

City of Fort Wayne

Southeast Corridors Planning Project (RAISE Grant)

Resource Document

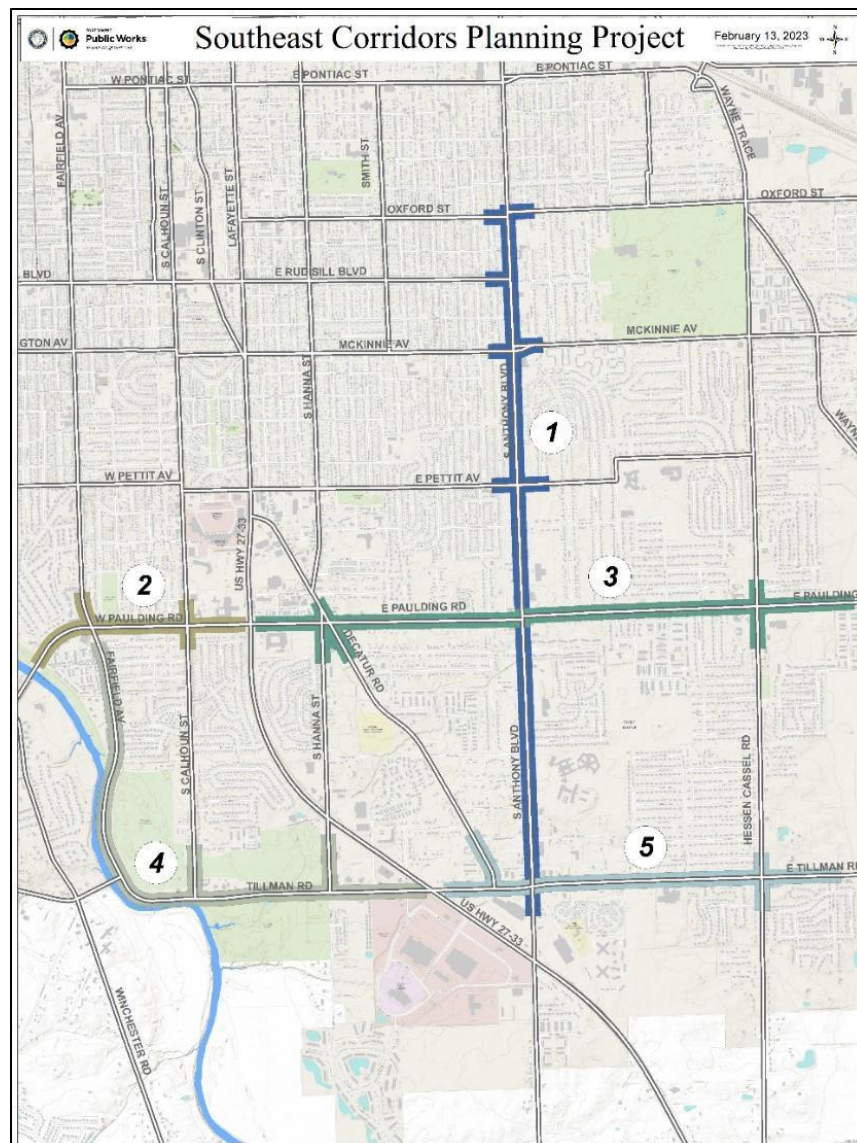
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1. PROJECT OVERVIEW

a. Focus Area

The Southeast Corridors Planning Project will focus along 8.9 lineal miles of Urban Minor Arterial roadways within the City of Fort Wayne. The segments include the following.

1. S. Anthony Boulevard from Oxford Street to U.S. Highway 27 (14,500 LF.)
2. W. Paulding Road from St. Mary's River to U.S. Highway 27 (4,500 LF.)
3. E. Paulding Road from U.S. 27 to east of Hessen Cassel Road (10,000 LF.)
4. Fairfield Avenue/Tillman Road from Paulding Road to U.S. Highway 27 (11,500 LF.)
5. E. Tillman Road from U.S. 27 to east of Hessen Cassel Road (6,700 LF.)



b. Scope

The Southeast Corridors Planning Project will provide a new vision for the southern gateway into the City of Fort Wayne, Indiana. It will involve the study of four interlinking and heavily used corridors and associated census tracts in the Southeast region of the city. The corridors include S. Anthony Boulevard, E. Paulding Road, E. Tillman Road, and Fairfield Avenue.

