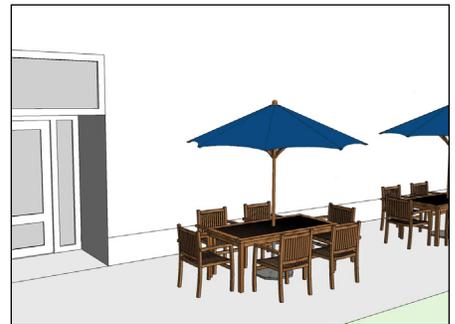
Storefront



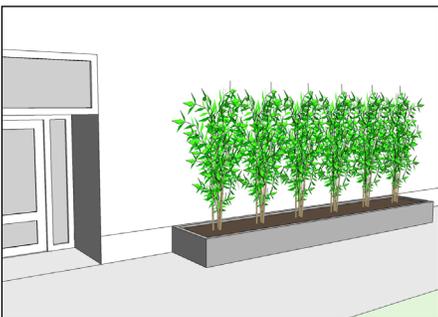
Architectural detail



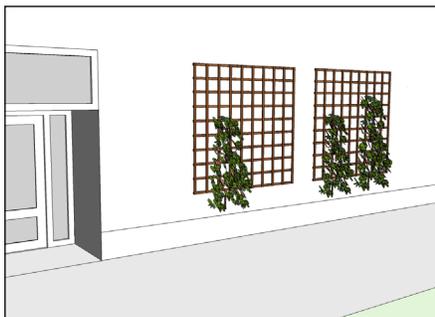
Display windows



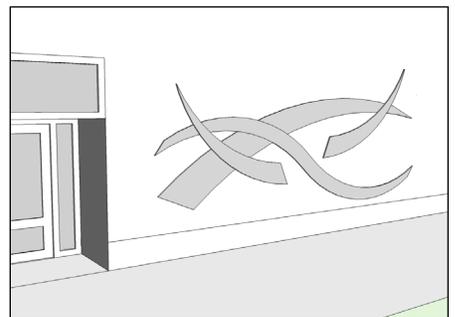
Outdoor dining space



Landscaped planter



Vertical wall landscaping



Wall art

Building Illumination

The character and level of lighting used on a building is of special concern. Building lighting encompasses that which is attached to a building. Exterior lights should be simple in character and used to highlight signs, entrances and first floor details. Building illumination should be minimized to its purpose and should be subordinate to the building itself.

BD9. Install exterior lighting that will enhance the public realm and improve the pedestrian experience.

- Design a lighting plan to enrich the appearance and function of the building and site.
- Locate light fixtures to be visually subordinate to other building and site features during the day.
- Exterior lighting may be used to enhance the nighttime appearance of trees, shrubs and other landscape features.
- Design lighting so that it does not endanger the safety of pedestrian or automobile traffic.

BD10. Use exterior lighting to highlight the distinctive features of a building, such as:

- Building entrance
- Architectural details
- Signs
- Public art

BD11. Minimize the visual impacts of architectural lighting on neighboring properties.

- Use exterior light sources with a low level of luminescence.
- In most cases, use white lights that cast a color similar to daylight.
- Reserve washing an entire building elevation for civic buildings and landmark structures.

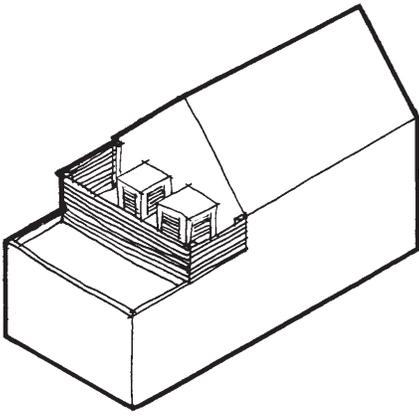
BD12. Use shielded and focused light sources to prevent glare and light pollution.

- Provide shielded and focused light sources that direct light downward.
- Do not use high intensity light sources or cast light directly upward.
- Shield lighting associated with service areas, parking lots and parking structures.
- Light sources should be designed, installed and maintained to prevent light trespass onto a neighboring property or the public right-of-way.

BD13. Discourage the use of color exposed tube lighting.



Install exterior lighting that will enhance the public realm and improve the pedestrian experience.



Minimize the visual impact of building equipment and equipment affixed to a building.

