

FRONT DOOR FORT WAYNE

[A Plan to Enhance Our City's Gateways]



WELCOME!



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Front Door Fort Wayne: Emphasizing the Economics of First Impressions

We adorn them with flowers, frame them with landscaping and even paint them in fashionable colors. Front doors matter, and everyone notices. By freshening up the details, we tell the world that we care, have pride in our homes and welcome all who enter.

The same goes for the front doors of our community. City officials call them gateways. Realtors dub them a key part of Fort Wayne's curb appeal. But when it comes to competing for good jobs and business investment, those front doors embody the economics of the first impression, and they can make all the difference.

Corporate executives and economic development professionals will tell you that business decisions are made every day on how a community presents itself – on how it makes that first impression.

That initial impression is a quantifiable asset that enables companies to sell themselves better, and ensures they can attract and retain the talented workforce that is an absolute essential. For existing residents, it is part of keeping property values strong and having pride in their community.

A team of community volunteers, appointed by Mayor Tom Henry and working with City of Fort Wayne staff, has outlined a 10-year plan to enhance Fort Wayne's primary gateways. Its goals are to improve Fort Wayne's entry points and use them to market the city, foster public pride and advance our economic development objectives.

This plan is comprehensive and inclusive. Not only does this plan look at our major gateways it also addresses significant corridors, interchanges, downtown entrances, wayfinding signage and public art.

Now that the plan is complete and adopted, we are proud to share this document with the entire community knowing that it will provide a much needed framework for policy makers on how we can provide a good first impression to those who enter our great city.

Sincerely,

Gateway Advisory Committee Co-Chairs

Cheri Becker
Executive Director
Leadership Fort Wayne

Karl Bandemer
Senior Development Officer
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Matt Kelly	One Lucky Guitar, DID Board
Kevin McCrory	LandPlan Group
John Morrison	Tower Bank
Dan O'Connell	Visit Fort Wayne
Nelson Peters	County Commissioners
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Jonathan Ray	Urban League
Debra Williams	Parkview Hospital

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Collection of Russell S. Rein

Post card of a gateway arch along the Lincoln Highway in Fort Wayne (c.1915).

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CHAPTER ONE:

Introduction/Executive Summary

Front Door Fort Wayne is a comprehensive plan to enhance Fort Wayne's major points of entry into the City. Developed over the past two years by the City of Fort Wayne's Community Development Division with the assistance of a Mayoral appointed advisory committee, the plan is a framework for improving the appearance, efficiency, and economic potential of our major gateways. The plan also provides recommendations which increase the ease and understandability for visitors navigating the city. These improvements will assist with marketing and promoting the city, enhancing public pride, and fostering continued investment in our local economy. This will be achieved through the implementation of dozens of policy recommendations and projects that will transform and improve how we design and maintain our major corridors and points of entry into the community.

This plan is the culmination of two years of study and input from community leaders, stakeholders, and the general public. Review and analysis of existing conditions coupled with input from the business community and investigation of best practice standards in other cities has shown us that Fort Wayne can do more to create a positive experience for visitors to our community. This plan begins to move us in a direction of improved roadway design, greater accessibility for all modes of transportation, more intuitive wayfinding, better maintenance, and pride in our local identity.

Front Door Fort Wayne includes both long range and short-term recommendations to improve the function and aesthetics of existing and future points of entry and gateway corridors into the city and downtown. Policy recommendations, developed with the assistance of the advisory committee, discuss the need for a

comprehensive maintenance policy for new and existing public infrastructure. These policies also provide a framework for how our gateway areas can be better designed to accommodate all modes of transportation.

Specific project recommendations have been developed for each gateway corridor and interchange. The recommendations provide solutions to aesthetic and functional design issues. These solutions include roadway design changes to incorporate bicyclists, pedestrians, and transit users in addition to automobiles. Recommendations also include the addition of better directional signage to major attractions and aesthetic improvements such as landscaping, lighting, and public art which promotes and celebrates Fort Wayne.

The recommendations in this plan set the stage for creating an attractive, dynamic, and inviting environment for Fort Wayne visitors. The plan relies on the support and perseverance of multiple City departments and governmental agencies, along with involvement from non-profit groups and the private sector to work together in transforming our gateways to better attract investment into our community.

Guiding Principles

The Gateway Advisory Committee developed a set of Guiding Principles that provide a framework for how Fort Wayne's Gateways should appear and function and what they should offer to visitors as they enter our community. The Guiding Principles serve as a baseline of what are the community's expectations for excellence in design, aesthetic, and functionality of our most important entry points to Fort Wayne.

Purpose Statement:

Exceptionally well maintained and aesthetically pleasing gateways which promote community identity and a positive impression for, residents, visitors and investors are crucial for our community's economic vitality.

Guiding Principles:

1. Gateways should communicate a positive and distinctive identity reflective of the excellent quality of life that Fort Wayne offers.
2. Gateways should be aesthetically pleasing.
3. Gateway infrastructure should be exceptionally well maintained and sustainable.
4. Gateway improvements should enhance and respect their surroundings.
5. Gateways should facilitate all modes of travel into the community.
6. Gateways should communicate direction to key destinations.

Front Door Fort Wayne's Objectives

- Identify and prioritize important gateways into the City and Downtown.
- Establish priorities for the use and function of the gateways.
- Develop and prioritize recommendations for specific gateway design and treatments.
- Establish a strategy and/or approach for the maintenance of important gateways.
- Implement recommendations of the Comprehensive (Plan-it Allen!).
- Instill a positive City image.

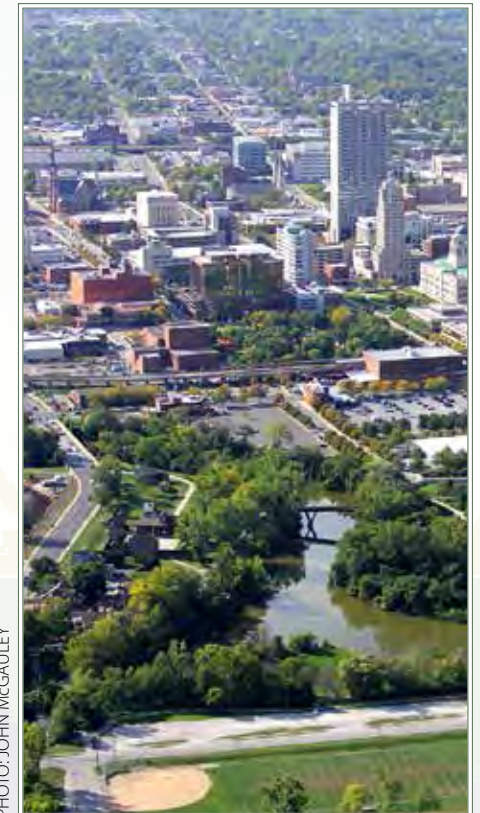


PHOTO: JOHN MCGAULEY

Purpose

Enhancing and maintaining our city's gateways and commercial corridors is important for promoting Fort Wayne as a strong and viable economic engine for the region. This sentiment is shared by Mayor Tom Henry, and the dozens of community stakeholders who have weighed in on the need to continue efforts to enhance Fort Wayne's image. Our city's gateways are often the first impression we make to those outside our community, as we look to attract new businesses and visitors to our city. Many community leaders report that the condition of our gateways provides an impression that influences potential new employers who might want to invest in Fort Wayne and it affects existing employers who are trying to attract highly qualified employees. In addition, visitors who come to Fort Wayne to recreate or to relocate are also investors influenced by first impressions. The successful attraction and retention of these various audiences is essential to the growth of Fort Wayne's economy. To invest in our gateway areas is not simply an exercise in enhancing their aesthetics; it is a function of good economic development.

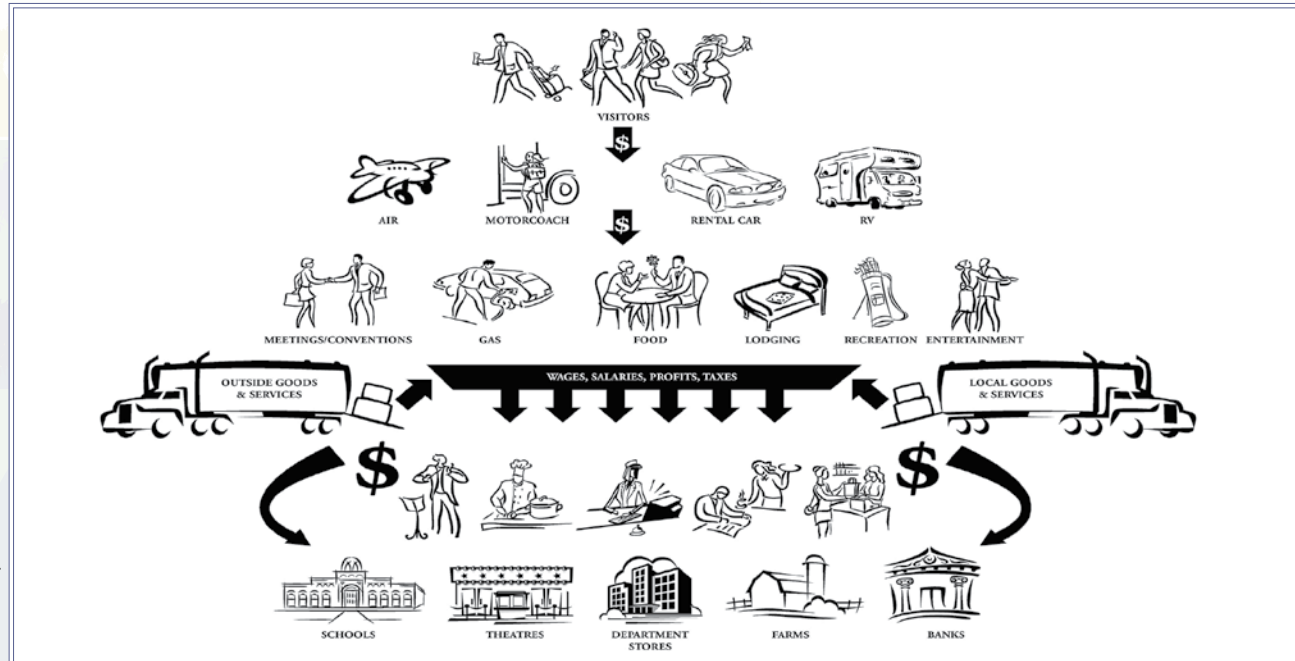
The Economics of First Impressions

Image and more importantly first impressions are fundamentally important to a city's economic success. New visitors form their first opinions of Fort Wayne at its gateways; that is, at the entrances to the City. Major corridors that extend from these points of entry into the City also serve the same function, introducing people to the city. These gateways provide a sense of arrival to a community for visitors as well as returning residents. Maintaining these gateway areas does much to demonstrate to visitors that Fort Wayne cares about and invests in itself.

The Impact of Tourism

Visitors coming into our community bring with them a considerable amount of investment as is evidenced by the 2009 Visit Fort Wayne Report. The 2009 Impact of Fort Wayne/Allen County's Travel and Tourism Industry Report states that over 5.7 million people visit Fort Wayne annually. They spend \$466 million on a wide variety of goods and services. Visitors' spending sustains over 7,019 jobs in Allen County and generates \$13.7 million in tax revenues to local units of government. (Figure 1)

Visit Fort Wayne



Visitors coming into our community patronize not only major attractions such as the Fort Wayne Children's Zoo and Parkview Field, but also a multitude of retail and service industry establishments. The injection of revenue into a community is highly sought after by cities; each competing for a limited pool of visitors. It is important for Fort Wayne to provide a good first impression to these visitors (and to leave them with an equally good experience) in order to compete with other communities.

Impact of Visitors	
Fort Wayne Visitors	5.7 million
Direct Expenditures	\$466,112,783
Jobs (direct expenditures)	7,019
Direct Wages and Salaries	\$99,903,863
Local Taxes	\$13,663,135
State Taxes	\$42,505,280
<i>Visit Fort Wayne 2011 Marketing Plan and Budget</i>	

Figure 1: Visit Fort Wayne 2011 Marketing Plan and Budget

Implementation of the Comprehensive Plan – Plan-it Allen!

Front Door Fort Wayne's comprehensive approach to enhancing Fort Wayne's gateways aligns with and begins to implement several key goals and objectives of the Allen County-Fort Wayne Comprehensive Plan (Plan-it Allen!). Adopted in 2007, Plan-it Allen! provides the framework for future land use, transportation, housing, and economic development decisions.

Several of Plan-it Allen's goals and objectives pertaining to fostering economic development, improving transportation and enhancing community aesthetics and quality of life have provided a basis for this plan's recommendations. The following Plan-it Allen! goals and policies address aspects of this gateway enhancement strategy:

Land Use:

- LU2.A Endorse improvements to and extensions of infrastructure in areas adjacent to existing development.
- LU9.A Encourage consistent community development standards
- LU13: Improve community well-being by enhancing the vitality and identity of the community's towns and cities.

Transportation:

- T1.G: Work with INDOT to encourage beautification projects at existing interchanges that are compatible with the type of interchange and existing and proposed land uses.
- T1.L: Encourage context-sensitive design in the development of roadway improvement projects.

Community Identity and Appearance:

- C13.B: Support distinctive commercial areas and corridors.
- C13.C: Educate the public and the development community about community characteristics that should be preserved and enhanced.
- C13.D: Enhance the pedestrian experience throughout downtown Fort Wayne and other neighborhood commercial areas and corridors.
- C14.1: Encourage context-sensitive design tools to enhance local character and ensure that new development, redevelopment and roadway improvements are integrated with the community and complementary to existing structures and the environment.
- C14.E: Protect and enhance tree cover through an urban forestry program.
- C14.F: Improve community gateways.
- C15.G: Maintain and enhance heritage corridors.
- C15.H: Promote historical resources to capitalize on their economic, cultural, and recreational values.

Community Facilities:

- CF2.C: Endorse and support community maintenance efforts to improve perceptions of safety.
- CF3.D: Develop greenways and facilities that interconnect parks, schools, and key points of interest in the community.
- CF4.B: Support efforts to recognize diversity, and the variety of cultures that exist in the community.



Front Door Fort Wayne incorporates many of Plan-it Allen!'s goals and policies.

Definitions

There are a variety of ways in which the word gateway is used within this plan. Below is a brief definition of the types of gateways and gateway features.

Gateway

A gateway is a landmark, streetscape or other area that a visitor or resident first sees when entering the city, a neighborhood, a cultural district, downtown or other attractions or destinations.

Corridor

A corridor gateway is developed as a continuous system along a highway, street, or greenway. It may include landscaping, unique signage, banners, lighting and other streetscape elements in addition to landmark elements. This gateway is often developed to signify a high-profile corridor or district.

Interchange

An interchange gateway serves as a portal introducing interstate travelers into the city. It may include character defining yet low maintenance vegetation that serves as an identifying feature. This type of gateway could also include an enhanced bridge design, signage, lighting, or public art to promote the city and create a positive first impression.

Landmark

A landmark gateway is developed at a single location. It helps to create an identity and orient visitors in the area, and typically signify an entrance or other important intersection or location. These gateways might include the construction of a "landmark" structure, landscaping, signage, and lighting.

Gateways can also include multiple landmarks developed as a repetitive series of two or more related landmarks or thematic elements along a common corridor area. Each individual element may be similar to others or may take on the character of the immediate area in which it is located while maintaining some common design elements. This type of gateway is often used to distinguish different neighborhoods or districts along a common highly-traveled corridor.



Corridor Gateway



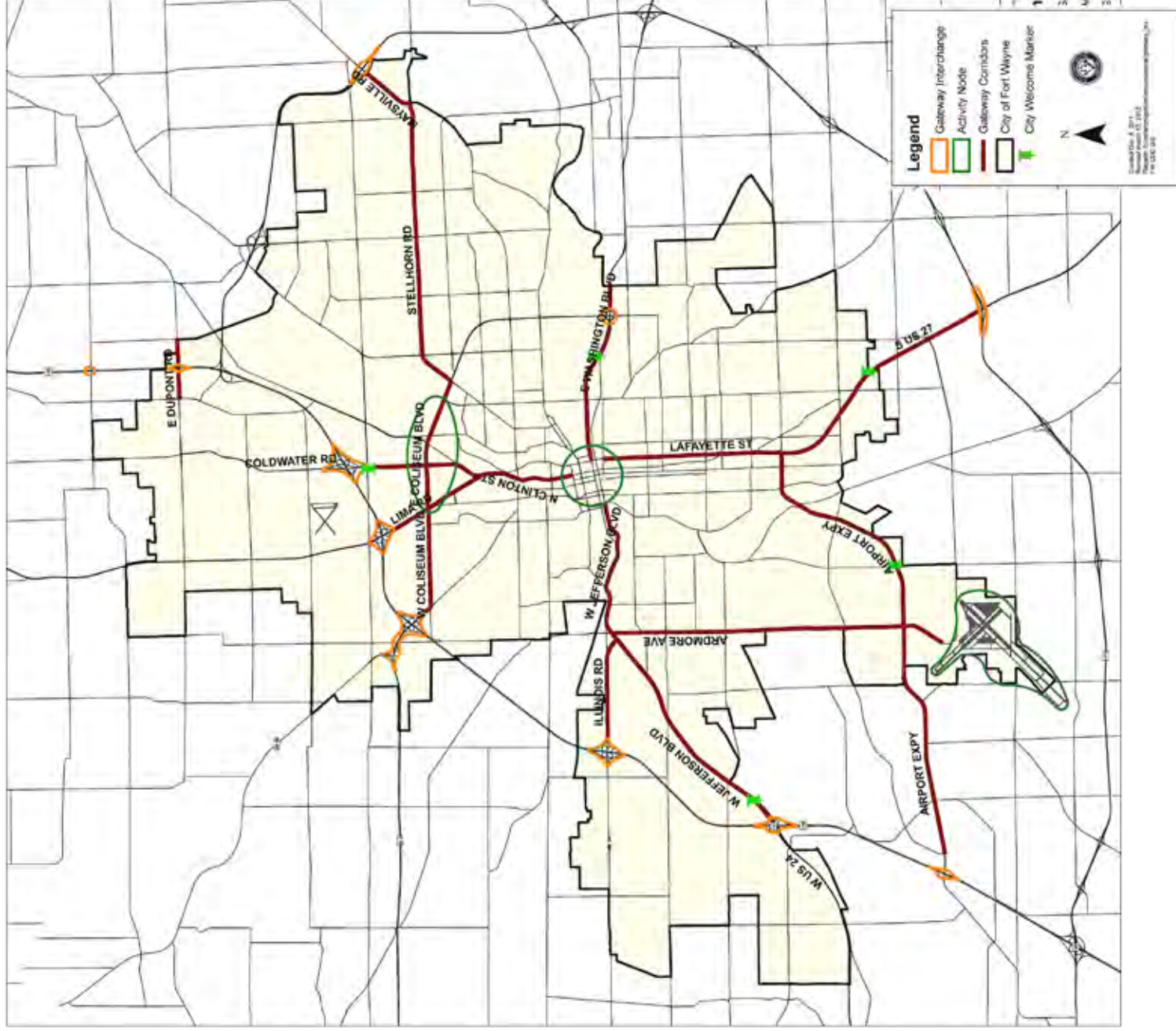
Interchange Gateway



Landmark Gateway

MAP 1: Primary Gateways of the Front Door Fort Wayne Plan

Front Door Fort Wayne focuses on several significant gateways leading into Fort Wayne including interchange areas, gateways into downtown, and arterials leading from the airport to the downtown. City staff and the Mayor's Gateway Advisory Committee selected the eleven interchanges and ten gateway corridors shown on the map.





Advisory Committee members tour of gateway corridors.

Gateway Advisory Committee Members

Co-Chairs

Karl Bandemer	The Alliance
Cheri Becker	Leadership Fort Wayne

Members

Karen Goldner	Common Council
Nick Hobbie	Lutheran Health Network
Matt Kelly	One Lucky Guitar, DID Board
Kevin McCrory	LandPlan Group
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Nelson Peters	Allen County Commissioners
Rick Poinsett	Steel Dynamics
Jonathan Ray	Urban League
John Shoaff	Common Council
Irene Walters	IPFW
Debra Williams	Parkview Hospital

CHAPTER TWO: Methodology

Planning Process

Stakeholder Interviews

The development of this plan began in early 2010 when Community Development staff conducted a series of interviews with over a dozen prominent business and community stakeholders. The purpose of these interviews was to help staff determine the level of interest in committing time and resources toward the enhancement of our city's gateways. The interviews also enabled city staff to better understand the issues and deficiencies impacting our gateways and the types of improvements that should be considered.

Individuals were asked questions relating to the appearance of our gateways and the impact they have on the local economy and community pride. They were then asked how important it was for the city to initiate a gateway and corridor improvement project and if the city should dedicate financial and staff resources toward implementing enhancements. Individuals were then shown a series of images representing design alternatives for signs, lighting, and landscape elements found in communities similar to Fort Wayne. They were asked to assign a numerical value to each element; this value represented their impressions of the object in the image as either a positive or negative experience.

Almost all of the stakeholders interviewed saw value in improving Fort Wayne's gateways. Many agreed that enhancements to our gateways would improve infrastructure and traffic needs, boost

economic vibrancy, and increase public pride in our community. Many mentioned that improving our gateways would provide visitors and tourists with more information and better directions to destinations; creating a positive experience for those coming into our community to invest. Additionally, those interviewed felt that improving our gateways and corridors will not only benefit those visiting, but will also have a positive effect on the residents of our community. Many remarked that this is a great opportunity for the community to "brand" itself by improving our corridors and using them to positively display our city to visitors.

Stakeholder comments reflect that basic maintenance of our gateways is very important and should be addressed in order for other local initiatives to be successful. Stakeholders agreed that, relative to other publicly funded items, gateway improvements were a good use of economic development funds. Those interviewed commented that improving our gateways will help our community create an identity, appeal to investors and help visitors with way-finding. These interviews provided staff with valuable information on how to proceed toward developing a comprehensive analysis and strategy to enhance the city's gateways. The results of these interviews can be found in the appendix.



