

City of Fort Wayne Common Council
DIGEST SHEET

Department of Planning Services

Title of Ordinance:	Amendment to the Plan-it Allen Comprehensive Plan
Case Number:	COMP-2017-0001
Bill Number:	G-17-09-08
Council District:	4-Jason Arp

Introduction Date:	September 26, 2017
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Plan Commission Public Hearing Date:	October 9, 2017
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Next Council Action:	Ordinance will return to Council after recommendation by the Plan Commission
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Synopsis of Ordinance:	A proposal to amend the Plan-it Allen Comprehensive Plan by including the goals and policies of the Bluffton/Lower Huntington Corridor Improvement Plan
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Location:	The study area extends (approximately) from the 6400 block of Bluffton Road to the 7600 block of Bluffton Road, and (approximately) from the 2700 block of Lower Huntington Road to the 2200 block of Lower Huntington Road, with primary focus on the corridors.
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Applicant:	The City of Fort Wayne Division of Community Development
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Related Petitions:	Resolution R-17-69-17
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Effect of Passage:	Adoption of the goals and policies of the Bluffton/Lower Huntington Corridor Improvement Plan will help fulfill a request of the Waynedale Business Chamber for assistance in improving corridor aesthetics, and encouraging an appropriate mix of neighborhood oriented businesses.
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Effect of Non-Passage:	The Comprehensive Plan will continue to guide development decisions, but with a lack of the specific guidance to assist decision makers and the Waynedale business community to promote positive economic growth and enhanced connectivity for all users along these important corridors.
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1 **COMP-2017-0001**

2 **BILL NO. G-17-09-08**

3 **GENERAL ORDINANCE NO. G-_____**

4 **AN ORDINANCE AMENDING SECTION 153.07 OF**
5 **CHAPTER 153 "PLANING & DEVELOPMENT OF**
6 **THE CITY OF FORT WAYNE, INDIANA, CODE OF**
7 **ORDINANCES)**

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

11 WHEREAS, on August 22, 2017, the Common Council adopted Resolution No. R-
12 69-17, which initiated the amendment of the Comprehensive Plan to adopt the goals and
13 policies of the Bluffton/Lower Huntington Corridor Improvement Plan; and,

14 WHEREAS, the Common Council desires to amend Section 153.07 to recognize the
15 amendment to the Comprehensive Plan; and

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

19 WHEREAS, this ordinance is to establish an amendment to the Comprehensive
20 Plan to include the goals and policies of the Bluffton/Lower Huntington Corridor Improvement
21 Plan.

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

24 SECTION 1. Section 153.07 of Chapter 153 (Planning & Development) of the
25 City of Fort Wayne is amended by adding the following subsection (H)(10):

26 (H)(10) Bluffton/Lower Huntington Corridor Improvement Plan. The Comprehensive
27 Plan (Plan-it Allen) is amended by adding the goals and policies of the "Bluffton/Lower
28 Huntington Corridor Improvement Plan" as set forth in that plan.

SECTION 2. That this Ordinance shall be in full force and effect from and after its
passage and approval by the Mayor.

Council Member

APPROVED AS TO FORM AND LEGALITY:

Carol T. Helton, City Attorney

Bluffton/Lower Huntington Corridor Improvement Plan

Final Draft

Introduction

Communities today are becoming more aware of the value of older commercial corridors in that they contribute to the quality of life through walkability, convenience and amenities. Serving as the center of Fort Wayne's Waynedale business community, the Bluffton and Lower Huntington corridors have long served surrounding neighborhoods, providing a variety of long-standing local businesses and an increasing number of national chain establishments. These corridors also serve as major thoroughfares for vehicular, pedestrian and bicycle traffic as residents travel to local destinations and throughout the community. Seeking to increase identity, connectivity and local business appeal, the Bluffton/Lower Huntington Corridor Improvement Plan is a 5-10 year plan that provides a roadmap for enhancing and maintaining these important corridors. This plan's goal is to ensure they continue to serve the surrounding neighborhoods and businesses in a way that promotes positive economic growth and accessibility to all.

Planning Process

In late 2015, members of the Waynedale Business Chamber met with staff from the City of Fort Wayne Community Development Planning Department with a request to assist them with ways to enhance and improve the Bluffton and Lower Huntington corridors which have long served as the crossroads for the Waynedale area. These corridors are main arterial roads for vehicular traffic, pedestrians, cyclists and transit riders, as they travel to local destinations and through the area.

In spring of 2016, a Planning Committee consisting of Fort Wayne Planning Department staff and members of the Waynedale Business Chamber began the planning process. The process was managed by Planning staff, which included data collection and analysis, studying best practices, facilitating meetings with utility providers, stakeholders, and other city departments, and recommendation development. Chamber committee members, representing the interests of the Chamber and the surrounding community, advised and assisted throughout the process to ensure that the plan met the objectives of the Chamber and the needs of the area.

The boundaries of the study area were proposed by the Chamber and include concentrations of businesses and stretches of residential properties. (See Study Area map # 1). As part of the data collection phase, Planning staff performed a field assessment of the study area. Staff drove and walked the area in order to gain a thorough understanding of the current conditions that both drivers and pedestrians experience as they travel the corridors. In conjunction with field assessments, staff also collected data on demographics, zoning, land uses, sidewalk locations, lighting, and traffic conditions. Best practices implemented in other communities were also studied. The information gathered through the field assessments and data collection were used to inform the process and generate questions asked as part of the public input phase of the process.

