

CITY OF RANCHO CORDOVA

DESIGN GUIDELINES

PROVISIONS FOR A QUALITY COMMUNITY

SEPTEMBER 6, 2005



ADOPTED

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CHAPTER 1

INTRODUCTION

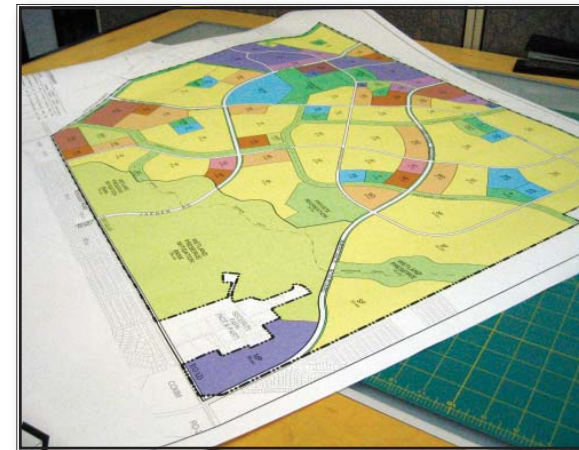
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PURPOSE, INTENT, AND APPLICABILITY

Rancho Cordova Design Guidelines contained herein are intended to implement the City's Vision for quality projects that enhance the character of the community, as outlined in the City's General Plan. Details of the City's Vision are described in this chapter, along with the City's four Design Goals. These Design Guidelines are intended to provide design professionals, property owners, residents, staff, and decision-makers with a clear and common understanding of the City's expectations for the planning, design and review of development proposals in Rancho Cordova.

Generally, these guidelines will apply to all new development within the City, as well as qualifying modifications to existing development. Provisions herein are based on development type, rather than zoning designation and will serve to supplement the minimum development standards in the City's Zoning Code. Where the existing zoning provisions do not allow the development type or design flexibility preferred by the City, staff will propose corresponding amendments to the Zoning Code to ensure the desired result.





ORGANIZATION AND USE

This document is organized into different chapters based primarily on project type. Chapter 2 (Community Design) provides an overview of general site and architectural design provisions applicable to all types of development throughout the City. Subsequent chapters represent a more specific category of development types consistent with the new mixed-use designations and City Building Blocks concept (neighborhoods, villages, and districts) in the City’s General Plan. Chapters 3 through 7 will serve to supplement the design provisions in Chapter 2 depending upon the type of development project. Specifically, guidelines are organized into the following chapters:

CHAPTER 1 INTRODUCTION

This chapter describes the purpose, intent, applicability, organization, and use of the Design Guidelines. It also includes the vision of the City and the four Citywide Design Goals that the guidelines and standards support and implement.

CHAPTER 2 COMMUNITY DESIGN

This chapter includes the vision for the city and community design goals for an integrated community framework, a mix of uses, project identity, and development that is pedestrian friendly and respects the context of the existing environment. This Chapter establishes general design guidelines for all development within the City, from large master planned communities to small in-fill sites of all types.



CHAPTER 3 COMMERCIAL AND COMMERCIAL MIXED USE CENTERS

This chapter addresses projects that are entirely commercial, as well as mixed-use projects that are predominantly commercial. The scale of projects can range from an individual single-use building to a multi-story, multi-building mixed use development. Design provisions for a wide range of *Village* and *Town Centers* are included in this Chapter. Centers are the gathering places that serve as the core of activity for the villages and districts they serve. This Chapter applies to lands designated as Commercial Mixed Use or any *Village*, *Town*, or *Transit-Oriented Center* destination on the City's General Plan land use map and to other sites that meet the criteria for each particular center type.

CHAPTER 4 OFFICE AND OFFICE MIXED-USE

In keeping with smart grown principles for compact development and a mix of uses, the City has established new land use designations that allow increased opportunities for integrating land uses both vertically and horizontally. Office and Office Mixed-Use designations allow a mix of land uses to occur on a project site or allow a project to be developed exclusively for office use. This chapter applies to lands designated for office mixed use on the City's General Plan Land Use Map and to other sites determined by the City Council to be appropriate for the land use designation.

CHAPTER 5 RESIDENTIAL (SINGLE-FAMILY DETACHED, SINGLE-FAMILY ATTACHED, MULTI-FAMILY, AND RESIDENTIAL MIXED USE)

This chapter establishes design guidelines for a wide range of housing types and densities throughout the City. Provisions are intended to encourage unique neighborhood development patterns and home designs that create neighborhood identity and enhance the character of the community. Design provisions also address residential mixed use with supporting office and/or retail uses in conjunction with the predominant residential use. This chapter applies to all residential properties throughout the City with subcategories based on the proposed housing type, including Residential Mixed Use..

CHAPTER 6 COMMUNITY FACILITIES

This chapter applies to educational, cultural, protective, governmental, and other uses strongly vested with public or social importance. As such, guidelines herein are intended to ensure that community facilities are compatible with their surroundings and that they are inviting places that contribute to the character of the particular neighborhood and to the community as a whole. This chapter applies to use type, rather than to specific designation on the General Plan land use or Zoning Map as this type of facility is compatible with most land use designations in the City. Guidelines include provisions for those facilities with a local and regional focus.

CHAPTER 7 INDUSTRIAL

This chapter establishes objectives and guidelines for light and heavy industrial uses throughout the City. Provisions herein recognize the unique characteristics and limited client base for this use type. As such, guidelines focus on key provisions to ensure compatibility with surrounding uses and general building design. This Chapter applies to property designated for industrial use on the City's General Plan land use map.

Each of the chapters listed above is organized into the following sections:

- Purpose;
- Organization;
- Applicability and Use Types;
- Site Design Standards and Guidelines; and
- Architectural Standards and Guidelines.

The Site and Architecture Sections are structured with a design objective and corresponding description, followed by design guidelines and in some cases design standards intended to ensure implementation of the specified design objective. Guidelines are listed in the form of recommended/encouraged provisions, specific solutions, design targets through representative sample, or a menu of design solutions from which to choose. This approach results in a greater

measure of predictability to the Design Review process, while maintaining flexibility and the option for creative design solutions. Design standards are intended to reference existing development standards of the Zoning Code or to identify new standards proposed where a single design solution is desired to achieve the design objective. Staff will ensure necessary Zoning Code amendments are processed in conjunction with the City's action on the Design Guidelines.

The Design Guidelines shall be used in conjunction with other documents adopted by the City that contain goals, development parameters, and more specific regulations relative to a particular type of development. In other words, development projects shall also comply with applicable provisions of the City's Interim General Plan and Zoning Code, applicable sections of the Municipal Code, Specific Plans, Special Planning Areas, and other adopted standards or plans (e.g., street standards, traffic calming guidelines, bikeway master plan). Except as otherwise vested, development projects shall comply with the current version of all adopted plans and policies at such time development is formally requested. Specifically, projects shall comply with the standards as outlined below:

- Roadway, bike trail, and bike lane standards (both City and Caltrans)
- ADA accessibility and design criteria
- Bicycle and vehicular parking requirements for number of spaces, lot design, and landscaping and screening
- The design and placement of transit stops as coordinated and specified by the transit provider (i.e. Regional Transit)
- Location and improvements for driveways

The appendix includes a glossary describing the terms and phrases used in these Design Guidelines. Terms and phrases described in the glossary are italicized throughout the guidelines. It also includes checklists for project review and evaluation and examples of streetscape furniture, a feature of development that the City encourages for all new projects.

The following table identifies which chapters of the Design Guidelines are applicable (“X”) to each design related planning and land use entitlement under the City’s jurisdiction. Again, Chapter 2 (Community Design) provides general guidelines applicable to all types of development projects within the City. Subsequent Chapters provide additional design guidance for individual project types (in addition to the design provisions of Chapter 2).

PLANNING ENTITLEMENT	APPLICABLE DESIGN GUIDELINE CHAPTER					
	CHAPTER 2 COMMUNITY DESIGN	CHAPTER 3 COMMERCIAL AND MIXED USE CENTERS	CHAPTER 4 OFFICE AND OFFICE MIXED-USE	CHAPTER 5 RESIDENTIAL	CHAPTER 6 COMMUNITY FACILITY	CHAPTER 7 INDUSTRIAL
Specific Plan/SPA	X	*	*	*	*	*
Subdivision Map	X					
Design Review:						
SF Master Home Plan	X			X		
Multi-family	X			X		
Residential mixed use	X		X			
Commercial/mixed use	X		X			
Town Center mixed use	X	X				
Office/mixed-use	X		X			
Public/quasi-public	X				X	
Industrial (light/heavy)	X					X

* IF APPLICABLE TO PROPOSED PROJECT

BUILDING A CITY THROUGH COMMUNITY DESIGN

A VISION FOR THE COMMUNITY

Rancho Cordova seeks change in its existing land use and development pattern and strives to become a first-class city in a first-class region. As the City grows and matures, it will become a city that is easy to get around. A wide variety of travel will be available, from light rail to personal vehicles to bicycling and walking. Traffic will be reduced, and drivers will find it easy to reach destinations in Rancho Cordova and outside the city.

People will feel safe working, living, and playing in the community. Young people will have many options for activities, providing safe, healthy alternatives to crime and gang activity.

The City will have an identifiable look and feel. You will know immediately that you are in Rancho Cordova—the quality of the built environment, the character of the neighborhoods, and the dynamics of the city’s public spaces will be a draw for persons throughout the region.

Rancho Cordova will be a city full of open spaces and opportunities for exercise and recreation. Trails and open spaces will be integrated into the City’s neighborhoods, linking people with shopping areas, public areas, and with other people. Civic gathering places will be focuses of activity, places where the community comes together to meet, to hear music and see plays, and to experience other cultures. Schools and parks will be integral parts of the community, providing additional opportunities for recreation, arts, or just peace and quiet.

Rancho Cordova will be a multi-cultural city that recognizes and celebrates the many cultures that make up its neighborhoods. The city’s public spaces and commercial areas will be important places for making connections with the people, foods, and ideas of other cultures and nationalities.



The City will be an exciting place for residents of all ages. The City’s population will be older than it is today; with more maturing households, and the City will respond by providing a wider range of housing opportunities.

Rancho Cordova will have an identifiable downtown—a place where people gather to work, shop, enjoy a meal, and take part in civic and cultural events. Everyone will know where the downtown is, and the downtown will be a place that helps bring together the city’s residents.

BUILDING BLOCKS OF THE CITY

As described in the City’s General Plan, the Building Blocks of the City are Neighborhoods, Villages, and Districts/Town Centers. Neighborhoods are walkable residential areas with approx 1/3-mile radius served by a neighborhood center. A series of three to four neighborhoods comprise a Village with a mix of residential dwelling types, including the single-family areas found in the Neighborhoods and multifamily development near the center. Residents will shop for daily goods and services in pedestrian oriented Village Centers that are spaced 1½ to 2 miles apart. Entertainment and long-term retail and service needs will be satisfied by the Town Centers that serve an area of three to four Villages (a District). New development and modifications to existing development will be in keeping with this building block concept as expressed in the City’s General Plan.

CITYWIDE DESIGN GOALS

The City’s has established the following overall goals for development within its boundaries. The objectives, standards, and guidelines provided in the subsequent section are intended to encourage, promote, and require good, high-quality, pedestrian-oriented development while allowing flexibility in the design solutions. It is the intent of the City to manage its destiny, avoid the pitfalls of other cities, and have a profound, positive, lasting impact on the quality of life within its boundaries.



THE CITYWIDE DESIGN GOALS

- The creation of an **Integrated Community Framework** based on the Building Block concepts of a system of neighborhoods, villages, and districts and a successful circulation system
- **Compact Mixed-Use Development** as a basis for community design and character with more dense and intense mixed-use development in specified core areas
- Establish **Project Identity** by respecting the existing environment and community history and designing projects to be smart, vibrant developments that contribute to the enhanced character of Rancho Cordova
- **Pedestrian-Oriented Development** that is successful and attractive to residents and visitors of the City

INTEGRATED COMMUNITY FRAMEWORK

The future of Rancho Cordova shall be based on an integrated network of Neighborhoods, Villages, and Districts. These are the building blocks of the City and are critical components that set the stage for how the City will function. They are pedestrian-oriented communities with integrated uses and functions, connected by a vast, efficient, community oriented circulation and transit system. Included in this system are bikeways, pedestrian-oriented streetscapes, and a world-class transit system that moves people efficiently around the community and the region.

In Rancho Cordova, people will have the opportunity to walk from their homes to the local bus stop and ride transit to and from work. They will be able to walk to the neighborhood market for essential, daily goods and services, if they wish. Parks, schools, and other community assets are built into the neighborhood and are scaled and designed as active neighborhood centers that attract residents and allow neighbors to interact on a personal level.



COMPACT MIXED-USE DEVELOPMENT

Rancho Cordova will develop and redevelop as a City formed by compact, mixed-use, urban development. The first step in this process is the densification and mixing of uses as outlined in the City's General Plan. Individual uses should relate to one another, whether integrated vertically, located next door, across the street, or across town. The City shall be designed using the City Building Blocks concept of Neighborhoods, Villages, and Districts. Different uses satisfy different niches in the community and should connect together through their placement, relationship, and integration. High-intensity uses typically function better along major corridors and near other high-intensity uses, whereas lower-intensity uses are fundamentally different and necessitate a difference in circulation types, neighbors, and overall scale.

Second, the character of development should lend itself to the urban form. The areas between buildings are inviting and attractive public spaces with a rich diversity of uses and activities. Landscaping and lighting complement the built form, accentuating the detailing of the architecture.

PROJECT IDENTITY

Individual projects of any scale, whether a small infill project or a large master planned community, contribute to the overall character of the City. Each project should have an identifiable identity that connects it to the City and/or district within which it is located. Rancho Cordova contains many unique and priceless natural features and habitats that contribute to the overall quality and character of the community that should be incorporated into projects as a way to achieve project identity (i.e. trails, open space corridors, preserve areas). Development should also respect and reflect the history of the community. Whether it is aviation and aerospace, farming, mining, the pony express, or recognizing important people in the community's history, development should connect the site user to the history of the community.





PEDESTRIAN ORIENTED DEVELOPMENT

Rancho Cordova will be a walkable, pedestrian-oriented city. Development will be oriented and scaled towards the pedestrian user. Pedestrians will be safely separated from vehicular traffic. Plazas, parks, courtyards, and other open space amenities will invite and welcome the pedestrian throughout the City. Dynamic links and connections will be created between the built environment and the pedestrian – bonds that will transcend the physical realm and establish a strong, emotional sense of place with the user.





INTRODUCTION



CHAPTER 2

COMMUNITY DESIGN

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PURPOSE

Every individual development within the City contributes to the overall character, quality, and uniqueness of the community, either positively or negatively, based upon the mass, form, features, and function of the development. The City recognizes this fact and is establishing the following general design standards and guidelines for all new development and redevelopment within its boundaries.

The provisions of this section, as with all subsequent sections, implement the vision of the City General Plan and the four Citywide Design Goals listed below and described in the introduction chapter of this document:

THE CITYWIDE DESIGN GOALS

- The creation of an **Integrated Community Framework** based on the Building Block concepts of a system of neighborhoods, villages, and districts and a successful circulation system
- **Compact Mixed-Use Development** as a basis for community design and character with more dense and intense mixed-use development in specified core areas
- Establish **Project Identity** by respecting the existing environment and community history and designing projects to be smart, vibrant developments that contribute to the enhanced character of Rancho Cordova
- **Pedestrian-Oriented Development** that is successful and attractive to residents and visitors of the City



ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections: Site Design; and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each subcategory has one or more related design objectives. This design objective states what the community wants to achieve. Illustrations and photos provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

APPLICABILITY

The provisions of this chapter are applicable to all new development and the redevelopment of existing property within the City, regardless of development type. Subsequent chapters of these Guidelines include additional design provisions applicable only to that particular development type. For example, those provisions lend more detail and specificity to those provided herein.



SITE DESIGN

Intent – Create individual projects that help contribute to the overall dynamic and unique character of the City of Rancho Cordova through site design. Development, based upon the principles of the Building Blocks concept is organized on a modified grid street system that connects all areas of the City. Most buildings are located near the street or the sidewalk along the street, creating pedestrian-oriented streetscapes that are inviting places to live, work, and visit.

The Site Design section features the following categories:

- Sense of Place and Community Identity
- Connectivity and Circulation
- Building Placement and Orientation
- Public Spaces and Pedestrian Amenities
- Parks and Open Spaces
- Landscaping
- Streetscape
- Parking
- Screening and Service Areas
- SafeScape
- Sustainable Development
- Art in Public Places
- Lighting
- Signs



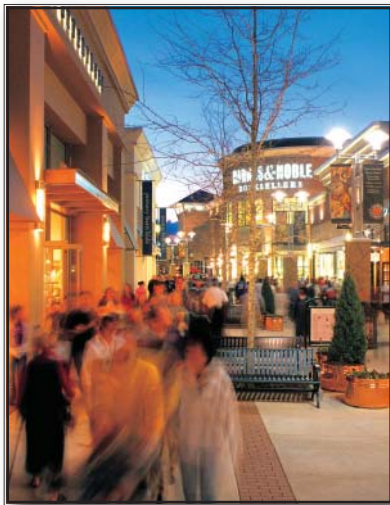
SITE DESIGN > SENSE OF PLACE AND COMMUNITY IDENTITY

DESIGN OBJECTIVE

The design of the site should contribute to an overall sense of place that the user can relate to and remember.

DESCRIPTION

Every individual site should be anchored into the greater context of the City. Each project should be designed with unique character that contributes to the formation of a new identity for the City of Rancho Cordova as a



Do This: This commercial shopping area has a sense of place, with its light fixtures, banners, landscape treatments, and unique building design and architectural detailing (Courtesy LPA).

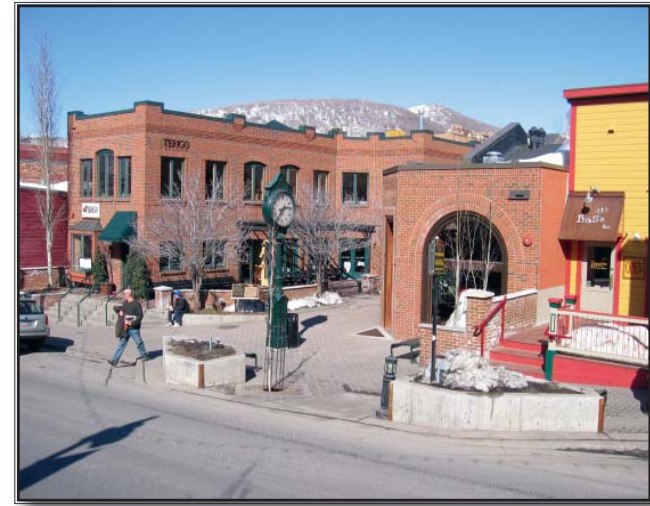


Don't Do This: Commercial center in Elk Grove, California. The site is developed with corporate architecture for its pad building that does not match with the overall style and character of the development. This does not help achieve a sense of place for the site.

memorable place. Buildings should be designed to physically frame and define the street and public spaces with interesting, quality architecture. Establishing a new identity for the City is important to Rancho Cordova residents and other stakeholders. This can be achieved through the redevelopment of existing areas of the City and the development of new areas that both promote the idea of pedestrian oriented development, human scale, and placemaking within the overall framework for the community. Development should help establish Rancho Cordova as a premier **PLACE** within the greater region where people come to live, work, and play.

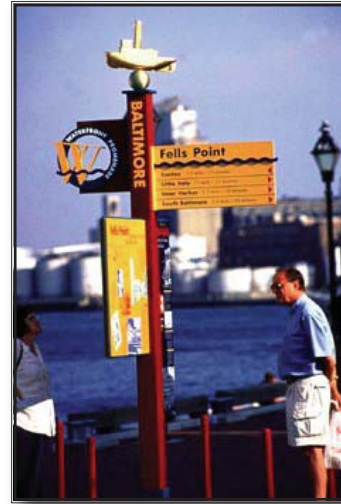
DESIGN GUIDELINES

1. Design a formal structure for the site that implies a sense of order and orientation. Use building placement and orientation to create unique public spaces and clear patterns of circulation (wayfinding) within the site and connect to the surrounding community. Larger buildings should visually anchor smaller ones to the site.
2. Use proportions in building mass and detail elements (i.e. pedestrian features, landscaping, hardscape, etc.) to form the spaces between buildings.



A plaza in Park City, Utah. The site includes a clock tower that acts as a landmark. The buildings frame the plaza space against the street and, along with the use of windows, open the site to the street and pedestrians walking by. The signage along the building is unique and does not detract from the architecture. A historical marker is included to connect the user to the site history.

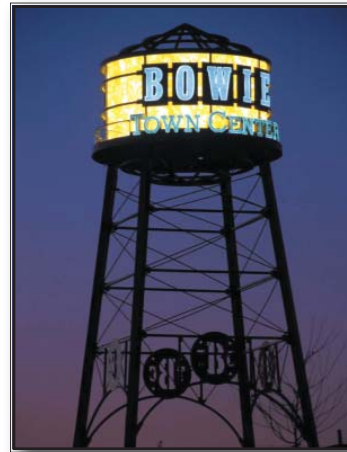
3. Create a sense of meaning for the project through design that relates and contributes to the district and City. Establish project identity through the use of common architectural features, detailing and style, pedestrian/street furniture, lighting, signage, landscaping, or other such concepts. Use symbols, signs, public art, or architectural elements to create legibility for the site. Consider including a landmark as part of the project design (i.e. tower, water feature, public art, etc.). Projects should establish themes that build upon the significant history of the City, such as Folsom Boulevard, Mather Field, vineyards, aerospace, the gold rush, etc.



This sign from Fells Point, a waterfront development in Baltimore, Maryland, includes design features such as a boat and ocean waves that connect it to the waterfront. It also contains information that describes the history of the site. Ideas like this help to build project identity and link the development to the history of the site and community. (Courtesy LPA)

4. 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;
- Using large, untinted windows to allow views into and out from buildings;
- Other solutions as appropriate.



This water tower feature at the Bowie Town Center sets the theme of the character of the center. It also acts as a landmark for the surrounding community. (Courtesy LPA)

5. Project signage should not dominate the streetscape and shall be designed as follows:
- For residential subdivisions (i.e. neighborhoods), sign design and materials used should relate to the residential character of the area and be integrated into a landscape area.
 - For non-residential and mixed-use projects, the signage should be in keeping with the architectural character of the project and should be integrated into the overall site design.

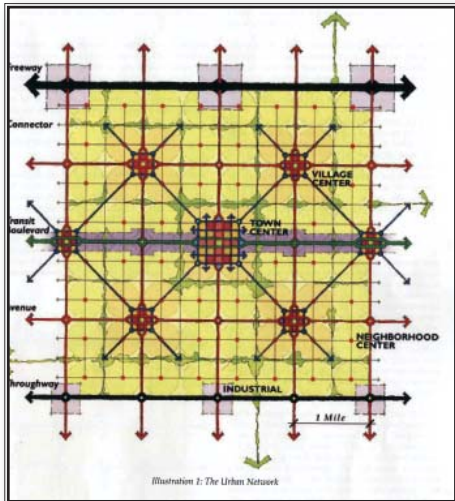
SITE DESIGN > CONNECTIVITY AND CIRCULATION

DESIGN OBJECTIVE

Develop pedestrian oriented communities that are connected by a vast, efficient, community-oriented circulation and transit system. Smart growth principles of a street network with a wide variety of street widths, rather than a few large or very large streets that neglect or ignore the pedestrian.

DESCRIPTION

All development within the City shall be pedestrian friendly, but will allow for other forms of mobility that are efficient and connect to all parts of the community. This includes vehicular circulation, transit, and bike and walking trails. Public roadways will be scaled in width and capacity to meet their ultimate demand and satisfy the City's

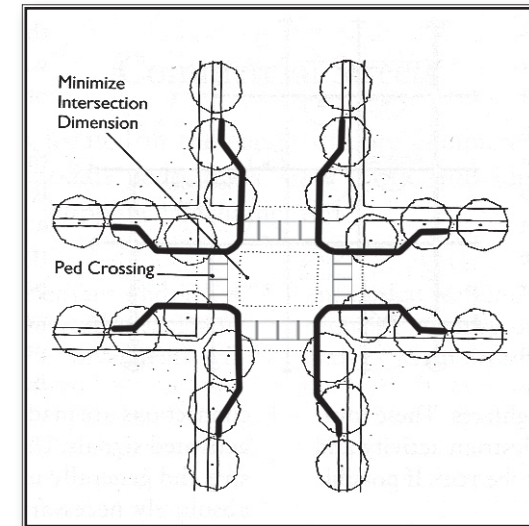


Do This: Conceptual illustration of the interrelationship and interconnectedness of neighborhood, village, and town centers. The community is based on a grid system the provides connectivity of uses, streets, and center. (Courtesy LPA)



Don't Do This: Conventional cul-de-sac development with a curvilinear street system that disconnects individual residents and prohibits easy navigation of the subdivision.

preferred Level of Service standards. The overall City roadway system will be based on a modified grid system, as opposed to a standard, conventional curvilinear street system made up of winding streets and cul-de-sacs. The system of four-lane secondary roads spaced approximately a half mile apart (and two-lane connector roads spaced approximately one-quarter mile apart in urban areas) will provide more route options for drivers and reduce the number and frequency of major roadways. The intent is to provide adequate circulation capabilities for vehicular modes while still having roadways that are sized to be inviting to pedestrians. Neighborhoods should be designed with an interconnected street system that will blend well into the existing street system, diffuse traffic within the neighborhood, and improve vehicle circulation to and through the site (e.g. extension of the existing street separations and network minimizing barriers between neighborhoods, local hierarchy of roads). Public trails will connect developed areas together and with the natural environment. Additional modes of travel, such as transit, will be promoted and widely available to all residents and visitors.



Minimize the distance pedestrians must walk to cross streets by incorporating bulbouts or other features that narrow the length of the crosswalk and slow vehicles by tightening turning radius. (Courtesy LPA)

DESIGN GUIDELINES

1. If applicable, provide a hierarchy of streets consistent with the City's Circulation Plan that contribute to the idea of way finding.
2. New development should be based on a grid or a modified grid system. A modified grid system is one where streets are curved slightly to produce the illusion of varied setbacks while maintaining the integrated grid pattern. This also narrows the line-of-sight for drivers and encourages them to slow down.

3. The use of cul-de-sacs is highly discouraged and should only be considered where natural impediments prevent vehicular connections to be made. Where cul-de-sacs are used, they shall provide pedestrian connections to neighboring developments or the City's regional trail system.

4. The City discourages project design that includes new six lane roadways. Rather, the City encourages the spacing of major roadways at approximate one-mile increments and secondary (connector) roads at half-mile increments consistent with the City's Circulation Plan. The City also encourages local street networks to incorporate a system of two-lane connectors at approximately one-mile spacing for improved connectivity and livable connector roadway design.

5. Where new roadways are being developed, the preferred maximum block length is less than 600 feet. Between 600 and 800 feet in length is acceptable, but more than 800 feet is not acceptable. The City encourages the use of mid-block crossings where the block length is more than 600 feet.

6. Provide trails and other natural pedestrian corridors as integral parts of the development.



Example of a mid-block crossing in San Luis Obispo, California. The crossing features special paving, paint striping, a bulging of the sidewalk to narrow the street, and special lighting in the street that flashes when pedestrians are in the crossing.



The Higgins Marketplace in Nevada County, California features a pedestrian trail that connects with both the site's internal circulation system and the crosswalks at the intersection. It promotes pedestrian activity in and around the village center.

7. Include dedicated bike paths for riders that allow them to travel around all developed areas of the City and connect to regional trail systems.
8. 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.



A mid-block crossing in the Pearl District of Portland, Oregon. The crosswalk leads to a park in the middle of the next block that draws pedestrians.

SITE DESIGN > CONNECTIVITY AND CIRCULATION > VEHICULAR

DESIGN OBJECTIVE

Develop an on-site vehicular circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and creates environments that are safe for pedestrians, bicycles, and cars.

DESCRIPTION

Vehicles should be able to easily move about a site in a clear and orderly fashion. The design of access and circulation on project sites should blend well with the existing framework and the surrounding neighborhood.



Do This: This Village Center in El Dorado County, California has a clear hierarchy of circulation. Vehicles can easily move from the street to the internal drive aisles, to the parking areas. Pedestrian areas are clearly separated and delineated from vehicular areas.



Don't Do This: At this commercial center, drive aisles and entrances are not clearly identifiable. This leads to poor circulation within the site and at places where it connects with the public right-of-way.

Reduce the potential conflicts between vehicles and pedestrians and at points where vehicles enter or exit the public circulation system.

DESIGN GUIDELINES

1. Circulation systems shall be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic. Development should be based on the street grid “Main Street” concept that allows for on-street parking in front of buildings, provides meaningful pedestrian areas in front of shop fronts and businesses, and parking consolidated behind, under, or within the building.
2. Where parking fields are used, they shall be designed with features that buffer opposing modes from one another to create a safe environment, such as:
 - Pedestrian paths separated from the roadway by a change in grade and/or landscaping;
 - Changes in paving type and/or color;
 - Special signage directing traffic and alerting drivers to potential conflicts.
3. Service and loading functions shall be integrated into the circulation pattern in a manner that minimizes conflicts with vehicles and pedestrians.



At Santana Row, San Jose, California, the internal circulation system is actually part of the City circulation system, functioning as a logical extension of the system. It includes on-street parking for easy access to shops and restaurants. Pedestrians are separated from the right-of-way by landscaping.

4. Redundant circulation that unnecessarily reduces the amount of site available for landscaped areas shall be minimized.
5. Circulation routes shall focus upon primary points of ingress and egress.
6. Simplify and consolidate circulation systems by:
 - Consolidating access points serving adjoining sites;
 - Minimizing curb cuts along the public streets;
 - Providing connections between adjacent development; and
 - Accessing parking from alleys or common driveways.
7. Consider using a traditional street grid within projects; replicate and/or extend the street grid of adjacent developments and neighborhoods. A grid of public streets, driveways, and pedestrian connections should be designed to accomplish the following:
 - Create smaller blocks and more walkable projects;
 - Create active sidewalk environments along streets;
 - Orient buildings along streets and public sidewalks to create a more urban environment;
 - Provide proximity and linkages between different types of development in neighborhoods and mixed-use areas.

DESIGN STANDARDS

New driveways should be sited away from or immediately opposite street intersections and the number of driveways shall be minimized, consistent with the direction of the Public Works Director, for purposes of traffic safety.

AVOID

- Excessive curb-cuts
- Service and loading driveways/alleyways facing arterial streets
- Service or loading driveways accessed from local residential streets
- Dead-end aisles

SITE DESIGN > CONNECTIVITY AND CIRCULATION > PEDESTRIAN

DESIGN OBJECTIVE

Reduce and eliminate barriers and visual impairments to pedestrian movement, making the pedestrian a priority in the design of projects.

DESCRIPTION

Pedestrian routes to and through all non-residential and mixed-use sites shall be clear and easy to recognize. Sidewalks and walkways shall be designed for continuity with safety in mind. Major streets will feature separated sidewalks with landscaping that help define the pedestrian space. Overall street scaling will promote slower speeds that, while efficiently moving vehicles around the City, will aid in the perception of pedestrian safety.



Do This: At the Natomas Marketplace in Sacramento, California, pedestrian pathways are provided from the parking areas to the commercial areas, protecting the pedestrians from potential conflicts with vehicles. The path is landscaped and lighted. Curbcuts are provided where pedestrians enter the parking field, allowing disabled people to easily navigate from the car to the pathway and store beyond.



Don't Do This: At this parking lot in Mountain View, California, the pedestrian path is at the same grade as the parking area, allowing cars to cross the pedestrian path. While the sidewalk appears ample in width and delineated with separate paving materials, this design may create a safety hazard and/or inhibit the mobility of the pedestrian.

DESIGN GUIDELINES

1. Consider the use of traffic calming designs and features that reduce the length/distance of pedestrian street crossings (i.e. bulbouts, bollards, etc.).
2. In larger vehicular parking areas, include sidewalks between rows of parking for separated pedestrian circulation to and from the activity centers.
3. Sites shall be designed such that there are few conflicts with vehicular traffic. This may be done through the use of:
 - A change of paving and special signage and lighting that clearly delineates a pedestrian crossing;
 - A grade separation between the pedestrian and vehicular realm;
 - Separation through landscaping;
 - Bollards;
 - Other forms of separation that meet the intent of this guideline;
 - Building placement that provides direct access between the sidewalk and building entrance.
4. Emphasize pedestrian access points so they do not appear hidden or perceived as afterthoughts. On-site pedestrian connections should include design cues to help demarcate the transition between public and private spaces, such as changes in
 - Colors;
 - Materials;
 - Landscaping;
 - Dimensions of the space.



This photo shows a clearly identifiable mixing of pedestrians into the vehicular portion of the site at a development in Roseville, California. A change in color and texture are used to highlight the interaction of the two modes.