A sample survey result. Complete survey results are in the appendix.

Gateway Advisory Committee

In August of 2010, Mayor Tom Henry commissioned an advisory committee to work with City staff in the development of a strategy to improve Fort Wayne's gateways. The Gateway Advisory Committee was comprised of fourteen community leaders and design specialists selected to assist in determining which gateway areas to focus on, identifying potential projects, and developing policies and priorities for enhancing our city's gateways. The work completed by this committee has been folded into the Front Door Fort Wayne plan.

The committee was tasked with reviewing and analyzing policy and project recommendations proposed by staff. Responding to staff recommendations, committee members would either extend their support or offer alternative themes and concepts. The committee's role as a sounding board helped to create a balance between conflicting points of view; producing a product that meets the community needs and priorities. The advisory committee's work helped to confirm some assumptions made by staff and enabled staff to develop this comprehensive gateway plan.

The advisory committee met with staff over the period of a year. During this time, the committee toured each gateway corridor in order to better identify deficiencies which need to be addressed as well as positive gateway features. The advisory committee met with the Fort Wayne Airport Authority staff to learn more about the airport's master plan and how their vision for an expanded facility can complement the city's effort to improve connections between the airport and downtown. The committee also met with Parkview Hospital staff to get an overview of the proposed Union Chapel/I-69 interchange, upgrades to the Dupont Road/I-69 interchange and the development of their new regional hospital.

The advisory committee worked with City staff to establish a set of guiding principles and goals that address enhancing and maintaining Fort Wayne's gateways. Project recommendations drafted by staff were reviewed by advisory committee members. These potential projects were then revised and prioritized with the committee's assistance.

After months of discussion and revisions, the advisory committee members and staff were able to develop a final set of goals and policies and a prioritized list of projects for improving Fort Wayne's gateways. These final goals, policies, and projects were then presented to the public for review and comment.

Community Input

In addition to the direction and insight provided by the Mayor's Advisory Committee and the prior interviews with community and business stakeholders, the recommendations for this plan also received the review and input from the broader public. As part of the planning process, two design workshops were held for the public on August 23 and August 25, 2011. The workshops were held to showcase some proposed project ideas and concepts that were developed by staff and the advisory committee. The workshop was attended by over two dozen business and community stakeholders. During the event, design specialists were sketching and refining some project concepts. Attendees were encouraged to interact with designers and offer their ideas for improving the designs. Those who attended were also asked to rank which of the proposed projects they thought were a greater priority.

In October 2011, at the end of the planning process, a public open house was held at the Auer Center for the Arts in downtown Fort Wayne. The open house provided an opportunity for the public to review the final recommendations, which were presented on a series of design boards. Staff and advisory committee members were on hand to answer the public's questions.



During the Design Workshop participants were asked to vote with blue dots for projects they felt would have the greatest impact and should be acted upon first. Downtown railroad overpass enhancements received the most votes.

Downtown: Railroad Overpasses

Completion of enhancing the 11 downtown railroad overpasses with signage and decorative lighting. Clinton and Lafayette are scheduled for construction this year. There are almost a dozen other railroad passes downtown that could have similar signage and lighting improvements.



CHAPTER THREE: Policy Recommendations

This chapter presents the goals and objectives that provide direction on how Fort Wayne's gateway areas should be designed and better maintained. These policy recommendations are built upon the foundation established by the Guiding Principles and are applicable to all primary gateway areas addressed within the plan (identified on map# 1, page 13). The policy recommendations were drafted with the assistance of the Mayor's Advisory Committee and were presented to the public at the open house held in October 2011. In addition to goals and objectives, this section includes a set of tasks to provide direction on executing the stated goals and objectives.

Maintenance and Sustainability of Publicly Owned Property

GOAL 1:

Gateway Corridors should be exceptionally built and maintained - receiving the highest level of available service; integrating environmentally and fiscally responsible methods.

Objective 1:

Establish appropriate levels of maintenance for public areas along Gateway Corridors identified on Map #1.

(page 13)

Task:

Establish a Gateway Maintenance Committee made up of the appropriate city departments and agencies to determine levels of maintenance for identified gateway areas and propose strategies for improving maintenance where needed, establishing budgets and identifying private sector community partners and sources for funding.

Task:

Incorporate maintenance budgets and funding strategies into new projects.

Objective 2:

Ensure the maintenance of City-owned non-standard infrastructure such as landmark features, public art, and signs.

Task:

When considering and designing non-standard infrastructure elements, include assignment of management and maintenance responsibilities and funding.

Objective 3:

When applicable, integrate into the design of Gateway Corridors sustainable materials and methods that minimize both lifecycle costs and adverse impacts to the environment.

Task:

Integrate systems for pollutant management into design of gateways. (Reduction of storm water runoff volume and speed and improve its quality / reduction and collection of air pollutants / and minimize light trespass to the night sky- Dark Sky Principles).

Task:

When possible, use products that are manufactured using renewable, recyclable or recycled materials in the design of gateways.

Task:

When designing improvements, select systems and products with lifecycles appropriate to the intended useful life of improvements. Use systems and products that create good lifecycle value while meeting the needs of the community.

Task:

Select design options that minimize the need for and cost of maintenance.

About Maintaining Our Public Infrastructure

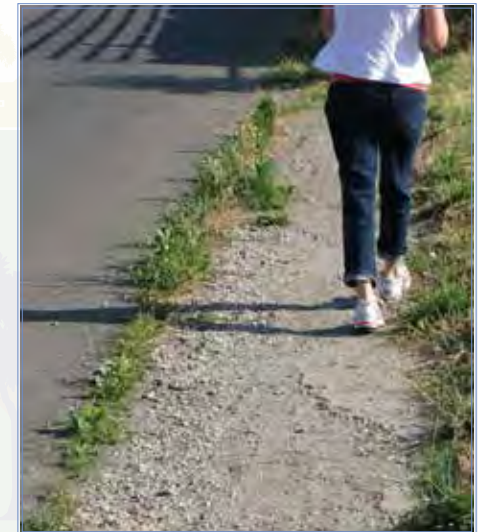
Maintaining our existing infrastructure and any new public improvements is critical to projecting a positive first impression for visitors to our community. Maintenance of public spaces can vary from keeping roads paved and curbs from crumbling, to keeping grass trimmed and snow removed from streets.

Developing a Gateway Maintenance Strategy is an integral component of the Front Door Fort Wayne Plan. The goal of this would be to develop an agreed upon approach to maintaining the appearance of our major gateway areas. To do this, the Strategy will have to establish what the appropriate level of maintenance should be for our major gateways and how the City will financially meet that level. Existing policies and methods/techniques for maintaining public land and infrastructure will have to be comprehensively reviewed and evaluated.

The Gateway Maintenance Strategy will include policies and procedures for effectively and efficiently maintaining existing public lands and infrastructure and proposed future improvements. The development of this Strategy will include inter-departmental and multi-jurisdictional cooperation from a variety of city and state agencies and departments.



Many of the railroad overpasses downtown require attention.



Providing and maintaining sidewalks is necessary for public safety.

Community Identity, Culture, and Heritage

GOAL 1:

Gateway Corridors should incorporate elements that promote Fort Wayne's identity and celebrate its pride in community.

Objective 1:

Where appropriate, integrate public art into improvements to create a distinctive appearance.

Objective 2:

Integrate design concepts, materials, and other elements that are characteristic of the Fort Wayne region.

Objective 3:

Support efforts to incorporate messaging -through signage or other means that celebrates Fort Wayne's heritage and culture.

GOAL 2:

Landmark features that are well designed with quality materials are supported and encouraged along Gateway Corridors.

Objective 1:

Promote the preservation and enhancement of existing signature community landmarks. MAP #2 (page 20)

Objective 2:

Where appropriate, support the introduction of new landmark features that are designed with quality materials and methods.

The current City Welcome Markers (shown right) have become difficult to notice due to encroaching development and lack of continued maintenance. It is recommended that these markers be altered so they are more easily identified. Additional changes to landscaping and lighting techniques should be explored.

In addition, some of these city welcome markers should be placed in a more suitable location. It was suggested that new markers be considered for gateway corridors that currently do not have markers.

The current city welcome markers were installed in 1994 for the City's Bicentennial.



Public Art

Fort Wayne has a vibrant and exciting arts community. To highlight this point and to celebrate Fort Wayne's culture and heritage through art, it is recommended that public art be considered in gateway enhancement projects. Art installations can be placed along our corridors or interchange areas. Cooperation with INDOT is necessary when planning these projects within state regulated areas. Ideally these projects should be developed with private sector partners.

An excellent example of government and private sector public art collaboration is the I-70 Life Evolving Sculpture discussed on page 61.



Even commercial signs can serve as public art and a recognized and celebrated community asset.

Gateway Landmarks

Landmarks help to create an identity and orient visitors in the area, and typically signify an entrance or other important intersection or location. The Front Door Fort Wayne Plan has identified forty different landmarks along the plan's designated gateway corridors. Many of these are either significant architectural features or historical or community assets.

This plan promotes the preservation and enhancement of these existing signature landmarks. The addition of new landmark features that are well designed with quality materials are encouraged along Gateway Corridors.



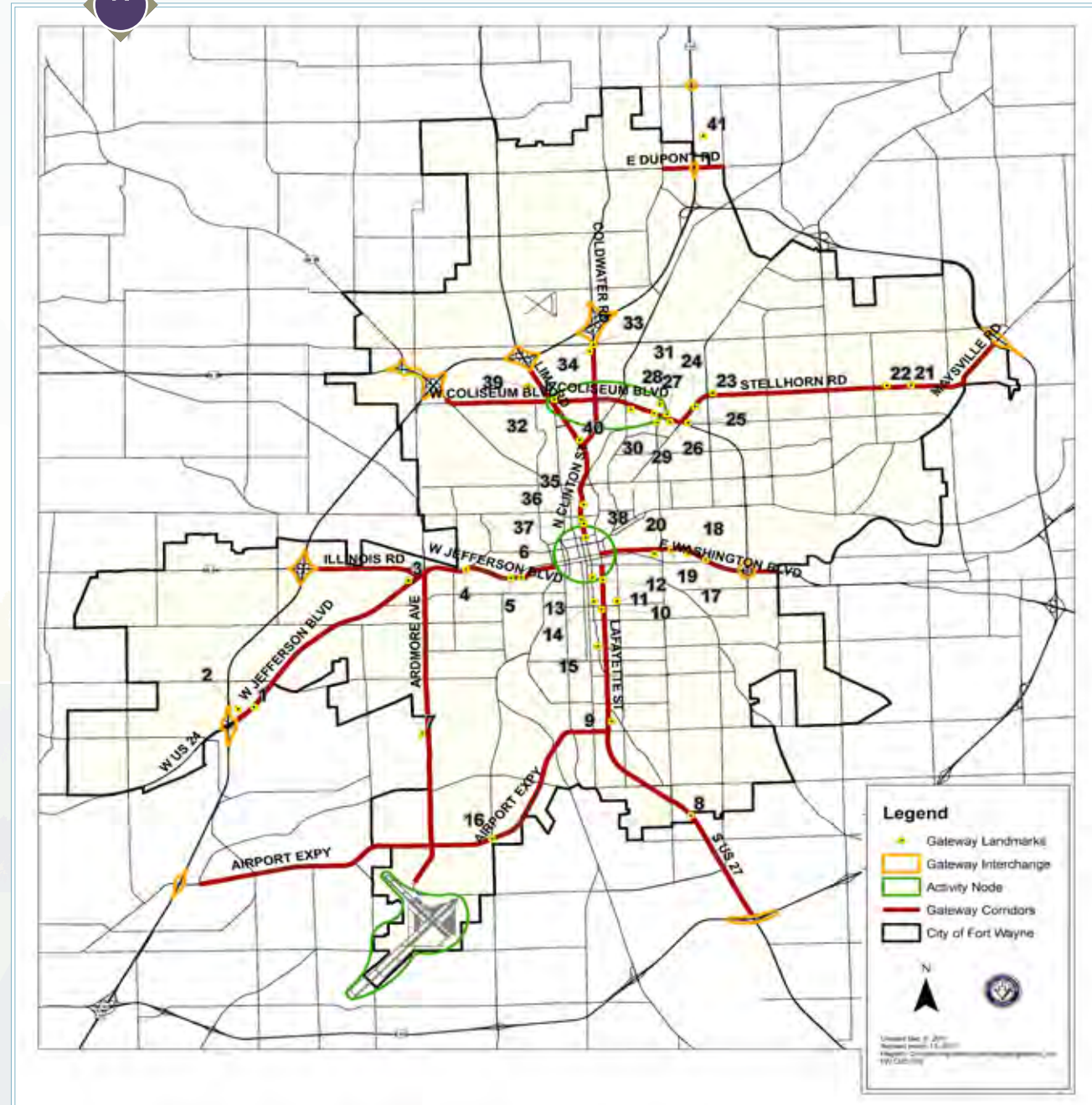
Courtesy of IPFW.

IPFW's Ron Venderly Family Bridge creates a visual gateway as well as connecting walkers, joggers, and bicyclists with the university's west campus.

List of Prominent Landmarks

- 1 City Welcome Marker
- 2 Lutheran Hospital
- 3 Jefferson Pointe Clock Tower
- 4 RR Overpass
- 5 St. Mary's Bridge
- 6 Swinney Park
- 7 Elmhurst High School
- 8 City Welcome Marker
- 9 Scotts Cornucopia
- 10 Reservoir Park
- 11 St. Peter Catholic Church
- 12 RR Overpass
- 13 RR Overpass
- 14 Faith United Methodist Church
- 15 Southside High School
- 16 City Welcome Marker
- 17 City Welcome Marker
- 18 Memorial Park
- 19 Bergstaff Place
- 20 Indiana Tech
- 21 Arlington Park (subdivision sign)
- 22 Imperial Gardens (subdivision sign)
- 23 NE Indiana Innovation Center
- 24 IPFW pedestrian bridge (Willis Bridge)
- 25 WFWA (Rudy & Rhonda Kachmann Teleplex)
- 26 Ivy Tech
- 27 IPFW
- 28 War Memorial Coliseum
- 29 St. Joseph River Pumping Station
- 30 Johnny Appleseed Bridge
- 31 IPFW Venderly Family Bridge
- 32 Roller Dome
- 33 City Welcome Marker
- 34 Halls Factory
- 35 Science Central
- 36 Martin Luther King, Jr. Bridge
- 37 Headwaters Park
- 38 Downtown Welcome Sign
- 39 Raytheon Building
- 40 Prairie Farms Facility
- 41 Parkview Regional Medical Center

MAP 2: Prominent Gateway Landmarks in Fort Wayne



Landmarks found along gateway corridors.

Corridor Design

GOAL 1:

Context-Sensitive Solutions and Complete Streets design should be incorporated in the development of gateway improvement projects.

Objective 1:

Adopt Context Sensitive Solutions approach for design of principal arterial roadways.

Task:

Community Development will work with Northeastern Indiana Regional Coordinating Council (NIRCC) and City of Fort Wayne Public Works to incorporate a Context Sensitive Solutions approach in the project decision and design process for gateways.

Objective 2:

Gateway Corridors should be designed using Complete Streets concepts.

Task:

Develop and support formal adoption of a Complete Streets ordinance along with design standards that comply with Federal ADA standards, to ensure that all streets are built and maintained appropriately to accommodate pedestrians, bicyclists, motorists and transit users of all ages and abilities.

Task:

Encourage the Urban Transportation Advisory Board (UTAB) and the Northeast Indiana Regional Coordinating Council (NIRCC) to adopt a resolution establishing Complete Streets guidelines and standards for NIRCC programmed projects.

GOAL 2:

Multiple modes of transportation should be considered and appropriately integrated in the design of Gateway Corridors.

Objective 1:

Pedestrian facilities along Gateway Corridors should be coordinated with public transit facilities to ensure that transit stop locations are safe and accessible.

Task:

In areas where highly active transit stops are situated, incorporate pedestrian connectivity and paved waiting pads into the design of corridor improvements.

Objective 2:

Ensure that sidewalks and other pedestrian facilities are considered in the design and development of all public street improvement projects.

Task:

Focus planning and prioritization of new pedestrian facilities on segments of major thoroughfares that are closest to pedestrian destination areas per the Walk Fort Wayne Connectivity Map.

Objective 3:

Ensure that bikeway facilities are integrated into the development of all public street improvements per the recommendations of the Bike Fort Wayne Plan; and that bikeway facilities are considered in all other gateway corridors not identified in the Bike Fort Wayne Plan.

GOAL 3:

A unified and comprehensive wayfinding system should be developed for Fort Wayne's Gateway Corridors.

Objective 1:

A wayfinding signage system should be used along gateway corridors to identify major attractions and destinations.

Task:

Develop an attractive and easily understood wayfinding signage system that reflects the overall character of Fort Wayne while maximizing signage efficiency.

Task:

Design and install signage.



Context Sensitive Solutions (CSS) considers a roadway's surrounding context and land use needs, as seen here with this urban roadway in Toronto, which has been reduced in width to accommodate pedestrians, bicyclists, and parking needs.

About the Context Sensitive Approach (from the Federal Highway Administration CSS Primer)

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in planning and designing transportation facilities that fits its setting. CSS represents a departure from previous project development processes because it broadens the scope of considerations that factor into project decisions, going beyond just engineering principles and practices. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.

- CSS refers to a process and an outcome.
- Every project has a context and solutions should be tailored to the context.*
- CSS approaches are multidisciplinary and collaborative and seek consensus.
- CSS projects and methods are time-tested and proven, and revolve around the people directly affected by the project.
- The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values of the area.
- The project is a safe facility for all users and the community.
- The project solves problems and satisfies the purpose and needs identified by a full range of stakeholders.
- The project exceeds the expectations of both designers and stakeholders and is perceived as adding lasting value to the community as a whole.
- The project involves efficient and effective use of resources (time, budget) of all involved parties.

* "Context refers to the natural or built environment created by the land, topography, natural features, buildings and associated features, land use types, and activities on property adjacent to streets and on sidewalks, and a broader area created by the surrounding neighborhood, district, or community. Context also refers to the diversity of users of the environment."

— Federal Highway Administration

About Complete Streets (from the National Complete Streets Coalition)

Complete streets are designed and operated to enable safe access and travel for all users including pedestrians, bicyclists, motorists, transit users, and travelers of all ages and abilities to move along the street network safely.

Elements most often included in a complete street include vehicular travel lanes, bike lanes, crosswalks, sidewalks, or multi-use trails. Additional elements that contribute to a pedestrian friendly environment include: street trees, lighting, medians, signage and street furnishings.

Benefits:

- Complete streets make economic sense. A balanced transportation system that includes complete streets can bolster economic growth and stability by providing accessible and efficient connections between residences, schools, parks, public transportation, offices, and retail destinations.
- Complete streets improve safety by reducing crashes through safety improvements. It has been shown that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian risk by 28%.
- Complete streets encourage more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic, and complete streets can help.
- Complete streets can help ease transportation woes. Streets that provide travel choices can give people the option to avoid traffic jams, and increase the overall capacity of the transportation network. Several smaller cities have adopted complete streets policies as one strategy to increase the overall capacity of their transportation network and reduce congestion.

About Wayfinding Systems

- Complete streets are good for air quality. Poor air quality in our urban areas is linked to increases in asthma and other illnesses. Yet if each resident of an American community of 100,000 replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO²) emissions by 3,764 tons of per year in the community. Complete streets allow this to happen more easily.
- Complete streets make fiscal sense. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.

Several Indiana communities and government organizations have adopted complete street policies including: Bloomington/ Monroe County, Madison County Council of Governments, Northwestern Indiana Regional Planning Commission (NIRPC), the city of Columbus, and INDOT.

A few of the organizations supporting Complete Streets policies include: AARP, American Institute of Architects, American Planning Association, American Society of Landscape Architects, and National Association of Realtors.



Photo: Dan Burden

Complete streets encourage more walking and bicycling.

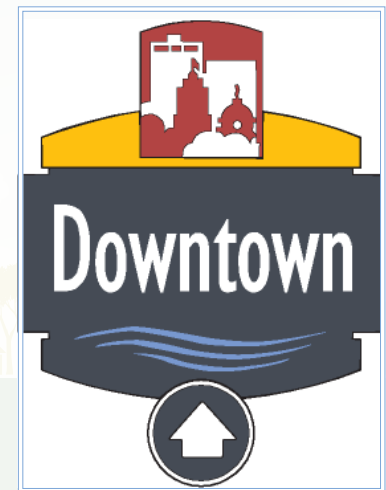
A unified and comprehensive wayfinding system is an essential element of a well designed Gateway Corridor. Wayfinding provides direction for new visitors to a community on how they can get to their desired destination. Signage is just one component of wayfinding. Other visual cues can be used to help direct a traveler down the correct path to his or her destination. Public art can be incorporated as well as street lighting and other streetscape furnishings using a common theme to tie these elements together. Street banners have been used to tie together a district—and inform travelers when they've left their desired path. Using similar species of street trees and other landscaping and even the design of the roadway can serve as visual cues that they are on the right path. Many of these small design nuances speak to us on an almost subconscious level giving visitors the assurance they are going to reach their destination.

Wayfinding Systems

- Helps first-time visitors navigate and experience a site without confusion.
- Uses landmarks, signage, pathways, and environmental cues.
- Local example: Downtown Wayfinding Signage.



Sign clutter can make it difficult for new visitors to navigate our city's streets.



Two different sign designs that convey the same information. The Front Door Fort Wayne Plan recommends that wayfinding signs be more like the second sign — attractive and celebrate the community.

Private Property Maintenance and Design Standards

GOAL:

Properties within Gateway Corridors should be of the highest quality and should have a clean and orderly appearance.