The project area was once the southern route into the city that led to an inner-city industrial hub that employed and housed a labor force recruited primarily from historically marginalized populations. Deindustrialization in the 1980s, rerouting of roads, and the relocation of a major hospital decreased the area's density and use. This left the people in the area with fewer economic opportunities, limited access to community services, and wide roads intended to move products rapidly rather than to connect the community.

Today, residential areas, school zones, and small businesses are intersected by wide roads with speeding traffic. An absence of amenities contributes to a lack of community identity. The area has insufficient transit access, pedestrian walkways in disrepair, and no bike lanes. The result is a disconnected community disproportionately home to crime, poor health, and accidents.

The purpose of the Southeast Corridors Planning Project is to:

- 1) Develop an approach to address the immediate multimodal transportation needs of the corridors through the use of context sensitive solutions, and
- 2) Develop a long-term vision for the corridors to foster development that creates a vibrant urban environment in service of surrounding neighborhoods.

This initiative seeks to build off of the interrelationship of transportation and land use planning. Plan recommendations should be developed in a manner that balances the importance of both effective transportation and development of a "sense of place" through land use that is reflective of the community. This vision will be built on years of high to mid-level planning.

This focused planning process will involve meaningful engagement with local residents, community stakeholders, as well as technical and steering committees. The City is seeking a consultant/consultant team that has the experience and capacity to facilitate this multidisciplinary and collaborative planning process within the context of an area of persistent poverty/historically disadvantaged community.

The preliminary scope of the planning project will include the following.

Background Information

1. Historical and Demographic Context:

A description of project area development and disinvestment over time should be provided in order to provide historical context for the project. This should also include a

history of demographic trends of the area in comparison to the city as a whole as data is available. This should include, but not be limited to: total population, population by race, population by age, population by language, household size, density, median household income, per capita income, median net worth, disability, female headed households, housing ownership vs rent, median age of housing, median value of housing, vacancy rates, health factors, criminal activity, expenditure/consumption patterns, and other information as deemed relevant. *Some of the existing data for the project area is provided here: [Southeast Corridor Planning Project | Engage Fort Wayne](#)

The **Total Population** of the Southeast Corridors Planning Grant area has **38,373** residents in 2020, compared to **38,031** in 2010, which is a **0.9%** increase over the previous decade. While the City of Fort Wayne grew **14,657** in the same period, the area only grew **342** residents, or **.02%** of the citywide growth, showing that the area remains stagnant compared to other places in Fort Wayne. Census Tract **113.02** declined the most at **1,150** while the neighboring Census Tract **113.04** grew the most, gaining a population of nearly the same at **1,139**.

The most notable growth in the area was from the Asian and Pacific Islander population (see Burmese Refugee), growing **3,226** residents between 2010 and 2020, representing over half of Fort Wayne's AAPI growth, followed by Hispanic at **2,331** or **42%** of the city's growth among the Hispanic community. Today, the Southeast Corridors Planning Grant area features a population of **4,417** which is approximately **one-third** of the city's Asian and Pacific Islander population. The largest AAPI Census Tract is **113.02** with **1,756** residents, which is on par with the Black or African American population, which is also **33%** of the population, or **1,784**. The AAPI population in this Census Tract grew by **1,189** residents, which was slightly faster than the loss of the Black or African American population at the same rate, or **1,128**. In the same Census Tract, nearly **75%** of the White population has declined in the past decade and is now **675** total residents or **13%** of the total **5,333** in the area. This is critical to note because the English-only households in the same area have declined from **5,252** or **81%** to just **2,955** or **55%**. This same area has seen a significant increase of Asian/Pacific Islander primary language spoken from **471** in 2010 to over **1,438** or nearly **27%** of residents speaking a language other than English. This change represents a change of nearly **205%** in a decade.