After analyzing the data and public input, the Planning Committee developed recommendations. The goals developed address transportation and connectivity, zoning, development and reinvestment, streetscape elements, maintenance and community identity. Specific policies and action steps for each goal were derived with the guidance of applicable city departments to ensure feasibility and implementation support.

History and Existing Conditions

History

Development of the Waynedale area began in the mid-1800s and increased with the construction of the Fort Wayne, Muncie & Cincinnati rail line which crossed Lower Huntington Road 1870. By 1905, the Interurban electric railway made two stops along what is now Ideal Avenue, which provided easy and reliable transportation to and from the City of Fort Wayne. In 1921, Abner Elzey purchased a large tract of land and established the original boundary of the unincorporated community of Waynedale, between McAuthur Drive, Old Trail Road, Lower Huntington Road and Beaty Avenue. Elzey would eventually plat out 110 acres of land for lots and streets, as the community became a desirable place to reside outside of the City of Fort Wayne.

Early on, the intersection of Lower Huntington Road and what is now Old Trail Road, served as the crossroads of the community. Old Trail Road was the original route of State Road 1, which connects the cities of Fort Wayne and Bluffton. Businesses were established along these corridors as residents constructed homes within the original plat established by Elzey through the 1930s. Around 1940, the State Highway system went through various reconstruction phases to provide more direct routes to accommodate the increased utilization of trucks for transport and delivery of supplies. It was at this time that State Road 1 was rerouted to the east along what is now known as Bluffton Road, providing a straighter route and wider lanes for drivers traveling north and south. The new road also shifted traffic away from the original center of the Waynedale community and by the 1950s development started to expand north of Lower Huntington Road, and then went east towards Winchester Road by the 1960s.

Like most communities, the introduction of the automobile and an expanded highway system spurred the sprawling development of suburban living. The gap between Fort Wayne City limits and surrounding communities began to close as housing additions filled the vacant land separating the two. Through the 19th and 20th centuries, the City of Fort Wayne was continually expanding its city limits through annexation, as residents began to desire suburban over urban living. Although it experienced substantial growth in just 20 years, the community of Waynedale did not establish itself as an incorporated town and in 1957 the City of Fort Wayne annexed the area.

Transportation and Traffic

Bluffton and Lower Huntington Roads collect and direct the traffic that moves to and through the community of Waynedale. Although they serve the same purpose, the character and development of these two roads vary greatly.

Lower Huntington Road, between Ardmore Road and what is now Bluffton Road was developed before automobiles were commonplace. Its character is more like a small town main street with narrower travel lanes and buildings set closer to the road. Early development however did not include the installation of sidewalks and the narrow right of way along this section creates challenges in the provision of pedestrian and bicycle infrastructure.

Bluffton Road and Lower Huntington Road east of Bluffton Road developed later, with a focus on vehicular travel. These roadways are wider, with buildings in commercial areas set farther back to accommodate onsite parking lots. Wide travel lanes along these sections give drivers a sense of security and ability to travel faster than the posted speed limits. The mixture of higher speeds and vehicles turning in and out of adjacent businesses often creates safety issues for other modes of transportation.

Pedestrian and Bicycle Infrastructure

Even though these corridors were constructed primarily for automobile travel, there are a number of pedestrians, bicyclists and transit riders that utilize them on a daily basis. However, non-existent, inadequate and deteriorating sidewalk conditions and the lack of bike infrastructure often leave pedestrians and cyclists, walking and riding in the road or through worn paths on private property. The lack of adequate pedestrian and bicycle infrastructure creates challenges for the nearly one in four household units to the west of the intersection (reference census block group 180030038003) who reported having no personal vehicle in the 2015 American Community Survey. Additional challenges exist for the four elementary and middle schools that are within a one mile radius of the intersection of these corridors as recent decreases in bus service force more children to walk or bike to school.

An assessment of Lower Huntington Road revealed sections with narrow sidewalk widths, upheaved and crumbling concrete and utility infrastructure within the paths of pedestrians and cyclists. These conditions serve as hazards and barriers especially to those in wheelchairs or pushing strollers or carts. The same conditions also impact pedestrians and cyclists on Bluffton Road, along with an additional hazard of an abundant amount of commercial driveways that create potential points of conflict between vehicles and other modes of transportation.

Bluffton Road (State Road 1) has been identified as the route of choice for southern Allen County's segment of the Poka-bache regional trail network. The recent installation of new sidewalk and trail infrastructure from Lower Huntington Road north to Winchester Road provides much needed dedicated space for both pedestrians and bicyclists. Future plans for continuing the trail and sidewalk network south of Lower Huntington Road could provide an opportunity to incorporate recommendations from this plan.

Utility Infrastructure

Older urban and suburban corridors are often challenged with decades of above ground utility installation that favors functionality over aesthetics. The location of power, telephone and cable lines and poles along the frontage of properties creates obstructed views of anything over 10' in height. This type of utility installation is standard throughout the Bluffton and Lower Huntington corridors and the abundance of overhead lines and poles serves as a barrier to the installation of streetscape improvements in some areas.

