

# Healthy Development and Active Design Toolkit



# TABLE OF CONTENTS

## Introduction

1 - 2

Introduction.....	1
How to Use This Toolkit.....	2

## Single Family

3 - 14

### NEIGHBORHOOD DESIGN

Circulation.....	4
Street Pattern.....	5
Connectivity.....	6
Streetscape.....	7
Common Areas.....	8
Parks & Open Space.....	9

### SITE DESIGN

Building Orientation.....	10
Landscaping.....	11
Walls & Fences.....	12

### BUILDING DESIGN

Exterior.....	13
Windows.....	14

## Multi-Family

15 - 25

### SITE DESIGN

Circulation.....	16
Connectivity.....	17
Streets.....	18
Building Orientation.....	19
Common Areas.....	20
Landscaping.....	21
Walls & Fences.....	22

### BUILDING DESIGN

Circulation.....	23
Exterior.....	24
Stairwells.....	25

## Commercial

26 - 35

### SITE DESIGN

Circulation.....	27
Building Orientation.....	28
Common Areas.....	29
Bike Parking.....	30
Landscaping.....	31
Walls & Fences.....	32

### BUILDING DESIGN

Circulation.....	33
Exterior.....	34
Windows.....	35

## Employment

36 - 46

### SITE DESIGN

Circulation.....	37
Building Orientation.....	38
Common Areas.....	39
Bike Parking.....	40
Landscaping.....	41
Walls & Fences.....	42

### BUILDING DESIGN

Circulation.....	43
Exterior.....	44
Windows.....	45
Stairwells.....	46

## Parks and Open Space

47 - 49

### SITE DESIGN

Circulation.....	48
Landscaping.....	49

## Light Industrial

50 - 57

### SITE DESIGN

Circulation.....	51
Building Orientation.....	52
Common Areas.....	53
Bike Parking.....	54
Landscaping.....	55
Walls & Fences.....	56

### BUILDING DESIGN

Circulation.....	57
------------------	----

## New Communities

58 - 66

### NEIGHBORHOOD DESIGN

Mix of Uses.....	59
Circulation.....	60
Street Pattern.....	61
Connectivity.....	62
Streets.....	63
Common Areas.....	64
Walls & Fences.....	65
Parks & Open Space.....	66



# INTRODUCTION

Active Design is a built environment design approach that encourages and facilitates regular physical activity in public and private spaces across a variety of land use and community types. Active Design elements are diverse and are widely applicable to development projects of all types including housing, employment centers, and parks and open spaces.

Promoting physical activity through community design is critically important to promoting community-wide health, as many deadly chronic diseases such as diabetes, heart disease, and chronic asthma are caused or worsened by inactivity.

Development that creates a pleasant pedestrian and bicycle environment, diminishes the reliance on motor vehicles, and creates greater connections to a mix of uses is also associated with economic growth, sustainability, environmental services, and creating more equitable communities. Implementing Active Design elements within all new development projects ensures that over time, entire communities are designed to promote health and livability.



# HOW TO USE THIS TOOLKIT

Drawing on years of experience reviewing projects and analyzing best practice guidelines including the New York City Active Design Guidelines, WALKSacramento has developed this toolkit for analyzing and enhancing various types of development to more effectively promote physical activity.

The toolkit compiles numerous Active Design recommendations with known impacts on community health that facilitate access to regular physical activity. The toolkit is unique in that it provides policy guidance from jurisdictions within Sacramento County as well as LEED, NACTO and others. Local agency planners, decision-makers, developers, health professionals, and other users can use this toolkit to justify recommendations based on locally adopted policies and/or proven best practices.



Shannon Williamson/Downtown Ithaca Alliance

## *Co-Benefits*

The toolkit also identifies co-benefits associated with design elements in an effort to provide local planners, developers, and health professionals throughout the region with further justification based on wider reaching community benefits. In certain cases, a clear co-benefit aside from health promotion is not immediately clear and therefore not included. Co-benefits include environmental, economic, sustainability, and social capital benefits.



### **ENVIRONMENTAL**

Environmental co-benefits include air quality, water quality, noise impacts, and land preservation.



### **ECONOMIC**

Economic co-benefits include both community-wide economic development benefits as well as personal benefits in the form of reduced transportation costs.



### **SUSTAINABILITY**

Sustainability co-benefits are primarily realized through two approaches to Active Design: urban greening and reducing the reliance on driving by facilitating more alternative mode use.



### **SOCIAL CAPITAL**

Active Design strategies can facilitate more regular social interaction via the promotion of alternative modes as well as park access, social gathering spaces and other public areas.





# SINGLE FAMILY



# Neighborhood Design

## CIRCULATION

### GOAL:

Encourage active transportation by maximizing access to surrounding destinations. Provide safe travel to site amenities for residents.

### JUSTIFICATION:

People are more apt to walk or bike to nearby destinations if the active travel routes are convenient and safe.

#### Design Recommendation

Access to transit, walkways and bikeways to nearby destinations and site amenities is safe, direct and easy to navigate with no obstructions.



A low-stress bicycle network is identified throughout the neighborhood.



#### Policy Guidance

[Sacramento County Countywide Design Guidelines, Single Family 2.2.1](#)

[City of Sacramento 2035 General Plan, M 1.2.4](#)

[City of Rancho Cordova Citywide Design Guidelines, Residential, Site Design, Circulation](#)

[Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity Report](#)



Strong Towns, Martha's Vineyard, MA



Daily Republic, Fairfield, CA



Streetsblog LA, Temple City, CA



# Neighborhood Design

## STREET PATTERN

### GOAL:

The street pattern provides optimal access to surrounding destinations and provides safe travel to site amenities for residents.

### JUSTIFICATION:

Small blocks and grid street patterns help to reduce distances between destinations, and provide more convenient comprehensible travel routes that are safer due to slower traffic.

#### Design Recommendation

#### Policy Guidance

Block areas less than 6 acres with longest side no greater than 600 feet.

SMAQMD Recommended Guidance for Land Use Emission Reductions v2.5, 2010

Sacramento County Countywide Design Guidelines 2015, Single-Family 2.2.1

Grid or modified-grid street pattern.



Sacramento County Countywide Design Guidelines 2015, Single-Family 2.2.1

City of Sacramento 2035 General Plan, M 1.3.1

The number of driveways is minimized.

Sacramento County Countywide Design Guidelines 2015, New Communities 7.4.4





# Neighborhood Design

## CONNECTIVITY

### GOAL:

Encourage active transportation by providing numerous, convenient walking and biking routes between destinations.

### JUSTIFICATION:

Greater street connectivity is a component of walkability, and higher levels of walkability have been associated with reduced rates of overweight and high blood pressure.

#### Design Recommendation

Prevalent and convenient connections to destinations within the project site.



Prevalent and convenient connections to major destinations external to project site.



Cul-de-sacs longer than 200 feet or within blocks larger than 6 acres or adjacent to open space, trails or major streets provide a pedestrian and/or bike through connection.

Large blocks and gated communities have mid-block public walkways that connect the two longer sides, creating pedestrian blocks no larger than 6 acres.

#### Policy Guidance

LEED ND v4, 2017, Internal Connectivity

City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation

LEED ND v4, 2017, External Connectivity

Sacramento County Countywide Design Guidelines 2015, New Communities 7.4.4

Sacramento County Countywide Design Guidelines, Single-Family 2.2.1, 2015

City of Sacramento 2035 General Plan, LU 4.1.11



GMF+ Architecture



SvR Design



EPA, Denver, CO



# Neighborhood Design STREETSCAPE

## GOAL:

Travel using active transportation modes is increased.

## JUSTIFICATION:

Pedestrian and bicycle facilities that are safe and convenient for travel along and across streets will be used more.

### Design Recommendation

Public and private streets are Complete Streets, with detached sidewalks, street trees and traffic calming.



Sidewalks are detached, at least 5-feet wide but at least 8-feet wide adjacent to schools and other major pedestrian generators, and on both sides of the street.



Sidewalks are well shaded by trees in the landscape planter and within the house setback.



Pedestrian crossings are no more than 600 feet apart and are illuminated at both ends.



Pedestrian crossing distances are as short as possible.



Sound walls are avoided or include openings for pedestrians at least every 600 feet.

### Policy Guidance

[Sacramento County Countywide Design Guidelines, Single-Family 2.2.1](#)

[City of Sacramento 2035 General Plan, M 2.1.3 and M 1.3.1](#)

[City of Sacramento Street Design Standards, 2009](#)

[Sacramento County Street Standards, 2009](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design](#)

[City of Rancho Cordova Municipal Code 22.110.055 B.2](#)

[City of Rancho Cordova Rio Del Oro Parcel 67 Conditions of Approval, 2017](#)

[Sacramento County Countywide Design Guidelines, Single-Family 2.4.1.A](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation](#)

[Informational Report on Lighting Design for Midblock Crosswalks, FHWA](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation](#)

[Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.1](#)



FHWA, Kentlands, MD



Tri-County Regional Planning Commission, Harrisburg, PA



Julia Robinson/NPR, Austin, TX



# Neighborhood Design

## COMMON AREAS

### GOAL:

Encourage recreational physical activity by providing common areas and placemaking.

### JUSTIFICATION:

Recreational walking and socializing are more likely to occur when gathering places and a sense of ownership within the community are provided.

#### Design Recommendation

Common areas that include signs or symbols that identify the community are provided at neighborhood entries.



Common areas are easily accessible and used by residents.



#### Policy Guidance

Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.3

City of Rancho Cordova Design Guidelines, Community Design, Site Design

City of Rancho Cordova Design Guidelines, Community Design, Site Design





# Neighborhood Design

## PARKS & OPEN SPACE

### GOAL:

Facilitate daily physical activity and stress reduction by making park and open space convenient to access.

### JUSTIFICATION:

Parks account for significant portions of vigorous physical activity time for residents that live close by, and they provide an environment where residents can experience green outdoor spaces that contributes to mental health.

#### Design Recommendation

#### Policy Guidance

Parks are within walking distance of all houses.

City of Sacramento 2035 General Plan, NN.LU 1.7

Sacramento County Countywide Design Guidelines, Village Centers / Mixed-Use, 6.2.6



Parks and schools share property lines and shared-use agreement between park district and school district is executed.

Sacramento County Countywide Design Guidelines, New Communities 7.4.4

City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Joint Use Facilities



Provide space and/or facilities for community gardening.

City of Rancho Cordova Citywide Design Guidelines, Community, Site Design, Public Spaces and Amenities





# Site Design BUILDING ORIENTATION

## GOAL:

Encourage people to walk more in their neighborhood.

## JUSTIFICATION:

Providing a streetscape that's visually interesting, allows for more interaction between residents and provides greater physical and traffic safety.

### Design Recommendation

Front of house and main entrance face the street.



Garage access is via alley to reduce frequent conflict points at driveways.

Front-loaded garages have setback greater than front-of-house setback.

Setbacks along the block vary.

### Policy Guidance

Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.3.1

City of Sacramento Single Family Residential Design Principles

City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity

Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.3.6

City of Sacramento 2035 General Plan, LU 4.1.5

City of Sacramento Single Family Residential Design Principles, 1998

Sacramento County Countywide Design Guidelines 2015, Single-Family 2.3.1





## Site Design

# LANDSCAPING

### GOAL:

Encourage people to walk more in their neighborhood.

### JUSTIFICATION:

Greenery encourages people to walk more and is associated with reduced mortality. Providing a streetscape that's visually interesting creates a more walkable environment. Landscaping can reduce exposure to noise sources related to stress-related illness.

#### Design Recommendation

Trees are provided within right of way and setback areas.



Sight lines are not obstructed by landscaping near driveways, corners and mid-block crossings.



#### Policy Guidance

Sacramento County Countywide Design Guidelines, single Family 2.4.1.A

City of Citrus Heights Municipal Code 106.30.050



Sitephocus.com, Seattle, WA



Kevin Robert Perry/ASLA, Portland, OR



AirBnB, Culver City, CA



## Site Design

# WALLS & FENCES

### GOAL:

Encourage people to walk more in their neighborhood.

### JUSTIFICATION:

Pedestrian comfort and safety is improved. Pedestrians prefer to have about 2-feet separation between them and walls or fences. Collisions are less likely when both parties can see each other.

### Design Recommendation

### Policy Guidance

Walls and fences are setback from sidewalks.

Highway Capacity Manual

Walls and fences do not block surveillance of sidewalks, bike paths, and bike lanes.

Sacramento County Zoning Code 5.2.5.B



Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.

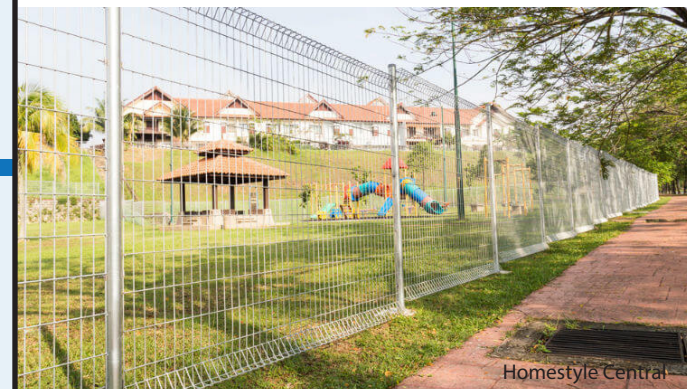
City of Rancho Cordova Municipal Code 23.731



The Orgonian



Soware Club



Homestyle Central



## Building Design

# EXTERIOR

### GOAL:

Increase physical activity by creating a walkable streetscape.

