

# Fishers City Council Minutes

## March 20, 2023

**BOARD/COMMISSION:** City Council Meeting

**DATE:** 3/20/2023

**DIRECTIONS:** [Launch](#) Fishers, 12175 Visionary Way, Fishers, Indiana 46038

### **WORK SESSION, 6:30 p.m., Launch Fishers, Auditorium**

- **Allisonville Road Corridor Study**
- President John Weingardt called the meeting to order at 6:30p.m. Present were Cecilia Coble, Selina Stoller, Pete Peterson, David Giffel, Brad DeReamer, and Crystal Newman. Jocelyn Vare was present virtually. Todd Zimmerman was absent. Others present were Mayor Scott Fadness, City Clerk Jennifer Kehl, Deputy Mayor Elliott Hultgren, Chris Greisl, Megan Vukusich, Lisa Bradford, Ashley Elrod, Lindsey Bennett, and Megan Baumgartner.
- Megan Vukusich made her presentation which is attached to the agenda. 2 Public comments were submitted online. One for the approved the study, one against the study.
- The meeting was closed at 6:55 p.m.

### **REGULAR CITY COUNCIL MEETING, 7:00 p.m., Launch Fishers, Auditorium**

1. **Meeting Called to Order with the Pledge of Allegiance**
  - President John Weingardt called the meeting to order at 7:00 p.m.. Present were Cecilia Coble, Selina Stoller, Pete Peterson, David Giffel, Brad DeReamer, Crystal Newman. Jocelyn Vare was present virtually. Todd Zimmerman was absent. Others present were Mayor Scott Fadness, City Clerk Jennifer Kehl, Deputy Mayor Elliott Hultgren, Chris Greisl, Megan Vukusich, Lisa Bradford, Ashley Elrod, Lindsey Bennett, Megan Baumgartner, Larry Lannan, Joe Eaton, Marissa Deckart, Ross Reinhardt, Bill McLellan, Howard Stevenson, Mike Colby, Lane Skeeters, Tom Teitgen, Dayna Colbert, Samantha Chapman, and Tiffanie Ditlevson.
2. **Announcements:**
  - Cecilia Coble announced it is National Disability Awareness Month.
3. **Proclamations:** None
4. **Presentations:** None
5. **Council Committee Reports**
  - a. Finance Committee Report - **REPORT**
    - Chairman John Weingardt gave a brief report on the Finance Committee meeting.
6. **Department Reports**
  - a. Health Department Report - **REPORT**
  - b. Engineering Report - **REPORT**
7. **Consent Agenda:**
  - a. Request to approve the previous meeting minutes from the **February 20, 2023**.
  - b. **R032023** - A Resolution of the Common Council Authorizing the City Controller to Transfer Certain Funds: **Council Action Form** | **Exhibit A** | **Resolution** **Signed Adoption**
  - Pete Peterson made a motion to approve the consent agenda. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Selina Stoller, Pete Peterson, Brad DeReamer, Crystal Neumann, Jocelyn Vare and David Giffel voted yay. Cecilia Coble abstained. Todd Zimmerman was absent. The vote was 7-Yay, 1-Abstained, 1-Absent. The motion passed.

## REGULAR AGENDA

### Budget/Financial

8. **R032023A** - Request to approve a Resolution of the City of Fishers, Hamilton County, Indiana Re-Establishing a Cumulative Capital Development Fund Pursuant to Indiana Code section 36-9-15.5. **Public Hearing:** [Council Action Form](#) | [Exhibit A](#) | [Exhibit B](#) | [Resolution](#) ***Signed Adoption***
- Lisa Bradford gave her presentation to the council members. This is a budget line item only.
  - President Weingardt opened the public hearing. No members of the public came forward. President Weingardt closed the public hearing.
  - Pete Peterson made a motion to approve resolution **R032023A**. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, Jocelyn Vare, and David Giffel voted yay. Todd Zimmerman was absent. There was no remonstrance. The vote was 8-Yay, 0-Nay, and 1-Absent. The motion passed.
9. **R032023B** - A Resolution of the Common Council Authorizing the City Controller to appropriate additional Economic Development Funds. **Public Hearing:** [Council Action Form](#) | [Exhibit A](#) | [Exhibit B](#) | [Resolution](#) ***Signed Adoption***
- Lisa Bradford gave her presentation to the council members.
  - President Weingardt opened the public hearing. No members of the public came forward. President Weingardt closed the public hearing.
  - Pete Peterson made a motion to approve resolution **R032023B**. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, Jocelyn Vare, and David Giffel voted yay. Todd Zimmerman was absent. There was no remonstrance. The vote was 8-Yay, 0-Nay and 1-Absent. The motion passed.