Initial cost estimates obtained by the Planning Committee indicate that relocating or burying overhead lines is cost prohibitive which means that streetscape improvements such as street trees, street lighting, and banners will need to be strategically placed to avoid adding additional physical obstructions and increasing the "visual clutter" along some corridor segments

Land Use and Zoning

Summary

An evaluation of land use and zoning was completed by staff from the Fort Wayne Planning Department and Allen County Department of Planning Services. The evaluation included a review of the current zoning classifications (See Bluffton/Lower Huntington Current Zoning Map #2), land uses and general development patterns. Overall, staff found that many commercial areas are zoned to allow more intensive uses than those that are currently established. The establishment of more intense commercial and industrial uses can have a negative impact on the smaller scale local businesses that currently contribute to the appeal of the community and surrounding neighborhoods.

Staff also found that the development patterns in some of the older developed areas contain setbacks that are not in compliance with current zoning classification development standards. In most cases it is due to structures being built closer to the street than permitted by current standards.

In order to mitigate this mismatch of zoning, land use and development patterns, the plan recommends rezoning some higher intensity commercial and industrial zoning classifications to less intense commercial classifications (reference Goals and Policies section for more information). To implement these recommendations, members of the Waynedale Business Chamber will need to work with current property owners and the Department of Planning Services to petition for zoning changes.

The following is an overview of zoning, land use and development patterns by corridor:

Bluffton Road

From the northern boundary of the study area south to Dale Drive and Church Street, the land uses consist primarily of commercially developed parcels with a mixture of chain retail, local retail and services and automotive related uses. This area contains C2-Limited Commercial, C3-General Commercial and I2-General Industrial zoning classifications. The area south of Dale Drive and Church Street to Maplewood Drive primarily contains single family residential homes which are zoned R1-Single

Family Residential. The area south of Maplewood Drive on the east side contains a mix of land uses including a mobile home park, an American Legion and a limousine company, which are zoned C4-Intensive Commercial. South of Maplewood Drive on the west side contains single and multiple family uses which are zoned R1-Single Family Residential and R3-Multiple Family Residential along with a heating and air conditioning business which is zoned I1-Limited Industrial. Development patterns along Bluffton Road are generally more suburban designed and automobile oriented with buildings set back from the road and parking along the frontages.

Lower Huntington Road

From the western boundary of the study area at Beaty Avenue to just east of its intersection of Bluffton Road the current land uses present a mix of chain retail and banks, local businesses, automotive related and single family residential uses. Zoning in this area includes a mixture of C3-General Commercial, C4-Intensive Commercial and I2-General Industrial classifications. Development along this portion of the corridor is older and denser than along Bluffton Road and there are several residential structures that have been converted for business use. At the northwest and southeast corners of its intersection with Old Trail Road there are older attached retail buildings built closer to the street which gives this area a more historic urban main street character. East of the commercial area at Bluffton Road there are large parcel single family residential uses on the south side and a church/school, library branch, single family residential and a doctor's office on the north side. This area is primarily zoned R1-Single Family Residential with some R3-Multiple Family Residential zoning.

Surrounding Area

The area surrounding the corridors consist primarily of single family residential neighborhoods with scattered multiple family complexes, churches and schools. Most of this area is zoned R1-Single Family residential with some R3-Multiple Family Residential and RP-Planned Residential.

Public Input

Meaningful public engagement and input is essential to ensure that the recommendations developed accurately reflect the community's needs and that the community is supportive of plan implementation.

In August 2016, the public input process was initiated through the distribution of a community survey. The survey included questions about the greatest assets of the area, where improvements could be made and what streetscape elements were most favored. The community was provided the opportunity to complete the survey online or in person either at the annual Waynedale picnic or at several local businesses. In all, there were 515 responses collected. The responses generally informed the Planning Committee that the close proximity of locally owned businesses and services were the greatest asset to the community and pedestrian access to those locations was the greatest improvement that could be made. The results of the survey were compared to the data collected to verify the existing conditions and informed the development of questions for the stakeholder meetings.

In November 2016, property and business owners within the study area were invited to attend one of two stakeholder meetings. A total of 23 stakeholders participated in the meetings which started with a presentation that introduced them to the purpose of the plan and an analysis of the data. Afterwards, participants were divided up into focus groups where they were asked questions and provided input and context to the results of the data analysis and the community survey. The focus groups were also provided a map of the study area and asked to mark locations in need of improvements or that pose a concern not currently being addressed. Results of these meetings confirmed that improved pedestrian connectivity is needed within the area and that current conditions pose a number of safety concerns. Participants were supportive of beautification throughout the area but were cautious of adding additional “clutter”. The participants also agreed on a number of properties that were in need of investment or enhancement.

On June 27, 2017, a public meeting was held to provide the community an opportunity to review the draft recommendations. The open house style meeting allowed attendees to stop in on their own time to discuss any concerns and provide comments. The recommendations, supporting documentation and best practice examples were displayed on boards around the room for review. The Planning Committee and additional City staff were available at each display to answer questions and provide additional information. Around 50 people attended the meeting and their overwhelming response to the recommendations was positive and supportive.