### JUSTIFICATION:

Providing a streetscape that's visually interesting makes walking more enjoyable. Providing a semi-private space at house entrances facilitates socializing with neighbors; it also provides greater "eyes on the street" so that pedestrians and bicyclists feel safer.

#### Design Recommendation

Interesting and varied façades.



Front porches that promote socializing amongst neighbors and provides additional "eyes on the street."



#### Policy Guidance

Sacramento County Countywide Design Guidelines, Single-Family 2.3.2

Sacramento County Countywide Design Guidelines 2015, Single Family 2.3.1

City of Rancho Cordova Citywide Design Guidelines, Residential



Curbed, Atlanta, GA



Congress for New Urbanism



Robert Baumann + Associates, Sonoma, CA



## Building Design

# WINDOWS

### GOAL:

Increase walking in residential neighborhoods.

### JUSTIFICATION:

People are more likely to walk where they feel safer. Parents are more likely to let their children to walk to school when they perceive the neighborhood as safe and there is a greater percentage of windows facing the street.

#### Design Recommendation

Windows, preferably on active living space, such as a family room, living room or kitchen, provide views of street, sidewalks and activity areas, such as parks and schools.



#### Policy Guidance

[City of Sacramento Single Family Residential Design Principles](#)

[City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity](#)







# MULTI-FAMILY



## Site Design

# CIRCULATION

### GOAL:

Encourage active transportation by maximizing access to surrounding destinations. Provide safe travel to site amenities for residents.

### JUSTIFICATION:

People are more apt to walk or bike to nearby destinations if the route is convenient and safe.

## Design Recommendation

Access to transit, walkways and bikeways to nearby destinations, and site amenities is safe, direct and easy to navigate with no obstructions.



## Policy Guidance

[Sacramento County Countywide Design Guidelines, Multifamily 3.2.6](#)

[City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Pedestrian Circulation](#)

[City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Site Design, Circulation](#)





## Site Design

# CONNECTIVITY

### GOAL:

Encourage active transportation by providing numerous, convenient walking and biking routes between destinations.

### JUSTIFICATION:

Greater street connectivity is a component of walkability, and higher levels of walkability have been associated with reduced rates of overweight and high blood pressure.

### Design Recommendation

Prevalent and convenient connections between major pedestrian/bicycle generators and/or destinations within the project site.



Prevalent and convenient connections to major pedestrian/bicycle generators and/or destinations external to project site.



Dead-end streets and driveways longer than 200 feet provide a pedestrian and/or bike through connection.



Large complexes have public thoroughways for pedestrians and bicyclists.



### Policy Guidance

LEED ND v4, 2017, Internal Connectivity

City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation

LEED ND v4, 2017, External Connectivity

City of Sacramento 2035 General Plan, NN.LU 1.14

Sacramento County Countywide Design Guidelines, Multifamily 3.2.3



Paul Kruger/Flickr, Vancouver, BC, Canada



East Portland Community Office, Portland, OR



Paul Kruger/Flickr, Vancouver, BC, Canada



## Site Design

# STREETS

### GOAL:

Travel using active transportation modes is increased.

### JUSTIFICATION:

Pedestrians and bicyclists have sufficient facilities to safely and conveniently travel along and across streets and driveways.

### Design Recommendation

Streets and driveways are Complete Streets, with detached sidewalks, street trees and traffic calming.



Walkways have minimal conflict points with vehicles.

### Policy Guidance

Sacramento County Countywide Design Guidelines, Multifamily 3.2.6

City of Sacramento 2035 General Plan, M 1.3.1

City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Parking

City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Pedestrian Circulation

City of Rancho Cordova Citywide Design Guidelines, Residential Single Family Attached, Multi-Family, and Residential Mixed-Use

Sacramento County Countywide Design Guidelines, Multifamily 3.2.6



Visit Indy, Indianapolis, IN



Bike Easy, New Orleans, LA



City of Carrollton, Carrollton, TX



# Site Design BUILDING ORIENTATION

## GOAL:

Residents are more likely to use active transportation.

## JUSTIFICATION:

More convenient access to the street makes it easier for residents to start active transportation trips. Buildings that engage the street provide a more walkable environment.

### Design Recommendation

Entrances and fronts of buildings along public and private streets face the sidewalk.



### Policy Guidance

Sacramento County Countywide  
Design Guidelines 2015,  
Multifamily 3.2.1. and 3.3.2



Johnson Oaklief Architecture, Seattle, WA



Studio 3 Architecture, Portland, OR



Warren Jager/Building Design and Construction, Allston, MA



## Site Design

# COMMON AREAS

### GOAL:

Improve the well-being of residents by facilitating greater social interaction and increased "Social Capital."

### JUSTIFICATION:

People that live in communities with higher "social capital" are healthier.

## Design Recommendation

Common areas are located at locations that are within view of and convenient to the greatest number of residents.



Common areas are easily accessible by residents.



## Policy Guidance

Sacramento County Countywide Design Guidelines, 2015, Multifamily 3.2.1

Sacramento County Countywide Design Guidelines, 2015, Multifamily 3.2.3

Rancho Cordova Design Guidelines, Community Design





*Site Design*

# LANDSCAPING

**GOAL:**

Encourage people to walk more in their neighborhood.

**JUSTIFICATION:**

Greenery encourages people to walk more and is associated with reduced mortality. Providing a streetscape that's visually interesting creates a more walkable environment. Landscaping can reduce exposure to noise sources related to stress-related illness.

## Design Recommendation

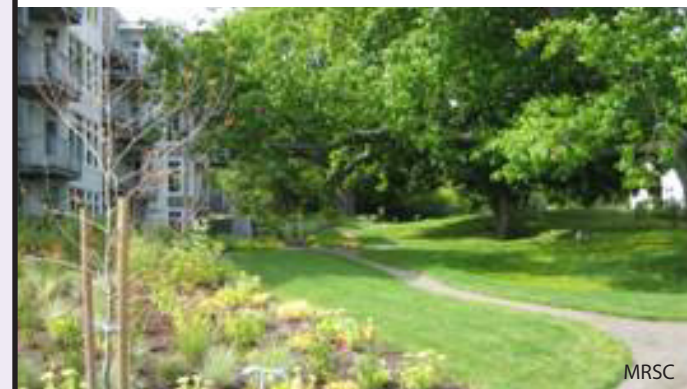
Trees shade walkways, parking lots, drive aisles and driveways. Hardscaped areas are also shaded by trees, as appropriate.



Impact of noise is reduced by vegetation or moving-water features.

## Policy Guidance

Sacramento County Countywide Design Guidelines, Multifamily 3.2.6.



# Site Design

## WALLS & FENCES

### GOAL:

Residents and guests use active transportation more often because pedestrians and bicyclists have direct and comfortable travel ways.

### JUSTIFICATION:

Walk and bike distances to surrounding areas are shortened. Pedestrians comfort and safety is improved. Pedestrians prefer to have about 2-feet separation between them and walls or fences. Collisions are less likely when both parties can see each other.

### Design Recommendation

### Policy Guidance

Walls between multi-family residential sites and adjacent land uses have pedestrian/bicycle openings.

Sacramento County Countywide Design Guidelines, Multifamily 3.4.2



Walls and fences are setback from sidewalks.

Highway Capacity Manual

Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.

City of Rancho Cordova Municipal Code 23.731





*Building Design***CIRCULATION****GOAL:**

Greater daily physical activity.

**JUSTIFICATION:**

Shorter and more direct paths-of-travel to building amenities and sidewalks/bike trails encourages more active travel.

**Design Recommendation**

Doors are located to take advantage of site circulation network.



Lobbies have direct connection to stairwells, and major amenities, such as fitness centers or common areas, are located close to stairwells.

**Policy Guidance**

## Building Design

# EXTERIOR

### GOAL:

Increase physical activity by creating a walkable streetscape.

### JUSTIFICATION:

Buildings with interesting facades increase the enjoyment of walking.

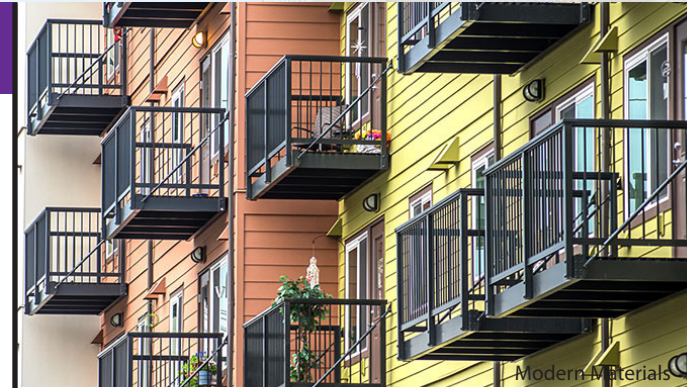
#### Design Recommendation

Building façades along sidewalks or trails have windows and articulation.

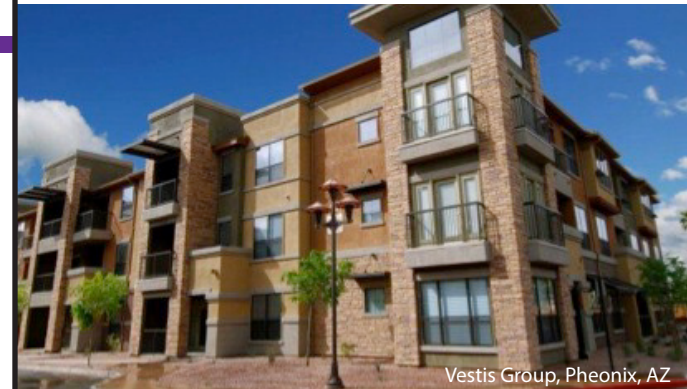


#### Policy Guidance

City of Citrus Heights Municipal Code, 106.31.030



Modern Materials



Vestis Group, Phoenix, AZ



Pexels



*Building Design*

# STAIRWELLS

**GOAL:**

Stairs, rather than elevators, are used on a daily basis in mid- and high-rise buildings.

**JUSTIFICATION:**

Stair use can provide moderate to strenuous physical activity; frequent use can add significantly to daily physical activity.

## Design Recommendation

Stairwells are more conveniently located and have equal or greater prominence than elevators for most trips between floors.

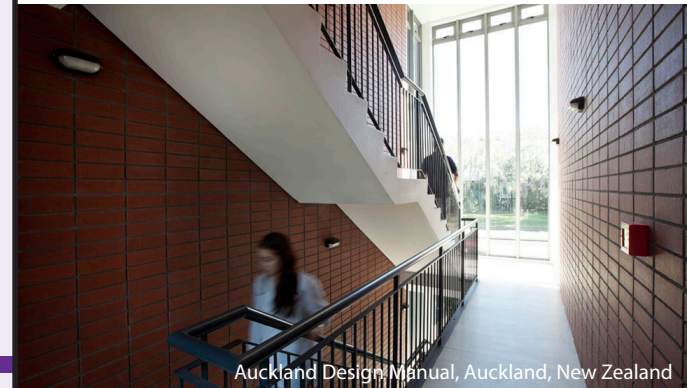
Interior stairwells have finishing similar to hallways, are daylit and have views of the outside and hallways.



Exterior stairwells have views into hallways and protection from direct sun.



## Policy Guidance







# COMMERCIAL



## Site Design

# CIRCULATION

### GOAL:

Encourage walking and biking to commercial sites, and park once shop at retail centers.

### JUSTIFICATION:

People are more apt to walk or bike to commercial sites if there is convenient and safe access to every building.

## Design Recommendation

## Policy Guidance

Internal streets and major drive aisles are Complete Streets, with detached sidewalks, street trees and traffic calming.



Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.



Walkways are clearly defined and separated from drive aisles and parking spaces, and signed where conflicts are possible.



Minimize the number of driveways by combining or providing access from alleys.



City of Citrus Heights Municipal Code, 106.31.070

City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design & Vehicular Circulation

City of Citrus Heights Municipal Code, 106.31.040

City of Citrus Heights Municipal Code, 106.31.040



Town of West Jefferson, West Jefferson, N



Barrett Partners



Alexis Fam Photography, Santa Monica, CA

# Site Design BUILDING ORIENTATION

## GOAL:

Facilitate access to commercial buildings and create destinations.

## JUSTIFICATION:

Local trips to commercial centers are more apt to be by active modes when the buildings are part of the streetscape.

### Design Recommendation

Building entrances face pedestrian travel ways.



Buildings along public streets face the street.



### Policy Guidance

Sacramento County Countywide Design Guidelines, Commercial 4.2.3 and 4.2.4

City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Building Placement and Orientation



AirBnB, Woodland Hills, CA



New England Development, Nantucket, MA



Nashville Guru, Nashville, TN



## Site Design

# COMMON AREAS

### GOAL:

More walking at commercial centers.

### JUSTIFICATION:

Common areas provide additional destinations, and the presence of people in an area can attract more people.

## Design Recommendation

Common areas are located at locations that are within view of building occupants and convenient for visitors.



## Policy Guidance

Rancho Cordova Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Public Spaces and Pedestrian Amenities

Rancho Cordova Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Connectivity and Circulation



Ehphien/Flickr, Bethesda, MD



DWG, Austin, TX



San Francisco Pavement to Parks, San Francisco, CA



*Site Design*

# BIKE PARKING

## GOAL:

More people bike to commercial centers and buildings.

## JUSTIFICATION:

Convenient and conspicuous bike storage at commercial centers and buildings encourages more people to bike.

