

Appendix A

GENERAL PLACE TYPE CONSIDERATIONS

The following prompts should be considered while devising and developing a project to assess whether a proposal is compatible with the place type and improves the site and its surroundings:

Safety

1. Protection against traffic and accidents.
 - a. Can people walk or bicycle safely and comfortably?
 - b. Are streets planned with a Vision Zero strategy that will help eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all?
2. Protection against harm by others.
 - a. How is the public space made safe day and night? Are there people and activities at all hours because the area has, for example, both residents and offices?
 - b. Are sidewalks and trails, parking areas and outdoor public spaces clearly visible, comfortable and near activity areas during the day and night?

Vibrant

3. Mobility.
 - a. How well do walkways and public spaces avoid physical elements that might limit walking, using a wheelchair, or pushing a stroller?
 - b. How easily navigated is the arrangement of sidewalks and trails, parking areas and outdoor public spaces?
4. Interaction.
 - a. What features invite visitors to rest and linger? Are seating options placed in or near interesting things like public art, a façade that invites one to spend time next to it, a bus stop, a park, or a plaza?
 - b. How well can people from adjoining developments walk or bike safely and comfortably to the development?
5. Options for sitting.
 - a. What are the obvious seating options such as benches or chairs? Is there only secondary seating such as a stair, seat wall, or the edge of a fountain?
 - b. What are the options for sitting that do not require patronage?
6. Options for talking and listening/hearing.
 - a. Is it possible to have a conversation here? What options are there to sit together and have a conversation?
7. Options for play, exercise, and activities.
 - a. Are there options to be active year round? Are there options to be active at multiple times of the day and year for all ages?

Purpose

8. Scale.
 - a. How well do public spaces and the buildings that surround them exhibit a human

- scale? How well does the space function for people in small gatherings and large events?
- b. How does the development exhibit high quality design through shape, materials, finish, relationship with surrounding buildings, and coordinated use of lighting, public art, street furniture, surfacing, planting, etc?
- 9. Context-sensitive design.
 - a. How well are existing environmental features protected and integrated into the design?
 - b. To what extent are pre-development views retained?
 - c. How well does the project protect ridgelines?
 - d. How are impacts on water quality addressed?
 - e. Is open space accessible to the public and does it connect to open space on adjacent properties?
 - f. Are most wetlands, lakes, streams, and other water amenities retained? Are significant natural amenities at least partially fronted by thoroughfares rather than hidden behind back yards?
- 10. Residential neighborhood characteristics.
 - a. Are there a variety of dwelling types?
 - b. Are there places to work in the form of office buildings or live-work units?
 - c. Are there shops sufficiently varied to supply the ordinary needs of a household such as a convenience store, a post office, a teller machine, or a gym?
 - d. Do thoroughfares within the neighborhood form a continuous network, providing for the dispersment of traffic? Are the thoroughfares connected to those of adjacent neighborhoods and communities?
 - e. Are thoroughfares relatively narrow and shaded by rows of trees that slow traffic and create an appropriate environment for pedestrians and bicyclists?
 - f. Are the large areas of open space between neighborhoods connected into continuous corridors?
 - g. Are culs-de-sac avoided except where absolutely necessary due to natural conditions?
 - h. Are there public places for people to congregate and areas to engage in recreational activities dispersed throughout the neighborhood?

Urban Policy Area Design Guidelines

Unless otherwise specified, the following guidelines apply only within the Urban Policy Area:

Building Orientation and Setbacks

Buildings in the UPA, particularly along urban-type streets and “main streets”, should have common design strategies that promote walkability, accessibility, and activity in the “outdoor room” or “outdoor hallway” between streets and buildings.

1. Locate buildings at the front property line or at the minimum required setback to create a strong pedestrian pathway framed by adequate spaces for sidewalks, plantings, street furnishings, and lighting along buildings. Where additional setback is necessary adjacent

to the street, that area can be used to create a plaza, pocket park, or other public gathering space that incorporates activity space, outdoor seating, landscape features, and/or water features.