Recommendations

The following goals, policies and action steps for the Bluffton/Lower Huntington Road corridors were developed to provide guidance for future development and infrastructure projects within the area. Adoption of the goals and policies as an amendment to the Plan-it Allen Comprehensive Plan will ensure that the needs and desires of the community are recognized as future investments are considered within the planned area. The action steps provide specific tasks to realize the goals and policies but are not formally adopted as they are intended to remain flexible and may change over time. Adoption of the goals and policies does not prioritize projects or secure funding for implementation.

Goal 1: Improve the balance of all modes of transportation along the corridors.

Policy A. Provide appropriate dedicated space within the right-of-way for pedestrians and bicyclists, where infrastructure is needed and/or deteriorated.

Action Steps:

1. Perform a feasibility study on Lower Huntington Road from Bluffton Road to Hickory Creek Drive to add pedestrian and bicycle infrastructure improvements.
2. Coordinate efforts between the Waynedale Business Chamber and the City of Fort Wayne to implement infrastructure improvements.
3. Develop temporary solutions for bicyclists along Bluffton Road south of Lower Huntington Road until planned trail extensions are implemented.
4. Fill in the sidewalk gap between 6759 Bluffton Road and 2222 Lower Huntington Road to connect existing sidewalks in front of Arby's restaurant and St. Therese Church.
5. Work with Fort Wayne Public Works to prioritize the replacement of deteriorating sidewalks around the intersection of Old Trail Road and Lower Huntington Road as part of planned transportation improvements for the area.

Policy B. Amenities should be provided to promote walking, cycling and public transit, where feasible.

Action Steps:

1. Install bike racks in strategic locations for cyclists traveling to services, retail and restaurants.
2. Promote the installation of bus shelters at high use bus stop locations.

Goal 2: Improve pedestrian and bicycle safety and connectivity.

Policy A. Business owners should develop dedicated pathways for pedestrians between adjoining sidewalks and trails to business entrances.

Action Step:

1. Identify business locations where pedestrian pathways are needed and work with property/business owners to develop solutions.

Policy B. Reduce the number of points of conflict between vehicles, pedestrians and bicyclists.

Action Steps:

1. Work with property owners to reduce the width and number of curb cuts per property, where feasible.
2. Perform a feasibility study for combined driveway access on Bluffton Road between Lower Huntington Road and Church Street.
3. Study the possible reduction of the number of right hand turn lanes at the intersection of Bluffton Road and Lower Huntington Road.

Policy C. Implement improvements to slow down vehicular traffic, where appropriate.

Action Steps:

1. Explore the feasibility of lane width reduction to reduce vehicular speeds along Bluffton Road and Lower Huntington Road east of the Bluffton Road intersection.
2. Work with Fort Wayne Public Works to explore the use of planted medians to limit vehicle passing and provide refuge for crossing pedestrians along Bluffton Road and Lower Huntington Road east of the Bluffton Road intersection.

Policy D. Ensure adequate pedestrian and vehicular lighting along corridors.

Action Step:

1. Work with Fort Wayne Public Works to implement street lighting improvements.

Policy E. Ensure crosswalks are bold and easily identifiable.

Action Steps:

1. Work with Fort Wayne Public Works to identify and prioritize intersections where crosswalks need to be improved.
2. Work with Fort Wayne Public Works to improve the mid-block crosswalk at the Waynedale Library.

Goal 3: Encourage the rezoning of areas where existing and/or proposed land uses are incompatible (See Current Zoning and Proposed Zoning maps 2 and 3).

Policy A. Commercial rezoning efforts should encourage low intensity and neighborhood oriented uses that focus on the needs of the surrounding community and creates destinations for visitors.

Policy B. Less intense commercial zoned districts should be used as a buffer between residential uses and higher intensity commercial and industrial uses.

Action Steps:

1. Work with property owners to rezone high intensity commercial areas to appropriate lower intensity zoning compatible with current land.
2. Work with property owners to rezone identified industrial zoned properties with commercial land uses to compatible lower intensity commercial zoning for current land uses.

Policy C. Enhance and preserve urban scaled and pedestrian oriented commercial areas through Urban Corridor (UC) zoning.

Action Step:

1. Rezone the 2500 and 2700 blocks of Lower Huntington Road to the Urban Corridor (UC) zoning district.

Policy D. Discourage rezoning of areas that are not compatible with the proposed rezoning map.

Goal 4: Encourage new development, redevelopment and property improvements that are compatible with adjacent neighborhood oriented uses.

Policy A. Utilize incentive programs that assist property owners with improvements to structures and landscaping.

Action Step:

1. Continue to promote the City of Fort Wayne Commercial Façade Grant program and coordinate contacts with the program representative and property owners.

Policy B. Available storefronts and properties should be marketed to businesses that provide small scale local goods and services.

Action Step:

1. Work with property owners and area brokers to communicate available storefronts and properties.

Goal 5: Encourage investment to establish the area surrounding the Lower Huntington Road and Old Trail Road intersection as a human-scaled, mixed-use destination.