### Design Recommendation

Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.



### Policy Guidance

[City of Sacramento Bike Rack Design and Placement Design Standards](#)

[City of Sacramento Neighborhood Commercial Corridor Design Principles, Site Design](#)

[Sacramento County Countywide Design Guidelines, Commercial 4.2.7](#)



Belleville on Bikes



Bike Portland/Flickr, Portland, OR



Andrew Boone/Streetblog SF, Palo Alto, CA



## Site Design

# LANDSCAPING

### GOAL:

Encourage people to walk to and within commercial center.

### JUSTIFICATION:

Greenery encourages people to walk more and is associated with reduced mortality. Providing a walkway that's visually interesting creates a more walkable environment. Trees can limit the heat-island effects of parking lots and reduce localized air temperatures.

### Design Recommendation

### Policy Guidance

Trees shade pedestrian travel ways and gathering areas.

City of Citrus Heights Municipal Code, 106.31.040



Sightlines are not blocked by landscaping.

City of Citrus Heights Municipal Code, 106.30.050

Trees shade parking lots, especially parking spaces.

Sacramento County Countywide Design Guidelines, Commercial 4.2.5



Impact of noise is reduced by vegetation or moving-water features.

Sacramento County Countywide Design Guidelines, Commercial 4.2.8





## Site Design

# WALLS & FENCES

### GOAL:

Pedestrians and bicyclists have direct and comfortable travel ways to commercial centers.

### JUSTIFICATION:

Walk and bike distances from surrounding areas are shortened. Pedestrians comfort and safety is improved. Pedestrians prefer to have about 2-feet separation between them and walls or fences. Collisions are less likely when both parties can see each other.

### Design Recommendation

Walls between commercial sites and adjacent land uses have pedestrian/bicycle openings.



Walls and fences are setback from sidewalks.

Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.



### Policy Guidance

Sacramento County Countywide Design Guidelines, Commercial 4.2.1

Highway Capacity Manual

City of Rancho Cordova Municipal Code 23.731



San Diego Blog, San Diego, CA



Star Metal



Lauer-Manguso & Associates Architects



## *Building Design*

# CIRCULATION

### **GOAL:**

Greater daily physical activity.

### **JUSTIFICATION:**

Shorter and more direct paths-of-travel to building amenities and sidewalks/bike trails encourages more active travel.

### Design Recommendation

Doors are located to take advantage of site circulation network.



### Policy Guidance



Wikimedia Commons, Santa Barbara, CA



Bay Street Emeryville, Emeryville, CA



Suzette Wenger/Lancaster Online, Lancaster, PA



## Building Design

# EXTERIOR

### GOAL:

Increase walking to commercial development.

### JUSTIFICATION:

Buildings with interesting facades increase the enjoyment of walking, and views into and out of buildings provide pedestrians and bicyclists with a greater sense of safety.

### Design Recommendation

Building façades along sidewalks or trails have windows and articulation.



### Policy Guidance

Sacramento County Countywide Design Guidelines, Commercial 4.2.3

City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Architecture, Style and Design Detail



Storrs Center, Boston, MA



Alexander Price



Sergio Ruiz/Spur, San Jose, CA



## Building Design

# WINDOWS

### GOAL:

Increase walking to and around commercial development.

### JUSTIFICATION:

Windows can increase the sense of safety for people on empty streets or trails in the vicinity of buildings.

### Design Recommendation

Building façades along sidewalks or trails have windows into occupied spaces.



### Policy Guidance

City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity



Cincinnati Kennel, Cincinnati, OH



Urban Land Institute, Evanston, IL



Brent Fuchs/The Journal Record, Oklahoma City, OK





# EMPLOYMENT



# Site Design

## CIRCULATION

### GOAL:

More walking and biking to office buildings and employment centers.

### JUSTIFICATION:

People are more apt to walk or bike to work if there is convenient and safe access to every building. Employees can get daily physical activity if access to nearby parks and trails is convenient.

#### Design Recommendation

#### Policy Guidance

Connections to nearby parks and trails are emphasized.



Large developments have perimeter walking paths.



Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.

[City of Citrus Heights Municipal Code, 106.31.070](#)

[City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design & Vehicular Circulation](#)

Direct connections to adjacent neighborhoods and between buildings on site are provided.

[Sacramento County Countywide Design Guidelines 2015, Commercial 4.2.1](#)

[City of Citrus Heights Municipal Code, 106.31.040](#)



Walkways are clearly defined and separated from drive aisles and parking spaces, and signed where conflicts are possible.

[City of Citrus Heights Municipal Code, 106.31.040](#)

[City of Rancho Cordova Citywide Design Guidelines, Office and Office Mixed Use, Site Design, Circulation](#)

Minimize the number of driveways by combining or providing access from alleys.

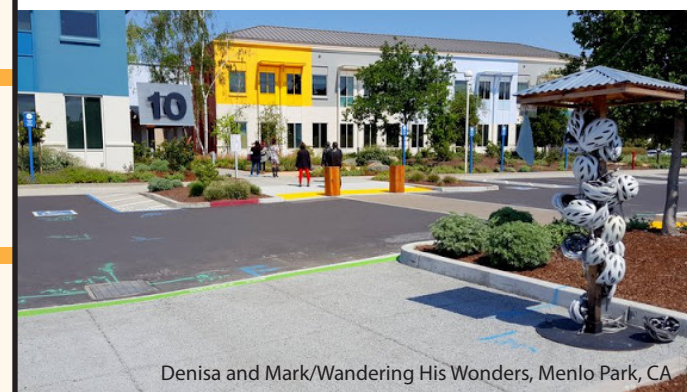
[City of Citrus Heights Municipal Code, 106.31.040](#)



Choose Chicago, Chicago, IL



Hall Group, Dallas, TX



Denisa and Mark/Wandering His Wonders, Menlo Park, CA



# Site Design BUILDING ORIENTATION

**GOAL:**

More people walking and biking.

**JUSTIFICATION:**

Improving access to buildings facilitates people using active transportation to get to work.

## Design Recommendation

Buildings entrances face pedestrian travel ways and streets.



## Policy Guidance

City of Rancho Cordova Citywide Design Guidelines, Office and Office Mixed Use, Site Design, Building Placement and Orientation



Studio Five Design, Los Gatos, CA



CRJA, Boston, MA



Urban Land Institute, Shanghai, China



## Site Design

# COMMON AREAS

### GOAL:

Improve the health of employees by providing greater opportunities for physical activity.

### JUSTIFICATION:

Outdoor common space provides a destination to which employees can walk to on a daily basis or several times a day for exercise, socializing or solitude.

#### Design Recommendation

Gathering places, such as plazas and parks, are provided.



#### Policy Guidance

City of Rancho Cordova Design Guidelines, Office and Office Mixed Use, Site Design, Public Spaces and Pedestrian Amenities.



Ford Land, Dearborn, MI



Office of James Burnett, Pasadena, CA



BART, Oakland, CA



## Site Design

# BIKE PARKING

### GOAL:

Increase physical activity.

### JUSTIFICATION:

Convenient bike storage encourages more people to bike to work.

#### Design Recommendation

Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.



#### Policy Guidance

[City of Sacramento Bike Rack Design and Placement Design Standards](#)

[Sacramento County Countywide Design Guidelines, Employment Districts 5.2.5](#)



Ameribike



Bike Coalition of Maine



Alex Washburn/Wired, Mountain View, CA



## Site Design

# LANDSCAPING

### GOAL:

Encourage active trips to work, and to nearby destinations during the work day.

### JUSTIFICATION:

Greenery encourages people to walk more and is associated with reduced mortality. Providing a streetscape that's visually interesting creates a more walkable environment. Landscaping can reduce exposure to noise sources related to stress-related illness.

#### Design Recommendation

#### Policy Guidance

Trees shade pedestrian travel ways and gathering areas.



Sacramento County Countywide Design Guidelines, Employment District 5.3

Sightlines are not blocked by landscaping.



City of Citrus Heights Municipal Code, 106.30.050

Trees shade parking lots, especially parking spaces.



Sacramento County Countywide Design Guidelines, Employment District 5.3

Impact of noise is reduced by vegetation or moving-water features.

Sacramento County Countywide Design Guidelines, Employment District 5.3



Sarabeth Henne/Downtown Devil, Phoenix, AZ



Arbor Day Foundation, Chicago, IL



Van Dorn Abed Landscape Architects, Dublin, CA



## Site Design

# WALLS & FENCES

### GOAL:

Employees and guests use active transportation more often because pedestrians and bicyclists have direct and comfortable travel ways.

### JUSTIFICATION:

Pedestrians comfort and safety is improved. Pedestrians prefer to have about 2-feet separation between them and walls or fences. Collisions are less likely when both parties can see each other.

### Design Recommendation

### Policy Guidance

Walls between employment sites and adjacent land uses have pedestrian/bicycle openings.

Sacramento County Countywide Design Guidelines, Employment District 5.4.5



Walls and fences are setback from sidewalks.

Highway Capacity Manual

Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.

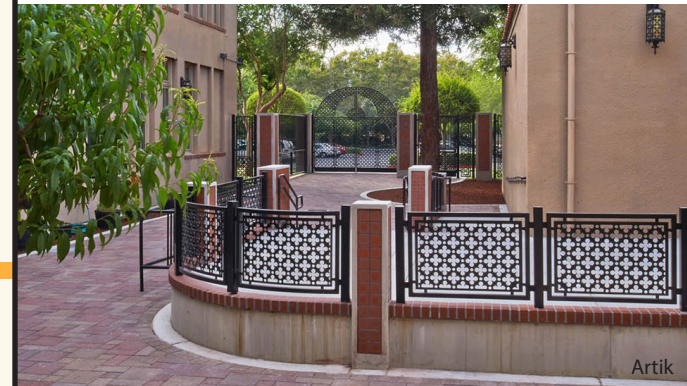
City of Rancho Cordova Municipal Code 23.731



eBay, San Jose, CA



Arch Daily



Artik



## Building Design

# CIRCULATION

### GOAL:

Greater daily physical activity.

### JUSTIFICATION:

Shorter and more direct paths-of-travel to building amenities and sidewalks/bike trails encourages more active travel.

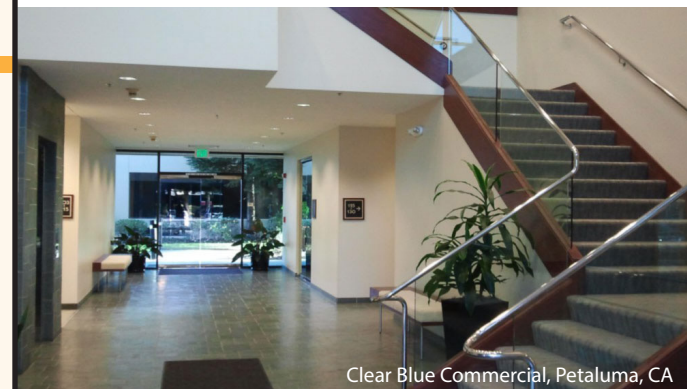
#### Design Recommendation

Doors are located to take advantage of site circulation network.



#### Policy Guidance

Lobbies have direct connection to stairwells, and major amenities, such as fitness centers or common areas are located close to stairwells.





## Building Design

# EXTERIOR

### GOAL:

Increase physical activity.

### JUSTIFICATION:

Buildings with interesting facades increase the enjoyment of walking.

## Design Recommendation

Building façades along sidewalks or trails have windows and articulation.



## Policy Guidance

Sacramento County Countywide Design Guidelines, Employment District 5.4.1

City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Architecture, Style and Design Detail





## Building Design

# WINDOWS

### GOAL:

Increase walking to and around commercial development.

### JUSTIFICATION:

Windows can increase the sense of safety for people on empty streets or trails in the vicinity of buildings.

#### Design Recommendation

Building façades along sidewalks or trails have windows into occupied spaces.



#### Policy Guidance

City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity



Retail Design Collaborative, Long Beach, CA



University City Partners, Charlotte, NC



Industrious Office



*Building Design*

# STAIRWELLS

**GOAL:**

Stairs, rather than elevators, are used on a daily basis in mid- and high-rise office buildings.

**JUSTIFICATION:**

Stair use can provide moderate to strenuous physical activity; frequent use can add significantly to daily physical activity.

## Design Recommendation

Stairwell locations are easily identified.

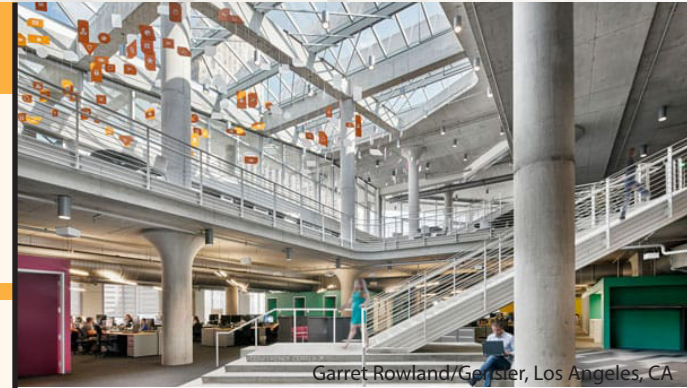
If elevators are included, stairwells are located nearby and have equal or greater prominence.

Internal stairwells are daylit by windows.



Routes to stairwells have minimal turns.

## Policy Guidance



Garret Rowland/Gerstler, Los Angeles, CA



Webcor Builders, Pleasanton, CA



Wong Logan Architects, Richmond, CA





# PARKS & OPEN SPACE



## Site Design

# CIRCULATION

### GOAL:

Increase walking and biking.