2. Design grade level entrances providing direct access to building entrances from sidewalks and streets.
3. Make primary entrances to buildings visible from the street and sidewalk.
4. Create primary entrances for pedestrians that are easily identifiable and accessible, with a direct a path to transit amenities.
5. Maintain at least one entrance from the public way at retail and restaurant establishments.
6. Incorporate transitions from the sidewalk to the front door such as landscaping, overhead cover (canopies, awnings or trellises) and/or porches at individual entrances to businesses and residences.
7. Comply with the Americans with Disabilities Act (ADA), Universal Design, and International WELL Building Institute guidelines at primary pedestrian entrances, so that alternate approaches for persons with mobility limitations, such as a ramps next to primary pedestrian entrances, are not necessary.
8. Incorporate passageways or alleys into mid-block developments, particularly on long blocks, that facilitate safe pedestrian movement through the depth of the block to the front of the next parallel block. Ensure that pedestrians do not have to walk the circumference of a block in order to access the middle of the next parallel block or alley or parking behind the block.
9. Activate the use of mid-block passageways or alleys so that they are visually appropriate, functional, well-lit, and safe spaces.



Building Design

Addressing architectural features of buildings is an important component of creating the ‘sense of place’ that Loudoun County desires for the UPA, particularly with respect to the denser and more intensely used areas.

1. Incorporate different façade treatments such as forms, textures, colors, materials, and architectural features that add visual distinctions throughout the UPA, while building

consistency in their application within individual developments to create a unique and identifiable character for each new development.

2. Add scale and interest to the building façade by articulated massing. Blank or long expansive walls with no detail or variation in form, color, texture, openings or material are undesirable, particularly in activity centers and along pedestrian pathways or linkages.
3. Use of architectural features, enhanced materials, fenestration, planting, lighting, and signage should contribute to a more pedestrian friendly streetscape.
4. Reinforce the existing façade rhythm along the street with architectural elements, landscaping, signage, street lighting, and street furnishings.
5. Include overhead architectural features where compatible with building design, such as awnings, canopies, trellises or cornice treatments that provide identifiable entries, shade, and reduce heat gain.
6. Contribute to visual interest, human activity along streets and neighborhood safety by providing pedestrian scaled windows and fenestrations at the street level that act as pathways to activity inside buildings and “eyes on the street”.
7. For ground floor retail, restaurants, and professional office uses within mixed-use environments, along main streets, and other activity centers, devote a minimum of 65 percent to 75 percent relative to the length of the façade to pedestrian entrances and pedestrian-level display windows.

Sidewalks, Streets Trees, and Plantings

Sidewalks, in conjunction with street design and building placement, support ease of pedestrian movement and link people from their homes to community amenities such as parks, public places, retail and commercial areas, transit stops, nodes, landmarks, and the Metrorail stations. Sidewalks also enrich the quality of the public realm by providing appropriate connections and street furnishings in the public right of way. They create the basis for the concept of the ‘outdoor rooms’ and ‘outdoor hallways’ that support human activity at planned centers and along linkages.

Planting street trees and other ground cover has proven to improve the human experience between buildings and streets. Along with creating inviting spaces, comfort for human activity, and positive impacts to the natural environment, street trees and ground level plantings contribute greatly to the visual appeal of building façades and outdoor spaces.

1. Create a continuous and predominantly straight sidewalk to support two-way pedestrian traffic with enough space for streetscape amenities such as street furnishings, street trees, ground cover plantings areas, street lighting, signage, and utilities.
2. Create streetscape amenities that act as a buffer between pedestrians and moving vehicles by the use of landscape and street furnishings (benches, newspaper racks, pedestrian information kiosks, bicycle racks, bus shelters, and pedestrian lighting, etc.).
3. Use street furnishings to create a consistent rhythm (i.e., consistent height of light standards or consistent shade pattern of trees) and encourage the activity and use of the sidewalk area between buildings and streets.
4. Incorporate closely planted shade-producing street trees to encourage pedestrian activity along streets and promote comfort in the outdoor activity spaces. They may be interspersed

with existing or proposed street trees. Select native trees and plantings with low maintenance requirements. Plant outdoor spaces with ground cover, low-growing vegetation or permeable materials that accommodate both pedestrian movement and car door swings where on street parking is designed and planned. Incorporate stormwater bioswales with native plantings into the streetscape to serve both visual interest and stormwater management function.

Street Furnishings and Lighting

Street furnishings and lighting should be designed to strengthen the pedestrian experience and encourage outdoor use and activity in activity centers and spaces between buildings and streets. These amenities should also serve to create neighborhood identity and visual coherence with the use of building and street lighting.

