

East Sonora Design Guidelines

Adopted by the Board of Supervisors of the County of Tuolumne
for the Community of East Sonora, California on May 19, 2009



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Introduction

Tuolumne County is an area of extraordinary scenic quality. The beauty of the natural landscape and the built environment combine to define the unique aesthetic quality of the County.

Tuolumne County's General Plan states the State Department of Finance projects the population of Tuolumne County to grow to 65,452 by the year 2020. Although the General Plan is based upon the assumption that Tuolumne County will reach this projected population, it does not promote the growth of the County's population to that level. The philosophy of the General Plan is to assume that the County will be prepared and be able to accommodate the projected growth, while adhering to policies that define the locations for this growth, thereby preventing an unnecessarily scattered pattern of development. This type of development often results in extraordinary demands on public services, above-average public service costs, and unnecessary and avoidable destruction or degradation of valuable resources.

The General Plan has been formulated to reflect the following vision statement for Tuolumne County's future growth and development:

Our General Plan is intended to guide growth and development in a way that balances the needs of the individual with the needs of all of the County's residents by encouraging economic growth, promoting the stewardship of our natural resources and advocating respect for our historical heritage. In guiding growth and development, we recognize that Tuolumne County is made up of small communities with old fashioned charm and warmth surrounded by agricultural lands, working forests and wildlands, silhouetted against the beautiful backdrop of the Sierra Nevada Mountains. In guiding our future, we give the promise of economic prosperity, due regard for private property rights, and the wide open skies for all to share in when they come to Tuolumne County.

The East Sonora Community Plan dates back to the early 1970s when such a plan was originally proposed. Policy recommendations relating to commercial and industrial development and pedestrian accessibility as well as the development of transportation facilities have been incorporated into the East Sonora Community Plan. The

Community Plan also emphasizes retaining the rural character along the Highway 108 Bypass route, while redefining and revitalizing the Mono Way commercial corridor.

Unique natural as well as developed areas are recognized for their contribution to the character of the East Sonora Community; such areas include the Sierra Railroad, Elsey's Pool at Sullivan Creek, Curtis Creek and the townsite of Standard. The Community Plan features specific policies that will serve to conserve these landmarks as well as enhance their stature. The East Sonora Design Guidelines will implement these policies in an additional directive manner for the benefit of Tuolumne County.

Unlike the communities of Jamestown and Columbia, East Sonora is the metropolitan hub of Tuolumne County. Its design focus is not based on the preservation of historical resources or setting, but rather is based on uniform standards that create a sense of place. The concept of "a sense of place" can be a sense of belonging or emotional attachment to a place, or a place where one is from or with which one identifies. Design strategies can emphasize the sense of place concept. Careful attention to attractive and citizen-friendly design is in the economic interests of any community. Good design can raise property values, attract new businesses, increase employment, and stimulate tourism. Good design can also reduce conflicts between varying land uses, allowing for mixed-use development that can create a vibrant and diverse community.

These Guidelines do not dictate mandatory design elements, but rather, they are intended as a guide to assist property owners and project designers in understanding the County's goals for attaining high-quality development in the East Sonora community that is sensitive to the local character.

These Guidelines will be used during the review of land development applications within the East Sonora Community Plan boundaries. County staff, the Tuolumne County Planning Commission and Board of Supervisors will refer to these Guidelines in evaluating project design. These Guidelines implement General Plan policies, encourage the maintenance of community identity and the preservation of historical and cultural sites, buildings, and features; and they provide guidance to developers and decision makers to ensure consistent review of the design-related components of development.

Applicability

The East Sonora Design Guidelines are applicable to all land development projects that require a discretionary entitlement within the boundaries of the East Sonora Community Plan.

Goals

These Guidelines encourage the highest level of design quality and at the same time provide the flexibility necessary to promote economic viability. They seek to advance the principle that good design does make a difference, contributing to a more cohesive community and enhanced customer activity. They promote new development that features a “sense of place” and incorporates the design elements of the existing East Sonora Community. These guidelines promote development that adds to community identity by inviting pedestrian activity, by advocating the placement of buildings closer to roads, limiting building size to a human scale, clustering buildings, placing parking behind buildings, breaking up parking lots with trees and walkways, and creating clearly visible entries and public places. These Guidelines assist designers in recognizing that new development can enhance the unique character of Tuolumne County.

Specifically, these Guidelines seek to:

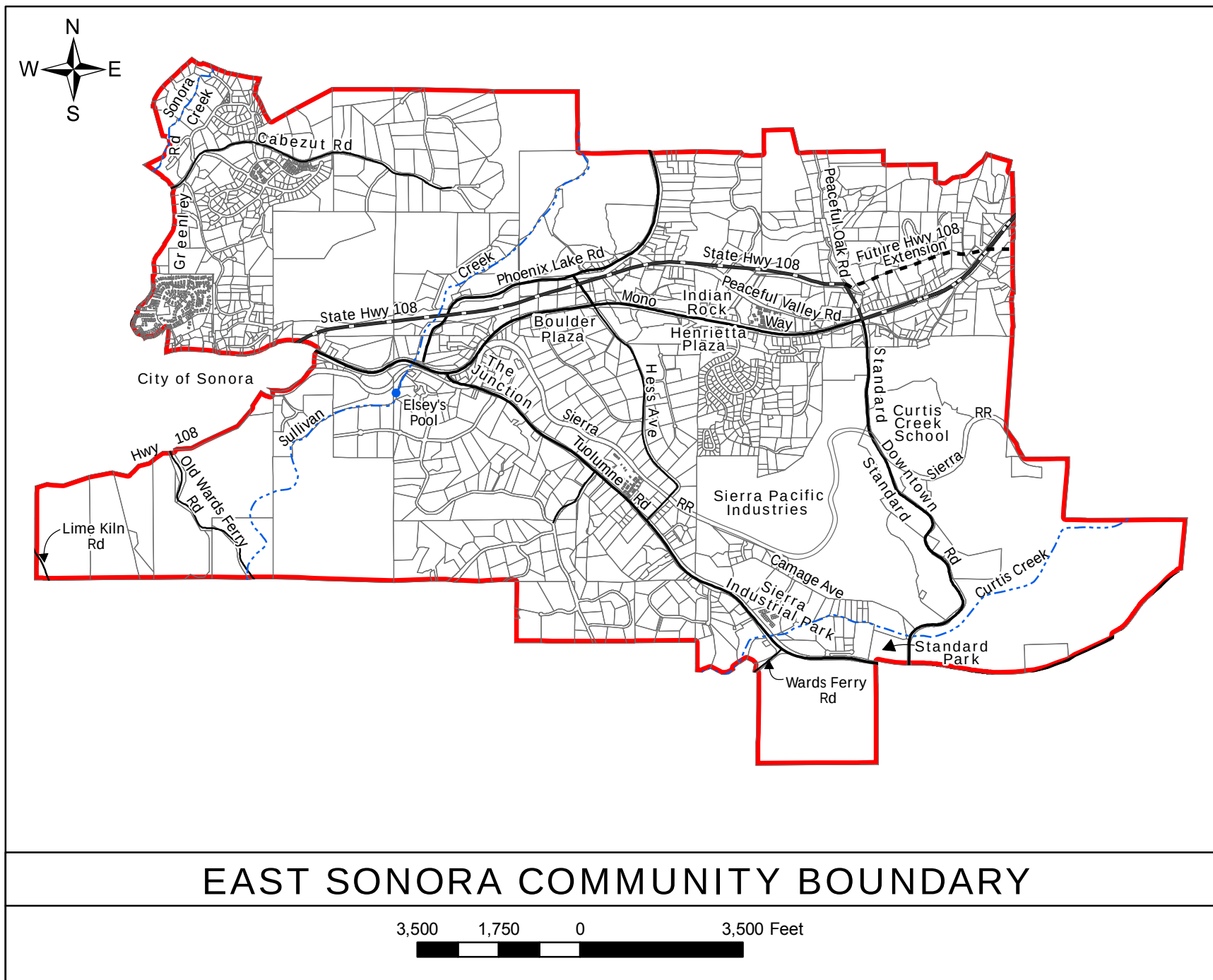
- Protect and preserve the scenic resources of East Sonora;
- Maintain the rural, small-town character of East Sonora;
- Maintain community identity by promoting compact, mixed-use development; and
- Establish a consistent set of criteria that allows flexibility for demonstrating compliance with the purpose of these guidelines.

How to Use This Document

These Design Guidelines provide a menu of design concepts and techniques to assist project developers. They are intended to provide a range of design options that satisfy policy objectives rather than prescribe specific design solutions. These Guidelines should be used and interpreted with some flexibility in their application to specific sites and projects. Constrained lots will require careful planning to ensure a viable use and good design. Each element of project design should be considered within the context of the individual project, but with the overall objective of meeting the goals of the Guidelines.

This document is designed to allow the user to go directly to the Guidelines for the type of development that is most closely suited to the proposed project. It is recommended that the user first review Chapter I for General Development Guidelines, and then review the Guidelines for the appropriate type of development in Chapter II. Within Chapter II are examples to assist the user in developing a project that meets the County’s goals and objectives for new development.

These Guidelines illustrate ways to meet design objectives but do not supersede adopted regulations or standards. It is always recommended that the developer or property owner consult with a Planner in the Tuolumne County Community Development Department early in the process to verify applicable code requirements. All exterior appearances of new and existing structures should be consistent with the photographs and descriptions contained within this Design Guide.



History

Given the availability of urban services as well as the locational relationship to Tuolumne County's main transportation route, the development of East Sonora has led to the intermingling of residential areas with neighboring commercial and industrial uses. East Sonora has always been defined as an integral part of and a focal point for Tuolumne County's economy.

East Sonora is a crossroads where residents of Tuolumne County can shop, recreate and work. It has become a place to meet, to come together, a resting place and a half way point for visitors heading to the high country. Almost year round, recreational travelers use this route for access to Pinecrest Lake, Beardsley Reservoir, Dodge Ridge, vacation cabins and camping facilities of the Stanislaus National Forest. As such, East Sonora needs to be an area easily moved through, in and around.

In 1897, the Sierra Railroad was established as the County's first railroad. The Sierra Railroad runs through the heart of East Sonora and, to this day, it is a key transportation link for the lumber industry, as well as for Tuolumne County's film and tourist industries.