Of the languages spoken in the identified area, **26,328** or **68.6%** of the population speak English as their primary language. This is an overall decrease of **4,131** total English-speaking residents or a **14.6%** decrease. The number of residents who speak primarily Spanish has grown from **2,894** or **7.6%** of the population in 2010 to **4,856** or **12.7%** of the population in 2020, which represents an increase of **51%** in the past decade. Ensuring that materials for engagement and input are translated into English, Spanish, and Burmese is critical to ensure the success of the project. As can be seen, the greatest language growth was in Asian Pacific Islanders, AAPI which increased from **970** or **25%** of the total AAPI speaking population in 2010 to **3,653** residents in 2020, or **35%** of the

total AAPI speaking population in Fort Wayne. This was a real increase of **116%** over the past decade, on pace with the rest of Fort Wayne.

In an area that has experienced stagnant population growth, the biggest change in demographics beyond racial makeup has been with age cohorts. The largest growth has occurred in Persons 65 to 74, which grew from **1,931** in 2010 to over **2,958** in 2020, or a **42%** increase. This cohort remains less than **10%** of the overall population in the study area. The second growth cohort was adults aged 25-34, which had a surge of **609** residents, growing from **4,448** in 2010 to **5,057** in 2020. Finally, the area saw some growth in the adult cohort aged 65 to 74, which increased from **3,413** in 2010 to over **3,921** in 2020, or a **13.9%** increase in a decade, or a real increase of **508**. While population cohorts remained primarily stagnant, the largest decline came from adults aged 75+ which decreased from **3,077** or nearly **10%** of the total population in 2010 to just **1,289** or **3.4%** in 2020. This decrease was a real decline of **1,788** residents in this cohort or a change of nearly **81.9%** over a decade.

The area has had a real decline of **479** total housing units, decreasing from **16,392** in 2010 to just **15,913** in 2020. In 2010, **14,167** occupied units accounted for **86.4%** of the total housing units, compared to **13,873** occupied units or **87.1%** in 2020. The city gained a total of **3,441** units in the past decade, and nearly **6,830** occupied units over the same time. Of the occupied units, the area increased by **139** total owner-occupied units compared to a decrease of **428** total rental units between 2010 and 2020. The greatest increase in owner-occupied units was in Census Tract 31, while the greatest increase in rental units was **181** in Census Tract 30. In comparison, the greatest decrease in owner-occupied units was **223** in Census Tract 30, while seeing a decrease of **333** rental units in Census Tract 36.

When adjusted for inflation, the Median Home Value in the Southeast Corridor Planning Area was **\$88,744** in 2010, which was **35%** less than the citywide median. Notably, the Median Home Value decreased to **\$76,075** in 2020, which was a **46.1%** difference from the citywide median in 2020. This real decline of **\$12,669** shows that while the Median Value of housing in Fort Wayne was stagnant over a decade, the decrease in the area was outstanding. The Median Household Income was **\$40,287** in Southeast Fort Wayne compared to **\$51,454** as a citywide average. When adjusting for inflation, the Median Household Income inclined slightly from **\$37,057** in 2010 but was still far from the citywide average of **\$52,201**. The area that saw the greatest decrease in Median Household Income was Census Tract 23, decreasing from **\$29,676** in 2010 to just **\$23,321** in 2020. In contrast, Census Tract 32 increased faster than the citywide average from **\$52,170** in 2010 to **\$58,646** in 2020, or **114%** higher than the citywide average.

The number of students in school also saw a slight decrease from **11,451** in 2010 to **10,935** in 2020 or a decrease of **4.6%** in a decade. The number of students in kindergarten declined from **751** in 2010 to **567** in 2020, or a real decrease of **184 students** while the number of students in Grades 1 through 8 increased slightly from

4,995 in 2010 to **5,500** in 2020. This is important to note because Fort Wayne Community Schools requires students to walk to their closest elementary school, when possible, which includes Abbott Elementary School, Levan Scott Academy, and Southwick Elementary.

Finally, the number of residents who claim a disability has seen a sharp increase over the past decade, surpassing population growth at the same time. From **5,129** residents in 2010, or **13.5%** of the residents in the area; to **5,873** residents in 2020, or **15.3%** in 2020. Most of this growth has occurred in Census Tract 30, at **288** over the past decade now totaling **1,114** residents, or **23%** increasing from **826** residents in 2010, or **16%**. It is important to compare this to the Census Tract with the highest growth in persons living below the poverty level, which also is Census Tract 30, increasing slightly from **1,962** in 2010 to **2,012** or **41%** of the population in 2020.