1. Provide usable space in the sidewalk areas that include street furnishings such as benches, trash cans, kiosks, street gardens, bike racks, outdoor sitting spaces, and public art.
2. Provide adequate lighting levels to safely light the pedestrian path.
3. Use adequate, uniform, human-scaled, and glare-free lighting to avoid uneven light distribution, harsh shadows, and light spillage.
4. Use poles, standards, fixtures, and lighting types that achieve “dark sky” compliant goals and objectives, such as lighting when necessary, reducing glare, use of energy efficient lighting systems, lighting enough to promote safety and security, and considers ecological impacts to the natural environment and humans.

On-street Parking

On-street parking provides numerous benefits in urban environments such as reducing the need for parking decks and parking lots, buffering pedestrians from moving vehicle traffic, vehicle traffic calming, and by providing parking near community amenities, businesses, and retail uses that shape the ‘outdoor rooms’.

1. Provide parallel or angled on-street parking wherever possible.
2. Eliminate street parking within pedestrian crossings.
3. Create traffic calming along streets designed for low speeds.

Parking Structures

To promote an active and diverse streetscape and to minimize the visual impact of parking, parking structures should be integrated with surrounding development.

1. Parking structures that front on streets should wrap the parking structure at the street level with an active use. Active uses may include retail, office, or residential uses and should be based on the allowed uses in each respective Place Type.
2. The height and mass of parking structures should be consistent with the design character of the area within which the structure is located (e.g., a five-story parking structure should not be situated in an area that consists primarily of two-story buildings).
3. Pedestrian entrances should be well-defined and attractive.

4. Façades that face public rights-of-way should incorporate massing, textures, colors, and other architectural techniques that are of similar style and quality as primary adjacent buildings.
5. Parking structures should be designed to conceal the view of all parked cars and internal light sources from adjacent public right-of-way or public open space for the full height of the structure.

Public Places

Public places are areas that serve as centers for human activity, which could be a destination, a space to pass through, or a linkage. These places should provide a focal point for gathering, communicate community or neighborhood identity, and help make for complete neighborhoods. These places could include plazas, promenades, courtyards, park spaces that are landscaped and/or hardscaped, and should include trees and ground cover vegetation to create inviting spaces for activity and gathering.

1. Orient buildings so that public places receive sunlight as well as high quality, safe, night lighting.
2. Balance sunlight accessibility with shade producing trees and overhead cover.
3. Provide a variety of on-site features to maximize use and enjoyment of public places, including but not limited to:
 - a) Water features / public art,
 - b) Recreational features,
 - c) Outdoor furnishings,
 - d) Vegetative ground cover, gardens and shade tree plantings/reforestation,
 - e) Use of stormwater management best management practices to create year-round open space amenities with walking paths and benches,
 - f) Open places for gathering large groups of people, and/or
 - g) Variety of ground cover materials such as permeable and impermeable surfaces and natural ground cover.

Suburban Policy Area Design Guidelines

Unless otherwise specified, the following guidelines apply only within the Suburban Policy Area:

Development Criteria:

1. Ensure that the use contributes to and complements the existing development pattern;
2. Consider innovative uses that contribute to the surrounding community;
3. Provide consistency with the desired form, character and land uses of the underlying Place Type;
4. Differences between the height, scale, bulk, setback from the street, or other physical features of the proposed development, and existing development in the immediate area;
5. Presence and quality of a spatial or physical transition between uses;
6. Availability of adequate roads, services and infrastructure; and

7. Relationship and incorporation of existing Natural, Environmental and Heritage resources.

Building Orientation and Setbacks

1. All development should include a site design that is compact and makes buildings the prominent feature of the site as viewed from adjoining/adjacent roads, especially along major thoroughfares. Site design and development will strive to minimize site disturbance and minimize removal of existing, viable vegetation.
2. It is desirable to have civic spaces, open spaces, green spaces, and vegetation to separate parking lots from buildings and areas for human activity. Civic spaces and green spaces are encouraged to have public art enhancements.