In East Sonora, railroad rights-of-way for future public benefit are encouraged to be used to enhance freight transportation, passenger transportation and non-motorized trails. Setbacks and landscaping should be required along the tourist route of the Sierra Railroad in order to protect the viewshed of tourists riding the trains.

In 1910, the Standard Lumber Company began the establishment of the town of Standard which developed as a company town housing the lumber mill's employees and families. In 1919, Pickering Lumber bought the company town and continued to operate it until 1965, when Fibreboard Corporation came into ownership. Between 1965 and 1972, the population of Standard declined by half, and many of the homes were sold and moved to the south of Tuolumne Road. Today, only a few of the original structures remain. The East Sonora Design Guidelines recognizes the prospects of Standard and encourages maintaining its "old town" charm.

On July 20, 1960, a proposed alignment for Route 108 through East Sonora was adopted as a freeway by the California Highway Commission. By the mid-1960s, a freeway agreement between

Tuolumne County and the Division of Highways was signed and plans were prepared for an approximately 5-mile-long, four-lane freeway that would adjoin the existing Highway 108 route at Stockton Road with the existing four lane expressway west of Soulsbyville Road. Escalating costs and higher priority projects precluded the funding and construction of the project; in the interim, development took off in the East Sonora area. By 1983, bypass plans were resurrected; however, due to extensive development, a new route was needed in order to avoid the development that had occurred in the Standard Road area. In March of 1993, a new adopted alignment was released for public review. The trade off in the East Sonora Community Plan for keeping the commercialization of the Bypass corridor to a minimum is to concentrate the commercial and industrial activities within the Mono Way/Tuolumne Road corridors while establishing development guidelines for properties adjoining the Bypass corridor.

Distinct Neighborhoods

East Sonora consists of several distinct neighborhoods or areas with key components that make East Sonora unique and an integral part of Tuolumne County.

- Mono Way serves as East Sonora's primary commercial corridor.
- Tuolumne Road is a transition basin consisting of commercial, industrial, recreational and residential uses.
- Standard Road, downtown Standard, captures the historical aspect of the "old town" feel of the 1920s through building architecture and design.
- The Sierra Industrial Park, located on Camage Avenue, is the central industrial hub of Tuolumne County. Cal Sierra Disposal, Inc. operates a buy-back recycling center at 14959 Camage Avenue within the Sierra Industrial Park.
- The Greenley Road/Cabezut Basin primarily consists of residential development with hubs of dense residential, including Greenley Oaks Estates and Sonora Hills.

Chapter One: General Development Guidelines

Guidelines in Chapter One focus on recommendations that apply to all types of development within East Sonora. It is recommended that this Chapter be reviewed first. Guidelines pertaining to specific uses and types are discussed in Chapter Two.

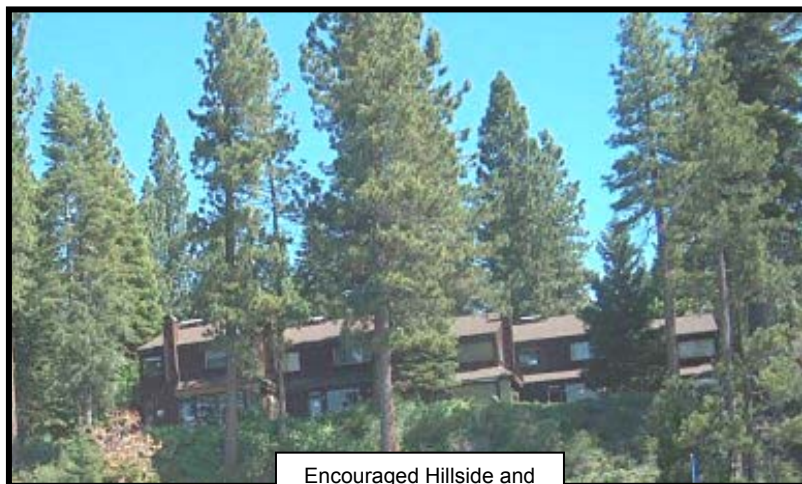
A. LAND USE AND SITE PLANNING

1. Preferred Development Patterns

Objective: Encourage development that minimizes the impact on the natural environment and the character of the region.

Guidelines:

- ☐ Locate new development near or adjacent to existing developed areas in order to preserve corridors of natural undisturbed areas.
- ☐ Utilize compact and less land-intensive patterns of growth and mixed use development.
- ☐ Encourage new development to take advantage of solar access, i.e., to provide solar gain in winter months, or orienting buildings to provide south-facing exposure for solar panels.



Encouraged Hillside and
Hilltop Site Planning

- ☐ Encourage hillside development to be designed and located to be compatible with the landscape and environment by minimizing the amount of grading and topographical alteration by implementing Tuolumne County's Hillside and Hilltop Development Guidelines.
- ☐ Minimize wildland fire hazard by avoiding construction at the top of steep slopes, and by allowing adequate area for defensible space around structures.
- ☐ Design development to reflect the unique character of the neighborhood in which the project is located, including:
 - Retaining and restoring historic structures and features in downtown Standard;
 - Encouraging dense residential development adjacent to other dense developments such as Mono Village, Greenley Oaks Estates and Mt View Acres;
 - Infilling commercial establishments within the Mono Way corridor;
 - Locating industrial businesses within Sierra Industrial Park and within the Tuolumne Road corridor; and
 - Maintaining the small town character.
- ☐ Encourage new development to take advantage of natural wind for cooling.
- ☐ Encourage tree planting for shade to conserve energy.



Discouraged Hillside and
Hilltop Site Planning

A. LAND USE AND SITE PLANNING

2. Environmentally Sensitive Design

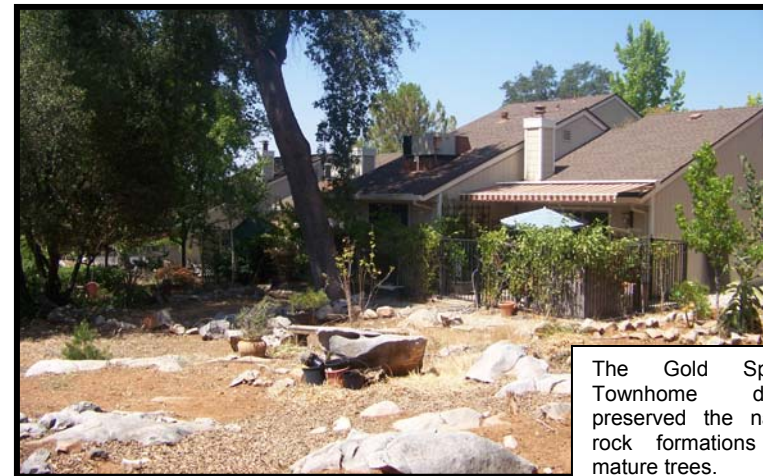
Objective: Preserve natural areas through appropriate site design providing an amenity for the project while enhancing the overall natural environment.

Guidelines:

- ❑ Qualitatively assess vegetated areas before preparing site plans in order to preserve significant features such as waterways, mature tree stands, and sensitive habitats.
- ❑ Encourage the clustering of development in lower, flat areas of a site to preserve slopes and ridge lines.
- ❑ Orient development to take advantage of view corridors, ridgelines, mature tree stands, and other scenic resources.
- ❑ Locate structures within previously disturbed areas when possible.
- ❑ Design building and parking areas to conform to the natural terrain of the land to minimize grading and to ensure the least amount of site disturbance.
- ❑ Align roadways and driveways to follow the contours of the site.
- ❑ Incorporate and protect environmentally sensitive resources in the site design.
- ❑ Vary rooflines within view corridors to preserve ridgelines and views.
- ❑ Preserve significant natural features, particularly trees, water bodies, and rock formations.
- ❑ Emphasize native vegetation and natural topography as paramount in the design of residential developments.



This design allows clustering of residential units while conforming to the natural topography and protecting mature trees and native vegetation.



The Gold Springs Townhome design preserved the natural rock formations and mature trees.



A. LAND USE AND SITE PLANNING

3. Landmarks and Vistas

Objective: Create neighborhood landmarks in prominent locations, design around existing landmarks, such as in Standard, and create views and vistas through careful street design and placement.

Guidelines:

- Use massing and architectural detailing to create a landmark.
- Provide special attention to buildings that occupy prominent sites.
- Create pedestrian-scaled public places for resting and informal gatherings.
- Use public displays of art within and around commercial establishments. Incorporating sculptures and murals depicting local, regional and historical values of the Sierra Nevada is encouraged.