Objective 1:

Residential and commercial property maintenance codes should be actively enforced along Gateway Corridors identified in this plan.

Task:

Work with agencies such as Neighborhood Code Enforcement (NCE) and Department of Planning Services (DPS) to ensure that properties along Gateway Corridors are in compliance with City Codes.

Objective 2:

Overlay Districts or other zoning tools should be explored in order to enhance the appearance of properties along Gateway Corridors identified in this plan.

Task:

Community Development should work with DPS to investigate the creation of overlay zoning districts for gateway corridor areas that would provide guidance on permitted uses, signage standards, and design standards including policies that address the appearance of overhead utilities.

Task:

Community Development should work with DPS to develop signage standards for areas along Gateway Corridors.

Task:

If overlay zoning districts are developed, Community Development should work with DPS to guarantee that signage and development standards (created through overlay districts) will be uniform for all identified gateway areas regardless if they are located within or outside the City of Fort Wayne.

Objective 3:

Provide incentives to property owners to improve the appearance of their property along Gateway Corridors identified in this plan.

Task:

Create a façade program for Gateway Corridors. The current Commercial Façade Program provides grants to businesses and property owners within targeted areas. This program provides funds on a 50% matching basis for exterior improvements which are viewable from the public right-of-way. Applicants must follow the programs design guidelines.

Task:

Similar to Commercial Façade Program, create a Commercial Landscaping Program targeted toward properties located along Gateway Corridors that would be a matching grant and include design guidelines.



Commercial properties that are not properly maintained can leave visitors with a sour impression of our city.

About Overlay Zoning Districts

An overlay zoning district is a secondary or supplemental district which is applied over an existing zoning district in order to provide either a higher level or more relaxed set of standards for a designated area while preserving the remainder of the underlying districts regulations. Many communities often use overlay districts as a tool to enhance or preserve the aesthetic quality of an area.

Overlay zoning districts could be created for specific sections of gateway corridors in order to implement certain design and development standards, signage regulations, or to protect character defining features such as historic buildings or natural features.

The River Greenway Overlay District is an example of a local overlay district which sets up a special review for development located within 100 feet of the riverbank. Several communities in Indiana have adopted overlay districts for their major corridors including Carmel (US Highway 31) and Valparaiso State Road 130).

Overlay Zoning Districts May Include:

- Permitted Uses
- Development Standards (e.g. setbacks and height)
- Architectural Design Standards
- Signage (height and placement)
- Landscaping
- Preservation of natural areas



Columbus Ohio uses overlay districts that provide design standards for new development along urban corridors. TOP: a gas station/convenience store situated close to the street with its canopy located to the rear of the lot. BOTTOM: a grocery store designed and situated like the surrounding urban buildings.

Adoption and Implementation

GOAL:

Implement Gateway Corridor enhancements and projects and incorporate the recommendations into local and regional transportation plans.

Objective 1:

Incorporate project recommendations into the NIRCC Transportation Improvement Plan (TIP) and City of Fort Wayne Capital Improvement Plan (CIP).

Objective 2:

Work with transportation agencies to establish priorities and identify funding opportunities.

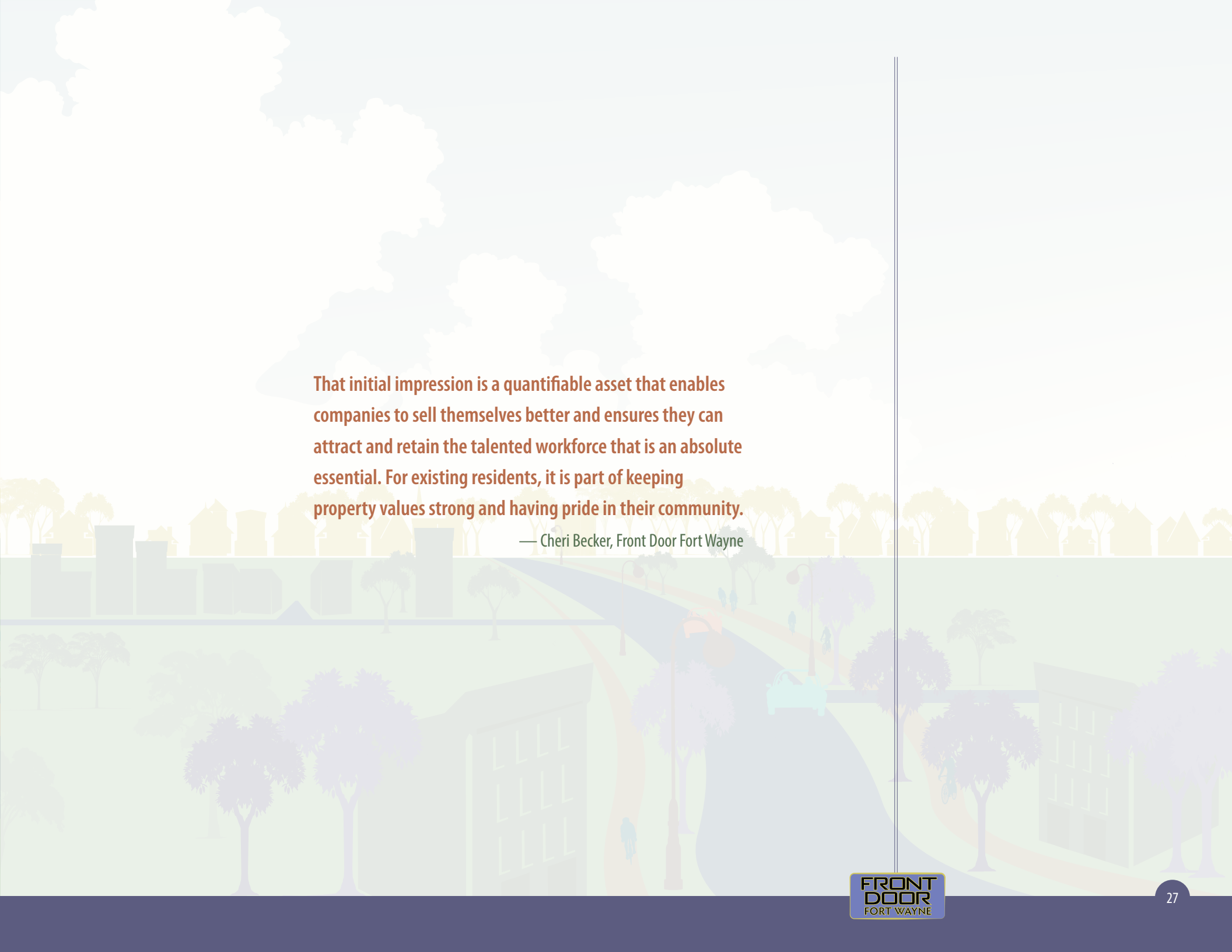


The plans' goals and objectives will help provide guidance for transportation and economic development planners when making project and policy decisions.



The newly completed Martin Luther King, Jr. Memorial Bridge serves as a prominent gateway landmark into the downtown.

Photo: John McGauley



That initial impression is a quantifiable asset that enables companies to sell themselves better and ensures they can attract and retain the talented workforce that is an absolute essential. For existing residents, it is part of keeping property values strong and having pride in their community.

— Cheri Becker, Front Door Fort Wayne



CHAPTER FOUR: Project Recommendations: Gateway Corridors

The Front Door Fort Wayne Plan has identified nine primary gateway corridors that bring visitors from I-69 into the heart of Fort Wayne. These corridors were selected by city staff with the assistance of the Gateway Advisory Committee. The most important criteria for selection of these arterial roads was their connection to interstate I-69 (and interstate bypass I-469) and the volume of traffic that they served. As primary points of access into Fort Wayne from either the interstate or as a major point of entry from outlying communities, the following gateway corridors were selected as priorities for this plan: SR930/Coliseum Boulevard, US27/Lafayette/S. Clinton, Coldwater/N. Clinton, Jefferson Boulevard, SR3/Lima Road, Washington Boulevard, Illinois Road, and Maysville/Stellhorn/Crescent.

Each corridor was evaluated by staff and Advisory Committee members. Positive and negative attributes were identified and a set of project recommendations were developed for each corridor. Final corridor project recommendations were presented to the public at the open house held in October 2011.

For most of the corridors it was recommended that an additional more in-depth streetscape or corridor plan be developed. These more focused and comprehensive corridor plans will examine how to incorporate thematic designs in order to create a signature brand for the area and to promote Fort Wayne. These corridor plans will include input from not only state and local transportation officials, but also the businesses and community stakeholders who are situated along the corridor. Thus recognizing that these corridors are not just transportation corridors and that the surrounding land uses and context along the corridors plays an important role in determining roadway design.

Many of the arterials this plan focuses on are state routes. Recommendations for these corridors will require collaboration with the Indiana Department of Transportation (INDOT) in order to guarantee that the projects recommended in the plans are in compliance with the state's policies and standards.

The design and function of our major corridors is important not only for moving visitors to their destination, but also for supporting and enhancing the land uses that are found along these roadways. The roadway design should consider all modes of transportation and reflect the urban, suburban, and rural character of the surrounding environment. Front Door Fort Wayne's policy recommendations in Chapter 3 addresses the need to reevaluate the way we design our major roadways.

Thematic Streetscape Improvements

Enhancing our gateway corridors can include not only roadway improvements that increase efficiency and greater access for all modes of transportation, but also design elements that help promote businesses and Fort Wayne.

Similar to what has been achieved on Wells Street and on East State Boulevard, businesses and neighborhoods along gateway corridors can develop a brand and incorporate this brand into the streetscape in order to highlight their identity to customers (and visitors) traveling through their business district.

A similar approach can be taken to promote a brand identity for schools and corporate office parks that are found along our major gateways.

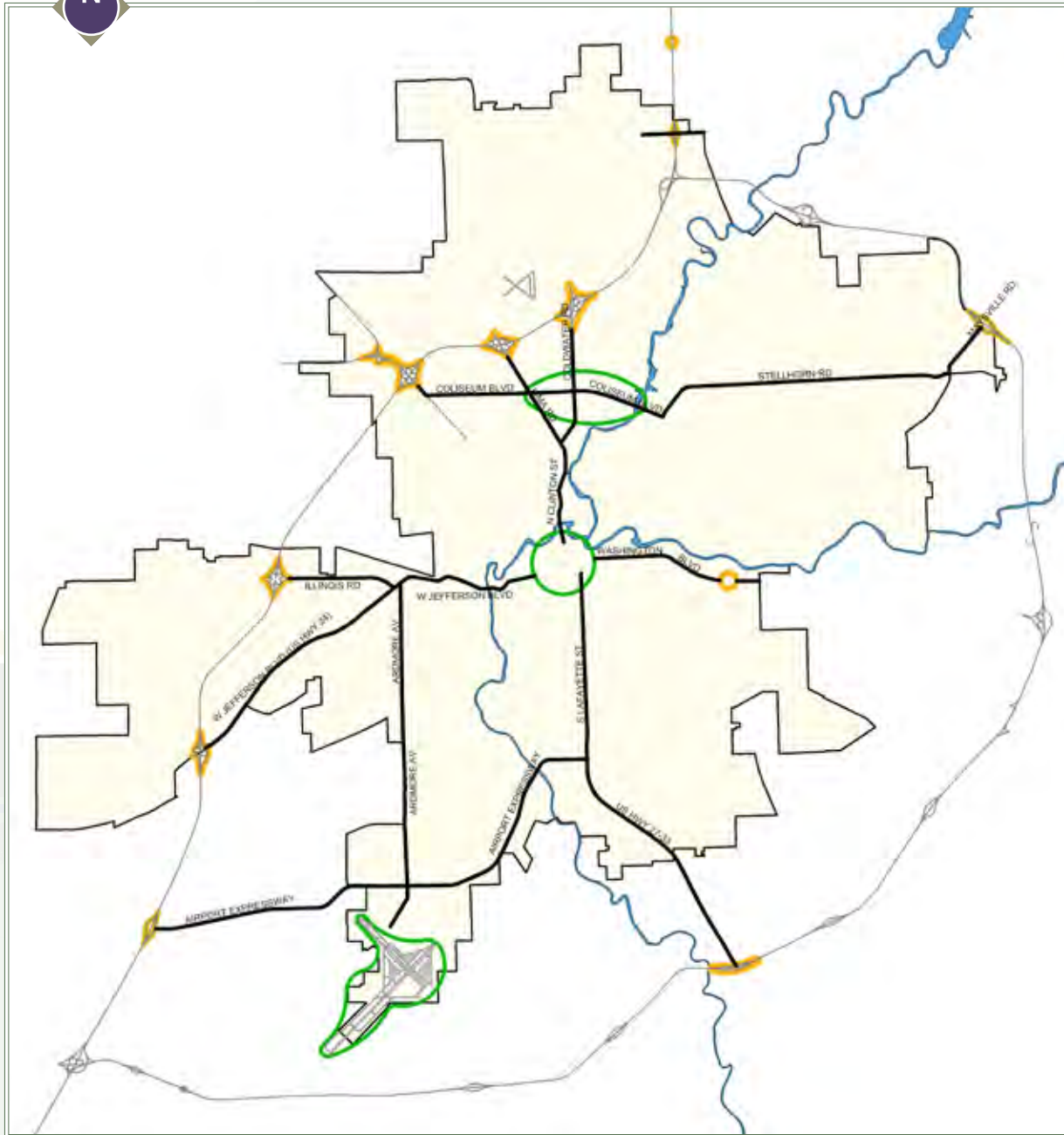
Highlighting a thematic brand or identity can be achieved using a variety of design elements including:

- Decorative Lighting
- Street Furniture
- Signage / Banners
- Street Trees / Landscaping
- Transit Stop enhancements
- Textured crosswalks
- Public art or landmark features



Thematic entry signs that are reminiscent of the old iron truss Wells Street Bridge were used to create a unified commercial district along Wells Street.

MAP 3: Primary Gateway Corridors



About Street Trees

(from the Sustainable Cities Institute)



Economic benefits

- Trees increase property values. The USDA Forest Service has found that mature trees add an average of 10 percent to a property's value.
- Businesses do better on tree lined streets. A 2004 study found that consumers overwhelmingly preferred business areas with well-planted canopy-covered streets and suggests a link to the amount of time that shoppers are willing to spend in stores
- Trees can reduce heating and cooling costs for buildings. When placed strategically around buildings, trees can reduce cooling costs by 30 percent, and heating costs by 20-50 percent. By providing shade and a barrier to wind, trees cool buildings during hot weather, and limit snow accumulations during cold weather. Economically this is beneficial as it can reduce the fuel costs associated with heating and cooling.
- Crime rates tend to be lower in areas with trees. Research presented at the American Association for the Advancement of Science conference (AAAS) showed that the presence of trees could cut crime by as much as seven percent.

Roadway Classification

Roadway design practices are linked to the purpose of the road as defined by the functional classification system used by most transportation planning agencies. However, this classification system views the road to be strictly a transportation corridor for motorized vehicles. Streets and roads, particularly in an urban area, are multi-modal transportation corridors and serve more functions than that of mobility and access. Streets are public places: places to gather, socialize, window shop, people watch, etc.

An alternative classification system for Fort Wayne's corridors should be explored in order to better integrate the road, and its design, into the urban fabric.



Photo: Dan Burden

Urban corridors have multiple modes of transportation all sharing the same space.

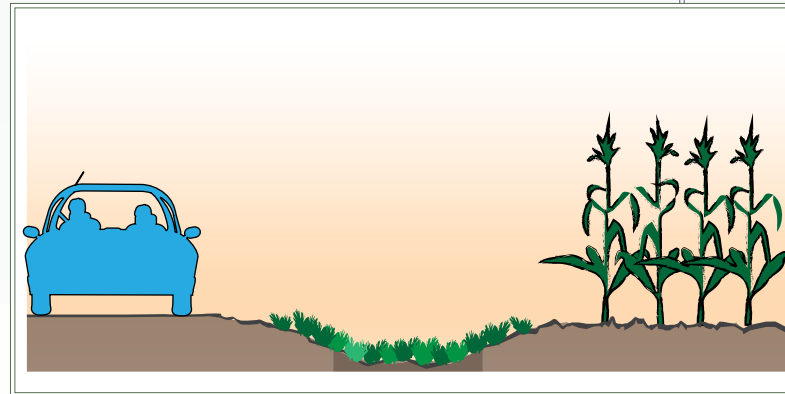
Corridor Characteristics

The character of Fort Wayne's gateway corridors vary considerably. Some have very rural qualities, most indicate suburban levels of development along their length, and a few segments, particularly near Downtown, feature urban characteristics. A visitor would expect to experience these characteristics in a logical order, expecting to move from more rural conditions to a city center that feels urban. This expected sequence helps visitors orient themselves to the city's core.

Visitors read cues in the natural and built environment to understand where they are in this sequence. When conflicting messages are sent, confusion is created. Nobody expects to find a city street, complete with curbs, street lights and rows of street trees running adjacent to corn fields. Visitors also do not expect to find rural roads with side ditches in the middle of urban development. An orderly community has an appropriate type of right of way development to support the surrounding land uses and surrounding land uses become progressively more developed and dense as one approaches the city's center. Streetscape and site development practices that reinforce these characteristics in the appropriate parts of each corridor lead to improved orientation, aesthetic satisfaction and improved impressions of Fort Wayne. Policy recommendations within the plan encourage roadway improvements to be designed so that they align with the form and function of the corridor.

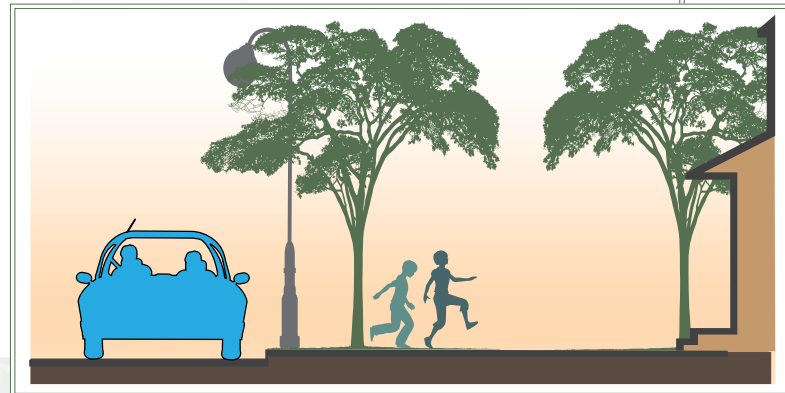
Rural Arterial Roadway Characteristics

- Typically two lane roads
- Higher speed limits (45 mph or above)
- Uncurbed edges, sometimes with shoulders
- Side ditches and other surface drainage ways
- Right of way edge fences
- Minimal to no roadway lighting
- Absence of street trees
- No bicycle or pedestrian facilities
- Agricultural and undeveloped adjacent land uses, such as woods, marshes and fields
- Widely spaced buildings with deep setbacks
- Minimal vehicle parking areas



Suburban Arterial Roadway Characteristics

- Three or more road lanes
- Moderate speed limits (35-45 mph)
- Curbed road edges
- Street trees parallel to street right of way or site edge landscaping on adjacent properties
- Roadway lighting in many places
- Low building heights
- Moderate to deep building setbacks
- Surface parking lots on developed sites, preferably minimally visible from the street
- Large, tended landscape areas and parks
- Some bicycle and pedestrian facilities, including trails and shared bike/vehicle lanes



Urban Arterial Roadway Characteristics

- Three or more road lanes, narrowed lanes
- Lower speed limits (35 mph and under)
- Curbed road edges
- Street trees in uniform rows parallel to street right of way, in tree lawns or sidewalk grates
- Uniform roadway lighting, especially pedestrian scaled
- Well defined sidewalks and bike lanes
- Substantially built-out frontages with shallow setbacks
- Many buildings taller than one story
- Parking internal to development blocks, some at grade, more in structures
- On-street parking lanes





Best Practices for Corridor Enhancements: Valparaiso Indiana

SR130 Valparaiso

The City of Valparaiso has invested considerably to enhance Lincolnway (SR130) – a major gateway into their downtown. Working with INDOT, the city has integrated a roundabout at the western end along with decorative lights, banners, and sidewalks where there previously were none. These changes have transformed this once sprawling auto-oriented stretch of road into a more urban pedestrian friendly corridor.

In addition to streetscape improvements, Valparaiso has made changes to their zoning to allow for more urban development. New mixed-use development builds on key assets such as the university and proximity to downtown.



SHOWN THIS PAGE: A new traffic roundabout, ornamental streetlights, sidewalks, and banners have created a more attractive and inviting commercial corridor prompting new residential development.