Building Design

1. Buildings within larger multi-building developments should exhibit a unity of design through the use of similar elements such as rooflines, exterior materials, facade treatments, window/fenestration arrangements, sign location, and architectural styles and details.
2. Freestanding stores, retail centers, commercial centers, and restaurants will be encouraged to provide usable outdoor civic or public spaces.
3. Required drainage and stormwater management facilities, such as holding basins, drainage swales, and culverts should be incorporated as features into the site design of the project, to the extent possible. Natural drainage features should be conserved to the greatest extent possible, minimizing impervious facilities to the extent technically feasible.
4. Building massing and walls must be varied to avoid long, flat facades and break down the scale of large buildings and commercial/retail centers. It is desirable that building facades should incorporate wall relief, recesses, off-sets, angular forms, or other features. Buildings cannot present a "blank side" to neighboring properties.
5. Pitched, mansard, and other distinctive roof forms are strongly encouraged where appropriate.
6. Rooftop mechanical equipment will be screened with materials that blend with the architecture and will be perceived as an integral part of the principal building. Ground mounted mechanical equipment will also be screened either by incorporating it in the building architecture or by landscaping.
7. Buildings will incorporate covered entrances to provide weather protection for shoppers and create a pedestrian-oriented environment.
8. Retail development should avoid the appearance of strip commercial development which is commonly characterized by the following features to be avoided: multiple entrances serving individual uses, minimal setbacks and landscaping, and multiple structures and signs without a unified design scheme.

Sidewalks, Streets Trees, and Plantings

1. Large parking areas will be landscaped with trees and shrubs throughout to reduce the visual impact, provide shade, and reduce the heat island effect or heat absorption of the parking area.
2. The street frontage of development will be landscaped with trees to help create a green edge on both sides of the street.
3. Existing environmental features such as natural topography, hedgerows, mature trees, and berms will be integrated into the landscape plan for non-residential centers, when feasible.
4. Non-residential buildings and parking areas will be sufficiently screened and buffered from adjoining residential areas by distance, transitional uses, landscaping, and/or natural vegetation to mitigate the effects of noise, lighting, and traffic on the surrounding residences.
5. Residential areas will be buffered from adjacent non-residential uses by trees, fences, and hedges.
6. Sidewalks will be provided to all development to accommodate benches, bikes, strollers, trees, and planters.

Street Furnishings and Lighting

1. Provide usable space and amenities when planning sidewalks, including street furnishings such as benches, trash cans, kiosks, street gardens, bike racks, outdoor sitting spaces, and public art.
2. Signs for development will be developed as an integral part of the overall design. A unified graphic design scheme is strongly encouraged that is in conformance with an appropriate regulatory framework.
3. Site and building lighting will reduce glare and spillage of light onto adjoining properties and streets. Fixtures should be attractive site elements that are compatible with the architecture of the development.
4. Both lighting and signs will be designed for pedestrians, bicyclists, and vehicles.

Parking, Circulation, and Loading

1. All development should strive to create inter-parcel connectivity for pedestrian and vehicular circulation to increase pedestrian activity and decrease vehicular traffic on roadways necessitated by broken inter-parcel connections.
2. Pedestrian traffic, internal to non-residential centers, should be provided with a safe travel route from the parking area to the building with a demarcated pathway and clear directional signage. Trees and other plantings should be provided along the walkway.
3. Parking areas will be visually screened from adjacent streets and residential areas by heavy landscaping, depressing the parking area, constructing earthen berms, and/or other means.
4. All loading and storage areas must comply with Zoning Ordinance regulations and must be screened from adjacent residential areas by earthen berms, masonry walls, permanent wooden fencing, or dense landscaping.

5. Parking structures should be integrated with surrounding development to promote an active and diverse streetscape and to minimize the visual impact of parking. Pedestrian entrances should be well-defined and attractive.
6. Parking structures that front streets should wrap the parking structure at the street level with an active use. Active uses may include retail, office, or residential uses and should be based on the allowed uses in each respective Place Type.
7. The height and mass of parking structures should be consistent with the design character of the area within which the structure is located (e.g., a five-story parking structure should not be situated in an area that consists primarily of two-story buildings).
8. Façades that face public rights-of-way should incorporate massing, textures, colors, and other architectural techniques that are of similar style and quality as primary adjacent buildings.
9. Parking structures should be designed to conceal the view of all parked cars and internal light sources from adjacent public right-of-way or public open space for the full height of the structure.
10. Surface parking should be located to the rear or side of buildings and away from the street or street intersections, while providing direct pedestrian access to the buildings.
11. Textures, patterns, and colors are encouraged in the design of surface parking to provide breaks in large areas of pavement and distinguish between areas for pedestrian and vehicular movement.
12. Large surface parking lots should be functionally divided into smaller, well-landscaped and shaded parking clusters.