A. LAND USE AND SITE PLANNING

4. Public Places and Common Areas

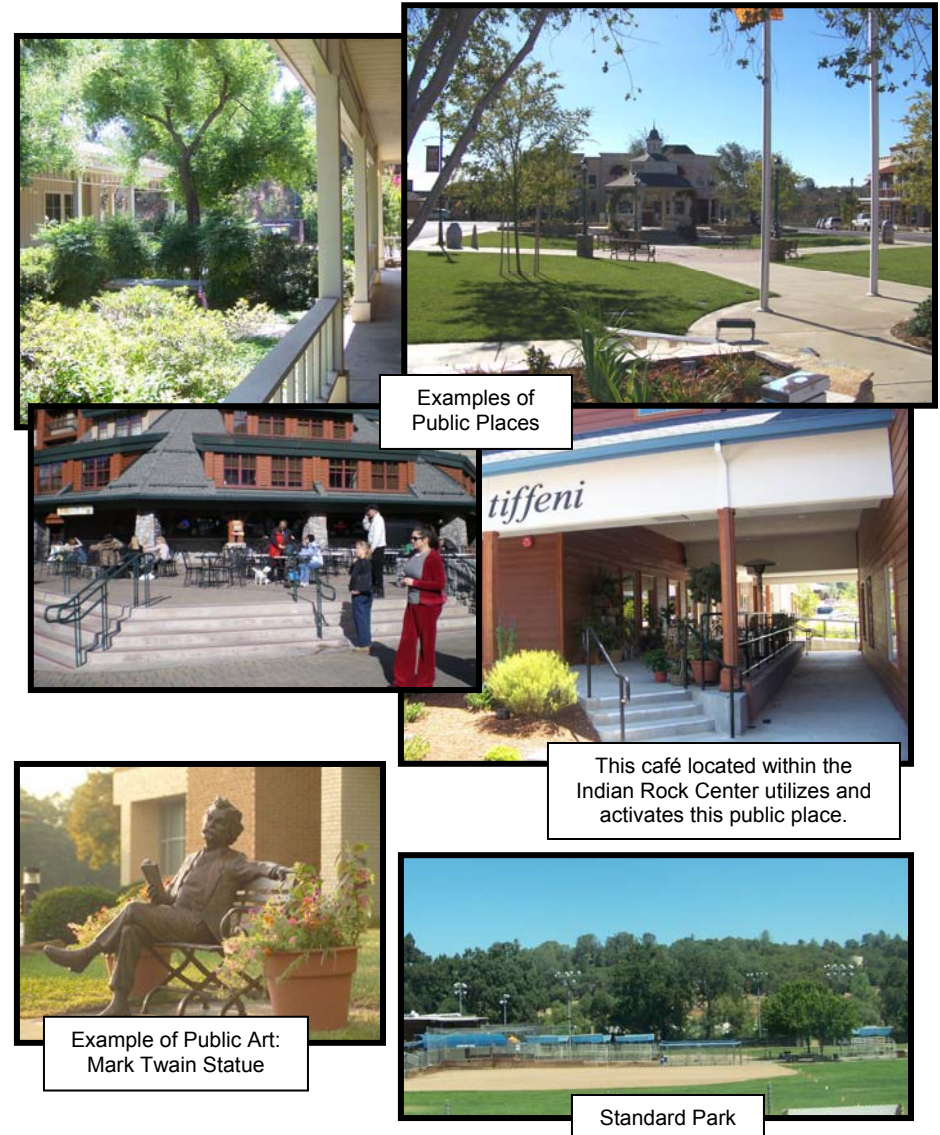
Objective: Provide public places amenities that range from undeveloped natural corridors and formal places to regional, local, and pocket parks within neighborhoods and centers.

Guidelines:

- Encourage the creation of continuous regional trail networks, such as along Curtis, Sonora and Sullivan Creeks and the Sierra Railroad.
- Preserve natural amenities such as streambeds, wildlife habitats, and tree groves and incorporate them into public places or common areas.
- For commercial and mixed use projects, provide a clearly defined public place amenity to serve as a design “centerpiece” for the site.
 - Public places should be the focal point of the site;
 - Building entrances and windows should be oriented toward

the public places to provide a sense of security for users; and

- Where possible, uses such as restaurants and cafes should activate these places.
- Identify the primary users of the public places and provide the necessary design and amenities to meet their needs.



B. PEDESTRIAN AND ALTERNATIVE TRANSPORTATION MODES

1. Alternative Travel Modes

Objective: Encourage development patterns and projects that support alternative travel modes of transportation that include walking, bicycling and public transportation.

Guidelines:

- In community centers, provide clusters of dense development and activities supporting transit and walkability.
- Provide bicycle racks and benches in all new commercial, industrial and mixed-use development in convenient locations.
- Make pedestrian orientation a primary objective of all projects; such as benches, landscaping and pedestrian oriented signs.
- Design streets to comfortably accommodate pedestrians, as well as automobiles and bicycles, through adequate sidewalks to separate pedestrians from vehicular traffic. Within downtown Standard landscaped edges should be incorporated. Paths and trails are encouraged instead of sidewalks in more rural areas.
- Provide equestrian trails where appropriate in rural areas.
- Incorporate appropriate street design and/or other traffic calming devices to encourage slower traffic in pedestrian areas and local neighborhoods.
- Provide comfortable bus shelters that are screened from weather. Where provided, bus shelters should be compatible with the architectural style of neighboring buildings.
- Provide signal lights and crosswalks or other crossing techniques where major pedestrian routes cross major streets or otherwise mitigate pedestrian and vehicle conflicts.
- Provide adequate lighting for safety on major pedestrian routes. It is recommended to use 150 watt overhead lighting spaced at least 150 feet apart in suburban areas and 200 watt overhead lighting spaced at least 300 feet apart in rural

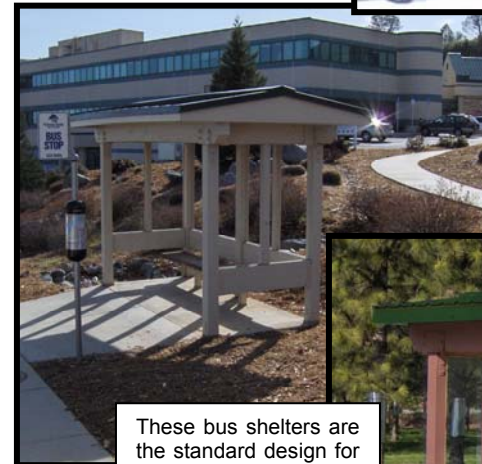
and intersection areas.



These photos express examples of a pedestrian oriented streetscape. Notice the signs on the photo to the left are located under the covered walkway and are directed towards pedestrians. The photo below shows a crosswalk, benches and the storefront adjoining the sidewalk inviting pedestrians to walk in.



Benches



These bus shelters are the standard design for Tuolumne County.



B. PEDESTRIAN AND ALTERNATIVE TRANSPORTATION MODES

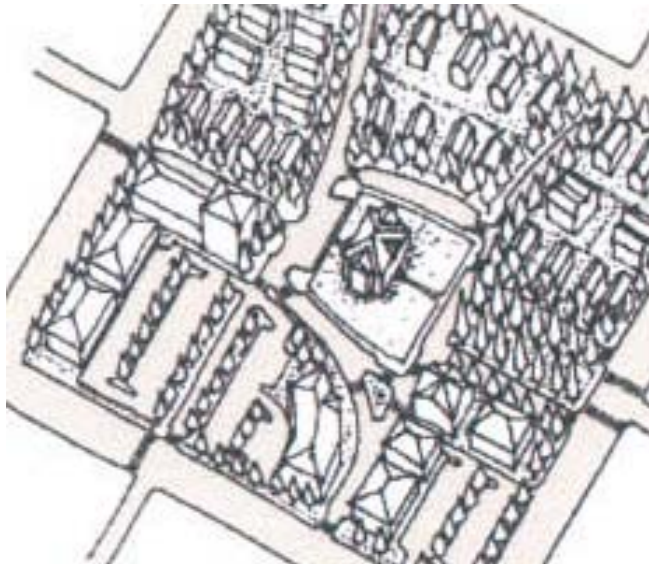
2. Pedestrian Access

Objective: Encourage comfortable pedestrian access to new development, incorporating safe, unobstructed pedestrian circulation through projects.

Guidelines:

- Encourage street oriented projects that define the street edge and create a safe pedestrian environment.
- Minimize driveways along street edges.
- Interconnect different uses within the same project.
- Provide direct pedestrian walks and pathways through projects that are separated from vehicular traffic and parking lots.
- Provide protected pedestrian circulation routes through vehicular traffic and parking areas.
- Connect adjacent commercial parking lots to allow walkability, making stores more accessible to each other and reducing the need to drive between nearby locations.

Clustering of densities and interconnection of different uses promotes walkability, reduces dependency on the automobile, and supports transit.



Crosswalk design elements for convenience and safety should be installed where the crossing distance is large or there is a high volume of pedestrians, especially within the Mono Way commercial corridor. The animated eye light emitting diode (LED) signal is a tool for reminding pedestrians to watch for turning vehicles.



This photo represents numerous examples of a pedestrian friendly orientation. Dashed lines heighten the visibility of the crosswalk, directing pedestrians towards the designated crossing location, and notifying motorists of pedestrian traffic. The use of bulbouts shortens the crossing distance pedestrians need to travel by narrowing the street intersection. The bulbout in this

photograph is also utilized as a bus stop. Using multiple pedestrian access methods creates a healthy, safe and walkable community.

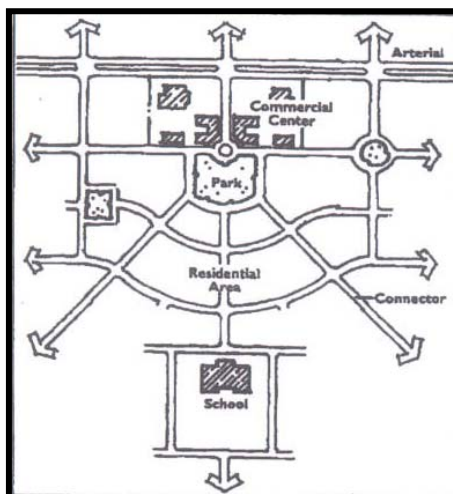
C. CIRCULATION

1. Interconnected Street Network

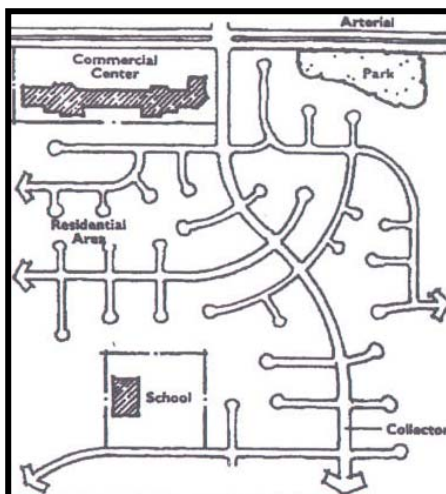
Objective: Provide an interconnected street network within all applicable projects in order to improve pedestrian and automobile connectivity.

Guidelines:

- Provide street connections through a project and circulation plan.
- Design local streets as public places as well as movers of automobiles and pedestrians.
- Provide an interconnected street network within a project and to adjacent parcels.
- Roadway design standards should include sidewalks, street trees, landscaping and bike paths to separate pedestrian traffic from vehicular traffic along rural collector roads including Mono Way, Tuolumne Road, Greenley Road, Cabezut Road and Standard Road.



Encouraged Planning
Interconnected Street Network
Provides connections for both pedestrians and automobiles.



Discouraged Planning
Conventional Development Pattern
Provides poor connections for pedestrians and automobiles.

C. CIRCULATION

2. Traffic Calming Measures

Objective: Discourage fast, through traffic on neighborhood and local roads by including traffic calming devices.

Guidelines:

- Recommended traffic management measures include:

Appropriate street widths. Streets should be designed to respond to specific uses at community and neighborhood scales.



