

## GUIDING PRINCIPLES

*The following Principles were derived from the Public Community Planning and Design Workshop, based on documented community preferences, as measured by both in-person and online surveys taken during that process, with reference to specific issues and features represented in the resulting Master Plan.*

### 1. Overall Neighborhood Structure

*Neighborhood structure describes the location and relative juxtaposition of neighborhood patterns as depicted in the Regulating/Master Plan, based on ¼ mile walking radius, including the street and block network, and the location and types of neighborhood amenities and civic features.*

### 2. Internal Connectivity

*Internal connectivity describes the ability to easily move about within the Subject Property both on foot, and by car and/or bicycle, based on the level of connectivity within the internal network of walkable streets and pedestrian pathways.*

- a. Neighborhood to Neighborhood
- b. Within Neighborhood (Intersection Spacing)

### 3. External Connectivity

*External Connectivity describes the ability to move between the Subject Property and the larger Jamestown Community, based on the number of points of ingress/egress between the two, and the nature and location of those points, in terms of connecting between the internal and external street and pedestrian networks, and the ability of those interfaces to accommodate both pedestrian and vehicular movements safely and efficiently.*

### 4. Block Size

*Block size is a basic metric typically used to measure the relative ease of mobility within a given neighborhood, and within the community as a whole. In general, smaller block sizes produce a finer-grained street network, allowing for a greater range of travel options between two destinations, resulting in more convenient and efficient movement, and less overall congestion.*

### 5. Street Design

*Street design, as a general category, encompasses a broad array of factors which collectively define both the functional and aesthetic nature of that community asset. This may include how buildings relate to the street, and how comfortably and safely a pedestrian may travel along it. Specific factors discussed in the workshop included:*

- a. Ratio of Front-Loaded to Rear/Size Loaded, Based on Lot Size and Location
- b. Relationship of building to street

### 6. Mix and Allocation of Unit Types, Overall, and within each Neighborhood

*To reduce visual monotony, and to accommodate a broader range of lifestyle preferences and housing choice, a diverse mix of unit types and their allocation within each neighborhood was generally considered preferable to having only a small number of unit types, repetitively situated.*

### 7. Location of Open Space/Civic Functions within each Neighborhood

*The presence and location of open space and civic functions within each neighborhood, such as playgrounds and neighborhood parks, are considered desirable features for each individual neighborhood, and for the community as a whole.*

8. Mix of Uses

*Mixing uses – typically retail and residential – both vertically and by proximity, provides greater convenience and amenity for local residents, reduces congestion and the need for parking, and can also create an enhanced sense-of-place and community identity.*

9. Relationship of Project to Larger Community Context

*How the project integrates into the larger Jamestown community in terms of character and feel, its adjoining neighborhoods, and in addressing community needs and aspirations relating to both land-use and housing needs, should be as seamless and positive as possible.*

10. Architectural Character and Styles

*The architecture in the project should be of good quality, thoughtfully designed and detailed, and built of durable materials. In character and style, it should be consistent with, and reflective of, the architectural styles and building types currently found in the community, and the building traditions of the area.*