### JUSTIFICATION:

Parks and open space can facilitate daily physical activity by improving access and closing gaps in active transportation networks.

### Design Recommendation

### Policy Guidance

Circulation network integrates with the surrounding land uses and transportation network.



Through-walkways are illuminated for commute-time use.



Connections to adjacent land uses, such as schools, retail and employment, are provided.



City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation



WRT Design, Oakland, CA



WALKSacramento, West Sacramento, CA



RJM Design Group, Mission Viejo, CA



## Site Design

# LANDSCAPING

### GOAL:

Encourage walking and biking, and facilitate stress reduction.

### JUSTIFICATION:

Parks and open space provide facilities for active transportation and recreation, and they provide an environment where residents can experience green outdoor spaces that attract people from the area and contribute to mental health.

### Design Recommendation

Trees provide shade for walkways and gathering places.



### Policy Guidance

Rancho Cordova Municipal Code  
23.513.010 K.3



Water Smart SD, San Diego, CA



Davis Landscape Architecture, New York City, NY



John Poimiroo/California Fall Color, Sacramento, CA





# LIGHT INDUSTRIAL



## Site Design

# CIRCULATION

### GOAL:

Encourage walking and biking to industrial buildings.

### JUSTIFICATION:

People are more apt to walk or bike to work if there is convenient and safe access to every building.

### Design Recommendation

Walkways make direct connections between buildings.

### Policy Guidance

Sacramento County Countywide Design Guidelines, Employment District 5.2.2

Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.

City of Citrus Heights Municipal Code, Design Standards, Industrial Project Design 106.31.070

City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design & Vehicular Circulation

Large developments have perimeter walking paths.



Connections to bike trails accommodate bike travel.





## Site Design BUILDING ORIENTATION

### GOAL:

Create access to industrial buildings and create destinations.

### JUSTIFICATION:

Improving access to buildings facilitates people using active transportation to get to work.

### Design Recommendation

Building entrances face pedestrian travel ways and streets.



### Policy Guidance

City of Rancho Cordova Citywide Design Guidelines, Industrial, Site Design, Building Placement and Orientation





## Site Design

# COMMON AREAS

### GOAL:

Providing greater opportunities for physical activity at light industrial developments.

### JUSTIFICATION:

Outdoor common space provides a destination to which employees can walk to on a daily basis or several times a day for exercise, socializing or solitude.

## Design Recommendation

Gathering places, such as plazas and parks, are provided.



## Policy Guidance

City of Rancho Cordova Design Guidelines, Industrial, Site Design, Public Spaces and Pedestrian Amenities





## Site Design

# BIKE PARKING

### GOAL:

Increase physical activity and reduce VMT.

### JUSTIFICATION:

Providing convenient and adequate bike storage facilitates replacing auto trips with bike trips.

## Design Recommendation

Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.



## Policy Guidance

[City of Sacramento Bike Rack Design and Placement Design Standards](#)

[City of Sacramento Neighborhood Commercial Corridor Design Principles, Site Design](#)



GI Fitness



Foshan Kindle Plate Working Co



Contender Bicycles, Santa Cruz, CA



## Site Design

# LANDSCAPING

### GOAL:

More people walking to industrial buildings or within large, multi-building light industrial sites.

### JUSTIFICATION:

Greenery encourages people to walk more and is associated with reduced mortality. Providing a streetscape that's visually interesting creates a more walkable environment. Landscaping can reduce exposure to noise sources related to stress-related illness.

### Design Recommendation

### Policy Guidance

Trees shade pedestrian travel ways and gathering areas.



Sightlines are not blocked by landscaping.



Trees shade parking lots, especially parking spaces.



Impact of noise is reduced by vegetation or moving-water features.

Sacramento County Countywide Design Guidelines, Employment District 5.2.2



Garth Ruffner Landscape Architects, Roseville, CA



City of Austin, Austin, TX



The Simpson Company, Oxnard, CA



# Site Design

## WALLS & FENCES

### GOAL:

Employees and guests use active transportation more often.

### JUSTIFICATION:

Pedestrians comfort and safety is improved. Pedestrians prefer to have about 2-feet separation between them and walls or fences. Collisions are less likely when both parties can see each other.

#### Design Recommendation

Walls and fences are setback from sidewalks.

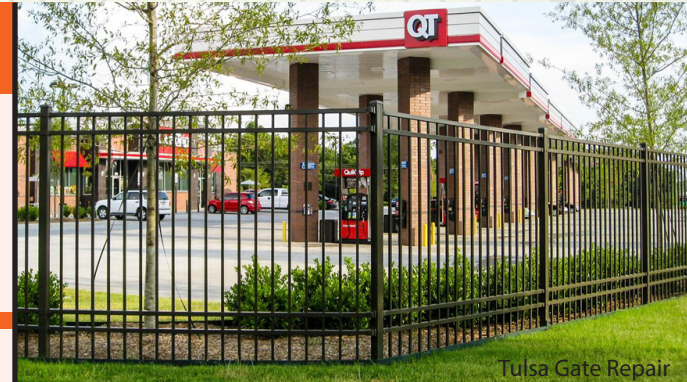
Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.



#### Policy Guidance

Highway Capacity Manual

City of Rancho Cordova  
Municipal Code 23.731



Tulsa Gate Repair



Minn Post, St. Paul, MN



Valley Fence Company



## Building Design

# CIRCULATION

### GOAL:

Increase physical activity.

### JUSTIFICATION:

Buildings with interesting façades increase the enjoyment of walking, and people feel safer when there are “eyes on the street.”

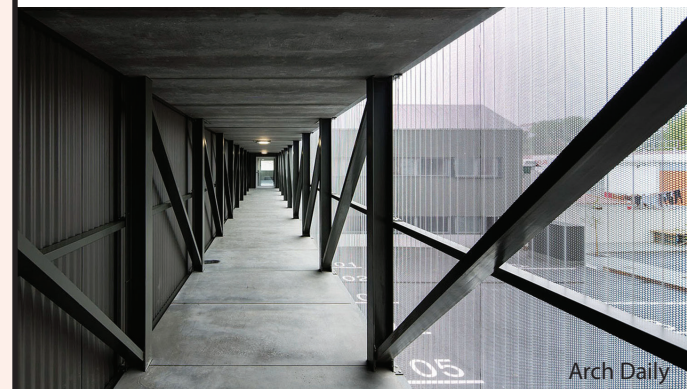
### Design Recommendation

Building sides that face pedestrian areas have windows into occupied areas.



### Policy Guidance

City of Sacramento Industrial & Business Park Design Guidelines, 2.2-2







# NEW COMMUNITIES



# Neighborhood Design

## MIX OF USES

### GOAL:

Increase physical activity.

### JUSTIFICATION:

Shorter travel distances facilitate more active transportation trips.

#### Design Recommendation

Residential is within a 10-minute walk or bike trip of daily destinations, such as employment, shopping and recreational uses.



#### Policy Guidance

City of Sacramento 2035 General Plan, LU 4.1.1. and 4.5.2

Sacramento County Countywide Design Guidelines, New Communities 7.4.2 and 7.4.4.



Colorado Real Estate, Buena Vista, CO



County Health Rankings, Greenbridge, WA



Fruitvale Village, Oakland, CA



# Neighborhood Design

## CIRCULATION

### GOAL:

Encourage active transportation.

### JUSTIFICATION:

People are more apt to walk or bike to nearby destinations if the route is convenient and safe.

#### Design Recommendation

Access to transit, walkways and bikeways to nearby destinations, and site amenities is safe, direct and easy to navigate with no obstructions.



#### Policy Guidance

[City of Sacramento 2035 General Plan, LU 4.5.5. and M 1.2.4](#)

[Sacramento County Countywide Design Guidelines, New Communities 7.4.4](#)

[City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Site Design, Circulation](#)



Walkways have minimal conflict points with vehicles.

[Sacramento County Countywide Design Guidelines, New Communities 7.4.6](#)

[City of Rancho Cordova Citywide Design Guidelines, Residential Single Family Attached, Multi-Family, and Residential Mixed-Use](#)

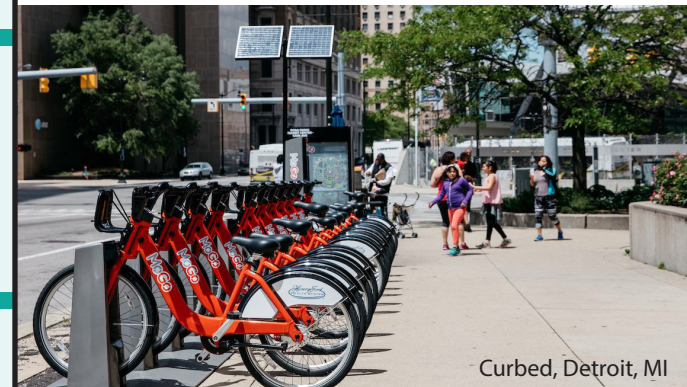
[City of Sacramento Street Design Standards, 15.24](#)



A low-stress bicycle network is identified throughout the plan area.



[Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity Report](#)





## Neighborhood Design

# STREET PATTERN

### GOAL:

Safe and convenient active transportation.

### JUSTIFICATION:

Active transportation is facilitated and encouraged by reducing walking and biking distances. Small blocks and grid street patterns that help to reduce distances between destinations, provide more convenient and comprehensible travel routes, and slow traffic.

#### Design Recommendation

Block areas less than 6 acres with longest side no greater than 600 feet.



Grid or modified-grid street pattern.



The number of driveways is minimized.

#### Policy Guidance

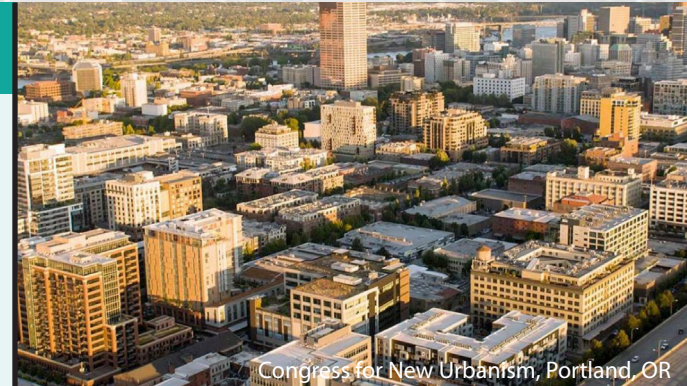
SMAQMD Recommended Guidance for Land Use Emission Reductions v2.5, 2010

Sacramento County Countywide Design Guidelines 2015, Single-Family 2.2.1

City of Sacramento 2035 General Plan, LU 2.7.6. and 4.1.4

Sacramento County Countywide Design Guidelines, New Communities 7.4.4

City of Sacramento 2035, M 1.3.1



Congress for New Urbanism, Portland, OR



KPFF Consulting



Beck's, Hines and Towns, Lancaster, CA



# Neighborhood Design

## CONNECTIVITY

### GOAL:

Encourage active transportation.

### JUSTIFICATION:

Active transportation is encouraged by providing convenient and numerous walking and biking routes between destinations. Greater street connectivity is a component of walkability, and higher levels of walkability have been associated with reduced rates of overweight and high blood pressure.

### Design Recommendation

Prevalent and convenient connections to destinations within the project site.



Prevalent and convenient connections to major destinations external to project site.



Cul-de-sacs longer than 200 feet or within blocks larger than 6 acres or adjacent to open space, trails or major streets provide a pedestrian and/or bike through connection.



Large blocks and gated communities have mid-block public walkways that connect the two longer sides, creating pedestrian blocks no larger than 6 acres.

### Policy Guidance

[LEED ND v4, 2017, Internal Connectivity](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation](#)

[LEED ND v4, 2017, External Connectivity](#)

[Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.1](#)

[City of Sacramento 2035 General Plan, NN.LU 1.14](#)

[Sacramento County Countywide Design Guidelines, New Communities 7.4.4](#)



Congress for New Urbanism



Nico Marques/Photekt, Los Angeles, CA



D2D Design, St. Charles, MO



# Neighborhood Design

# STREETS

## GOAL:

Travel using active transportation modes is increased.

## JUSTIFICATION:

Pedestrians and bicyclists have sufficient facilities to safely and conveniently travel along and across streets.

### Design Recommendation

Streets are Complete Streets, with detached sidewalks, street trees and traffic calming.



Sidewalks are detached, at least 5-feet wide but at least 8-feet wide adjacent to schools and other major pedestrian generators, and on both sides of the street.



Sidewalks are well shaded by trees in the landscape planter and within the house setback.



Pedestrian crossings are no more than 600 feet apart and are illuminated at both ends.

Pedestrian crossing distances are minimized.

Traffic calming is implemented on longer blocks and wider streets.

Sound walls are avoided or include openings for pedestrians at least every 600 feet.

### Policy Guidance

[Sacramento County Countywide Design Guidelines, New Communities 7.4.4](#)

[City of Sacramento Street Design Standards, 2009](#)

[Sacramento County Street Standards, 2009](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design](#)

[City of Rancho Cordova Municipal Code 22.110.055 B.2](#)

[City of Rancho Cordova Rio Del Oro Parcel 67 Conditions of Approval, 2017](#)

[Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.4.1.A](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation](#)

[Informational Report on Lighting Design for Midblock Crosswalks, FHWA 2008](#)

[City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation](#)

[City of Rancho Cordova Design Guidelines, Community Design Connectivity and Circulation](#)

[City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Streetscape](#)

[Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.1](#)





# Neighborhood Design

## COMMON AREAS

### GOAL:

Encourage recreational physical activity by providing common areas and placemaking.