DESIGN STANDARDS

1. 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.
 2. All walkways internal to the site (and not part of the public right-of-way) shall be a minimum of 6 feet in width.
 3. Illumination of walkways shall be concentrated along the pedestrian paths leading to parking areas and in the specific areas where cars are parked.
-
5. Projects shall provide continuous sidewalks/walkway system through the following techniques:
 - Provide sidewalks/walkways along all perimeter and internal streets;
 - Connect to the public sidewalk system at multiple points along each street frontage
 - Continue the trail system to the property boundary to connect to existing development or to allow future connections when adjacent properties develop;
 - Provide a continuous path from the primary entrance of all buildings to the public sidewalk system;
 - Provide minor pedestrian pathways through buildings (covered or uncovered).
 6. Create natural, easy to utilize connections between residential neighborhoods and neighborhood/village centers.
 7. Provide pedestrian amenities that increase safety and comfort as follows:
 - Include area for people to sit, relax, and watch the goings-on of the area;
 - Illuminate walkways leading to parking areas;

- Identify pedestrian routes with grade-separated pathways, use of special pavers, scored surfaces, planter strips and/or bollards;
- Provide additional sidewalk width at building entries;
- Provide weather protection along buildings and along primary walkways to building entrances (awnings, building overhangs, free-standing shelters, canopy trees over walkways, etc.).

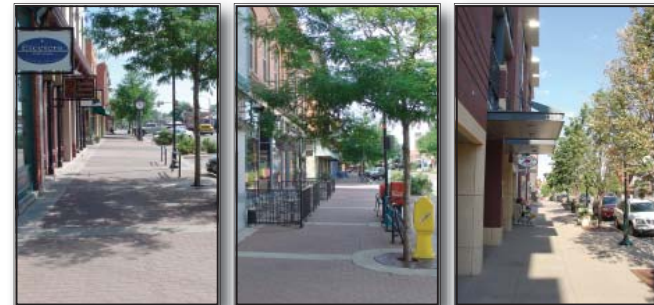
8. The City encourages the use of “urban sidewalks” along intense development (i.e. commercial uses, portions of the Downtown, etc.). The minimum width for such sidewalks is 10 to 12 feet, given the constraints of the site. Where restaurant uses provide seating along the sidewalk, the minimum width should be 15 feet to ensure adequate space for pedestrian circulation and enable comfortable seating. “Urban sidewalks” include street trees with grills between the roadway and the buildings to help define the street edge; however the sidewalk is not separated from the roadway by a planter strip.

AVOID

Obstructions that block or narrow the pedestrian way.



The pedestrian sidewalk of State Street in Santa Barbara, California. The street is an interesting and dynamic place to walk, with wide sidewalks, changes in paving texture and color, landscaping, street furniture (benches, trash cans, light fixtures, tables and chairs), and buildings that come right up to the back of the sidewalk.



The City encourages the use of urban sidewalks along intense development, such as in these examples from Ft. Collins and Denver Colorado. The sidewalks are wide to accommodate pedestrian traffic, bench seating for passers-by, and seating for sidewalk cafes. The streets are lined with trees to help create a sense of enclosure and define the street edge.

SITE DESIGN > CONNECTIVITY AND CIRCULATION > BICYCLE

DESIGN OBJECTIVE

Provide on-site amenities that promote bicycle travel into and around the site and connect the site in a clear and well-defined manner to the City's bicycle and trail system.

DESCRIPTION

Bicycle travel is a clean, efficient, healthy alternative to vehicular transportation and on-site amenities shall be provided for bicycle users that promote their use of the site. Bicycle riders should be able to ride from their homes in the surrounding neighborhoods to their *Village Center*, park, purchase the goods they need, and ride home without any significant hassle.



Do This: This street in Folsom, California includes an area specifically designated for bicycle users. It alerts drivers to the potential for cyclists sharing the roadway with vehicles, adding a layer of safety to the roadway.



Don't Do This: This street in Beaverton, Oregon has not been designed with the bicycle user in mind. Consequently, it presents an unsafe environment for the bicycle user.

DESIGN GUIDELINES

1. For new subdivisions, master planned communities, and specific plan areas, incorporate bicycle routes into the overall design of the community through the use of both on- and off-street routes and trails.
2. The project site should be connected to the Citywide bikeway system.
3. Provide a linked system of bicycle paths throughout the project site by:
 - Provide direct connections to regional bicycle system (streets with bike lanes, open spaces with bike paths, etc.);
 - Bicycle routes shall continue to the property boundary to connect to existing systems on adjacent development or to allow future connections when adjacent properties develop;
 - Provide bicycle facilities as part of roadways/driveways with painted lanes and signage or provide a separate bicycle path system.
4. Bicycle racks shall be located conveniently for the user in proximity to entrances and shall not obstruct the pedestrian right-of-way.



Bike parking area in Davis, California. The bike racks are located close to the street and next to the stores and offices for easy access. There is plenty of separation between the racks so that riders can maneuver their bikes around the parking area. Lighting is included for night access.



Bicycle parking at Orenco Station. The racks are just outside of the pedestrian path, yet close to the stores, residents, and right of way. The street lighting covers the parking area, helping with safety.


SITE DESIGN > CONNECTIVITY AND CIRCULATION > TRANSIT

DESIGN OBJECTIVE

Provide on-site facilities to accommodate transit riders and provide clear and well-defined on-site access to transit services.

DESCRIPTION

For some members of the community, transit ridership is the only mode of travel available to them. For others, it is a welcome alternative to other vehicular modes. Clean, recognizable, safe, and efficient on-site connections to transit shall be provided at all convenient locations throughout the City.

ALSO SEE 

COMMERCIAL AND
COMMERCIAL MIXED
USE CIRCULATION
PROVISIONS



Do This: This residential mixed use project in Beaverton, Oregon is integrated with the light rail stop, promoting a high level of connectivity between the uses and encouraging transit ridership. The station is lighted and landscaped to create a pleasing, safe environment.



Don't Do This: Bus shelter along a suburban road. There is no sidewalk or other pedestrian connection from the stop to the street or any adjacent uses.



DESIGN GUIDELINES

1. Increase the convenience of transit use by incorporating the following site design techniques:
 - Consider bringing public transit into project sites for convenient drop-off of clients;
 - Place transit facilities and supportive commercial uses (coffee house, news stand, etc.) in close proximity whenever possible;
 - Where possible, incorporate transit stops into attractive public spaces that act as a node between the project and the stop;
 - 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). Conflict with pedestrians arriving to sites should be minimized.

2. The City recommends the following amenities for transit stops:
 - Consider transit stops with covered and lighted shelters;
 - Develop attractive and readable signage;
 - Consider lighted transit stops and shelters for safety.

3. Transit stops shall be distinguished from the surrounding context to help create project identity or contribute to Citywide or area-wide theme and identity. This can be achieved by changes in:
 - Paving materials;
 - Larger sidewalk widths;
 - Amenities;
 - And/or shade/shelter structures.



The Fruitvale BART station and Transit Oriented Development in Oakland, California. The BART station and bus stop are integrated into the overall design of the TOD, with commercial and residential uses addressing the transit rider.





SITE DESIGN > CONNECTIVITY AND CIRCULATION > BETWEEN USES

DESIGN OBJECTIVE

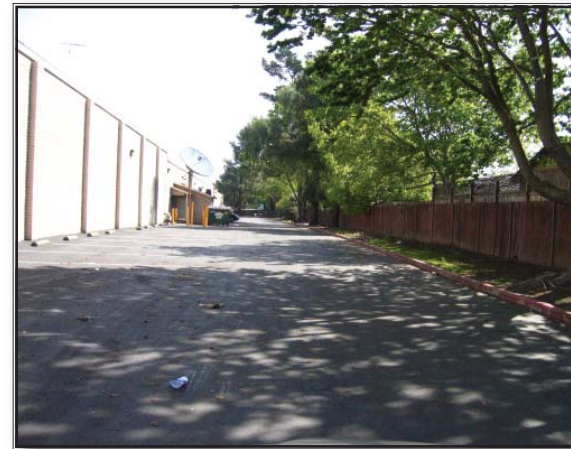
Promote connections between uses that are inviting and useable by pedestrians, vehicles, bicycles, and transit users.

DESCRIPTION

Individual uses should be connected through trails, parkways, natural open spaces, and pedestrian corridors that allow people to interact on a personal level with the built environment. These paths will help develop an overall sense of place and connect the individual neighborhoods with their villages and districts. Connections will not be



Do This: An ADA-compliant path in Folsom, California that connects a single-family residential neighborhood with the adjacent commercial center. It includes lighting and landscaping that makes it safe and pleasant to walk along.



Don't Do This: The residential area is separated from the commercial project by the fence. The uses back up to each other, precluding opportunities for synergistic connections between them. The developments are located in Sacramento, California.

edges that will define community boundaries. Rather, they will be safe, convenient community assets that link uses and weave the City's urban framework together.

DESIGN GUIDELINES

1. Include on-site pedestrian access to open space, parks, and neighboring residential and non-residential uses through the use of trails and other connectors.
2. Development should minimize the use of walls or other barriers that limit the connections between uses.
3. Create meaningful public spaces and buildings that form a dialogue between uses and promote interactions.



The pedestrian pathway connects the pedestrian pathways of the neighborhood to those of the major roadway while still limiting vehicular access. The entryway is accented with architectural features such as the stone work and trellis. Landscaping softens the corners to make them more attractive.

SITE DESIGN > CONNECTIVITY AND CIRCULATION > OPEN SPACE AND TRAILS

DESIGN OBJECTIVE

Establish a system of contiguous open space and trails throughout the City connecting to the American River Parkway and other regional trail systems.

DESCRIPTION

Contiguous open space corridors with walking, running, and bike trails will connect all areas of development within the City and will connect with the greater regional trails system. Open spaces may be improved park sites or areas of natural preservation that will preserve habitat for the many forms of wildlife that share the community. Trails will be safe, integral parts of all developed areas. Projects should be designed to embrace the open space.



Do This: This trail connects developments together. These two projects would normally be separated by the creek that runs below the bridges. (Courtesy MIG)



Don't Do This: Trails should connect together to create an unending path of travel for pedestrians and bicyclists.

DESIGN GUIDELINES

1. Projects shall connect to the City's trail and open space system in meaningful ways.
2. Where a parks district will be operating and maintaining the facilities, work with the district to establish a cohesive overall design that meets the needs of City residents while still manageable and efficient to operate.
3. All parks and trails shall be accessible to emergency personnel. Work with emergency service providers to ensure site safety.
4. 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.



Where ever possible, development should front onto open spaces, promoting the idea of “eyes on activity,” as seen at left from a development in North Natomas, Sacramento, California. When this is not feasible, development should include design solutions that allow and promote views into open spaces, such as the example at right, where the top half of the wall is wrought-iron, allowing views into the public spaces while still respecting the private spaces of the homes and yards.



5. All pedestrian walkways and trails shall be a minimum of 12 feet wide to allow public safety vehicles direct access to the walkway.
6. Pedestrian walkways and trails shall be open to the public. They may not be closed off with gates. Bollards or other similar device may be utilized, provided it meets the operational standards of emergency service providers to respond to areas along the pathway.
7. Entrances to pedestrian pathways and trails shall be clearly marked and identifiable. Where the trailhead empties onto a street, a standard vertical curb shall be used to separate the trail from the street. Parking is not allowed in front of the trailhead.
8. Landscaping along pathways and trails should be used to discourage loitering and minimize opportunities for suspects to “lie in wait” for potential victims. Consider using native plantings that, when properly maintained, provide a pleasant environment for pedestrians while still creating a safe place to visit.
9. Lighting shall be maintained along the pathway of “urban trails” (i.e. those between buildings and in dense areas of the City) at a level sufficient to make the trail and abutting landscaping visible and safer at night while not detracting from the physical and aesthetic aspects of the trail and spilling onto abutting residential uses. Light fixtures should be vandal resistant.





SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION

DESIGN OBJECTIVE

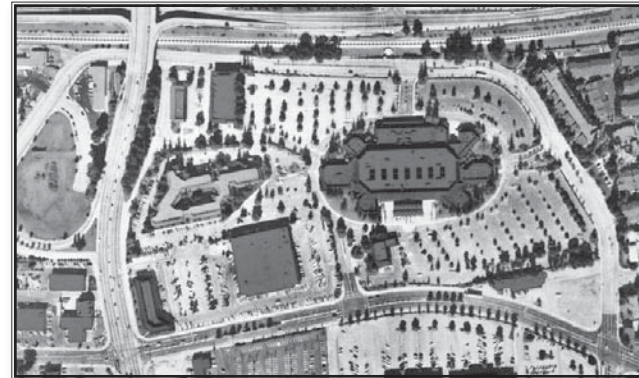
Design and construct buildings to create safe, pleasant, and active environments.

DESCRIPTION

Residential and non-residential buildings should be sited and oriented close to the street with inviting and detailed elevations to strengthen the desired image for the area. Only active building elevations with public access should



Do This: Santana Row in San Jose, California is located at the intersection of Stevens Creek Blvd. and S. Winchester Blvd., just off Interstate 880. Many of the buildings take advantage of the roadway intersections to create dynamic spaces, such as at this book store. Parking for the site is provided through on-street parking spaces or with parking structures.



Don't Do This: The original development in Mountain View, California known as The Crossings. The site was originally developed as a conventional suburban shopping mall that was set back from the roadway with a vast sea of parking around it. The site was later transformed into a mixed use residential neighborhood with connections to a regional transit system. (Courtesy CNU)

face the street. Buildings should be sited to create outdoor spaces with amenities for the pedestrian user. On corner sites, building entrances should face the intersection and “communicate” with the neighboring properties. “Main Street” site plans or development are encouraged for larger centers.

Major activity centers (such as *Village Centers*, *Town Centers*, and Commercial and Office Mixed Use) will function better along the major corridors of the City, while less intensive uses (such as single-family homes, schools, and parks) are better suited to smaller streets in a neighborhood setting. These different activity/use types should be distributed throughout the City, in both existing and undeveloped areas. This idea is a primary tenant of the Building Blocks concept – where *Neighborhood Centers* serve an area of about 200 acres, *Village Centers* are spaced 1 ½ to 2 miles apart serving approximately 10,000 to 15,000 people, and *Town Centers* serve larger areas with populations between 35,000 and 45,000 people.

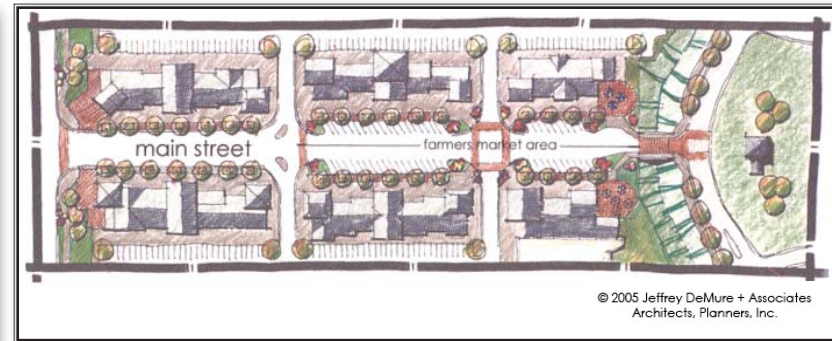


Illustration of a commercial center built close to the street in a main-street design. Parking is provided on the street and behind the buildings. Sidewalks are wide and well landscaped, providing a comfortable atmosphere for pedestrians. (Courtesy JDA)

DESIGN GUIDELINES

1. Major activity centers should be located along major corridors and near transit centers around the City. Less intensive uses, such as single family residential, should be separated or buffered from major roadways.
2. Do not place the backs of buildings along a street frontage. Include entrances or public views into the site or building. If the rear of the building must be located along a street because of site constraints, then architectural detailing shall be included that provides the illusion of being a front to the building.
3. Buildings at the corners of intersections should relate to the corner and invite people to cross the street and visit the site. This can be done by:
 - Angling or rounding the corner of the corner building;
 - Modifying the setback of the building at the corner to be different than the other buildings on the site;
 - Placing a park or plaza at the corner;
 - Other methods that meet the intent of this guideline.



Example of corner treatment of buildings in the Pearl District of Portland, Oregon. The buildings are angled to relate to the intersection or have slightly modified setbacks. In any case, the buildings are close to the street.

AVOID

- Expansive parking areas between public right-of-way and buildings.
- Buildings oriented exclusively toward parking lots.
- Building orientation that “turns its back to” or creates a physical barrier between the site and adjacent neighborhood.
- Excessive front setbacks.
- Storage in front of building façade.
- Driveways that separate the front door of buildings from the public sidewalk.

SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Provide safe, comfortable places (public realm) where people can stop, sit, rest, meet, and visit with each other and enjoy their surroundings.

DESCRIPTION

Effective design of the public realm creates the “memorable places” that the City desires throughout the City. They should function as public staging areas for creating communities and relate the user to the site and the



Do This: This plaza has been designed as an attractive feature of a commercial shopping area. It incorporates a water feature for children to play in, various seating opportunities, shaded and unshaded areas, and works well as a public gathering area. (Courtesy LPA)



Don't Do This: This plaza in a shopping center in Elk Grove, California provides moveable seating and connects to the businesses; however it lacks appropriate landscaping for the climate. Few other amenities are provided. There is no visual interest or focus for the plaza.

surroundings. Public spaces and pedestrian features within individual projects are the living rooms of the City – dynamic places where people gather, socialize, and live. They contribute to the quality of life in the community and are an asset for all who use the site.

DESIGN GUIDELINES

1. 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.



City Place, in Southern California, features a large pedestrian area with restaurants, water features, seating areas, pedestrian scaled lighting, and an overall attractive night life.



Protection from the elements is provided through the use of overhangs and awnings like these.

2. Pedestrian areas should include a variety of sun and shading options (i.e. canopies, trees, umbrellas, etc.) that allow the user to choose how they want to use the site and connect with it.
3. Outdoor spaces and plazas should be visible from the adjoining buildings to help promote site safety.

DESIGN STANDARDS

Every commercial, office, public/quasi public, and mixed-use development shall be designed with at least one public gathering place.



Outdoor area in Downtown Pasadena, California. The patio includes seating with shading options, landscaping, and decorative paving and lighting. It is an attractive, active, pedestrian area that complements the built environment.



This walkway in San Luis Obispo, California connects two streets through the middle of the block. It also creates an intimate pedestrian oriented plaza where shops face each other, creating a dialogue between the store openings. Additionally, restaurants have outdoor seating within the public realm, making them more inviting.



AVOID

Areas that are uninviting/meaningless to pedestrians.



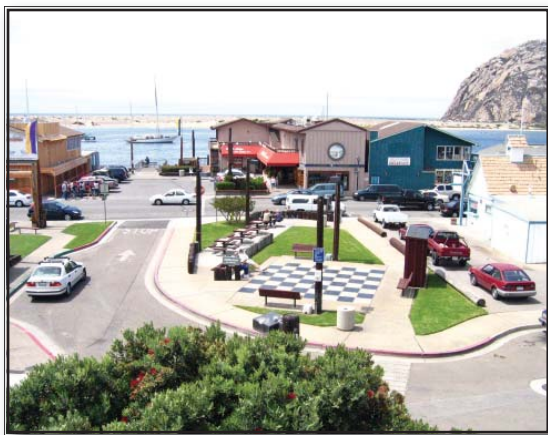
SITE DESIGN > PARKS AND OPEN SPACES

DESIGN OBJECTIVE

Provide connected parks and open spaces with a strong sense of place and desirability throughout all new development within the community.

DESCRIPTION

Parks and other open spaces are critical elements of the City. They promote personal health and human development, provide quality of life in a community, build healthy, livable communities, and ensure ecological survival. Parks and open spaces provide relief from the elements, create opportunities to relax and escape from urban overload, foster community life and fulfill social needs that include stimulation of being with other people, provide active recreation, create opportunities for discovery and new experiences, and provide opportunities for pure fun and joy. In all, parks and open spaces are the “*pulse points*” of the community.



Do This: This pocket park in Morro Bay, California includes several picnic tables and a life-size chess table. It is located in within the major commercial corridor of the City

DESIGN GUIDELINES

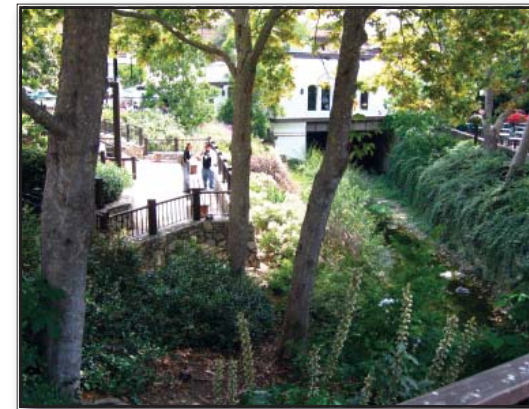
1. Develop parks that meet the design and locational requirements of the City and Parks District. The City encourages the co-location of parks with schools and other public facilities.
2. Maximize the visual and functional benefits of community open space by locating them in proximity to homes, centers, and other development and designing them as alternative pedestrian and bicycle trailways.
3. Program parks and open spaces with a variety of opportunities for:
 - Sitting and relaxing with a multitude of options and locations;
 - Recreating;
 - Meeting and interacting with neighbors and friends;
 - Nodes along trails and corridor.



The amphitheatre at Laguna West in Elk Grove, California is a well used facility that promotes community involvement and interaction. The facility is part of the community's larger parks system, which includes soccer fields, lakes, and pocket parks.

DESIGN STANDARDS

1. Provide parks at a rate of at least 7 acres per 1,000 persons.
2. At a minimum, ten percent of all new residential development is set aside as open space that is accessible.



The San Luis Obispo Creek in downtown San Luis Obispo, California has been restored and turned into a unique pedestrian environment. Restaurants, businesses, and historic sites (such as the old Mission) front onto the creek with plazas and patio seating.

SITE DESIGN > LANDSCAPING

DESIGN OBJECTIVE

Provide landscaping that accents and complements the built form, establish project identity, and helps establish the development as a vibrant, inviting place for pedestrian users.

DESCRIPTION

Landscaping should soften the built environment and make places attractive to visit. Landscaping should work to relieve the overall mass and scale of the structures, frame outdoor spaces, and create a strong sense of place.



Do This: Landscaped pedestrian area within the street median at Santana Row, San Jose, California. The landscaping includes shrubs, trees, and vines on trelliswork. Plants are located in planters and pots, made of a variety of textures. Pedestrians are able to sit under the shade of the landscaping and enjoy their site visit.



Don't Do This: The shade trees at this parking lot in Mountain View, California are not protected from the movement of cars and are too small to accommodate the growth of the tree.

It should also be used to reduce the heat-island effect caused by paved surfaces. The use of on-site landscaping helps to create visual interest and promotes and nurtures the concept of an “urban forest.”

DESIGN GUIDELINES

1. Landscaping should be provided along/against building facades facing the parking lot, street, or public plaza as a way of anchoring it to the surrounding environment, to soften the appearance of the structure, and to reduce the overall scale and massing of the structure. This can be done through the use of intermittent planter areas, potted plants, climbing vines along planters and building with shrubs at the base, and/or in-ground plantings.
2. Landscaping treatments should help anchor the corner of buildings, enhance the pedestrian environment, and establish continuity along landscaping corridors. Done well, attention to landscape design and detail will establish project identity.
3. Parking lot shade shall be provided in accordance with the City’s Zoning standards. Planters shall be designed sufficient to accommodate projected growth of the shade trees. The City encourages planter rows with pedestrian walkways in larger parking areas.



Landscaping along and against a building can soften its appearance and make it more attractive to pedestrians, as shown in this example from Sorrano in El Dorado Hills, California.



Landscaping of an industrial project. It includes a water feature, stonework, and a variety of plantings.

4. Site and street trees used for shading and screening purposes should be broad branching, with mature canopy spread of 40 feet and a high canopy to allow visibility of buildings.
5. For security purposes, openings should be incorporated into the landscape design to provide clear views into the site. Landscaping should not create a solid, uninterrupted barrier, visually or physically, as this can become a safety hazard for pedestrians.
6. A well colored, varied, complementing pallet of native plantings shall be used within the site.

DESIGN STANDARDS

1. All landscaping shall be irrigated and maintained in good condition. The design and placement of irrigation systems should minimize the potential spray-over onto paths, driveways, and other *hardscapes*.
2. Landscaped areas, including trees and other plantings, as well as paving and walls, shall be regularly maintained.



At this mixed use project in Concord, California landscaping is used extensively throughout the site to soften the hardscape and create a more interesting and inviting pedestrian area.

SITE DESIGN > STREETScape


DESIGN OBJECTIVE

Develop attractive, pedestrian-oriented streets and integrate the built environment with the City’s circulation system.

DESCRIPTION

While streets provide the needed circulation paths for vehicular circulation around the City, they should also be visually attractive and promote pedestrian activity. The look and feel of a streetscape helps to contribute to the identity and character of an area or district. Landscaping along streets can complement the architecture of the

ALSO SEE 
CIRCULATION

ALSO SEE 
APPENDIX C:
STREET
FURNITURE
DESIGN
CONCEPTS



Do This: Main street development at Orenco Station in Portland, Oregon. The sidewalk is wide and includes simple landscaping, pedestrian scaled lighting, and street furniture, such as the tables and chairs, waste receptacles, bulbouts with bollards at the corners, and awnings/overhangs and signs that integrate with the architecture of the building and reflect the pedestrian natures of the development. On-street parking is provided in conjunction with a narrow right-of-way, slowing traffic.

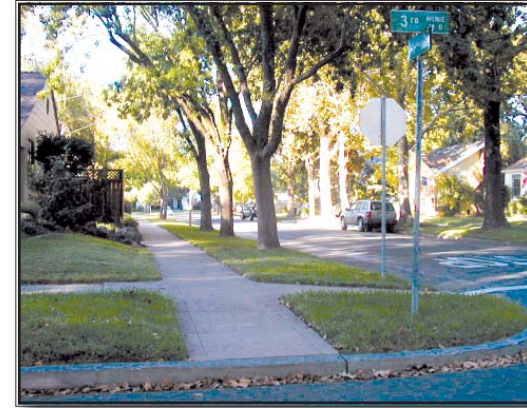


Don't Do This: The existing streetscape of Folsom Boulevard in Rancho Cordova, California. The street is not an inviting place for pedestrians. The sidewalk is too narrow for heavy use, is only on one side of the street, and does not adequately connect to all uses along the corridor. There is also a lack of landscaping and other softscape elements.

built environment and create a “moving landscape” that helps “pull” the pedestrian along the street. Additionally, the use of visual elements, such as special paving, landscaping, or other roadway elements and effects (i.e. chicanes, bulbouts, medians, on-street parking, etc.) can help slow the overall speed of traffic. Slower vehicular traffic speeds help to encourage pedestrian activity along the street frontage.

DESIGN GUIDELINES

1. Major streets should be designed with a consistent landscape theme with lush, broad branching shade trees to form a canopy across the City’s roadways. *Accent trees* should be used to help establish an area or district theme and create identity
2. Landscaped medians should be implemented on wider, busier streets to create visual interest, a more intimate roadway scale, and a place for pedestrians to take refuge while crossing wider streets. Medians (minimum 5-foot wide inside dimension) should be wide enough to support trees with wide canopies.
3. Planting strips between the curb and separated sidewalks along the City’s roadways should be wide enough to accommodate shade trees. The minimum width for planting strips is 5 feet (inside dimension) where trees are placed.



A residential street in Sacramento, California. The sidewalk is separated from the roadway by a planter strip. The roadway is just wide enough to accommodate parking on both sides of the street and still allow cars to pass each other.



Example of a creative streetscape feature that doubles as a bike rack. The structure, which resembles a bridge, helps define the character of the street and create project and/or district identity. (Pearl District, Portland, Oregon)

4. Incorporate appropriate street furniture and accessories, such as benches, trash receptacles, newspaper vending machines, sidewalk displays, etc, into the design of major and secondary roads to promote pedestrian activity, such as at near primary building entries with space for outdoor seating or bus waiting areas. City encourages use of specific street furniture designs throughout a corridor and/or district for identity.
5. Provide street lighting that is scaled for the pedestrian while still meeting vehicular needs. On local streets and within project sites, fixtures should be primarily oriented towards pedestrian's needs. On major streets, light fixtures serve to both illuminate pedestrian areas and roadways. Consider the location and intended audience when choosing a light fixture for a project.
6. The City encourages the use of curb extension bulbouts at intersections or mid-block pedestrian crossings, or to divide on-street parking spaces. This shortens the distance a pedestrian needs to cross, providing safety and pedestrian comfort. Such bulbouts should include shade trees and other landscaping.
7. Crosswalks should be delineated with a change in paving, surface type, or color and be clearly identifiable to pedestrians and motorists. The city encourages paving to be thematic in design and detail to help establish corridor and/or district identity.



Conceptual illustration of a streetscape where buildings are close to the street, there are wide sidewalks, on-street parking is provided, street trees soften the look and feel of the street, and there are a multitude of opportunities for pedestrian interaction. Street crossings are called out with special pavement. (Courtesy LPA)

8. The City encourages the undergrounding of all utilities (i.e. electricity, gas, water, sewer, telephone, and cable television). Where it is determined to be infeasible or impracticable to do so, such utilities shall be placed and screened to minimize their appearance from the public right-of-way.
9. Utility boxes shall be screened from public view either through the use of landscaping, painting, or other method.
10. 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.

AVOID

- Streets with no sidewalks
- Utility poles placed within the sidewalk area or pedestrian realm
- Lack of landscaping buffer between the street and sidewalk along major roadways/thoroughfares
- Visually disjointed streetscape environments with random composite of elements (e.g. multiple signs, different light standards, newspaper racks, etc.)
- Narrow, curb-tight sidewalks along busy street
- Light and telephone poles, sign posts and other streetscape elements that block the sidewalk

SITE DESIGN > PARKING

DESIGN OBJECTIVE

Create functional parking areas that minimize physical barriers for pedestrians and avoid over-parking the site. Design parking areas as an integral part of the project and visually screen parking from surrounding public streets and neighborhoods.

DESCRIPTION

Large parking fields can create a hostile environment suitable only for vehicles. Large fields of parking can also create an unpleasant obstacle for a person arriving by transit, by bicycle or by foot to cross to reach building entries. Avoid and/or mitigate through design large expanses of parking, especially surface parking lots. Provide direct, safe pedestrian access through parking lots and landscaping that improves visual and environmental quality. Parking areas have the potential to be a source of noise, light, as well as vehicle exhaust that could have negative consequences for adjacent uses.



Do This: Site plan for a large commercial development with several major retailers and a movie complex. The design breaks the parking areas up by siting the buildings to create a main street design. To accommodate all of the parking needs, at least two parking structures are included. (Courtesy LPA)



Don't Do This: This shopping center has an over abundance of parking into a single parking field, the spaces are not connected to the stores with pedestrian paths, and there is no landscaping.

DESIGN GUIDELINES

1. Parking areas should not create a separation between adjoining land uses/buildings with symbiotic relationship to the proposed development. Pedestrians should have the opportunity to freely move between adjacent projects without having to cross large parking fields.
2. Building placement/orientation and parking design should maximize opportunities for pedestrian and vehicular circulation between adjacent sites, such as joint access easements and common driveways and reduce potential conflicts. Accomplish this by:
 - Sharing driveways between adjoining sites;
 - Connecting to a driveway of an adjoining site where available;
 - Continuing internal driveway to the shared property line of the adjoining site to allow future development the opportunity for shared access and circulation.
3. All surface parking areas should be divided into smaller units dispersed throughout the site to decrease visual impacts associated with large expanses of pavement and vehicles, and to facilitate safe and efficient pedestrian movement between parking and development. Pedestrian connections between the parking areas and buildings of the project shall be included. The City strongly discourages parking that faces/abuts a public street intersection. Small parking field design can be accomplished by:
 - Designing primary driveways as “streets” with sidewalks, landscaping, building edges, lighting and other streetscape elements to create a street grid through the project;
 - Locating parking lots to the rear or side of buildings and avoid placing parking areas at street corners;
 - Minimizing the expanse of continuous uninterrupted parking spaces, and mitigate with planted areas of trees and other landscaping;
 - Providing direct, convenient and pleasant pedestrian pathways within parking areas and clearly linking the bulk of parking spaces to building entries, streets and transit stops;
 - Considering placing buildings at or close to the street right-of-way to maximize convenience of pedestrian and transit users.

4. On-street parking is encouraged as a way to meet project parking demand.
5. Residential uses should not be negatively impacted by commercial activities. Buffer residential units from parking lot by:
 - Providing a landscaped screen with a minimum height of 3 feet (berm, hedge, wall or other);
 - Providing a minimum ten foot width landscaped area between paved areas and residential units with access points as appropriate for circulation.
6. Consider the following alternatives for traditional surface parking lots on project sites:
 - Provide on-street parallel or diagonal parking along “Main Street” style roads;
 - Parking structures;
 - Tuck-under or underground parking;
 - Shared parking between users with different peak parking needs;
 - Transit access, which reduces parking need;
 - Parking credits to reduce the overall scale of a project’s parking needs.



Providing on-street parking is a viable alternative to having massive off-street parking fields, such as at Orenco station in Hillsboro, Oregon.



On-street parking in downtown Mountain View, California. The parking area is separated from the roadway, uses trees with protective grating for protection, and is divided from the pedestrian path by grade separation.

