

Guiding Principles

Introduction

Principles are statements of purpose intended to describe the direction and form of future development and revitalization efforts in Allen County and the City of Fort Wayne. The principles focus on the quality, pattern, form, character, and organization of development and address a desire to strengthen the quality of the physical environment.

The principles apply to already established neighborhoods with infill and revitalization opportunities as well as the developing towns, suburban and rural areas of the County. As stated above, the principles express the intended direction for land use.

The following principles are grouped into four specific planning categories: urban, suburban, rural and city and town. Several of the principles will apply in more than one category while some of the principles will apply exclusively to a particular planning category.

Numerous meetings with City and County Plan Commissions, the Comprehensive Plan Committee and Work Group members, citizens and planning staff have been conducted to provide input to draft the following principles.

Fort Wayne Urban Area

1. Retain and enhance the visual character derived from existing natural features.
2. The pattern of future new and infill development should be compatible with the character of existing development, including historic and natural features.
3. Discourage development that is not served by a sewer system.
4. Utility system improvements should be coordinated with proposed and current land uses as identified in this plan and its amendments.
5. Infill development and revitalization initiatives should be encouraged.
6. Development contiguous to urban areas should be encouraged and organized as commercial centers and neighborhoods integrated with the existing pattern.
7. Ensure coordination between major civic and institutional organizations and local planning departments.
8. Primary and middle schools should be provided within neighborhoods and planned at a neighborhood scale with provisions for safe pedestrian and bicycle access.
9. Civic, institutional, and commercial activity should be integrated into the neighborhood fabric.
10. Neighborhoods and downtown areas should be compact, pedestrian friendly, and mixed-use.
11. Housing with a diversity of values and types should be encouraged to provide housing choices within neighborhoods.
12. Mature neighborhoods should be stabilized, maintained and enhanced.
13. Mixed-use commercial centers and neighborhoods should be the preferred pattern of development and districts of single use should be the exception.
14. A range of open spaces, including parks, plazas, squares, etc. should be encouraged within commercial centers and neighborhoods as gathering places.
15. Transportation improvements should be planned and necessary land reserved and/or acquired in coordination with proposed and current land uses as identified in this plan.

16. Corridors and trails should be encouraged to define and/or connect neighborhoods, commercial centers and downtowns.
17. A connective framework for transit, pedestrian and bicycle systems, including sidewalks and pedestrian paths should be provided to allow for alternative modes of transportation.
18. Many activities of daily living should occur within walking distance of most dwellings, allowing independence from driving as the only means to travel.
19. Higher building densities of residential, commercial and work place uses should be provided within close proximity to transit stops.
20. Encourage interconnection of existing and new residential, commercial, and industrial development.

Suburban Areas

1. Encourage the retention of the natural and visual character derived from areas such as woodlands, wetlands and riparian corridors.
2. The pattern of future new and infill development should be compatible with the character of existing development, including historic and natural features.
3. Utility system improvements should be coordinated with proposed and current land uses as identified in this plan and its amendments.
4. Discourage development that is not served by a sewer system.
5. Infill development and revitalization initiatives should be encouraged.
6. Development contiguous to developed suburban areas should be integrated with the existing pattern where it contributes to an outcome that is in conformance with the goals and policies of this plan.
7. Ensure coordination between major civic and institutional organizations and local planning departments.
8. Primary and middle schools should be designed at a neighborhood scale with provisions for safe pedestrian and bicycle access.
9. Civic, institutional, and commercial activity should be integrated into the neighborhood fabric.
10. New suburban development should be encouraged to develop as a planned neighborhood.
11. The preferred areas for new suburban development area those that are contiguous to existing developed areas.
12. Housing with a diversity of values and types should be encouraged to provide housing choices within neighborhoods.
13. Mixed-use commercial centers and neighborhoods should be encouraged as the preferred pattern of development.
14. A range of open spaces, including parks, plazas, squares, etc. should be planned for and distributed within commercial centers and neighborhoods as gathering places.
15. Mature neighborhoods should be stabilized maintained and enhanced.
16. Transportation improvements should be planned and necessary land reserved and/or acquired in coordination with proposed and current land uses as identified in this plan.
17. Encourage planned development along regional transportation corridors and at interchanges with adequate roadway design and infrastructure.

18. Each community or cluster of neighborhoods should have a well-defined edge and be interconnected wherever possible.
19. Corridors and trails should be used to define and/or connect neighborhoods and commercial centers.
20. Higher building densities of residential, commercial and work place uses should be provided within close proximity to transit stops.
21. Compact, pedestrian friendly and mixed-use neighborhoods should be encouraged.
22. A connective framework for transit, pedestrian and bicycle systems, including sidewalks and pedestrian paths should be provided to allow for alternative modes of transportation.
23. Many activities of daily living should occur within walking distance of most dwellings, allowing independence from driving as the only means to travel.
24. Encourage interconnection of existing and new residential, commercial, and industrial development.

Rural Areas

1. Encourage the retention of the natural and visual character derived from areas such as woodlands, farmlands, wetlands and riparian corridors.
2. Discourage development that is not served by a sewer system.
3. Utility system improvements shall be planned in coordination with proposed and current land uses as identified in this plan.
4. Infill development and revitalization initiatives should be encouraged.
5. Encourage the continued agricultural uses of the county's most productive farmland.
6. As the suburban area expands into rural areas, residential development should be contiguous to existing commercial and/or residential development and be served by existing or planned public services.
7. The pattern of future new and infill development should be compatible with the character of existing development, including historic and natural features where it contributes to an outcome that is in conformance with the goals and policies of this plan.
8. A connective framework for transit, pedestrian and bicycle systems should be provided that allows alternative modes to automobile use.
9. Transportation improvements should be planned and necessary land reserved and/or acquired in coordination with proposed and current land uses as identified in this plan.
10. Encourage planned development along regional transportation corridors and at interchanges with adequate roadway design and infrastructure.

Grabill, Huntertown, Monroeville, Woodburn

1. Retain and enhance the visual character derived from existing natural features.
2. New development in existing non-sewered unincorporated towns should be strategically planned.
3. Infill development and revitalization initiatives should be encouraged.
4. Development contiguous to established incorporated and unincorporated towns should be integrated with the existing pattern where it contributes to an outcome that is in conformance with the goals and policies of this plan.
5. The pattern of future new and infill development should be compatible with the character of existing development, including historic and natural features where it contributes to an outcome that is in conformance with the goals and policies of this plan.
6. Housing with a diversity of values and types should be encouraged to provide housing choices within neighborhoods.
7. Mature neighborhoods should be stabilized maintained and enhanced.
8. Cities and incorporated and unincorporated towns should be compact, pedestrian friendly, and mixed-use.
9. Civic, institutional, and commercial activity should not be isolated in single use areas.
10. Transportation improvements should be planned and necessary land reserved and/or acquired in coordination with proposed and current land uses as identified in this plan.
11. Corridors and trails should be used to define and/or connect neighborhoods, commercial centers, towns and downtowns.
12. Encourage interconnection of existing and new residential, commercial, and industrial developments.
13. Civic, institutional, and commercial activity should not be isolated in single use areas.