Roundabouts. Small circular islands are placed in the center of intersections. These islands are typically landscaped.



Median Islands. These islands are installed in the center of a street and can serve to narrow a street and thus slow traffic.



Bulbouts and raised intersections. Bulbouts slow traffic and reduce pedestrian crossing distances by narrowing the curb-to-curb dimension of the street at the intersection. Bulbouts may be used at intersections or mid-block crossings. Crosswalks can be raised or textured by a few inches to make drivers aware of pedestrians.

D. PARKING

Parking Lot Design and Placement

Objective: Decrease the negative visual impact of parking and reduce the conflict between automobiles and pedestrians.

Guidelines:

- Provide parking behind and to the side of buildings within Standard allowing the buildings to face the street and create an active pedestrian environment.
- Permit parking in front and on the sides of buildings along Mono Way and other commercial corridors as these buildings have traditionally been set back from the road right-of-way.
- Break larger parking lots into several smaller lots.
- Consider permeable surfaces for parking lots.
- Provide parking lot connections between adjacent properties.
- Minimize the number and width of automobile entrances and exits.
- Encourage shade trees and landscaping to reduce the negative visual connotation of a “sea of parking”.
- Incorporate parking lot lights designed for pedestrian comfort and safety as well as automobile safety that concentrates light downward.

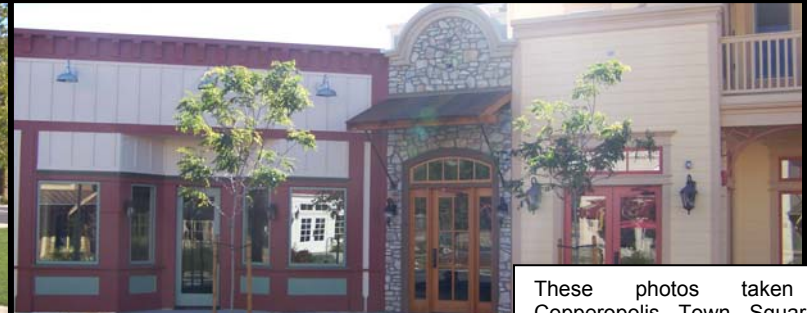


These buildings in downtown Standard show how parking and building design can reduce the number of automobile entrances and exits. Parking is provided along the sides and rear of the buildings.



Indian Rock Center and Henrietta Plaza along Mono Way provide parking along the front and sides of the buildings. Both parking lots are broken up, reducing the visual effect of a “sea of parking”, due to the design of each commercial center.





These photos taken of Copperopolis Town Square in Calaveras County are an excellent example of a site design that is pedestrian friendly. Copperopolis Town Square consists of Copperopolis' Town Hall, numerous commercial establishments, mixed-use with residential uses on the second floor and a park which is the focal point of the town square. Within Copperopolis Town Square the buildings face the street abutting the sidewalk to create an active pedestrian environment. With parking lots located behind the buildings, the number of driveways and automobile entrances are eliminated in this old town center design.

E. LIGHTING

Character and Function of Lighting

Objective: Encourage appropriate lighting that strengthens the character of the built environment and provides safety for pedestrians and automobiles.

Guidelines:

- ❑ Parking lot lighting should be consistent with East Sonora's small town and rural character. "Acorn" type fixtures and other well articulated fixtures are appropriate.
- ❑ Prevent nuisances resulting from unnecessary light intensity, direct glare or light pollution; protect the ability to view the night sky by regulating unnecessary upward light projection through dark sky standards; phase out non-conforming fixtures; and promote lighting practices and systems that conserve energy. Guidance may be found at the International Dark Sky Association <http://www.darksky.org/>.
- ❑ Parking lot lighting should be designed for pedestrian comfort and safety as well as automobile safety that concentrates light downward into traffic and crosswalk areas.
- ❑ Good lighting uses only the amount of light needed for the intended task, whether it is intended to illuminate a parking lot, pedestrian walkway, signage, for security, or to highlight specific architectural features.
- ❑ Use efficient, high quality light fixtures to control light output and to reduce energy waste.
- ❑ Photovoltaic light fixtures, solar powered lights, are encouraged and should be utilized where feasible.



Arching Spotlights
Highlight Signs,
Architecture and
Pedestrian Walkway



Examples of Acorn Type Fixtures



Examples of Overhang Fixtures

Example of Solar
Powered Fixture

F. STREET FURNITURE

Character and Function of Street Furniture

Objective: Increase the quality of the built environment with the integration of appropriate street furniture, such as benches, bollards, bicycle racks, and tree grates in styles that are consistent with the architectural character of East Sonora.

Guidelines:

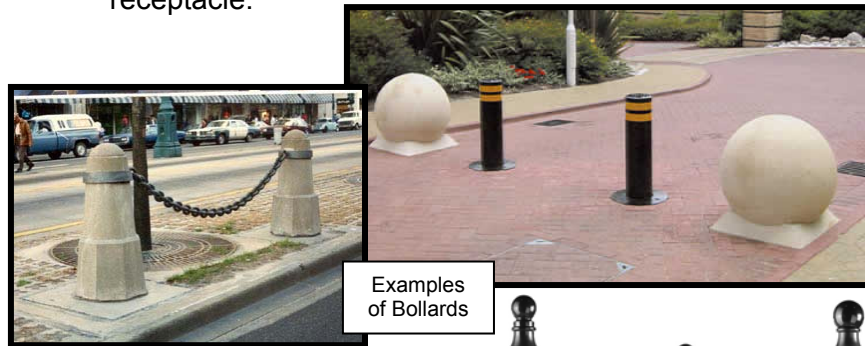
- ❑ Street furniture design should be compatible with the character of nearby architecture.
- ❑ Items should be chosen that are made of durable materials in order to reduce maintenance.
- ❑ The selected design should be compatible with selected lighting and other street furniture.
- ❑ Each trash receptacle should have an adjacent recycling receptacle.



Examples of Benches



Examples of Tree Grates



Examples of Bollards



Examples of Trash Receptacles



Examples of Bicycle Racks



G. SIGNAGE

Character and Function of Signage

Objective: Ensure every project is designed with a plan for adequate signage and encourage signage within new development that is functional and compatible with the overall architectural character of the project and community.

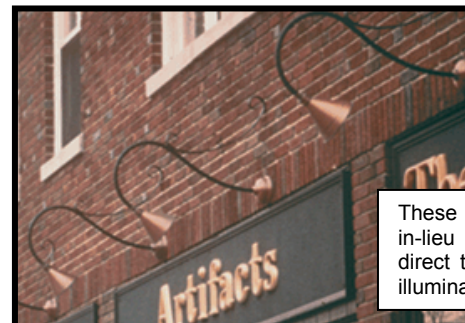
Guidelines:

- Signs should be consistent with other signs and structures within the project in size, color, materials, and placement.
- The design of signage for new projects should be coordinated with street furniture design.
- Signage should be clearly visible and legible. Highway-oriented signs should be designed for automobile traffic while others should be oriented to the pedestrian.
- The sign should be located so that it is easily legible.
- The size and scale should allow the sign to be easily read without it dominating the character of the project.
 - Sign messages should be brief;
 - Avoid hard-to-read, overly intricate typefaces; and
 - Carefully consider the proportion of the letter area to overall sign background.
- Signs should be placed at or near the entrance to a structure or site to indicate the most direct access.
- Specially designated areas such as visitor parking, structure entrances, and loading and receiving should be designated with signage.
- Light levels should be carefully chosen to provide optimum illumination and energy efficiency without casting light upward or into lanes of traffic.
- The use of backlit or can-type box signs with translucent panels is discouraged.
- Monument signs made of natural materials and that use external lighting are the preferred alternative for business identification.

- Encourage the development of a community sign along the Bypass route at on- and off-ramps. Signs should be uniform in design and promote East Sonora Community businesses. Other signage should be limited to Caltrans informational signs so as not to detract from the community signs.



These monument signs have a stone border that matches their respective building.



These arching spotlights, in-lieu of backlit signs, direct the light downward illuminating the signs.

H. LANDSCAPING

General Landscaping Features

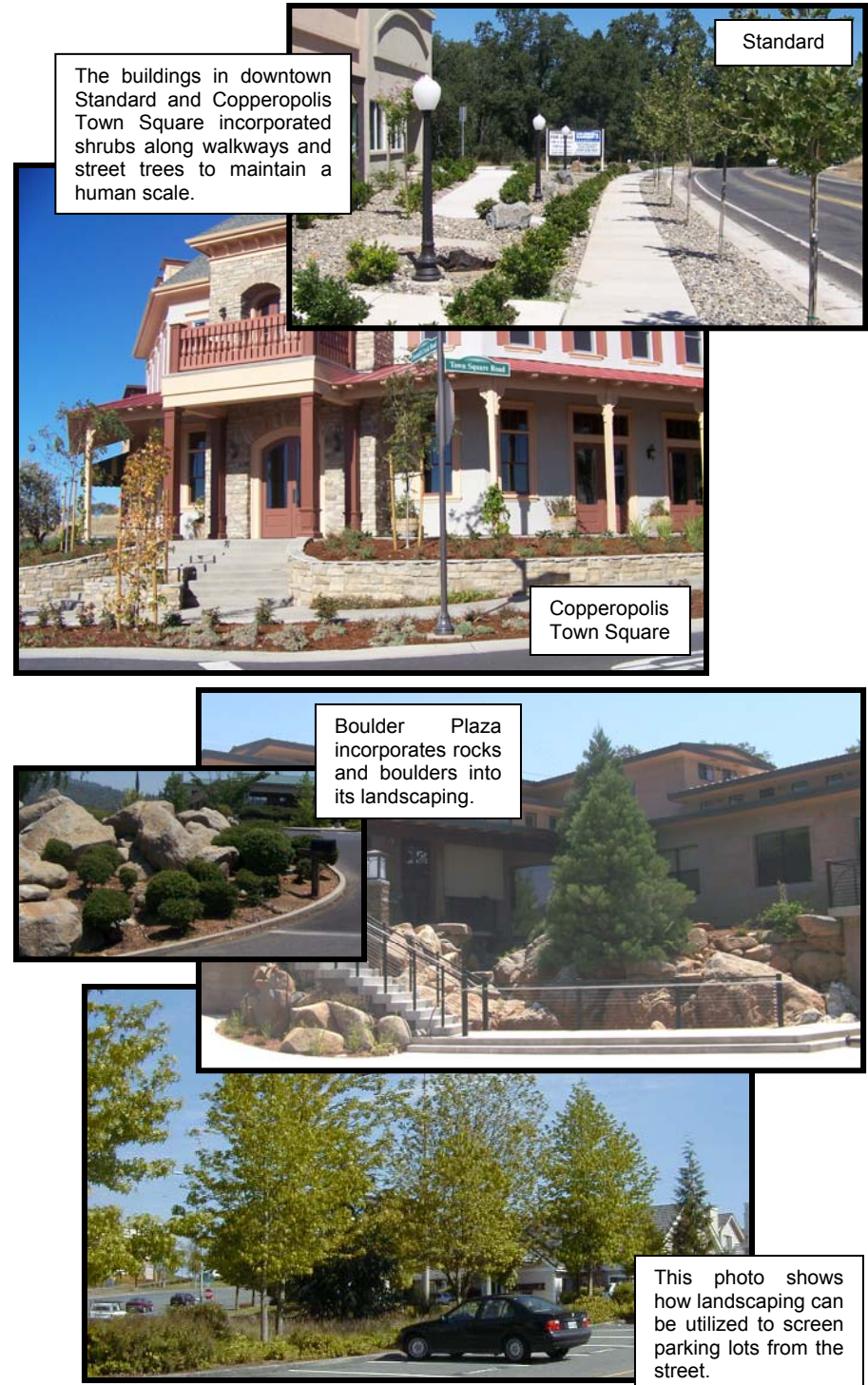
Objective: Increase the quality of the built environment with the appropriate integration of landscaping.