7. The use of parking structures is encouraged for large developments. Parking structures may also be used to consolidate all of the parking needs between a group of sites that are interconnected with pedestrian pathways and access. When parking structures are developed, the City encourages first floor retail incorporated into the garage along the street. Where no ground floor uses are incorporated, the parking structure shall be setback a minimum of ten feet from the street and screened from view with dense landscaping.

AVOID

- Uninterrupted rows of parking spaces without landscaping
- Large parking fields and parking between streets and buildings
- The appearance of massive seas of parking



Example of a parking structure from Sacramento, California. The building meets the parking structure helps to meet the parking demands of the surrounding businesses and include ground-level retail uses, such as a restaurant at the corner.

SITE DESIGN > SCREENING AND SERVICE AREAS

DESIGN OBJECTIVE

Screen on-site activities that detract from the overall visual appearance of the site or otherwise create undesirable noise.

DESCRIPTION

Activities such as refuse collection, loading areas, outdoor storage areas, mechanical equipment, etc, are necessary to the function and operation of commercial, residential, or office uses. These activities detract from the overall



Do This: Screening wall at a Walmart in Ft. Collins, Colorado designed to match the architectural and material characteristics of the building. Landscaping is also provided to soften the general appearance of the wall.



Don't Do This: Commercial Project in Rancho Cordova, California. The loading area is on the side of the building and is completely visible from the street.

visual appearance of the site and are often sources of undesirable noise (i.e. garbage trucks). Areas of the site devoted to these activities should be screened from public view and otherwise mitigated in positive ways that complement the site architecture and landscaping.

DESIGN GUIDELINES

1. Appropriate locations for loading, outdoor storage, and trash collection areas include behind the buildings or in other areas that are not designed to be used by pedestrians or as primary vehicular circulation routes through the site. They should not be visible from abutting streets. However, when it becomes necessary to place them along a street frontage, they shall be screened in a way that is architecturally consistent with the overall design of the structure.



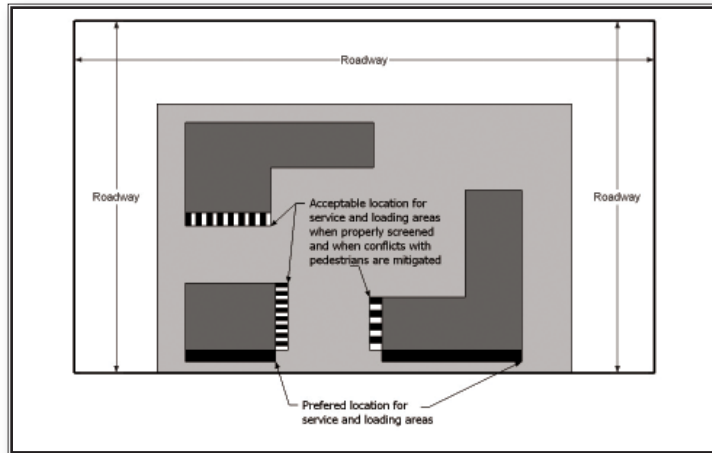
Screening wall at the Safeway in downtown Sacramento, California. While the sidewalk is too narrow and the landscaping treatment is minimal, the use of color, texture, and reliefs on both the wall and the building help disguise the loading area. Additionally, the lighting fixtures on the wall are in keeping with those in the surrounding neighborhood. The corner of the wall is protected from vehicular movements by bollards.



This performing arts school building in Downtown Los Angeles incorporates unique rooftop equipment screening structures to shield views from adjoining streets and buildings. The screening structures are compatible with the architecture and contribute to the character and form of the building.

2. Screening of service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Acceptable screening devices include landscaping that completely conceals at all times of the year or screening walls that are made of the same material and contain the same architectural elements as the buildings. Walls should include landscaping along their outer face to help break up their massing and scale.

3. Rooftop equipment shall be entirely screened from public view.



This illustration shows the preferred and acceptable locations for loading and service areas on a multi-building site, so as to screen them from the public right-of-way and from pedestrian areas of the site.



The service area at Santana Row, San Jose, California. Landscaping is used to soften the built form. The walls of the building include design features and murals that make the surface pleasing to look at. Large trash receptacles are contained within a fully enclosed structure to hide them from public view.

SITE DESIGN > SAFESCAPE

DESIGN OBJECTIVE

Create safe, inviting, pedestrian places that incorporate crime prevention design elements and emphasize linkages and surveillance between the buildings and the street.

DESCRIPTION

Sites that are designed with safety in mind are places that attract people. Safe design, or SafeScape, contributes to the livability, character, longevity, and quality of development. The term SafeScape has been adopted from the book *SafeScape* by Den Brennan and Al Zelinka. Projects should be safe places for people to visit and potentially live.



Do This: The Safeway center in downtown Sacramento, California has many windows along the street front and at the upper levels that look out onto the parking lot and the surrounding street frontages. This facilitates eyes-on activities, helping to promote safety on and around the site.



Don't Do This: This building lacks windows and other visibility onto the street. The light fixtures are small and are not directed to the pedestrian areas. The number of areas of the building that have been repainted signal a problem with graffiti and vandalism. (Portland, Oregon)

DESIGN GUIDELINES

1. Pedestrians should have a sense of ownership over the public realm portions of the site through their access to the site elements.
2. Include directional/directory maps on site to orient and direct the pedestrian around the site.
3. Provide pedestrian amenities along the streetscape to promote pedestrian activity and use of the area.
4. The development should be designed with eyes on the plazas and open spaces. Provide access to all public sides of a building and include adequate lighting and security surveillance, preferably windows that look out onto the pedestrian areas.
5. Minimize the depth of architectural projections through the use of planters. Deep projections can create ideal hiding places.
6. Indoor activities should take advantage of and have a relationship with the outdoor spaces at their entrances (i.e. sidewalk cafes).
7. Limit the overall use of blank walls. They contribute to voids of activity and provide a canvas for graffiti and other vandalism or illegal activities.
8. Consider the use of transparent or rounded building corners lined with active storefronts.
9. Night lighting should be used to illuminate passageways and building entrances.

SITE DESIGN > SUSTAINABLE DEVELOPMENT > URBAN RUNOFF

DESIGN OBJECTIVE

Contain urban run-off and limit its impacts on the natural and built environment.

DESCRIPTION

Urban run-off can contribute to degradation of the natural environment. The impact that this run-off has on the environment shall be limited. Storm water that could run-off into the natural environment should be captured and purified on-site before being released.



Do This: This drainage basin in North Natomas, Sacramento, California has been designed and landscaped to appear as a natural feature of the development. It includes pedestrian trails and seating areas that make it an inviting passive open space amenity for the community.



Don't Do This: The Los Angeles River in Southern California. The riverbed has been paved with concrete. There are no pedestrian amenities or landscaping, despite its attempted usage as an open space amenity.

DESIGN GUIDELINES

1. The amount of impervious surface on each site should be minimized. The City encourages the use of permeable and semi-permeable paving surfaces, landscaping, rooftop gardens, etc, on areas not occupied by buildings or other hard surfaces.
2. Paving in pedestrian areas should be slightly sloped into landscaped areas that are large enough to absorb the run-off from the paved areas and any building runoff that flows onto them. Run-off from buildings (i.e. gutters/downspouts) should flow directly into landscaping (i.e. rain gardens).
3. Run-off from parking and other vehicular areas of the site should be filtered or otherwise purified to prevent contamination of the natural environment (i.e. groundwater).
4. Irrigation of landscaping should only be directed onto the landscaping. Spillover onto *hardscape* shall be minimized to the maximum extent feasible.
5. Detention basins and drainage channels shall be designed as integral components of the development that appear natural in formation. They should, at the minimum, be passive open space features that can be accessed by the public (i.e. small lake or pond). Consider working with the parks provider to incorporate drainage features into the design of active open space areas (i.e. soccer fields), overflow parking areas, or other innovative use of these facilities that are wet for a few months of the year.



A bioswale around a drain inlet. The design allows for rainwater and irrigation runoff to be filtered before entering the storm drain system, helping to keep area rivers and creeks clean and safe.

SITE DESIGN > SUSTAINABLE DEVELOPMENT > SOLAR ACCESS, ENERGY EFFICIENCY, AND GREEN BUILDINGS

DESIGN OBJECTIVE

Promote development that conserves energy and minimizes impacts on natural resources.

DESCRIPTION

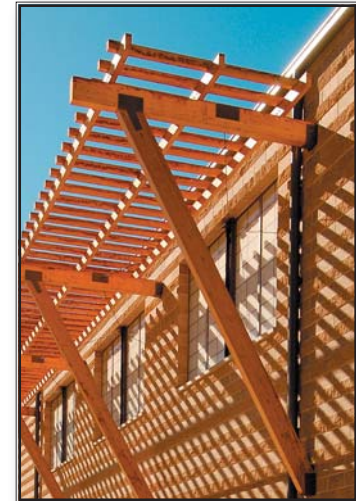
Projects should be designed to take advantage of solar heating opportunities. Amenities should also be provided for pedestrians to shade them from solar heat and glare, including umbrellas, awnings, canopies, and shade trees. These elements should be carefully integrated into the overall design so as not to appear “tacked on.” Overhead landscape canopies can serve to filter sunlight and reduce glare, making pedestrian activity more pleasant, and are encouraged. Development should limit its effects on the environment by reducing its ecological footprint. Irrigation water should come from recycled (or grey) water generated by rain or wastewater found on the site. Heat islands should be reduced with the use of *green roofs* and shading throughout the site.



Do This: The headquarters/customer service center of the Sacramento Municipal Utility District in Sacramento, California is a good example of a building that incorporates green building techniques, including using solar lighting, special HVAC systems, and other techniques.

DESIGN GUIDELINES

1. Orient the design of the site to take advantage of solar access. For optimum solar conditions, the longest side of a building should face south (within 20 degrees of due south) and have relatively clear access to the sun.
2. Plazas and other pedestrian *hardscape* should be shaded with trees and other pedestrian shading devices (i.e. canopies, awnings, umbrellas).
3. Building windows, especially those above the second floor and facing southern and westerly directions, should be treated or otherwise designed to increase energy efficiency for the building while still maintaining the architectural integrity of the building and quality design of the site. Ground floor windows and those facing onto pedestrian walkways shall still allow pedestrians to view inside the building with relative ease.
4. The City encourages the use of solar arrays or other types of solar-based energy generation into all new roofing structures. Consider the pitch of roofs and orientation of the building when designing the project so as to maximize solar energy generation.
5. Consider the use of *green roofs* or other innovative methods of reducing impervious areas and heat islands on project sites.
6. Consider using LEED, LEEP, or similar standards and thresholds to improve overall site and building quality in terms of energy efficiency and renewable resources.



This trelliswork allows some light to flow to the building windows, but filters the overall amount. The intended results include reducing the impact of solar heating on the building, thereby reducing overall cooling costs. It is also an attractive architectural feature of the building (Courtesy LPA)

SITE DESIGN > SUSTAINABLE DEVELOPMENT > NATURAL FEATURES OF THE ENVIRONMENT

DESIGN OBJECTIVE

Preserve and protect the natural features of the environment.

DESCRIPTION

In some areas of the City, new development is not only likely, but certain. In all cases, existing significant features of the natural environment should be preserved and integrated into the project. This may take the form of large areas of preservation, open space corridors and trails, or even neighborhood parks. These are vital components of the community that are essential towards creating a City Identity and a sense of place.



Do This: Walking/bike trail that includes natural landscaping and drainage features. (Courtesy LPA)



Don't Do This: New development that ignores the existing natural features of a site.

DESIGN GUIDELINES

1. Significant natural features from the environment shall be included in all new development. This can include the use of native plantings and restoration and protection of creeks, swales, and vernal pools.
2. Consider incorporating features into a project that reflect the history of the City. Establish project identity in terms of monuments, signage, public art, etc.



This residential project in Folsom, California respects the natural features of the environment by retaining and preserving features such as this oak tree.

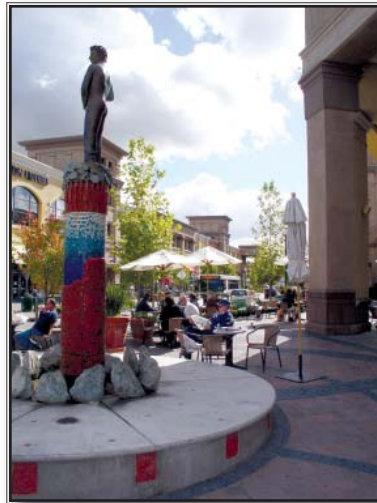
SITE DESIGN > ART IN PUBLIC PLACES

DESIGN OBJECTIVE

Provide meaningful public art that contributes to the overall character of the site and enhances the quality of life in Rancho Cordova.

DESCRIPTION

Public art can enhance the landscape and provide focus within public spaces. When integrated into the project design it can help create an identity and character for both the project and the City. Public art improves the visual environment for all residents, while strengthening community identity and boosting community pride. The City appreciates the livability and beauty that public art adds to shared spaces where people live, work, visit, and recreate.



Do This: A sculpture integrated into the design of a public plaza. The base of the sculpture doubles as a seating area in front of Andronico's Market in Walnut Creek, California. The artwork adds character and warmth to the site and attracts visitors. (Courtesy LPA)

DESIGN GUIDELINES

1. Art or other aesthetic improvements should be designed in context with the development around it.
2. Exterior artwork should be adequately lit so as to be clearly visible from sidewalks during evening hours.
3. Artwork should be a permanent part of the development and must remain in place for the life of the development. Works may be portable or fixed as long as the artwork is always located at or adjacent to the site and is accessible to the public.
4. Buildings can also be designed as “public art” through their articulation, architectural style/features, and lighting. The City encourages the incorporation of lighting fixtures to highlight civic buildings, non-residential and mixed-use projects with nighttime activity, and/or decorative features inherent to the architecture of the building.



Public art, such as the egg heads at the University of California at Davis, can serve as a discussion piece.



Art can be used to screen or enhance structures, such as this totem pole in the Pearl District of Portland, Oregon. It is covering a pole that supports the overhead power lines for the streetcar line.

SITE DESIGN > LIGHTING

DESIGN OBJECTIVE

Lighting shall contribute to site safety and security and complement the built form while not detracting from the overall quality of the site or surrounding uses and activities.

DESCRIPTION

Primary purpose of site lighting is to provide minimum lighting levels for security purposes in pedestrian and parking areas. Centers are places with daytime and often nighttime activities. Site lighting should not detract from the overall appearance of the site. It should not contribute to “light pollution” and should not negatively



Do This: The El Dorado Town Center, in El Dorado County, California uses a variety of light fixtures both on and off the building that integrate with the architectural style of the structures. Fixtures are oriented to accentuate the architecture of the building or to light the pedestrian path. While maintaining the visual integrity of the fixture, tall fixtures are capped or muted at the top to reduce light pollution.



Don't Do This: This light fixture is very tall and oriented to light only the parking area. It is out of scale with the rest of the development.

affect surrounding uses. Lighting should be designed to satisfy both functional and decorative needs and should relate to the pedestrian user. Storefront lighting should complement to architectural style of the building while providing illumination of building facades and entrances.

DESIGN GUIDELINES

1. Exterior lighting shall be designed as an integral part of the building and landscape design. Lighting fixtures shall be architecturally consistent with the overall site design and character. Creativity in fixture design is encouraged.
2. Lighting in parking areas shall be limited in scale (height) and shall be of a design that is consistent with the overall site architecture and style.
3. Limit the amount of site lighting to reduce overall light pollution generated by the project. Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
4. In general, the location of lighting should respond to the anticipated use and not exceed the amount of illumination required by users, such as:
 - Pedestrian-scaled lighting along walkways through parking lots;
 - Fixtures concealed or integrated into the design of buildings and site landscaping, walls and stairs;
 - Regular and consistent spacing of compatible lighting fixtures to reinforce visual order.



The lighting at this shopping center in Pasadena, California accentuates the architecture without contributing to light pollution.



This lighting fixture on the side of an industrial building in Rancho Cordova, California is compatible with the architecture of the building and is shielded

5. Building lighting shall be directed onto the façade, entrance areas of buildings, or onto pedestrian pathways only as a way to increase site safety and accentuate the architecture of the building without creating or otherwise contributing to light pollution.
6. Light fixtures taller than six feet should be separated from trees that have canopies between 20 and 30 feet by a minimum distance of 20 feet. This is intended to reduce potential damage to the light fixture and minimize the need to prune the tree in order to maintain adequate down lighting from the fixture. The City is willing to consider other design solutions that meet the intent of this guideline.

DESIGN STANDARDS

1. In order to minimize light trespass on residential properties directly abutting a multi-family site, illumination measured at the nearest residential property line shall not exceed the moon's potential ambient illumination of one-tenth foot-candle.
2. The maximum height for all freestanding light fixtures on private property shall be 18 feet from finish grade.
3. The following types of lighting are prohibited:
 - Overly bright or excessive lighting
 - Lighting which spills into residential areas or onto adjacent street rights-of-way
 - Light poles that obstruct pedestrian traffic
 - Security spotlight (except in loading areas and building entrances)
 - Moving, flashing, or animated lighting



SITE DESIGN > SIGNS

DESIGN OBJECTIVE

Promote the use of Uniform Sign Programs for Centers with multiple uses and/or buildings to ensure design compatibility of all project signage.

DESCRIPTION

Signs should enhance the built environment and should not contribute to visual clutter. The primary purpose of signs is for business identity. Signs should be simple and easy to read and architecturally integrated into the overall building design. Signs should be scaled to the pedestrian user. Signs also help orient the user within the project and direct them to activities.



Do This: The North Natomas plaza in Sacramento, California has both building-attached and freestanding signage. Both respect the scale of the primary buildings and the site user.



Don't Do This: Store in Idaho Springs, Idaho. There is excessive signage that leads to visual clutter and detracts from the overall quality of the project.

DESIGN GUIDELINES

1. The City encourages the incorporation of unique project identification signs that establish or otherwise reinforce the character, branding, and identity of the project as part of a Uniform Sign Program. This includes the use of banners, portico, awning, blade/bracket, canopy signs, etc., but not the use of temporary advertisement signs or attention getters that bear no relation to project character, except as expressly permitted by the Zoning Code. Additionally, projects may establish or participate in district signage programs that help to create district identity (i.e. banners, gateway signs, etc.)
2. Signs should be simple and easy to read.
3. On-site directional or directory signs should be provided to help orient and direct the pedestrian around the site.



Example of unique business signage that adds character and quality to a development (The Villages, Florida).

DESIGN STANDARDS

For integrated development, a Uniform Sign Program is required as part of an overall proposed design as a way to ensure sign compatibility within a project and help establish a sense of place.



The signage at the Rancho Motorcycle Dismantling in Rancho Cordova, California is integrated with the building style and scale and does not visually detract from the site.



ARCHITECTURE

Intent – Promote architectural design that enhances the character of Rancho Cordova. Allow a wide variety of architectural styles to be used with an overall effect of quality design, project identity, and pleasant built environment as a result.

The Architecture section features the following categories:

- Massing, Scale, and Form
- Style and Design Details
- Building Materials and Colors
- Compatibility





ARCHITECTURE > MASSING, SCALE, AND FORM

DESIGN OBJECTIVE

Design buildings at a human scale to ensure a desirable pedestrian environment with variety and visual richness that enhances the public realm and the pedestrian experience.

DESCRIPTION

Large buildings should be broken up into components that relate more easily to the human scale. Building mass should be compatible with buildings in the surrounding vicinity. Buildings should utilize smaller-scale elements and useable outdoor spaces, such as plazas or seating areas, to appear less massive and fit more appropriately on



Do This: The North Natomas Town Center in Sacramento California uses recesses, variation in roofline, vertical and horizontal changes, and fenestration to reduce the apparent massing of the structure.



Don't Do This: Office development in El Dorado, California. The façade of the building is too massive and daunting. Some trim is provided around the windows, but not nearly enough to provide any relief to the stark, vertical, walls.

their sites. The use of open spaces to control the overall scale of the project will allow it to relate back to the surrounding environmental context and help ground the site. Building entrances and primary facades should be visible from the public right-of-way. They should encourage pedestrian participation and activity on the site.

DESIGN GUIDELINES

1. Large building volume should be broken into a number of smaller components to decrease its apparent mass and volume, and thus reduce its visual impact.
2. For multi-story or tall single-story buildings, changes in vertical mass should be used in an architecturally appropriate way to add interest and reduce the appearance of building height and bulk. Variation in vertical mass may be achieved in the following ways:
 - Buildings should have 3 distinct components that establish a human scale and promote a relationship to people using the site: a base, a middle, and a cap, which can be achieved for any architectural style or building type. The base should relate to the human scale and anchor the building to the ground;
 - The appearance of mass should be broken up through the use of various forms/architectural features (i.e. roof form), materials and colors used either at regular intervals or intermittently with focal elements;
 - Moldings should be provided to accentuate various floors or levels;
 - Use façade elements, such as windows, shade structures, and lighting elements to create visual interest.



This residential mixed-use project in Oakland, California illustrates the concept of base-middle-top. Each segment of the building (ground floor, middle, top floor) is characterized by a change in materials, color, or architectural detailing, breaking up the building mass vertically. Additionally, the varying roof lines and projections/recesses of the façade break up the building horizontally.

DESIGN STANDARDS

Blank, windowless walls are prohibited when facing a public street.

3. Large buildings should tier or taper to reduce their scale along the edges of the site. The intent is to taper the building along the edges and create a pedestrian frontage that relates to the user while still providing an overall vertical mass.
4. Provide an appropriate transition between new buildings and existing adjacent buildings through the use of similar massing, height, or setback.



This church in Davis, California complements the surrounding residential developments by utilizing a similar mass and scale as the surrounding multi-family development.



This multi-family development in Roseville, California places the taller parts of the buildings at the center and tapers the height down towards the outer edges. This helps to reduce the mass and scale of the building.

AVOID

- Large, unarticulated, blank facades
- Build massing out of proportion with the surrounding built environment
- Lack of design detail and visual appeal

ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

Development shall have an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character of Rancho Cordova. The architectural style should be timeless and the style shall be evident on all elevations of all buildings.

DESCRIPTION

Architectural styling and detailing adds character to a site. It integrates it into the urban framework and helps to create a sense of place and belonging for the development. While the City is not advocating a single predominant architectural style to be used throughout the City, the goal is to celebrate diversity of architectural styles while



Do This: The architecture of the Broadstone project in Folsom, California has timeless features like stone work representative of the Mediterranean style of architecture, iron work, and clay-tile roofs.



Don't Do This: A store in Rancho Cordova, California. This street-side elevation lacks detailing and design features that add visual interest to the building. The façade appears flat and uninviting.

taking the built and natural context and surroundings into consideration. Whatever style is chosen for a particular development, the result should be a timeless look that incorporates materials that will withstand the years and make for a lasting project.

DESIGN GUIDELINES

1. Projects shall include quality, timeless architecture that incorporates an identifiable architectural style. That style is reflected in the form, features, and finishes on all building elevations and all sides of the building shall feature consistent architectural detailing and features. No side of the building shall be ignored. Architectural treatments for multi-story buildings shall be provided to help break the massing and communicate uses a difference in uses between the floors. Building massing, orientation, setbacks, and design details of project buildings should reinforce street “edges” adjacent and internal to the site, and establish a street “grid.”
2. The form, design, and materials of the roof shall be architecturally consistent with the overall site design and shall reflect and be proportionate to the overall building mass and style.
3. Multi-story buildings shall have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top at a scale that relates to an individual person.
4. Storefronts should promote a sense of entry into the structure as well as provide a sense of shelter. This can be achieved by incorporating elements such as
 - Overhangs;
 - Canopies;
 - Awnings;
 - Recesses;
 - Transparent surfaces that a pedestrian can easily look through (i.e. windows with at least 80 percent light transmission that are framed with trim).

5. Main building entries shall be accented with strong architectural definition to attract pedestrians. Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade. Entryways should be accentuated from the overall building façade by:
 - Differentiated roof, awning, or portico;
 - Use trim details to accentuate the opening;
 - Project or recess entries from their surrounding building façades;
 - Detailed doors and doorway with: ornate hardware, transoms, sidelights, trim details, and framing;
 - The use of windows within entry doorways equivalent in size to 50 percent of door surface area is encouraged;
 - Providing decorative nighttime lighting.

6. The use of security grills at windows and doors is highly discouraged. Where used, they should be hidden or otherwise concealed from public view.

7. Buildings have more than one or two sides. All sides of the building shall be addressed with architectural and façade elements. This includes the use of awnings, bulbouts, reliefs, and fenestrations to add distinction to the façade of the structure.

8. Roofing should be unique and add character and style to the building.



This commercial/office development includes extensive architectural detailing, such as the wood headers and trim around the windows. (Courtesy LPA)



This multi-family project in Davis, California includes detailing at all levels of the building (i.e. window accents, roof overhangs) and is an excellent illustration of the base, middle, cap concept, with the base being brick, the middle being stucco, and the cap being siding.

AVOID

- False fronts, applied mansard forms, and other artificial rooflines
- Dark tinted glass and mirror-like films (other than spandrel or similar technique)

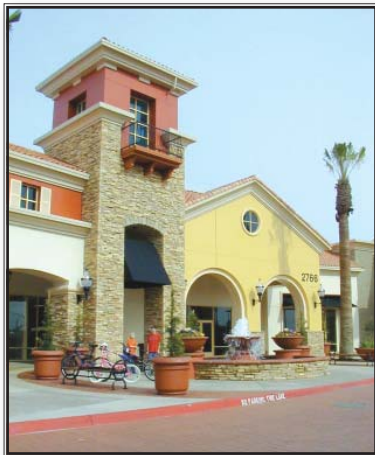
ARCHITECTURE > BUILDING MATERIALS AND COLORS

DESIGN OBJECTIVE

Use color and materials that add visual interest and appeal, and are compatible with the desired community character.

DESCRIPTION

Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining and nearby developments. They should, however, still provide a variety and combination of building materials that add character



Do This: The Broadstone project in Folsom, California has at least three colors and several building materials that work in concert to create an attractive center.



Don't Do This: A commercial project in Rancho Cordova, California. The entire building – from the walls to the doors to the roof – is painted the same shade of blue. The building lacks visual interest.

and distinctiveness to the site and help create a sense of place. Color should be used to enhance architectural elements. Color is intended to act as a primary theme-conveying element. Quality wall materials provide a sense of permanence and should be applied to create a sense of substance and mass. Façade materials should have a human scale, preferably with modular materials such as stone, brick, or wood siding.

DESIGN GUIDELINES

1. Exterior finish materials should be appropriate for an architectural style or theme of the building and should contribute towards a high quality image. Exterior materials and architectural details should relate to each other in ways that are traditional and logical. For example, heavy materials should appear to support lighter ones. Materials should be varied to provide architectural interest.
2. Use quality wall materials to establish a single clearly dominant material and finish. The following materials are preferred:
 - Plaster;
 - Brick;
 - Stone;
 - Tile;
 - Wood or hard-board siding (shiplap or board-and-batten). Shiplap should be installed without visible joints of underlying board materials;
 - Additional materials, such as architectural metal siding, may be used provided they are used creatively.



This development includes brick, concrete, steel, and other materials. They integrate into the overall design and style of the development. (Emeryville, California, Courtesy LPA)

3. Changes in material should occur at interior corners or at a change in horizontal plane.
4. Colors should be used in a meaningful way to illustrate and accent depth and detail in the architectural elements. Buildings shall include a minimum of two colors per elevation. Color accents may vary throughout the project but should be complementary. Exposed downspouts shall be colored to match the surface to which they are attached to complement such surface.
5. Roof materials should convey a sense of quality and durability.



Example of distinctive colors that complement each other and create a visually attractive atmosphere. (Seattle, Washington)

AVOID

- Fluorescent colors



An apartment complex in North Natomas, Sacramento, California. The project includes several different yet complementary colors and materials that help enhance the project.



ARCHITECTURE > COMPATIBILITY

DESIGN OBJECTIVE

Promote compatibility of architectural forms between neighboring developments. Preserve the historically important heritage of the City while promoting redevelopment along the City's distressed corridors.

DESCRIPTION

Rancho Cordova is a historically important place in the region and the nation. It was part of the national defense system for 50 years, has roots in agrarian activities, and was a key location along the transcontinental railroad. The City recognizes the value in preserving these features of the community as they help to establish a City Identity



Do This: This mixed use is compatible with the scale of the adjacent residential neighborhood, making it look like a natural continuation of the community.



Don't Do This: A single-family residence next to a very tall multi-family development. The scale of these two structures next to each other are incompatible and out of character with the neighborhood.

and a sense of place, calling it out from the rest of the Region. However, many existing areas of the City fall short of meeting the Vision of the community and do not help contribute to the City Identity and the overall sense of place. The City welcomes dramatic change in these areas that are in keeping with the City Vision, General Plan, and these Design Guidelines. The City recognizes that some change will happen slowly, even incrementally.

Individual projects should be architecturally compatible with their neighbors. Not all neighboring sites exhibit positive architectural features and in some areas special review may be necessary, however overall harmony should be achieved. This promotes interaction between individual sites and helps to blur the line/separation between uses, producing a more diverse and extensive community.

New development should be compatible with desirable development in the surrounding areas that also meets the intent of these Design Guidelines. New development should relate to surrounding architecture by using common elements of scale, color, rhythm, and proportions to strengthen and contribute to the character and identity of the City.



In North Natomas, Sacramento, California, single-family residential harmoniously coexists next to a multifamily development. The two projects have similar massing and streetscape elements.

DESIGN GUIDELINES

1. New development or the redevelopment of existing sites shall be compatible with neighboring projects, particularly where those projects are in keeping with the City's Vision. Compatibility is based on massing and scale of structures, building siting and orientation, architectural character, landscaping language, and other features that help define the site. These features shall be complemented from one project to another.



2. Where a desirable streetscape has been established, new development and qualifying redevelopment shall be compatible with the established streetscape.
3. Pad buildings should be designed to be compatible with and reflect the planned architectural style or theme of the center. While not precluding corporate architecture, the City wishes to ensure that the overall design theme is consistent with the rest of the center.
4. New development and the rehabilitation of existing development shall contribute positively to the overall City image.
5. Consider including architectural elements and site features that help relate the site back to the individual or Citywide historic activities and natural environment. Historically significant sites and people within the community should be identified and prominently displayed.
6. Incorporate design themes, architectural detailing, pedestrian amenities, or other elements that relate to the history of Rancho Cordova.
7. Additions to buildings should not deform or adversely affect the positive composition of the façade or be out of scale with the building.



CHAPTER 3

COMMERCIAL AND COMMERCIAL MIXED USE

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PURPOSE

The City of Rancho Cordova encourages new development and redevelopment to provide a compatible mix of land uses to increase the proximity of places where people live, work, shop, recreate and pursue other daily activities. The purpose of the design standards and guidelines contained within this chapter is to ensure that commercial and commercial mixed-use development is well designed, compatible with adjacent land uses, contributes to the character of the street, neighborhood and larger community, and creates vibrant, pedestrian-oriented places.

Guidelines contained within this chapter apply to projects consisting of entirely commercial land uses as well as projects that contain a mix of uses that are predominately commercial. The scale of projects can range from an individual single-use building to a multi-story, multi-building mixed-use development (i.e. Town Center). Guidelines contained within this chapter are intended to work with guidelines provided in Chapter 2, Community Design. Rancho Cordova encourages the integration of different land use types. Projects should not be designed in isolation, but rather within the context of the surrounding community.

ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections; Site Design and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each section has one or more related design objective. This design objective states what the community wants to achieve. Illustrations provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.



APPLICABILITY AND USE TYPES

The design objectives, guidelines and standards provided within this chapter are supplemental to those provided in Chapter 2, Community Design, which are applicable to all projects within the community. This chapter applies the following primary commercial project types, listed below and described herein.

- Commercial and Commercial Mixed Use
- Centers:
 - › Village Center Mixed Use
 - › Local Town Center Mixed Use
 - › Regional Town Center Mixed Use
 - › Transit-Oriented Town Center Mixed Use



COMMERCIAL AND COMMERCIAL MIXED USE

This project type is a smaller scale commercial or commercial mixed-use development. Development may include projects that are exclusively commercial, as well as mixed-use projects that are predominantly commercial (at least the majority of the building square footage on the ground floor is used for commercial purposes). The remainder of the square footage may be used for office, service, and/or residential use.

Commercial mixed-use projects may be integrated in a vertical or horizontal manner and may cover a small or large land area. Vertical mixed-use projects incorporate different land uses within the same building (e.g. residential apartments above retail uses). Horizontal mixed-use projects incorporate different land uses within adjacent buildings on the same site. Both types of mixed-use projects are encouraged.



Lyon's Center in Sacramento, California is an example of a commercial project that includes retail shops, offices, and restaurants.



A commercial-office development in Gresham, Oregon. It is built close to the street with store fronts that are attractive and inviting.