Building Equipment

Utility service boxes, telecommunication devices, cables, conduits, vents, chillers and fans are often attached to a building. This equipment draws away from the structure itself and can adversely affect the visual quality of the streetscape. The visual impacts of mechanical and other building equipment on the public realm should be minimized.

BD14. Minimize the visual impact of building equipment and equipment affixed to a building.

- Locate a utility connection or service box to the sides or rear of a building and not on a street-facing facade.
- Screen equipment with an architectural wall, fence or landscaping.
- Locate mechanical equipment on a rooftop in a location that is out of view from the street; otherwise screen it or integrate it architecturally with the overall building design.

Materials

Exterior building materials should provide a sense of scale and texture and convey a high design quality and visual interest. Each building facade should use high-quality, durable materials that contribute to the visual continuity of the Missoula character. Additionally, buildings should use natural, local materials that express a connection to the environment. Local materials include wood, masonry and stone that are common in the region, or locally quarried/harvested.

BD15. Use high quality, durable building materials.

- Choose materials that are proven to be durable in the Missoula climate.
- Choose materials that are likely to maintain an intended finish over time or acquire a patina, when it is understood to be a desired outcome.
- Incorporate building materials at the ground level that will withstand on-going contact with the public, sustaining impacts without compromising the appearance.

BD16. Utilize natural, local materials.

- Natural, local materials for Missoula include:
 - » Brick
 - » Stone
 - » Wood
- Avoid using synthetic or highly reflective materials.
- Use genuine masonry units, which appear authentic in their depth and dimension.
- Wrap masonry units around corners of wall to ensure that it does not appear to be an applied veneer.

BD17. Develop simple combinations to retain the overall composition of the building.

- Avoid mixing several materials in a way that would result in an overly busy design.

BD18. Mix natural, local materials with other materials, including contemporary ones.

- Consider mixing natural materials with other materials such as:
 - » Authentic stucco
 - » Synthetic stucco (limited use only)
 - » Patterned pre-cast concrete
 - » Cement board siding
 - » Ceramic panel
 - » Detailed concrete
 - » Cast stone
 - » Prefabricated brick panels
 - » Wood/Composite siding
 - » Architectural metal
 - » Architectural glass
 - » Concrete masonry unit (CMU)

Contextual Considerations

The use of natural materials is important in Typologies 1 and 2. A wider range of materials is appropriate for Typologies 3 and 4.

Corridor Overlay Standards

Building materials are subject to the design standards in the Corridor Overlay Standards.



Materials refer to the raw components used to construct the exterior of a building.

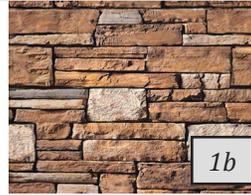
Materials

A selection of building materials are illustrated below. As noted, they may be used individually, or in combination, to meet the intent of the design guidelines for building materials.

Photo Example

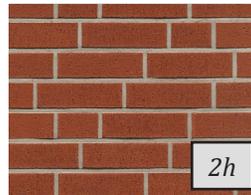
1) Natural, Local Materials

- 1a) Brick
- 1b) Stone
- 1c) Wood



2) Other Materials

- 2a) Authentic Stucco
- 2b) Synthetic Stucco (Scored)
- 2c) Patterned Pre-Cast Concrete
- 2d) Cement Board Siding
- 2e) Ceramic Panel
- 2f) Detailed Concrete
- 2g) Cast Stone
- 2h) Prefabricated Brick Panels
- 2i) Wood/Composite Siding
- 2j) Architectural Metal
- 2k) Architectural Glass
- 2l) Concrete Masonry Unit





This building reflects a connection to the environment in its design by incorporating river stone and heavy timber.



This building reflects a connection to the environment in its design by incorporating wood timber, metal gusset details and wood plank stamped concrete.



This building reflects a connection to the environment in its design by incorporating wood siding.



This building reflects a connection to the environment in its design by incorporating poured, scored concrete with masonry accents and metal details.



This building incorporates natural building materials in a unique design that reflects Montana heritage.



This brewpub reflects a connection to its environment in its design incorporating rusticated siding and plank wood detailing.

Designs that incorporate natural building materials with more contemporary or synthetic materials.