### JUSTIFICATION:

Recreational walking and socializing are more likely to occur when gathering places and a sense of ownership within the community are provided.

#### Design Recommendation

Common areas that include signs or symbols that identify the community are provided at neighborhood entries.



Common areas are easily accessible by residents.



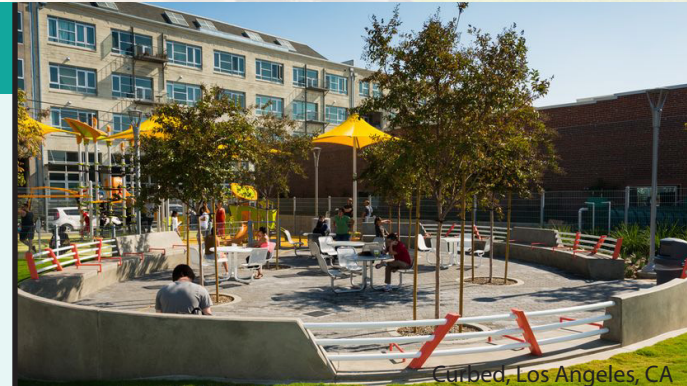
#### Policy Guidance

Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.3

City of Rancho Cordova Design Guidelines, Community Design, Site Design

Rancho Cordova Design Guidelines, Community Design, Site Design

City of Sacramento 2035 General Plan, LU 4.5.4





## Neighborhood Design

# WALLS & FENCES

### GOAL:

Encourage people to walk more in their neighborhood.

### JUSTIFICATION:

Pedestrians comfort and safety is improved. Pedestrians prefer to have about 2-foot separation between them and walls or fences. Collisions are less likely when both parties can see each other.

### Design Recommendation

### Policy Guidance

Walls between adjacent land uses have pedestrian/bicycle openings.

City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Connectivity and Circulation



Walls and fences are setback from sidewalks.

Highway Capacity Manual

Walls and fences do not block surveillance of sidewalks, bike paths, and bike lanes.

Sacramento County Zoning Code 5.2.5.B



Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.

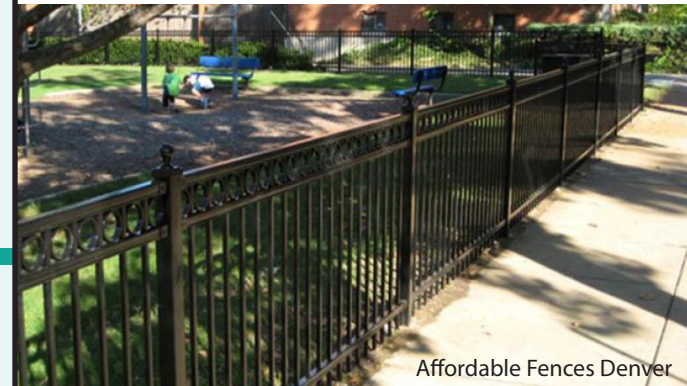
City of Rancho Cordova Municipal Code 23.731



Live Baltimore, Baltimore, MD



Fence Utah



Affordable Fences Denver



# Neighborhood Design

## PARKS & OPEN SPACE

### GOAL:

Facilitate daily physical activity and stress reduction by making park and open space convenient to access.

### JUSTIFICATION:

Parks account for significant portions of vigorous physical activity time for residents that live close by, and they provide an environment where residents can experience green outdoor spaces that contributes to mental health.

#### Design Recommendation

Parks are within walking distance of all houses.



#### Policy Guidance

City of Sacramento 2035 General Plan, NN.LU 1.7

Sacramento County Countywide Design Guidelines, Village Centers/Mixed-Use, 6.2.6

Parks and schools share property lines and shared-use agreement between park district and school district is executed.



Sacramento County Countywide Design Guidelines, New Communities 7.4.4.

Provide space and/or facilities for community gardening.



City of Rancho Cordova Citywide Design Guidelines, Community, Site Design, Public Spaces and Amenities



North Atlanta Home Team Blog, Woodstock, GA



MCSA Group, Birmingham, MI



Annie & John/Flickr, Sacramento, CA



# APPENDIX:

## Policy References



# Single Family

## Neighborhood Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Access to transit, walkways and bikeways to nearby destinations and site amenities is safe, direct and easy to navigate with no obstructions.	<a href="#">Sacramento County Countywide Design Guidelines, Single Family 2.2.1</a>	<p>“The circulation system should be logical, predictable, and designed to promote safety for all transportation modes, particularly pedestrians and bicyclists. Streets should connect to adjacent neighborhoods and provide direct access to schools, parks, community centers, and nearby retail for pedestrians, bicyclists, automobiles, transit and emergency vehicles.”</p> <p>“Access walkways and/or off-street trails should be provided to community destinations such as open spaces, parks and schools, and commercial centers from the neighborhood, to enhance the pedestrian and bike movement and safety.”</p>
		<a href="#">City of Sacramento 2035 General Plan, M 1.2.4</a>	“The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions.”
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Residential, Site Design, Circulation</a>	“Residential projects should provide vehicular, bicycle, and pedestrian connection to adjacent residential and non-residential developments.”
Street Pattern	Block areas less than 6 acres with longest side no greater than 600 feet.	<a href="#">SMAQMD Recommended Guidance for Land Use Emission Reductions v2.5, 2010</a>	“Block perimeter (the sum of the measurement of the length of all block sides) is limited to no more than 1,350 feet.”
	Grid or modified-grid street pattern.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“Block lengths should be no more than 500 feet.”
		<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“A grid or modified grid pattern to provide connectivity and walkability is the street and block pattern.”
		<a href="#">City of Sacramento 2035 General Plan, M 1.3.1</a>	“To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified grid-form.”
Connectivity	The number of driveways is minimized.	<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	“Alleys can remove garages from the streetscape and can improve the streetscape of a residential neighborhood.”
	Prevalent and convenient connections to destinations within the project site.	<a href="#">LEED ND v4, 2017</a>	<p>Internal connectivity – Required: “Design and build the project such that its internal connectivity is at least 140 intersections per square mile (54 intersections per square kilometer).”</p> <p>Credits: “Locate or design the project such that its internal connectivity falls within one of the ranges (300-400 or &gt;400 intersections per square mile) listed in Table 1.”</p>
	Prevalent and convenient connections to major destinations external to project site.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation</a>  <a href="#">LEED ND v4, 2017</a>	<p>“Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors.”</p> <p>External connectivity - Required: “Locate and/or design the project such that a through-connection (of the circulation network) intersects the adjacent portion of the project boundary at least every 600 feet (180 meters) on average and at least every 800 feet (245 meters), connecting it with an existing circulation network outside the project; nonmotorized through-connections of the circulation network may count for no more than 20% of the total.”</p> <p>Credits: “Design or locate the project such that a through-connection (of the circulation network) intersects or terminates at the project boundary at least every 400 feet (122 meters) or at existing abutting intervals and intersections of the circulation network, whichever is the shorter distance.”</p>



	Cul-de-sacs longer than 200 feet or within blocks larger than 6 acres or adjacent to open space, trails or major streets provide a pedestrian and/or bike through connection.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“Cul-de-sacs that side on to through streets or greenbelts should provide pedestrian access to connect to the adjacent through street. “Live-end” cul-de-sac design should be used to complement these areas and can include landscaping and benches.”
	Large blocks and gated communities have mid-block public walkways that connect the two longer sides, creating pedestrian blocks no larger than 6 acres.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“For blocks that exceed 500 feet in length, mid-block paseos or pedestrian paths connecting to walking paths, bicycle lanes, schools and parks should be provided to ensure the walkability within the community.”
		<a href="#">City of Sacramento 2035 General Plan, LU 4.1.11</a>	“The City shall discourage creation of gated communities in an effort to promote social cohesiveness and maintain street network efficiency, adequate emergency response times, and convenient travel routes for all street users.”
	Public and private streets are Complete Streets, with detached sidewalks, street trees and traffic calming.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“Streets shall be tree lined “complete streets” designed for pedestrian, bicycle, and vehicular use consistent with the Improvement Standards for the street’s hierarchical designation.”
		<a href="#">City of Sacramento 2035 General Plan, M 2.1.3</a>	“The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; wayfinding signage; integrated transit shelters; public art; and other amenities.”
		<a href="#">City of Sacramento 2035 General Plan, M 1.3.1</a>	“The City shall require private developments to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system.”
Streetscape	Sidewalks are detached, at least 5-foot wide but at least 8-foot wide adjacent to schools and other major pedestrian generators, and on both sides of the street.	<a href="#">City of Sacramento Street Design Standards, 2009</a>	“The planter width may only be reduced or the planter removed to meet residential densities or to conform to existing street right-of-way if approved” and “Sidewalk widths are to be a minimum 5 feet wide for all street classifications except arterials, where sidewalks are to be a minimum 6 feet wide.”
		<a href="#">Sacramento County Street Standards, 2009</a>	“All school developments shall have 8-foot wide sidewalks along all frontages.”
		<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design</a>	“Per the Pedestrian Design Guidelines, all sidewalks shall be designed and maintained at a minimum width of: 5 feet where the sidewalk is separated from the roadway, 7 feet where the sidewalk is not separated from the roadway, 8 feet in front of schools, universities, hospitals, and commercial and mixed-use development.”
	Sidewalks are well shaded by trees in the landscape planter and within the house setback.	<a href="#">City of Rancho Cordova Municipal Code 22.110.055 B.2</a>	“Trees shall be planted in such a manner as to buffer the pedestrians from the automobile traffic and to provide a “tree canopy” that will shade the pedestrians from Rancho Cordova’s extreme summer climate.”
		City of Rancho Cordova Rio Del Oro Parcel 67 Conditions of Approval, 2017	“Yards along attached sidewalks shall include a large or medium scale size tree, whichever feasibly provides more canopy, as listed within the Rio Del Oro Specific Plan/Design Guidelines and as recommended by the Sacramento Tree Foundation Greenprint Tree Guide.”
		<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.4.1.A</a>	“Provide street trees in the front and side street yards of residential lots, consistent with Section 5.2.4.C of the Zoning Code.”
	Pedestrian crossings are no more than 600 feet apart and are illuminated at both ends.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation</a>	“The City encourages the use of mid-block crossings where the block length is more than 600 feet.”
		<a href="#">Informational Report on Lighting Design for Midblock Crosswalks, FHWA</a>	“Note that for roadways that have traffic traveling in both directions, particularly those without a center median, two luminaires are required, located on either side of the road and placed prior to the crosswalk from the drivers' perspective.”
	Pedestrian crossing distances are as short as possible.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation</a>	“Consider the use of traffic calming designs and features that reduce the length/distance of pedestrian street crossings (i.e. bulbouts, bollards, etc.)”
	Sound walls are avoided or include openings for pedestrians at least every 600 feet.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.1</a>	“Street patterns that create long uninterrupted sound walls should be avoided.”
Common Areas	Common areas that include signs or symbols that identify the	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.2.3</a>	“Common lots intended for entry features should include sufficient space to accommodate an organized landscape theme and other improvements such as theme walls, signage, water features, public art, pedestrian amenities such as seating or enhanced walkways/trellis features, and lighting.”



	community are provided at neighborhood entries.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design</a>	"Pedestrians have a sense of ownership over the designated public gathering places of the site."
	Common areas are easily accessible and used by residents.	<a href="#">Rancho Cordova Design Guidelines, Community Design, Site Design.</a>	"Pedestrians should have a sense of ownership over the public realm portions of the site through their access to the site elements."
Parks and Open Space	Parks are within walking distance of all houses.	<a href="#">City of Sacramento 2035 General Plan, NN.LU 1.7</a>	"The City shall ensure that at least 80 percent of the dwelling units are within 880 feet of open space."
		<a href="#">Sacramento County Countywide Design Guidelines, Village Centers/Mixed-Use, 6.2.6</a>	"To encourage sufficient usage, parks and open space should be strategically located in or near residential areas and commercial districts and be accessible via roadways, transit routes, and off-road pedestrian and bicycle trails and paseos (walkways)."
	Parks and schools share property lines and shared-use agreement between park district and school district is executed.	<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"For the convenience of its residents and to encourage pedestrian and bicycle activity, residential neighborhoods should include neighborhood parks and schools that are located together or separately in central locations, with safe pedestrian and bicycle access."
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Joint Use Facilities</a>	"Community facilities should be fully integrated into the community and neighborhood fabric. Towards this end, mixed-use sites and joint-use facilities are encouraged. Examples include the following: Community facility adjacent to a park."
	Provide space and/or facilities for community gardening.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Public Spaces and Amenities</a>	"Every project shall be designed with one or more outdoor gathering places. The size and scale of such places shall be appropriate to the type and use of each particular development and could include the following: Outdoor seating and public plazas; Amphitheatre; Interactive water feature; Community garden; Other features that meet the intent of this provision."
Site Design			
Category	Design Recommendation	Policy Guidance	Policy Language
Building Orientation	Front of house and main entrance face the street.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.3.1</a>	"Homes should be oriented toward adjacent public streets by providing features such as entryways, windows, porches, stoops, and balconies along street frontages where views are generally not obstructed."
		<a href="#">City of Sacramento Principles</a>	"Encourage: Fronts of houses and entries that face the street. Each house should have a clearly identified entry and have active use windows (i.e., living room, kitchen) facing the street."
		<a href="#">City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity</a>	"Build transparency (clear, uninterrupted views) from the public right-of-way and the inside of buildings onto the open areas of the site and other building interiors. Possible solutions include: Siting buildings to create view sheds."
	Garage access is via alley to reduce frequent conflict points at driveways.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.3.6</a>	"The garage should be placed in a way that minimizes its prominence on the public street. A range of different placement options is encouraged within the same block to create visual interest along the street. Garages on alleys are encouraged."
		<a href="#">City of Sacramento 2035 General Plan, LU 4.1.5</a>	"The City shall encourage the use of well-designed and safe alleys to access individual parcels in neighborhoods in order to reduce the number of curb cuts, driveways, garage doors, and associated pedestrian/ automobile conflicts along street frontages."
	Front-loaded garages have setback greater than front-of-house setback.	<a href="#">City of Sacramento Single Family Residential Design Principles</a>	"Recess garage back 5' from front house elevation entry."
	Setbacks along the block vary.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.3.1</a>	"For single-family subdivisions, front yard setbacks along a street may vary by up to 25 percent from the required setback to create interest, but should contribute to the visual continuity of the block."
Landscaping	Trees are provided within right of way and setback areas.	<a href="#">Sacramento County Countywide Design Guidelines, Single Family 2.4.1.A</a>	"Provide street trees in the front and side street yards of residential lots, consistent with Section 5.2.4.C of the Zoning Code."
	Sight lines are not obstructed by landscaping near driveways, corners and mid-block crossings.	<a href="#">City of Citrus Heights Municipal Code 106.30.050</a>	"Height limitations. Each fence, wall, and hedge shall comply with the height limitations shown in Table 3-1."
			"At intersections of alleys, streets, and driveways within sight visibility areas. See 106.30.060.E (Height Limit at Street Corners)."  "Maximum Height 2' 6"."