VILLAGE CENTER MIXED USE

Village Centers serve a *Village*, which is a collection of three to four *Neighborhoods* and provide the daily shopping needs of this service areas and are spaced approximately 1 ½ to 2 miles apart for adequate distribution around the City as defined by the City’s building block structure. They are between 5 and 15 acres in size, serving between 10,000 and 15,000 people. Multiple tenants in a pedestrian friendly commercial development make up the character of the Center, featuring small to medium size tenants, such as grocery stores, drug stores, and restaurants. *Village Centers* may also include other service, offices, and/or residential uses in conjunction with the primary retail commercial use. Individual retail tenants are typically sized below 50,000 square feet to provide primary neighborhood service for the particular Village. *Village Centers* are well integrated into the neighborhoods that they serve through a multitude of pedestrian connections.



Village Center with major grocery store and in-line shops. (Waterman Center, Elk Grove, California)



Large Village Center with market, drug store, and smaller shops. (Marketplace at Broadstone, Folsom, California)



Urban grocery store with lofts above. (Downtown Safeway, Portland, Oregon)

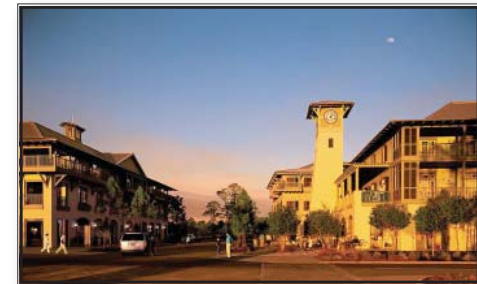
LOCAL TOWN CENTER MIXED USE

Local Town Centers service a *District* of three to four *Villages* and are designed not to compete with the *Village Centers* for retail customers. They serve an area between 35,000 and 45,000 people and are developed at a scale between 15 and 30 acres. *Local Town Centers* typically include a vertical integration of retail and service uses, along with office and/or residential uses. Commercial uses include general retail (basic clothing stores, book/music stores, dry cleaners, etc.), restaurant uses, and other uses that contribute to a daytime and nighttime activity center. The number of large-scale tenants with more than 50,000 square feet should be limited. Apartments, townhouses, and lofts are developed at or above 20 dwelling units per acre in the center and decreasing in density as the distance from the center increases. The goal is a smooth transition from high-density multifamily residential to low-density (6 dwelling units/ac) single-family. Residential units can be found above or adjacent to most of the commercial activities. Office uses may also be in the Local Town Center, but are usually 2,000 to 10,000 square feet in size, each.

The majority of buildings have their main entrance opening onto a street or square. Pedestrian circulation within the Center is paramount. Shared surface lots or parking structures are provided for visitor parking, and transit and bicycle facilities are provided and integrated into projects to allow visitors alternative methods of arriving at the site. They are pedestrian friendly “places” where people go to gather, shop, and be entertained.



Pedestrian-oriented Local Town Center with major retailers, in-line shops, offices, and restaurants. (El Dorado Town Center, El Dorado County, California)



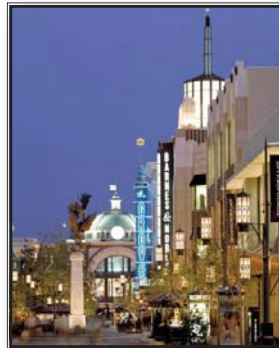
The Local Town Center for WaterColor, Florida, near SeaSide. The uses and scale of the development reflect the residential community that surrounds it.

REGIONAL TOWN CENTER MIXED USE

Regional Town Centers are the major retail centers of the City as well as destination places in the region. They feature large-scale development that can only be supported by large populations. These are the ideal locations for major retail tenants, hotels, conference centers, arts/cultural centers, or sports facilities. They are pedestrian friendly “places” where people go to gather, shop, and be entertained. They can be centers of culture or recreation, and may include an active nightlife. Parking may be accommodated in a parking structure and alternative transportation methods are provided.



The Block at Orange in Orange County, California features a variety of entertainment and shopping options. Development is oriented towards a pedestrian promenade. (Courtesy ULI)



The Grove in Los Angeles, California includes area-wide attractions that require large populations to support them. (Courtesy ULI)



Santana Row in San Jose, California attracts visitors from all over the City and state. It includes a hotel, restaurants, a book store, and other regional uses.

TRANSIT-ORIENTED TOWN CENTER MIXED USE

Transit-Oriented (TOD) Town Centers are located along existing or potential Light Rail or Bus Rapid Transit alignments at stations for those services. They consolidate the retail needs of the service area into one center (similar to Local Town Centers) and provide increased residential densities on site but are also designed to accommodate the light rail user. Like *Local Town Centers*, *TOD Town Centers* do not compete with the *Village Centers* for retail customers. *TOD Town Centers* have on-site residential uses. They are pedestrian friendly “places” where people go to gather, shop, and be entertained. They can be centers of culture or recreation, and may include and active nightlife. Parking may be accommodated in a parking structure.



Retail and residential with pedestrian plazas and promenades at the Fruitvale BART Station in Oakland, California.



Residential and retail in a pedestrian setting with the Hayward City Hall. (Hayward BART Station, Hayward, California)



The Light Rail line runs through the middle of this project. The station is integrated into the overall design and character of the site. (Urban Studies, Portland, Oregon)

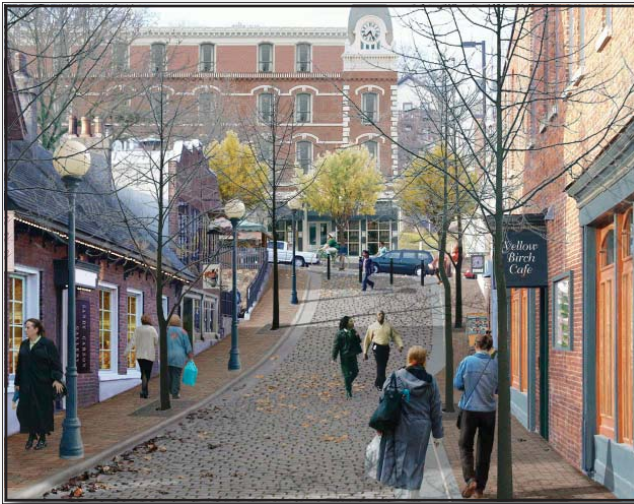
SITE DESIGN

Intent – Create vibrant projects to serve local, community-wide, and regional shopping, entertainment, and recreational needs and encourage a mix of compatible uses. Provide pedestrian-friendly development through the use of a functional and safe environment (i.e. clear separation of vehicular and pedestrian areas). Development should be of a high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation as well as site landscape.

The guidelines provided in this chapter are intended to work in conjunction with the site design guidelines provided in the Community Design Chapter, which apply to all projects within the City.

The Site Design section features the following subcategories:

- Circulation
- Public Spaces/Pedestrian Amenities
- Building Placement & Orientation



SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.

DESCRIPTION

The design of access and circulation on project sites should tie the development into the overall neighborhood. In some instances, the internal circulation may be a part of the City's circulation and street system, where buildings front onto and have pedestrian connections with the public right-of-way, such as in a "Main Street" design.



Do This: A commercial project in Baltimore, Maryland that had been designed with a "Main Street" theme. The vehicular circulation system is part of the local roadway system. Pedestrian paths promote pedestrian activity and where the paths cross the vehicular realm, they are accented with special paving and lighting.



Don't Do This: The Coloma Town Center Light Rail Station in Rancho Cordova, California. The chain link fence separates the station from the neighboring commercial development. This inhibits pedestrian mobility.

Sidewalks should be continuous and free of barriers (e.g. utility poles, street signs, etc.), allowing pedestrians to have convenient access from site buildings to the public sidewalk system, open space, parking areas, and adjacent land use areas.

Additional modes of travel, such as bicycles and public transit, shall be accommodated as part of the project. Bicycle riders should be able to ride from their homes in the surrounding neighborhoods to their *Village Center*, park, purchase the goods they need, and ride home without any significant hassle. Public transit stations and stops should be integrated into the site, especially with *Transit-Oriented Development*.

DESIGN GUIDELINES

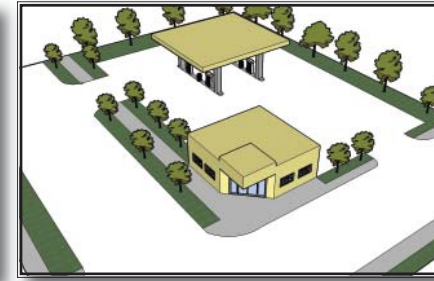
1. The City encourages commercial development to be designed with a “Main Street” style, especially for sites larger than 15 acres. Constructing commercial development in this pattern is today’s solution and helps to facilitate pedestrian activity by creating a rich, inviting streetscape. This can be achieved by:
 - Placing buildings close to the street (for both small and large sites) or the internal circulation system of the site (for large sites);
 - Placing parking at the rear of the site or in structured parking lots;
 - Providing on-street parking.



Digital rendering of a mixed use street that takes advantage of the transit lines that run along the development by integrating the stations and stops into the design and pedestrian circulation pattern.

2. Automobile dependent land uses (e.g. car lot sales lots, gas stations, drive-up restaurants and other drive-up facilities) should be designed to reduce conflicts with pedestrians, by the following means:

- Place the building at the building setback line with an entry from the public sidewalk to help define the “street edge” and encourage pedestrian access (e.g. to a convenience store, restaurant, or a car dealer showroom);
- Create a direct pedestrian connection between public sidewalk and pad building entries without crossing a drive through lane;
- Place the drive through area away from pedestrian areas.



Preferred orientation and site design for auto-dependent uses. The store portion of the project is placed along the street, while service bays and carports are placed at the rear, making them less dominating from the street.

3. Commercial centers should be linked to the surrounding area with pedestrian connections. This includes connecting the internal circulation to the City’s sidewalks and creating connections between uses in other ways, such as paths to neighboring development. Where such connections are made,



The Davis Commons project in Davis, California has several pedestrian connections to the surrounding residential neighborhood. Pathways are enhanced with landscaping, making them attractive to pedestrians.

the paths should be well lit and visible. Paths should not pass through the service areas of the site, as these are often deserted.

4. For *Transit-Oriented Town Centers*, the transit stop shall be an integrated portion, even a focal point, of the development. The development should be treated as though it could not survive without the transit stop.

AVOID

- Pedestrian crossings of vehicular driveways without adequate protections.
- Dangerous street crossings between transit stops and activity centers.

DESIGN STANDARDS

Pedestrian connections shall be provided between buildings and adjoining commercial and residential sites. The project's sidewalk/walkway network shall connect to the public sidewalk system at a minimum of one point along each street frontage.

SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.

DESCRIPTION

Development should be pedestrian oriented, featuring design components and amenities that are specifically for pedestrians and connect the pedestrian with all aspects of the site and surrounding uses. Additionally, public



Do This: This pedestrian path at Santana Row, San Jose, California cuts through the building. Inside, there are areas for pedestrians to sit, relax, and people watch. The design is attractive and draws people through the opening to the other side.



Don't Do This: This "pedestrian area" is located in the middle of the parking lot and provides very little shade or other amenities. It is disconnected from the active pedestrian areas of the site. It serves no general purpose other than decoration, making it meaningless to the visitor.

spaces, including gathering spaces should be provided. Outdoor areas should be aesthetically pleasing and promote greater activity in commercial areas.

DESIGN GUIDELINE

1. 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.
2. Uses such as restaurants should front onto plazas and are encouraged to use the public area of the plaza for outdoor seating and/or dining.
3. Landscape outdoor areas with visually stimulating soft- and hardscape that helps to identify the site. Street furniture, such as benches, lamps, and landscape planters should be integrated as appropriate.
4. Street corners should be developed with buildings entrances, public plazas, or small parks that make it an active portion of the development. Special attention is paid to the design of project and building corners as an opportunity to create visual interest and invite activity.



The scale of the light fixtures, landscaping, the availability of seating areas, and wide sidewalks/paths make this an attractive pedestrian area in Emoryville, California.



Davis Commons in Davis, California is located at the intersection of several major streets. The development has treated the corner as a unique opportunity by having shops front onto the corner and providing a public space between the roadway and the buildings. The plaza features a green space, patio area with moveable seating, adequate lighting, and landscaping that complements and enhances the pedestrian experience.

5. Use different materials and colors to offset the paving and to provide visual interest.

AVOID

- Seating areas adjacent to loading, service bays or storage areas.
- Seating areas that are hidden, secluded, and dark or unsecured spaces behind or on the side of buildings.

DESIGN STANDARDS

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.



The Bay Street development in Emeryville, California includes a pedestrian plaza with seating and landscaping. It is an inviting feature of the development.



SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION

DESIGN OBJECTIVE

Design and construct buildings to create safe, pleasant, and active environments.

DESCRIPTION

Buildings should be sited and oriented close to the street with inviting and detailed elevations to strengthen the desired image for the area. Only active building elevations with public access should face the street. Buildings



Do This: Example of a commercial development in downtown Walnut Creek, California that creates an interesting and inviting pedestrian environment. Buildings are close to the street at a scale that respects the user. Landscaping softens the architecture. Parking, a major concern of developers and shop-owners, is provided on the street, behind the buildings, or in parking structures that are integrated into the project's buildings. (Courtesy LPA)



Don't Do This: The Laguna Gateway shopping center in Elk Grove, California has buildings set back large distances from the roadways and internal circulation system of the site. Pedestrians must cross parking fields to get between stores. Entrances are oriented toward autos, not people, as evidenced by the sidewalk that terminates into a landscaping planter.

should be sited to create outdoor spaces with amenities for the pedestrian user. On corner sites, building entrances should face the intersection and “communicate” with the neighboring properties. “Main Street” site plans or development are encouraged for larger centers. The proper placement of buildings along a frontage can create interesting and significant opportunities for unique public spaces, inviting pedestrian connections, and can help in establishing a design theme for a streetscape. Consider these issues when siting buildings.

DESIGN GUIDELINES

1. Where feasible and desirable, commercial buildings for projects over 15 acres in size should be located to create a “Main Street” environment by fronting along the street or internal circulation routes.
2. As vibrant mixed-use sites, commercial buildings should be sited and designed to attract and captivate the pedestrian user. Effective methods of building placement and orientation include:
 - Front doors of commercial buildings shall orient front doors to streets or pedestrian-oriented “main street” style roads (public or private streets);
 - For ground floor commercial uses, design and construct a primary building entrance for each building façade. If a building has frontage on more than one public street, a single building entrance on the corner is acceptable;
 - Use the area between the right-of-way and building to create a plaza court, planter area, bicycle parking, or another amenity (storage and utilities prohibited);
 - Avoid excessive setbacks that create gaps or voids along the street’s architectural edge;
 - Building frontages detailed with architectural elements oriented to the pedestrian along the ground floor.



This pad building at 19th and S Streets in Sacramento is located close to the street and includes pedestrian amenities (the trellis work) that connect it to the sidewalk. The trellis includes seating areas for pedestrians and appropriate landscaping to soften the appearance of the site.

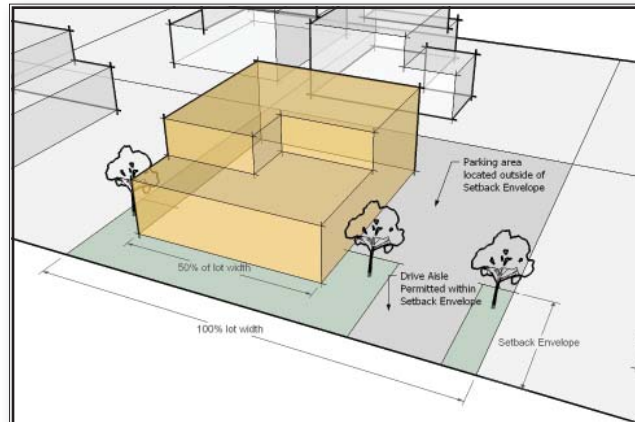
3. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent. They should be screened with portions of the building, architectural wing walls, freestanding walls, and landscaping. They should not be located in required setback areas.

DESIGN STANDARDS

The City seeks to create rich, inviting, pedestrian oriented urban streetscapes as part of its commercial development, especially in a “Main Street” pattern. To accomplish this, the front and street side building setbacks have been modified, as described in the table below, based on project size. The distance is measured from the back of curb of the ultimate right-of-way width. A minimum of 50 percent of this setback envelope shall be occupied by either a primary building frontage (having the main entrance(s) to the building) or pedestrian feature(s). In no instance shall on-site parking or drive-thru aisles be located within this setback, however on-street parking, subject to review by the Public Works department, may be provided. Drive aisles connecting the parking areas to the public street are allowed in the setback area. The setback area may include landscaping or other pedestrian amenities as described in this document or the City Zoning Code. The design review authority may grant exemption when the intent is met by unique development features or there are unique site characteristics or patterns that preclude such action.

Development Size (acres)	Setback Envelope for Primary Building Frontages (from all streets in feet)
0-15	0 to 30
Greater than 15	0 to 80

4. Corner and mid-block pad buildings should be oriented towards the street and public sidewalk and shall meet the following requirements:
- Drive-thru windows, driveways, and parking shall not be designed in a manner that isolates the building from the sidewalk or connecting walkways.
 - Service windows and stacking lanes for drive-thru business shall not face public streets. Rather, orient automotive service bays away from public streets. The intent is that service bays should not dominate the public street frontage.



This figure illustrates the design standards describing setback envelope. A minimum of 50 percent of the setback envelope must contain the primary building frontage and/or pedestrian features (see standard on opposite page).



This commercial building in Brea, California is oriented close to the street. The entrance is situated at the corner, making it visible and accessible from both streets.



A restaurant in Palm Springs, California. The building is close to the street, patio seating is open to the street while still secluded behind landscaping.



ARCHITECTURE

Intent – Promote architectural design that establishes project identity and enhances the character of Rancho Cordova. Allow various development types to be used with an overall effect of cohesiveness and pleasant built environment as a result.

The Architecture section features the following categories:

- Massing, Scale and Form
- Style and Design Details





ARCHITECTURE > MASSING, SCALE, AND FORM

DESIGN OBJECTIVE

Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.

DESCRIPTION

Development should be compact, made up of multi-story structure(s) that concentrate activities. Building height and massing should consider the context of surrounding development. Development should take the human scale into consideration. There should be variety in forms for visual and physical interest.



Do This: Commercial uses in Brea, California. The larger tenants have a mass and scale that respects the smaller tenants.



Don't Do This: This commercial building has little façade articulation and appears as one massive building. It ignores the human user.

DESIGN GUIDELINES

1. Multi-level mixed-use buildings are strongly encouraged. When this occurs, the buildings should be made visually interesting with the following effects:
 - Building design which has a visually distinct “base” and “cap”;
 - Upper-story elements which overlook the street (balconies, windows, terraces);
 - Easy access to the second story to encourage multi-level commercial or office use; and
 - Separate entrances for residential uses.

2. Freestanding “big box” building design are discouraged. Rather, the City encourages the integration of large retailers into multi-tenant, integrated developments for a concentration of activity. Where such buildings are independent of other commercial structures, the following techniques shall be used to avoid the long blank walls inherent with this building type:
 - Integrate stores into in-line shops (preferred);
 - Wrap walls with storefront buildings (preferred);
 - Use landscaping to soften and screen blank walls; or
 - Employ the technique in Guideline 1 above.



The Village Center at 19th and S Streets in Sacramento successfully illustrates the concept of base-middle-cap. The base of the structure is accented with a stone material. The mid section is brick, and the top is stucco.

ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.

DESCRIPTION

Architectural styling and detailing adds character to a site. Architecture integrates a project into the urban framework and helps to create a sense of place and belonging for the development. While the City is not



Do This: The Carlton Hotel in Atascadero, California. The building has been remodeled and restored with a timeless architectural style that respects the history of the building and the city.



Don't Do This: A commercial project in Folsom, California. The street-facing façade is blank and cold. There is no visibility into the buildings from the street or from the buildings to the street. The structure lacks visual interest and architectural character.

advocating a single predominant architectural style to be used throughout the City, the goal is to celebrate diversity of architectural styles while taking the built and natural context and surroundings into consideration. The architecture of a project should be timeless and establish project identity.

DESIGN GUIDELINES

1. Design all sides of the building with consistent architectural and façade elements:
 - Break up the roofline silhouette through the use of large cornices, changes in parapet heights or other techniques;
 - Use awnings, bulbouts, reliefs, and fenestrations to add distinction to the façade of the structure;
 - Roofing should be unique and add character and style to the building.

AVOID

- Visible security grills at windows and door (discreet or retractable security grills may be acceptable).
- False fronts, applied mansard forms, and other artificial rooflines
- Dark tinted glass and mirror-like films



A grocery store in the Belmont Dairy building in Portland, Oregon. The awnings, windows, and other iron work, are detailings that help accent the building.

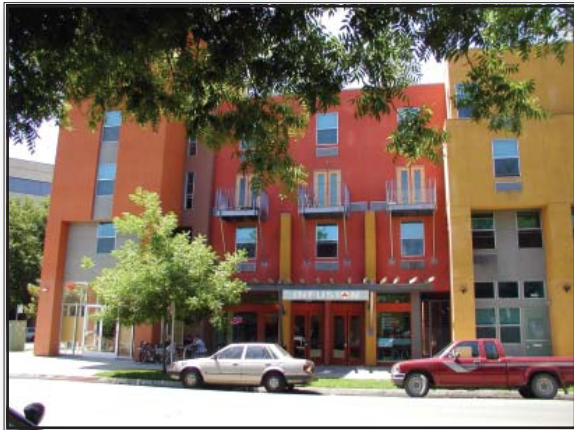
ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES

DESIGN OBJECTIVE

Commercial facades should appear open, inviting, and engaging to the passerby.

DESCRIPTIONS

Building facades should be transparent and provide visually interesting environment. Facades should engage pedestrians and help create interest and activity in front of shops to encourage pedestrians to continue along



Do This: This restaurant space in Sacramento, California has a highly accentuated entrance that is clearly delineated from other parts of the building. An awning/trellis is provided over the entrance, the space is recessed from adjoining portions of the building, windows and doors are well trimmed, and the entire length of the façade is made up of windows or glass doors, making the space visible from the public realm and vice-versa.



Don't Do This: Commercial development in Rancho Cordova, California. The design of the overhangs does not place an emphasis on the primary entrances to the building and facilitate easy pedestrian access. There is no architectural focus.

storefronts. Commercial building frontages should provide a sense of continuity and enclosure to streets and internal drives, creating a human-scale “street wall.” Buildings should be designed to provide visual interest, order, and clarity to building fronts. The visual quality of commercial structures can be enhanced with simple architectural and building details that add character and interest while providing a human scale.

DESIGN GUIDELINES

1. 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);
 - Large footprint retail stores lined with multiple narrow retail storefronts.

2. Design entries to be clearly visible from the street and provide visual interest, as follows:
 - Provide a building entrance for every commercial building elevation serving as a primary façade or adjacent to a street with a horizontal dimension of more than 100 feet;
 - Main building entries shall be accented with strong architectural definition to attract pedestrians. They should be accentuated from the overall building façade by:
 - › Differentiated roof, awning, or portico;
 - › Use trim details to accentuate the opening;
 - › Project or recess entries from their surrounding building façades;
 - › Detailed doors and doorway with: ornate hardware, transoms, sidelights, trim details, and framing;
 - › Use windows within entry doorways equivalent in size to 50 percent of door surface area;
 - › Providing decorative nighttime lighting.
 - Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade. Space entries in larger buildings at appropriate intervals for the pedestrian.

3. 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;
- Multiple windows should be provided on the front façade above the main floor in a uniform pattern.
- Window should be oriented vertically with rectangular shapes;
- Frame openings with trim around windows and doors or recess the window a minimum of 4 inches from building façade;
- If used, door and window shutters should be sized to cover the entire window;
- Use sliding, overhead or other operable windows for restaurants or other active uses.

AVOID

- Solid metal or wood doors with small or no windows
- Doors flush with building façade, lacking trim detail
- Unpainted metal frames
- Tinted or reflective glass and glass block
- Windows too small to provide views



A Home Depot in Ft. Collins, Colorado. The entrance to the nursery is treated in a unique way with an accent structure and signage.



The Kohl's department store in North Natomas, Sacramento, California is an example of a commercial project that has windows along the store front to create an open and inviting atmosphere.

CHAPTER 4

OFFICE AND OFFICE MIXED USE

PURPOSE	4:1
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APPLICABILITY AND USE TYPES	4:2
SITE DESIGN	4:3
• Circulation	4:4
• Public Spaces and Pedestrian Amenities.....	4:8
• Building Placement and Orientation	4:10
• Parking.....	4:12
ARCHITECTURE	4:14
• Style and Design Details	4:16



PURPOSE

The City of Rancho Cordova encourages new office development to provide employment opportunities in proximity to places where people live, shop, recreate, and pursue other daily activities. The City encourages office developments that are combined with residential, commercial, and other uses, as well as stand-alone office projects. The purpose of the design standards and guidelines contained within this section is to ensure that office and office mixed use projects are well designed, compatible with adjacent land uses, and contribute to the character of the community. Projects should not be designed in isolation, but rather integrated within the context of the surrounding community.

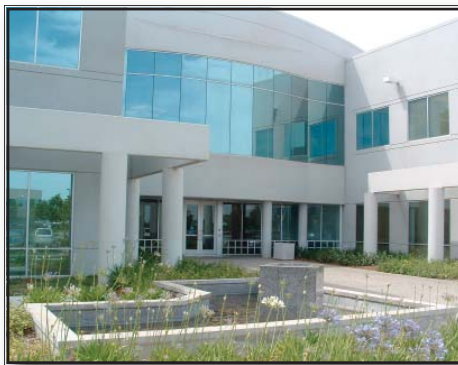
ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections; Site Design and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each section has one or more related design objective. This design objective states what the community wants to achieve. Illustrations provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

APPLICABILITY AND USE TYPES

Guidelines contained within this section apply to projects consisting of entirely office development as well as projects that contain a mix of uses in conjunction with the predominant office use. The scale of projects can range from a single office building, a collection of buildings within an office park, to several mixed-use office buildings with commercial and/or residential components. Guidelines contained within this section are supplemental to guidelines provided in Chapter 2, Community Design, which are applicable to all projects within the community.

This chapter is applicable to projects with all or a majority of the building square footage allocated for office uses. The remainder may include commercial (retail and/or service) and/or residential, integrated vertically or horizontally. An example of a vertically integrated building would be retail shops on the ground floor with office on the upper levels. Horizontal integration would be an office park adjacent to commercial and/or residential buildings. Property designated for office and office mixed use designations may be developed entirely with business and professional offices but the City encourages an integration of supporting and compatible uses that contribute to a walkable, livable community.



Office building (Rancho Cordova, California)



Mixed-use office building with retail at ground level (Davis, California)



Office buildings designed connect to adjacent residential neighborhood (Fairview, Oregon)

SITE DESIGN

Intent – Create office development projects that integrate into the adjacent community and create vibrant, interesting places – not just places to drive to work and then drive home again after work. Development should be of a high quality and visually appealing from adjacent streets and surrounding neighborhoods with an emphasis on building placement and orientation, site landscape and open space, and pedestrian oriented plazas and circulation systems. The guidelines provided in this chapter are intended to work in conjunction with the site design guidelines provided in Chapter 2, Community Design.

The Site Design section features design provisions in the following categories for office and office mixed use projects:

- Circulation
- Public Spaces/Pedestrian Amenities
- Building Placement & Orientation
- Parking

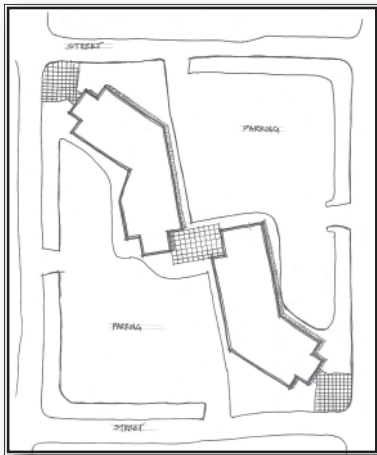
SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

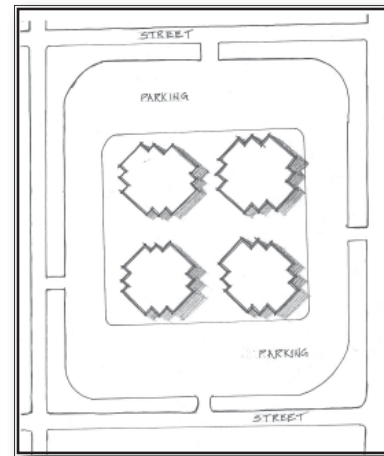
Develop an on-site circulation system that ties office development into the community transportation network and promotes all forms of transportation, including vehicles, bicycles, pedestrians and transit.

DESCRIPTION

Office development projects should facilitate all forms of transportation to the site to encourage a variety of commuting methods and to allow persons to walk to and from adjacent properties. Walking, safety and convenience should be ensured by designing a clear and comfortable separation between vehicles and pedestrians and convenient



Do This: Design office developments to integrate buildings into the surrounding neighborhood and promote connections to the public street system for vehicles and pedestrians.



Don't Do This: Office buildings isolated from surrounding properties and public street system by large parking lots.

access from site buildings to the public sidewalk system, open space, parking areas, and adjacent land use areas. On-site amenities should be provided for bicycle and transit users that promote their use of the site. Bicycle riders should be able to ride from their homes in the surrounding neighborhoods to their place of work. Pedestrian circulation patterns should be designed to help guide users to and from transit stops and bike parking areas.

DESIGN GUIDELINES

1. Where possible, place the primary entrance of office buildings at the building setback with an entry from the public sidewalk to help define the “street edge” and encourage pedestrian access.



This office mixed use building provides a passage between a public plaza with a transit stop and a parking area – serving multiple transportation choices (Beaverton, Oregon).



Sidewalk along right-of-way too narrow; there is no dedicated bike lane; and no pedestrian connection to the public sidewalk or the adjacent office building (Folsom, California)

2. 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;
- Provide additional sidewalk width at building entries;
- Provide weather protection over sidewalks (awnings, building overhangs, free-standing shelters, canopy trees over walkways, etc.);
- Integrate transit stops into the development and provide direct access from the transit stop to the primary building entrance.

3. On-site bicycle parking and/or storage facilities shall be:

- Provided in well-lit, visible areas;
- In proximity to building entries;
- Integrated into the design of the projects.



Good Sidewalk connection provided to front entrance of office building (Rancho Cordova, California).



This building represents a preferred design by providing direct access from the public sidewalk in an elegant and attractive manner (Mission Viejo, California).



This photo represents an acceptable, but not preferred entry design by providing direct access from public sidewalk (ADA access provided by not pictured). (Rancho Cordova, California)



A designated bicycle parking area in a highly visible location (Beaverton, OR).



Bicycle parking provided close to building entries .

SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Provide usable public spaces and gathering spaces oriented towards employees and visitors to the site.

DESCRIPTION

Development should be pedestrian-oriented, featuring design components and pedestrian amenities. Public spaces, including gathering spaces should be provided for visitors and employee break areas. Outdoor areas should be aesthetically pleasing and include street furniture appropriate to the space.



Do This: Plaza with an interesting design creating a pleasant gathering area with water feature, seating and decorative plants and fencing (Courtesy LPA).



Don't Do This: Employee break area created as a design "after-thought" in a secluded remote location (Rancho Cordova, California).

DESIGN GUIDELINE

1. 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.
2. Landscape outdoor areas with visually stimulating *softscape* and *hardscape* that helps to identify the site.
3. 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. Special attention is paid to the design of project and building corners as an opportunity to create visual interest and provide easy access to adjacent properties, for the pedestrian.



This office building curves around a park area and creates a link to the public sidewalk system (Courtesy LPA).

SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION

DESIGN OBJECTIVE

Design and construct buildings to create safe, pleasant and active environments.

DESCRIPTION

Buildings should be sited and oriented close to the street with inviting and detailed elevations to strengthen the desired image for the area. Only active building elevations with public access should face the street. On corner sites, building entrances should face the intersection and “communicate” with the neighboring properties.



Do This: This office building provides direct access from the public sidewalk as well as the vehicular parking area with an architectural feature used to identify the primary building entrance (Davis, California).



Don't Do This: This site is designed primarily for vehicular access and does not provide a safe way for pedestrians to reach the front door from the public sidewalk system (Rancho Cordova, California).

DESIGN GUIDELINES

1. 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;
 - Use the area between the right-of-way and building to create a plaza court, planter area, bicycle parking, or another amenity (storage and utilities prohibited);
 - Avoid excessive setbacks that create gaps or voids along the street's architectural edge;
 - Frontages and entries detailed with architectural elements for improved way-finding.



Office building does a good job of “anchoring” a corner location and providing attractive landscaping. The design could have been improved by adding a direct connection to the public sidewalk (El Dorado Hills, California).



Office mixed-use building with a corner entry that serves to anchor the corner of site and provide easy access to the pedestrian user and identify the building entrance to visitors.

SITE DESIGN > PARKING

DESIGN OBJECTIVE

Create functional parking areas that minimize physical barriers for pedestrians.

DESCRIPTION

Office development should be oriented towards the pedestrian user, not parking areas. Shared parking between several projects is encouraged, especially in parking structures. Pedestrian pathways should connect the parking areas to the rest of the development and protect the pedestrian from vehicular conflicts.