Guidelines:

- Landscaping should define specific areas by focusing on entrances to structures and parking areas, creating edges, and providing screening for loading and equipment areas.
- Encourage water conservation through the retention of existing, on-site vegetation, as well as the integration of native or drought tolerant species of plants.
- Utilize landscaping to enhance public places in order to create an environment that is comfortable and pleasing for pedestrians and motorists.
- Pedestrian access to sidewalks or structures should be considered in the design of all landscaped areas.
- Planting next to walkways and adjacent to other pedestrian places should include smaller species of shrubs and trees to maintain an intimate human scale and canopied trees to provide shade during the summer.
- Encourage landscape plans to reduce the asphalt impact currently found in East Sonora. These areas should include



focal points that employees and visitors use. Planting of street trees along transportation routes and at entrances to commercial centers are encouraged; in particular, create a formal landscaped entrance to the Mono Way business corridor.



I. ARCHITECTURAL DESIGN

1. Massing

Objective: Integrate different styles of architecture that are appropriate for East Sonora in scale and character.

Guidelines:

- New or modified development within downtown Standard should be consistent with existing historic structures and features.
- Design building heights to relate to adjacent public places to allow maximum sun and ventilation, and to minimize obstruction of views.
- Incorporate simple architectural designs that will provide an appropriate scale and character for the building type.
- Use dormers to break up larger roofs and to create a rhythm along large facades.
- Combine simple roof styles to reduce bulk on larger buildings; i.e. cross gabled and hipped roof. Buildings should have broken roof lines and be altered every 50 feet.
- Articulate buildings with flat roofs with cornices to provide appropriate and consistent scale between buildings.
- Incorporate special features such as overhang porches, canopies, lanterns, and cupolas to mark entries and to screen mechanical equipment.
- Transition new development height from the height of adjacent development to maximum height of the proposed structure.
- Minimize the visual impact of large buildings and facades by incorporating windows, structural bays, roof overhangs, awnings, column details, stone or wood appearance and other details.
- Avoid piecemeal mansard roofs (used on a portion of the building perimeter only) and nearly vertical roofs (A-frames).



These buildings alter their shape and form to break up the large façade. Awnings, earth tone colors and other architectural details can improve the visual quality of the building. As shown in the center photo, Indian Rock Center utilizes dormers to break up the large roof.



This new building located in downtown Standard is coherent with existing historic structures and features. This building incorporates a simple façade that is altered to hide the overall visual impact and mass of the building, making it appear to be a series of smaller buildings. Notice the stone detail, awnings and varying window designs to help camouflage the large size of the building.

I. ARCHITECTURAL DESIGN

2. Color

Objective: Use colors to integrate new buildings into the natural landscape and the existing built environment.

Guidelines:

- ☐ Provide color tones that are similar to those found in the area and on adjacent buildings.
- ☐ Use muted soft colors on large wall expanses.
- ☐ The use of bright jarring colors and intense white colors are discouraged for base and accent colors.
- ☐ Use subdued colors as the primary color and brighter, contrasting trim when appropriate.
- ☐ Incorporate the color from primary building materials, such as stone, brick, and hardwood, as the base colors for new development.
- ☐ Use of muted colors are encouraged, such as greens, browns, tans, grays and beige.



These buildings provide good examples of color tones. The photo to the left accents the trim with contrasting colors. In the two above photos, the color scheme has been incorporated into its awnings.

I. ARCHITECTURAL DESIGN

3. Windows and Doors

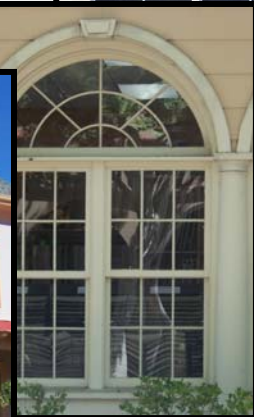
Objective: Enhance the character of buildings with the use of appropriate windows and doors.

Guidelines:

- ☐ Windows and doors should be proportionate and should relate to one another in character.
- ☐ Windows should be vertically proportioned with height greater than width.
- ☐ The glass in windows and doors should be divided into small panes as is appropriate for the style and use of the building, and should retain vertically-proportioned divisions. Mullion windows are encouraged in Standard.
- ☐ Operable windows should be integrated into all buildings to allow for natural ventilation and the reduction of energy consumption.
- ☐ Unfinished aluminum windows should be avoided.



These windows and doors are excellent examples showing proportionate doors and vertical windows with different architectural frames. The two far right photos show different examples of a fanlight which accents the window and building.



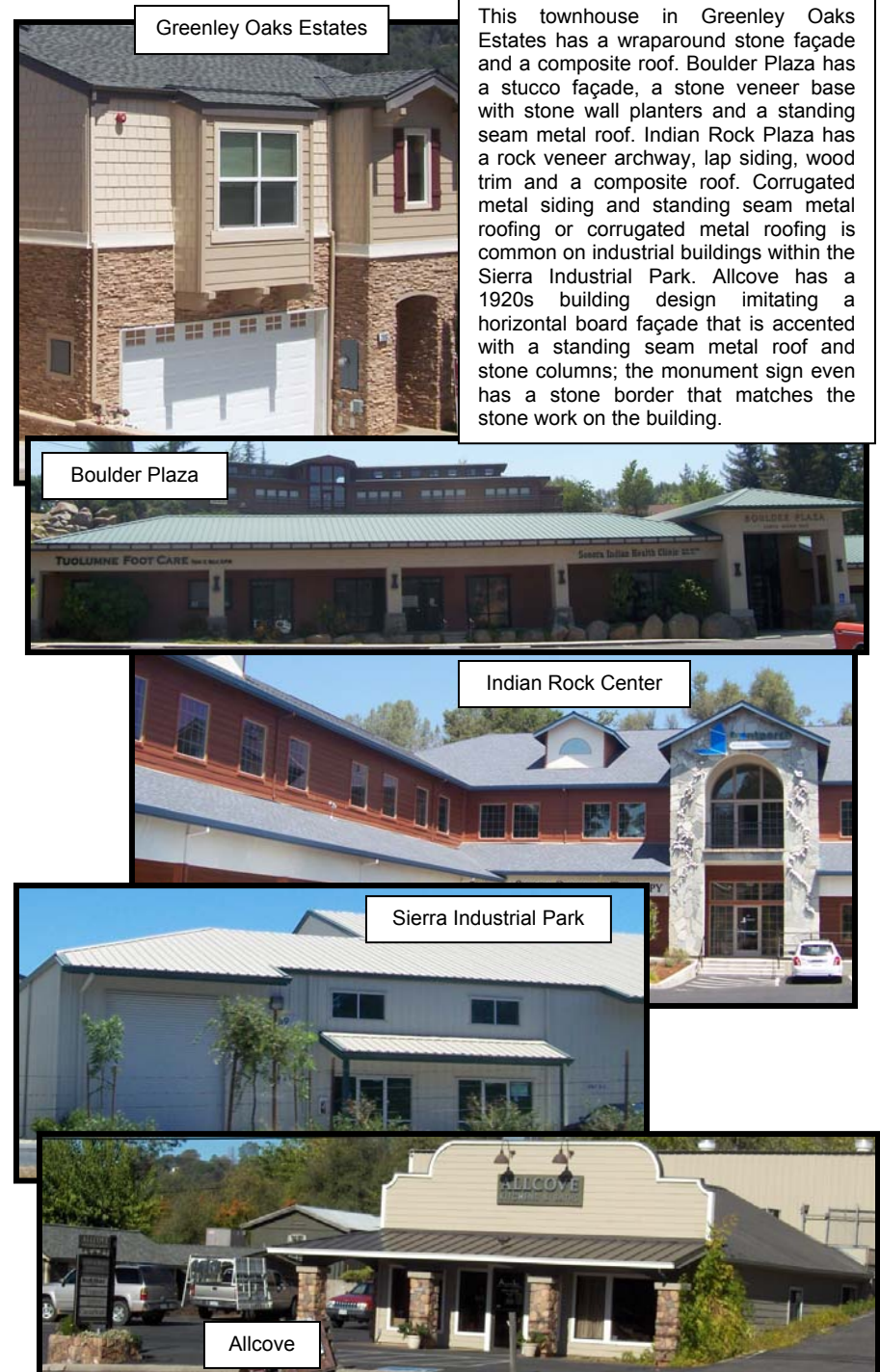
I. ARCHITECTURAL DESIGN

4. Materials

Objective: Enhance the character of the natural and built environment with the use of appropriate materials.