2. Public Engagement

A description of public engagement that is anticipated to occur through the planning process should be provided here. A proposed communication plan should be outlined in the interview phase of the selection process.

Equity is a priority in this planning process and should be given consideration throughout. Individuals and populations determined to be impacted by the Southeast Corridors Planning Project are those that reside in the census tracts along the identified corridors. This information will be used to help select public engagement consultants that have experience in working with diverse populations in historically disadvantaged communities. The project is entirely in the City of Fort Wayne census designated urbanized area. The project area is also entirely within or adjacent to Historically Disadvantaged Community (HDC) census tracts and partially within Areas of Persistent Poverty (APP) census tracts according to the RAISE mapping tool.

Table 1: Project Census Tracts and Area Designations

Census Tract #	Area Designations			Applicable Segments
23	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding
30	Urban	APP	HDC	1-S. Anthony
31	Urban	APP	HDC	2-W. Paulding, 3-E. Paulding
32	Urban		Adjacent HDC	2. W. Paulding, 4-Fairfield
36	Urban		HDC	2. W. Paulding, 4-Fairfield
40	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding
113.02	Urban	APP	HDC	1- S. Anthony, 3-E. Paulding, 5-E.Tillman
113.04	Urban	APP	HDC	1- S. Anthony, 5-E.Tillman

3. Previous Plan and Governing Document Review

A summary of previous plans in addition to governing documents should be provided.

4. Existing Development Patterns and Conditions

Existing conditions of the project area should be described. This section should include such aspects as the general environmental conditions, regional transportation connectivity, traffic patterns, safety, roadway conditions, pedestrian transportation and transit conditions, land use and zoning, inventory of the built environment (structures and utilities), redevelopment opportunities, etc.

5. Market Analysis of the Surrounding Community

A market analysis should be completed for the project area, providing both a regional and local market understanding. This should provide an analysis of the existing market in addition to opportunities, constraints, etc. The South Fort Wayne Retail Analysis provided in the existing plans link should be reviewed with consideration of an updating presented information. A retail gap analysis with national, big box stores should be developed for the Southtown area.

Potential redevelopment tools to enhance the economic viability of the area including the Adams Center Tax Increment Financing District, SEED District, Opportunity Zones, etc. should be identified and explored for potential applicability.

Development Plan

6. General Development Framework

The vision for the planning project should be outlined along with core goals that guide the development plans, including sustainability, equity, access to community services, health, vitality, opportunity, connection, and safety. This section should serve as an introduction to the following supportive planning sections. General corridor widths, alignment, lanes, parking, pedestrian-scale lighting, and typical cross sections should be established as a basis for subsequent plan development.

7. Commercial Node Site Plans

Conceptual site plans should be developed for commercial nodes, including landscaping, street lighting, street furnishings, sidewalk treatments, parking, buildings, roads, access, greenspace, screening, dumpster locations, etc. This will involve engagement with surrounding business and property owners and will require an intensive level of human-centered streetscape design, amenities, and a CPTED approach. Possible locations of analysis include: the intersections of Rudisill, McKinnie, Pettit, Paulding, and Tillman with S. Anthony; the intersections of Tillman and Paulding with U.S. 27; the intersection of Paulding with Hessen Cassel, and Southtown Mall. Building vacancies should be identified, along with white box assessments for small business development opportunities. *Consideration should be given along Paulding Road as a gateway connector between the airport to the west and Google development to the east.

8. Preferred Access Management Plan

The preferred access management plan should consider vehicular access points in relation to land adjacent to roadways with the intent of promoting the safe and efficient use of the transportation network as well as improving traffic movement and minimizing vehicle conflicts and crashes.

9. Neighborhood Street and Sidewalk Plan

The neighborhood street and sidewalk plan shall consider the existing conditions and recommend improvements to the streets and ADA compliant curbs and sidewalks throughout the neighborhoods within the project area. Attention should be given to improved pedestrian access between commercial and other neighborhood assets such as schools, churches, and parks within neighborhoods adjacent to the corridors.