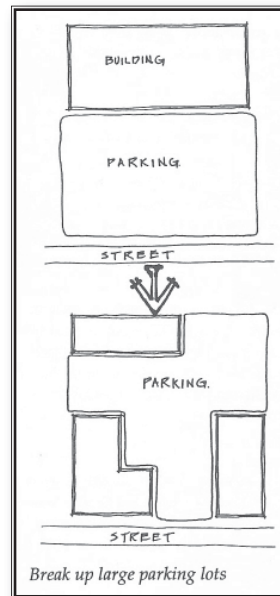
Do This: A protected pathway is provided through this parking lot flanked by landscape.



Don't Do This: Parking field with little landscaping and unsafe conditions for the pedestrian (Rancho Cordova, California).

DESIGN GUIDELINES

1. Parking lots shall be designed to facilitate safe and efficient pedestrian movement between parking and buildings. Parking should not be the predominant aesthetic facing public street intersections. Accomplish this by:
 - Large parking areas should be broken up into smaller areas and separated with landscaping, buildings and driveway.
 - Locating parking lots to the rear or side of buildings and avoid placing parking areas at street corners.
 - Designing primary driveways as “streets” with sidewalks, landscaping, building edges, lighting and other streetscape elements to create a street grid through the project.
 - Consider placing buildings at or close to the street right-of-way to maximize convenience of pedestrian and transit users.



Large parking areas should be broken into smaller areas to reduce their scale and massing, making them more navigable for the pedestrian.



Avoid isolated landscape islands that are too small for a tree to grow to sufficient size (Rancho Cordova, California).



ARCHITECTURE

Intent – Promote architectural design that establishes project identity and enhances the character of Rancho Cordova. Allow various architectural styles to be used with an overall effect of cohesiveness and pleasant built environment as a result. The guidelines provided in this section are intended to work in conjunction with the architecture design guidelines provided in Chapter 2, Community Design.

- Style and Design Details





ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

Use an architectural style or theme that establishes a clear, interesting project identity for office parks with multiple buildings as well as individual office structures. The architectural style shall be evident on all elevations of all buildings.

DESCRIPTION

Architectural styling and detailing adds character to a site, integrates the project into the urban framework and helps to create a sense of place and belonging for the development. While the City is not advocating a single predominant architectural style to be used throughout the City, the goal is to celebrate variety of architectural styles while taking the built and natural context and surroundings into consideration.



Do This: Multi-level office building with visually interesting façade. This building also includes retail on the ground floor with additional architectural interest (Hillsboro, Oregon).



Don't Do This: Window style and flat surface provide little visual interest to this façade. High windows on the ground floor are not inviting to the pedestrian (Portland, Oregon)

DESIGN GUIDELINES

1. Design all sides of the building with consistent architectural and façade elements:
 - Break up the roofline silhouette through the use of large cornices, changes in parapet heights or other techniques;
 - Use relief, windows, structural articulation, building off-set and other techniques to add distinction to the façade of the structure.



Although somewhat monotonous, this building uses quality materials and structural articulation effectively (Folsom, California).

2. Design entries to be clearly visible from the street and provide visual interest, as follows:
- Main building entries shall be accented with strong architectural definition to attract pedestrians;
 - Secondary entrances should have minor detailing that adds architectural distinction to that portion of the façade. Space entries in larger buildings at appropriate intervals for the pedestrian;
 - Accentuated entries from the overall building façade by with differentiated roof, awning or portico, trim details, recessed entries, doors and doorway with design details, decorative lighting or other technique.



Well designed entry (Folsom, California)



Entryway of this office building is open and inviting. The architectural and plaza design work together with common design themes and use of materials.

CHAPTER 5

RESIDENTIAL

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PURPOSE

This chapter of the Design Guidelines describes the objectives, guidelines, and standards for residential projects proposed within the City of Rancho Cordova. The goal of the City is to create vibrant, livable communities that function as a series of neighborhoods. These neighborhoods are made up of a variety of housing types and styles (single-family detached, single-family attached, multi-family, and residential mixed use) available to a wide range of income levels, which are integrated seamlessly in walkable neighborhoods and villages.





ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections: Site Design; and Architecture Design. The Site and Architecture sections are organized into subcategories (e.g. Site > Circulation). Each section has one or more related design objective. This design objective states what the community wants to achieve. Illustrations provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

The focus of this chapter is the design of residential dwellings on private property. The design of residential neighborhoods, street patterns, streetscape design and other larger scale items are addressed in the Community Design chapter of this document.

APPLICABILITY AND USE TYPES

The design objectives and standards within this section apply to 4 types of residential development. Each guideline and standard in this chapter is coded with the icon system provided to indicate the applicability to the residential type. As indicated, the guidelines and standards may apply to 1, 2, 3, or all 4 of the types:

	<p><i>Single Family Detached</i> – Single family residential projects characterized by stand-alone units.</p>
	<p><i>Single Family Attached</i> – Residential projects characterized by single-family style dwellings, for rent or sale, in an attached configuration.</p>
	<p><i>Multi-family</i> – Residential projects, with multiple units on one parcel, usually for rent but can be individually owned as a condominium.</p>
	<p><i>Residential Mixed Use</i> - Projects where a majority or the entire site is used for residential purposes. This includes live-work units.</p>

SINGLE FAMILY DETACHED

Single family detached is defined as one primary dwelling unit built on a single parcel of land. A second accessory dwelling unit may also be included on some single family properties. The majority of residential dwellings in the City of Rancho Cordova are single family detached dwellings. This product is typically a for-sale dwelling, however there are no restrictions on the ability to rent the unit. Only one family occupies the entire structure.

The purpose of design guidelines for this housing type is to ensure that new housing is integrated into the community at large, provides diverse architecture, and contributes to functional, safe and vibrant neighborhoods. As pictured below, this housing type can be built at a wide range of scales; from large homes on large lots to moderate sized homes on small lots.



Large single family home on a large lot.



*Moderate sized single family home on a mid-sized lot.
(Orenco Station, Portland, Oregon)*



Single family homes on small lots within a planned development sharing a common driveway. (Metro Square, Sacramento, California)

SINGLE FAMILY ATTACHED



Single family attached is defined as two or more units sharing common walls, such as townhouses, duplexes or triplexes. Design guidelines for buildings with four or more units on a single parcel are considered Multi-family for the purposes of this guideline document. A single family attached unit can be placed on its own parcel, with a common wall at the parcel boundary – typically called a townhouse or rowhouse unit. Duplexes and triplexes typically share a single parcel. Townhouse units are generally individually owned, and duplex and triplex units are generally owned in common and individually rented.



This photo illustrates single family attached dwelling units that share common walls with adjacent units. Each dwelling unit is located on an individual parcel. (Hillsboro, Oregon)



Duplex units share a single parcel or can be split by a parcel line between the units. The latter allows each parcel to be individually owned. (Forest Grove, Oregon)



This picture illustrates a triplex, which has been designed to fit into a neighborhood with single family homes. The three units share a parcel, but each unit is individually owned (land owned in common). (Orenco Station, Portland, Oregon)

Single family attached units share characteristics with both single family detached and multi-family dwellings. Like single family detached, the units can often be individually owned, the buildings can be smaller in scale, and individual yards are often provided in lieu of common open space. Like multi-family homes, attached single family development generally has higher development densities and lots are usually smaller and more of the lot is covered with building footprint. Even though units can be individually owned, the units share walls with other units, and some common ownership and maintenance of buildings and land typically occurs.

Design guidelines are intended to ensure compatibility of single family attached units with surrounding properties, whether single family, multi-family, mixed use, commercial or other land use. Due to higher densities and standard construction techniques, single family attached units can have a monotonous appearance, functional issues with vehicular access and a lack of open space and other amenities.

MULTI-FAMILY



Multi-family projects are defined as 4 or more units on a single parcel of land. The units can be rented or individually owned as condominium units. Whether ownership or rental units, the buildings typically share common areas and are maintained by the property owner, a management company, a community association, or some combination thereof.

Multi-family buildings can be found in a variety of settings and locations within the community. Multi-family projects can be a single building on a single parcel or can be a large complex of buildings on multiple parcels. The buildings can be integrated into residential neighborhoods along with single family and attached single family dwellings or they can be constructed in conjunction with commercial or office buildings (horizontal or vertical mixed-use).



Example of a small multi-family project. Each entrance is accentuated and the roofline is broken up to reduce the potential for monotony.



An example of an urban multi-family project. Units are configured vertically, rather than horizontally, creating many views onto the street. (Portland, Oregon)



A large multi-family apartment complex in North Natomas, Sacramento, California. The scale of the project is consistent with other suburban multi-family projects, however it is variation in roofline and articulation of the façade to break up the monotony.



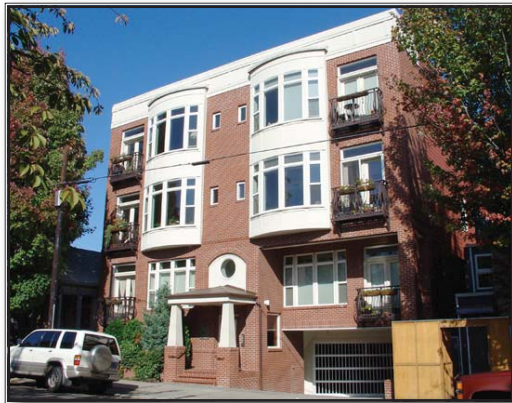
Design guidelines help ensure the compatibility of multi-family buildings and complexes with the surrounding community, while providing a functional, safe, and desirable environment for apartment residents. Apartment complexes that are isolated and segregated from the rest of the city are strongly discouraged. Instead, multi-family dwelling should play a critical role in creating vibrant and active residential and mixed-use neighborhoods. Multi-family development provides an opportunity to place larger numbers of people close to commercial and employment uses. This additional population density has a number of advantages, such as: more efficient use of land; more customers for shopping areas; more users for transit systems; less vehicular use; and more affordable housing.



RESIDENTIAL MIXED-USE



Residential Mixed-Use development includes both exclusive or predominant residential use of structures. Under the predominant use scenario, the majority of the building square footage is used for residential purposes. The remainder of the building may be commercial or office. An example of residential mixed use in a vertically integrated building would be retail shops or office space on the ground floor with residential on the upper levels. Horizontal integration of uses with residential units adjacent to office or retail buildings can also be accomplished within this land use type. Live-work units are also a product type within this designation.



Apartment building in a mixed use neighborhood with below grade parking, a prominent entrance and a modest setback (Portland, Oregon).



Residential lofts with retail uses at ground level (Sacramento, California).



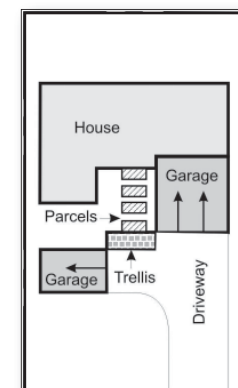
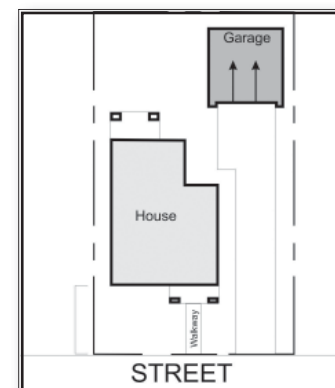
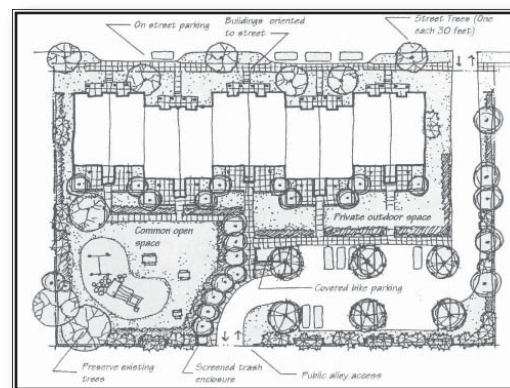
Residential apartment with a commercial user at ground level (Sacramento, California).

SITE DESIGN

Intent – The standards and guidelines herein are intended to assist in the appropriate siting of homes in all residential areas of the City. Residential site design should contribute to a strong sense of place, a desirable streetscape appearance, walkable neighborhoods, and convenient access to parks, commercial areas and community facilities. These standards and guidelines are intended to promote quality design and cohesive neighborhoods for a wide variety of single family (detached and attached) and multiple family developments.

The Site Design section features the following subcategories:

- Circulation
- Building Placement and Orientation
- Public Spaces/Pedestrian Amenities
- Parking
- Garage Placement and Design



SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.

DESCRIPTION

A simple, efficient on-site circulation system is essential to help site residents and visitors find their way around and locate a particular unit. Large sites with multiple units can be easily confusing. Internal circulation systems




Do This: This single family project has an internal one-way loop street with individual driveways to each residence. (Metro Square, Sacramento, California)





Don't Do This: This residential development has no vehicular, bicycle or pedestrian connections to the adjacent subdivision (Elk Grove, California).

should connect all areas and include signage and other techniques for successful wayfinding. Vehicular facilities, such as internal streets, driveways, curb-cuts and garages should not dominate residential developments and should be designed to respect the needs of pedestrians and create pleasant visual environments.

DESIGN GUIDELINES

- 

1. Multi-family developments with internal streets and driveways should be designed for easy navigation in a logical, common sense manner so that a resident or visitor can easily enter the site, park their car, and find a particular unit. Effective wayfinding designs include: directory signage, color coded buildings, pedestrian signage, and landscape accents.
- 

2. The use of shared driveways is encouraged to eliminate the need for excessive curb cuts and to reduce the amount of pervious surface.
- 



3. Special paving, landscaping, walls, and other design elements should be used to alert vehicles to pedestrian areas and add visual interest.

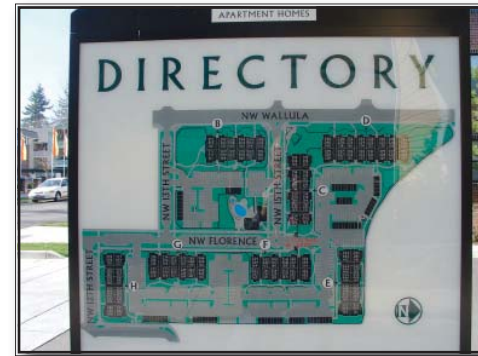


This multi-family development utilizes enhanced landscaping and special paving to alert drivers that pedestrians may be crossing.



Town homes are adjacent to and accessible from the public sidewalk in this example from Portland, Oregon. The individual entries are elevated from the street to provide privacy and a transition between public and private space.

4.  Residential projects should provide vehicular, bicycle, and pedestrian connection to adjacent residential and non-residential developments.
5.  Multi-family project should be integrated into public street and sidewalk systems, as follows:
- Provide direct connections from individual and common entries to the public sidewalk system;
 - The fronts of individual units should face and access the public street;
 - Continue the local street system into the multi-family development (private streets are discouraged). This ties the multi-family development into the adjacent neighborhood instead of creating an isolated compound.



This site plan illustrates how a typical multi-family site plan can be retrofitted to accommodate the local street system. (Gresham, Oregon)



SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY

DESIGN OBJECTIVE

Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.

DESCRIPTION

This section addresses the relationship of private residential property with the street. The overall neighborhood street network and design are addressed in the Community Design chapter. The City encourages the design of




Do This: This residential project has homes facing onto a park.
(Courtesy LPA)






Don't Do This: The homes in this subdivision all have the same orientation on the lots. There is little variation in the rooflines between homes and the garages are the most prominent feature (Elk Grove, California)

single-family residential neighborhoods with a mix of densities and lot sizes to create diversity of housing products for an interesting streetscape. Streetscapes should be pedestrian friendly and a place that makes residents have a sense of belonging. Orienting the homes to the street as well as creating variety and interest in the home design can help foster this sense of belonging and encourage residents to walk and enjoy the neighborhood setting and nearby amenities (parks, schools, shopping, etc.).

DESIGN GUIDELINES


1.  Special standards to allow flexibility in the design of higher density single-family residential development include:
 - Duplexes and half-plexes on corner lots are encouraged throughout single-family neighborhoods to diversify the housing stock and increase housing choices in each neighborhood.
 - Reduction in required yard setbacks for medium density residential development.

DESIGN STANDARDS

1.  To allow for design flexibility, minimum lot sizes, widths, and building setbacks have been eliminated in the RD-10 and RD-15 zoning districts and reduced in the RD-7 zoning districts.
2.  No two identical floor plans and elevations shall be placed on adjacent lots.
3.  Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods on standard corner sized lots.






This duplex is sited on the lot so that each unit entrance is facing onto a different street. (Fairview, Oregon)


2.  In order to achieve variation in subdivisions, master home plans for each subdivision shall include a minimum number of floor plans and elevations based on the number of units within the subdivision:
- Less than 100 units - minimum of 3 floor plans with 3 elevations
 - Between 101-200 units - minimum of 4 floor plans with 3 elevations
 - More than 200 units, minimum of 5 floor plans with 4 elevations



This townhouse project in Hillsboro, Oregon has reduced setbacks which allow the homes to be close to the street.

3.  Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods on standard corner sized lots.

4.   Projects with 2 or more buildings shall be designed with different building setbacks or façade variations to avoid the creation of a monotonous streetscape.

5.  Residential mixed use buildings are encouraged to include retail and/or service uses.
- These retail/service uses should be located along the street frontage and on a corner if possible;
 - Residential entrances shall be separated from non-residential entrances;
 - Commercial components of residential mixed use should be located for visual, functional, and connectivity to the street.



Single-family development in Hercules, California. The look and feel of the homes is varied along the street.

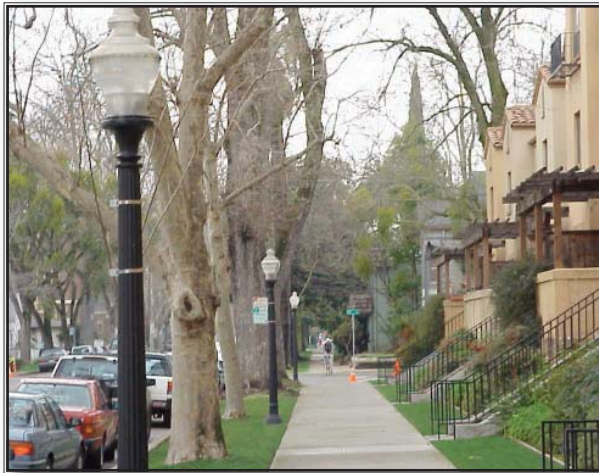
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS

DESIGN OBJECTIVE

Design and construct residential units that create safe, pleasant and active neighborhoods.

DESCRIPTION




Buildings should be sited and oriented to the street to make for an inviting streetscape. Interesting streetscapes promote pedestrian activity in and around the site. Buildings at or near the street can help create a “dialogue” between adjacent uses.



Do This: This residential project in Sacramento, California places the homes close to the street, creating an inviting atmosphere. Entrances are elevated above the pedestrian realm, promoting “eyes on the street,” but allowing the residences to stay private.



Don't Do This: From the street it appears as though the entire home is a garage. Walking paths lead to the front door from the driveway, not the public sidewalk. The entrance is not visible from the street. (Elk Grove, California)









1.  Residential development adjacent to designated open space areas should maintain visual access to the open space from residential units, common buildings, and/or streets (building should not back up to open space areas creating areas hidden from public view).
2.  To facilitate development of higher density single-family homes, implementation of rear alley should be considered for accessing garages, off-street parking, utilities and trash facilities.
3.  Building shall be designed with structural and spatial variety along the front façade and staggered roof planes. The intent is to avoid a monotonous or institutional appearance. The City recognizes the need for design flexibility for townhome projects. Building placement and setback variation for townhome projects shall be reviewed on a case-by-case basis.

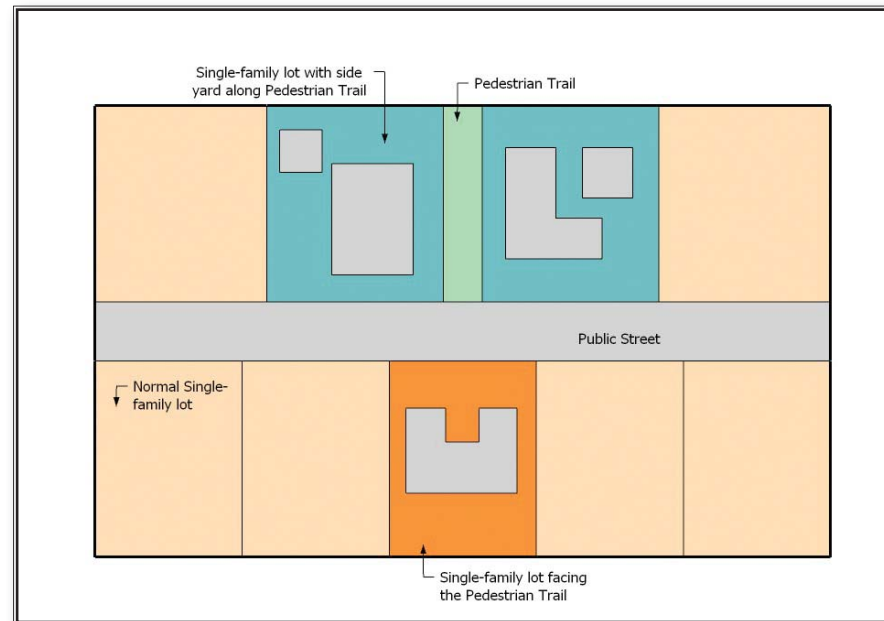


This streetscape shows homes which are oriented to the street.



This mixed use residential building provides an attractive streetscape with a corner entry, windows, and balconies to provide "eyes on the street." (Portland, Oregon)

4.   The City encourages project to be designed in a way that promotes “eyes on the street” for community safety. To that end:
- Single-family attached and detached products should provide one living/family/community living room at the front of the home facing onto the street;
 - Multi-family and residential mixed-use products should be placed along the street or at street intersections with views from the units onto the street.
5.     Site homes to face or back onto trails and pedestrian walkway and promote the idea of “eyes on activities.” This can be achieved by:
- Facing homes directly onto or backing onto the trail;
 - Fencing side yards that abut walkways with simple wrought iron or tubular steel fencing;
 - Creating “T” intersections at trailheads where a home or dwelling unit looks directly at the entrance to the trail.
6.   Residential trash receptacles (including recycling and green waste containers) shall not be stored within a required front or street side yard unless screened from view of the public right-of-way by a solid fence not less than 4 feet in height. Exceptions to fence height standards may be granted by the designated Design Review Approving Authority to ensure proper placement and screening of trash receptacles.



This figure illustrates how homes should front or side onto pedestrian trail heads. As described in the guidelines, homes should face or back onto trails and pedestrian walkways to promote the idea of “eyes on activities.”

SITE DESIGN > PUBLIC SPACE/PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Create aesthetically pleasing and vibrant places to gather within residential projects and provide common open space areas and amenities for the use and enjoyment of residents within residential projects.

DESCRIPTION

Public spaces and amenities can add a sense of community and allow residents to gather. Projects should incorporate public spaces and pedestrian amenities that are centrally located, functional for a variety of uses and aesthetically pleasing. Open space areas within higher density single family and multi-family projects are particularly important.






Do This: This single-family project includes a common open space where residents can gather and socialize. (Metro Square, Sacramento, California)



Don't Do This: This play yard located within a multi-family project is small in scale as compared to the size of the complex. The bench would be a better place to sit if it were in a shaded area.

to functionally and visually unify a development. Multi-family residential projects should provide quality open space areas to allow residents to recreate, relax, and enjoy the outdoors. Patios, porches and balconies should also be provided to include private open space. Open space features should be carefully integrated into the design of multi-family projects to provide safe areas, that can be easily surveyed from nearby dwellings or the street and complement the building architecture and project site design.

DESIGN GUIDELINES

1.  Common open spaces should be readily assessable from all residential units.
2.  Common open space shall be incorporated into the site plan as a primary design feature and not just as remnant pieces of land used as open space. The open space shall be centrally located and positioned within the viewshed of the nearest units, such that the residents can watch over the area. Common open space associated with ownership units (i.e. townhomes) may be located in private yard areas.
3.  Multi-family projects shall provide one or more amenities for residents as listed below. These amenities may be counted toward open space requirements:
 - Tot lot/play structure;
 - Community garden;
 - Picnic tables and BBQ area (with shade structure(s));
 - Swimming pool;
 - Indoor recreation facility;





This residential mixed use development in Lake Oswego, Oregon has ground floor retail with shade structures located over each business entrance.

- Sports courts (e.g., tennis, basketball, volleyball);
- Natural open space area with benches/viewing areas and/or trails;
- And/or other active or passive recreation area that meets the intent of this guideline.

4.   Buildings with ground floor office or retail use should provide public spaces with the following amenities:

- Weather protection at each building entrance (individual units and buildings);
- A plaza or courtyard next to the primary building entrances.

5.   Use project amenities to animate the local street system by placing along street frontage and at corner. Amenities should not be placed in remote, hard to see locations.

DESIGN STANDARDS



Consistent with zoning code development standards, all buildings, roofed areas, and parking facilities, including drives, shall not cover more than 75 percent of the site. A minimum 25 percent of the gross area shall be designated as common open space. Common open space includes all landscaped areas outside of the required landscape corridors along adjoining streets, active and passive recreation areas, other outdoor amenities, and natural open space areas. Reductions in the required open space area to a minimum of 20 percent of the gross area for exceptional architecture design may be granted by the designated approval authority. Common open space associated with ownership units (i.e. townhomes) may include private yard areas. The designated Approval Authority may grant exceptions to this standard for compact development on a case by case basis.



Community building for apartment complex placed on corner in a highly visible location. (Portland, Oregon)



Fountain provided in mixed use neighborhood provides a central gathering place for neighborhood residents. (Portland, Oregon)

AVOID

Open space areas that are hidden from view.

SITE DESIGN > PARKING

DESIGN OBJECTIVE

Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.

DESCRIPTION

Parking lots are necessary for multi-family project and sometimes necessary for higher density single family developments as overflow or guest parking. Large parking areas can create “seas” of asphalt and dominate the streetscape views. Parking should be sufficient for residents and be conveniently located near individual units.

ALSO SEE GARAGE
PLACEMENT
AND DESIGN




Do This: Parking for this multi-family project is broken into smaller parking fields with direct access to the buildings (North Natomas, Sacramento, California).



Don't Do This: This parking lot for a multi-family project is a large sea of parking. Resident and visitor parking is not clearly delineated and there is no direct access to individual units. (Rancho Cordova, California)

For large multi-family projects it is usually beneficial to have several smaller parking areas. Proper parking placement and screening allows parking areas to integrate into the overall project design seamlessly and create for a more visually appealing site.

DESIGN GUIDELINE

1.  When individual garages are incorporated into projects, common driveways or alley-loaded access is encouraged.
2.  Design and locate parking areas such that the walk from the designated parking to the dwellings is short and direct. Ideally, residents will have visibility of their parking stalls from their residence. All resident and visitor parking spaces shall be clearly identified.
3.  Multi-family projects with more than 50 units shall provide a common vehicle wash area. Where provided, the vehicle wash areas shall be paved, bermed, and graded in order to drain properly.





*Example of garages in a multi-family project.
(Orenco Station, Hillsboro, Oregon)*



Local street provide through the middle of an apartment development with on-street parking. The parking pocket concept is used to enhance the pedestrian environment (Gresham, Oregon).



4.   Buffer residential units from the parking lot by:
- Providing a landscaped screen with a minimum height of three feet (berm, hedge, wall, or other);
 - Providing a minimum 10 foot width landscaped area between paved areas and residential units.

5.   Use a combination of on-street and off-street parking for multi-family development.
Parallel parking along local streets within multi-family project is strongly encouraged.





At The Crossings in Mountain View, California, parking along the primary access road is accommodated with pop-ins that take the cars out of the roadway to allow for better circulation and reduced right-of-way width. A landscaping strip is placed between the parking area and the sidewalk to protect the pedestrian.

SITE DESIGN > GARAGE PLACEMENT AND DESIGN

DESIGN OBJECTIVE

Create residential development where a variety of garage placements ensures that that garage is subordinate to the main home/living area in single-family residential neighborhoods.

DESCRIPTION

Garages should not be the first thing that you notice upon entering a residential subdivision. By placing the garages subordinate to the living area, a better streetscape is developed. Pedestrians will also feel a sense of belonging by having the living areas of the home closer to the street.




Do This: This townhome project utilizes garages placed at the rear of the development. Landscaping at the base of this alley/townhome project is used to break up the massing of the building and separate the garage doors (Portland, Oregon).



Don't Do This: This subdivision has garages that are forward of the main living areas of the home. The garages are the first thing you notice while entering the subdivision and dominate the streetscape (Elk Grove, California).

DESIGN GUIDELINES

1.  Within a master home plan series, there shall be a variety of garage placements to avoid dominating the streetscape with garage doors. To achieve this, the following is required:
 - Only one in three of the master home plans are permitted to have a garage door that extends beyond the primary living area of the home;
 - For all garages, one or more of the following techniques shall be used to minimize the visual impact of the garage door:
 - › Place the garage at the rear of the lot accessed from a side street or an alley, attached or detached from the main dwelling;
 - › Recess the garage behind the living area of the home or behind the designated outdoor living area of the home (e.g. porch or patio);
 - › Cantilever the second story (or project a portion thereof) out over the garage;
 - › Develop a tandem garage so that the appearance from the street is that of a single-car garage;
 - › Articulate garage doors with windows, paneling, or other high quality detailing; recess a minimum of one foot from the garage door frame and paint the door a darker contrasting color;



This single family development in Orenco Station, Hillsboro, Oregon uses a rear alley concept where the garages are located.






This single family home in Elk Grove has a garage that is located at the rear of the parcel.





- › Place the garage perpendicular to the street (side-on garage). The front yard setback requirement for side-on garages may be reduced by a maximum of five feet from the property line and shall include windows along the elevation facing the street. No more than one home in a Master Home Plan Series may have a side-on garage;
- › The City encourages the use of shared driveways in medium or high density projects. The designated Approval authority may approve shared driveways on a case by case basis.



A residential project in Chula Vista, California where garages do not dominate the streetscape, but are placed behind the building and accessed from an alley. This creates a more pedestrian friendly project and brings the living area of the home closer to the street.

2.  The appearance of three or more garage spaces facing the street should be avoided or minimized. To that end, all homes with three or more car garages shall be designed using one of the following techniques:
 - Shift the orientation of the garage so that one or more of the garage doors do not face the street (e.g., side-on garage that is not perpendicular to the street). Side-on garages may be located a minimum of 15 feet from the front property line and shall include windows along the elevation of the street. When a side-on garage is developed in conjunction with a garage facing the street, the design shall include an announcement of entry to the livable portion of the home. Entry treatments may include a trellis, arbor, gate, landscape, and/or enhanced pavement;
 - Place active living areas at the front of the house with windows on the street limiting the garage projections.
 - Create tandem parking spaces so that a maximum two-car garage faces the street;
 - Design a single garage door that is offset or separated from the face of the two-car garage. Additionally, garage doors shall be recessed a minimum of one foot from the garage door frame and garage doors shall be painted a darker contrasting color or material;
 - Other creative design alternatives that serve the functional equivalent of minimizing the appearance of three garage doors facing the street.

3.   Garage door width facing the street shall not exceed 50 percent of the width of the home. Subdivisions with lot widths less than 50 feet may increase this proportion to a maximum of 60 percent. Attached single family homes are allowed a one car garage door widths if this width exceeds 60 percent of the width of the home.

4.     Where proposed, carports and garages shall be designed to complement the project architecture in terms of design, materials, and colors.



This single family home has a three car garage with only two bays that front the street. The other garage bay is side-loaded with windows facing the street to look like part of the home (Elk Grove, California).



ARCHITECTURE

Intent – Promote quality architectural design that enhances the character of Rancho Cordova. Neighborhoods should incorporate an identifiable architectural style of family of compatible design styles. Residential buildings should be designed to avoid large, featureless facades. Larger multi-family structures should be designed to be compatible with surrounding single-family neighborhoods.

The Architecture section features the following categories:

- Mass, Scale, and Form
- Style and Design Details





ARCHITECTURE > MASSING, SCALE, AND FORM

DESIGN OBJECTIVE

Encourage residential design that is visually interesting, establishes streetscape variety, is pedestrian in scale, and compatible with surrounding properties.

DESCRIPTION

The mass, scale, and form of residential buildings should enhance the public realm. Multi-family residential development should be designed to be compatible with existing development. All proposed buildings should contribute to the design of the neighborhood with regard to mass and scale, architectural style, and use of colors and materials.





Do This: This single family project has variation in scale and massing by utilizing varying roofplanes and staggered front setbacks (Portland, Oregon).




Don't Do This: This single family project does not have any variation in roof planes.

DESIGN GUIDELINES


1.  The structural massing of larger residential buildings shall be broken down into smaller component parts representative of individual dwelling units or homes using the techniques listed below. Exceptions may be granted for multi-family dwellings designed to look like large single-family detached homes. Design techniques to reduce mass include:
 - Articulation such as dormers, overhangs, balconies, wall projections, and porches;
 - Varied roof form as appropriate to the style of the house, such as: hipped roofs, gabled roofs, varying roof pitches, and roof dormers;
 - Material changes to create variations;
 - Staggered and jogged unit plans.