Stone siding and wood pergola with metal siding



Brick with metal detailing



Stone with cement fiber board and architectural glass



Wood siding with corrugated metal



Brick with concrete masonry unit



Conglomerate concrete and metal detailing

Sustainable Building Design

Buildings should be designed to maximize energy efficiency. Designs should also address seasonal changes in natural lighting and ventilation conditions. Buildings in the Corridors should incorporate sustainable design features wherever possible, with an understanding that sustainability objectives must be balanced with those of placemaking, urban design and economic development.

BD19. Consider including a building design feature that conserves energy.

- Utilize external shading (landscape and/or integrated into the building) to keep out summer sun and let in winter sun.
- Design a building to take advantage of energy-saving and energy-generating opportunities.
- Design windows to maximize light into interior spaces.
- Use exterior shading devices, such as overhangs, to manage solar gain in summer months and welcome solar access in winter months.
- Incorporate a renewable energy device, including a solar collector or wind turbine.
- Utilize highly efficient internal equipment (e.g. lighting, plug loads) and controls.
- Use energy and water-efficient appliances and fixtures.

BD20. When redeveloping a site, salvage or reuse site and building materials where possible.

- Incorporate a functional existing building into a redevelopment project in order to minimize waste and greenhouse gas emissions associated with demolition.

BD21. If a parking area is essential, provide one that supports fuel-efficient and electronic vehicles.

- Provide compact parking spaces.
- Provide one or more electronic vehicle (EV) charging stations.



Incorporate a renewable energy device.



Consider including a building design feature that conserves energy, such as a window pergola/sun shading device.

Community Identity

Community identity refers to the degree to which a building's design conveys a character that reflects Missoula's identity and community values, including a diversity of architecture, eclecticism and connection with the environment.

Buildings in Missoula should exhibit architectural creativity and uniqueness. Each should reflect in some way a connection to the environment. Designs that are not unique to Missoula should be discouraged.

BD22. Minimize the use of company logos, colors and other trademarked items on a building

BD23. Confine company trademarked logos to signage at the allotted area per underlying sign code requirements



Minimize the use of company logos, colors and other trademarked items on a building.

Wall Articulation and Mass Variation

The overall size, height and form of a building help determine how large it appears, and have an impact on the pedestrian experience. New development should not be monolithic in scale or jarringly contrast with neighboring development. A larger building mass should be broken down into smaller components to establish a sense of human scale, add visual interest, prevent monotonous walls and enhance access to light and views. Human scale is used to describe how a person perceives a building element or a group of building elements in relation to themselves. A person relates better to building features that are of a size and scale similar to that of a human.

Wall articulation includes vertical or horizontal changes in materials, color, fenestration, minor wall offsets or other elements that do not significantly change a building's volume but reduce perceived building mass. Articulation should be used to break down a building into human-size components and express a sense of vertical and horizontal scale.

Mass variation reduces actual building mass and scale by modulating building volume. Variations in floors or walls should be used to create physical relief in an architectural form to express a human scale, reduce the bulkiness of a building and increase solar access at the street.

For a larger building, wall articulation and mass variation may be more critical. On parcels that are constrained in size or depth, options to vary a building's mass may be more limited.

BD24. Articulate a building wall to create human scale components and express a sense of vertical and horizontal scale. Options include:

- Accent lines, fenestration or other techniques that provide vertical or horizontal expression
- Vertical or horizontal variations in material and/or color
- Wall plane offsets such as notches or projections such as columns, moldings or pilasters
- Awnings, canopies or other features that help define the ground floor of a building

BD25. Vary the mass of a building to express a human scale, reduce the bulkiness of a building and increase solar access at the street. Options include:

- Height variation
- Increased setbacks
- Upper floor stepback

Corridor Overlay Standards

Vertical scale, facade design, wall articulation and mass variation are subject to the design standards in the Corridor Overlay Standards.

Contextual Considerations

Articulation requirements may be more extensive for Typologies where a higher level of pedestrian activity is anticipated, such as Typology 1. Where a building is set back further from the street, the number of articulation methods may be less. Articulation is more critical in nodes, regardless of Corridor Typology.

Wall Articulation



Changes in materials and color help reduce the perceived mass and scale.



Canopies help define the ground floor of a building and frame the pedestrian experience.

Mass Variation



Height variation helps reduce the bulkiness of a building and increase solar access at the street.