Policy A. Work with property owners to enhance and preserve this area through Urban Corridor (UC) zoning (See Proposed Urban Corridor Map #4).

Action Step:

1. Work with the Fort Wayne Planning Department and the Allen County Department of Planning Services to initiate the rezoning petition process.

Policy B. Encourage the establishment of businesses that are retail focused, providing small scale neighborhood oriented services.

Policy C. Develop a cohesive streetscape design that identifies this area as a pedestrian-oriented destination.

Action Steps:

1. Work with City of Fort Wayne Community Development and Public Works to design and implement streetscape improvements.
2. Work with appropriate utility providers to address the consolidation of powerlines and/or removal of utility poles where feasible.
3. Work with Fort Wayne Public Works and property owners to implement a sidewalk design along the south side of the 2500 block of Lower Huntington Road that provides a safe path for pedestrians.

Policy D. Promote reinvestment in existing building facades.

Action Steps:

1. Work with local architects to conduct a design workshop to develop conceptual drawings for façade improvements.
2. Work with property owners to encourage business façade improvements, including signage, awnings and ornamentation that are appropriate for the architectural style of the building.
3. Encourage business owners to improve storefront windows and entrances to offer pedestrian interest along sidewalks and public spaces.

Goal 6: Streetscape design should be aesthetically pleasing and enhance the character of each corridor.

Policy A. Ensure appropriately scaled lighting for both pedestrian and vehicular traffic.

Action Steps:

1. Work with Fort Wayne Public Works to update light fixtures.
2. Work with Fort Wayne Public Works to implement phased lighting plan (See Lighting Implementation map #5).

Policy B. Streetscape elements should be located to avoid drawing attention to overhead utility lines.

Policy C. Integrate native landscaping, plantings and trees into streetscape design where feasible.

Action Steps:

1. Work with Fort Wayne Community Development to ensure appropriately sized shrubs and/or planters are used along Lower Huntington Road.
2. Work with the Fort Wayne Parks and Recreation Department to install street trees along corridors, that provide a protective canopy for pedestrians and cyclists utilizing trails and sidewalks, where feasible.
3. In areas with limited right-of-way, work with property owners for placement of streetscape elements.
4. Work with property owners at the intersection of Bluffton Road and Lower Huntington Road to install landscaping that creates a welcoming gateway.
5. Work with property and business owners to develop and implement a maintenance plan for streetscape enhancements.

Policy D. Encourage the incorporation of branding colors, logos and taglines into streetscape elements where possible.

Goal 7: Enhance branding and marketing efforts in order to highlight the Waynedale area and business community's identity, history and pride.

Policy A. Ensure the "Waynedale" brand resonates with residents and appeals to visitors.

Action Step:

1. Consider development of a survey to ensure the “Waynedale” brand is resonating with the community.

Policy B. Increase branding and marketing efforts to promote businesses, attractions and special events.

Policy C. Ensure consistent use of branding in all communication and marketing efforts.

Policy D. Encourage the design and installation of welcome signage at defined gateway location leading to the Waynedale area.

Action Steps:

1. Work with Fort Wayne Public Works to identify appropriate locations within the public right-of-way for welcome signage.
2. Work with a sign company to develop a “timeless” design that also coordinates with the proposed streetscape design.

Implementation

Measuring the success of any plan is traditionally based on the achievement of its goals and policies through decision making and implementation of defined action steps. While the goals and policies provide guidance for decision making processes, the completion of action steps will be the benchmarks of success. The adoption of the goals and policies of the plan as an amendment to the Plan-it Allen Comprehensive Plan ensures that the needs of the community are considered during infrastructure planning and in the review of new development. The action steps provide specific tasks to implement the goals and policies and are intended to remain flexible and may change over time. Adoption of the goals and policies does not prioritize projects or secure funding for implementation.

Implementation of the plan is intended to be championed by the Waynedale Business Chamber with continued support and assistance for project coordination by Fort Wayne Planning staff. Ensuring the overall success of the plan will require collective efforts that also include other City departments, property owners and other community stakeholders.