2.  When located adjacent to one- or two-story single family detached homes, the design of multi-unit structures along the project edge should be designed to transition in scale. This can be achieved by:
 - Subdividing perimeter buildings into segments compatible with adjacent residential scale (e.g, upper story setbacks);
 - Limiting the height of the portion of the multi-family structures within 100 feet of the common boundary to 2 stories. Beyond 100 feet, structures (and portions thereof) up to the height limit are permitted.

3.  Attached products should look like separate units by the use of clearly identified entries, style and design details, and differing roof forms to avoid an institutional appearance.



Dormers and balconies can be used to break up the perceived mass of buildings.

4.  Each home within a Master Home Plan series shall be designed to ensure substantial variety. Compliance with the design provisions (listed below) reduces the possibility of streetscape monotony and “sameness”:
- Design rooflines with changes in ridgeline direction and configuration to ensure variation in rooflines between structures. Each floor plan within the master home plan series shall include a different roofline;
 - A minimum of one of the home plans in each master home plan series shall be single story. This requirement does not apply to medium density residential development (greater than 6 du/acre);
 - All homes should be oriented to the street by utilizing floor plans that de-emphasize garage fronts and encourage living room forward home designs;
 - 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;
 - Each home plan within the master home plan series should have a distinct footprint in terms of placement and relationship to the garage, interior living space, and any designated outdoor living space or entry feature.

5.  Design of individual homes should provide interest and balance of bulk and mass. Design techniques include:
- Use of horizontal elements to soften vertical ones in an elevation;
 - Minimize use of tall or two-story-high design elements with no architectural relief;
 - Keep second floor exterior wall heights as low as possible;
 - Use roof forms that reduce bulk (e.g., minimum number of hips and valleys);
 - Avoid massive, tall chimneys (locate them either on an internal wall or centered on a gable end when possible).



This proposed townhome project is located within Capital Village in Rancho Cordova. The townhomes are broken into smaller component parts with clearly identified entries. (Courtesy of Jeffrey Demure and Associates)



The massing between these two homes in Folsom, California is complementary. The second floors are set back farther from the street than the first. Horizontal elements, including the trim and wainscoting, break up the structures vertically. Neither home dominates the other.



This multi-family project includes articulation of the wall, trim around the doors and windows, and accents at the entries to the units to break up the mass of the structure.

ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.

DESCRIPTION

The architectural style of a residential development creates the identity for the project and when combined with other residential development contributes to the character of the entire community. The intent of the following design guidelines is not to require a specific architectural style, but rather to establish a minimum set of parameters





Do This: This multi-family building include a lot of architectural detailing. This helps to break up the mass of the project and create an interesting streetscape that is interesting to pedestrians. Despite the fact that there are several units in the building, it appears to be only two or three regular single family homes.



Don't Do This: This multi-family project in Rancho Cordova lacks architectural style and detailing. The building appears massive and uninviting.

to ensure quality architectural design. Residential development should establish a style that is carried throughout the project mass and form, features, and finishes.

DESIGN GUIDELINES

1.  While diversity of architecture is encouraged, each home or building shall be designed with a single architectural style. The authentic implementation of appropriate architectural styles is encouraged (please refer to “A Field Guide to American Houses” by Virginia and Lee McAlester).
2.  Architectural design themes are encouraged to establish a unique project identity.
3.  No two identical floor plans and building elevations within a master home plan series shall be located directly adjacent or across the street from one another.



Porches provide a transition from the public space to the private space



This live-work development in Portland, Oregon has an interesting architectural style that is relevant to the area.

ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES

DESIGN OBJECTIVE

Ensure that the design of facades reflect the architectural style of the home/unit and are designed at a human scale and facilitates pedestrian activity of adjoining streets.

DESCRIPTIONS

Residential building frontages provide the interface between public and private space and should create a sense of place and a feeling of belonging. Architectural details should provide visual interest to the pedestrian and complement the character of the development. Façade should also be designed to allow surveillance of the adjacent street, sidewalk and open space areas from inside buildings. This provides “eyes on the street” which enhances security of residential areas.




Do This: The façade of this single family home includes detailing around windows, the use of stone accents, and a porch. The detailing makes the home an inviting place to visit and enhances the streetscape.




Don't Do This: The façade of this single family home does not include any detailing on the façade. The home looks bare and does nothing to enhance the streetscape.

DESIGN GUIDELINES

1.  Architectural treatments on the front elevation and elevations facing public right-of-ways and open space areas shall provide visual interest through the following methods:
- Wrap façade materials a minimum distance of 4 feet along the side yard elevations;
 - Provide additional detail along the base of multi-story, multi-family buildings;
 - Provide architectural features to articulated facades such as: trim with substantial depth and detail, window boxes, brackets, overhangs, trellises and/or lattice.






This single family home utilizes a front porch large enough for people to sit and visit.

2.  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 with the following characteristics:
- Clear entry sequence extending from the public sidewalk to the front door;
 - Front porches shall be functional with a minimum depth of 6 feet;
 - Provide clearly defined site and building entries that are in scale with the proposed project and relate directly to the street frontage.
 - The front door to each unit shall be clearly visible from the adjacent street. The use of distinctive architectural elements and materials to denote prominent entrances is required.
 - Doors should complement the architectural style and be of high quality and include upgraded hardware.



This balcony large enough to accommodate a table and chairs.

3.  Ensure that openings in the façade contribute to the overall design of the building and promote a relationship to the human scale through the following methods:
- Use window molding, shaped frames and sills and other techniques to enhance openings with additional architectural relief;
 - Frame all windows with a minimum of 4-inch trim and inset into façade to provide depth and shadow lines.
4.  Upper story units should have balconies or decks sufficient to accommodate two chairs and a small table.
5.  End units shall have articulation such as windows and doors facing onto the sidewalks.



Residential development in Lake Oswego, Oregon. The façade of the buildings is rich in detailing, with brick along the first floor of the building and trim around all the windows. The walls are articulated often to break up the building horizontally.



Single family home that provides detailing around all the windows and doors. Planter boxes are also provided under all the large windows.

AVOID

Reflective glass



Residential mixed-use project in Gresham, Oregon. The project includes balconies with decorative railings and trellis work on the top floor.

ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES

DESIGN OBJECTIVE:

Residential entries should create an inviting transition between public and private areas

DESCRIPTION:

Residential entries should provide a defined transition between the public and private realm. They should convey a sense of privacy while expressing a welcome entryway for those who approach. The design of the door should respond to the level of activity along the street.





Do This: Entry to a multi-family project in Gresham, Oregon. The entry is clearly delineated from other portions of the building with the brick columns, awning, lighting, overhang, and sign.




Don't Do This: The entryway to this apartment complex in Folsom, California is uninviting. There is little lighting and it is secluded and disconnected from the surrounding area.

DESIGN GUIDELINES

1.  Residential entries should be separated from the street by semi-private transition areas, with one of the following characteristics:
 - Porches, terraces, stoops or canopy-covered doorways close to or attached to sidewalks should be raised above street grade at least 3 feet; or
 - A private entryway setback and separated from the sidewalk with a gate, fence, wall or other method.

2.  All primary entrances into residential buildings or individual units shall provide weather protection extending a minimum of 4 feet from the building facade.

3.  Residential entryways should have the following characteristics:
 - Differentiated roof, awning, or portico at the entry;
 - Multi-panel doors;
 - Transom windows and sidelights;
 - Durable, high quality metal door hardware;
 - Wood solid core doors.



The entry to this residential mixed use project in Orenco Station, Hillsboro, Oregon is clearly identified, located at the corner, and utilizes high quality doors and windows.



The use of porches can help transition from the public to the private space and create a space for residents to congregate.



This single family home has a front door clearly visible from the street.



RESIDENTIAL



CHAPTER 6

COMMUNITY FACILITIES

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PURPOSE

Community facilities include educational, cultural, protective, governmental and other uses strongly vested with public or social importance. Community facilities should set an example for sensitive site development practices and exceptional architecture. The purpose of design standards and guidelines contained within this section is to ensure that community facilities are compatible and contribute to the character of the street, neighborhood and larger community. These facilities should be designed to serve as key focal points within neighborhoods and communities.

In addition to buildings, this chapter also includes provisions for certain community utility infrastructure facilities, such as wireless facilities, electrical substations, phone switching stations and large equipment boxes. These types of facilities are critical to the community and the location may not always be flexible. Therefore, they should be designed to fit in within the context of their surroundings or screened from view when possible.



ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections: Site Design; and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each subcategory has one or more related design objectives. This design objective states what the community wants to achieve. Illustrations and photos provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

APPLICABILITY AND USE TYPES

The design objectives and standards within this chapter apply to community facilities at two different scales: local focus and regional focus, described in more detail on the following pages. The guidelines provided in this chapter are supplemental to those provided in Chapter 2, Community Design – guideline in both chapters apply and where conflicts exist provisions in this chapter apply.

Certain governmental entities such as federal and state governments and school districts cannot be required to comply with these design guidelines. However, City staff will work with these entities to encourage project design consistent with the provisions herein.



LOCAL FOCUS COMMUNITY FACILITY

Community Facilities with a local focus will generally serve clients or patrons within a service area of less than a mile - many clients or patrons of the facility will be within walking distance to the facility from their homes and the facility could serve one or two neighborhoods. Examples could include a day care center, a small fire station, a recreation building (within a park), a small park, elementary schools, middle schools, branch libraries, houses of worship (neighborhood scale), and community centers. Neighborhood park facilities would also be included in this category (when subject to design review). These facilities provide essential services for the neighborhoods in which they are located. While some of these facilities may serve an area larger than the surrounding community, it is generally agreed that they exist primarily to enrich the residential community.



Community center provides a central gathering place of neighborhood residents (courtesy LPA).



This neighborhood library occupies a renovated historic building to provide a neighborhood resource (Portland, Oregon).

REGIONAL FOCUS COMMUNITY FACILITY

Community Facilities with a regional focus will generally serve clients or patrons within a service area of several square miles, a city or a larger region. Uses in this category could include colleges, central libraries, city hall, high schools, courthouse, museums, hospitals, large churches, regional park facilities and cemeteries.



The Fairview City Hall provides a community facility that is integrated into the surrounding neighborhood's pedestrian system, while being accessible to the larger community (Fairview, Oregon).



This sports complex provides for a variety of facilities for sports and other group activities, such as an outdoor amphitheater (Temecula, California, Courtesy LPA).



This high school was built in a mixed use neighborhood adjacent to a light rail station, shopping center and housing (Gresham, Oregon).

JOINT USE FACILITIES

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. The photo, to the right depicts a public library adjacent to a community park. This is a highly compatible arrangement, with the library creating frequent activity around the library, allowing the park to be easily monitored for safety and creating a pleasant environment for reading. A variety of other community facilities would be appropriate within or adjacent to a park, for example community centers or schools. If designed in a compatible manner, retail and residential uses adjacent to a park are also appropriate, creating active, safe environment.
- Library combined with residential and retail. The photo, to the right depicts an innovative project in Portland, Oregon that combines a library, apartments and a coffee shop within the same building. This combination represents an efficient use of land that contributes to the urban setting and provides a compatible mixture of land uses.
- Police station included within an apartment complex. The photo, to the right illustrates a police station adjacent to light-rail station and housed within an apartment complex adjacent to other retail uses. This provides a convenient and friendly location for neighborhood residents to interact with police and helps the police department with outreach activities.

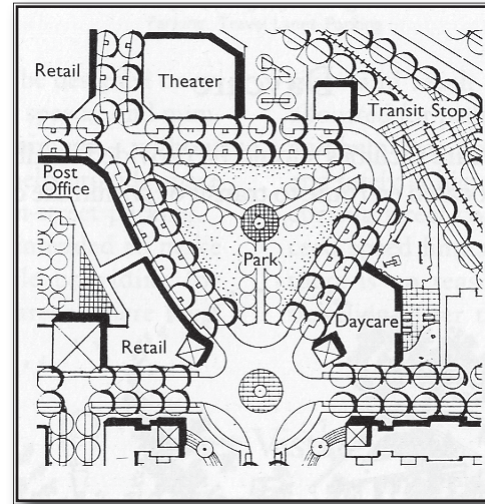


SITE DESIGN

Intent – Provide an inviting, accessible, functional and safe environment where the needs of the visiting public are emphasized. Community facilities primary use is to accommodate public services and provide gathering places. Development should be visually appealing from the street and adjacent residential neighborhoods. All forms of transportation, including pedestrian, bicycle, transit and vehicular modes should be accommodated. A clear separation of vehicular and pedestrian areas should be provided. Community facilities should be comfortable and safe in all seasons and hours of the day. Public buildings should interface with plazas, parks and other open space areas.

The Site Design section features the following categories:

- Circulation
- Public Spaces/Pedestrian Amenities
- Parking
- Landscaping
- Minimizing Negative Visual Impacts of Community Infrastructure



SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

Develop a circulation system that provide full public access to community facilities by providing a safe and functional vehicular environment and, most importantly, providing a safe environment for those walking, using bicycles, and transit.

DESCRIPTION

To ensure a safe and active streetscape, site plans should ensure that the pedestrian is the priority. Community facilities need to be accessible to a wide spectrum of the public, many who do not have access to automobiles.



Do This: Special paving identifies shared pedestrian vehicle area for this community center building (Sacramento, California).



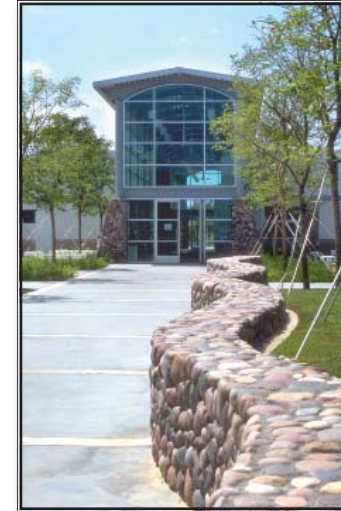
Don't Do This: Although clearly delineated this pathway winds through a large parking lot with no physical protection provided to pedestrians from vehicular traffic such as a raised walkway, landscaping, special paving or other techniques (Citrus Heights, California).



Where regional bicycle facilities exist (e.g. recreational trails or bike lanes along public streets), they should be connected to and continued through the project site and easily accessible.

DESIGN GUIDELINES

1. Create safe and comfortable environments for pedestrian and bicyclists to access community facilities by the following measures:
 - Identify pedestrian and bicycle routes with grade-separated pathways, use of special pavers, scored surfaces, planter strips and/or bollards;
 - Provide additional sidewalk width at all building entries;
 - Use an entry plaza at primary entrances, which include benches, landscaping, bicycle parking and shade;
 - Fully integrate ADA facilities into site design; and
 - Integrate bicycle parking into the design of the project to ensure high visibility.



A clearly defined and attractive pedestrian path is provided to the front door of this community building. (Temecula, California)



Bicycle parking is provided adjacent to this school in a visible and secure location. (Gresham, Oregon)



An entry plaza is provided for this community building defined with architectural elements, a raised paved area and bollards. (Courtesy LPA)

2. 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.



Mills Station in Rancho Cordova, California provides a pleasant plaza adjacent to the transit stop.



In San Luis Obispo, California, this transit shelter connects to the public sidewalk system and the sidewalk system of the adjacent property.



This urban example in Portland, Oregon brings transit into the middle of two university buildings.

SITE DESIGN > PUBLIC SPACES / PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Create safe, pleasant and active streets and public spaces that are scaled to the type of community facility.

DESCRIPTION

Pedestrian areas should be useable, provide a visual amenity, and be an integral part of the community facility. Where possible, community facilities should be integrated into park sites. Public courts, plazas and squares are encouraged. Pedestrians should be protected from the elements, to encourage use of community facilities during inclement weather. Street furniture, such as benches, lamps and landscape planters should be provided. The scale and characteristics of public space should be appropriate to the site, buildings and type of community facility.



Do This: Public square provided with seating and lawn area. (Mission Viejo, California, Courtesy LPA)



Don't Do This: Community building at a park with minimal landscaping; unidentified pedestrian access; and unwelcoming seating area. (Fair Oaks, California)

DESIGN GUIDELINES

1. Create safe, attractive and functional gathering places, by providing:
 - Courtyards, squares, forecourts and plazas with seating areas adjacent to active adjacent ground-floor uses;
 - Use weather protection above or along sidewalks as building elements appropriate to the design of the structure (awnings, building projections, porches, etc.) or as free-standing site elements; and/or
 - Public art and public art that incorporates seating (e.g. fountain).



Public art provided at transit station. (Rancho Cordova, California)



Covered pathway adjacent to public open space area. (Citrus Heights, California)



Seating and tables provided near community building. (Mission Viejo, California, Courtesy LPA)

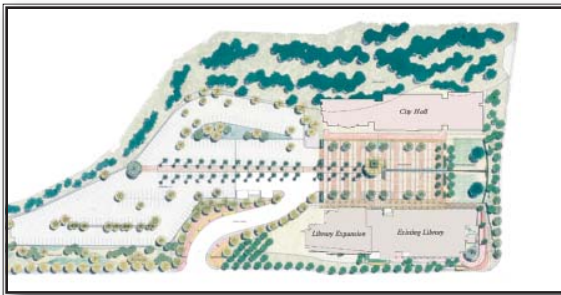
SITE DESIGN > PARKING

DESIGN OBJECTIVE

Design parking areas to respect the pedestrian user, particularly where large commercial or passenger vehicles need to be accommodated.

DESCRIPTION

Parking areas for community facilities are usually large enough to accommodate cars, trucks and buses, which can make them insensitive to the human scale. Noise, light, heat and exhaust odors are commonly associated with parking. These effects can be mitigated by good design.



Do This: A portion of the parking area can double as a plaza between two community facilities on this site plan. (Mission Viejo, California, Courtesy LPA)



Don't Do This: Parking area lacks landscaping. (Citrus Heights, California)

DESIGN GUIDELINES

1. Design parking lots of community facilities with the following characteristics:
 - Avoid and/or mitigate large expanses of parking, especially surface parking lots;
 - Place parking to the side or behind buildings to allow direct access to the building from the public sidewalk;
 - Provide safe/comfortable routes through parking areas through the use of landscaping, special pavers and other design elements; and
 - Provide continuous landscaped areas to improve the visual and environmental quality.

2. Provide parking areas for large vehicles (e.g. buses) that do not create hazardous or unpleasant conditions for pedestrians, as follows:
 - Consider providing transit/bus drop-off areas that are separate from the primary building entrances, but are conveniently located; and
 - Provide parking for larger vehicles behind building or otherwise locate to reduce conflicts with the pedestrian environment.



Well designed landscaped areas within this parking lot (Elk Grove, California).



Parking placed to the side of this community building to provide public entrance at the sidewalk (Forest Grove, Oregon).

SITE DESIGN > LANDSCAPING

DESIGN OBJECTIVE

Use landscaping to enhance character and visual quality of community facilities.

DESCRIPTION

Landscaping should be used to enhance the pedestrian experience, complement building architecture, minimize environmental impacts of development and unify elements on the site. A mix of landscaping treatments and techniques can provide appropriate separation between adjacent properties, screen objectionable views, provide visual relief, and create weather protection.



Do This: Library facility built within existing grove of trees (Sacramento County, California).



Don't Do This: Church parking lot provide very little landscaping and no defined path between the public sidewalk and the church. (Fair Oaks, California)

DESIGN GUIDELINES

1. Community Facilities should set an example of best development practices and consider innovative solutions to minimizing impervious surfaces, such as:
 - Retaining existing significant trees on development sites;
 - Planting trees that will grow to providing extensive tree canopy to intercept rain-water;
 - Use of bioswales or other on-site water retention facilities in parking lots;
 - Use of permeable paving surfaces to reduce parking lot water run-off;
 - Use landscaped areas for water quality -improvement and retention.

2. Use landscaping to enhance the pedestrian experience:
 - Soften large building walls and screen objectionable views with landscaping;
 - Provide shade with trees and structural elements;
 - Use combination of landscape, paving elements, furniture, lighting and other elements to create dynamic visually interesting outdoor spaces.

AVOID

- Removing significant trees.
- Unsightly storm-water facilities (concrete basins, no landscaping, chain-link fences, etc.)



Community buildings within a park setting with a pervious roadway surface (Courtesy LPA).



Landscaping element used as part of building architecture and pervious pavement used in parking area (Mission Viejo, California, Courtesy LPA).



Landscaped area is framed by this community building (Brea, California, Courtesy LPA).

SITE DESIGN > MINIMIZING NEGATIVE VISUAL IMPACTS OF COMMUNITY INFRASTRUCTURE

DESIGN OBJECTIVE

Integrate design of community facility infrastructure into adjacent neighborhoods and screen equipment from view.

DESCRIPTION

The community needs to accommodate such uses as cell towers, electrical substations, phone switching stations and similar types of community facilities. The visual and acoustic impacts of community facilities should be minimized.



Do This: Equipment placed within a structure scaled to the neighborhood. (Rancho Cordova, California).



Don't Do This: Equipment exposed to view from roadway and surrounded by razor wire. (Rancho Cordova, California)

DESIGN GUIDELINES

1. The negative visual aspects of community facility infrastructure should be minimized, as follows:
 - Use landscaping, fences or decorative walls can help screen objectionable views and sounds from adjacent property owners and the general public;
 - Avoid the use of chain-link and razor wire;
 - Solid walls or fencing, compatibly designed structures and landscaping are preferred enclosures.

2. When possible, facilities should be housed in buildings that blend with surrounding architecture (For example, in a residential neighborhood smaller equipment could blend into landscaping and larger equipment could be placed inside buildings which look like small homes).

3. The visual impact of cellular and other towers should be minimized by:
 - Integrating the antenna equipment into existing architectural elements where possible (i.e. church steeples, water towers, tower elements of buildings, chimneys, building roofs, etc.);
 - Camouflage towers with techniques such as paint color and tower design (i.e. design to look like a flagpole, tree, or other technique);
 - Screen base equipment with landscaping and/or disguise them as buildings that are architecturally compatible with surrounding development.



This entry sign is used to block view of metal utility box from street. (Rancho Cordova, California)



ARCHITECTURE

Intent – Promote architectural design that enhances the character of Rancho Cordova. Community facilities have a unique responsibility to be visually consistent with the surrounding neighborhoods and to create a pleasant built environment.

- Style and Design Details





ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES

DESIGN OBJECTIVE

Entryways should be clearly visible and recognizable from the street and appear open and inviting to the pedestrian.

DESCRIPTION

The primary entry into buildings should be clearly recognized from the street. Additional architectural details such as sidelights or *transoms* surrounding doorways are encouraged. Transparency between the interior of community facilities and the sidewalk is encouraged to create visibility from the street.



Do This: The entry to police station is easily accessible from sidewalk and has friendly architecture. (Harrington Park, New Jersey)



Don't Do This: Public entry to this fire station is difficult to find. (Sacramento, California)

DESIGN GUIDELINES

1. Consider the following design features to articulate individual and common entryways:
 - Differentiated roof, awning, or portico;
 - Project or recess entries from their surrounding building façades;
 - Provide detailed doors and doorways with ornate hardware, transoms, sidelights window surrounds;
 - Use windows within entry doorways equivalent in size to 50 percent of door surface area;
 - Separate entries from the street by semi-private transition areas such as porches, terraces, stoops or canopy-covered doorways raised above street grade.



*Entry with significant portico extending to sidewalk.
(Helena, Arizona)*



Entry emphasized with building architecture and lighting. (courtesy LPA)



This community center provides an entry courtyard accessible from the adjacent public sidewalk. (San Jose, California)



COMMUNITY FACILITIES



CHAPTER 7

INDUSTRIAL

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• Landscaping	7:12
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• Style and Design Details	7:16



PURPOSE

The City of Rancho Cordova recognizes the unique nature of industrial development. Industrial development is distinct from commercial, office, and civic buildings in that there are a limited number of users and visitors. Thus site and building design provisions herein are focused on the visual aesthetic from public rights-of-way and compatibility with surrounding development. Industrial development must balance operational needs with the desire for quality design that is aesthetically pleasing.

ORGANIZATION

The standards and guidelines provided in this chapter are divided into two sections: Site Design; and Architecture. The Site and Architecture sections are organized into subcategories (i.e. Site > Circulation). Each subcategory has one or more related design objectives. This design objective states what the community wants to achieve. Illustrations and photos provide visual examples of projects with the desired elements. Supporting the design objective is a series of design standards and design guidelines.

APPLICABILITY AND USE TYPES

The design objectives, standards, and guidelines within this section apply to two types of industrial development:

- Light Industrial
- Heavy Industrial

Each type of industrial development is described in more detail on the following pages.

LIGHT INDUSTRIAL DEVELOPMENT

Light Industrial development is generally characterized by engineering or limited manufacturing activities that occur within an enclosed building. Typical light industrial activities include printing plants, materials testing labs, data processing equipment assembles and power stations. Other uses include warehousing, storage, office, accessory retail and limited auto service uses. Types of uses include manufacturing as well as warehousing, assembly, and research and development. Light industrial uses do not typically create objectionable noise, smoke, odor, dust or other nuisances. Light industrial may include a single building with one or more users or a complex of several buildings.



This building is part of a larger light industrial park in El Dorado County, California.



A light industrial building located in Rancho Cordova, California.

HEAVY INDUSTRIAL DEVELOPMENT

Heavy industrial development is generally characterized by manufacturing or processing activities which may occur inside or outside of an enclosed building. Land uses would include those that are more land-intensive manufacturing uses conversion of raw materials into finished products, industrial manufacturing, warehousing, assembly, mining, and other uses (e.g., auto wrecking and auto painting) that may generate objectionable noise, smoke, odor, dust or other nuisances. Heavy industrial development may also include office research and associated functions.



Heavy industrial uses located in Sacramento, California.



SITE DESIGN

Intent – Provide the appropriate functional and aesthetic arrangement of buildings and site components for industrial buildings within the City of Rancho Cordova.

The Site Design section features the following subcategories:

- Circulation
- Building Placement & Orientation
- Public Spaces/Pedestrian Amenities
- Landscaping





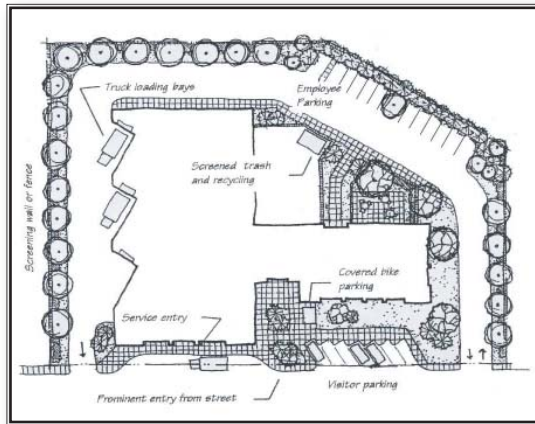
SITE DESIGN > CIRCULATION

DESIGN OBJECTIVE

Develop a circulation system that provides for the ease of circulation and safety for both motorists and pedestrians/bicyclists.

DESCRIPTION

Industrial projects should minimize conflicts between vehicles and pedestrians, between employee/visitor traffic, and truck shipping/delivery.



Do This: This site plan illustrates the preferred building placement and orientation for light industrial uses. There is a prominent entry that can be seen from the street as well as visitor parking located close to the entrance. The truck loading bays are located on the site of the building away from employee and visitor parking. (Ashland, Oregon)



Don't Do This: This industrial building is placed so the loading areas are fronting the public street. The visitor parking is adjacent to the loading area and the entrance to the building is not clearly identified. (Sacramento, California)

DESIGN GUIDELINES

1. Primary entry drives for automobiles, especially visitors, should be enhanced with ornamental landscaping, low-level decorative walls, monument type signs, and/or decorative paving to emphasize site access locations. The intent is to draw attention to the project ingress/egress and to enhance the project aesthetic and sense of identity.
2. Site access should promote safety, efficiency, and convenience and avoid conflicts between pedestrians, vehicles and delivery trucks.
3. Loading areas should be located in the rear of the building whenever possible.



Site access to this industrial project is designed to allow easy circulation throughout the site. (Courtesy LPA)



This water feature at the entrance to this project in Folsom, California emphasizes the site access to the building.

SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION

DESIGN OBJECTIVE

Site design that incorporates significant existing natural features and takes into consideration adjacent uses and structures.

DESCRIPTION

Industrial projects should present an attractive appearance to the public and minimize any adverse impacts to adjacent properties.



Do This: The entrance to this industrial project in Davis, California is located close to the street and provides detailing to help it stand out from the rest of the building.



Don't Do This: This automobile wrecking yard located in Rancho Cordova is not properly screened. The stacked cars are higher than the existing fence and can be seen from the public right-of-way.

DESIGN GUIDELINES

1. 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.
2. Industrial sites shall be designed to minimize the visual impacts of a large sea of parking, large industrial/mechanical equipment, and outdoor storage from public rights-of-way. Such undesirable visual impacts may be mitigated through proper placement and design of buildings, screen walls, and landscaping.
3. Industrial and warehouse development shall be screened and buffered from any adjacent incompatible uses by the use of intensified landscaping, increased setbacks, and appropriate building location as warranted.
4. Industrial buildings with bays and loading docks should be oriented so that the bays and loading docks do not directly face the primary street frontage.



The parking area of this site provides direct access to the street and connects with the building entrance. (Rancho Cordova, California)



Light industrial project in Rancho Cordova, California.

SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES

DESIGN OBJECTIVE

Provide open areas and public amenities where employees can take advantage of recreational uses. Such improvements should be appropriate for the intended users.

DESCRIPTION

Outdoor public spaces and amenities used for sitting, eating, and gathering are an employee benefit and should be designed into the project where the project scope and the numbers of employees merit.



Do This: The restaurant/break area with seating, landscaping, shade canopies, and water feature is inviting and encourages active participation of the site by users. (El Dorado Hills, California)



Don't Do This: This café located in Rancho Cordova does not have an adequate public space for outdoor seating. There is no shade structure or dedicated area outside of the pedestrian right-of-way designated for seating.

DESIGN GUIDELINES

1. 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.



Visitors and employees can enjoy sitting outside in a well designed and maintained public area. Improvements include picnic tables, umbrellas, shade trees, turf areas, benches, and trash receptacles. The area is framed by landscape planters and shrubs for privacy and protection from parking lots and drive aisles. (Courtesy LPA)

SITE DESIGN > LANDSCAPING

DESIGN OBJECTIVE

Provide for attractive and functional landscape for purposes of screening, buffering, and softening of various site elements.

DESCRIPTION

Industrial uses typically have more *hardscape* and building coverage, resulting in smaller landscape areas than other types of uses. Landscaping has a variety of functions, including softening the hard edges of development, screening unattractive views, buffering incompatible uses, providing shade, and increasing the overall identity for the project.



Do This: This industrial building has extensive front yard landscaping that includes a water feature. (El Dorado Hills, California)



Don't Do This: The landscaping for this building consists of palm trees and plants placed in gravel. The landscaping does not enhance the building architecture or soften the edge of the building.

DESIGN GUIDELINES

1. Landscaping should be compatible with the overall design of the project in terms of scale, function, and design theme. Since most industrial developments are not known for their unique architectural design, landscape design is an inexpensive way to create project identity. Focus should be on the areas in view from public rights-of-way and project entries.
2. When appropriate for the type and size of industrial use, more intense landscaping and special landscape features should be provided at major focal points, such as project entries and pedestrian gathering areas.
3. The use of vines and screen walls (and other landscape) is strongly encouraged on large expansive building facades used to soften the appearance and to deter graffiti.
4. When industrial/warehouse uses are located adjacent to less intense uses, additional landscaping in conjunction with appropriate decorative walls and setbacks should be provided to mitigate potential adverse impacts.
5. New landscaping/landscape corridors shall be consistent with any existing landscaping/landscape corridor.



The landscape along the site frontage softens the appearance of industrial buildings along the street. (El Dorado Hills, California)



Landscaping along the perimeter of a parking lot is used to help screen the parking areas. (Rancho Cordova, California)



ARCHITECTURE

Intent – Promote architectural design at industrial buildings that establishes project identity and contributes to an enhanced character of Rancho Cordova. Allow various architectural styles to be used with an overall effect of cohesiveness and pleasant built environment.

The Architecture section features the following category:

- Style and Design Details





ARCHITECTURE > STYLE AND DESIGN DETAILS

DESIGN OBJECTIVE

Ensure that buildings with expansive facades incorporate design elements and details that relate to the scale of the human form and enhance the character of Rancho Cordova.

DESCRIPTION

The design elements should be faithful to the overall architectural theme of the building. Architectural details should be part of the design and not something applied as an afterthought.



Do This: This building utilizes windows and columns that enhance the building design.



Don't Do This: This industrial building lacks significant detailing. Only one material is used and the scoring does not provide enough detail to provide visual relief. Additionally, the windows are too dark. (Rancho Cordova, California)

DESIGN GUIDELINES

1. Front and street side facades of large buildings visible from a public street or adjacent residential property should include architectural features such as reveals, windows and openings, trellises, changes in color, texture, and material to add interest to the building elevation and reduce its visual mass.
2. Given the fact that most industrial buildings are taller than other non-residential buildings, the City encourages the incorporation of wireless facilities directly into the architecture/facade of buildings.