Kendig Keast Collaborative

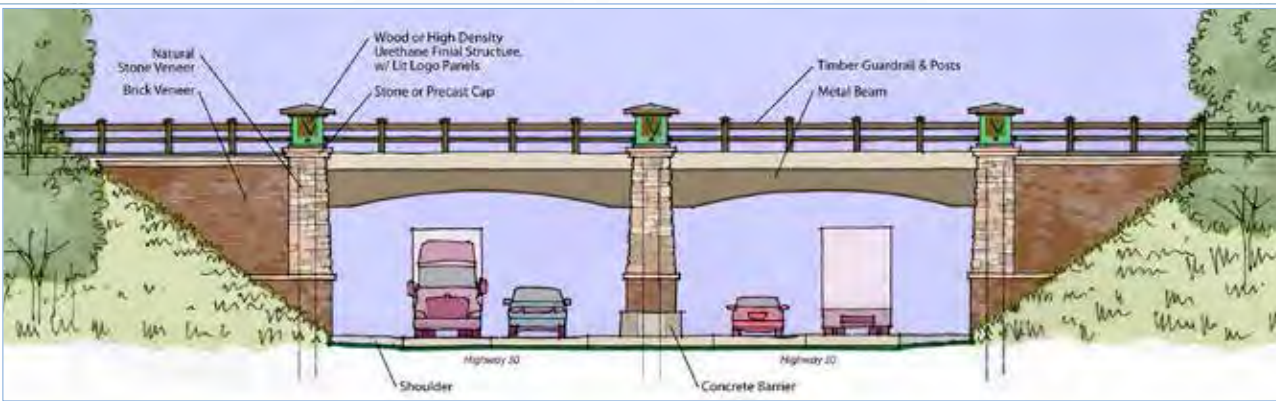


US 30 Corridor Plan

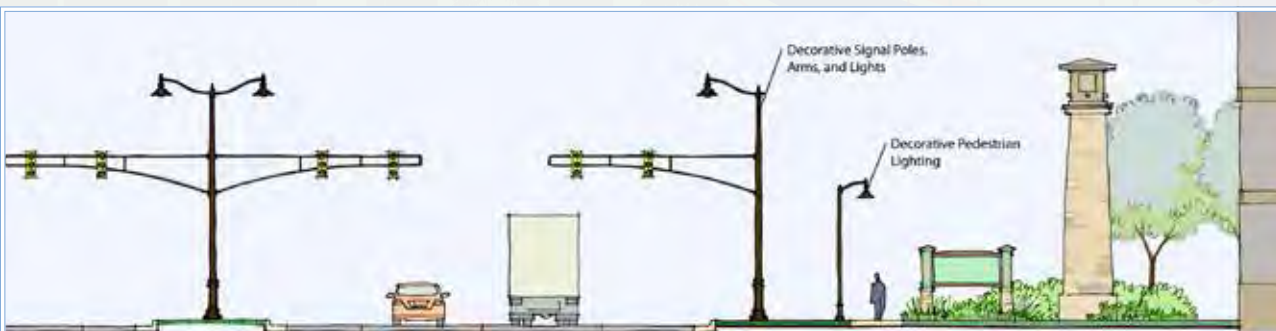
In 2011, Valparaiso passed an ambitious 20 year plan to improve the function, appearance and economic potential of US30. They recognize this corridor's important connection to the greater Chicago economy.

The plan calls for the addition of welcome markers, better pedestrian access, enhanced lighting and an overlay zoning district.

Kendig Keast Collaborative



Kendig Keast Collaborative



Kendig Keast Collaborative



Corridor Recommendations: Coliseum Boulevard/SR930 from Goshen Road to Crescent Avenue

ISSUES/OBSERVATIONS

- Not a strong sidewalk network.
- No existing bike infrastructure.
- Lack of landscaping / street trees.
- No theme or distinctive character.
- Industrial zoning / uses.
- Jersey barriers dividing traffic.
- Sign clutter.
- Street light clutter.
- Generic “Anywhere” theme.
- Lack of street trees.
- Varying building setbacks.

RECOMMENDATIONS

Location

Various Locations

Goshen to Crescent

Project

Possible Overlay Zoning District or Districts.

Corridor Improvement Plan - Work with property owners to develop thematic branding.

Explore more urban corridor design. Consider different lighting, additional landscaping, pedestrian/bike infrastructure.

Phase I: Goshen to Lima

Phase II: Lima to Parnell

Phase III: Parnell to Crescent

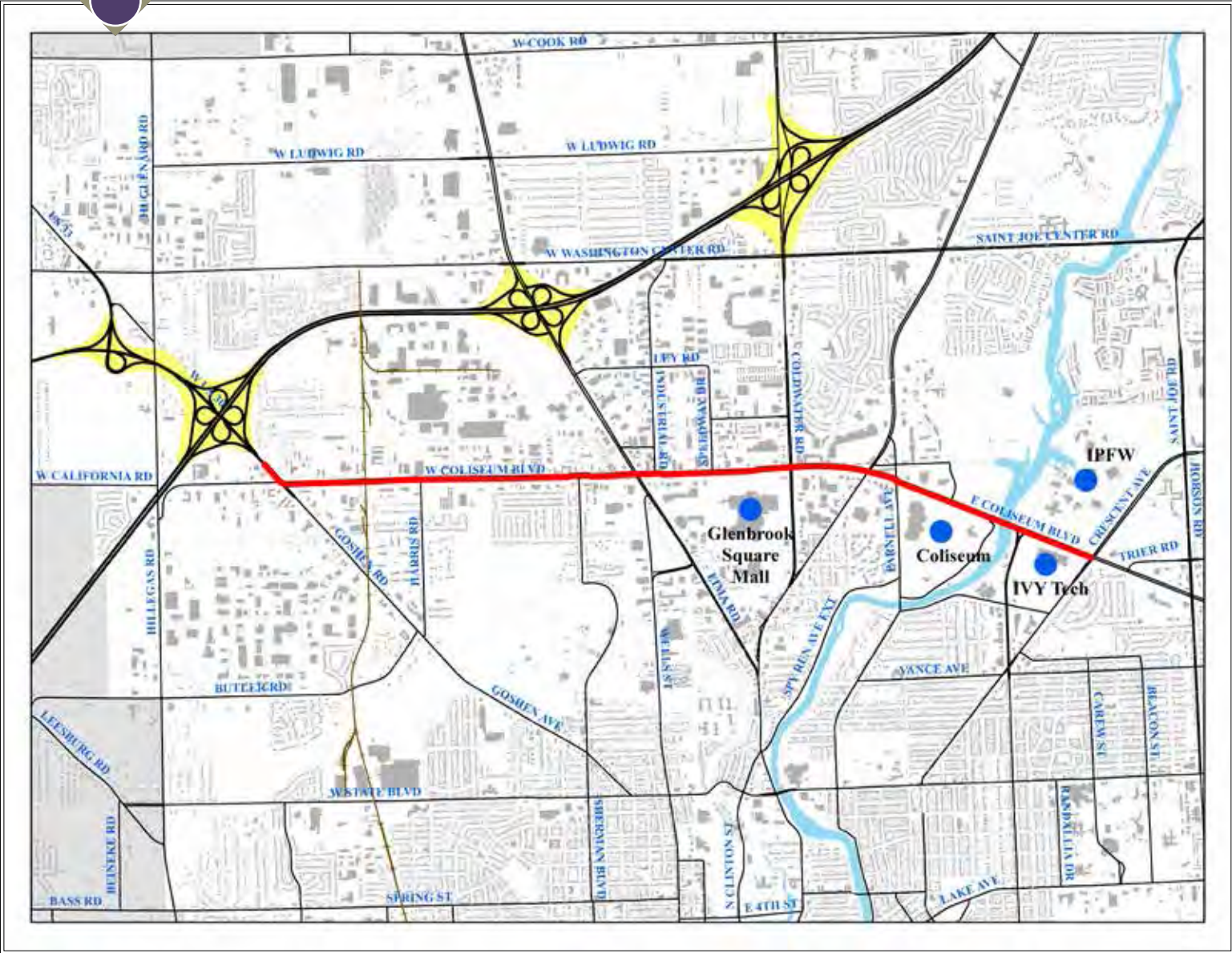


Coliseum east of Goshen Road: Existing conditions.



Coliseum east of Goshen Road: Potential enhancements.

MAP 4: Coliseum Boulevard/SR930 Corridor



Corridor Recommendations:

US27/ Lafayette Street and S. Clinton Street from I-469 to Lewis Street

ISSUES/OBSERVATIONS

- City of Fort Wayne Welcome Marker is not well maintained. State's chain link fence runs in front of marker – looks very unsightly.
- Intersection with Anthony is an opportunity to make a good first impression.
- Newly added access road to Menards should extend across Lafayette to the east, opening up area to redevelopment opportunities.
- Need for increased driveway access to major retail establishments.
- Area between Tillman and Paulding is poorly lit.
- State's chain link fence is very noticeable – unattractive.
- Additional screening needed in select areas.
- Area begins to feel more urban at Paulding road – roadway design does not reflect this.
- No relationship between land uses and design of road.
- Backs of commercial buildings (Southgate Plaza) could use landscape screening.
- Opportunity for gateway enhancement – west side of intersection at Pettit - Old Decatur Road right of way.
- Area north of Pettit could use pedestrian scale lighting.
- Weeds in cracks of curb-faced sidewalks need to be removed.
- Poorly maintained housing in several areas. Same is true on Clinton Street.
- Paved island at McKinnie and Lafayette could be landscaped.
- Gas station at north side of McKinnie intersection – detention pond poorly designed and not well maintained.
- Unsightly vacant or underperforming commercial properties.

RECOMMENDATIONS

Location

Edge of City limits

Project

Enhance City Welcome Marker - south of Anthony Blvd. lighting, new landscaping.

Southtown Center Area

Landscaping enhancements. Explore the extension of Southtown Crossing NE to connect with Tillman Road.

Tillman to Pettit

Corridor Improvement Plan-explore introduction of frontage roads, explore parkway design, add ped/ bike infrastructure, landscape/ buffering, new lighting.

Pettit to Lewis

Feasibility study for comprehensive beautification/ roadway enhancement of Lafayette/Clinton streets. Explore possibility of single boulevard.

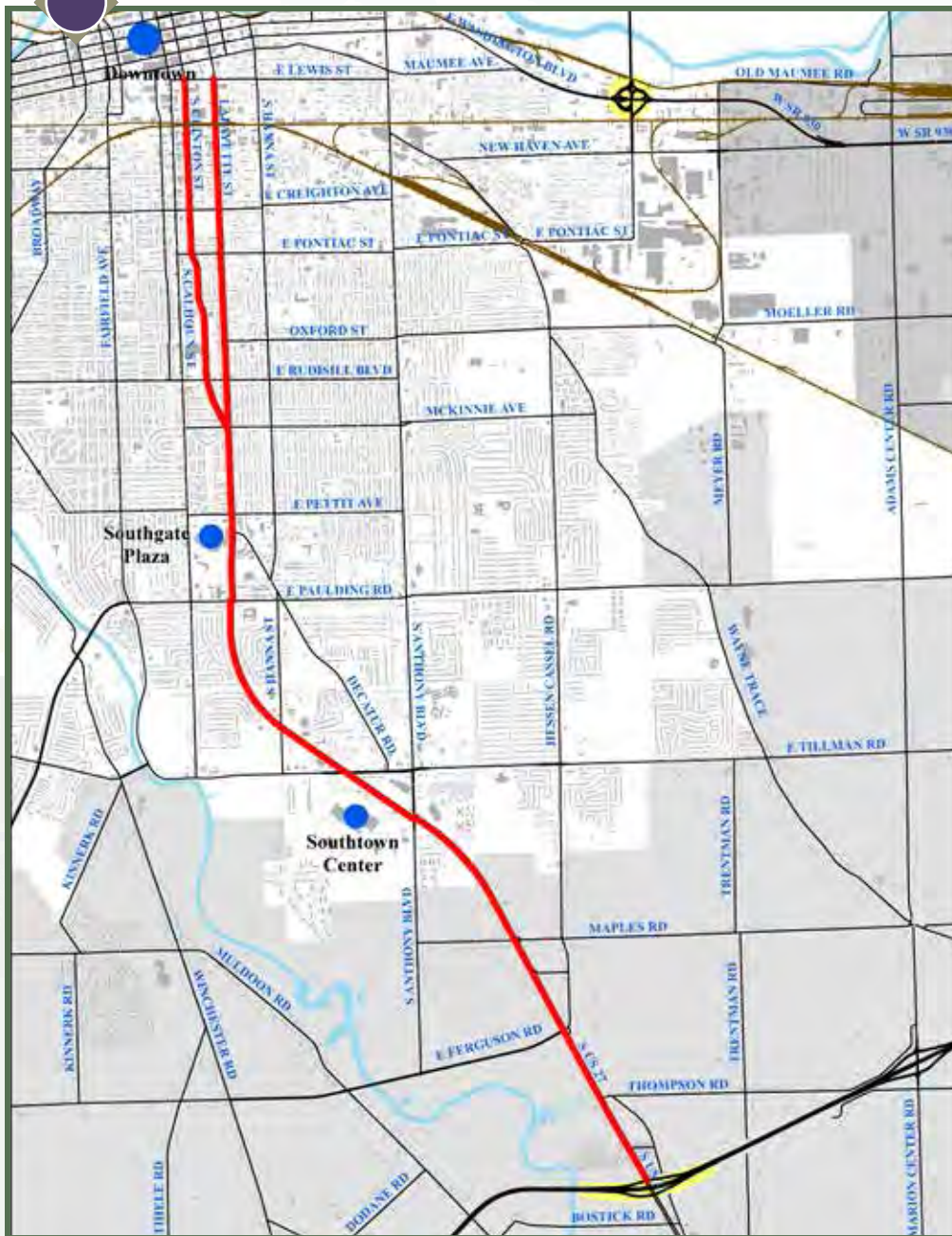
Pettit to Lewis

Work on acquisition of property — when available to strategically improve corridor.



The city welcome marker is hidden by a chain link fence, overgrown brush and competing with a billboard.

MAP 5: US27/Lafayette Street & S. Clinton Street Corridor



Barbwire on the top of this chain link fence does not promote a positive image.

Corridor Recommendations: Coldwater Road / N. Clinton Street from I-69 to Fourth Street

ISSUES/OBSERVATIONS

- Way-finding signage needs to be better organized.
- Lack of adequate landscaping along roadside edge to screen unattractive uses.
- Too many curb cuts along roadside edge.
- Width of roadway dominates the viewshed and feels more like a highway.
- Center median is an opportunity for landscaping.
- Need for pedestrian infrastructure in certain locations.
- In some areas there is no consistency in building setbacks and the overall quality of some buildings seems to be declining/ not well maintained.
- Lack of landscaping especially to screen parking lots.
- Intersection of Lima and Clinton is confusing and poorly designed.

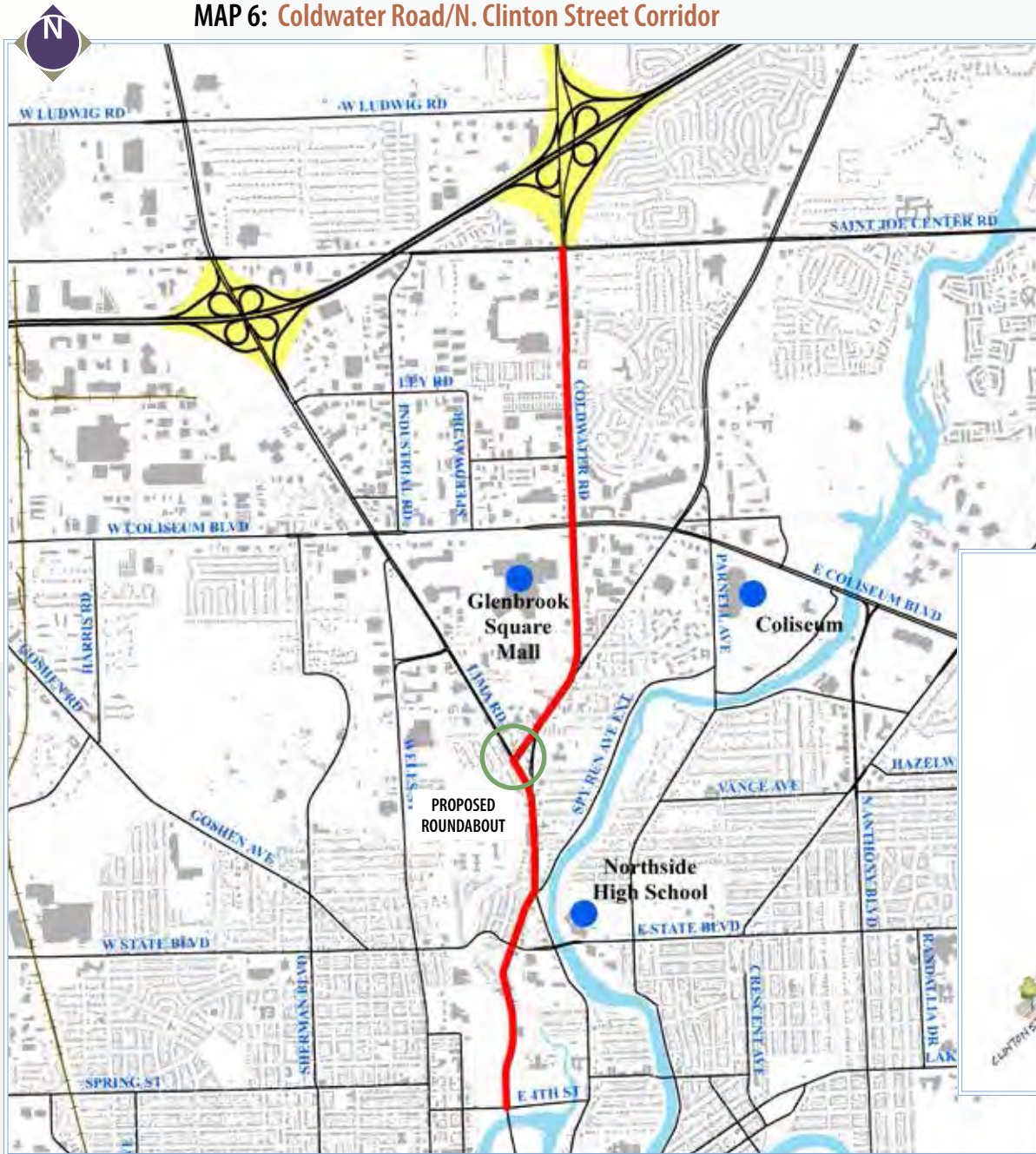


Recent improvements to Clinton just south of State Boulevard will soon be extended to Fourth Street.

RECOMMENDATIONS

Location	Project
Washington Center Road to Lima Road/Clinton	Corridor Improvement Plan — Streetscape improvements such as landscaping, branding, etc.
Between interchange and Stratton Road	Enhance City Welcome Marker — consider relocating.
Clinton and Lima intersect	Conduct feasibility study for possible roundabout to effectively circulate traffic and create character defining feature.
Lima to State Street	Corridor Improvement Plan — Streetscape improvements
State to Fourth Street	Corridor improvements — road realignment, pedestrian infrastructure, landscaping, lighting, etc.
Various Locations	Remove and replace dying Ash Trees.
	Possible Overlay Zoning District or Districts.

MAP 6: Coldwater Road/N. Clinton Street Corridor



The area where Lima Road and Clinton Street intersect is awkward and can be confusing for motorists. A better solution might be to incorporate a roundabout as illustrated below.



Corridor Recommendations: Jefferson Boulevard from I-69 to Garden Street (at Swinney Park)

ISSUES/OBSERVATIONS

- City Welcome Marker is competing with commercial signage.
- Loss of mature trees due to development.
- Better directional signage is needed – would help direct customers to office uses.
- Frontage roads help reduce traffic on Jefferson.
- Landscaped medians could be incorporated in several locations.
- Ash trees in several commercial developments will be lost.
- Excessive amount of signage in the right-of-way.
- Could add additional landscaping off roadside edge.
- No bike or pedestrian facilities.
- Houses converted to professional offices – not all are well connected through frontage roads.
- Wooded lots need to be preserved.
- Drive cuts onto Jefferson need to be limited.
- RR Viaduct near Main Street could be improved.
- Dangerous left turn onto Main Street.
- Traffic speeds through curves at Swinney Park.
- Need better transition into urban area of West Central Neighborhood.
- Explore alternative design for Jersey barrier at Garden.



Overlay zoning could be used to preserve Jefferson's mature wooded lots.

RECOMMENDATIONS

Location

I-69 to Main Street

Olde Canal Place to Swinney Park

Olde Canal Place to Main Street

Area near Main Street

Access road to Sweet Cars

Swinney Park to Garden Street

Project

Corridor Improvement Plan - looking at drive way consolidation, frontage roads, median landscaping and other right-of-way changes/upgrades. Explore pedestrian/bike infrastructure.

Possible Overlay Zoning District or Districts.

Implement improvements from corridor plan.

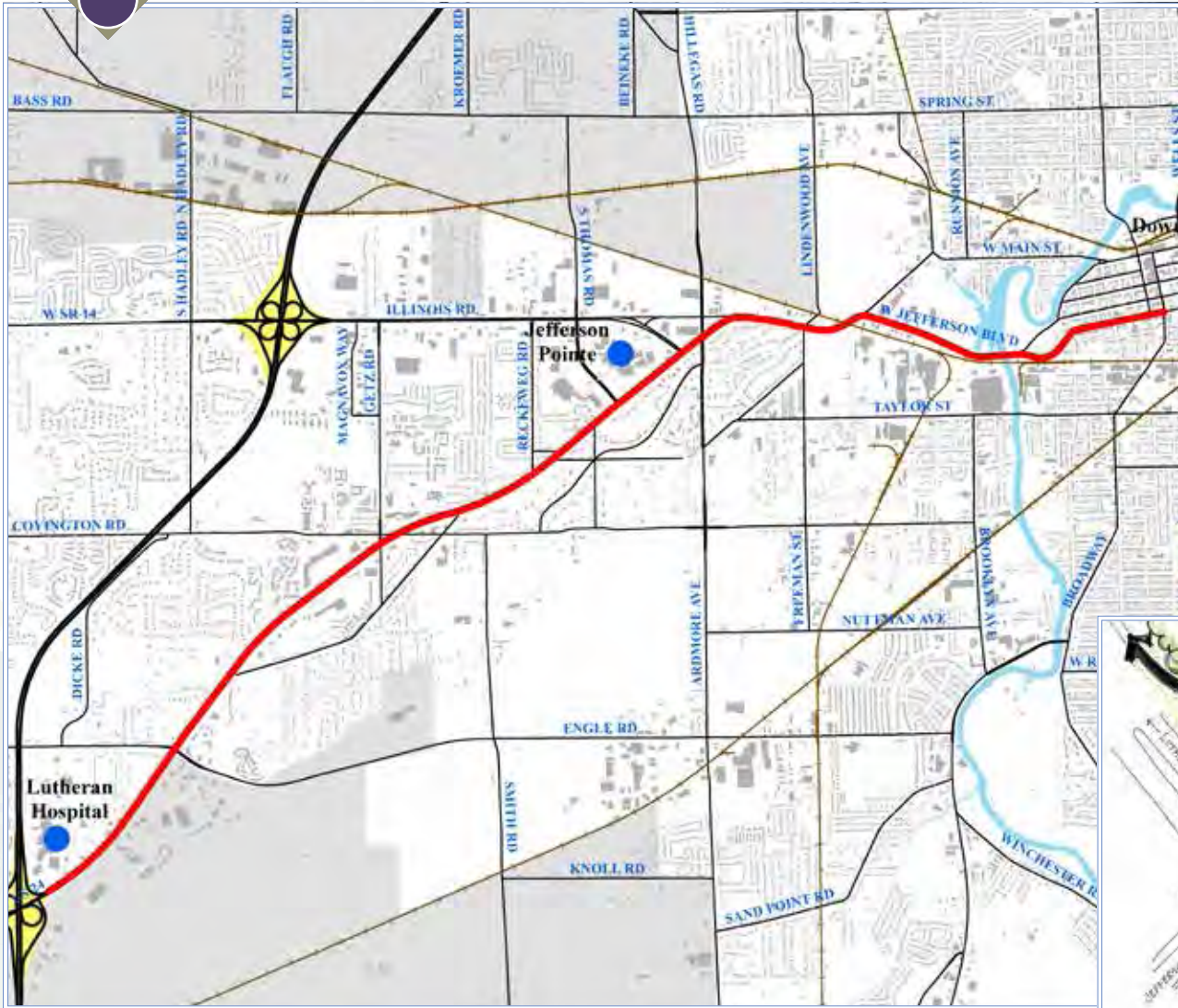
Enhance appearance of railroad overpass.