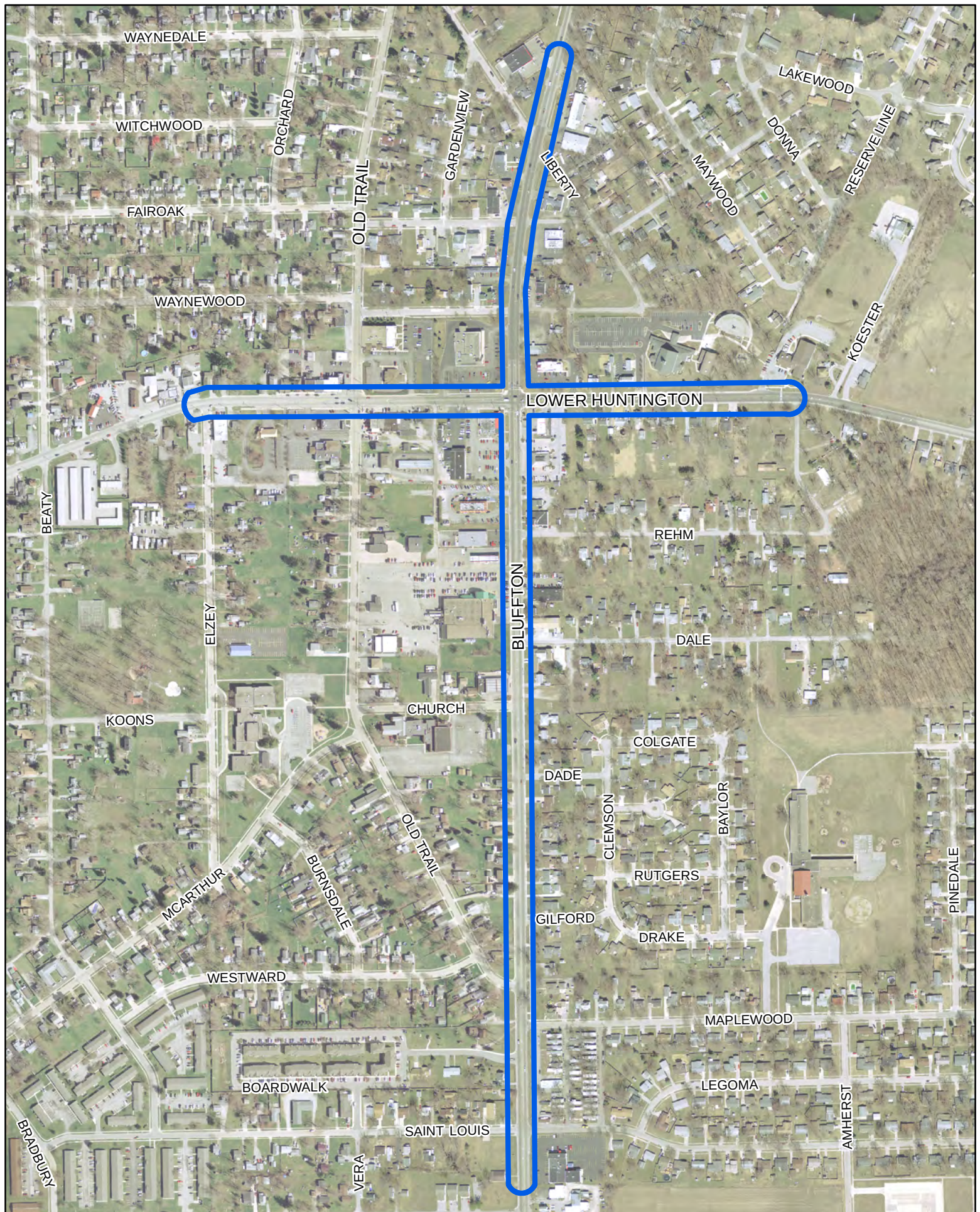
With dozens of identified action steps, implementation of this plan is expected to continue over the next 5-10 years. Fort Wayne Planning staff worked with the Waynedale Business Chamber to prioritize action steps in order to achieve incremental successes while laying the ground work for long-term improvements. Immediate action steps include filling in the sidewalk gap along Lower Huntington Road between Arby’s and St. Therese Church, installing bike racks in strategic locations and performing feasibility studies for pedestrian and bicycle infrastructure. Longer term action steps include installing new pedestrian scaled street lighting, consolidating and removing excess powerlines and poles along Lower Huntington Road and consolidating curb cuts along Bluffton Road south of Lower Huntington Road to increase pedestrian and bicycle safety. For the complete implementation matrix of action steps,

please see the plan appendix at <http://www.fwcommunitydevelopment.org/bluffton-lower-huntington-corridor-improvement-plan>.

Implementation of the Bluffton/Lower Huntington Corridor Improvement Plan will enhance and improve these important community corridors and allow them to continue to serve Waynedale area residents as well as the greater Fort Wayne community.