Walls and Fences	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Walls and fences do not block surveillance of sidewalks, bike paths, and bike lanes.	<a href="#">Sacramento County Zoning Code 5.2.5.B</a>	“Front Yards. Fences in the front yard in RD zones shall be limited to: a. Solid walls or fences as defined in Chapter 7 not exceeding three (3) feet, b. Fences constructed of chain link or similar woven wire materials, not exceeding four (4) feet, or c. Open fencing not exceeding seven (7) feet. Fences exceeding these heights up to seven (7) feet may be allowed with the issuance of a MUP.”
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	“The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations.”
Building Design			
Category	Design Recommendation	Policy Guidance	Policy Language
Exterior	Interesting and varied façades.	<a href="#">Sacramento County Countywide Design Guidelines, Single-Family 2.3.2</a>	“For single-family subdivisions, provide variation in the streetscape with different heights, setbacks, and roof shapes of buildings.”
	Front porches that promote socializing amongst neighbors and provides additional “eyes on the street.”	<a href="#">Sacramento County Countywide Design Guidelines 2015, Single Family 2.3.1</a>	“Vary the design and elevation of front porches to accommodate outdoor furniture and active uses by occupants while maintaining private yard areas.”
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Residential</a>	“The majority of homes in a master home plan series shall have a designated outdoor living area (e.g., porch, courtyard) that is at least five feet deep and eight feet wide to accommodate seating.”  “Facades shall be designed so as to include entries, porches, and other architectural elements that relate to the human scale and provide a transition from public to private space.”
Windows	Windows, preferably on active living space, such as a family room, living room or kitchen, provide views of street, sidewalks and activity areas, such as parks and schools.	<a href="#">City of Sacramento Single Family Residential Design Principles</a>	“Encourage: Fronts of houses and entries that face the street. Each house should have a clearly identified entry and have active use windows (i.e., living room, kitchen) facing the street.”
		<a href="#">City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity</a>	“Build transparency (clear, uninterrupted views) from the public right-of-way and the inside of buildings onto the open areas of the site and other building interiors. Possible solutions include: Using large, untinted windows to allow views into and out from buildings.”



# Multi-Family

## Site Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Access to transit, walkways and bikeways to nearby destinations, and site amenities is safe, direct and easy to navigate with no obstructions.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.2.6</a>	<p>“Create internal circulation and connections between the project and the street to address the needs of pedestrians, bicyclists, and vehicles. If located along a transit route, provide convenient route and schedule information along with access to transit stops from multifamily projects.”</p> <p>“Provide adequate and well landscaped pedestrian ingress and egress from the development to public rights-of-way, bus stops, and public transit to reduce long walking distances.”</p> <p>“Encourage well connected pedestrian routes within the project site and to the surrounding neighborhood, with an emphasis on relationships to open space networks.”</p>
		<a href="#">City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Pedestrian Circulation</a>	<p>“Provide adequate walkways without obstructions (i.e., curbs and steps).”</p> <p>“Pedestrian routes should be as obvious, direct and simple as possible.”</p>
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Site Design, Circulation</a>	<p>“Increase convenience of transit users, paying particular attention to ADA accessibility, through the following measures: Consider bringing public transit into project sites for convenient drop-off of clients/patrons; Provide easy access from transit stops to the front door of buildings; Provide a separate loading area for facilities that have a high number of transit users (e.g. schools). Conflicts with pedestrians arriving to facility should be minimized; and Consider lighted transit stops and shelters at community facilities for safety.”</p>
Connectivity	Prevalent and convenient connections between major pedestrian/bicycle generators and/or destinations within the project site.	<a href="#">LEED ND v4, 2017</a>	<p>Internal connectivity – Required: “Design and build the project such that its internal connectivity is at least 140 intersections per square mile (54 intersections per square kilometer).”</p> <p>Credits: “Locate or design the project such that its internal connectivity falls within one of the ranges (300-400 or &gt;400 intersections per square mile) listed in Table 1.”</p>
	Prevalent and convenient connections to major pedestrian/bicycle generators and/or destinations external to project site.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation</a>	<p>“Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors.”</p>
		<a href="#">LEED ND v4, 2017</a>	<p>External connectivity - Required: “Locate and/or design the project such that a through-connection (of the circulation network) intersects the adjacent portion of the project boundary at least every 600 feet (180 meters) on average and at least every 800 feet (245 meters), connecting it with an existing circulation network outside the project; nonmotorized through-connections of the circulation network may count for no more than 20% of the total.”</p> <p>Credits: “Design or locate the project such that a through-connection (of the circulation network) intersects or terminates at the project boundary at least every 400 feet (122 meters) or at existing abutting intervals and intersections of the circulation network, whichever is the shorter distance.”</p>
	Large complexes have public thoroughways for pedestrians and bicyclists.	<a href="#">City of Sacramento 2035 General Plan, NN.LU 1.14</a>	<p>“High-density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage.”</p>
		<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.2.3</a>	<p>“Parks and open space areas should be used as methods to connect communities and neighborhoods and provide alternative modes of travel via sidewalks and trails.”</p>
Streets	Streets and driveways are Complete Streets, with detached sidewalks, street trees and traffic calming.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.2.6</a>	<p>“Design a planter strip between the curb and sidewalk as an additional buffer between the streets and pedestrians on the sidewalk,”</p> <p>“In infill areas, sidewalks and planters may match the existing pedestrian environment, with the intent to separate sidewalks from the street wherever possible.”</p>

			“Provide traffic calming measures such as roundabouts, narrower roadways, on-street parking, chokers, and speed bumps along internal streets. Provide signage, flashing beacons, wellmarked crosswalks and other areas where pedestrians and bicyclists are present.”
		<a href="#">City of Sacramento 2035 General Plan, M 1.3.1</a>	“The City shall require private developments to provide internal complete streets (see Goal M.4.2) that connect to the existing roadway system.”
	Walkways have minimal conflict points with vehicles.	<a href="#">City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Parking</a>	“If large parking areas are needed, a clearly defined pedestrian path inside the parking area that provides safe and easy access to and from buildings and sidewalks should be included in the design.”
		<a href="#">City of Sacramento Multi-Family Residential Design Guidelines, Site Planning/Design, Pedestrian Circulation</a>	“Pedestrian pathways should be separated from auto circulation routes. Where pedestrian circulation crosses vehicular routes, a change in grade, materials, textures or colors should be provided to emphasize the conflict point and improve its visibility and safety.”
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Residential Single Family Attached, Multi-Family, and Residential Mixed-Use</a>	“The use of shared driveways is encouraged to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface.”
		<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.2.6</a>	“If large parking areas are needed, design a clearly defined pedestrian path inside the parking area that provides safe, well-marked and easy access to and from buildings and sidewalks.”
Building Orientation	Entrances and fronts of buildings along public and private streets face the sidewalk.	<a href="#">Sacramento County Countywide Design Guidelines 2015, Multifamily 3.2.1</a>	“Orient buildings to adjacent public streets by providing entryways, windows, porches, stoops, balconies, and other active spaces along street frontages.”
		<a href="#">Sacramento County Countywide Design Guidelines 2015, Multifamily 3.3.2</a>	“Extend porches, stairs, and stoops into the front setback to articulate the building façade and promote use of stairs over elevators. Design setbacks between buildings so that spaces are usable or are part of the overall pedestrian scheme.”
Common Areas	Common areas are located at locations that are within view of and convenient to the greatest number of residents.	<a href="#">Sacramento County Countywide Design Guidelines, 2015, Multifamily 3.2.1</a>	“Arrange multifamily residential buildings to provide functional, public and private outdoors spaces for the use of residents. Centrally locate active common open spaces such that they are easily accessible to all residents.”
		<a href="#">Sacramento County Countywide Design Guidelines, 2015, Multifamily 3.2.3</a>	“Locate and organize common open spaces such as parks, plazas and gardens as large meaningful areas, and not unusable fragments. Emphasize doors, entries, windows and private open spaces opening onto these common areas to the greatest extent possible.”
	Common areas are easily accessible by residents.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design</a>	“Pedestrians should have a sense of ownership over the public realm portions of the site through their access to the site elements.”
Landscaping	Trees shade walkways, parking lots, drive aisles and driveways. Hardscaped areas are also shaded by trees, as appropriate.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.2.6</a>	“Plant trees and shrubs to soften the overall impact of parking areas and to provide shade, heat island cooling, noise reduction and improved air quality.”
Walls and Fences	Walls between multi-family residential sites and adjacent land uses have pedestrian/bicycle openings.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.4.2</a>	““Live-ends” can also be used in breaks between fencing and walls to provide access and improve mobility through the site to adjacent areas. Provide solid fencing between multifamily developments and single-family developments, except where pedestrian connections are needed and where “live-ends” are used.”
	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	“The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations.”
Building Design			
Category	Design Recommendation	Policy Guidance	Policy Language
Exterior	Building façades along sidewalks or trails have windows and articulation.	<a href="#">City of Citrus Heights Municipal Code, 106.31.030</a>	“A structure with three or more attached units should incorporate wall and roof articulation to reduce apparent scale. Changes in wall planes and roof heights, and elements such as balconies, porches, arcades, dormers, and cross gables can avoid the barracks like quality of long flat walls and roofs.”



# Commercial

## Site Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.	<a href="#">City of Citrus Heights Municipal Code, 106.31.070</a>	“Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances.”
		<a href="#">City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design &amp; Vehicular Circulation</a>	“Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.” “Parking areas shall provide vehicular access without compromising pedestrian accessibility and the character of the public realm.”
	Walkways are clearly defined and separated from drive aisles and parking spaces, and signed where conflicts are possible.	<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	“Unobstructed sight lines at corners and mid-block are important to improve visibility for vehicles exiting and entering the site and to reduce potential conflicts with other vehicles, bicycles, and pedestrians.” “Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways.”
	Minimize the number of driveways by combining or providing access from alleys	<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	“Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.” “Driveways should be consolidated.”
Building Orientation	Building entrances face pedestrian travel ways.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.3</a>	“Buildings should be sited and designed to reinforce the pedestrian experience.”
		<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.4</a>	“Building edges should contribute to a safe, comfortable and interesting pedestrian shopping experience.”
	Buildings along public streets face the street.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Building Placement and Orientation</a>	“Place office buildings to accommodate the pedestrian user, relate to the public street and provide connection to adjacent properties by: Orienting front doors of office buildings to public streets.”
Common Areas	Common areas are located at locations that are within view of building occupants and convenient for visitors.	<a href="#">Rancho Cordova Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Public Spaces and Pedestrian Amenities</a>	“A minimum of one public plaza or similar gathering place is required for each center or commercial project. Scale and improvements for such public space should be appropriate to the site, building, and use.” “Large sites should feature plazas, greens, or gardens where people can gather. Public spaces shall be meaningful places that contribute to the overall sense of place and site identity and help to attract pedestrian users to the development.”
		<a href="#">Rancho Cordova Design Guidelines, Commercial and Commercial Mixed Use, Site Design, Connectivity and Circulation</a>	“To help promote safety, neighboring development should be able to view the site while still maintaining the overall natural elements, viewsheds, and feel of the parks, open spaces, and trails.”