Improve access road and connection to West Main/Leesburg Road /Park Master plan for former Dimension Ford site.

Improve roadside edge – provide curbs and pedestrian scale lighting along curve near tennis courts. Replace "Jersey barrier" with more attractive protective wall.



MAP 7: Jefferson Boulevard Corridor from I-69 to Garden Street



Plan view of a possible pedestrian bridge across Jefferson Boulevard near Lutheran Hospital.



LandPlan Group

Corridor Recommendations: Lima Road/US27 from I-69 to Clinton

ISSUES/OBSERVATIONS

- Width of roadway, Jersey barrier in median makes segment seem unattractive.
- Lack of sidewalks/bike infrastructure.
- Elements such as outdoor advertising signs and limited roadside landscaping make segment seem unattractive.
- Deteriorating quality of some properties .
- Intersection at Clinton—function of intersection is outdated/ scattered/confusing.
- In some areas, the median presents an opportunity for minor changes that would allow it to become a landscaped median.
- Possibility of a roundabout at the intersection of Clinton Street and Lima Road — to serve a functional purpose at that intersection and also could be developed as a “gateway” feature as motorists near downtown.
- This is the only US Highway/State Highway route from I-69 to downtown Fort Wayne.



Lima Road looks like every other multi-lane suburban road.

RECOMMENDATIONS

Location

Between Ley and Clinton

Various locations

Coliseum to Clinton

Project

Explore overlay zoning or rezoning.

Investigate and prioritize areas to increase landscaping (medians or road sides).

Corridor Improvement Plan — Develop thematic design pattern for this very urban segment of Lima. Explore: landscaping, street lighting, signage, etc.



Using unifying elements such as decorative light poles can help to create a more interesting and thematic district.

Photo: Dan Burden

MAP 8: Lima Road/US27 from I-69 to Clinton Street



Corridor Recommendations: Washington Boulevard from Meyer Road to Lafayette Street

ISSUES/OBSERVATIONS

- No landscape buffering of industrial / heavy commercial uses.
- Cloverleaf could use landscaping enhancement.
- Coliseum overpass may be opportunity for large city welcome sign.
- Gaps in street tree plantings.
- City of Fort Wayne Welcome Marker needs landscaping improvements and lighting.
- Memorial Park is a nice asset – needs better pedestrian connections.
- More pedestrian / bike facilities needed connecting Indiana Tech with Downtown.
- More neighborhood oriented commercial businesses needed along the area of Indiana Tech.
- Unkempt housing around Indiana Tech slowly being rehabbed or removed.
- On street parking could be incorporated around Indiana Tech.
- No bike facilities.
- Industrial uses near downtown could use screening.

RECOMMENDATIONS

Location	Project
930 / Coliseum	Explore possible gateway welcome sign for 930 bridge.
Vicinity of Memorial Park	Provide better pedestrian access to park – look at Cultural Landscape Report for ideas.
Anthony to Hanna	Investigate rezoning this area to CM5C.
Hanna to Lafayette	Implement recommendations from Washington/Jefferson Corridor Study



This is the first impression visitors from the east have of Fort Wayne.



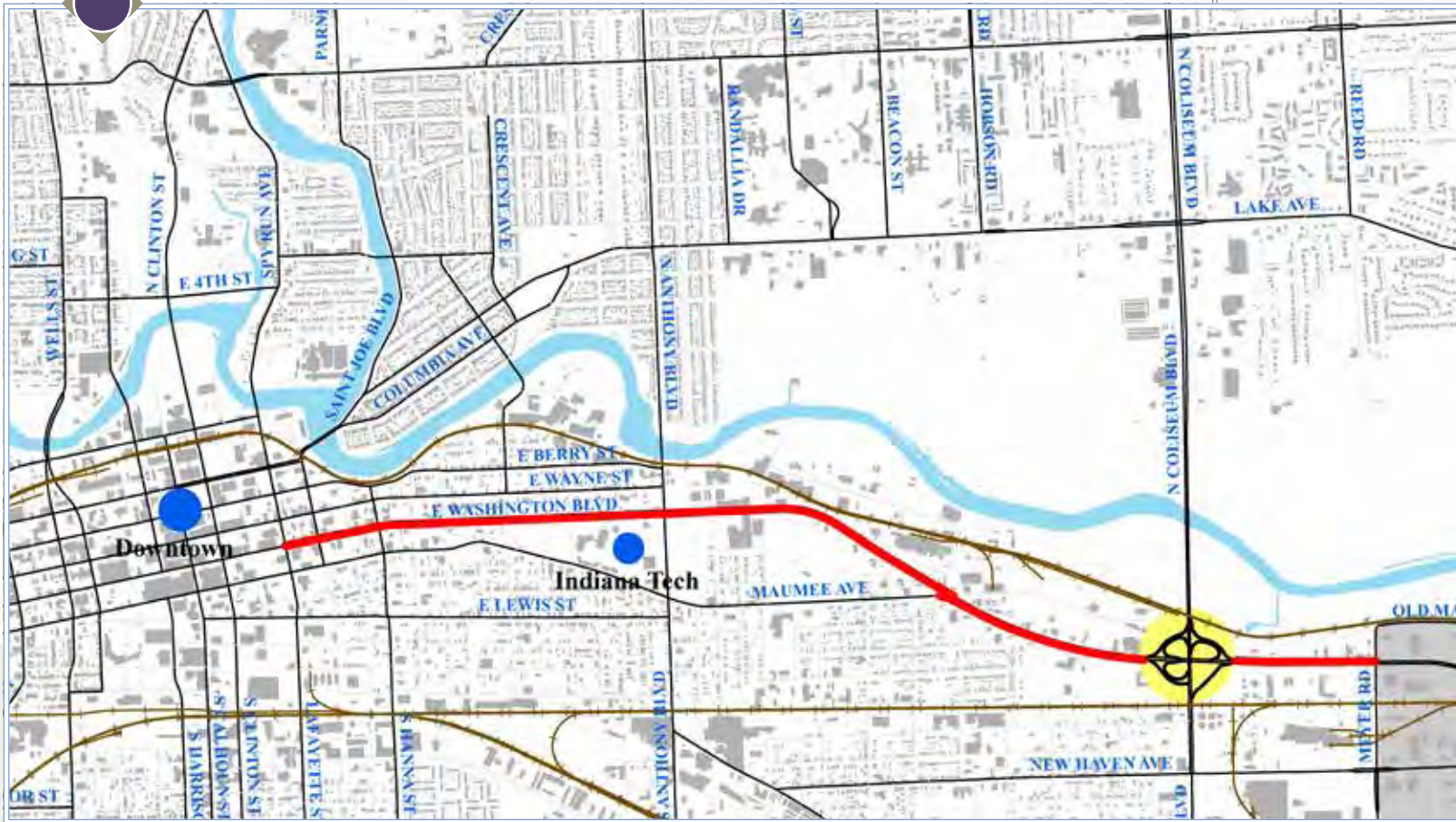
Indiana Tech continues to invest along Washington Boulevard.



Example of what on-street parking on Washington Boulevard could look like.

Photo: Dan Burden

MAP 9: Washington Boulevard from Meyer Road to Lafayette Street



Corridor Recommendations: Illinois Road from I-69 to West Jefferson Boulevard

ISSUES/OBSERVATIONS

- Certain areas could include additional landscaping – possibility for landscaped medians in some areas.
- Excessive amount of commercial signage creates visual clutter.
- Frontage roads are not consistently used throughout this stretch and some do not connect.
- No unique identity – very generic commercial development.
- Several car dealerships lack landscaping, park on right -of -way.
- Area identified for road widening to six lanes.
- Area at Jefferson Pointe is well landscaped and maintained – need more commercial investment such as this.
- No bike or pedestrian facilities.

RECOMMENDATIONS

Location

Getz road to Jefferson

Getz road to Jefferson

Getz road to Jefferson

Project

Possible Overlay Zoning District or Districts.

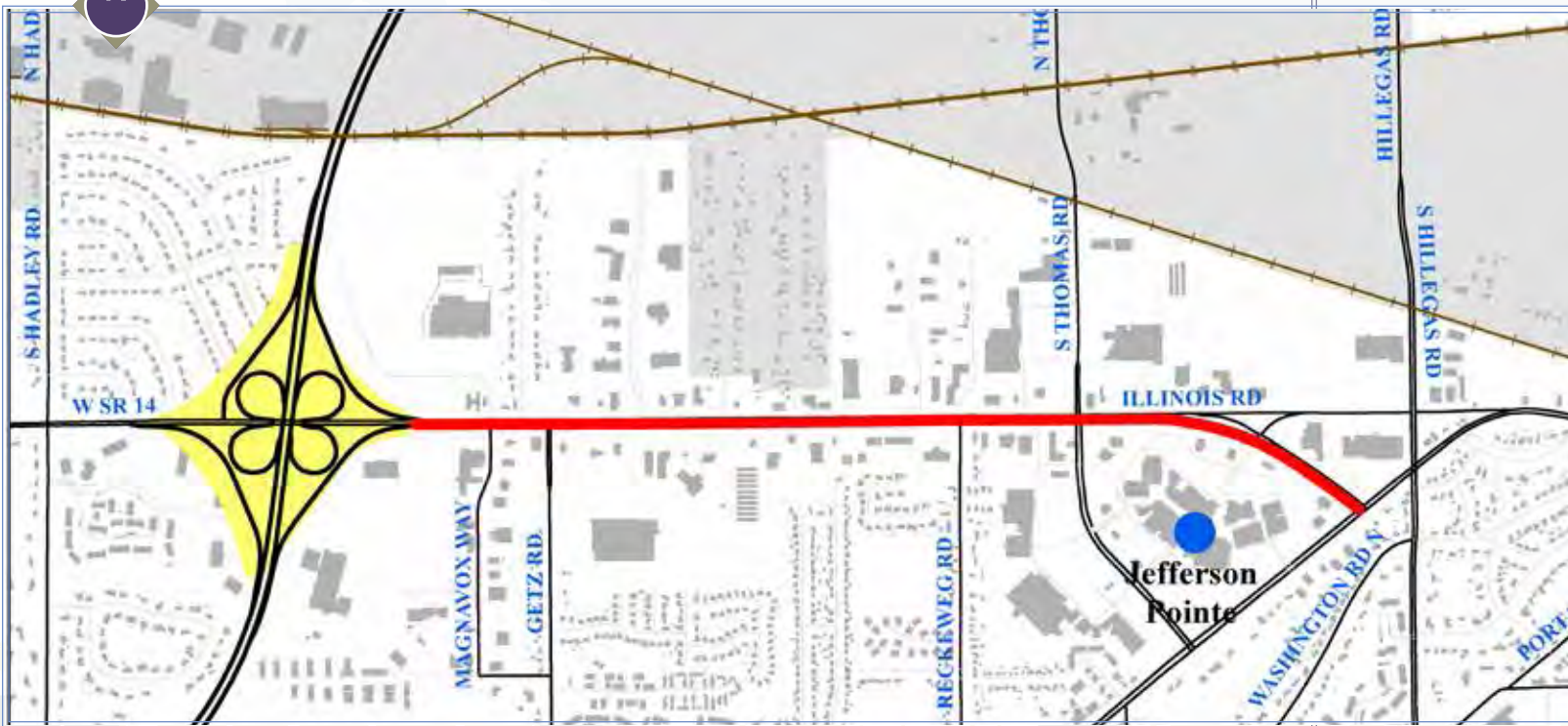
Corridor Improvement Plan- Consider boulevard design and streetscape enhancements, branding, include pedestrian and bicycle access and infrastructure, explore introduction of frontage roads.

Work with property owners to address lack of landscaping.



There has been an increase in secondary commercial signs along the public right-of-way.

MAP 9: Illinois Road from I-69 to West Jefferson Boulevard



Corridor Recommendations: Maysville/Stellhorn/Crescent from I-469 to Coliseum Boulevard

ISSUES/OBSERVATIONS

- A number of residential properties in this area are listed for sale with commercial potential.
- No directional wayfinding signage.
- No cues as to change from rural to suburban.
- Lack of sidewalks and bike infrastructure even in some residential segments.
- Proposed roundabout at Stellhorn and Maysville intersection.
- Commercial area has sign clutter, lack of landscaping, and generic commercial development give it an “Anywhere” feel rather than a distinct commercial district.
- Roadway in some areas is excessively wide.
- Area around IPFW campus could have additional landscaping such as street trees along with sidewalks and/or bike infrastructure.



Photo: Dan Burden



Photo: Dan Burden

These photos show how Stellhorn Road might look with bike lanes.

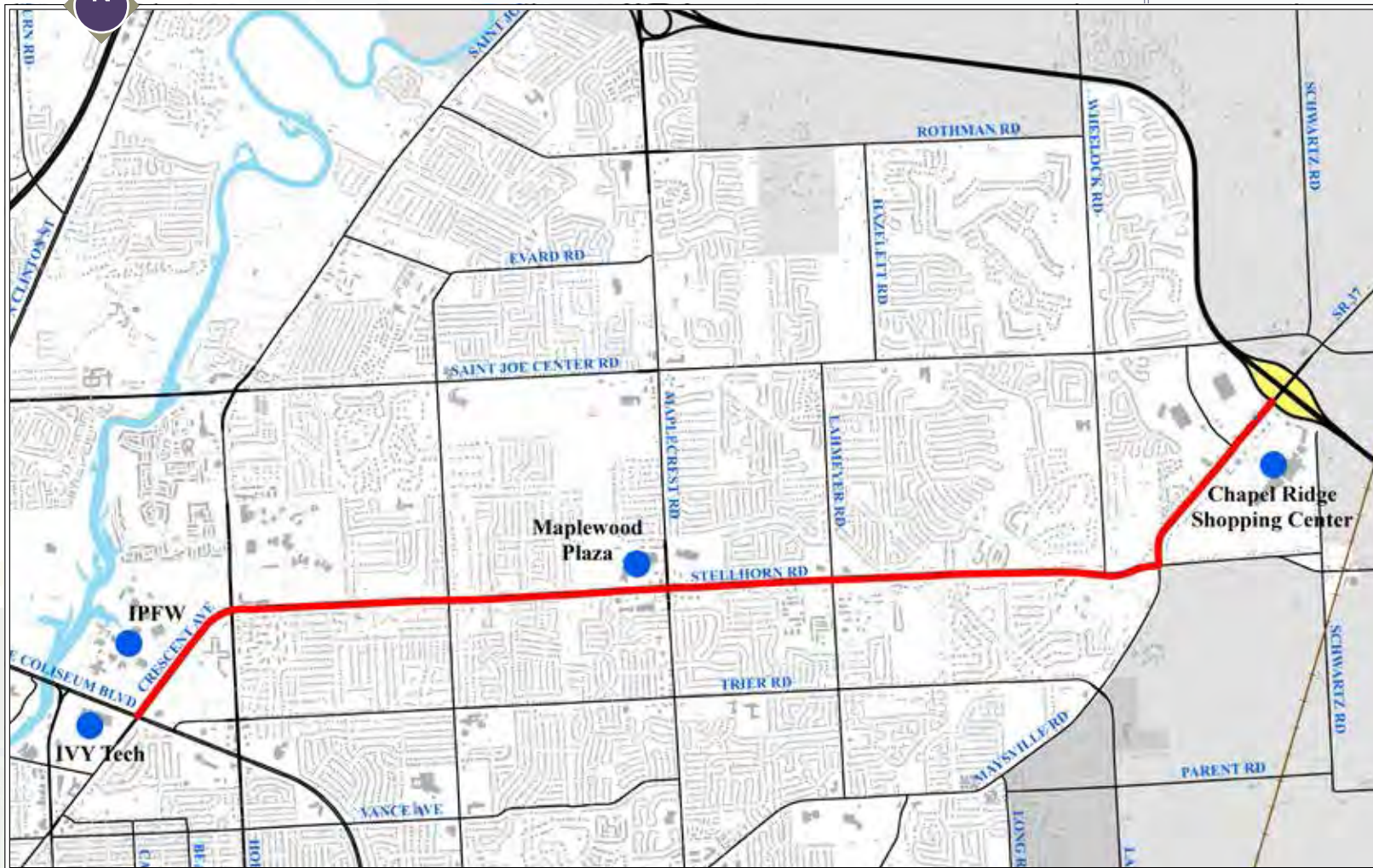


Several areas along this corridor lack basic amenities such as sidewalks.

RECOMMENDATIONS

Location	Project
Vicinity of Koester Ditch	Explore possible location and design for City Welcome Marker.
Koester Ditch to Maysville Road	Explore overlay zoning or rezoning to address growing commercial development.
Koester Ditch to Maysville Road	Corridor Plan - Develop thematic design pattern for Stellhorn-landscaping, street lighting, signage, etc. A roundabout has been proposed at intersection. Support a feasibility study.
Stellhorn and Maysville	Install pedestrian/bike infrastructure.
Various locations	Investigate possible road diet - possibility of planted median - traffic management.
Oakhurst Dr. to Blum Dr.	Campus pedestrian, bike, and landscaping improvements.
Blum to Coliseum (Crescent/IPFW Area)	

MAP 10: Maysville/Stellhorn/Crescent Corridor



CHAPTER FIVE: Downtown Gateways

Over the past ten years, the City of Fort Wayne has continued to create a positive experience for downtown visitors. From the development of design standards, a wayfinding sign system, infusion of public development, and partnerships with property owners and the Downtown Improvement District to beautify and maintain public areas, the City has done much to make downtown Fort Wayne a destination.

Primary gateways into the downtown include Clinton Street (US27) from the north, Lafayette Street (US27) from the south, Jefferson Boulevard from the west, and Washington Boulevard from the east. These four corridors contain the highest volumes of vehicular traffic into the downtown. There are several secondary corridors that provide additional linkages to surrounding districts and neighborhoods. These secondary corridors include Fairfield Avenue, Ewing Street, Broadway, Main Street, and Calhoun Street. Downtown's urban corridors not only allow motorists to access downtown but they also serve to connect pedestrians to various downtown amenities.



Photo: John McGauley

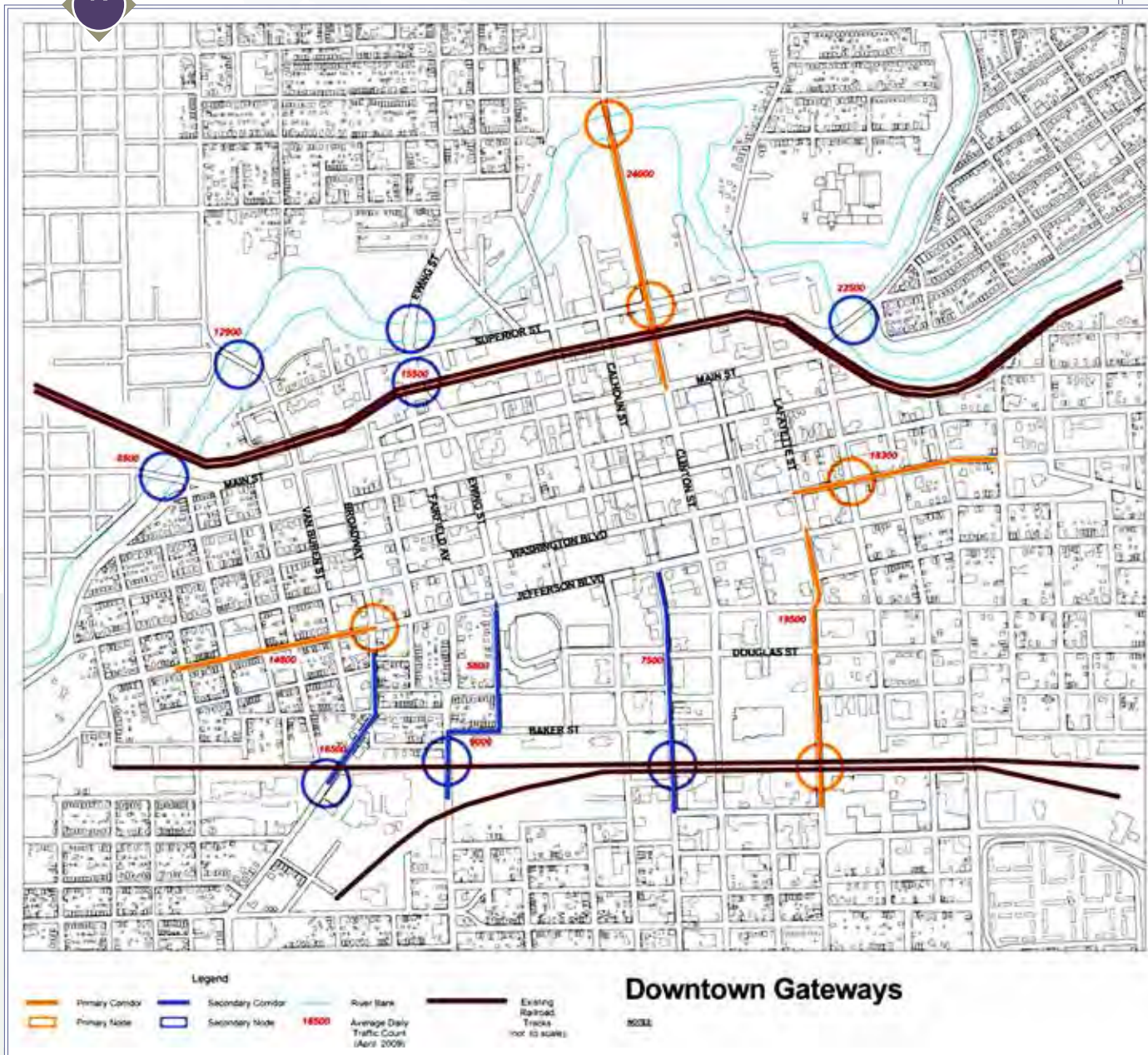


Photo: John McGauley

The new Martin Luther King, Jr. Memorial Bridge has become a prominent landmark and gateway feature for those arriving into downtown from the north.