### Government/Miscellaneous

10. **R032023C** - A request to adopt the Allisonville Road Corridor Study: [Council Action Form](#) | [Resolution](#) ***Signed Adoption***
- Megan Vukusich gave her presentation to the council members.
  - Pete Peterson made a motion to approve resolution **R032023B**. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, and David Giffel voted yay. Jocelyn Vare abstained. Todd Zimmerman was absent. The vote was 7-Yay, 0-Nay, 1-Abstain, and 1-Absent. The motion passed.
11. **032023** - An Ordinance of the City of Fishers, Hamilton County, Indiana, Amending Chapters 36 and 118 of the City of Fishers Code of Ordinances- **1<sup>st</sup> Reading:** [Council Action Form](#) | [Ordinance](#)
- Lindsey Bennett made her presentation to the council members.
  - Pete Peterson made a motion to have the **1<sup>st</sup> Reading**.

### Planning & Zoning

#### *Ren Annexation*

12. **R032023D**- Request to approve a resolution adopting the Fiscal Plan for the Ren property (**Case #ANX-23-1**): [Council Action Form](#) | [Fiscal Plan](#) | [Resolution](#) ***Signed Adoption***
- Megan Vukusich gave her presentation to the council members.
  - Pete Peterson made a motion to approve resolution **R032023D**. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, Jocelyn Vare, and David Giffel voted yay. Todd Zimmerman

was absent. There was no remonstrance. The vote was 8-Yay, 0-Nay, and 1-Absent. The motion passed.

13. **022023A** - Request to approve a voluntary annexation of 0.48 acres, known as the Ren property. Subject site is located at 10031 E. 126th St. (Case #ANX-23-1) – **Final Reading: [Council Action Form I Ordinance](#) [Signed Adoption](#)**

- Megan Vukusich made her presentation to the council members.
- Pete Peterson made a motion to approve the ordinance **022023A**. Selina Stoller seconded the motion. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, Jocelyn Vare, and David Giffel voted yay. Todd Zimmerman was absent. There was no remonstrance. The vote was 8-Yay, 0-Nay, and 1-Absent. The motion passed.

#### *Miscellaneous*

14. **022023D** - Consideration of a rezone to Open Space for the Geist Waterfront Park. (Case #RZ-23-1) – **Final Reading: [Council Action Form I Ordinance](#) [Signed Adoption](#)**

- Pete Peterson made a motion to approve the ordinance **022023D**. Selina Stoller seconded the motion. There was no remonstrance and all members voted yay. The motion passed. A roll-call vote was taken. John Weingardt, Cecilia Coble, Pete Peterson, Selina Stoller, Brad DeReamer, Crystal Neuman, Jocelyn Vare, and David Giffel voted yay. Todd Zimmerman was absent. There was no remonstrance. The vote was 8-Yay, 0-Nay, and 1-Absent. The motion passed.

#### **REGULAR ITEMS**

15. Any other Unfinished / New Business

- None

16. Community Comment

- [\*\*\*Comments Submitted Online\*\*\*](#)
- Mike Colby came forward and stated if there is a committee for Public Roads he would volunteer.
- Ross Anart came forward and said he is excited for the Allisonville Corridor trails. He said traffic needs to slow down at the intersections.

17. Meeting Adjournment

- Pete Peterson made a motion to adjourn the meeting. Cecilia Coble seconded the motion. All members voted yay. The motion passed. The meeting was adjourned at 7:21 p.m.