This medical building utilizes a trellis structure to add visual interest to the building elevation.



Awning are used to add interest to the façade of this industrial building.

AVOID

Architectural features that looked applied as opposed to part of the design.



INDUSTRIAL



APPENDIX A

GLOSSARY OF TERMS





Accent trees: Trees used to supplement the required street trees.

Arcade (Architectural): An arched roof or covered passageway.

Architectural Details: Prominent or significant parts or elements of a building or structure.

Architectural Style: The characteristic form and detail of buildings from a particular historical period or school or architecture, e.g., Post Modern, Neo-Traditional, Spanish-Mediterranean.

Articulation: The manner in which portions of a building form are expressed (materials, color, texture, pattern, modulation, etc).

Authentic Architectural Style: Architecture that encompasses many styles within an architectural theme, a holistic approach. Possessing appropriate architecture characteristics, massing, and detail consistent with a specific architectural style.

Awning: A fixed cover, typically comprised of cloth over metal frame, that is placed over window or building openings as protection from the sun and rain.

Bioswale: An open drainage channel that has been explicitly designed to detain or infiltrate the entire runoff volume associated with a water quality storm event.

Building Elevation: A fully dimensioned drawing of the front, rear, or side of a building showing features such as windows, doors, and relationship of grade to floor elevation.

Canopy: A projection over a niche or doorway, often decorative or decorated.



Compatible: Projects that give the appearance of existing together without conflict with respect to site, architecture, and landscape design.

Cornice: The horizontal projection at the top of a wall; the top course or molding of a wall when it serves as a crowning member.

Density: The number of families, individuals, dwelling units, households, or housing structures per unit of land.

Eaves: The lower edge of a sloping roof; that part of a roof of a building which projects beyond the wall.

Façade: Any vertical, exterior face of wall of a building, usually the front, often distinguished from other faces by architectural details.

Fenestration: Any glass panel, window, door, curtain wall or skylight unit on the exterior of a building.

Foot-candle: Unit of luminance, equal to one lumen per foot.

Gable: The upper, triangular portion of the façade, usually flanked by sloping roofs.

Hardscape: The use of hardened surfacing materials to create unique patterns of color, design, and texture in order to create visual interest; also used to mean those areas that have received such improvements.

Impervious Surface: Any material that prevents absorption of stormwater into the ground.

Integrated Development: A development that has multiple buildings or tenants.





Mansard Roof: Traditionally, a roof with two slopes on each side, the lower slope being much steeper. In contemporary commercial development, the second portion of the roof is replaced with a flat roof or an equipment well.

Massing: The three dimensional bulk of a structure: height, width and depth.

Master Home Plans: A series of floor plans and elevations developed and replicated within a particular subdivision for sale.

Neighborhood: a compact, walkable residential area, approximately $\frac{1}{4}$ to $\frac{1}{3}$ mile in radius, as this is the distance an average person would comfortably be able to cover in less than 20 minutes. Neighborhoods are developed at average densities of 6 to 8 dwelling units per acre. At the core is the Neighborhood Center, a small-scale, neighborhood serving activity center.

Parapet: The extension of the main walls of a building above the roof level.

Pedestrian Scale: The proportional relationship between an individual and his or her environment.

Pervious Surface: Any material that permits full or partial absorption of storm water into previously unimproved land.

Pulse Points: Concentration of uses or activities that stimulate community activity.

Roof Bounce: Designing rooflines with changes in ridgeline direction and configuration to ensure variation in the rooflines between structures. The movement of one's eye while visually scanning the overall street scene and the individual homes while viewed from a perspective that encompasses several homes in relationship to one another.

Scale: The spatial relationship among structures along a street or block front, including height, bulk, and yard relationships. Proportional relationship of the size of parts to one another and to the human figure.

Softscape: Landscaping or other vegetation that softens the built environment, making it more inviting to pedestrians.



Streetscape: The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving, planting, street hardware, and miscellaneous structures.

Town Center, Local: Local Town Centers are the most fundamental form of a Town Center. They are a collection of parcels, streets, and public areas that provide most of the retail needs of an area. They are between 15 and 30 acres in size and serve an area of 2,500 acres and a population of 35,000 to 40,000 people. Local Town Centers service a district of three to four Villages and are designed not to compete with the Village Centers for retail customers. The majority of buildings have their main entrance opening onto a street or square. Pedestrian circulation within the Center is paramount. Visitors park their cars in shared surface lots or parking structures. Local Town Centers typically include a vertical integration of retail and service uses, along with office and/or residential uses. Commercial uses include general retail (basic clothing stores, book/music stores, dry cleaners, etc.) and restaurant uses, which typically comprise at least 50 percent of the total square footage. Large-scale tenants with more than 50,000 square feet of floor area should be limited in a Local Town Center. Apartments, townhouses, and lofts are developed at or above 20 dwelling units per acre in the center and decreasing in density as the distance from the center increases. The goal is a smooth transition from high-density multifamily residential to low-density (6 du/ac) single family. Residential units can be found above most of the commercial activities. Office uses may also be in the Local Town Center, but are usually 2,000 to 10,000 square feet in size, each. Offices might account for 20% of all development.

Town Center, Regional: Regional Town Centers are the major retail centers of the City as well as destination places in the region. They feature large-scale development that can only be supported by large populations. These are the ideal locations for major retail tenants, hotels, conference centers, arts/cultural centers, or sports facilities. They are between 30 and 80 acres in size and serve the entire City.



Town Center, Transit-Oriented: Transit-Oriented (TOD) Town Centers are located along existing or potential Light Rail or BRT alignments at stations for those services. They consolidate the retail needs of the service area into one center (similar to Local Town Centers) and provide increased residential densities on site but are also designed to accommodate the light rail user. Like Local Town Centers, TOD Town Centers do not compete with the Village Centers for retail customers. They are between 15 and 30 acres in size and serve a population of 20,000 to 30,000 people. TOD Town Centers are multi-story, mixed-use developments that provide new housing opportunities and practical alternatives to vehicle mobility. The highest residential densities in the City are usually located here, near 40 du/ac. Office uses may also be located at these sites, attracting people to the center from other areas of the City and region. Parking is provided in structures and there may be reductions in the amount of required parking.

Traffic Calming: Reducing motorist speed, decreasing motor vehicle volumes, and increasing safety for pedestrians and non-motorized vehicles.

Transom: A window set above a door or another window.

Village: A collection of three to four Neighborhoods. Villages feature a mix of residential dwelling types, including single-family detached and attached homes, as well as multi-family housing near the Village Center.

Village Center: Serve the daily shopping needs of their service areas and are spaced approximately 1 ½ to 2 miles apart for adequate distribution around the City. They are about 5 to 15 acres in size, and serve an area of about 750 acres and a population of 10,000 to 15,000 people. Multiple tenants in a pedestrian friendly commercial development make up the character of the Center, featuring small to medium size grocery stores, drug stores, and restaurants. Village Centers may also include other service, offices, and/or residential uses in conjunction with the primary retail commercial use. Single tenant retail size is developed at a maximum of 50,000 square feet so that retail concentrates its services on its own Village. Residential uses may be developed above the retail





GLOSSARY OF TERMS



APPENDIX B

CHECKLISTS

- A. CHECKLIST FOR ALL PROJECT TYPES
- B. CHECKLISTS FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS
- C. CHECKLISTS FOR OFFICE AND OFFICE MIXED USE PROJECTS
- D. CHECKLISTS FOR SINGLE-FAMILY DETACHED RESIDENTIAL PROJECTS
- E. CHECKLISTS FOR SINGLE-FAMILY ATTACHED RESIDENTIAL PROJECTS
- F. CHECKLISTS FOR MULTI-FAMILY RESIDENTIAL PROJECTS
- G. CHECKLISTS FOR RESIDENTIAL MIXED USE PROJECTS
- H. CHECKLISTS FOR COMMUNITY FACILITY PROJECTS
- I. CHECKLISTS FOR INDUSTRIAL PROJECTS



CHECKLIST FOR PROJECT REVIEW

This appendix includes project evaluation checklists for each of the project types covered by these design guidelines. Each checklist corresponds to one of the chapters or a portion of a chapter within this document. The checklists are meant to be used by applicants/designers, staff, and decision makers in the preparation and review of individual projects. It is up to the Approving Authority to determine if the project has complied with the overall intent of the guidelines. The summary language included within the checklists is designed as a reference to the provisions within the document and are not meant to substitute for the actual language of the guidelines.

All projects are to complete the Community Design Checklist for All Project Types (Checklist A). All projects will then complete a minimum of one additional checklist that corresponds to their development type as listed in the table below. Depending upon the characteristics of the project, more than one additional checklist may be needed. For instance, a commercial retail center would complete both the Community Design Checklist for All Project Types (Checklist A) and the Checklist for Commercial and Commercial Mixed Use Projects (Checklist B). If the project includes a residential component, there are three residential checklists depending upon the type of residential project (see breakdown in table below). The Planning Department can assist in determining which checklists are applicable to a particular development application.

Project applicants will be required to submit the appropriate checklists with a compliance discussion. As part of the project review and analysis, staff will complete the checklist and attach the checklist to all staff reports for project review and action/determination. The designated Approving Authority will determine the merits of the project based on guideline applicability and compliance, balancing exceptional design with design provisions that do not meet the stated guidelines.

DESIGN GUIDELINE CHECKLIST	PLANNING ENTITLEMENT								
	Specific Plan/SPA	Subdivision Map	DESIGN REVIEW						
			Master Home Plan	Multifamily	Residential Mixed	Commercial, Mixed use, Centers, TOD	Office, Office Mixed	Public/Quasi-public	Industrial
A. Community Design	X	X	X	X	X	X	X	X	X
B. Commercial/Mixed Use	X	*							
C. Office/Mixed Use		*					X		
D. Residential – Detached		*	X						
E. Residential – Attached		*	X	X					
F. Residential – Multi-Family		*	X	X					
G. Residential Mixed Use		*			X				
H. Community Facility		*						X	
I. Industrial		*							X

* Depending upon proposed project type

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > SENSE OF PLACE AND COMMUNITY IDENTITY (2:4)					
OBJECTIVE: The design of the site should contribute to an overall sense of place that the user can relate to and remember.					
DESIGN GUIDELINES					
1. Design a formal structure for the site through building placement and orientation (sense of order, wayfinding)					
2. Use proportions in mass and detail to form the spaces between buildings.					
3. Use design features to establish project identity (i.e. architectural features, site furniture, landscape, signs, art)					
4. Build transparency (clear, uninterrupted views) from the right-of-way to the buildings and open areas of the site (three provisions listed for implementation).					
5. Project signage should not dominate the streetscape (two provisions listed for implementation depending on project type).					
SITE DESIGN > CONNECTIVITY AND CIRCULATION (2:8)					
OBJECTIVE: Develop pedestrian oriented communities that are connected by a vast, efficient, community-oriented circulation and transit system. Smart growth principles of a street network with a wide variety of street widths, rather than a few large or very large streets that neglect or ignore the pedestrian.					
DESIGN GUIDELINES					
1. Provide a clear hierarchy of streets consistent with the City's Circulation Plan.					
2. New development based on a grid or modified grid system (vs. conventional curvilinear street system).					
3. The use of cul-de-sacs is highly discouraged.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
4. Major roadways spaced at approximately one-mile increments and secondary roads at approximately one-half-mile increments.					
5. Preferred block length is less than 600 feet; 600-800 feet is acceptable; more than 800 is unacceptable. Mid-block crossings are encouraged where blocks are more than 800 feet long.					
6. Trails and pedestrian corridors are integrated into the development.					
7. Dedicated bike paths are included.					
8. Traffic calming devices (i.e. bulbouts, traffic circles, raised crosswalks, etc) are included as needed (five provisions listed for implementation).					
SITE DESIGN > CONNECTIVITY AND CIRCULATION > VEHICULAR (2:12)					
OBJECTIVE: Develop an on-site vehicular circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and creates environments that are safe for pedestrians, bicycles, and cars.					
DESIGN STANDARDS					
New driveways should be sited away from or immediately opposite street intersections and the number of driveways shall be minimized, consistent with the direction of the Public Works Director, for purposes of traffic safety.					
DESIGN GUIDELINES					
1. The circulation system avoids conflicts between vehicular, bicycle, and pedestrian traffic. Development is based on the street grid Main Street concept (depending on scale and type of project). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.					
2. Parking areas are designed to buffer opposing modes to create a safe environment (three provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Service and loading functions are integrated into the site's circulation pattern to minimize conflicts.					
4. Redundant circulation has been minimized.					
5. Circulation routes focus on primary points of ingress and egress.					
6. Circulation systems are simplified and consolidated (four provisions listed for implementation).					
7. A traditional street grid or modified street grid is used (four provisions listed for implementation).					
SITE DESIGN > CONNECTIVITY AND CIRCULATION > PEDESTRIAN (2:16)					
OBJECTIVE: Reduce and eliminate barriers and visual impairments to pedestrian movement, making the pedestrian a priority in the design of projects.					
DESIGN STANDARDS					
1. Sidewalks meet the requirements of the Pedestrian Design Guidelines.					
2. All walkways internal to the project are a minimum of 6 feet wide.					
3. Walkways are properly illuminated.					
DESIGN GUIDELINES					
1. Traffic calming features (i.e. bulbouts, traffic circles, raised crosswalks, etc) are used to improve pedestrian crossings.					
2. Sidewalks are strategically located between long rows of parking in larger parking areas for safe and direct pedestrian circulation.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Site is designed such that there are few conflicts with vehicles (six provisions listed for implementation).					
4. Pedestrian access points are emphasized through site design features (four provisions listed for implementation)					
5. Project includes continuous sidewalks (five provisions listed for implementation).					
6. Natural, easy to use connections are made between residential neighborhoods and neighborhood/village centers.					
7. Pedestrian amenities (i.e. places for people to sit, wide sidewalks at building entries, weather protection along buildings and along walkways, etc.) are provided that increase safety and comfort (five provisions listed for implementation).					
8. Urban sidewalks adjoining buildings located at the street are developed at widths of at least 10 to 12 feet and include street trees with grills between the roadway and the buildings to help define the street edge.					
SITE DESIGN > CONNECTIVITY AND CIRCULATION > BICYCLE (2:20)					
OBJECTIVE: Provide on-site amenities that promote bicycle travel into and around the site and connect the site in a clear and well-defined manner to the City's bicycle and trail system.					
DESIGN GUIDELINES					
1. Bicycle routes are incorporated into the design of communities.					
2. The project connects to the Citywide bikeway system.					
3. Provide a continuous system of bike paths throughout the project (three provisions listed for implementation).					
4. Bicycle racks are located in proximity to entrances and do not obstruct the pedestrian right-of-way.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CONNECTIVITY AND CIRCULATION > TRANSIT (2:22)					
OBJECTIVE: Provide on-site facilities to accommodate transit riders and provide clear and well-defined on-site access to transit services.					
DESIGN GUIDELINES					
1. Design projects so that transit is convenient (five provisions listed for implementation).					
2. Include amenities (i.e. covered and lighted shelters, attractive and readable signage, etc.) at transit stops (three provisions listed for implementation).					
3. Transit stops are designed to create project identity and contribute to Citywide or area-wide identity (four provisions listed for implementation).					
SITE DESIGN > CONNECTIVITY AND CIRCULATION > BETWEEN USES (2:26)					
OBJECTIVE: Promote connections between uses that are inviting and useable by pedestrians, vehicles, bicycles, and transit users.					
DESIGN GUIDELINES					
1. Connections are made between parks/open spaces and neighboring residential and non-residential uses.					
2. Development minimizes the use of walls or other barriers that limit the connection between uses.					
3. Create meaningful public spaces and buildings that form a dialogue between uses and promote interactions.					
SITE DESIGN > CONNECTIVITY AND CIRCULATION > OPEN SPACE AND TRAILS (2:28)					
OBJECTIVE: Establish a system of contiguous open space and trails throughout the City connecting to the American River Parkway and other regional trail systems.					
DESIGN GUIDELINES					
1. Project connects to the City's trail and open space system.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. Parks and open spaces have been coordinated with the parks district.					
3. Parks and trails are accessible to emergency personnel.					
4. Neighboring development is able to view the parks/open space site while still maintaining the overall natural elements, viewsheds, and feel of the facility.					
5. Pedestrian walkways and trails are a minimum of 12 feet wide					
6. Pedestrian walkways and trails are open to the public.					
7. Entrances to trails are clearly marked and identifiable.					
8. Landscaping along pathways and trails is designed to discourage loitering and minimize opportunities for suspects to "lie in wait" for potential victims. Landscaping is made up of native plantings.					
9. Lighting is maintained at sufficient levels to make trails and abutting landscaping safe at night.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (2:32)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN GUIDELINES					
1. Major activity centers are located along major corridors and near transit centers.					
2. The unarticulated rear of the building does not face a street frontage.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Corner buildings relate to the intersection and are inviting to pedestrians (four provisions listed for implementation).					
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (2:36)					
OBJECTIVE: Provide safe, comfortable places (public realm) where people can stop, sit, rest, meet, and visit with each other and enjoy their surroundings.					
DESIGN STANDARDS					
1. Every commercial, office, public/quasi-public, and mixed-use development shall be designed with at least one public gathering place.					
DESIGN GUIDELINES					
1. Every project shall be designed with one or more outdoor gathering places (five provisions listed for implementation).					
2. Pedestrian areas include a variety of sun and shading options.					
3. Outdoor spaces and plazas are visible from adjoining buildings.					
SITE DESIGN > PARKS AND OPEN SPACES (2:40)					
OBJECTIVE: Provide connected parks and open spaces with a strong sense of place and desirability throughout all new development within the community.					
DESIGN STANDARDS					
1. Provide parks at a rate of at least 7 acres per 1,000 persons.					
2. At a minimum, ten percent of all new residential development is set aside as open space that is accessible.					
DESIGN GUIDELINES					
1. Parks are developed to the requirements of the City and Parks District.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. The benefit of community open space is maximized when located in proximity to homes, centers, and other development.					
3. Parks and open spaces have been programmed with a variety of activities (four provisions listed for implementation).					
SITE DESIGN > LANDSCAPING (2:42)					
OBJECTIVE: Provide landscaping that accents and complements the built form, establish project identity, and helps establish the development as a vibrant, inviting place for pedestrian users.					
DESIGN STANDARDS					
1. All landscaping shall be irrigated and maintained in good condition. The design and placement of irrigation systems should minimize the potential spray-over onto paths, driveways, and other hardscapes.					
2. Landscaped areas, including trees and other plantings, as well as paving and walls, shall be regularly maintained.					
DESIGN GUIDELINES					
1. Landscaping is designed to reduce the overall scale and mass of development and soften the appearance of individual buildings within the development.					
2. Landscaping is designed to anchor buildings to the surrounding environment.					
3. Parking lot shading is provided in compliance with the City parking standards and is sufficient to accommodate the projected growth of the shade trees.					
4. Site and street trees are broad branching with a mature canopy spread of 40 feet while still allowing visibility of development.					
5. Openings in landscaping are provided for security and visibility.					
6. A well colored, varied, complementing pallet of native plantings is used.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > STREETScape (2:46)					
OBJECTIVE: Develop attractive, pedestrian-oriented streets and integrate the built environment with the City's circulation system.					
DESIGN GUIDELINES					
1. Major streets are designed with a consistent landscaping theme.					
2. Landscaping medians are used on wider, busier streets to create visual interest. Medians are wide enough to support trees with wide canopies.					
3. Planting strips between the curb and sidewalk are wide enough to support shade trees (5 foot inside dimension).					
4. Street furniture and accessories are incorporated as appropriate and contribute to the project or district character/identity.					
5. Street lighting meets both the needs of the pedestrians and vehicles.					
6. Curb extension bulbouts and mid-block crossings are used for improved pedestrian visibility.					
7. Crosswalks are clearly delineated and identifiable to motorist and pedestrians.					
8. As appropriate, utilities are undergrounded or screened to minimize appearance for public rights-of-way.					
9. Utility boxes are screened from public view.					
10. Soundwalls are only used where no other design feature is feasible to reduce roadway noise. Where used, soundwalls are well designed.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > PARKING (2:50)					
OBJECTIVE: Create functional parking areas that minimize physical barriers for pedestrians and avoid over-parking the site. Design parking areas as an integral part of the project and visually screen parking from surrounding public streets and neighborhoods.					
DESIGN GUIDELINES					
1. Parking areas do not divide developments or hinder mobility.					
2. Building placement/orientation and parking design maximizes pedestrian circulation (three provisions listed for implementation).					
3. Surface parking areas are divided into smaller units and include pedestrian connections between parking areas and buildings (five provisions listed for implementation).					
4. On-street parking is encouraged as a way to meet project parking demand.					
5. Parking located adjacent to residential shall be designated to minimize negative impacts (two provisions listed for implementation).					
6. Alternatives of traditional surface parking lots are encouraged (six provisions listed for implementation).					
7. Where parking structures are included, the City encourages ground floor retail and/or dense landscaping along the street.					
SITE DESIGN > SCREENING AND SERVICE AREAS (2:54)					
OBJECTIVE: Screen on-site activities that detract from the overall visual appearance of the site or otherwise create undesirable noise.					
DESIGN GUIDELINES					
1. Loading, storage, and trash collection areas are located away from pedestrian areas and primary vehicular circulation routes and are not visible from abutting streets.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
2. Screening devices for service functions are incorporated into the overall design of the project and ensure containment of visual and acoustic impacts.					
3. Rooftop equipment is entirely screened from public view.					
SITE DESIGN > SAFESCAPE (2:58)					
OBJECTIVE: Create safe, inviting, pedestrian places that incorporate crime prevention design elements and emphasize linkages and surveillance between the buildings and the street.					
DESIGN GUIDELINES					
1. Pedestrians have a sense of ownership over the designated public gathering places of the site.					
2. Directional/directory maps are included on-site as appropriate.					
3. Pedestrian amenities (i.e. places for people to sit, wide sidewalks at building entries, weather protection along buildings and along walkways, etc.) are included along the streetscape.					
4. Development is designed with eyes on the plazas and open spaces (i.e. have views from the insides of buildings onto the plazas and open spaces). Access is provided to all public sides of the buildings and includes adequate lighting and security surveillance.					
5. The depth of architectural projections has been minimized.					
6. Project is designed so that users can take advantage of outdoor spaces.					
7. The use of blank walls (or portions thereof) is limited.					
8. Building corners are rounded or otherwise opened to the public.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
9. Night lighting illuminates passageways and building entrances.					
SITE DESIGN > SUSTAINABLE DEVELOPMENT > URBAN RUNOFF (2:60)					
OBJECTIVE: Contain urban run-off and limit its impacts on the natural and built environment.					
DESIGN GUIDELINES					
1. Impervious surface has been minimized.					
2. Paving in pedestrian areas has been slightly sloped into landscaped areas.					
3. Run-off from parking and other vehicular areas of the site are filtered or otherwise purified to prevent contamination of the natural environment.					
4. Irrigation of landscaping does not spillover onto hardscape.					
5. Detention basins and drainage channels are designed as integral components of the development.					
SITE DESIGN > SUSTAINABLE DEVELOPMENT > SOLAR ACCESS, ENERGY EFFICIENCY, AND GREEN BUILDINGS (2:62)					
OBJECTIVE: Promote development that conserves energy and minimizes impacts on natural resources.					
DESIGN GUIDELINES					
1. Orient the placement of buildings on the site to take advantage of solar access.					
2. Plazas and other pedestrian hardscape are shaded with trees and other pedestrian shading devices.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Building windows are treated or otherwise designed to increase energy efficiency while still maintaining the architectural integrity of the building and quality of design.					
4. The project includes solar arrays (devices that collect the sun's light into usable energy). If not, it at least has been designed to allow for their addition at a later date.					
5. The project uses green roofs that help to reduce heat islands.					
6. LEED (Leadership in Energy and Environmental Design), LEEP (Local Energy Efficiency Program), or other standard has been used to review this project.					
SITE DESIGN > SUSTAINABLE DEVELOPMENT > NATURAL FEATURES OF THE ENVIRONMENT (2:64)					
OBJECTIVE: Preserve and protect the natural features of the environment.					
DESIGN GUIDELINES					
1. Significant natural features are included in the project.					
2. The project includes features that reflect the history of the City.					
SITE DESIGN > ART IN PUBLIC PLACES (2:66)					
OBJECTIVE: Provide meaningful public art that contributes to the overall character of the site and enhances the quality of life in Rancho Cordova.					
DESIGN GUIDELINES					
1. Art or other aesthetic improvements are designed into the project.					
2. Artwork is adequately illuminated.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Artwork is a permanent part of the development.					
4. Buildings are designed a public art through their articulation, architectural style/features, and lighting.					
SITE DESIGN > LIGHTING (2:68)					
OBJECTIVE: Lighting shall contribute to site safety and security and complement the built form while not detracting from the overall quality of the site or surrounding uses and activities.					
DESIGN STANDARDS					
1. In order to minimize light trespass on residential properties directly abutting a multi-family site, illumination measured at the nearest residential property line shall not exceed the moon's potential ambient illumination of one-tenth foot-candle.					
2. The maximum height for all freestanding light fixtures on private property is 18 feet from finish grade.					
3. Prohibited lighting is not used as part of the project.					
DESIGN GUIDELINES					
1. Exterior lighting is an integral part of the building and landscaping.					
2. Lighting in parking areas is consistent in scale and style with the rest of the project.					
3. Light pollution (spill on adjoining property) is minimized.					
4. The location of lighting responds to the anticipated use and does not exceed the amount of illumination required by users (three provisions listed for implementation).					
5. Building lighting is directed onto appropriate areas of the site.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
6. Light fixtures are separated from trees by a minimum distance of 20 feet.					
SITE DESIGN > SIGNS (2:72)					
OBJECTIVE: Promote the use of Uniform Sign Programs for Centers with multiple uses and/or buildings to ensure design compatibility of all project signage.					
DESIGN STANDARDS					
1. Integrated developments are required to prepare and maintain a Uniform Sign Program to ensure sign compatibility within the project.					
DESIGN GUIDELINES					
1. Unique project identification signs are used to establish or otherwise reinforce the identity of the project.					
2. Signs are simple and easy to read.					
3. On-site directional or directory signs are provided as appropriate.					
ARCHITECTURE > MASSING, SCALE, AND FORM (2:76)					
OBJECTIVE: Design buildings at a human scale to ensure a desirable pedestrian environment with variety and visual richness that enhances the public realm and the pedestrian experience.					
DESIGN STANDARDS					
1. Blank, windowless walls are not used along public streets.					
DESIGN GUIDELINES					
1. Larger building volumes are broken up into smaller components.					
2. Changes in vertical mass are used in architecturally appropriate ways to reduce the appearance of height and bulk (four provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
3. Large buildings tier or taper to reduce their scale along the edges of the site.					
4. New and existing buildings transition smoothly.					
ARCHITECTURE > STYLE AND DESIGN DETAILS (2:80)					
OBJECTIVE: Development shall have an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character of Rancho Cordova. The architectural style should be timeless and the style shall be evident on all elevations of all buildings.					
DESIGN GUIDELINES					
1. Project is designed with quality, timeless architecture of a definite architectural style on all sides of the building.					
2. The form, design, and materials of the roof are architecturally consistent with the overall site design.					
3. Multi-story buildings are designed with a base, middle, and cap – a heavy bottom, an identifiable mid-section, and a cap that tops the building, visually “grounding” it to the environment.					
4. Storefronts promote a sense of entry into the structure (five provisions listed for implementation).					
5. Main building entries are accented (six provisions listed for implementation).					
6. If used, security grills are concealed from public view.					
7. All sides of the building are addressed with architectural elements.					
8. Roofing should add character and style to the project.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				
	n	-	=	+	Description/Comments
ARCHITECTURE > BUILDING MATERIALS AND COLORS (2:84)					
OBJECTIVE: Use color and materials that add visual interest and appeal, and are compatible with the desired community character.					
DESIGN GUIDELINES					
1. Exterior finishes are appropriate to the building and style of the project.					
2. The project uses quality materials that will withstand the test of time (six provisions listed for implementation).					
3. Changes in material should occur at interior corners or at a change in horizontal plane.					
4. Colors are used in meaningful ways.					
5. Roof materials convey a sense of quality and durability.					
ARCHITECTURE > COMPATIBILITY (2:88)					
OBJECTIVE: Promote compatibility of architectural forms between neighboring developments. Preserve the historically important heritage of the City while promoting redevelopment along the City's distressed corridors.					
DESIGN GUIDELINES					
1. New development and redevelopment is compatible with neighboring projects.					
2. Established, desirable streetscapes are continued by the project.					
3. Pad buildings are compatible with and reflect the planned architectural style or theme of the center.					

RANCHO CORDOVA DESIGN GUIDELINES A. COMMUNITY DESIGN CHECKLIST FOR ALL PROJECT TYPES	The Proposed Project				Description/Comments
	n	-	=	+	
4. The project contributes to the overall City image.					
5. Architectural elements of the project relate back to the City history and the natural environment as appropriate.					
6. Design themes relate to the history of the City.					
7. Additions to buildings do not deform or adversely affect the composition of the façade or are out of scale with the existing building.					
CHECKLIST EVALUATION					
Total (155 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (3:10)					
OBJECTIVE: Develop an on-site circulation system that promotes efficient movement of vehicles in a clear and well-defined manner and minimizes conflicts with pedestrians and bicycles. Provide on-site facilities to accommodate pedestrian, bicyclists, and transit riders.					
DESIGN STANDARDS					
Pedestrian connections are provided between buildings and adjoining commercial and residential developments. The project is connected to the sidewalk.					
DESIGN GUIDELINES					
1. Large commercial developments are designed with a "Main Street" style. (three provisions listed for implementation). The Main Street concept brings buildings close to the street, developing a pedestrian area in front of stores and offices, consolidates parking in the rear, under, or within the building or along the street.					
2. Auto dependent uses are designed to reduce conflicts with pedestrians (three provisions listed for implementation).					
3. Commercial centers are linked to the surroundings with pedestrian connections as appropriate.					
4. For TODs (Transit Oriented Development), the transit stop is an integrated component of the development.					
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (3:14)					
OBJECTIVE: Provide usable public spaces and gathering spaces oriented towards the pedestrian user as a key component of the development.					
DESIGN STANDARDS					
A minimum of one public plaza or similar gathering place is provided.					
DESIGN GUIDELINES					
1. Large sites feature public spaces that are meaningful.					

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
2. Uses such as restaurants front onto plazas and take advantage of outdoor spaces.					
3. Outdoor areas are landscaped and include street furniture and landscape elements.					
4. Street corners are developed as active portions of the site with building entrances, public plazas, or small parks.					
5. Different materials and colors are used to offset the paving and to provide visual interest.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (3:18)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN STANDARDS					
Buildings are setback appropriate distances from the public right-of-way and the setback envelope does not include parking. Landscaping is provided as appropriate.					
DESIGN GUIDELINES					
1. Commercial buildings on sites over 15 acres are designed to create "Main Street" environments.					
2. Projects are designed as vibrant mixed-use centers that attract and captivate the pedestrian user (five provisions listed for implementation).					
3. Loading and delivery service areas are located in appropriate locations and adequately screened.					
4. Corner and mid-block pad buildings are oriented towards the street and public sidewalk (two provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
ARCHITECTURE > MASSING, SCALE, AND FORM (3:24)					
OBJECTIVE: Commercial and mixed-use structures should be designed to a human scale, help create vibrant activity areas, and should complement adjoining properties.					
DESIGN GUIDELINES					
1. Multi-level buildings are designed with architecture that is visually interesting (four provisions listed for implementation).					
2. Large retailers are integrated into multi-tenant developments, rather than being freestanding buildings (four provisions listed for implementation).					
ARCHITECTURE > STYLE AND DESIGN DETAILS (3:26)					
OBJECTIVE: Commercial development shall be designed with an architectural style or theme that establishes a clear, interesting project identity that will contribute to an enhanced character for Rancho Cordova. The architectural style shall be evident on all elevations of all buildings.					
DESIGN GUIDELINES					
1. Design all sides of the building with consistent architecture and façade elements (three provisions listed for implementation).					
ARCHITECTURE > STYLE AND DESIGN DETAILS > COMMERCIAL FACADES (3:28)					
OBJECTIVE: Commercial facades should appear open, inviting and engaging to the passerby.					
DESIGN GUIDELINES					
1. Storefronts promote a sense of entry into the structure as well as a sense of shelter (three provisions listed for implementation).					
2. Entries are clearly visible from the street and provide visual interest (three provisions listed for implementation).					
3. Windows are used to create an open and inviting atmosphere (six provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES B. CHECKLIST FOR COMMERCIAL AND COMMERCIAL MIXED USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
CHECKLIST EVALUATION					
Total (19 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES C. CHECKLIST FOR OFFICE AND OFFICE MIXED USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (4:4)					
OBJECTIVE: Develop an on-site circulation system that ties office development into the community transportation network and promotes all forms of transportation, including vehicles, bicycles, pedestrians, and transit.					
DESIGN GUIDELINES					
1. Where possible, place the primary entrance of office buildings at the building setback with an entry from the public sidewalk.					
2. Provide pedestrian amenities (i.e. places for people to sit, wide sidewalks at building entries, weather protection along buildings and along walkways, etc.) that increase safety and comfort (total of six provisions listed for implementation).					
3. Bicycle parking/storage shall be located in visible areas, proximate to entries, and integrated into project design.					
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (4:8)					
OBJECTIVE: Provide usable public spaces and gathering spaces oriented towards employees and visitors to the site.					
DESIGN GUIDELINES					
1. Link office buildings together with plazas, greens, or gardens for employees to gather. Design public spaces for site identity and sense of place.					
2. Landscape outdoor areas with visually stimulating soft- and hardscape that helps to identify the site.					
3. Define and enhance street corners and edges through building placement, public spaces, and relationship to street.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (4:10)					
OBJECTIVE: Design and construct buildings to create safe, pleasant, and active environments.					
DESIGN GUIDELINES					
1. Place buildings to accommodate the pedestrian user, relate to street, and connect to adjoining properties (orientation and design features of entrance, design of spaces between buildings).					