MAP 11: Downtown Gateways



The Downtown Gateways Map

The map on Downtown Gateways shows primary and secondary gateway corridors into Downtown Fort Wayne. Each identified gateway corridor and node is where new visitors form their first impressions of downtown. Creating a positive experience for visitors traveling through these zones is important for projecting an exciting and vibrant urban environment.

Railroad Overpasses

Downtown Fort Wayne is bounded on the north and south by rail elevations (overpasses) which have long served as an unsightly gateway into downtown. These overpasses represent defining elements of Fort Wayne's downtown infrastructure. The overpasses at Clinton and Lafayette were renovated in 2011 with a new paint scheme and lit welcome signs. Efforts are underway to enhance the appearance of more railroad overpasses with signage, murals, and decorative lighting.



Photo: Palermo Galindo

TOP and ABOVE: Clinton Street Railroad Overpass, Before and After.

Downtown Roundabout

In 2012, the City of Fort Wayne announced that it will convert Fairfield and Ewing Streets from one way to two ways to make the land surrounding those streets more enticing to development and to further improve traffic circulation. In addition to these changes, the city is investigating the possible addition of a roundabout where Fairfield and Ewing converge at Superior Street. Reconfiguring this intersection into a roundabout will ease connections to the newly converted two way streets. Furthermore, the roundabout will provide an opportunity for a signature gateway feature.



Courtesy of American Structurepoint

A conceptual image of the proposed roundabout where Ewing, Fairfield, and Superior intersect.

Jefferson and Washington

Enhancing Gateways while creating a more inviting Pedestrian Space

Efforts are underway to make downtown more pedestrian friendly – starting with the proposed reduction of travel lanes along Jefferson and Washington Boulevards. On street parking, drop off zones, or widened sidewalks are being considered to replace one travel lane. This will create a safe zone for pedestrians who are crossing these arterials. Over the last five years, pedestrian traffic has increased with the addition of Parkview Field, The Courtyard, and the soon to open Harrison mixed use development. Making a safe environment for pedestrians will further increase the number of pedestrians along Jefferson and Washington – creating an active and vibrant streetscape along downtown’s major east/west gateways.

RIGHT: Current view of Washington Boulevard looking west.



BELOW: Conceptual image of Washington Boulevard with fewer and narrower drive lanes — reducing the distance pedestrians must walk across Washington.

Principal Design Components

- 1 Reduction in travel lanes from four to three (at 10 feet each).
- 2 On-street parking added. Section 6.1 illustrates sides of street where this is applied.
- 3 Curb extension along length of block provides an additional four feet of sidewalk space, which can be used for enhancements to streetscape or wider walk zone.
- 4 Bulbout curb extension at intersection corners helps to delineate parking and reduces the width of crossing for pedestrians.



CHAPTER SIX: Gateways from the Airport

In addition to improving the appearance of our major gateway corridors from the interstate, it is critical to enhance our corridors originating from Fort Wayne International Airport (FWA) to the downtown. Most airport passengers arriving at FWA are returning to Fort Wayne, however, 30% or 87,000 (per year) arriving passengers originate from somewhere else. Enhancing routes from Fort Wayne International Airport into the city is important for our community's major employers who are competing with other cities for high profile employees and new investors. Business stakeholders we interviewed told us that it is common for investors to arrive into Fort Wayne via FWA. The appearance of the routes from the airport was of concern for these business stakeholders, and typically, they sought out routes that were aesthetically least offensive – even if it was not a direct route to their destination.

Airport Routes To Downtown

There are a variety of routes that visitors can take from Fort Wayne International Airport to Downtown Fort Wayne. Some routes are more direct, some are along rural and undeveloped arterials, others are along more urban corridors. Each route has positive and negative attributes and travel times for most routes are within a few minutes of each other. Locals will always use the route that is most familiar to them, often choosing what is quickest. For out of town visitors, it makes sense to identify routes that present a positive image of Fort Wayne. Initially, staff set out to designate one official route between the Airport and Downtown in order to decrease confusion for travelers and to focus where to target enhancements.

Staff presented a break down of routes to downtown from FWA as suggested by various groups (hotels, FWA volunteers, taxi services, car rental companies, online mapping services, etc.). Each group offered slightly different routes. Users of electronic devices and smart phones use routes that are provided to them via these devices; often, these are state routes. The one route most often cited was: Ferguson to Bluffton, Bluffton to Airport Expressway, Airport Expressway / Paulding to Lafayette / US27 north to downtown.

Advisory Committee members held conflicting views on a preferred route. Some routes were favored because they highlighted Fort Wayne's urban character, others because it is perceived as more direct, others because they are more scenic. Each route had some degree of positive and negative attributes. After much deliberation between Advisory Committee members, there was no clear choice as to which route should be held as the official route from the airport to downtown.

Ultimately, it was decided that each route discussed had merit and should be recognized as a viable route between FWA and Downtown Fort Wayne. A common corridor shared by many of these routes was Airport Expressway. It was agreed that this route should be enhanced and promoted. Other corridors such as Bluffton/Broadway, Fairfield, Calhoun and Lafayette should include wayfinding signage to direct visitors to downtown.

OVERALL RECOMMENDATIONS

- The Ferguson to Bluffton, Bluffton to Airport Expressway, Airport Expressway (Paulding Road) to Lafayette (US27) north route will likely continue to serve as a primary route from FWA to Downtown. However, other routes identified are just as widely promoted and used, therefore this plan does not recommend an "official" route from FWA to downtown be designated.
- The section of Ardmore Avenue between FWA to Airport Expressway should continue to be enhanced and be developed as the "front door" to FWA.
- Over time, Ardmore Avenue between Airport Expressway and Taylor Street should be enhanced due to its potential as a future direct route north from FWA. The section between Taylor Street and Jefferson Boulevard has already been improved. The Ardmore Avenue corridor is currently ranked as a lower priority compared to other routes.
- Because travelers will use I-69 to travel north (and also Downtown), improvements and enhancements to Airport Expressway should extend from I-69 to US27.
- Enhancements to Bluffton/Broadway, Fairfield, and Calhoun are also important to creating a first impression to travelers and a sense of pride for community. These enhancements should come in the form of Corridor Enhancement Projects that are initiated in partnership between the City (Community Development) and business and neighborhood groups.
- Wayfinding signs directing travelers to Downtown should be included on Bluffton/Broadway, Fairfield, and Calhoun.



More wayfinding signage to downtown from the Airport is needed.

MAP 12: Ardmore Avenue from Ferguson Rd. to Jefferson Blvd.



Airport Corridor Recommendations: Ardmore Avenue from Ferguson Road to Jefferson Boulevard

ISSUES/OBSERVATIONS

- Area between Airport Expressway and FWA needs landscaping and better airport signage.
- Heavy industrial uses require screening.
- Industrial uses create semi traffic and dust.
- Parking lots are gravel and lack screening.
- Roadway is narrow in areas, identified for future four lane widening.
- Future of Elmhurst School uncertain.
- Land north of Engle Road is very swampy and not conducive to development.
- North of Covington Road – additional pedestrian infrastructure needed.
- Wildwood Park Historic District- now hidden behind sound walls.



SPECIFIC RECOMMENDATIONS

Location

Airport Expressway to Ferguson

Various locations where needed

Various locations where needed

Project

Improve connection to FWA - landscaping, signage, banners, other enhancement themes.

Add additional landscape buffering.

Work with property owners to enhance landscape buffering.



New sign proposed at the intersection of Ardmore and Airport Expressway will welcome visitors to the Airport and on the opposite direction welcome visitors to Fort Wayne.

Airport Corridor Recommendations: Airport Expressway from I-69 to US27

ISSUES/OBSERVATIONS

- Area between I-69 and Smith Road suitable for an overlay zoning district dealing with setbacks, signage heights, and parking area location.
- Redevelopment along this area should contain large buffers to preserve view sheds.
- Parking lots fronting some buildings lack adequate screening.
- Large scale screening (creating a more natural landscaping) is desired.
- Need for larger FWA signage at intersection of Ardmore and Airport Expressway. – Opportunity to do a significant signage landmark feature at the SE corner.
- Guard rail down road center from Baer Road to Fairfield– is there a better option?
- Need for Pedestrian infrastructure – especially at Bluffton Rd.
- Screening would enhance appearance of roadway.
- Intersection at Fairfield could be better landscaped.
- Area along Paulding Road includes rundown commercial development and boarded, vacant houses.
- Some sidewalk sections require replacement.
- Landscaping (street trees) needed.

SPECIFIC RECOMMENDATIONS

Location

Interchange to Lower Huntington Road

Intersection of Ardmore and Airport Expressway

Intersection of Bluffton Road

Railroad crossing east of Airport Road

Various locations

Ardmore to Fairfield

Paulding Road Fairfield to Lafayette

Paulding Road Fairfield to Lafayette

Project

Possible Overlay Zoning District or Districts.

Signature signage for Airport

Enhance City Welcome Marker - lighting, new landscaping.

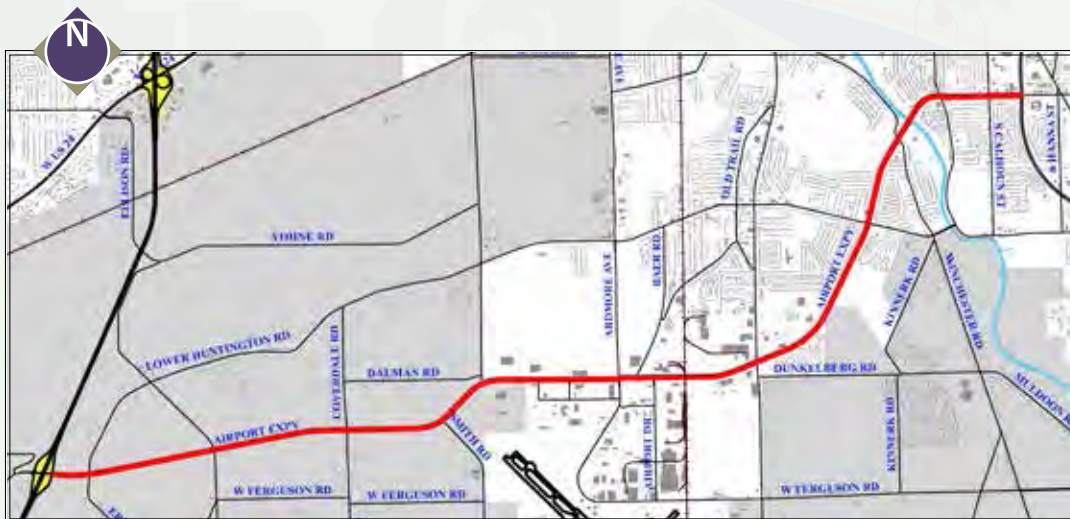
Initiate feasibility study for grade separation.

Determine appropriate areas for pedestrian and bike infrastructure, landscaping enhancements.

Explore alternatives to center guard rail.

Comprehensive Revitalization Plan – explore demolition, acquisition and beautification.

Install wayfinding signage to downtown for Fairfield and Calhoun.



MAP 13: Airport Expressway from I-69 to US27

CHAPTER SEVEN:

Interchange Gateways

Front Door Fort Wayne focuses on eleven interchange areas. Similar to the variety of gateway corridors discussed in this plan, interchange areas can be situated in rural, suburban, and urban environments. Enhancements to these interchanges should reflect the surrounding context. Furthermore, design recommendations for interchange areas have to take into consideration issues of perception, function and safety.

Perception

Perception is based on speed of travel by viewer. Higher speeds on interstates do not allow time to process details. Lower speeds on crossing streets allow more detail to be absorbed, but in all cases, speeds are at least 35 mph for motorists.

Roadway Function/Safety

Roadways are presumed to be appropriately engineered and to be fixed features, although some details may be adjustable. High speed interstates have significant clear zone requirements that local streets of 45 mph and under do not have. Sight lines at the roadway's design speed need to be maintained. Analysis of these functional issues should be performed for each location prior to development of final designs.

Site Appearance

Interchange sites should provide a positive, welcoming, local image to the traveler. In order to create a positive impression for the traveler, undesirable elements within the interchange and the driver's view shed should be eliminated. This can be achieved through screening or obscuring the view of the undesired element.

Design Features

In addition to muting unattractive elements, distinct features should be woven into the design of interchanges to create a positive memorable image of Fort Wayne. Opportunities for such features could include:

Design of structures

- Overpass structures, including walls, spandrels and railings
- Retaining and sound barrier walls
- Light standards
- Sign structures

Design of groundplane

- Earthforms/topography
- Geologic formations
- Pavements
- Vegetation cover, including:
 - Mown grasses
 - Unmown grasses and wildflowers
 - Woody shrub colonies

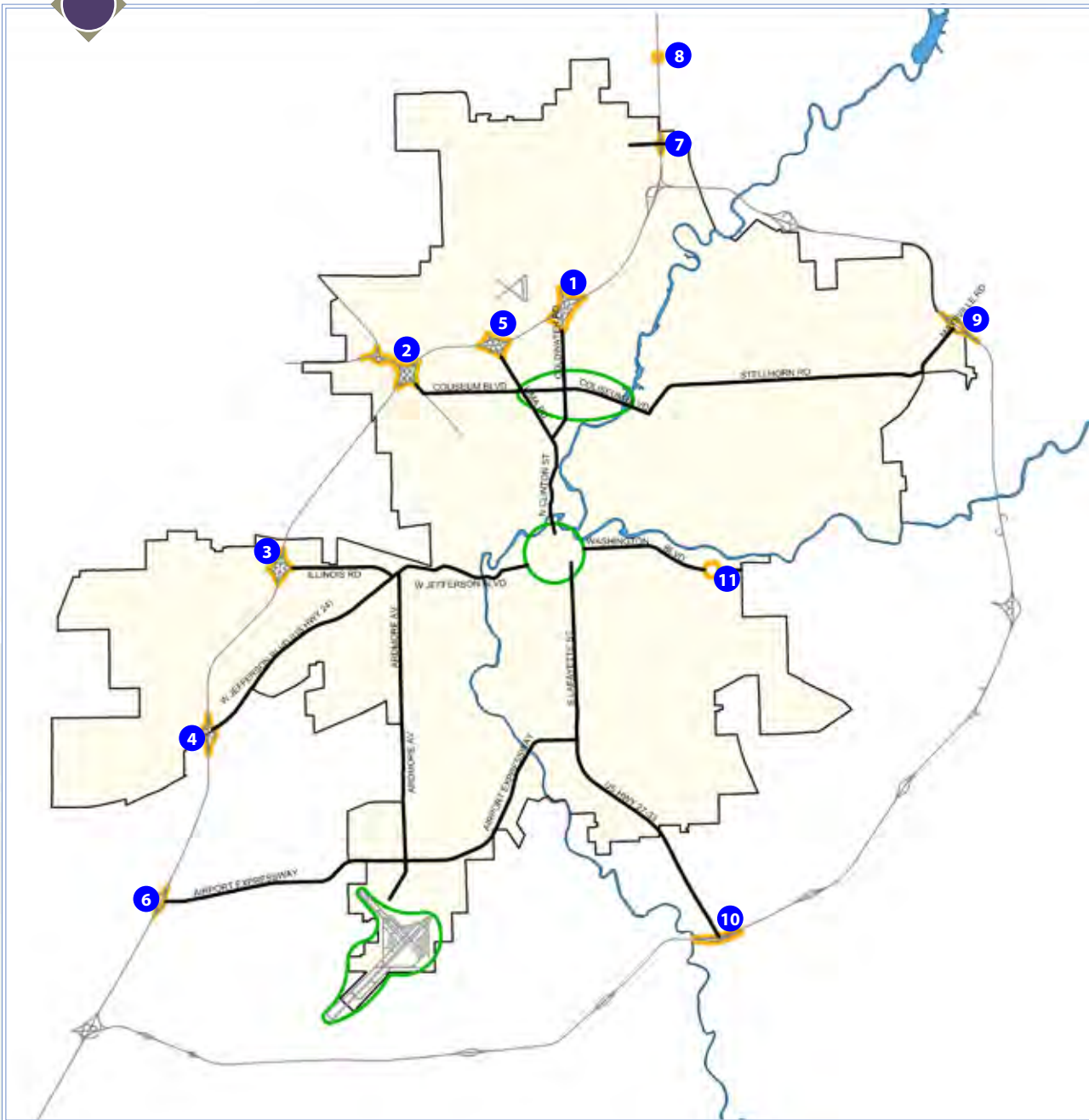
Upright features

- Trees, singly, in designed groves or in naturalized woodlots
- Decorative or artistic objects

Any of these features should be incorporated as an artistic expression; making them more than functional components of interchanges so that they carry positive messages about Fort Wayne's cultural, economic and natural heritage and its aspirations.



MAP 14: Interchange Gateways



Interchanges

High visibility

- 1 Coldwater Road
- 2 Goshen Road
- 3 Illinois Road
- 4 Jefferson Boulevard
- 5 Lima Road

Immediate opportunities

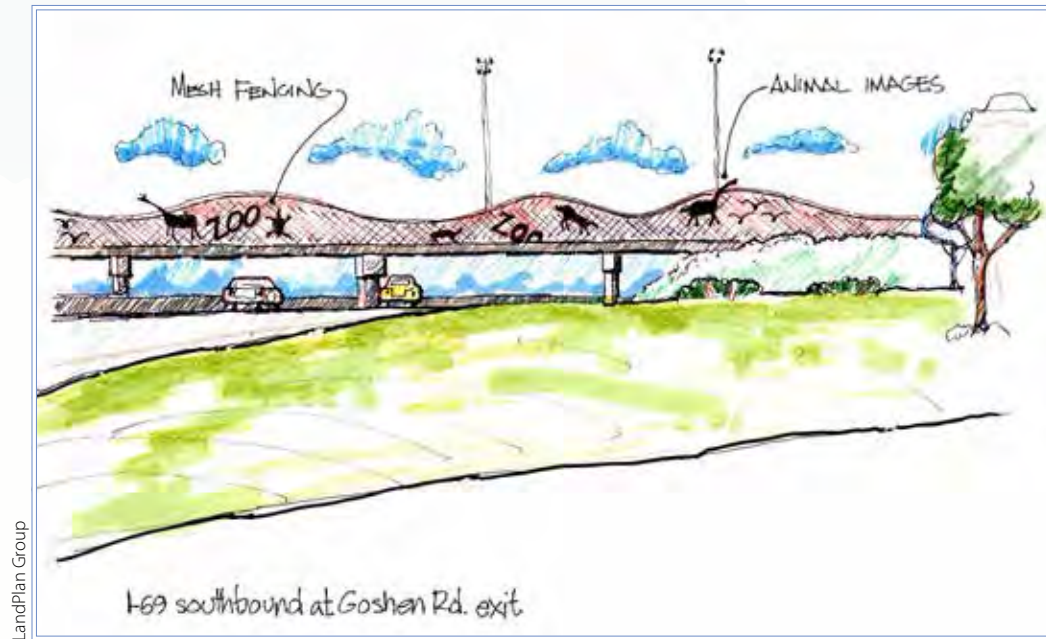
- 6 Airport Expressway
- 7 Dupont Road
- 8 Union Chapel Road

Low visibility

- 9 Maysville Road
- 10 US 27
- 11 Washington Boulevard

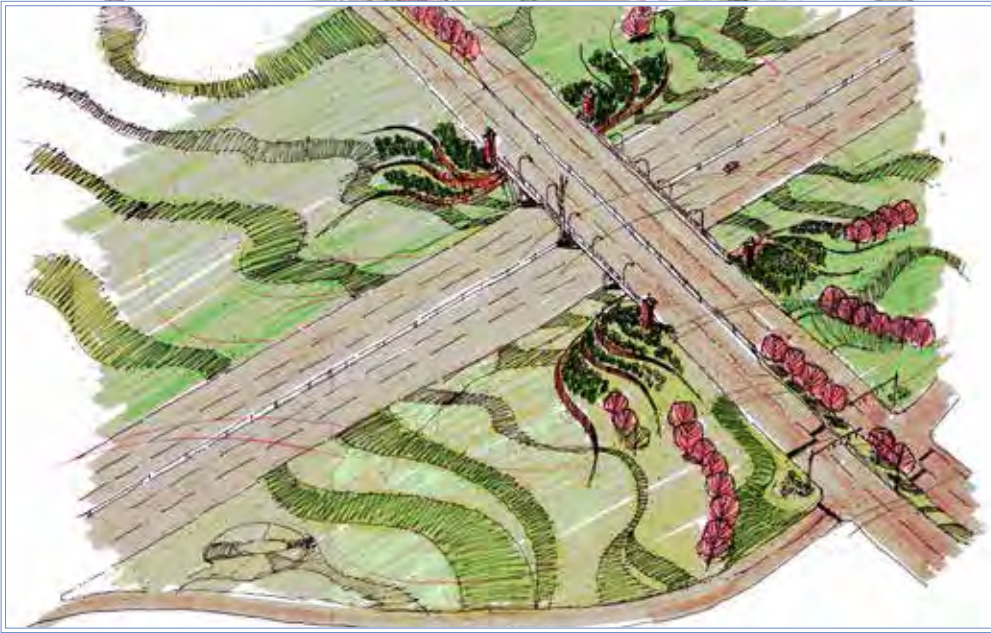
OVERALL RECOMMENDATIONS

- All gateway interchanges should have some degree of enhancement (either additional landscaping, public art, or special signage).
- Type of landscaping treatment should vary based on a variety of factors such as adjacent land uses, context of area (i.e. rural, suburban, urban), level of use, etc. For instance, in more suburban interchange areas landscaping may be more manicured. In rural areas landscaping may consist of wildflowers.
- Public art installations are encouraged. These should be reviewed by a community-wide arts board or commission.
- Any treatment or enhancement within interchange areas are subject to review by INDOT and must conform to their standards. Furthermore, funding for the installation and continued maintenance of these enhancements will have to be accomplished by inter-local agreements and non-governmental (public/private) partnerships.
- Thematic designs should be encouraged for select interchanges. Themes could reflect major stakeholders that are located near the interchange. Designs could be incorporated into landscaping, lighting, public art, or signage. Within each of these thematic interchanges, some element or elements of continuity that connect all of the interchange areas should be incorporated.