Respectfully Submitted,



Jennifer L. Kehl  
Fishers City Clerk

DATE:

March 20, 2023

|    | PLEASE PRINT NAME | STAFF/ BUSINESS NAME /<br>RESIDENT ADDRESS / OTHER |
|----|-------------------|----------------------------------------------------|
| 1  | Joe Eaton         | Attorney at Law                                    |
| 2  | Marianna Dickert  | Staff                                              |
| 3  | Ross Reinhardt    | Resident                                           |
| 4  | Bill McElroy      | Resident                                           |
| 5  | Howard / Tenen    | Resident                                           |
| 6  | MIKE COLBY        | Resident                                           |
| 7  | Lane Skeeters     | Resident                                           |
| 8  | Tom TEITGEN       | Resident                                           |
| 9  | Daphne Colbert    | Resident                                           |
| 10 | Mike Byers        | Fishers Antory                                     |
| 11 | Samantha Chapman  | Resident                                           |
| 12 | Tiffany Dittus    | 1033 Brinkman Ln                                   |
| 13 |                   |                                                    |
| 14 |                   |                                                    |
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# ALLISONVILLE ROAD CORRIDOR STUDY

**December 2022**



# ACKNOWLEDGMENTS

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The Allisonville Road Corridor Study would not have been possible without the tremendous input, feedback, and expertise of the project steering committee and City leadership and staff. We would also like to give a special thank you to the many residents and business owners who generously devoted their time and ideas in the hopes of building a better Allisonville Road corridor.

## Steering Committee

Corby Thompson  
Joe Eaton  
Selina Stoller  
David Giffel  
Kelly Marburger Novak  
Pat Sullivan  
Mike Colby  
Brad Rochford  
Jim Trueblood  
Drew Bender  
Allen Bourff  
Stephanie Perry  
Marissa Deckert

## City Staff

Megan Vukusich  
Ross Hilleary  
Breanna King  
Jonah Butler  
Megan Baumgartner  
Ashley Elrod  
Samantha Wisecup  
Rich Bassett  
Eric Pethtel

## Mayor

Scott Fadness

## City Council

Todd Zimmerman - President, District At Large  
John Weingardt - Vice President, South Central District  
Cecilia Coble - District At Large  
Brad DeReamer - North East District  
David Giffel - South West District  
Crystal Neumann - North Central District  
Pete Peterson - South East District  
Selina Stoller - North West District  
Jocelyn Vare - District At Large

Prepared by:



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01

## EXECUTIVE SUMMARY



## Purpose

The Allisonville Road corridor, especially nearest to the intersection with 116th Street, is one of the original commercial centers in Fishers. While the area continues to serve nearby residents with retail, restaurant, and service businesses, key vacant sites and older commercial buildings create opportunities for economic and aesthetic enhancement. The Allisonville Road Corridor Study examines roadway character, adjacent land uses, bicycle and pedestrian amenities, and other elements that together define this important corridor between 106th and 126th streets, including portions of 116th Street just east and west of Allisonville Road. This study includes an analysis of existing corridor conditions, recommended improvements to the public right-of-way, redevelopment concepts for key properties along the corridor, and the tools and policies that will be needed to achieve desired future development and community character. The purpose of the study is to describe the desired recommendations for the corridor so that as property owners, business owners, and developers make investments in the future, they are done in a way that ensures the corridor remains a contributing commercial destination and reflects the current vision of the City while being the center of pride for neighboring residents.