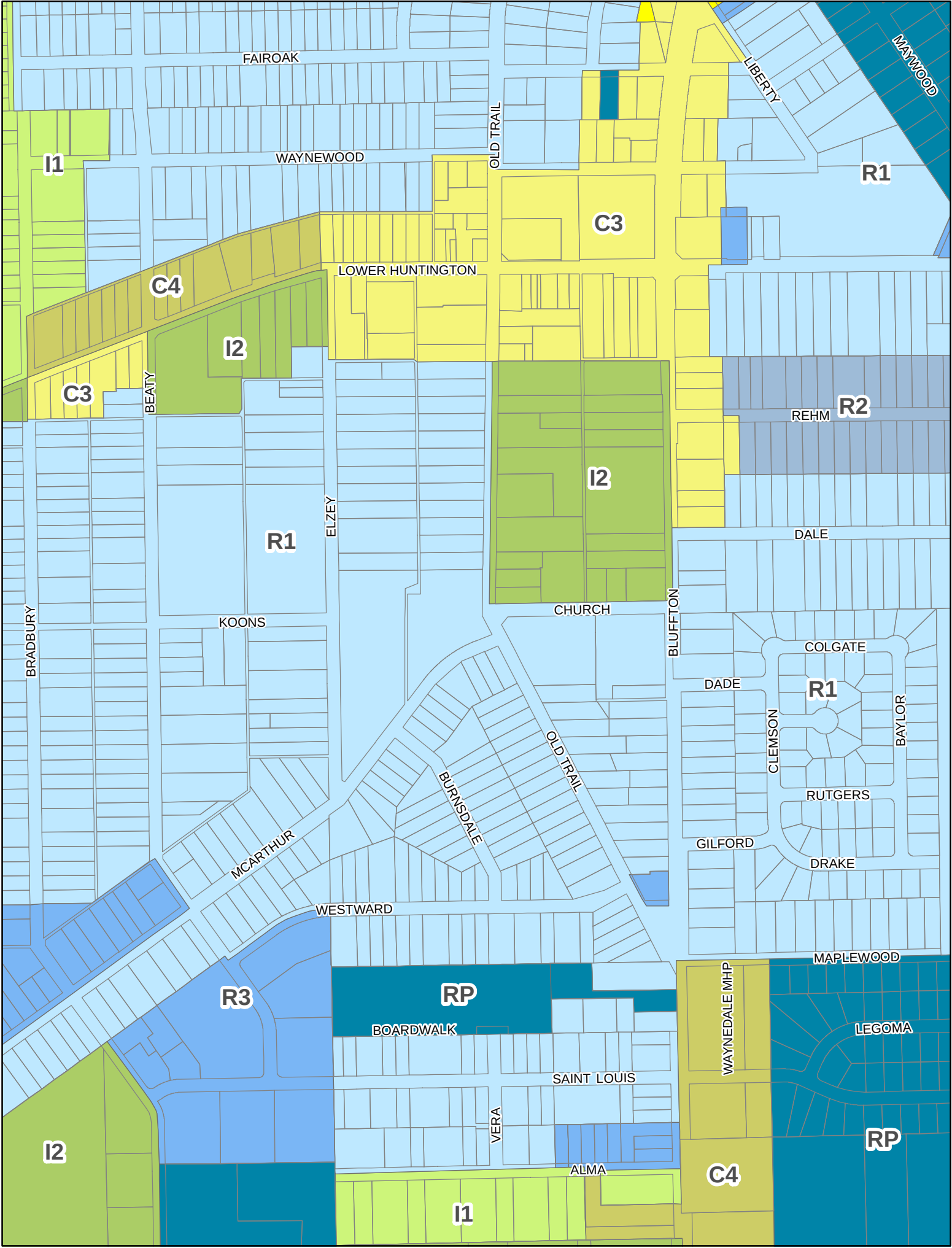
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Map #1 Study Area