Bike Parking	Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.	<a href="#">City of Sacramento Bike Rack Design and Placement Design Standards</a>	"Bicycle racks installed in the public ROW and as part of new development should be: Located within 200 feet of the destination they serve. Placed in a visible and well-lit area Placed with considerations for site conditions (trees, street furniture, etc.)."
		<a href="#">City of Sacramento Neighborhood Commercial Corridor Design Principles, Site Design</a>	"Bicycle parking should be located close to, and with direct access to buildings. Parked bicycles should be out of the travel paths."
		<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.7</a>	"Special considerations for patrons should be taken into account, such as shopping cart storage and bike racks."  "Bicycle facilities should be designed into the site plan in a way that supports use of bicycles."
Landscaping	Trees shade pedestrian travel ways and gathering areas.	<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	"The sidewalks should have wells for canopy trees at 30-foot intervals along the sidewalk edge adjacent to parking areas or vehicle access ways, so that the combination of building wall, sidewalk, and trees provide an enhanced pedestrian experience."
	Sightlines are not blocked by landscaping.	<a href="#">City of Citrus Heights Municipal Code, 106.30.050</a>	Each fence, wall, and hedge shall comply with the height limitations shown in Table 3-1" "TABLE 3-1 - MAXIMUM HEIGHT OF FENCES, WALLS, AND HEDGES At intersections of alleys, streets, and driveways within sight visibility areas. 2' 6".
	Trees shade parking lots, especially parking spaces.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.5</a>	"Parking lots shall include trees to provide shade and reduce temperature, consistent with the Zoning Code standards. Tree selection, planting approach and irrigation should provide for rapid growth and sustained health of shade trees. Small ornamental trees are appropriate for accent planting but should not be used as shade trees."
	Impact of noise is reduced by vegetation or moving-water features.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.8</a>	"Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project. Evergreen trees should be used for screening and to help with noise reduction."
Walls and Fences	Walls between multi-family residential sites and adjacent land uses have pedestrian/bicycle openings.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.4.2</a>	"Live-ends" can also be used in breaks between fencing and walls to provide access and improve mobility through the site to adjacent areas. Provide solid fencing between multifamily developments and single-family developments, except where pedestrian connections are needed and where "live-ends" are used."
	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	"The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations."
Building Design			
Category	Design Recommendation	Policy Guidance	Policy Language
Exterior	Building façades along sidewalks or trails have windows and articulation.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.3</a>	"Building edges should be transparent and provide a visually interesting shopping experience at a pedestrian's pace."
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Architecture, Style and Design Detail</a>	"Storefronts should promote a sense of entry into the structure as well as a sense of shelter by providing: Weather protection on building facades adjacent to walkways with overhangs, canopies, awnings, and recesses; Transparent surfaces (windows) that allow views into and out of buildings with at least 80 percent light transmission (in terms of window tint)."  "Use windows to create an open and inviting atmosphere, as follows: Ground floor storefront glazing (windows or display windows) along the primary public façade should comprise a minimum of 50 percent of the main floor's exterior wall area."
Windows	Building façades along sidewalks or trails have windows into occupied spaces.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity</a>	"Build transparency (clear, uninterrupted views) from the public right-of-way and the inside of buildings onto the open areas of the site and other building interiors. Possible solutions include: Using large, untinted windows to allow views into and out from buildings."



# Employment

## Site Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.	<a href="#">City of Citrus Heights Municipal Code, 106.31.070</a>	<p>“Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front on-site buildings, and along driveways.”</p> <p>“Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances.”</p> <p>“Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.”</p>
		<a href="#">City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design &amp; Vehicular Circulation</a>	<p>“Parking areas shall provide vehicular access without compromising pedestrian accessibility and the character of the public realm.”</p> <p>“Unobstructed sight lines at corners and mid-block are important to improve visibility for vehicles exiting and entering the site and to reduce potential conflicts with other vehicles, bicycles, and pedestrians.”</p>
	Direct connections to adjacent neighborhoods and between buildings on site are provided.	<a href="#">Sacramento County Countywide Design Guidelines 2015, Commercial 4.2.1</a>	<p>“Providing openings to fences and sound walls can provide pedestrian and bicycle connections to adjacent neighborhoods and should include “live-end” features.”</p> <p>“Paseos should be utilized to provide common outdoor spaces and allow for pedestrian access through the development, and connection to adjacent developments.”</p>
		<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	<p>“Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the internal sidewalks that front commercial buildings, at least once in each 200 linear feet of sidewalk adjacent to the project.”</p> <p>“Incorporate pedestrian connections within and to the site that are safe, convenient, and direct for both internal and external circulation.”</p>
	Walkways are clearly defined and separated from drive aisles and parking spaces, and signed where conflicts are possible.	<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	<p>“Pedestrian linkages between parcels should be located separately from vehicle connections where possible and, in all cases, clearly differentiated from vehicle ways.”</p> <p>“Pedestrian walkways within the site must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances. Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways.”</p>
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Office and Office Mixed Use, Site Design, Circulation</a>	<p>“Provide pedestrian amenities that increase safety and comfort as follows: Provide a direct connection between the public sidewalk and the front entrance to all site buildings; Illuminate walkways leading to parking areas; Identify pedestrian routes with grade-separated pathways, use of special pavers, scored surfaces, planter strips and/or bollards.”</p>
	Minimize the number of driveways by combining or providing access from alleys.	<a href="#">City of Citrus Heights Municipal Code, 106.31.040</a>	<p>“Driveways should be consolidated.”</p>
Building Orientation	Buildings entrances face pedestrian travel ways and streets.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Office and Office Mixed Use, Site Design, Building Placement and Orientation</a>	<p>“Place office buildings to accommodate the pedestrian user, relate to the public street and provide connection to adjacent properties by: Orienting front doors of office buildings to public streets.”</p>
Common Areas	Gathering places, such as plazas and parks, are provided.	<a href="#">City of Rancho Cordova Design Guidelines, Office and Office Mixed Use, Site Design, Public</a>	<p>“Large office developments should feature plazas, central greens, and/or gardens which link office buildings together and provide a place for workers to gather. Public spaces shall be meaningful places that contribute to the overall sense of place and site identity.”</p>

		<a href="#">Spaces and Pedestrian Amenities</a>	“Office buildings should help define and enhance street corners and street edges with buildings placements, entrances, public plazas, or small parks that tie the building to the public street.”
Bike Parking	Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.	<a href="#">City of Sacramento Bike Rack Design and Placement Design Standards</a>	“Bicycle racks installed in the public ROW and as part of new development should be: Located within 200 feet of the destination they serve. Placed in a visible and well-lit area Placed with considerations for site conditions (trees, street furniture, etc.)”
		<a href="#">Sacramento County Countywide Design Guidelines, Employment Districts 5.2.5</a>	“Bike facilities and reasonable access to them, by employees and visitors, should be designed into every project and consistent with the Zoning Code.”
Landscaping	Trees shade pedestrian travel ways and gathering areas.	<a href="#">Sacramento County Countywide Design Guidelines, Employment District 5.3</a>	“Attractive joint use basins, such as parks (in addition to Quimby land dedication requirements) or parkways with trails that also convey water to water quality basins or similar facilities and provide some water quality treatment are examples of desired multiple public benefit facilities.”
	Sightlines are not blocked by landscaping.	<a href="#">City of Citrus Heights Municipal Code, 106.30.050</a>	Each fence, wall, and hedge shall comply with the height limitations shown in Table 3-1. “TABLE 3-1 - MAXIMUM HEIGHT OF FENCES, WALLS, AND HEDGES At intersections of alleys, streets, and driveways within sight visibility areas. 2' 6".”
	Trees shade parking lots, especially parking spaces.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.5</a>	“Parking lots shall include trees to provide shade and reduce temperature, consistent with the Zoning Code standards. Tree selection, planting approach and irrigation should provide for rapid growth and sustained health of shade trees. Small ornamental trees are appropriate for accent planting but should not be used as shade trees.”
	Impact of noise is reduced by vegetation or moving-water features.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.8</a>	“Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project. Evergreen trees should be used for screening and to help with noise reduction.”
Walls and Fences	Walls between multi-family residential sites and adjacent land uses have pedestrian/bicycle openings.	<a href="#">Sacramento County Countywide Design Guidelines, Multifamily 3.4.2</a>	““Live-ends” can also be used in breaks between fencing and walls to provide access and improve mobility through the site to adjacent areas. Provide solid fencing between multifamily developments and single-family developments, except where pedestrian connections are needed and where “live-ends” are used.”
	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	“The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations.”
Building Design			
Category	Design Recommendation	Policy Guidance	Policy Language
Exterior	Building façades along sidewalks or trails have windows and articulation.	<a href="#">Sacramento County Countywide Design Guidelines, Commercial 4.2.3</a>	“Building edges should be transparent and provide a visually interesting shopping experience at a pedestrian’s pace.”
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Commercial and Commercial Mixed Use, Architecture, Style and Design Detail</a>	“Storefronts should promote a sense of entry into the structure as well as a sense of shelter by providing: Weather protection on building facades adjacent to walkways with overhangs, canopies, awnings, and recesses; Transparent surfaces (windows) that allow views into and out of buildings with at least 80 percent light transmission (in terms of window tint).”  “Use windows to create an open and inviting atmosphere, as follows: Ground floor storefront glazing (windows or display windows) along the primary public façade should comprise a minimum of 50 percent of the main floor’s exterior wall area.”
Windows	Building façades along sidewalks or trails have windows into occupied spaces.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design Sense of Place and Community Identity</a>	“Build transparency (clear, uninterrupted views) from the public right-of-way and the inside of buildings onto the open areas of the site and other building interiors. Possible solutions include: Using large, untinted windows to allow views into and out from buildings.”



# Parks and Open Space

## Site Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Connections to adjacent land uses, such as schools, retail and employment, are provided.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation</a>	"Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors."
Landscaping	Trees provide shade for walkways and gathering places.	<a href="#">City of Rancho Cordova Municipal Code 23.513.010 K.3</a>	"Larger canopy trees should be used where possible to shade the pathway."

# Light Industrial

## Site Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Walkways make direct connections between buildings.	<a href="#">Sacramento County Countywide Design Guidelines, Employment District 5.2.2</a>	"Paseos should be utilized to provide common outdoor spaces and allow for pedestrian access through the development, and connection to adjacent developments."
	Pedestrian access routes from the street and parking areas minimize conflicts with vehicles.	<a href="#">City of Citrus Heights Municipal Code, Design Standards, Industrial Project Design 106.31.070</a>	<p>"Clearly demarcated and direct pedestrian routes should extend from peripheral public sidewalks and transit stops to the sidewalks that front on-site buildings, and along driveways."</p> <p>"Pedestrian walkways must be distinguished from driving surfaces through the use of special pavers, bricks, or colored/textured concrete to enhance pedestrian safety and the attractiveness of the walkways. Pedestrian circulation in parking areas should be parallel to traffic flow toward building entrances."</p> <p>"Sidewalk landings should be provided and extended between parking spaces where needed to connect pedestrians to walkways."</p>
		<a href="#">City of Sacramento Industrial and Business Park Design Guidelines, Parking Lot Design &amp; Vehicular Circulation</a>	<p>"Parking areas shall provide vehicular access without compromising pedestrian accessibility and the character of the public realm."</p> <p>"Unobstructed sight lines at corners and mid-block are important to improve visibility for vehicles exiting and entering the site and to reduce potential conflicts with other vehicles, bicycles, and pedestrians."</p>
Building Orientation	Building entrances face pedestrian travel ways and streets.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Industrial, Site Design, Building Placement and Orientation</a>	"Buildings should have a strong relationship to the street, including a functional public entrance that is also a visual focus for the building. In place of a street oriented public entrance, a strong pedestrian connection that establishes a sense of formal public entry may be substituted."
Common Areas	Gathering places, such as plazas and parks, are provided.	<a href="#">City of Rancho Cordova Design Guidelines, Industrial, Site Design, Public Spaces and Pedestrian Amenities</a>	"Industrial buildings shall feature one or more enhanced public space/pedestrian areas scaled according to size and demands of the particular user or facility. Examples of enhanced pedestrian areas include plazas, patios, courtyards, linear promenades, walking/jogging paths, terraces, or usable landscaped areas."
Bike Parking	Long-term and short-term bike parking, outdoors and indoors, is convenient and close to building entrances, and is distributed among buildings on larger sites.	<a href="#">City of Sacramento Bike Rack Design and Placement Design Standards</a>	"Bicycle racks installed in the public ROW and as part of new development should be: Located within 200 feet of the destination they serve. Placed in a visible and well-lit area Placed with considerations for site conditions (trees, street furniture, etc.)"
		<a href="#">City of Sacramento Neighborhood Commercial Corridor Design Principles, Site Design</a>	"Bicycle parking should be located close to, and with direct access to buildings. Parked bicycles should be out of the travel paths."
Landscaping	Trees shade parking lots, especially parking spaces.	<a href="#">Sacramento County Countywide Design Guidelines, Employment District 5.2.2</a>	"Street and parking lot trees with large canopies should be planted to increase the amount of shade and reduce heat in employment districts."
Walls and Fences	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	"The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations."

## Building Design

Category	Design Recommendation	Policy Guidance	Policy Language
Circulation	Building sides that face pedestrian areas have windows into occupied areas.	<a href="#">City of Sacramento Industrial &amp; Business Park Design Guidelines, 2.2-2</a>	"Facades of large buildings visible from a public street should include architectural features such as reveals, windows and openings, changes in parapet heights, color, texture, and material to add interest to the building elevation and reduce its visual mass."