Guidelines:

- ❑ Materials should be durable and require low maintenance (but not at the expense of the quality of the design).
- ❑ Materials should be compatible with the character of existing architecture.
- ❑ Horizontal changes in façade materials should be avoided.
- ❑ Materials used on the front façade should wrap the corners to avoid a “false façade” feeling to the building.
- ❑ Appropriate façade materials include:
 - Board and batten siding, horizontal wood or wood appearing siding, decorative wood siding, or fiber cement board siding,
 - Brick, stone, rock, or granite,
 - Heavy timber, and
 - Corrugated metal siding where appropriate.
- ❑ Avoid bare metal, highly reflective surfaces, brightly colored roofing, and high contrast or brightly colored glazed tile.
- ❑ Within industrial areas appropriate materials also include metal siding and concrete block such as split-face or slump.
- ❑ Fencing should use natural materials, such as wood, when possible. Vinyl fencing should be accompanied with landscaping for screening purposes.
- ❑ Appropriate roofing materials include:
 - Composite shingles,
 - Standing seam metal roofing,
 - Tile, and
 - Corrugated metal where appropriate.



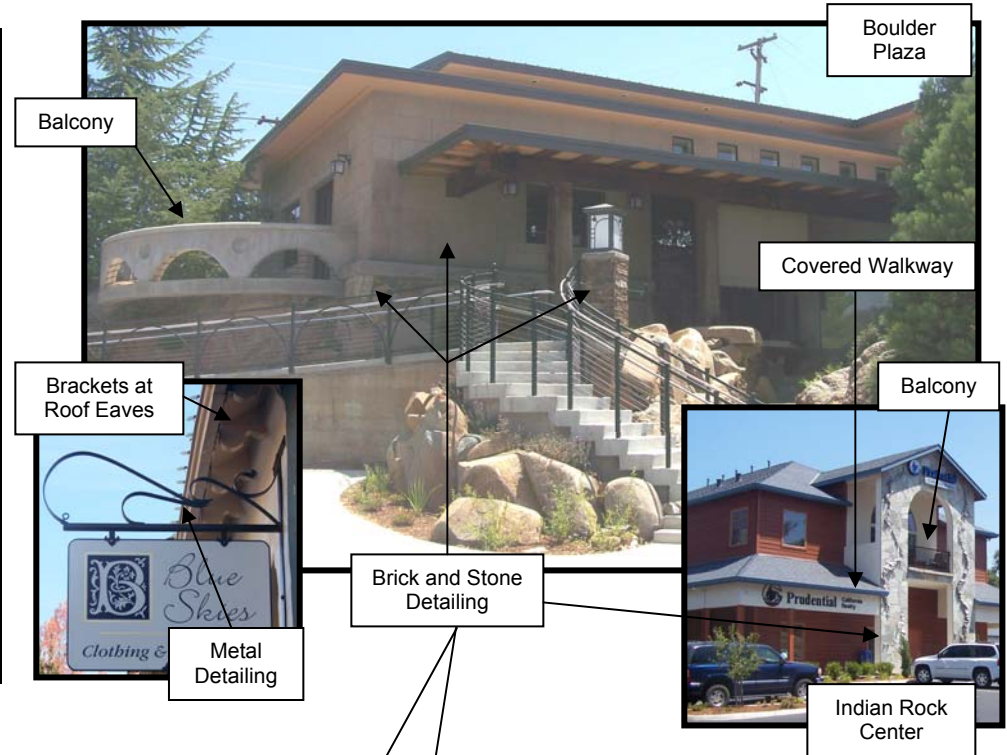
I. ARCHITECTURAL DESIGN

5. Details

Objective: Integrate architectural details into the design of structures.

Guidelines:

- Use local architecture, both historic and recently built, as an example for design and details.
- Appropriate details include:
 - Porches, canopies, balconies, and covered walkways where appropriate;
 - Brick or stone detailing;
 - Refined millwork and finished carpentry on wood structures; and
 - Metal detailing, brackets at roof eaves and under balconies, porches and canopies, where appropriate.



Henrietta Plaza has a unique ranch style architecture incorporating dormers and a wrap around porch on all three buildings within the plaza. These buildings also incorporate brackets at the roofs eaves.



Allcove, located on Highway 108 near Standard, incorporated a 1920s architectural design similar to the buildings in downtown Standard. Allcove also utilizes stone detailing, arching spotlights and a covered walkway.



Boulder Plaza

The photo to the left of an office building within Boulder Plaza has a wood façade with a focal grand entrance and two wings extending in a "V" shape, a porch/walkway along the front of the building, a parking lot hidden in the rear and a rescinded second story.



I. ARCHITECTURAL DESIGN

6. Service Areas and Mechanical Equipment

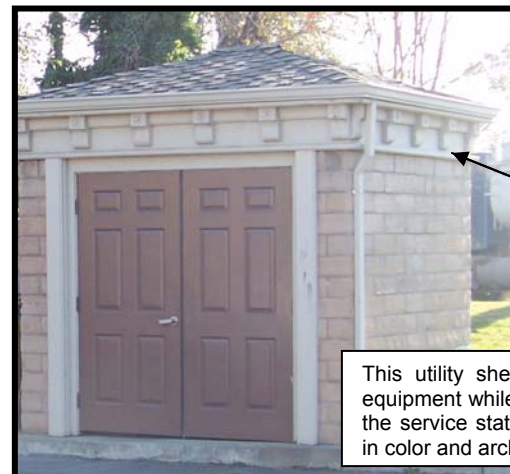
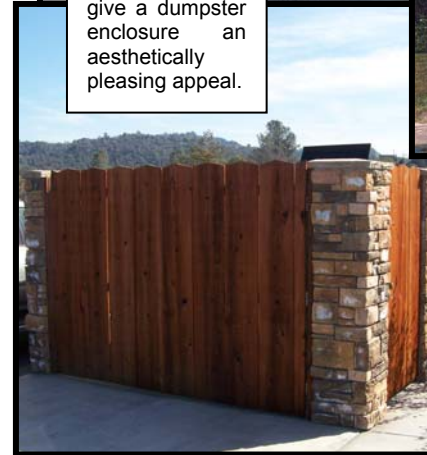
Objective: Conceal exterior equipment and service areas.

Guidelines:

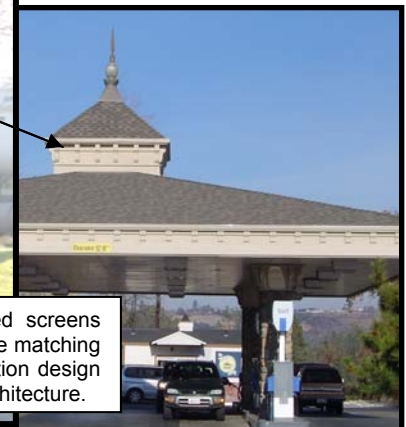
- ❑ Enclose dumpsters with architectural features that are compatible with the adjacent buildings.
- ❑ Integrate roof-mounted mechanical equipment into appropriate roof features, such as dormers and cupolas.
- ❑ Locate utility meters and equipment out of view from the street or suitably enclose them.
- ❑ When solar panels are used, integrate them into roof design, flush with the roof slope. Mechanical equipment should be screened and match the design of the principal building in color and architecture.
- ❑ Place antennas in attics or building interiors if possible. All new units should be pre-wired to accommodate cable reception. Satellite dish antennas are discouraged on roofs visible from the street and should be considered early in the design process for location and screening.
- ❑ Provide adequate areas for recycling facilities within dumpster areas or provide separate facilities that can be easily accessed.
- ❑ Locate recycling drop off areas away from public view to avoid negative impacts on pedestrian and vehicular circulation routes.



These garbage enclosures show that detail can give a dumpster enclosure an aesthetically pleasing appeal.



This utility shed screens equipment while matching the service station design in color and architecture.



J. ENERGY CONSERVATION

Integrated Design and Efficiency

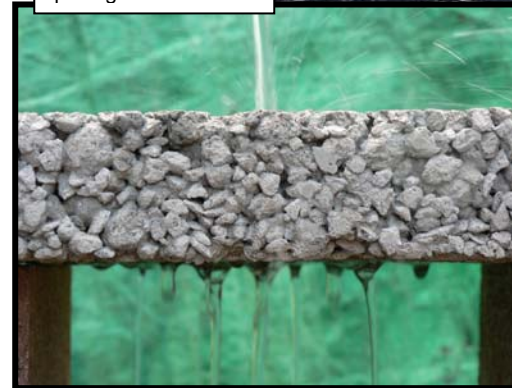
Objective: Encourage an integrated building design in the initial planning process to create more comfortable, energy efficient, and cost effective buildings. Coordinate the work of architects, mechanical and lighting engineers, landscape architects and other professionals in the initial design process.

Guidelines:

- ❑ Orient buildings, when appropriate, to take advantage of solar access for passive lighting, heating and cooling options.
- ❑ Utilize shade trees where appropriate.
- ❑ Utilize solar reflective roofs and/or solar panels where appropriate within the parameters of the architectural standards established in this document.
- ❑ Incorporate daylight and proper placement of windows and skylights to take advantage of natural light.
- ❑ Include water efficient landscaping utilizing native, drought-resistant plants. The use of bioswales are encouraged.
- ❑ Encourage the use of pervious sidewalks, driveways and parking lots.
- ❑ Encourage geothermal heating and cooling.



The photo to the right is an example of a pervious parking lot with shade trees. The photo below shows how pervious paving works.



Pervious pavement is a porous pavement surface with a stone reservoir underneath. The reservoir temporarily stores surface runoff before infiltrating it into the subsoil or sub-surface drainage and in the process improves the water quality. Porous materials such as ancient lime mortars and porous pavements are made using relatively mono graded materials. In the case of porous pavement this translates as a lack of "fine" materials. No fines concrete is another term sometimes used.



This service station on Mono Way utilizes solar panels to conserve energy.

Chapter Two: Guidelines by Designated Use and Type

This Chapter introduces appropriate characteristics of a project both architecturally and in its relationship to the site. It is organized by use and building type, not necessarily by zoning designation. For each use, an Objective and a set of Guidelines are provided. Examples are provided by a series of photographs or drawings that illustrate appropriate architectural characteristics for the particular use or building type.

A. LOW AND MEDIUM DENSITY RESIDENTIAL

1. Guidelines

Objective: Foster distinctive, attractive communities with a strong sense of place while creating walkable neighborhoods.