10. Bicycle and Pedestrian Connectivity Plan

A plan shall establish linkages in the project area to larger city/regional bike, trail, and sidewalk systems.

11. Transit Access and Connectivity Plan

A plan shall establish recommended improvements to the transit system's access points and routes, linkages to high density land uses and other modes of transportation, and associated infrastructure. An expanded on-demand transit network should be evaluated. Proposed changes to public transit to be studied include increases in service span, enhancing service frequency on routes, adding Sunday service, extending routes, and adding new routes. The intent is for these changes to remove barriers for individuals by connecting the community to direct, affordable transportation options. Changes should also provide riders with disabilities with additional choice beyond current offerings.

12. Resilience and Sustainability Plan

A plan should be developed to outline how the proposed development should be conducted in a manner to improve overall resilience and sustainability, including through energy efficiency, water, sewer and stormwater collection infrastructure, tree canopy, and the use of low carbon material solutions.

13. EV & Smart Technology Infrastructure Plan

A plan should establish how to integrate EV and Smart Technology throughout the planning area. This should involve increasing the availability of electric vehicle infrastructure by including electric distribution upgrades and charging infrastructure into the design. In addition, other innovative technologies should also be explored that are not currently being implemented by the city, including a Smart Cities Operating

Platform, solar powered street lighting, hotspots on streetlights to expand broadband access, low carbon impact materials (concrete), and visual attention software, amongst other things. Transportation designs should consider the interface of cyber, physical, and social systems comprised of connected and automated vehicles, human driven vehicles, pedestrians, and infrastructural elements.

14. Landscaping Plan

A landscaping plan should be developed along the corridors to add natural elements within this urban environment, improving the sense of place.

15. Gateway Branding and Public Art Plan

A gateway branding and public art plan should be developed to identify how a sense of identity could be integrated along the corridors.

16. Inclusive, Urban-Mix Regeneration Plan

An urban-mix regeneration plan should be established that provides recommendations for future housing development in the area, as well as equitable wealth-building and displacement prevention strategies. The plan should explore bottom-up approaches to land ownership including land trusts and housing cooperatives and will consider the coordination of mixed-use development and affordable housing in relationship to the multi-modal infrastructure to create more livable communities.

17. Master Development and Action Plan

A master development plan should be established for the project area, including an action plan that outlines strategies, actions, responsible parties, and potential funding sources.

c. Timeline

Issue RFQ: November 1, 2024

RFQ Meeting: November 13, 2024

RFQ Deadline: December 4, 2024

Shortlist Invitation: December 30, 2024

Interview Presentations: Weeks of January 6th and 13th, 2025

Consultant Selection and Contract Negotiation: February 2025

Corridor Plan Development: February 2025 - December 2025

d. Budget

The budget range for the corridor plan is \$600,00 to \$700,000.

3. SUPPORTING DOCUMENT LINKS

All In Allen Fort Wayne – Allen County Comprehensive Plan

<https://allinallen.org/>

Allen County Together Economic Development Plan

<https://allinallen.org/>

American Planning Association Climate Guidance

[Using Climate Information in Local Planning: A Guide for Communities in the Great Lakes](#)

Art for All Public Art Master Plan

<https://www.fwcommunitydevelopment.org/public-art>

Citilink Transit Development Plan

<https://fwcitilink.com/wp-content/uploads/2022/11/Citilink-2030-Transit-Development-Plan.pdf>

Department of Transportation Public Involvement Guidance

[Promising Practices for Meaningful Public Involvement in Transportation Decision-making Guide.](#)

South Fort Wayne Retail Market Analysis

[South Fort Wayne Retail Market Analysis](#)

Southeast Strategy Update and Current Projects

<https://www.fwcommunitydevelopment.org/se>

Sustaining Fort Wayne Climate Action and Adaptation Plan

<https://sustainingfortwayne.org/climate-action-and-adaptation-plan/>

Transportation Plans

<https://www.fwcommunitydevelopment.org/planning/walk-bike-and-bus-plans>

Urban Heat Mapping

OSF Results Page: [LINK](#)

AGOL Web App: [LINK](#)