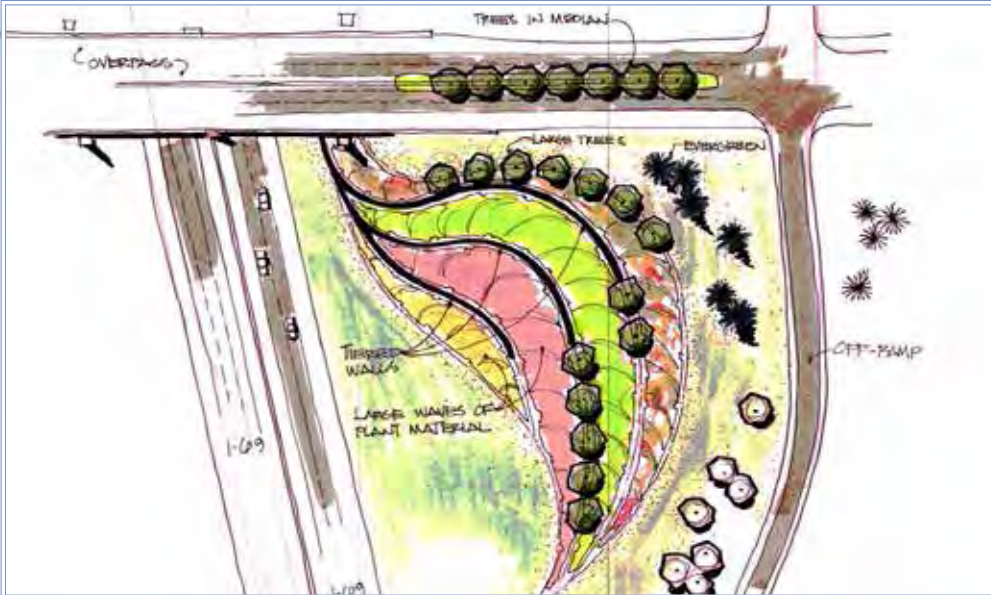


Conceptual designs of possible interstate bridge enhancements.

LandPlan Group



LandPlan Group



Conceptual designs of possible interstate landscaping enhancements.

Best Practices:
Indianapolis I-70 Public Art

A great example of collaborative efforts in executing a public art project is the Life Evolving sculpture along I-70 in Indianapolis.

Life Evolving, a 40-foot bronze and stainless steel sculpture of a ribonucleic acid (RNA) nucleotide molecule is situated near the Meridian Street ramp to I-70, just south of the Eli Lilly and Company campus. Life Evolving is the final public art installation in A Greener Welcome — the 2010 Lilly Global Day of Service project in partnership with Keep Indianapolis Beautiful (KIB), and the Indiana Department of Transportation (INDOT).



Photo: Dan Grossman - Nuvo

"Life Evolving" bronze and stainless steel public art sculpture near the Meridian Street and I-70 ramp on the south side of downtown Indianapolis, Indiana.

CHAPTER EIGHT: Implementation

The success of any planning endeavor is always measured in its implementation. As such, implementation of the Front Door Fort Wayne Plan will require the collaborative support of various city, regional, and state planning and transportation agencies. It will also require partnerships with various community organizations such as Visit Fort Wayne and the Downtown Improvement District along with the support and assistance from the private sector. Only through a collaborative approach can the Front Door Fort Wayne Plan be successfully implemented.

The Front Door Fort Wayne Plan is intended to be used as a guide to enhance and transform our City's primary gateway corridors and interchanges into environments that maximize their economic potential. In order to achieve this, it is recommended that this plan's goals and objectives be adopted as an amendment to the City's Comprehensive Plan (Plan-it Allen). Once adopted, it will serve as a guide for transportation and economic development decision makers including: NIRCC, INDOT, Fort Wayne Public Works, and Fort Wayne Parks and Recreation.

The plan also provides a foundation for future improvement projects within the City's gateway areas. Project recommendations identified within the plan will serve as a starting point for further planning and coordination between multiple agencies to address the issues prevalent along our gateway corridors and interchanges.

To achieve successful implementation of the plan, the Community Development Division will develop task teams that will focus on specific top areas outlined in the Policy Recommendation Chapter. Teams will consist of partners from other city departments, state and regional agencies, along with

private and public sector stakeholders. In addition to developing these task teams, city staff members will begin to explore opportunities to execute specific project recommendations; again working with state and regional partners.

This chapter identifies some projects that have been prioritized for implementation in 2012. Also, discussed in this chapter are some possible funding sources that will be explored and considered when implementing this plan.

Priorities

This plan identifies dozens of projects and policies that will be implemented over the course of 10+ years. The following is a list of some priority projects identified by City staff and Advisory Committee Members. These projects began in 2012. A complete listing of projects can be found in the appendix.

1.) Adoption of Plan's Goals and Policies — Completed

Applies to all Gateway Areas.

Take Front Door Fort Wayne plan to Plan Commission and City Council for adoption of policies found in Chapter 3.

2.) Comprehensive Street Tree Planting

Select Gateway Corridors.

Remove dying Ash trees and plant additional trees in new locations to increase canopy on gateway corridors.

3.) Airport to Downtown Signage

Paulding Road -Fairfield to Lafayette.

Install wayfinding signage to downtown along Fairfield and Calhoun corridors.



Photo: Palermo Galindo

Some gateway improvements have already begun such as enhancing the appearance of the downtown railroad overpasses.

4.) Airport Welcome Signage

Intersection of Ardmore and Airport Expressway.
Signature sign welcoming travelers to the Airport and Fort Wayne.

5.) Roundabout on Lima

Clinton and Lima intersection.
Conduct feasibility study for possible roundabout.

6.) Downtown Overpasses

Various locations downtown.
Continue to enhance downtown railroad bridges with signage, murals, new painting and lighting schemes.

7.) Rebuilding Dupont Interchange

Interchange - Dupont Road and I-69.
Incorporate landscaping, pedestrian infrastructure in new interchange design.

8.) New Union Chapel Interchange

Interchange Union Chapel Road and I-69
Incorporate landscaping, pedestrian infrastructure in new interchange design.

9.) Overlay Zoning District

Select Gateway Corridors and certain sections of those corridors. Initiate discussion with Governing Board and Department of Planning Services on overlay districts.

10.) Unified Wayfinding Signage System

Select Gateway Corridors
Develop signage system – design and develop a policy to determine appropriate attractions to include in a city-wide sign system.

11.) Detailed Maintenance Program

All Gateway Corridors
Establish a Gateway Maintenance Committee made up of the appropriate city departments and agencies to determine appropriate levels of maintenance and propose strategies for improving maintenance.

Funding

Funding for the execution of this plan’s policies and projects cannot be limited to the City of Fort Wayne’s general budget. A comprehensive funding approach will have to be considered as this plan is implemented over the next 10+ years. Local, state, federal, and private sector sources will be explored along with creative and strategic partnerships with the non-governmental funding sources.

Below are some of the potential funding sources for executing the projects identified in this plan.

Funding / Financing Program	Source
Community Economic Development Income Tax (CEDIT)	Local
Street Tree Program	Local
Property Taxes — Tax Increment Financing (TIF)	Local
Barrett Law Process	Local
Wheel Tax, Excise Surtax and Gasoline Tax	State/Local
Motor Vehicle Highway (MVH)	State
Local Roads and Streets(LR&S)	State
Indiana Economic Development Funds (IEDC)	State
Surface Transportation Program (STP)	Federal
Transportation Enhancement (TE)	Federal
Congestion Mitigation Air Quality (CMAQ)	Federal
Transportation Investment Generating Economic Recovery (TIGER)	Federal
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Federal
Transportation Community System Preservation	Federal
Highway Bridge Program (HBP or BRR)	Federal
Interstate Maintenance (IM)	Federal
National Highway System (NHS)	Federal
Recreational Trails Program (RTP)	Federal
Community Development Block Grant (CDBG)	Federal
Local Transit Authority, Citilink Corp., Funds: (Section 5307 Funds, State PMTF Funds and Local Property Tax)	Local / State / Federal
Private / Not-for-Profit Funds	Private

APPENDIX A: Stakeholder Interviews and Survey

Interview and Survey Participants

Karl Bandemer	Alliance
Cheri Becker	Leadership Fort Wayne
Randy Brown	Memorial Coliseum
Rich Davis	Downtown Improvement District
Tom Didier	Common Council
Joe Dorko	Lutheran Hospital
Ben Eisbart	OmniSource
Scott Glaze	Fort Wayne Metals
Karen Goldner	Common Council
Christopher Guerin	Sweetwater
Mitch Harper	Common Council
Connie Haas Zuber	Plan Commission
Jerry Henry	Local Developer/Investor
Herb Hernandez	Hispanic Chamber
Glynn Hines	Common Council
Michael Landram	Chamber
Luke Luther	Fort Wayne Toyota/Lexus
Dan O'Connell	Visit Fort Wayne
Reverend Payton	Southeast Advocate
Rick Poinsatte	Steel Dynamics
Angie Quinn	ARCH
Todd Ramsey	Canlan
Jonathan Ray	Urban League
Ian Rolland	Lincoln Financial
John Shoaff	Common Council
Jim Sparrow	Arts United
Hanna Stith	African/African-American Museum
Geoff Thomas	Lutheran Health Network
Jim Torres	UPSTAR (formerly FWAAR)
Andi Udris	Alliance
Pone Vongphachanh	UPSTAR (formerly FWAAR)
Irene Walters	IPFW
Therese Wagler	Steel Dynamics

In 2010, Community Development staff interviewed over a dozen community stakeholders and leaders to determine what impact our gateways have on the local economy and if our gateways are creating a positive or negative impact.

The interviews focused on the following:

- What effect do our gateways have on local commerce and the general attractiveness of the community?
- What level of interest is there in initiating a gateway and corridor improvement project?
- What level of interest is there in implementing the project if funding becomes available?
- Interviewees were shown images of gateway designs and asked to indicate which options they found to be most visually appealing.

Interview Findings

Stakeholders identified Jefferson Boulevard, Coldwater Road, Lima Road and an airport route as the four most significant gateways into our city. Some of those interviewed also recommended that Maysville Road and an alternate airport route be included in the initiative.

Positive features of our gateways

- Many high-quality commercial opportunities along Lima Road
- Attractive development along Coldwater Road
- Jefferson Boulevard is very well maintained
- Downtown signage is noticeable and leads visitors to many great attractions
- Some areas have greenery, landscaping and pedestrian elements that make them feel inviting
- Areas that are designed to include landscaping and pedestrian elements clearly show that there is a plan for our community's identity and appearance.

Negative features of our gateways

- Lack of adequate way-finding signage from Airport to Downtown.
- Too many lanes on Goshen and Lima Roads and lanes that are too wide on East Washington Boulevard encourage unsafe driving and higher vehicle speeds.
- Goshen Road businesses give a negative impression of the community.
- Deteriorating buildings along US 27/ Lafayette Street.
- Some gateways are visually distracting with too many private signs and utilities and not many elements that project a unique image of Fort Wayne.

Assessing the Value

Almost all stakeholders saw value in improving the gateways in Fort Wayne. Many agreed that improving our gateways would also help improve our infrastructure, boost economic vibrancy, and increase public pride in our community. Additionally, many mentioned that improving gateways would provide visitors and tourists with more information and better direction, and allow for more attractive amenities for those looking to invest in the Fort Wayne community. Stakeholders agreed that, relative to other publicly funded items, gateway improvements were a good use of economic development funds. Those interviewed commented that improving our gateways will help our community create an identity, appeal to investors and help visitors with way-finding.

Areas of Concern

The survey process allowed stakeholders to identify concerns that they had with Fort Wayne's gateways.

US 27/ Lafayette St.

Seems to be the least attractive corridor into Fort Wayne. Lots of disinvestment, blight, and scattered development. Unsightly and needs improvements the whole length.

Goshen Rd./ 930 Intersection

Negative impression as an entry point to Fort Wayne. Questionable businesses and a lot of sign clutter.

Airport Route

The lack of a clearly identified airport route makes it difficult to direct motorists to Downtown. Airport area lacks signage and attractive development.

Community Identity

Nothing effectively says, "This is Fort Wayne." Need more unique characteristics and signage/features for visitors.

Visual Preference Survey

The stakeholders were shown a series of photographs representing alternatives for viaducts, signage, lighting, and landscape elements typically found in a community like Fort Wayne. They were asked to assign a numerical value to each element; this value represented their impressions of the object in the photo as either a positive or negative experience.

[

~~-4~~ ~~-3~~ ~~-2~~ -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer

]

City Markers



Bicentennial Marker on E. Washington

Attractive and representative of Fort Wayne's foundation. Should be lit and well maintained to be more striking.

[

~~-4~~ ~~-3~~ ~~-2~~ -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer

]

City Markers



Landscape "Welcome Marker" on West Jefferson

Nice, but not easy to read, especially as a roadside marker. Taller landmarks are preferred.

[

~~-4~~ ~~-3~~ ~~-2~~ -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer

]

Landmark Features



Landmark on East State Blvd.

Distinguishes the neighborhood. Arches and lights are nice elements; an effective size-reducing feature over the wide street.

[

~~-4~~ ~~-3~~ ~~-2~~ -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer

]

Landmark Features



Landmark for City of Prairie Village, KS

This type of sculpture is memorable as a landmark feature. This type of art should be to scale with the area and relevant to the community.

Lighting Styles

4 -3 -2 -1 0 +1 +2 +3 +4
Do Not Prefer Neutral Prefer



4 -3 -2 -1 0 +1 +2 +3 +4
Do Not Prefer Neutral Prefer



4 -3 -2 -1 0 +1 +2 +3 +4
Do Not Prefer Neutral Prefer

Commercial Signage



Number of signs, their proximity to each other and signs' inconsistent sizes make this gateway confusing and the destinations hard to find.

4 -3 -2 -1 0 +1 +2 +3 +4
Do Not Prefer Neutral Prefer

Commercial Signage



Neat, clean and well landscaped. Effectively advertises business without overdoing it.

4 -3 -2 -1 0 +1 +2 +3 +4
Do Not Prefer Neutral Prefer

Roadside Edge



Appreciate the boulevard look with trees and sidewalks. Pedestrian elements help mitigate the scale of the road and add interest.

[-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Neutral Prefer
 Prefer

Roadside Edge



Lack of quality: signs are cluttered and ugly, power lines are distracting, sidewalks seem unsafe for pedestrians, and no landscaping exists.

[-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Neutral Prefer
 Prefer

Roadside Edge



Landscaping, lack of overhead wires and monument signs are more aesthetically pleasing and show that the commercial area is well cared for.

[-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Neutral Prefer
 Prefer

Roadside Edge



Looks like "no place." Needs organization, a defined road edge and maintenance.

[-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Neutral Prefer
 Prefer

Medians



Median on Main St



Median in another community

Trees, vegetation and greenery are attractive and give a strong message about the quality of the community.

Urban Bridges and Viaducts

-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer



Lafayette St. Railroad overpass

Serves a functional purpose but gives the impression of an old industrial city that is not vibrant or current. Reflects poorly on the community.

Urban Bridges and Viaducts

-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer



Columbia Ave. Bridge

Well designed and cared for while also serving a functional purpose.

Interstate Exit Ramps

-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer



Exit ramp with colored barrier wall

Functional, but very impersonal, ugly wall. Uninviting first impression into the community when coming off the interstate.

Interstate Exit Ramps

-4 -3 -2 -1 0 +1 +2 +3 +4
 Do Not Prefer Neutral Prefer



Exit ramp in another community

Greenery, crisp road edge and lack of distracting signs suggest that you are entering a defined and well kept area.

APPENDIX B: Gateway Design Workshop

As part of the planning process, two design workshops were held for the public on August 23 and August 25, 2011. The workshops were held to showcase some proposed project ideas and concepts that were developed by staff and the advisory committee. The workshop was attended by over two dozen business and community stakeholders. Attendees were encouraged to interact with designers and offer their ideas to improving the designs. Those who attended were also asked to rank which of the proposed projects they thought were a greater priority.

Overall Importance

On a scale of 1 to 5 (one being least important and five being most important) how important are enhancement and maintenance of the primary gateways leading into our city for economic development?

Nearly 100% of respondents ranked gateway improvements as a 4 or 5 out of 5.

General Comments

- First impression and consistency make a big difference to visitors. Was impressed with the difference even some of the lower-cost enhancements can make.
- With the ever increasing sports tourism dollars coming into our community we should upgrade signage for our sports facilities. Piggy back on Indianapolis' claim as Amateur Sports Capital.
- Very Good.
- Great that you're working on overpasses.
- From a cost / benefit standpoint, what could be a better investment than people's impression of our community. They only typically see a small part — put our money there.
- Directional Signage (i.e. where attractions are) should be most important, followed by beautification of gateways.
- Enhancements of the I-69 gateways would add significantly to economic development marketing of Fort Wayne.
- Interesting approach to understanding the project.
- It's the first thing people see in Fort Wayne. Gateways need to be well maintained. We need increased signage as part of a beautification project. People will feel more welcomed and comfortable if they know how to get around.
- The beautification of the city is the key to attracting businesses and individuals.
- Cut grass and remove weeds along major thru ways.
- I believe in first maintaining what we have.
- The airport area should be given specific attention as a "Welcome to Fort Wayne" greeting area. To grow our airport traffic we need to grow the welcoming atmosphere around the area.
- Way too many "little" spots of improvements.
- I-69 gateways and corridor are most important for Economic Development.
- Trails and sidewalks must be continuous.
- Coliseum — What's the point? No one walks there!
- The downtown railroad elevations need better care. Says a lot about what is important to Fort Wayne.
- Is there an Airport TIF District that could help with improvements on Ardmore?
- Coliseum improvements would really enhance the industrial land.
- Airport Expressway should be renamed Airport Parkway

Additional things we might have missed?

- What about signage for Hefner and Kreager parks for visiting soccer tournaments/games? Spiece and Canlan aren't as well marked as they should be either for the same reasons.
- Trash and grass along Coliseum / Lima and I-69 / Coldwater / Jefferson. I realize these are state routes and know money is not there. Could a model be Downtown Improvement District efforts? How about contributions from major players – Coliseum (War Memorial), Glenbrook Mall, etc.
- Development of river fronts priority - Olde Fort Project.
- Improving the rivers.
- Good job in identifying projects
- Possibly public art / statues at the gateways? Should have some type of cohesive theme.
- Decide what are the four (east, west, south, north) routes into downtown. 1. Turn into limited access. 2. Visually improve.
- Sculpture at Airport and Ardmore. Theme: memorial to Art Smith or Paul Baer.
- Sound barriers should have been more sculptural and customized for Fort Wayne community. Lighting effects?
- Coldwater/Clinton area should have an interstate along the river to downtown. The real problem is lack of interstate access to downtown.

Gateway Design Workshop – Project Voting

During the two day Design Workshop participants were asked to vote with blue dots which projects they felt would have the greatest impact and should be acted upon first.

To the right are the voting results.