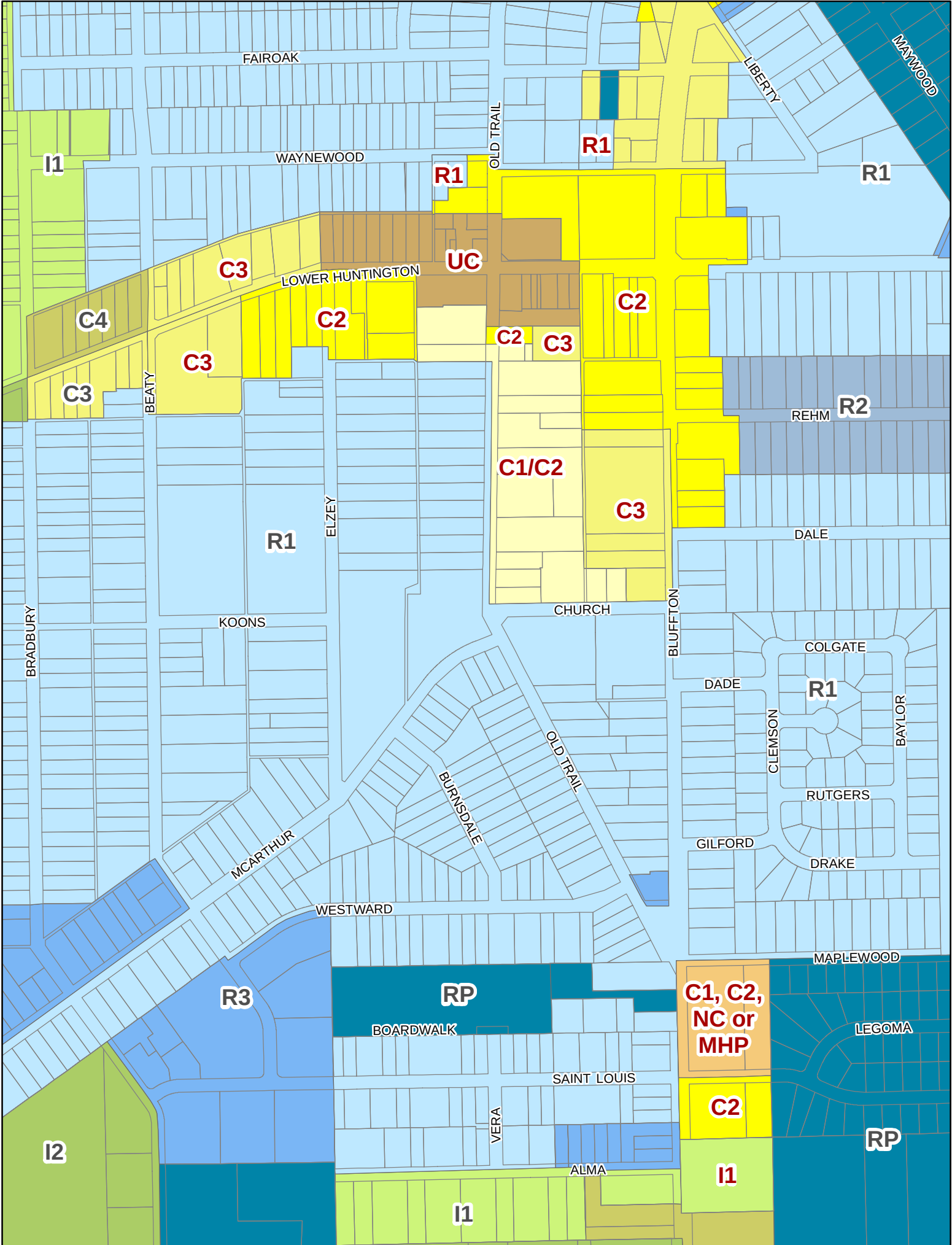


Bluffton/Lower Huntington Corridor Study Area

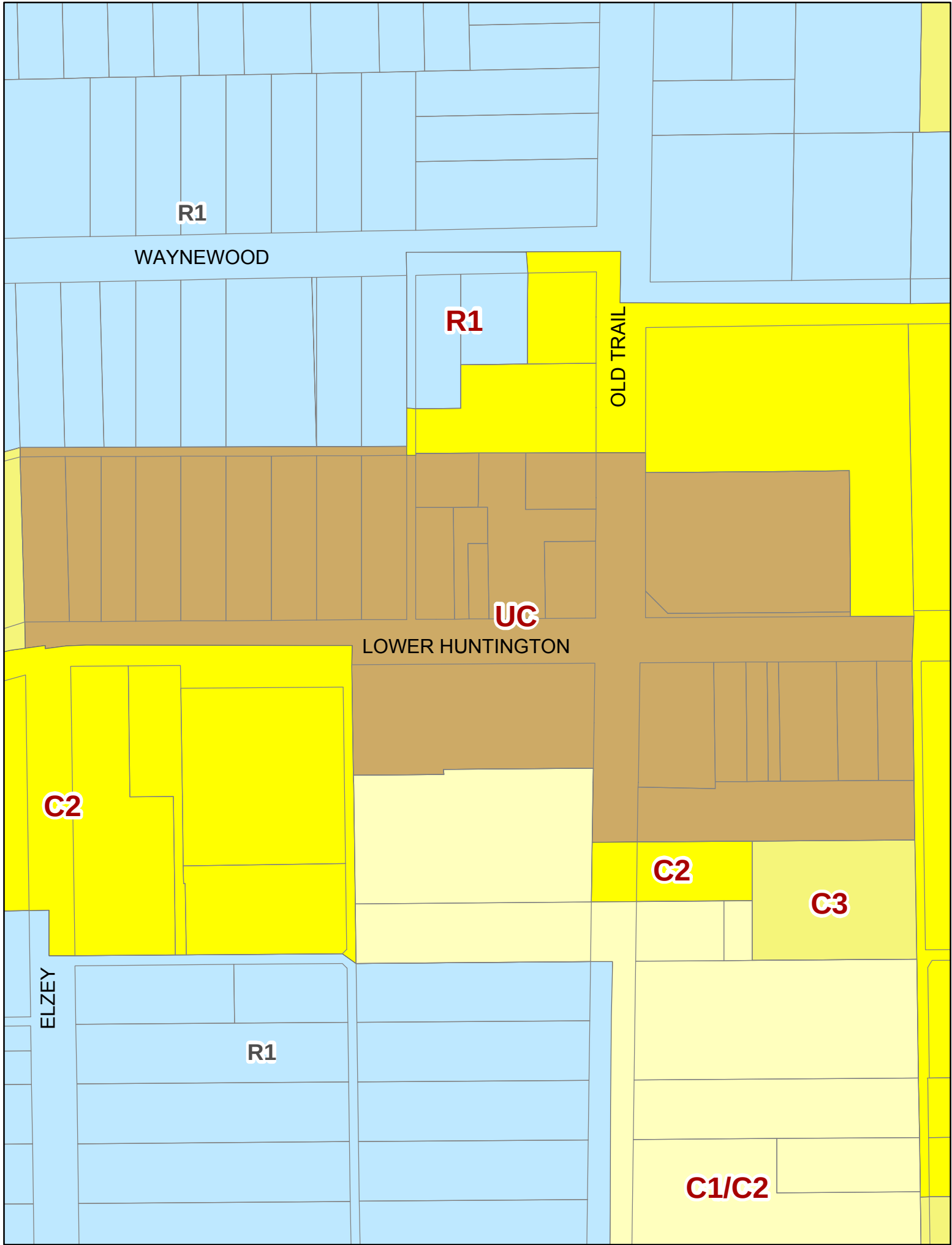
Map #2 Current Zoning



Map #3 Proposed Zoning



Map #4 Proposed Urban Corridor Zoning



Map #5 Lighting Implementation



Legend

Light Type



Acorn



Omega