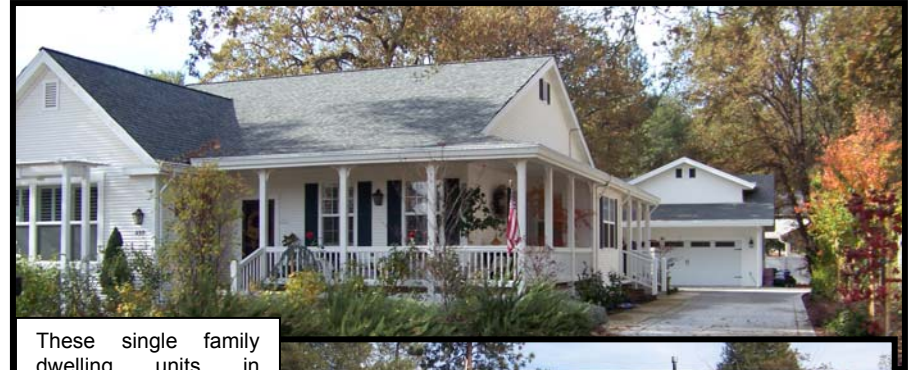
Guidelines:

- ☐ Doorways should be oriented toward the street.
- ☐ Garages should be placed to the rear or side of lots (out of view from the street).
- ☐ Buildings should be stepped back from the street edge to avoid visual impact from the street.
- ☐ Minimize front setbacks to help define the street as an outdoor room.
- ☐ Building footprints should relate to the scale and character of existing development.
- ☐ Minimize the number and width of driveways.
- ☐ Incorporate secondary units above garages where appropriate.
- ☐ Use of muted colors are encouraged, such as greens, browns, tans, grays and beige.
- ☐ Encourage varying heights to create distinctive buildings and to allow maximum sun and ventilation.
- ☐ Provide a minimum driveway length of 21 feet to avoid vehicles blocking the road and the line of sight of other motorists and pedestrians.

- ☐ When secondary dwelling units or duplexes are proposed, the residences can blend in within the single family neighborhood by incorporating the architectural design guidelines in this document.

A. LOW AND MEDIUM DENSITY RESIDENTIAL

2. Examples



These single family dwelling units in Murphys orient the doorway to the street, utilize a front porch and locate the garage to the rear of the lot.



This duplex in the City of Sonora is a good example of a medium density dwelling unit.

A. LOW AND MEDIUM DENSITY RESIDENTIAL

3. Site Planning: Residential Clustering to Preserve Open Space

Objective: Encourage cluster patterns of new development.

Guidelines:

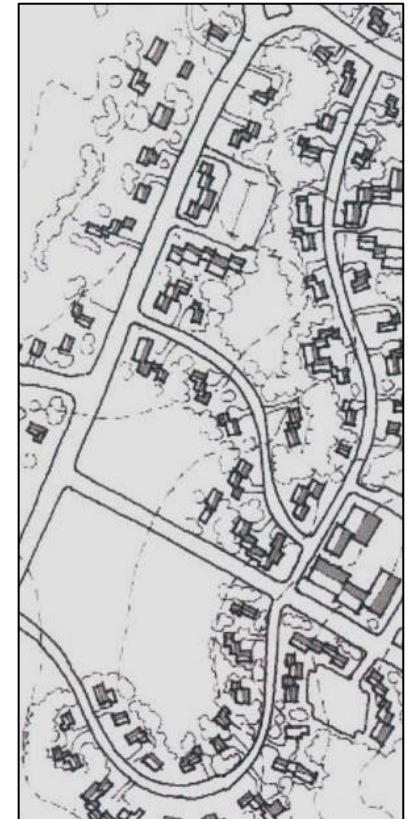
- ❑ Concentrate building sites and land disturbance activities in portions of the site better suited for development.
- ❑ Minimize disruption of environmentally sensitive areas.
- ❑ Retain rural atmosphere consistent with existing, adjoining and nearby properties.
- ❑ Ensure that the scale and character of adjacent uses is compatible.
- ❑ Identify building envelopes to mitigate noise, light, glare, runoff, and visual impacts to existing, adjoining, and nearby properties.
- ❑ Orient open space areas to provide inter-connected corridors for deer and other wildlife onsite in a manner that is consistent with existing and adjoining properties.
- ❑ Incorporate trail systems.
- ❑ Locate entry and exit roads to minimize traffic impacts on existing, adjoining, and nearby properties.

A. LOW AND MEDIUM DENSITY RESIDENTIAL

4. Site Planning Examples



Conventional New Development
Illustrates typical housing patterns.



"Cluster" Development
Organizes the housing into clusters of small development in a manner that preserves significant natural open space amenities.

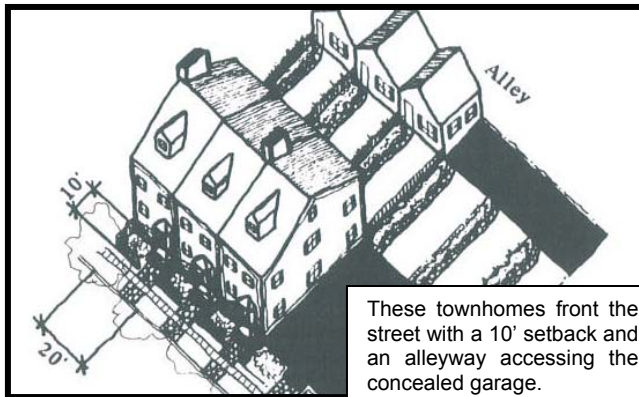
B. HIGH DENSITY RESIDENTIAL

1. Guidelines

Objective: Incorporate a wide range of high density housing types to provide housing choices and opportunities within communities.

Guidelines:

- Doorways should be oriented toward the street.
- Conceal parking behind the building and provide alley entrances where possible. Detached garages should match the primary residence in architecture and color.
- Minimize the number and width of driveways. Common driveways are encouraged.
- Install sidewalks along the street edge.
- Minimize front setbacks to help define the street as an outdoor room.
- Low maintenance native landscaping is recommended within the front setback.
- Encourage varying roof forms to create distinctive buildings and differentiate between units. The use of two alternate façade colors is encouraged for each unit to create personality and individuality.
- Create community pride and interaction through architectural integrity and site design. Consider the use of front porches, community gardens and the separation of pedestrian and vehicle circulation.



These townhomes front the street with a 10' setback and an alleyway accessing the concealed garage.

B. HIGH DENSITY RESIDENTIAL

2. Townhome Examples



These townhomes within the Fieldstone residential development in Murphys are an excellent example of orienting the doorway toward the street, utilizing front porches and concealing parking behind the building. Common driveways are used to provide access to two residences instead of each unit having its own private driveway; this also minimizes the number of driveway entrances.

C. Small Commercial

1. Guidelines

Objective: Provide retail and service needs to local residents in a mixed-use pedestrian-oriented environment.

Guidelines:

- ❑ Site building at or near the right-of-way.
- ❑ Place primary parking along the side or behind the building. Discourage parking in front of buildings within Standard.
- ❑ Place doors and windows along street/sidewalk to activate the sidewalk for pedestrians.
- ❑ Orient the primary pedestrian entrance toward the street.
- ❑ Encourage the use of native landscaping along the building's edge and parking lot. For gas stations, provide landscaping to screen above ground tanks and pipes from street views.
- ❑ Orient the office/front desk portion of the building toward front edge of the primary street.
- ❑ Site buildings to minimize visual impact from the street. For gas stations, use buildings to screen above ground tanks and pipes from the street.
- ❑ Minimize automobile entrances and exits.
- ❑ Provide housing or office uses on upper floors.

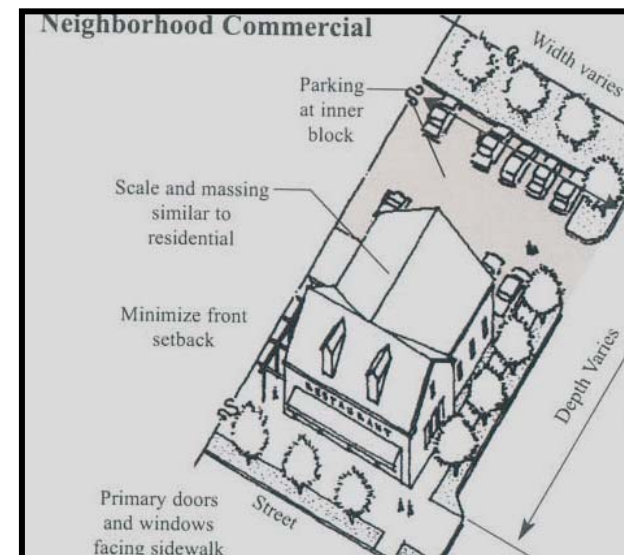
Residential uses on the upper floors are highly recommended to provide a variety of housing types within the community. In addition, these spaces also can provide small office space for local business or provide office space within walking distance of home for local residents.

C. Small Commercial

2. Neighborhood Commercial Examples



These neighborhood commercial buildings place their primary parking along the side and rear of the buildings and orient the primary pedestrian entrance toward the street, activating the street and sidewalk.



D. Large Commercial

1. Guidelines

Objective: Minimize unsightly large commercial and big box designs by incorporating design standards to eliminate large blank façades.

Guidelines:

- ❑ Maintain larger setbacks, except in Standard where buildings should be sited at or near the right-of-way
- ❑ Incorporate native landscaping within parking lots and along building frontages. Provide native landscaping along the right-of-way to screen parking lots.
- ❑ Place doors and incorporate numerous windows along street/sidewalk to activate the sidewalk for pedestrians and to reduce the visual impact of a large blank façade.
- ❑ Break up large buildings to look like a series of smaller buildings, eliminating the big box traditional design.
- ❑ Encourage the use of monument style signs matching the architecture of the primary building.

D. Large Commercial

2. Design Options for Large Commercial

Option 1: Minimize the impact of the large building by making it look like a group of several small buildings.