# New Communities

## Neighborhood Design

Category	Design Recommendation	Policy Guidance	Policy Language
Mix of Uses	Residential is within 10-minute walk or bike trip of daily destinations, such as employment, shopping and recreational uses.	<a href="#">City of Sacramento 2035 General Plan, LU 4.1.1</a>	"The City shall require neighborhood design that incorporates a compatible and complementary mix of residential and nonresidential (e.g., retail, parks, schools) uses that address the basic daily needs of residents and employees."
		<a href="#">City of Sacramento 2035 General Plan, LU 4.5.2</a>	"The City shall require developers to create new residential neighborhoods that are pedestrian and bicycle friendly, are accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities."
		<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.2</a>	"Commercial districts should be located so that all residential neighborhoods and employment centers have convenient access to appropriate commercial activity so as to reduce auto usage and promote alternative modes of travel."
		<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"Strive to locate residential neighborhoods within walking distance (1/2 mile) of employment centers."
Circulation	Access to transit, walkways and bikeways to nearby destinations, and site amenities is safe, direct and easy to navigate with no obstructions.	<a href="#">City of Sacramento 2035 General Plan, LU 4.5.5</a>	"The City shall encourage new neighborhoods to include transit stops that can be connected to and support a citywide transit system and are within a ½-mile walking distance of all dwellings."
		<a href="#">City of Sacramento 2035 General Plan, M 1.2.4</a>	"The City shall facilitate the provision of multimodal access to activity centers such as commercial centers and corridors, employment centers, transit stops/stations, airports, schools, parks, recreation areas, medical centers, and tourist attractions."
		<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"If the overall project includes employment centers, then the project should provide connections and facilities to encourage pedestrian, bicycle, and transit use between employment centers and residential neighborhoods. Strive to locate residential neighborhoods within walking distance (1/2 mile) of employment centers."
			"Residential neighborhoods should provide strong connections to major project or community amenities, such as community centers and regional trails systems."
	Walkways have minimal conflict points with vehicles.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Facilities, Site Design, Circulation</a>	"Increase convenience of transit users, paying particular attention to ADA accessibility, through the following measures: Consider bringing public transit into project sites for convenient drop-off of clients/patrons; Provide easy access from transit stops to the front door of buildings; Provide a separate loading area for facilities that have a high number of transit users (e.g. schools). Conflicts with pedestrians arriving to facility should be minimized; and Consider lighted transit stops and shelters at community facilities for safety."
		<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.6</a>	"The streetscape design of the circulation system should clearly portray the street hierarchy with attention to traffic calming and pedestrian safety."
		<a href="#">City of Rancho Cordova Citywide Design Guidelines, Residential Single Family Attached, Multi-Family, and Residential Mixed-Use</a>	"The use of shared driveways is encouraged to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface."
Street Pattern	Block areas less than 6 acres with longest side no greater than 600 feet.	<a href="#">City of Sacramento Street Design Standards, 15.24</a>	"Minimize vehicle/vehicle conflicts at driveways by creating shared access points for houses fronting on-high volume streets."
		<a href="#">SMAQMD Recommended Guidance for Land Use Emission Reductions v2.5, 2010</a> <a href="#">Sacramento County Countywide Design Guidelines 2015, Single-Family 2.2.1</a>	"Block perimeter (the sum of the measurement of the length of all block sides) is limited to no more than 1,350 feet."  "Block lengths should be no more than 500 feet."

		<a href="#">City of Sacramento 2035 General Plan, LU 2.7.6</a>	"The City shall require new development and reuse and reinvestment projects to create walkable, pedestrian-scaled blocks, publicly accessible mid-block and alley pedestrian routes where appropriate, and sidewalks appropriately scaled for the anticipated pedestrian use."
		<a href="#">City of Sacramento 2035 General Plan, LU 4.1.4</a>	"The City shall require all new neighborhoods to be designed with traditional grid block sizes."
	Grid or modified-grid street pattern.	<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"Residential neighborhoods should have a variety of housing types in a grid or modified grid street pattern to enhance walkability and connectivity. Block lengths should be 500 feet or less. Blocks of greater than 500 feet should have mid-block crosswalks and pass-throughs."
		<a href="#">City of Sacramento 2035 General Plan, M 1.3.1</a>	"To promote efficient travel for all modes, the City shall require all new residential, commercial, or mixed-use development that proposes or is required to construct or extend streets to develop a transportation network that is well-connected, both internally and to off-site networks preferably with a grid or modified grid-form."
Connectivity	Prevalent and convenient connections to destinations within the project site.	<a href="#">LEED ND v4, 2017</a>	Internal connectivity – Required: "Design and build the project such that its internal connectivity is at least 140 intersections per square mile (54 intersections per square kilometer)."  Credits: "Locate or design the project such that its internal connectivity falls within one of the ranges (300-400 or >400 intersections per square mile) listed in Table 1."
	Prevalent and convenient connections to major destinations external to project site.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design, Connectivity and Circulation</a>	"Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors."
		<a href="#">LEED ND v4, 2017</a>	External connectivity - Required: "Locate and/or design the project such that a through-connection (of the circulation network) intersects the adjacent portion of the project boundary at least every 600 feet (180 meters) on average and at least every 800 feet (245 meters), connecting it with an existing circulation network outside the project; nonmotorized through-connections of the circulation network may count for no more than 20% of the total."  Credits: "Design or locate the project such that a through-connection (of the circulation network) intersects or terminates at the project boundary at least every 400 feet (122 meters) or at existing abutting intervals and intersections of the circulation network, whichever is the shorter distance."
	Cul-de-sacs longer than 200 feet or within blocks larger than 6 acres or adjacent to open space, trails or major streets provide a pedestrian and/or bike through connection.	<a href="#">Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.1</a>	"Cul-de-sacs that side on to through streets or greenbelts should provide pedestrian access to connect to the adjacent through street. "Live-end" cul-de-sac design should be used to complement these areas and can include landscaping and benches."
	Large blocks and gated communities have mid-block public walkways that connect the two longer sides, creating pedestrian blocks no larger than 6 acres.	<a href="#">City of Sacramento 2035 General Plan, NN.LU 1.14</a>	"High-density residential projects in excess of 200 units and 8 acres must create multiple apartment complexes separated by a local street or other linkage."
		<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"Residential neighborhoods should have a variety of housing types in a grid or modified grid street pattern to enhance walkability and connectivity. Block lengths should be 500 feet or less. Blocks of greater than 500 feet should have mid-block crosswalks and pass-throughs."
Streets	Streets are Complete Streets, with detached sidewalks, street trees and traffic calming.	<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"Streets that are main routes to neighborhood focal points such as schools and parks shall be "complete streets" with safe access for all users, including pedestrians (sidewalks), cyclists (bike lanes), transit and vehicles. Complete street landscaping shall include trees to provide shading and enhance the users experience while contributing to improving air quality and the surrounding environment."  "Complete street landscaping shall include trees to provide shading and enhance the users experience while contributing to improving air quality and the surrounding environment."
	Sidewalks are detached, at least 5-feet wide but at least 8-feet wide adjacent to schools and	<a href="#">City of Sacramento Street Design Standards, 2009</a>	"The planter width may only be reduced or the planter removed to meet residential densities or to conform to existing street right-of-way if approved"



	other major pedestrian generators, and on both sides of the street.		"Sidewalk widths are to be a minimum 5 feet wide for all street classifications except arterials, where sidewalks are to be a minimum 6 feet wide."
		<a href="#">Sacramento County Street Standards, 2009</a>	"All school developments shall have 8-foot wide sidewalks along all frontages."
		<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design</a>	"Per the Pedestrian Design Guidelines, all sidewalks shall be designed and maintained at a minimum width of: 5 feet where the sidewalk is separated from the roadway, 7 feet where the sidewalk is not separated from the roadway, 8 feet in front of schools, universities, hospitals, and commercial and mixed-use development."
	Sidewalks are well shaded by trees in the landscape planter and within the house setback.	<a href="#">City of Rancho Cordova Municipal Code 22.110.055 B.2</a>	"Trees shall be planted in such a manner as to buffer the pedestrians from the automobile traffic and to provide a "tree canopy" that will shade the pedestrians from Rancho Cordova's extreme summer climate."
		City of Rancho Cordova Rio Del Oro Parcel 67 Conditions of Approval, 2017	"Yards along attached sidewalks shall include a large or medium scale size tree, whichever feasibly provides more canopy, as listed within the Rio Del Oro Specific Plan/Design Guidelines and as recommended by the Sacramento Tree Foundation Greenprint Tree Guide."
		<a href="#">Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.4.1.A</a>	"Provide street trees in the front and side street yards of residential lots, consistent with Section 5.2.4.C of the Zoning Code."
	Pedestrian crossings are no more than 600 feet apart and are illuminated at both ends.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation</a>	"The City encourages the use of mid-block crossings where the block length is more than 600 feet."
		<a href="#">Informational Report on Lighting Design for Midblock Crosswalks, FHWA 2008</a>	"Note that for roadways that have traffic traveling in both directions, particularly those without a center median, two luminaires are required, located on either side of the road and placed prior to the crosswalk from the drivers' perspective."
	Pedestrian crossing distances are minimized.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design Connectivity and Circulation</a>	"Consider the use of traffic calming designs and features that reduce the length/distance of pedestrian street crossings (i.e. bulbouts, bollards, etc.)"
	Traffic calming is implemented on longer blocks and wider streets.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design Connectivity and Circulation</a>	"Consider including traffic calming devices as part of the overall circulation design, such as: Bulb-outs at intersections; Decreased turning radii at corners; Traffic circles and roundabouts; Raised crosswalks and/or crosswalks made of materials or colored differently than the roadway; Landscaped medians for wider streets."
	Sound walls are avoided or include openings for pedestrians at least every 600 feet.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Streetscape</a>	"Soundwalls are highly discouraged and may only be used where the impact to residential development from roadway noise cannot be otherwise successfully mitigated. Soundwalls shall be articulated to include cutouts or other openings that allow pedestrians to pass from the development to the public right-of-way. Landscaping that softens the visual impact of the wall shall be provided between the soundwall and the sidewalk."
		<a href="#">Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.1</a>	"Street patterns that create long uninterrupted sound walls should be avoided."
Common Areas	Common areas that include signs or symbols that identify the community are provided at neighborhood entries.	<a href="#">Sacramento County Countywide Design Guidelines, 2015, Single-Family 2.2.3</a>	"Common lots intended for entry features should include sufficient space to accommodate an organized landscape theme and other improvements such as theme walls, signage, water features, public art, pedestrian amenities such as seating or enhanced walkways/trellis features, and lighting."
		<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design</a>	"Pedestrians have a sense of ownership over the designated public gathering places of the site."
	Common areas are easily accessible by residents.	<a href="#">City of Rancho Cordova Design Guidelines, Community Design, Site Design</a>	"Pedestrians should have a sense of ownership over the public realm portions of the site through their access to the site elements."
		<a href="#">City of Sacramento 2035 General Plan, LU 4.5.4</a>	"The City shall encourage all parts of new neighborhoods to be within ½-mile of a central gathering place that is located on a collector or minor arterial and that includes public space, shopping areas, access to transit, and community-supportive facilities and services."
Walls and Fences	Walls between adjacent land uses have pedestrian/bicycle openings.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Connectivity and Circulation</a>	"Development should minimize the use of walls or other barriers that limit the connections between uses."

	Walls and fences are setback from sidewalks.	<a href="#">Highway Capacity Manual</a>	Minimum setbacks of 1.5 feet if a fence or low wall is present, 2.0 feet if a building is present, 3.0 feet if a window display is present, and 0.0 feet otherwise recommended for effective utilization of sidewalk width.
	Walls and fences do not block surveillance of sidewalks, bike paths, and bike lanes.	<a href="#">Sacramento County Zoning Code 5.2.5.B</a>	"Front Yards. Fences in the front yard in RD zones shall be limited to: a. Solid walls or fences as defined in Chapter 7 not exceeding three (3) feet, b. Fences constructed of chain link or similar woven wire materials, not exceeding four (4) feet, or c. Open fencing not exceeding seven (7) feet. Fences exceeding these heights up to seven (7) feet may be allowed with the issuance of a MUP."
	Sight lines are not obstructed by walls and/or fences near driveways, corners and mid-block crossings.	<a href="#">City of Rancho Cordova Municipal Code 23.731</a>	"The purpose of this chapter is to regulate the height and location of fences, walls, and screening to provide light, air, and privacy without obstructing views, to establish buffers between certain land uses, and to safeguard against visual obstructions at street intersections and/or driveway locations."
Parks and Open Space	Parks are within walking distance of all houses.	<a href="#">City of Sacramento 2035 General Plan, NN.LU 1.7</a>	"The City shall ensure that at least 80 percent of the dwelling units are within 880 feet of open space."
		<a href="#">Sacramento County countywide Design Guidelines, Village Centers/Mixed-Use, 6.2.6</a>	"To encourage sufficient usage, parks and open space should be strategically located in or near residential areas and commercial districts and be accessible via roadways, transit routes, and off-road pedestrian and bicycle trails and paseos (walkways)."
	Parks and schools share property lines and shared-use agreement between park district and school district is executed.	<a href="#">Sacramento County Countywide Design Guidelines, New Communities 7.4.4</a>	"For the convenience of its residents and to encourage pedestrian and bicycle activity, residential neighborhoods should include neighborhood parks and schools that are located together or separately in central locations, with safe pedestrian and bicycle access."
	Provide space and/or facilities for community gardening.	<a href="#">City of Rancho Cordova Citywide Design Guidelines, Community Design, Site Design, Public Spaces and Amenities</a>	"Every project shall be designed with one or more outdoor gathering places. The size and scale of such places shall be appropriate to the type and use of each particular development and could include the following: Outdoor seating and public plazas; Amphitheatre; Interactive water feature; Community garden; Other features that meet the intent of this provision."