Guideline	Intent	Elements
Land Use	A **mix of land uses** (residential and non-residential). A **variety of housing types**, including 'missing middle' housing and other unit types that tend to be more affordable compared with large lot single family detached units.  	**Expected Elements:** • New development and redevelopment should contribute to the overall mix of uses in an area. Single use proposed projects (entirely residential or entirely non-residential) should be evaluated based on the proximity of other types of uses and if they are contributing to the overall mix of uses in an area. • Projects proposing one housing type only should be evaluated based on the proximity of other types of housing units and if they are contributing to the overall mix of housing types in an area. • Dedicated affordable housing units should be reviewed based on the County's Housing Policy and the recommendations in the Housing Chapter. • There should be hard boundaries between the Development Areas and Rural Area, with mixed-use, dense, and compact development encouraged up to the Development Areas/Rural Area boundary. Development in the Development Areas should be consistent with the applicable future land use designations and Activity Center place types and should not be reduced or be 'transitional'/suburban at the Development Areas edges. **Encouraged Elements:** • Missing middle housing types are strongly encouraged, including but not limited to: smaller units (under 1,800 sq ft), townhomes, multiplexes, live-work units, accessory dwelling units, and cottage/bungalow courts.

Guideline	Intent	Elements
Transportation	**Safe, comfortable, and accessible multimodal transportation** options, including options for walking, biking, driving, and taking transit. A **connected transportation network**.  	**Expected Elements:** • A safe and comfortable pedestrian network, including sidewalks on both sides of streets, crosswalks where needed for safe access, and walking paths and trails. Access to nearby/on-site recreation, commercial areas, schools, and other destinations. • Walking infrastructure should be separated and protected from vehicles. • Safe and secure bicycle parking should be provided in commercial/employment areas and for housing units without garages. Guidance may be found in the Association of Pedestrian and Bicycle Professionals' Essentials of Bike Parking guide. • Safe and convenient multimodal transportation connections and infrastructure based on recommendations in the Multimodal Plan (modal emphasis) and applicable Master Plan for all levels of users. • Streets should be designed to encourage traffic calming and slower driving speeds. • Continue to require that streets are interconnected in the Development Areas and ensure that exceptions occur rarely and not routinely. New neighborhoods should be connected to existing neighborhoods, Activity Centers, and parks/recreational areas. If road connections are found not to be feasible, bike/pedestrian connections should be provided. • Cul-de-sacs are discouraged, and permeability throughout the site is encouraged. Where cul-de-sacs are necessary, they should include pedestrian and bicycle connections to nearby streets. **Encouraged Elements:** • Where transit stops are provided, enhanced transit stops are encouraged, with elements such as benches, shelters, and bicycle parking. • Biking infrastructure should be separated and protected from vehicles. • EV charging infrastructure, especially for multifamily, commercial, office, and mixed-use developments.

Guideline	Intent	Elements
Site Design	Site design should create spaces that are **enjoyable to walk** and travel through. Site design should consider the protection and restoration of the natural environment. Design elements that support the **goals in the Environmental Stewardship Chapter** of the Comp Plan and the County's **Climate Action Plan** are strongly encouraged.  	**Expected Elements:** • Street trees at regular intervals within landscape buffers between the sidewalk and road on all streets, with sufficient lateral and vertical space for trees to survive and thrive. • For mixed-use and commercial areas: site design that prioritizes the pedestrian experience, including buildings and spaces of human-scale with pedestrian-orientation. • Parking relegated to the side or rear of buildings. Garages should be recessed behind the line established by the front façade. • Primary building entrances face the street (or amenity for amenity-oriented lots). • Landscaping and trees in parking lots/areas. Parking lots/areas should be screened from residential/ commercial/mixed-use/office development. • Development that respects natural terrain, especially slopes over 25% grade and slopes along waterways. • Re-graded slopes should be smooth rather than abrupt or steep grades that are difficult to vegetate and maintain. • Preserve and enhance on-site historic and cultural resources, including through adaptive reuse as feasible and appropriate. **Encouraged Elements:** • Redevelopment and use of existing infrastructure where feasible. • Shared parking and parking reductions are encouraged. • Public art and wayfinding are encouraged to be incorporated into building and site design, especially in mixed-use and commercial areas. • Mixed-use and commercial areas: shade and weather protection for pedestrians; transparent windows along the first floor of buildings; benches and trash cans; outdoor patio spaces; public restrooms. • Mixed-use and commercial areas: Lighting for transit stops and sidewalks/pedestrian paths/pedestrian crossings. • Use of native plant/tree species. • Low-impact development (LID) best practices for stormwater management, such as bioswales, permeable pavement, rain gardens/bioretention swells, green roofs, and tree preservation. • Renewable energy sourcing on site, such as rooftop and parking lot solar.

Guideline	Intent	Elements
Parks, Recreational Amenities, and Open Space	Equitable and expanding access to public parks, trails, natural areas, and open space. Design elements that support the goals in the Parks and Recreation Chapter of the Comp Plan and the County's Climate Action Plan are strongly encouraged.	**Expected Elements:** • Access to parks, trails, and open space with new development, especially residential and mixed-use development. • Trails should be used to connect neighborhoods to parks, natural areas, Activity Centers, and other destinations. For these types of connections, Class A Type 1 or Class A Type 2 trails are appropriate. Class B trails can also be appropriate on-site, provided that trail locations and alignments are sustainable. • In coordination with ACPR, trails and parks planning should achieve appropriate balance between providing recreational opportunities with conserving and/or restoring habitat cores, wildlife corridors, and other significant natural resources and environmental features identified in the Biodiversity Action Plan. **Encouraged Elements:** • Native canopy trees installed and maintained along streets and within open space areas. • Creative on-site recreational amenities are encouraged, including but not limited to natural playscapes, outdoor fitness equipment, obstacle course / "ninja" play equipment, and climbing walls or other climbing equipment. • Designate areas in steep slopes, floodplain, and stream buffers as common or public open space, instead of having these environmental features on individual lots. • Designed clusters or "groves" of native canopy trees are encouraged in order to maximize the cumulative environmental benefits. Existing forested land cover should be conserved and/or restored where possible and appropriate.