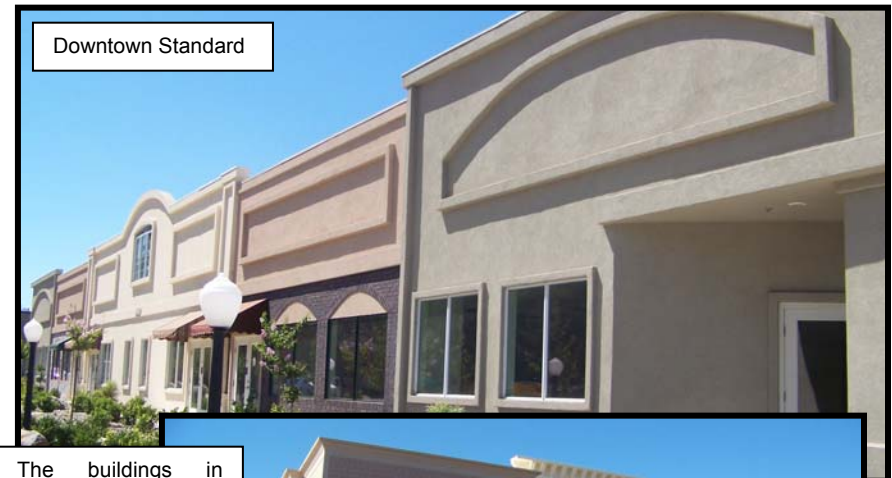
This illustration shows that although the large building may appear to have multiple businesses, as in the photo on the opposite page, it is only occupied by one large business, such as a Wal-Mart or Home Depot.

Option 2: Break up the large building by wrapping the edges with smaller retail uses.



This movie cinema in South Lake Tahoe is wrapped with several small businesses to reduce the visual impact of a large standalone movie cinema.

Option 3: Break up the large building by creating a rhythm of smaller bays based on the typical width of a small retail building.



The buildings in downtown Standard and Copperopolis Town Square are excellent examples of Option 3 in which a large building alters its shape and design denoting where one business ends and another one starts.



E. CHAIN COMMERCIAL USES

1. Guidelines

Objective: Ensure that national and regional chain commercial uses enhance the character of East Sonora.

Guidelines:

- ☐ Provide site planning that responds to sensitive or difficult terrain.
- ☐ Integrate the natural environment into site planning and design.
- ☐ Avoid artificial imitations of “western” styles of architecture.
- ☐ Design buildings to be compatible with adjacent structures.
- ☐ Review additional guidelines in this document based on the proposed use.
- ☐ Avoid inappropriate transplants of architectural styles from other locales.
- ☐ Integrate natural proportions, rhythms, and color schemes that enhance the environment.
- ☐ Integrate uses into mixed-use, pedestrian-oriented environment where possible.

E. CHAIN COMMERCIAL USES

2. National Examples and Precedents

The unincorporated areas of Tuolumne County have been attracting interest from national and regional commercial chains. The following page includes examples of commercial chain restaurants and retail stores that incorporate local design standards. The results are quite remarkable. Not all of the styles shown in these photographs are applicable to East Sonora, but these examples demonstrate that design flexibility is available for these businesses.



This McDonald's located in Asheville, North Carolina is considered the most elegant McDonald's in the world.



Bass Pro Shops work with the local community to avoid inappropriate architectural styles and to integrate designs and color schemes that enhance the local environment, as did this Bass Pro Shop in Fort Myers, Florida.



Even Wal-Mart can vary from its traditional design as did this one in Eagle Point, Oregon.



Although the architecture for this Home Depot store, located in New York City, may not fit into the East Sonora character, this photo shows that the design of a Big Box store can be altered and acceptable by the corporation.



This Applebee's is located in South Lake Tahoe, California.

F. CIVIC, INSTITUTIONAL, AND PUBLIC USES

1. General Characteristics and Guidelines

Objective: Make institutional buildings easily recognizable as prominent buildings within their communities.

Typical buildings in this category:

- Places of worship
- Public and private schools
- Meeting halls
- Fire stations
- Government facilities
- Post Offices

Guidelines:

- Locate these buildings on prominent sites within each community.
- Ensure that the design establishes these as prominent buildings incorporating appropriate materials and forms.
- Orient primary pedestrian entrance toward the street.
- Encourage the use of public places and common areas.
- Screen view of parking from the street.
- Review additional guidelines in this document based on the proposed use.

F. CIVIC, INSTITUTIONAL, AND PUBLIC USES

2. Examples



Old Standard
Post Office



TUD Building



Copperopolis
Town Hall



Church on
Standard
Road

G. PROFESSIONAL OFFICE

1. Guidelines

Objective: Provide office needs to local residents in a pedestrian and automotive inviting environment.

Guidelines:

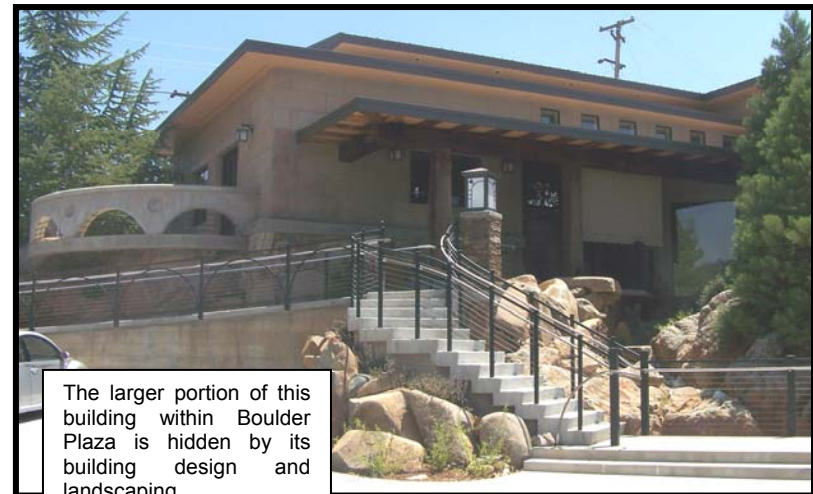
- ☐ Locate larger section of building to rear of lot.
- ☐ Place loading areas and services to the rear of lot and orient them away from the primary street.
- ☐ Place parking to side or rear of building to reduce visual impact of large parking areas.
- ☐ Break down large parking areas into smaller lots.
- ☐ Minimize the number and width of driveways.
- ☐ Incorporate sidewalks and pedestrian walkways to make pedestrian circulation within and outside of project comfortable and secure.

G. PROFESSIONAL OFFICE

2. Local Examples



The buildings in the Sonora Hills Business Plaza divide the parking lots and buildings into smaller sections, allowing parking to be oriented away from the street and landscaping between.



The larger portion of this building within Boulder Plaza is hidden by its building design and landscaping.



H. INDUSTRIAL USES

1. Guidelines

Objective: Create an appropriate standard for designated industrial areas.

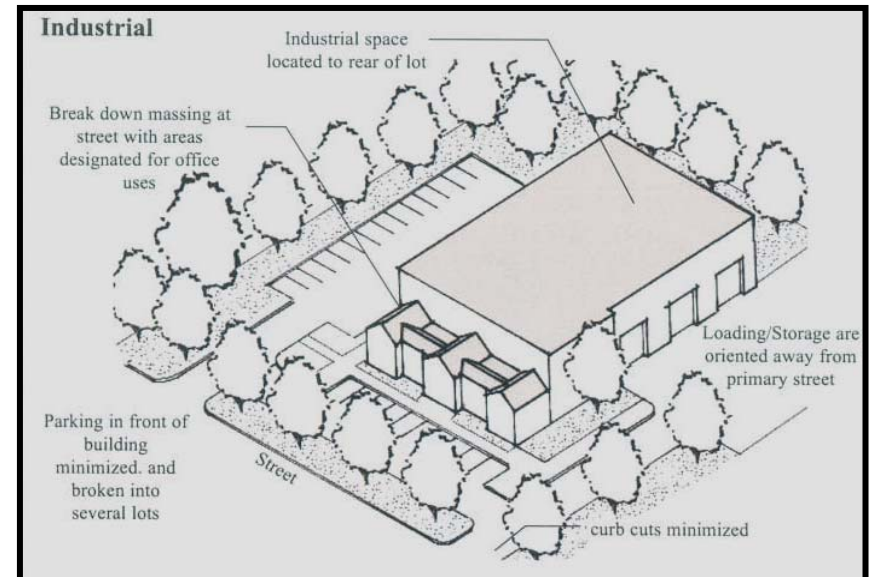
Guidelines:

- ☐ Locate office uses at the front of the building to break down massing and to provide easy access to customers and employees.
- ☐ Orient heavy industrial uses and loading areas away from the primary street.
- ☐ Minimize parking along the front edge of the lot and the primary street.
- ☐ Locate primary parking lot to side or rear of lot.
- ☐ Break parking into multiple lots.
- ☐ Screen the views of industrial uses and loading bays from the street.

Designated industrial areas are primarily oriented toward vehicular traffic, but small measures can be taken to ensure an appropriate standard and comfort for pedestrians. These measures include locating office uses to the front of the buildings to provide a welcoming front, breaking up parking areas, and placing them to the sides and rear of buildings, and placing loading bays out of site from the street.

H. INDUSTRIAL USES

2. Examples



APPENDIX

Glossary

Articulation: The vertical or horizontal change in plane of the surface area of a building.

Awning: A roof-like cover, usually of canvas, extended over an entrance as a shelter from the sun, rain, or wind.

Board and Batten: Vertical plank siding with joints covered by narrow wood strips.

Canopy: A roofed structure constructed of fabric or other material placed so as to extend outward from a building providing a protective shield for doors, windows, and other openings.

Cornice: The decorative projection running horizontally at the top of a wall where it meets the roof.

Disturbed Areas: Areas that have already been developed or cleared. These include rehabilitated industrial brownfields.

Dormers: Windows that punctuate the roofline of a building.

Fanlight: A semicircular or semielliptical window over a doorway or another window.

Footprint: The area of a lot covered by a building.

Mullion: The frames or divisions within multipane windows that separate individual sashes.

Pedestrian Scale/Orientation: Relating to human size and scale and the rate at which pedestrians perceive elements of the built environment.

Permeable Surfaces: Pavement surfaces that allow water to drain naturally.

Public Place: A shared area that is open and accessible to all users, employees, visitors or customers; such as a park, square, plaza or grounds; a common area. A place for people to rest, socialize or recreate.

Roof Line: The profile of a building defined by the uppermost line of the roof.

Streetscape: The public area between the front property line and the edge of the vehicular lanes of a street. Streetscapes are defined by the type and dimensions of curbs, sidewalks, planters, street trees, and lighting.