Transition Policy Area Design Guidelines

Unless otherwise specified, the following guidelines apply only within the Transition Policy Area:

1. Integrate buildings and parking into the existing natural landscape and provide usable open space that is accessible to residents and the public, subject to the following:
 - a. Perimeter open space screening from roads and other communities may be the predominant component of the 50 percent open space requirement,
 - b. Distribute community greens, playgrounds, and gathering spaces within residential development,
 - c. Link open space to surrounding neighborhoods and public facilities with pedestrian and bicycle networks,
 - d. Link open space to natural, environmental, and heritage resources, unique site features, and open space in other communities,
 - e. Locate low intensity parks that emphasize undisturbed open space in highly visible areas or in conjunction with schools, churches, and neighborhood commercial centers where they can serve as a buffer for adjoining homes.
2. Ensure that open space within developments creates or enhances the following:
 - a. The 300-foot buffer and 200-foot transitional area along the Bull Run in the Upper and Lower Foley and Lower Bull Run subareas,

- b. The 300-foot buffer and 1,000-foot voluntary open space area along the Goose Creek, Goose Creek Reservoir, and Beaverdam Reservoir in the Lower Sycolin and Middle Goose subareas,
 - c. A contiguous network of green spaces to supplement the natural, environmental, and heritage resources connecting communities and natural resource areas, and
 - d. A public trail and park network to destinations throughout the area.
3. Locate development on areas of the site that afford the least disruption of views of the landscape.
4. Protect the historic context of nearby archaeological and historic sites and along scenic corridors.
5. Provide trails and sidewalks that connect to adjacent neighborhoods and other destinations within and outside the project.
6. Ensure that clusters of residential units proposed in TPA communities are appropriate in number of units to reflect a traditional hamlet scale with multiple clusters separated by open space areas and featuring:
 - a. A variety of lot sizes with no minimum lot size requirement and minimal setbacks,
 - b. A predominantly single-family residential development pattern,
 - c. A network of publicly accessible trails and pedestrian sidewalks linking communities and amenities, and
 - d. A network of tree-lined streets constructed at minimum required widths to merge into the open landscape and slow traffic.
7. Ensure that housing diversity and affordability are components of larger and higher density developments, such as Transition Compact Neighborhoods by including a mixture of housing types, and a range of building and lot sizes and configurations.
8. Include varying densities in neighborhoods, with higher densities generally in close proximity to community greens, civic uses, or small-scale retail uses.
9. Diversify housing size, unit types, lot sizes, and lot pattern along each street frontage and in the same blocks to reflect the design of traditional villages and towns.
10. Include pedestrian features, landscaping, short blocks, few dead ends or cul-de-sacs, and traffic calming features.
11. Locate buildings close to the street but require some discernable variations in building setbacks along residential streets.
12. Encourage designs where building facades have differentiated surfaces and design elements consistent with surrounding development that follows natural contours.
13. Address parking in Transition Compact Neighborhood and Transition Community Center place types through a combination of on-street and off-street choices designed and located to minimize their visual impact.
14. Develop employment uses at a scale that minimizes their intrusion into the rural and natural landscape and their impact on surrounding roads and communities by:
 - a. Screening all outdoor storage and equipment parking areas from view of adjoining properties and roads,
 - b. Minimizing the number of entrances from major collector or arterial roads;
 - c. Ensuring adequate road and infrastructure capacity,

- d. Avoiding large expanses of blank building surfaces by using articulation, fenestration and façade treatments, especially when the facades are visible from public roads, and
- e. Separating industrial uses from residences by locating less-intensive uses adjacent to residential uses or using natural or manmade barriers between the uses.

Rural Policy Area Design Guidelines

Unless otherwise specified, the following guidelines apply only within the Rural Policy Area Rural North and Rural South Place Types:

1. Development on ridgelines or hill tops should be avoided to retain the rural character of the landscape and protect viewsheds.
2. Site development should preserve existing land forms and minimize significant alterations to the topography while incorporating natural features, trees, hedgerows and other vegetation into the design to protect viewsheds and provide visual buffers between parcels.
3. Required drainage and stormwater management facilities, such as holding basins, drainage swales, and culverts should be incorporated as features into the site design of the project, to the extent possible. Natural drainage features should be conserved to the greatest extent possible, minimizing impervious facilities to the extent technically feasible.
4. Development should be sited within the landscape to minimize visibility from roadways and other properties while preserving suitable farmland.
5. Outdoor lighting should be limited to areas where activity occurs and use the minimum light intensity necessary to eliminate glare and light trespass.
6. Trail connections should be provided when feasible, to link private and public lands as part of a multi-use trail network.
7. Rural Cluster subdivisions are a land development design that compactly groups homes on small lots arranged in a traditional community pattern while retaining large tracts of land for open space, agricultural production, and/or rural economy uses to preserve natural features and the rural character. When developing Rural Cluster subdivisions in the RPA:
 - a. Use existing topography, hedgerows, mature woodlands, and other site features to influence the location of the clusters to maintain the rural and scenic quality of the landscape.
 - b. Provide a compact cluster of building lots and maximize open space.
 - c. Design roads and driveways to follow the natural contours of the land. Roads and driveways should be the minimum width necessary to provide safe travel ways.
 - d. Cluster development to retain large areas of agricultural soils for farming
 - e. Encourage the use of shared water and wastewater systems to serve cluster developments to protect water resources.
8. Site building and structures should blend with the natural landscape to reduce their perceived scale, mass, and height, thus reducing their impact on the landscape and surrounding viewsheds.

9. Buildings should incorporate architectural styles and design elements that emulate and relate to the historical and regional architecture of Loudoun which contributes to the visual quality and identity of the RPA.
10. Parking, mechanical units, and other site development features should be located to diminish their visual impact from public roadways and neighboring properties.

Rural Historic Villages Design Guidelines

Unless otherwise specified, the following guidelines apply only within the Rural Historic Villages:

1. New development should reinforce the existing pattern of streets/roads in the Rural Historic Villages.
2. The streetscape of Rural Historic Villages should incorporate sidewalks, crosswalks, lighting, landscaping and other street amenities which enhance the pedestrian experience and contribute to the visual quality of the village.
3. Sidewalk and trail networks within the Rural Historic Villages should be expanded to provide connections to surrounding trail networks in the RPA.
4. Incorporate and retain existing trees and other site vegetation, especially when these features form a visual edge defining the streetscape or space between properties.
5. New buildings will be oriented on their site to maintain the existing street pattern, street design, and relationship to other buildings to reinforce the historic development pattern of the village.
6. The scale, size, massing, and design of new buildings will adopt building forms and architectural styles related to the individual character of the village.
7. Where the footprint of a new building is larger than existing buildings, reduce the perceived mass by dividing the building into smaller pieces with varying wall planes and rooflines. Design new commercial development to conform with the storefront configuration of existing historic examples, when no local precedent exists look to other examples in the villages to inform new construction.
8. Locate parking, mechanical units, and other site features in locations which diminish their visual impact from the street.

Joint Land Management Area Design Guidelines

Unless otherwise specified, the following guidelines apply only within the JLMAs. These guidelines will be reviewed concurrently and coordinated with Town guidelines or policies related to the JLMA area.

1. Support the preservation and protection of historic, cultural, and environmental resources in and around each Town.
2. Support development of distinct “gateways” into each community and protect rural view sheds leading into the towns. Gateway concepts will be developed with the Town and may include measures to protect existing trees, hedgerows, viewsheds, and vistas, design

guidelines for lot configuration to continue the rural lot pattern, new landscaping, entrance features, and other techniques.

3. Protect the natural or rural scenic views along roads leading into the Towns through measures such as revised State Road Improvement Standards, scenic or conservation easements, the creation of historic corridor overlay zoning, and rural design concepts.
4. Encourage a variety of housing types and commercial development within the JLMA that are consistent with applicable Town and County policies, are compatible with the existing communities, and extend in a contiguous, rational and convenient manner from the Towns.
5. Apply the SPA Design Guidelines when reviewing non-residential developments located within the Leesburg JLMA.
6. Encourage residential communities in the JLMA that propose to connect to municipal utilities to exhibit:
 - a. A variety of lot sizes and, where permitted, a variety of unit types,
 - b. A street network without culs-de-sac and P-loop streets with numerous connections to existing streets,
 - c. An interconnected block pattern with compact lots, shallow front and side-yard setbacks, and small block sizes,
 - d. Sidewalks along all streets, providing access to the town or neighborhood center, public buildings, parks, and other destinations,
 - e. A compatible mix of complementary residential and non-residential uses such as home-occupation businesses, churches, and schools,
 - f. Parks, squares, or greens that provide a combination of natural and passive open spaces throughout the development, and
 - g. A central public focal point consisting of any combination of a park (village green); a public facility such as a church or community center; natural features; or neighborhood commercial uses.