

Community design affects both how we live and how we get around. Asking questions about how buildings and communities are designed has air quality, health, and community benefits.



Image courtesy pedbikeimages.org/Dan Burden

### ABOUT THE BUILDING—RESIDENTIAL

- Is it LEED certified to green building standards?
- Does it have solar power or the option to easily install solar?
- Does it have sufficient, secure bike storage (a bike storage room for multi-family, garages for single family)?
- Does it have the capacity for electric car charging (electric outlets in garages, charging stations in parking lots for multifamily)?
- Does it have a pedestrian-friendly building façade/design? A welcoming entryway? Are there trees for shade over sidewalks? Human scale elements such as porches, seating, and greenery?
- Are there physical activity spaces such as exercise rooms, active play spaces, and multi-purpose recreational spaces?

### ABOUT THE BUILDING—COMMERCIAL

- Is it LEED certified?
- Does it have solar power or the option to easily install solar?
- Does it have sufficient, secure employee bicycle commute support (lockers, showers, secure bike storage)?
- Does it have electric car charging? For employee/customer/fleet vehicles? Is it affordable for the user and easily accessible?
- Does the building have pedestrian-friendly façade/design? A welcoming entryway? Are there awnings or trees shading sidewalks? Human scale elements? Untinted first floor windows to provide transparency, openness, and eyes on the street? Outdoor seating?
- Does the design encourage internal pedestrian circulation—inviting stairways in prominent locations? Signage and navigation that encourages stairway use?
- Will the tenant have programs encouraging alternatives to driving for employees—transit pass subsidies, shuttles, loaner bikes, walk/bike/carpool amenities?
- Are there drop off zones for carpool, shared ride services, or autonomous vehicles?



Image courtesy pedbikeimages.org/Dan Burden



Image courtesy pedbikeimages.org/Laura Sandt

### ABOUT THE LOT

- Is comfortable bike/pedestrian infrastructure designed into the development? Wide sidewalks? Shade? Direct access to destinations? Clear wayfinding signage? Clear access to and through the lot?
- How is parking handled? Is there a lot of demand for parking? Can the parking requirement be reduced? Can off-street parking be designed so the buildings rather than parking lots face the street? Is alley garage access possible? Are parking structures built with active uses on the first floor, such as retail space, and windows to avoid large blank walls?
- Does it have suitable transit access? If there is a bus stop, can it be improved with a shelter, bench, greenery, recycling bins?
- For storm water capture, is permeable pavement used? Are there bio-swales to absorb and filter storm water (photo)?
- Is the site near a high-volume roadway? See ARB's Technical Advisory "[Strategies to Reduce Air Pollution Exposure near High-Volume Roadways](#)" for more information.

### ABOUT THE SURROUNDING STREETS

- Are the streets well designed for safe multi-modal access for pedestrians, bicyclists, and transit?
- If not, what can be changed adjacent to or near this development to welcome people walking or biking, such as filling sidewalk gaps, providing crosswalks, or bike lanes?
- Can bike lanes, or a protected bikeway be added on a significant length of the street?
- What about a planting strip with trees, street furniture, or other sidewalk infrastructure between the sidewalk and the street?
- Can traffic calming be incorporated in the design? Bulb-outs, traffic calming circles, striping, etc.?
- Can driveways be combined to provide fewer curb cuts, thereby reducing conflicts with bicyclists and pedestrians?
- Is there comfortable pedestrian/bike access from the street (and from transit stops, if any) to the building?
- Is there efficient, comfortable transit service? Can transit improvements be made, such as a shuttle bus or better pedestrian and bike infrastructure, so patrons or occupants will be more likely to choose transit?



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