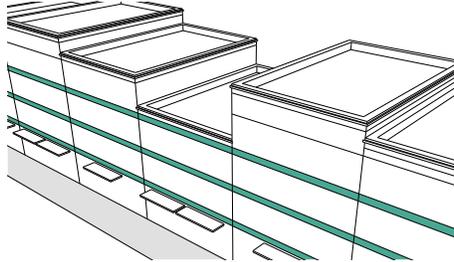
Upper floor stepbacks help reduce the bulkiness of a building and increase solar access at the street.

Applying Wall Articulation Methods

Use articulation techniques in proportion to a building's overall mass. For example, wall plane offsets are needed as a building's length increases. A single method is typically insufficient to achieve reduced scale and provide interest. Combining methods is highly encouraged. These methods may be used for building articulation.

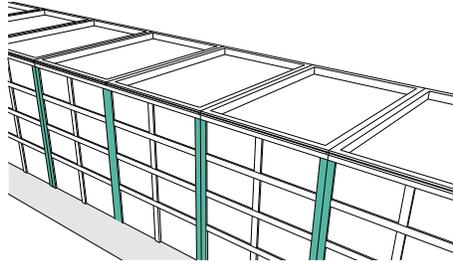
Accent Lines

Accent lines, fenestration or other techniques help provide vertical or horizontal expression. They can help create rhythm and scale on a facade.



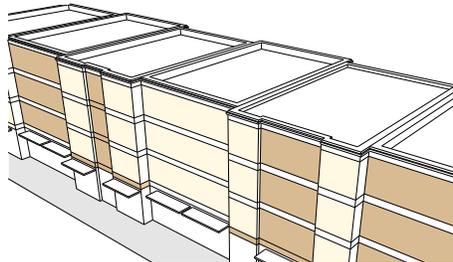
Wall Plane Offsets

Wall plane offsets include notches or projections such as columns, moldings or pilasters that generally rise the full height of the facade to add visual interest. They help create a sense of texture and provide depth and visual interest.



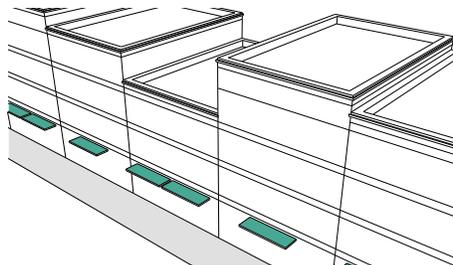
Variations in Material and/or Color

A change in material adds visual interest. This may be vertical or horizontal. When applied in units, panels or modules, materials can help convey a sense of scale.



Awnings or Canopies

Awnings, canopies or other features help define the ground floor of a building and frame the pedestrian experience. They also provide shelter from the elements.

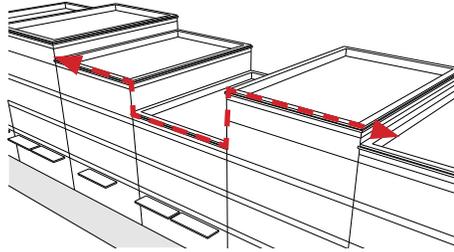


Applying Massing Variation Methods

Vary massing to reduce the perceived scale of a building while also helping to create an interesting building form. Stepping down the mass of a building adjacent to a pedestrian way or sensitive area will provide a smooth transition.

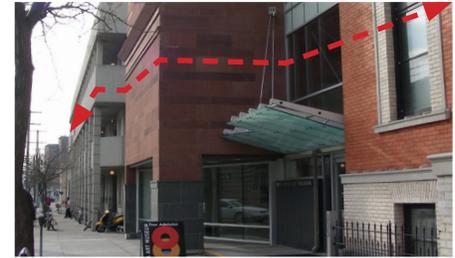
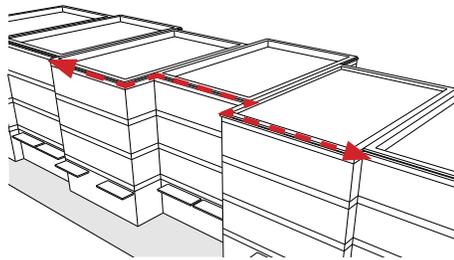
Height Variation

Vertical variation is an actual change in the height of a building of at least one floor.



Increased Setbacks

A wall plane offset should extend the full height of the building and is most successful when combined with changes in roof form or building materials.



Upper Level Stepback

An upper level stepback adds visual interest and reduces the mass of a larger building.