RANCHO CORDOVA DESIGN GUIDELINES C. CHECKLIST FOR OFFICE AND OFFICE MIXED USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > PARKING (4:12)					
OBJECTIVE: Create functional parking areas that minimize physical barriers for pedestrians.					
DESIGN GUIDELINES					
1. Parking lots shall be designed to facilitate safe and efficient pedestrian movement between parking and buildings. Parking should not be the predominant aesthetic facing public street intersections (four provisions listed for implementation).					
ARCHITECTURE > STYLE AND DESIGN DETAILS (4:16)					
OBJECTIVE: Use an architectural style or theme that establishes a clear, interesting project identity for office parks with multiple buildings as well as individual office structures. The architectural style shall be evident on all elevations of all buildings.					
DESIGN GUIDELINES					
1. Design all sides of the building with consistent architectural and façade elements (specific roofline and façade improvement techniques listed).					
2. Design entries to be clearly visible from the street and provide visual interest (design provisions listed for primary/secondary entrances and enhancements).					
CHECKLIST EVALUATION					
Total (10 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES D. CHECKLIST FOR SINGLE-FAMILY DETACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (5:10)					
OBJECTIVE: Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.					
DESIGN GUIDELINES					
3. Special paving, landscaping, walls, and other design elements are used to alert vehicles to pedestrian areas and add visual interest.					
4. Project includes vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential developments.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY (5:14)					
OBJECTIVE: Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.					
DESIGN STANDARDS					
1. Unique project design is achieved through use of flexible setbacks for medium density districts.					
2. No two identical floor plans and elevations are placed on adjacent lots.					
3. Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods on standard corner sized lots.					
DESIGN GUIDELINES					
1. Unique project design is achieved through use of flexible setbacks for medium density districts.					
2. Master Home Plans include the required minimum number of floor plans and elevations (three provisions listed for implementation).					
3. Structures are designed to create variation along the street.					

RANCHO CORDOVA DESIGN GUIDELINES D. CHECKLIST FOR SINGLE-FAMILY DETACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS (5:18)					
OBJECTIVE: Design and construct residential units that create safe, pleasant and active neighborhoods.					
DESIGN GUIDELINES					
1. Visual access between the residential unit(s) and designated open space is maintained.					
2. Rear alleys are used in higher-density development to access garages.					
4. Projects are designed in a way that promotes "eyes on the street" for community safety by having one floor plan in a master plan series that locates a living/family/community living room at the front of the home facing the street.					
5. Site homes to face or back onto trails and pedestrian walkways and promote the idea of "eyes on activities" (three provisions listed for implementation).					
6. Trash receptacles are not be stored within a required front or street side yard unless screened from public view.					
SITE DESIGN > PARKING (5:26)					
OBJECTIVE: Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.					
DESIGN GUIDELINES					
1. Common driveways or alley-loaded access is used within the project.					
SITE DESIGN > GARAGE PLACEMENT AND DESIGN (5:30)					
OBJECTIVE: Create residential development where a variety of garage placements ensures that the garage is subordinate to the main home/living area in single-family residential neighborhoods.					

RANCHO CORDOVA DESIGN GUIDELINES D. CHECKLIST FOR SINGLE-FAMILY DETACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
1. Variety in garage placement is achieved so that only one in three of the master home plans have a garage door that extends beyond the primary living area of the home (two provisions for implementation listed).					
2. The appearance of three or more garage spaces facing the street is avoided or otherwise minimized (five provisions listed for implementation).					
3. Garage door widths facing the street do not exceed 50 percent of the width of the home. For lots less than 50 feet wide the maximum garage door width is 60 percent.					
4. Carport and garage design complements the architecture of the main building in terms of design, materials, and colors.					
ARCHITECTURE > MASSING, SCALE, AND FORM (5:36)					
OBJECTIVE: Encourage residential design that is visually interesting, establishes streetscape variety, is pedestrian in scale, and compatible with surrounding properties.					
DESIGN GUIDELINES					
4. Substantial variety (homes next to one another do not look the same) is achieved in Master Home Plan. Streetscape monotony and "sameness" is minimized through implementation of the specific provisions as applicable.					
5. Design of individual homes provides interest and balance of bulk and mass (five provisions listed for implementation).					
ARCHITECTURE > STYLE AND DESIGN DETAILS (5:40)					
OBJECTIVE: The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.					
DESIGN GUIDELINES					
1. Each home or building is designed with a single architectural style.					
2. Architectural design themes are used to establish unique project identity.					

RANCHO CORDOVA DESIGN GUIDELINES D. CHECKLIST FOR SINGLE-FAMILY DETACHED RESIDENTIAL PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
3. No two floor plans and building elevations are located directly adjacent or across the street from one another.					
ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES (5:42)					
OBJECTIVE: Residential entries should create an inviting transition between public and private areas.					
DESIGN GUIDELINES					
1. The architectural treatments along the front elevation and elevations facing public rights-of-way and open space provide visual interest (three provisions listed for implementation).					
2. Facades include features that relate to the human scale and provide a transition from public to private spaces (four provisions listed for implementation).					
3. Openings in the façade contribute to the overall design of the building and promote a relationship to the human scale (two provisions listed for implementation).					
CHECKLIST EVALUATION					
Total (26 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES E. CHECKLIST FOR SINGLE-FAMILY ATTACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (5:10)					
OBJECTIVE: Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.					
DESIGN GUIDELINES					
2. Shared driveways are utilized as appropriate.					
3. Special paving, landscaping, walls, and other design elements are used to alert vehicles to pedestrian areas and add visual interest.					
4. Project includes vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential developments.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY (5:14)					
OBJECTIVE: Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.					
DESIGN STANDARDS					
1. Unique project design is achieved through use of flexible setbacks for medium density districts.					
2. No two identical floor plans and elevations are placed on adjacent lots.					
3. Duplexes and half-plexes on corner lots are permitted throughout single-family neighborhoods.					
DESIGN GUIDELINES					
1. Unique project design is achieved through use of flexible setbacks for medium density districts.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS (5:18)					
OBJECTIVE: Design and construct residential units that create safe, pleasant, and active neighborhoods.					

RANCHO CORDOVA DESIGN GUIDELINES E. CHECKLIST FOR SINGLE-FAMILY ATTACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
1. Visual access between the residential unit(s) and designated open space is maintained.					
2. Rear alleys are used in higher-density development to access garages.					
3. Buildings are designed with structural and spatial variety along the front façade and staggered roof planes.					
4. Projects are designed in a way that promotes “eyes on the street” for community safety by having one floor plan in a master plan series that locates a living/family/community living room at the front of the home facing the street.					
5. Site homes to face or back onto trails and pedestrian walkways and promote the idea of “eyes on activities” (three provisions listed for implementation).					
6. Trash receptacles are not be stored within a required front or street side yard unless screened from public view.					
SITE DESIGN > PARKING (5:26)					
OBJECTIVE: Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.					
DESIGN GUIDELINES					
1. Common driveways or alley-loaded access is used within the project.					
2. Short and direct access is provided from parking areas to the dwelling unit.					
SITE DESIGN > GARAGE PLACEMENT AND DESIGN (5:30)					
OBJECTIVE: Create residential development where a variety of garage placements ensures that that garage is subordinate to the main home/living area in single-family residential neighborhoods.					

RANCHO CORDOVA DESIGN GUIDELINES E. CHECKLIST FOR SINGLE-FAMILY ATTACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
3. Garage door widths facing the street do not exceed 50 percent of the width of the home. For lots less than 50 feet wide the maximum garage door width is 60 percent.					
4. Carport and garage design complements the architecture of the main building in terms of design, materials, and colors.					
ARCHITECTURE > MASSING, SCALE, AND FORM (5:36)					
OBJECTIVE: Encourage residential design that is visually interesting, establishes streetscape variety, is pedestrian in scale, and compatible with surrounding properties.					
DESIGN GUIDELINES					
1. The structural massing of larger buildings is broken down into smaller components that typify individual dwelling units or homes (four provisions listed for implementation).					
2. Multi-unit structures transition in scale when adjacent to one- and two-story single family detached homes.					
3. Attached products look like separate units through the use of architectural detailing.					
ARCHITECTURE > STYLE AND DESIGN DETAILS (5:40)					
OBJECTIVE: The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.					
DESIGN GUIDELINES					
1. Each home or building is designed with a single architectural style.					
2. Architectural design themes are used to establish unique project identity.					
3. No two floor plans and building elevations are located directly adjacent or across the street from one another.					

RANCHO CORDOVA DESIGN GUIDELINES E. CHECKLIST FOR SINGLE-FAMILY ATTACHED RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES (5:42)					
OBJECTIVE: Ensure that the design of facades reflect the architectural style of the home/unit and are designated at a human scale and facilitates pedestrian activity of adjoining streets.					
DESIGN GUIDELINES					
1. The architectural treatments along the front elevation and elevations facing public rights-of-way and open space provide visual interest (three provisions listed for implementation).					
2. Facades include features that relate to the human scale and provide a transition from public to private spaces (four provisions listed for implementation).					
3. Openings in the façade contribute to the overall design of the building and promote a relationship to the human scale (two provisions listed for implementation).					
CHECKLIST EVALUATION					
Total (26 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES F. CHECKLIST FOR MULTI-FAMILY RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (5:10)					
OBJECTIVE: Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.					
DESIGN GUIDELINES					
1. Project is easy to navigate through the design of the internal circulation system and the use of wayfinding designs (i.e. directory signs, color coded buildings, pedestrian signage, landscape accents, etc).					
2. Shared driveways are utilized as appropriate.					
3. Special paving, landscaping, walls, and other design elements are used to alert vehicles to pedestrian areas and add visual interest.					
4. Project includes vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential developments.					
5. Project is integrated into the public street and sidewalk system (three provisions listed for implementation).					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY (5:14)					
OBJECTIVE: Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.					
DESIGN GUIDELINES					
4. Projects with two or more buildings are designed with different setbacks or façade variations.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS (5:18)					
OBJECTIVE: Design and construct residential units that create safe, pleasant, and active neighborhoods.					

RANCHO CORDOVA DESIGN GUIDELINES F. CHECKLIST FOR MULTI-FAMILY RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
1. Visual access between the residential unit(s) and designated open space is maintained.					
3. Buildings are designed with structural and spatial variety along the front façade and staggered roof planes.					
4. Projects are designed in a way that promotes “eyes on the street” for community safety by having one floor plan in a master plan series that locates a living/family/community living room at the front of the home facing the street.					
5. Site homes to face or back onto trails and pedestrian walkways and promote the idea of “eyes on activities” (three provisions listed for implementation).					
SITE DESIGN > PUBLIC SPACE/PEDESTRIAN AMENITIES (5:22)					
OBJECTIVE: Create aesthetically pleasing and vibrant places to gather within residential projects and provide common open space areas and amenities for the use and enjoyment of residents within residential projects.					
DESIGN STANDARDS					
All buildings, roofed areas, and parking facilities, including drives, shall not cover more than 75 percent of the site. A minimum 25 percent shall be designated as common open space.					
DESIGN GUIDELINES					
1. Open spaces are accessible from all units.					
2. Open spaces are incorporated into the site plan as a primary design feature. They are centrally located and positioned within the viewshed of the nearest units.					
3. Amenities (i.e. tot lot, garden, picnic tables, etc) are provided for residents (eight provisions listed for implementation).					
4. Buildings with ground floor office or retail use include public spaces with amenities, such as weather protection at entrances and plazas or courtyards next to the primary building entrances (two provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES F. CHECKLIST FOR MULTI-FAMILY RESIDENTIAL PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
5. Project amenities (i.e. picnic tables, gardens, tot lots, etc.) are close to the street frontage and street corners, animating the local street system. Amenities are not in remote, hard to see locations.					
SITE DESIGN > PARKING (5:26)					
OBJECTIVE: Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.					
DESIGN GUIDELINES					
1. Common driveways or alley-loaded access is used within the project.					
2. Short and direct access is provided from parking areas to the dwelling unit.					
3. Multi-family projects with more than 50 units provide a common vehicle wash area. Where provided, the vehicle wash areas are paved, bermed, and graded in order to drain properly.					
4. Residential units are buffered from the parking lot with specific screening or landscaping buffer.					
5. A combination of on-street and off-street parking is utilized.					
SITE DESIGN > GARAGE PLACEMENT AND DESIGN (5:30)					
OBJECTIVE: Create residential development where a variety of garage placements ensures that that garage is subordinate to the main home/living area in single-family residential neighborhoods.					
DESIGN GUIDELINES					
4. Carport and garage design complements the architecture of the main building in terms of design, materials, and colors.					
ARCHITECTURE > MASSING, SCALE, AND FORM (5:36)					
OBJECTIVE: Encourage residential design that is visually interesting, establishes streetscape variety, is pedestrian in scale, and compatible with surrounding properties.					

RANCHO CORDOVA DESIGN GUIDELINES F. CHECKLIST FOR MULTI-FAMILY RESIDENTIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
1. The structural massing of larger buildings is broken down into smaller components that typify individual dwelling units or homes (four provisions listed for implementation).					
2. Multi-unit structures transition in scale when adjacent to one- and two-story single family detached homes.					
ARCHITECTURE > STYLE AND DESIGN DETAILS (5:40)					
OBJECTIVE: The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.					
DESIGN GUIDELINES					
1. Each home or building is designed with a single architectural style.					
2. Architectural design themes are used to establish unique project identity.					
3. No two floor plans and building elevations are located directly adjacent or across the street from one another.					
ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES (5:42)					
OBJECTIVE: Ensure that the design of facades reflect the architectural style of the home/unit and are designated at a human scale and facilitates pedestrian activity of adjoining streets.					
DESIGN GUIDELINES					
1. The architectural treatments along the front elevation and elevations facing public rights-of-way and open space provide visual interest (three provisions listed for implementation).					
2. Facades include features that relate to the human scale and provide a transition from public to private spaces (four provisions listed for implementation).					
3. Openings in the façade contribute to the overall design of the building and promote a relationship to the human scale (two provisions listed for implementation).					

RANCHO CORDOVA DESIGN GUIDELINES F. CHECKLIST FOR MULTI-FAMILY RESIDENTIAL PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
4. Upper units have balconies or decks of adequate size.					
5. End units have articulation, such as windows and doors facing onto sidewalks.					
ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES (5:46)					
OBJECTIVE: Residential entries should create an inviting transition between public and private areas.					
DESIGN GUIDELINES					
1. Residential entries are separated from the street by transition areas (two provisions listed for implementation).					
2. Primary entrances into residential buildings or individual units include weather protection extending a minimum of four feet from the façade.					
3. Entries are designed with character (five provisions listed for implementation).					
CHECKLIST EVALUATION					
Total (35 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES G. CHECKLIST FOR RESIDENTIAL MIXED-USE PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (5:10)					
OBJECTIVE: Develop an on-site circulation system for residential projects that provides for the safe and efficient movement of vehicles and reduces conflict with pedestrians and bicyclists.					
DESIGN GUIDELINES					
1. Project is easy to navigate through the design of the internal circulation system and the use of wayfinding designs (i.e. directory signs, color coded buildings, pedestrian signage, landscape accents, etc).					
2. Shared driveways are utilized as appropriate.					
3. Special paving, landscaping, walls, and other design elements are used to alert vehicles to pedestrian areas and add visual interest.					
4. Project includes vehicular, bicycle, and pedestrian connections to adjacent residential and non-residential developments.					
5. Project is integrated into the public street and sidewalk system (three provisions listed for implementation).					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > STREETScape VARIETY (5:14)					
OBJECTIVE: Encourage innovative and diverse residential streetscapes that facilitate interaction between residents and include homes that are oriented to the street.					
DESIGN GUIDELINES					
4. Projects with two or more buildings are designed with different setbacks or façade variations.					
5. Buildings include retail and/or service uses.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION > ORIENTATION OF HOMES ON LOTS (5:18)					
OBJECTIVE: Design and construct residential units that create safe, pleasant and active neighborhoods.					

RANCHO CORDOVA DESIGN GUIDELINES G. CHECKLIST FOR RESIDENTIAL MIXED-USE PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
DESIGN GUIDELINES					
4. Projects are designed in a way that promotes “eyes on the street” for community safety by having one floor plan in a master plan series that locates a living/family/community living room at the front of the home facing the street.					
5. Site homes to face or back onto trails and pedestrian walkways and promote the idea of “eyes on activities” (three provisions listed for implementation).					
SITE DESIGN > PUBLIC SPACES/PEDESTRIAN AMENITIES (5:22)					
OBJECTIVE: Create aesthetically pleasing and vibrant places to gather within residential projects and provide common open space areas and amenities for the use and enjoyment of residents within residential projects.					
DESIGN GUIDELINES					
1. Open spaces are accessible from all units.					
2. Open spaces are incorporated into the site plan as a primary design feature. They are centrally located and positioned within the viewshed of the nearest units.					
3. Amenities (i.e. tot lot, garden, picnic tables, etc) are provided for residents (eight provisions listed for implementation).					
4. Buildings with ground floor office or retail use include public spaces with amenities, such as weather protection at entrances and plazas or courtyards next to the primary building entrances (two provisions listed for implementation).					
5. Project amenities (i.e. picnic tables, gardens, tot lots, etc.) are close to the street frontage and street corners, animating the local street system. Amenities are not in remote, hard to see locations.					
SITE DESIGN > PARKING (5:26)					
OBJECTIVE: Ensure that parking areas for residential projects do not dominate the views of residential development from public streets and sidewalks.					
DESIGN GUIDELINES					
3. Multi-family projects with more than 50 units shall provide a common vehicle wash area. Where provided, the vehicle wash areas shall be paved, bermed, and graded in order to drain properly.					

RANCHO CORDOVA DESIGN GUIDELINES G. CHECKLIST FOR RESIDENTIAL MIXED-USE PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
4. Residential units are buffered from the parking lot with specific screening or landscaping buffer.					
5. A combination of on-street and off-street parking is utilized.					
SITE DESIGN > GARAGE PLACEMENT AND DESIGN (5:30)					
OBJECTIVE: Create residential development where a variety of garage placements ensures that the garage is subordinate to the main home/living area in single-family residential neighborhoods.					
DESIGN GUIDELINES					
4. Carport and garage design complements the architecture of the main building in terms of design, materials, and colors.					
ARCHITECTURE > STYLE AND DESIGN DETAILS (5:40)					
OBJECTIVE: The architectural style of residential development should establish unique neighborhood identity and contribute to the enhanced character of Rancho Cordova.					
DESIGN GUIDELINES					
1. Each home or building is designed with a single architectural style.					
2. Architectural design themes are used to establish unique project identity.					
3. No two floor plans and building elevations are located directly adjacent or across the street from one another.					
ARCHITECTURE > STYLE AND DESIGN DETAILS > FACADES (5:42)					
OBJECTIVE: Ensure that the design of facades reflect the architectural style of the home/unit and are designated at a human scale and facilitates pedestrian activity of adjoining streets.					

RANCHO CORDOVA DESIGN GUIDELINES G. CHECKLIST FOR RESIDENTIAL MIXED-USE PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
DESIGN GUIDELINES					
1. The architectural treatments along the front elevation and elevations facing public rights-of-way and open space provide visual interest (three provisions listed for implementation).					
2. Facades include features that relate to the human scale and provide a transition from public to private spaces (four provisions listed for implementation).					
3. Openings in the façade contribute to the overall design of the building and promote a relationship to the human scale (two provisions listed for implementation).					
4. Upper units have balconies or decks of adequate size.					
5. End units have articulation, such as windows and doors facing onto sidewalks.					
ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES (5:46)					
OBJECTIVE: Residential entries should create an inviting transition between public and private areas.					
DESIGN GUIDELINES					
1. Residential entries are separated from the street by transition areas (two provisions listed for implementation).					
2. Primary entrances into residential buildings or individual units include weather protection extending a minimum of four feet from the façade.					
3. Entries are designed with character (five provisions listed for implementation).					
CHECKLIST EVALUATION					
Total (29 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES H. CHECKLIST FOR COMMUNITY FACILITY PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (6:8)					
OBJECTIVE: Develop a circulation system that provide full public access to community facilities by providing a safe and functional vehicular environment and, most importantly, providing a safe environment for those walking, using bicycles, and transit.					
DESIGN GUIDELINES					
1. Create safe and comfortable environments for pedestrians and bicyclists (five provisions listed for implementation).					
2. Project is designed to increase convenience of transit users (four provisions listed for implementation).					
SITE DESIGN > PUBLIC SPACES/PEDESTRIAN AMENITIES (6:12)					
OBJECTIVE: Create safe, pleasant, and active streets and public spaces that are scaled to the type of community facility.					
DESIGN GUIDELINES					
1. Create safe, attractive, functional gathering places (three provisions listed for implementation).					
SITE DESIGN > PARKING (6:14)					
OBJECTIVE: Design parking areas to respect the pedestrian user, particularly where large commercial or passenger vehicles need to be accommodated.					
DESIGN GUIDELINES					
1. Design parking lots that avoid large expanses, place parking to the side or behind buildings, include safe, comfortable routes, and include landscaping.					
2. Provide parking areas for large vehicles (two provisions listed for implementation).					
SITE DESIGN > LANDSCAPING (6:16)					
OBJECTIVE: Use landscaping to enhance character and visual quality of community facilities.					

RANCHO CORDOVA DESIGN GUIDELINES H. CHECKLIST FOR COMMUNITY FACILITY PROJECTS	The Proposed Project				Description/Comments
	n	-	=	+	
DESIGN GUIDELINES					
1. Site design minimizes impervious surfaces (five provisions listed for implementation).					
2. Landscaping is used to enhance the pedestrian experience (three provisions listed for implementation).					
SITE DESIGN > MINIMIZING NEGATIVE VISUAL IMPACTS OF COMMUNITY INFRASTRUCTURE (6:18)					
OBJECTIVE: Integrate design of community facility infrastructure into adjacent neighborhoods and screen equipment from view.					
DESIGN GUIDELINES					
1. Screen infrastructure with landscaping, decorative walls, or other methods (three provisions listed for implementation).					
2. House facilities in buildings that blend with the surroundings.					
3. Minimize the visual impact of cellular equipment and other tower systems (three provisions listed for implementation).					
ARCHITECTURE > STYLE AND DESIGN DETAILS > ENTRIES (6:22)					
OBJECTIVE: Entryways should be clearly visible and recognizable from the street and appear open and inviting to the pedestrian.					
DESIGN GUIDELINES					
1. Articulate individual and common entryways (five provisions listed for implementation).					
CHECKLIST EVALUATION					
Total (11 Guidelines)					

Project Name: _____

Date of Review: _____

RANCHO CORDOVA DESIGN GUIDELINES I. CHECKLIST FOR INDUSTRIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
SITE DESIGN > CIRCULATION (7:6)					
OBJECTIVE: Develop a circulation system that provides for the ease of circulation and safety for both motorists and pedestrians/bicyclists.					
DESIGN GUIDELINES					
1. Primary entry drives are enhanced with landscaping, monument signs, decorative paving, etc. to emphasize site access locations and draw attention to project ingress/egress and create site identity.					
2. Site access promotes safety, efficiency, and convenience and avoid conflicts between pedestrians, vehicles, and delivery trucks.					
3. Loading areas are located in the rear of the building.					
SITE DESIGN > BUILDING PLACEMENT AND ORIENTATION (7:8)					
OBJECTIVE: Site design that incorporates significant existing natural features and takes into consideration adjacent uses and structures.					
DESIGN GUIDELINES					
1. Buildings have a strong relationship to the street including functional public entrances.					
2. The visual impact of a large sea of parking and industrial equipment from public rights-of-way is minimized.					
3. Industrial and warehouse development is screened and buffered from adjacent residential uses.					
4. Loading docks and bays are not located or oriented toward the primary street frontage.					
SITE DESIGN > PUBLIC SPACES AND PEDESTRIAN AMENITIES (7:10)					
OBJECTIVE: Provide open areas and public amenities where employees can take advantage of recreational uses. Such improvements should be appropriate for the intended users.					

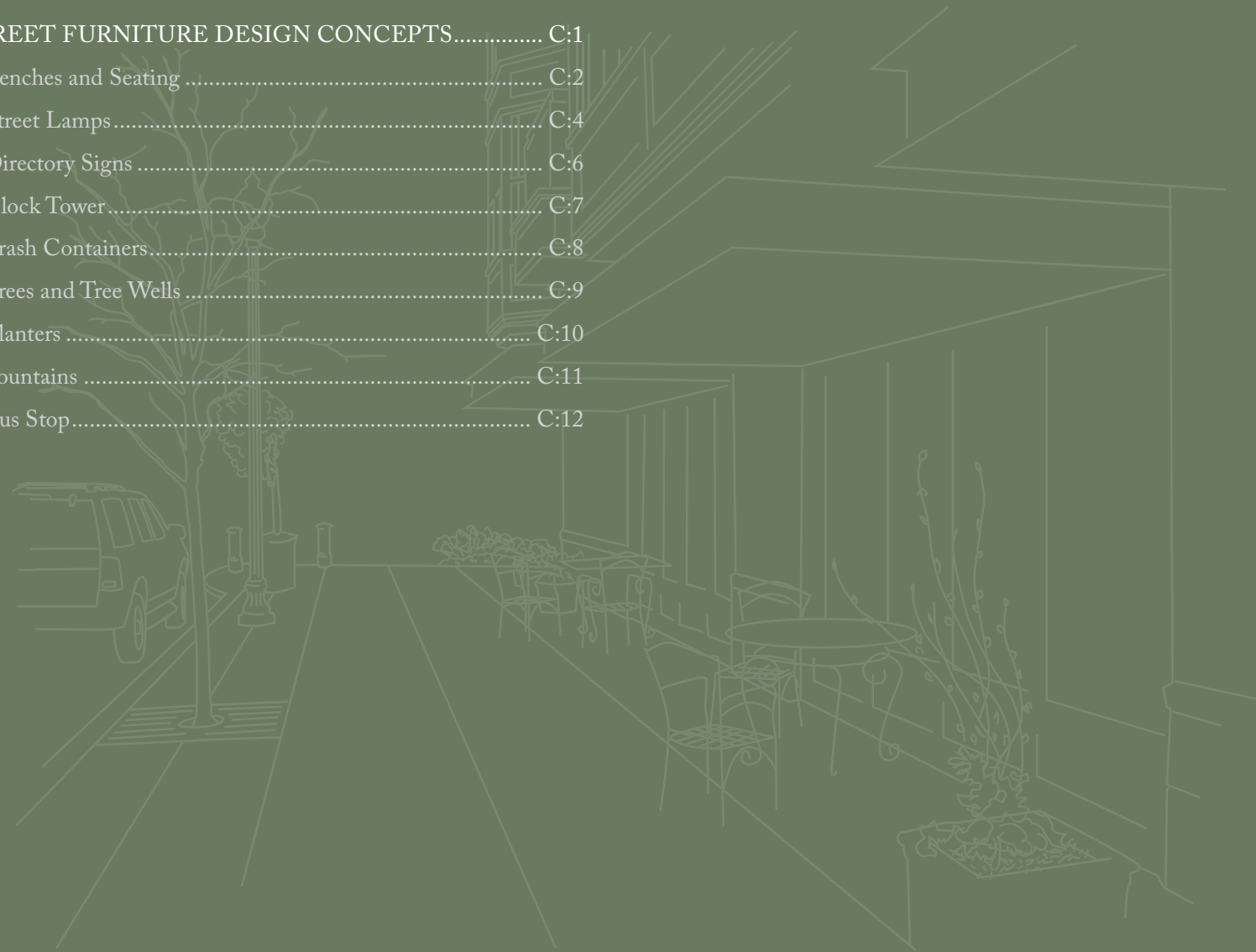
RANCHO CORDOVA DESIGN GUIDELINES I. CHECKLIST FOR INDUSTRIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
DESIGN GUIDELINES					
1. Include one or more public space/pedestrian area scaled according to the size and demands of the project.					
SITE DESIGN > LANDSCAPING (7:12)					
OBJECTIVE: Provide for attractive and functional landscape for purposes of screening, buffering, and softening of various site elements.					
DESIGN GUIDELINES					
1. Landscaping scale and design is compatible with and appropriate for the project.					
2. Special landscaping is provided at focal points and project entries.					
3. Vines and screen walls are used on large expansive building facades.					
4. Landscaping (in conjunction with appropriate decorative walls and setbacks) are used to buffer industrial uses from less intensive uses.					
5. New landscaping/landscape corridors are consistent with existing landscaping/landscaping corridors.					
ARCHITECTURE > STYLE AND DESIGN DETAILS (7:16)					
OBJECTIVE: Ensure that buildings with expansive facades incorporate design elements and details that relate to the scale of the human form and enhance the character of Rancho Cordova.					
DESIGN GUIDELINES					
1. Include architectural features along large buildings that are visible from a public street or adjacent residential property.					
2. Wireless facilities, if included on-site, are designed into the architecture/façade of the building.					

RANCHO CORDOVA DESIGN GUIDELINES I. CHECKLIST FOR INDUSTRIAL PROJECTS	The Proposed Project				
	n	-	=	+	Description/Comments
CHECKLIST EVALUATION					
Total (15 Guidelines)					

APPENDIX C

STREET FURNITURE DESIGN CONCEPT

STREET FURNITURE DESIGN CONCEPTS.....	C:1
• Benches and Seating	C:2
• Street Lamps	C:4
• Directory Signs	C:6
• Clock Tower.....	C:7
• Trash Containers.....	C:8
• Trees and Tree Wells	C:9
• Planters	C:10
• Fountains	C:11
• Bus Stop.....	C:12





STREET FURNITURE DESIGN CONCEPTS

The proper use of street furniture along a corridor or within a *Village* or *District* can add character and vitality to a community. It can connect individual developments together and create a sense of place. As described on page 2:46, the City encourages the use of street furniture as a way to create identity. This appendix provides example illustrations of street furniture and how it can help add dimension to a project.





BENCHES AND SEATING







STREET FURNITURE DESIGN CONCEPTS

STREET LAMPS







DIRECTORY SIGNS





CLOCK TOWER



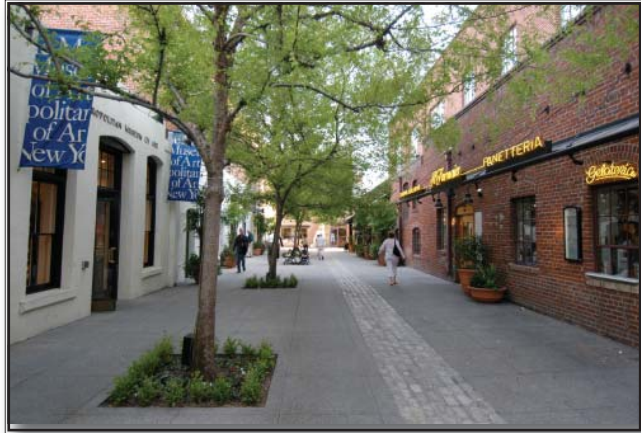


TRASH CONTAINERS





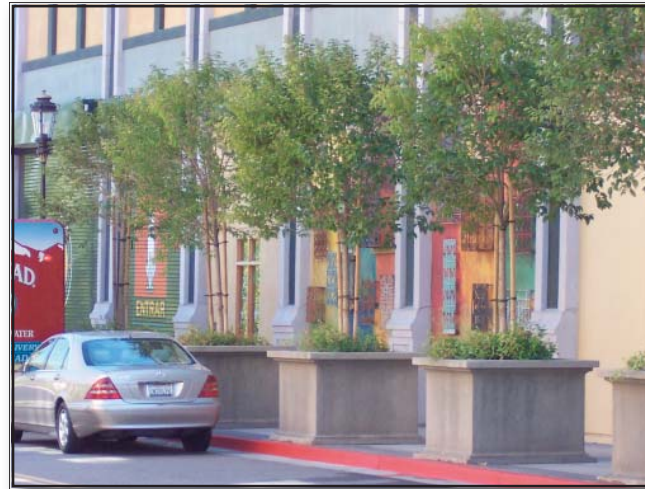
TREES AND TREE WELLS





STREET FURNITURE DESIGN CONCEPTS

PLANTERS





▶ FOUNTAINS





BUS STOPS