	Location/Project	Project (general description)	VOTE		
			DAY1	DAY2	Total
1	Goshen / 930 Interchange	Landscaping to buffer and enhance appearance	0	1	1
2	Coliseum Boulevard	Streetscape enhancements: landscaping, street lighting	0	0	0
3	Lafayette / US27	Reconstruction into a pedestrian friendly boulevard	4	1	5
4	Clinton (at Lima Road)	Redesign intersection into a traffic circle.	2	6	8
5	Paulding Road	Streetscape enhancement	1	3	4
6	Airport Expressway Interchange	Landscape enhancement and Signage for FWA	3	2	5
7	Jefferson Boulevard	Install curbs, street trees, pedestrian scale lighting	0	0	0
8	Dupont Interchange	Incorporate landscaping, pedestrian infrastructure	5	0	5
9	Coldwater Road Interchange	Signage, landscaping enhancements	0	0	0
10	Jefferson Boulevard Interchange	Landscape enhancements and signage	1	1	2
11	Ardmore	Enhance FWA Gateway with landscaping and signage	0	3	3
12	Union Chapel Interchange	Landscaping enhancements, possible wayfinding signage	2	2	4
13	Lima Road Interchange	Landscaping enhancements, wayfinding signage	2	0	2
14	Illinois Road Interchange	Landscaping enhancements, possible wayfinding signage	0	0	0
15	City Welcome Markers	Enhance existing City Welcome Markers	2	2	4
16	Comprehensive Street Tree Prog.	Introduction of new trees in medians and along roadways	3	11	14
17	Unified Wayfinding Signage	New Signage System	11	5	16
18	Detailed Maintenance Program	Develop a detailed maintenance program	6	2	8
19	Overlay Zoning District	To address signage, setbacks, landscaping	0	3	3
20	Downtown Overpasses	Enhance with signage and decorative lighting	13	12	25

APPENDIX C: Gateway Open House Observations and Comments

Gateway Open House Observations and Comments

October 17, 2011

Airport Expressway -Corridor

- Incorporate neighborhood wish list for Bluffton Road/Broadway intersection
- Not familiar with the area, but the Paulding Road photo definitely shows the need for infrastructure and housing investments
- New bike path
- Add city bus to airport; Rivergreenway Trail

Ardmore - Corridor

- Signage most important
- New sidewalk trail
- Rivergreenway Trail

Coldwater – Corridor

- The roundabout would be an excellent improvement to the Lima/Clinton intersection. Education so residents could understand reasons a roundabout is beneficial could be helpful.
- This area definitely could use the improvements to sidewalks/walkability, trees, etc
- Keep city clean of graffiti
- Bike path when the MLK Bridge will be done

Coliseum – Corridor

- Corridor improvements needed for more aesthetics appeal
- Bike path
- New bike path

Illinois Road - Corridor

- More frontage roads, less side entrances. Somewhat related—no bikes allowed at Jefferson Pointe
- Signage unappealing—zoning regulations to clean up
- New bike path
- Add sidewalk trail
- The encouragement to use “The Portage Streets” is good. I have considered them private to the dealerships = I didn’t realize they were “encouraged”

Jefferson - Corridor

- Lacks aesthetic appeal – trees/landscaping improvements
- New bike path
- Basic maintenance—overgrowth of trash vegetation (ailanthus, altissima and wild grapes, etc) between roadway and railroad. Ailanthus is a recognized indicator of blight. Enforcement of existing speed limits and noise ordinance and ban on engine brakes would improve property values along Jefferson and Washington west of Van Buren and bring private investment to improve appearance of those corridors.
- New bike path

Lafayette - Corridor

- Address housing and infrastructure
- New bike path

Lima - Corridor

- Commercial – not aesthetically appealing, a lot of signs
- New sidewalk/bike path

Stellhorn/Maysville/Crescent - Corridor

- Signage cluttered; infrastructure needs for alternative transportation

Washington - Corridor

- Gateway signs are a great idea, as long as other cluttered signage is addressed
- This is one of the most important gateways to update
- The side street parking is excellent concept. College dorms use a lot of parking. Good also for tennis and soccer courts. Just looks like a neighborhood.
- Bike path

Downtown - Railroad Overpasses

- The specialized lighting looks great. Railroad overpass improvements would add such an improvement
- We like the idea of cleaning up the overpasses; The underpass on Osage is so dark—light it up
- Landscaping lighting, can be a huge help at these sites. Very encouraging! Maintenance of railroad infrastructure—how can the City incentivize that? What has been proposed?
- What is the possibility of applying graffiti resistant coating to prime tagger targets like overpasses? Removal of tagging, instead of painting over it with unsightly patches of random colors, would be an improvement.
- The lighting is very impressive, adds to the Parkview Field “color”
- Needs to be painted

Interchanges

- Completely agree with landscaping at interchanges to beautify the community. This way someone just driving through would notice the beauty—it’s appealing.
- Cincinnati, OH was working on several interchanges with trees and plants—looked really great
- New bike path

Overlay Zoning Districts

- Would love to see restrictions for signage, similar to what was adopted for the downtown design guidelines
- I agree Zoning Overlay Districts would be highly beneficial

Unified Wayfinding Signage

- Agreed—unified throughout the City
- Signage is very important for a visitor to a city. Make them simple signs but easy to read
- Need sidewalk

Maintenance (Public and Private)

- Great idea for a commercial landscaping program. Planning for maintenance is a proactive way to tackle the improvements so that the projects are successful.
- Please fix the sidewalk

Corridor Design

- Excellent Ideas
- Using bricks requires low maintenance
- Great concept to incorporate “complete streets” design. Need more public education on this concept.
- MLK Bridge

Overall and/or Additional Comments

- Keep going with these plans- improving these overpasses and gateways will vastly improve our city’s appeal for residents and visitors. They show pride in our community. Right now it looks like we let growth happen with no regard to appearance.
- Crumbling RR overpasses at Fairfield. RR overpasses and surrounding land, in general, is dismal (Fairfield, Harrison, Calhoun). Need a concentrated effort to get RRs involved. Using these roadways on bikes is a challenge at the RR overpasses.
- Signage in the City is overwhelming and unappealing (the cluttered signs on boards are good examples). Commercial areas/strips of roadway lack aesthetic appeal. Agree with Corridor Design Plans as recommended and the Overlay Districts. Continuing to improve alternative modes of transportation (walk/bike) while improving aesthetic appeal would improve corridors that were identified. Growing up, roundabouts were common where I lived; I do not think people here understand the benefits and safety of roundabouts. Education could be necessary so people understand why these would be an excellent solution.
- Maintenance is a top priority of any project. Would like to see more statues (other cities—Holland, MI has nice statues). In landscaping use stones—less maintenance. Flowers are important—just going through the cities in Michigan you come away impressed.
- Headwaters Park Building

APPENDIX D: Gateway Implementation Priorities

Gateway Project and Policy Timeline

TIMING	Rank	Timetable
	1*	Year 1
	1	1 to 3years
	2	4 to 6 years
	3	7 to 10 years

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Airport Expressway	Corridor	Intersection of Ardmore and Airport Expressway	Signature signage for Airport - landmark feature at the SE corner.	1*
Airport Expressway	Corridor	Paulding Road -Fairfield to Lafayette	Install wayfinding signage to downtown for Fairfield and Calhoun Corridors.	1*
Dupont	Interchange	Dupont Rd and I-69	Incorporate landscaping, pedestrian infrastructure in new interchange design.	1*
Union Chapel	Interchange	Union Chapel Rd and I-69	Incorporate landscaping, pedestrian infrastructure in new interchange design.	1*
Downtown Overpasses	Project	Various locations downtown	Continue to enhance downtown railroad bridges with signage, new painting and lighting schemes.	1*
Comprehensive Street Tree Planting	Project	Select Gateway Corridors	Replace existing dying trees and plant in new locations to increase canopy on gateway corridors.	1*
Unified Wayfinding Signage System	Policy	Select Gateway Corridors	Develop signage policy to determine appropriate attractions to include in sign system	1*
Detailed Maintenance Program	Policy	All Gateway Corridors	Mayor to establish a Gateway Maintenance Committee made up of the appropriate city departments and agencies to determine appropriate levels of service for identified gateway corridor sections along gateways and propose strategies for improving maintenance	1*
Airport Expressway	Corridor	Intersection of Bluffton Rd	Enhance City Welcome Marker - lighting, new landscaping	1
Airport Expressway	Corridor	Various locations - include Bluffton Road area.	Determine appropriate areas for pedestrian and bike infrastructure, landscaping enhancements	1
Airport Expressway	Corridor	Ardmore to Fairfield	Explore alternatives to center guard rail	1
Ardmore Avenue	Corridor	Airport Expressway to Ferguson	Improve connection to FWA - landscaping, signage, banners, other enhancement themes	1
Coldwater Road	Corridor	Area between interchange and Stratton Road	Enhance City Welcome Marker - consider relocating	1

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Coldwater Road	Corridor	Clinton and Lima intersect	Conduct feasibility study for possible roundabout	1
Coldwater Road	Corridor	Various Locations	Remove and replace dying Ash Trees	1
Coldwater/ Clinton	Corridor	State to Fourth St	Corridor improvements - road realignment, pedestrian infrast, landscaping, lighting, etc.	1
Coldwater/Clinton	Corridor	Clinton St just south of Superior St.	RR Overpass enhancements - signage and new paint	1
Coliseum Blvd	Corridor	Goshen to Crescent	Corridor Improvement Plan - Work with property owners to develop thematic branding. Explore more urban corridor design. Consider different lighting, additional landscaping, pedestrian/bike infrastructure.	1
Illinois Road	Corridor	Getz road to Jefferson	Work with property owners to address lack of landscaping.	1
Jefferson Blvd.	Corridor	Olde Canal Place to Main Street	Corridor Improvement Plan looking at drive way consolidation, frontage roads, median landscaping and other right-of-way changes/upgrades. Explore pedestrian/bike infrastructure.	1
Jefferson Blvd.	Corridor	Access road to Sweet Cars	Improve access road and connection to West Main/Leesburg Rd / Park Masterplan for former Dimension Ford site.	1
Lafayette	Corridor	Edge of City limits south of Anthony Blvd.	Enhance City Welcome Marker - lighting, new landscaping.	1
Lafayette	Corridor	Pettit to Lewis	Work on acquisition of property - when available.	1
Lafayette	Corridor	RR overpass north of Wallace	Install Downtown welcome signage	1
Stellhorn/Maysville/Crescent	Corridor	Vicinity of Koester Ditch	Explore possible location and design for City Welcome Marker	1
Stellhorn/Maysville/Crescent	Corridor	Various locations	Install ped/bike infrastructure	1
Washington Blvd.	Corridor	930 / Coliseum	Explore possible gateway welcome sign for 930 bridge	1
Washington Blvd.	Corridor	Hanna to Lafayette	Implement recommendations from Washington/Jefferson Corridor Study	1
Overlay Zoning District	Policy	Select Gateway Corridors and certain sections of those corridors	Initiate discussion with Governing Board and DPS	1
Overlay Zoning District	Policy	Select Gateway Corridors and certain sections of those corridors	Work with DPS on creation of Overlay Districts	1
Overlay Zoning District/ Sign Ordinance	Policy	All Gateway Corridors	Community Development should work with DPS to develop sign standards for areas along Gateway Corridors	1
Unified Wayfinding Signage System	Project	Select Gateway Corridors	Design signage and determine appropriate locations	1

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Unified Wayfinding Signage System	Project	Select Gateway Corridors	Install signs	1
Detailed Maintenance Program	Project	All Gateway Corridors	Implement new maintenance strategy - incorporating appropriate levels of service and executing new partnerships with private sector and other organizations.	1
Corridor Design	Policy	All Gateway Corridors	Work with Northeastern Indiana Regional Coordinating Council (NIRCC) and City of Fort Wayne Public Works to incorporate a Context Sensitive Solutions approach in their project decision and design process.	1
Corridor Design	Policy	All Gateway Corridors	Develop and support formal adoption of a Complete Streets ordinance along with design standards that comply with Federal ADA standards	1
Corridor Design	Policy	All Gateway Corridors	Encourage UTAB and NIRCC to adopt a resolution establishing Complete Streets guidelines and standards for NIRCC programmed projects	1
Corridor Design	Policy	All Gateway Corridors	Develop Thoroughfare Plan for the City of Fort Wayne	1
Private Property Maintenance	Project	All Gateway Corridors	Work with agencies such as Neighborhood Code Enforcement (NCE) and Department of Planning Services (DPS) to ensure that properties along Gateway Corridors are in compliance with City Codes.	1
Airport Expressway	Corridor	Various locations where needed	Add additional landscape buffering	1- 2
Ardmore Avenue	Corridor	Various locations where needed	Add additional landscape buffering	1- 2
Jefferson Blvd.	Corridor	Near Main Street	Enhance appearance of CSX railroad overpass	1- 2
Jefferson Blvd.	Corridor	Swinney Park to Garden Street	Improve roadside edge - provide curbs and pedestrian scale lighting along curve near tennis courts. Replace "Jersey barrier" with more attractive protective wall.	1- 2
Stellhorn/Maysville/Crescent	Corridor	Koester Ditch to Maysville RD	Corridor Plan - Develop thematic design pattern for Stellhorn-landscaping, street lighting, signage, etc.	1- 2
Stellhorn/Maysville/Crescent	Corridor	Stellhorn and Maysville	A roundabout has been proposed at intersection. Support a feasibility study	1- 2
Stellhorn/Maysville/Crescent	Corridor	Oakhurst Dr to Blum Dr	Investigate possible road diet - possibility of planted median - traffic management	1- 2

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Stellhorn/Maysville/Crescent	Corridor	Blum to Coliseum (Crescent/IPFW Area)	Campus pedestrian and landscaping improvements	1- 2
Goshen / 930	Interchange		Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Lima	Interchange	Lima and I-69	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Coldwater	Interchange	Coldwater Rd and I-69	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Illinois	Interchange	Illinois Rd and I-69	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Jefferson	Interchange	Jefferson Blvd and I-69	Implement Landscaping enhancements	1- 2
Jefferson	Interchange	Jefferson Blvd and I-69	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Airport Expressway	Interchange	Airport Expressway and I-69	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Washington Blvd.	Interchange	Washington Blvd. and 930	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	1- 2
Multi-Modal and Connectivity	Project	All Gateway Corridors	In areas where highly active transit stops are situated, incorporate pedestrian connectivity and paved waiting pads into the design of corridor improvements.	1- 2
Incentive Programs	Programs	All Gateway Corridors	Create a façade program for Gateway Corridors.	1- 2
Incentive Programs	Programs	All Gateway Corridors	Create a Commercial Landscaping Program	1- 2

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Incentive Programs	Programs	All Gateway Corridors	Implement façade and landscaping programs.	1- 2
Lafayette	Corridor	Southtown Center Area	Landscaping enhancements.	1- 3
Detailed Maintenance Program	Policy	All Gateway Corridors	Incorporate maintenance budgets and funding strategies into new projects.	1- 3
Airport Expressway	Corridor	Interchange to Lower Huntington Road	Possible Overlay Zoning District or Districts	2
Airport Expressway	Corridor	Paulding Road -Fairfield to Lafayette	Comprehensive Revitalization Plan explore demolition, acquisition, and beautification.	2
Coldwater Road	Corridor	E. Washington Center Road to Clinton	Corridor Improvement Plan- Streetscape improvements looking at landscaping, branding, etc.	2
Coldwater/Clinton	Corridor	Lima to State St	Corridor Improvement Plan- Streetscape improvements and possible road diet.	2
Coldwater/Clinton	Corridor	Various Locations	Possible Overlay Zoning District or Districts	2
Coliseum Blvd	Corridor	Various Locations	Possible Overlay Zoning District or Districts	2
Coliseum Blvd	Corridor	Lima to Parnell	Corridor Improvement Implementation.	2
Illinois Road	Corridor	Getz road to Jefferson	Possible Overlay Zoning District or Districts	2
Illinois Road	Corridor	Getz road to Jefferson	Corridor Improvement Plan- streetscape enhancements, branding, possible road diet, ped /bike infrast., explore introduction of frontage roads, etc.	2
Jefferson Blvd.	Corridor	Areas between Olde Canal Place to Main Street	Implement improvements from corridor plan	2
Lafayette	Corridor	Tillman to Pettit	Corridor Improvement Plan- explore introduction of frontage roads, explore parkway design, add ped/bike infras, landscape / buffering, new lighting.	2
Lafayette	Corridor	Pettit to Lewis	Feasibility study for re-work of Lafayette / Clinton streets. Explore possibility of single boulevard.	2
Lima Road	Corridor	Between Ley and Clinton	Explore overlay zoning or rezoning	2
Stellhorn/Maysville/Crescent	Corridor	Koester Ditch to Maysville RD	Explore overlay zoning or rezoning to address growing commercial development.	2
Washington Blvd.	Corridor	Vicinity of Memorial Park	Provide better pedestrian access to park - look at Cultural Landscape Report for ideas	2
Washington Blvd.	Corridor	Anthony to Hanna	Investigate rezoning this area to CM5C	2
Goshen / 930	Interchange		Possible new City Welcome Marker	2
Lima	Interchange	Lima and I-69	Implement: Landscaping enhancements.	2

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Lima	Interchange	Lima and I-69	Possible new City Welcome Marker	2
Coldwater	Interchange	Coldwater Rd and I-69	Implement: Landscaping enhancements.	2
Airport Expressway	Interchange	Airport Expressway and I-69	Implement: Landscaping enhancements.	2
Airport Expressway	Interchange	Airport Expressway and I-69	Explore possible public art or signage project	2
Washington Blvd.	Interchange	Washington Blvd. and 930	Implement: Landscaping enhancements.	2
Overlay Zoning District	Policy	Select Gateway Corridors and certain sections of those corridors	Rezone corridors	2
Coliseum Blvd	Corridor	Goshen to Lima	Corridor Improvement Implementation.	2- 3
Goshen / 930	Interchange		Implement: Landscaping to buffer and enhance appearance, possible public art component	2- 3
Illinois	Interchange	Illinois Rd and I-69	Implement: Landscaping enhancements.	2- 3
Illinois	Interchange	Illinois Rd and I-69	Possible new City Welcome Marker	2- 3
Maysville Road / Stellhorn	Interchange	Maysville Rd and I-469	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	2- 3
US27	Interchange	US27 and I-469	Develop landscaping design for all Gateway cloverleaf/interchange areas. Work with INDOT on a design scheme, landscaping palette, and maintenance agreement.	2- 3
US27	Interchange	US27 and I-469	Implement: Landscaping enhancements.	2- 3
Airport Expressway	Corridor	Norfolk Southern railroad crossing east of Airport Road	Initiate feasibility study for grade separation	3
Airport Expressway	Corridor	Paulding Road -Fairfield to Lafayette	Implement revitalization improvements	3
Ardmore Avenue	Corridor	Various locations where needed	Work with property owners to enhance landscape buffering.	3
Coliseum Blvd	Corridor	Parnell to Crescent	Corridor Improvement Implementation.	3
Jefferson Blvd.	Corridor	Areas between Olde Canal Place to Swinney Park	Possible Overlay Zoning District or Districts	3
Lima Road	Corridor	Various locations between Ley and Clinton	Explore the extension of Southtown Crossing NE to connect with Tillman Road	3
Lima Road	Corridor	Various locations between Ley and Clinton	Investigate areas to increase landscaping (medians or road side)	3

Gateway Project and Policy Timeline

Gateway/Subject	TYPE	Location	Project / Policy Description	Timing See table
Lima Road	Corridor	Coliseum to Clinton	Corridor Improvement Plan - Develop thematic design pattern for this very urban segment of Lima-landscaping, street lighting, signage, etc.	3
Maysville Road / Stelhorn	Interchange	Maysville Rd and I-469	Implement: Landscaping enhancements.	3
TIMING	1*	Year 1		
	1	1 to 3years		
	2	4 to 6 years		
	3	7 to 10 years		

APPENDIX E: Adopted Ordinance

#1277

BILL NO. G-12-04-06

GENERAL ORDINANCE NO. G- 25-12

AN ORDINANCE AMENDING SECTION 153.07 OF CHAPTER 153 "PLANNING & DEVELOPMENT" OF THE CITY OF FORT WAYNE, INDIANA, CODE OF ORDINANCES.

WHEREAS, Common Council of the City of Fort Wayne adopted a Comprehensive Plan for the City of Fort Wayne (Plan-it Allen), in accordance with the statutes of the State of Indiana; and,

WHEREAS, on April 10, 2012, the Common Council adopted Resolution No. R-13-12, which initiated the amendment to the Comprehensive Plan to include the goals and objectives of the Front Door Fort Wayne Plan, to be adopted; and,

WHEREAS, the Common Council desires to amend Section 153.07 to recognize the Amendment to the Comprehensive Plan; and,

WHEREAS, the City Plan Commission in accordance with the Planning Statutes of the State of Indiana held a public hearing on the Amendment to the Comprehensive Plan; and,

WHEREAS, this ordinance is to establish an amendment to the Comprehensive Plan to include the goals and objectives of the Front Door Fort Wayne Plan to be adopted.

NOW THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

SECTION 1. Section 153.07 of Chapter 153 (Planning & Development) of the Code of the City of Fort Wayne is amended by adding the following subsection (C):

(C) Front Door Fort Wayne Plan. The Comprehensive Plan (Plan-it Allen) is amended by adding the goals and objectives of the "Front Door Fort Wayne Plan" as set forth in that plan.

SECTION 2. The subsections (C) through (G) shall now be identified as (D) through (H) respectively.

SECTION 3. That this Ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

John W. Crawford
Council Member

APPROVED AS TO FORM AND LEGALITY:

Carol T. Helton, City Attorney
Carol T. Helton, City Attorney

Read the first time in full and on motion by John W. Crawford and duly adopted, read the second time by title and referred to the Committee on Planning & Development (and the City Plan Commission for recommendation) and Public Hearing to be held after the legal notice, at Room 030 - Council Discussion Garden Level - Citizens Square, Fort Wayne, Indiana, on the _____ day of _____, 2012, at _____ o'clock _____ M., E.S.T.

DATED: 4/24/12 Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by _____ and duly adopted, placed on its passage. PASSED LOST
by the following vote:

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	8	0	0	1
BENDER	1	0	0	0
CRAWFORD	1	0	0	0
DIDIER	1	0	0	0
HARPER	1	0	0	0
HINES	1	0	0	1
JEHL	1	0	0	0
PADDOCK	1	0	0	0
SHOAFF	1	0	0	0
SMITH	1	0	0	0

DATED: 6/20/12 Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) (APPROPRIATION) (GENERAL) (SPECIAL) (ZONING) ORDINANCE (RESOLUTION) NO. 25-12 on the 23rd day of June, 2012

ATTEST:
Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

SEAL
Thomas C. Henry
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 27th day of June, 2012, at the hour of 11:42 o'clock A M., E.S.T.

Sandra E. Kennedy
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 27th day of June, 2012, at the hour of 3:30 o'clock P M., E.S.T.

Thomas C. Henry
THOMAS C. HENRY, MAYOR