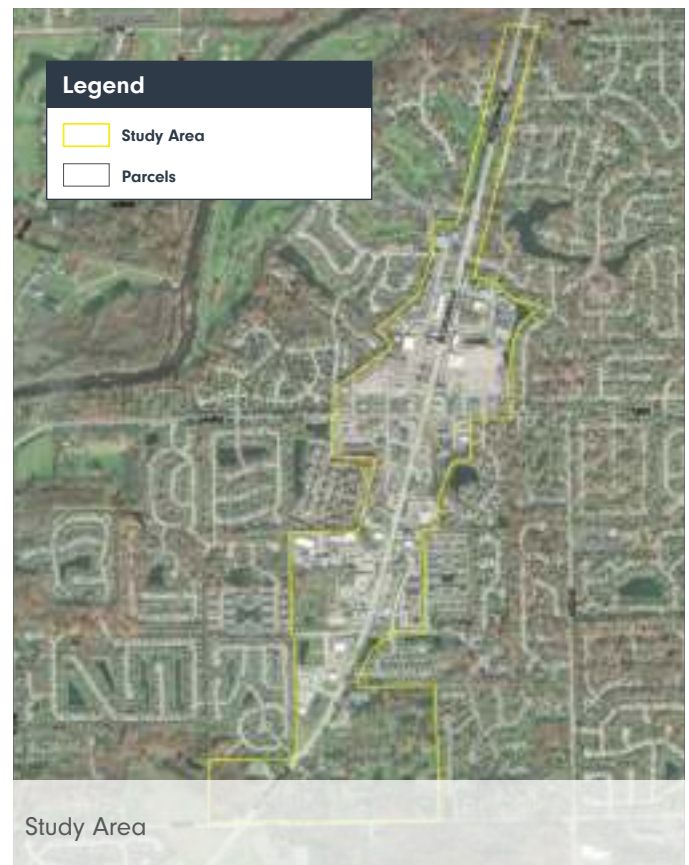
## Process

The planning process began in late May 2020 and took place over a 6-month period; it was guided by a project steering committee comprised of elected and appointed officials, nearby residents, business owners, and other community leaders. The study was also guided from community input gathered throughout the planning process which included a series of focus group discussions, online survey, open house workshop, and presentations to area homeowners associations.

In addition to the information gathered during these meetings, the plan's creation was informed by examining the areas existing demographic and market conditions, the status of ongoing infrastructure and development plans, positive and negative aspects of the built environment, and multiple field studies.

## Study Area

The central focus of the study area is the 116th Street and Allisonville Road intersection and surrounding commercial development, but includes the length of the roadway between 106th Street to the south and 126th Street to the north. Where applicable, the planning area includes additional properties further back from the Allisonville Road right-of-way. This includes industrial and commercial properties along Shadowlawn Drive, and residential properties along 111th, 108th, and 106th streets.



# EXECUTIVE SUMMARY

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## Recommendations

The Allisonville Road Corridor Study's recommendations are organized around three topics: Land Use & Redevelopment; Streetscape Character; and Connectivity. Each topic includes a number of recommendations that collectively address and support the overall goals for the corridor. Specific recommendations are detailed in Chapter 5: Recommendations with supporting text, renderings, and precedent images to better communicate desired future conditions along the Allisonville Road corridor.

## Land Use & Redevelopment

- Allow for increased development intensity that includes a mixture of uses combining restaurant, entertainment, and recreation activities with active open spaces and varied housing types.
- Promote building form and massing, density, setbacks, open space, landscape and lighting that result in more walkable and bike-friendly development.
- Ensure redevelopment accounts for surrounding context, especially adjacent single-family neighborhoods.
- Elevate the quality of architecture and aesthetics along the corridor through new development and redevelopment projects.
- Create a signature community gathering space to host public events, act as a destination along the corridor, and support desired business attraction.
- Design sites that create functional open spaces and incorporate stormwater infrastructure as an attractive amenity.
- Consider reduced parking requirements and promote conversion of excess pavement to functional recreation or stormwater management use.
- Facilitate incremental investment in non-residential properties along the corridor and ensure development regulations don't act as a disincentive to property investment and maintenance.
- Explore a redevelopment concept for the northwest quadrant of the Allisonville Road and 116th Street intersection.
- Long-term, support redevelopment of properties along Shadowlawn Drive and E 111th Street from industrial and heavy commercial use to mixed commercial and residential use.
- Attract professional and medical office development to vacant commercial properties west of Allisonville Road and south of Easy Street.
- Support mixed use development along the east side of Allisonville Road around 106th and 108th streets with mixed residential redevelopment further east along 106th and 108th streets, when properties can be assembled and designed with appropriate respect to existing residential development.

## Streetscape Character

- Promote the White River as the identifying characteristic for the area by incorporating landscape elements, signage, and art along the Allisonville Road and 116th Street corridors.
- Use wayfinding signs to communicate and connect key destinations such as Conner Prairie, Ritchey Woods, and the Nickel Plate District.
- Install street trees where they are missing from medians and elsewhere along Allisonville Road where adequate space exists within the right-of-way.
- Develop a standard design and list of acceptable landscape plantings for utility easement areas to make it easier for property owners along the overhead transmission lines to beautify their properties.
- Provide incentives for site and building improvements on private properties along the corridor, which may include landscape plantings, outdoor activity areas, sustainable stormwater infrastructure, signage, and façade enhancements.
- Use the Allisonville Road and 116th Street roundabout as an opportunity to showcase a high-quality landscaped gateway into Fishers that reflects the proximity and importance of the White River.
- Continue to implement access management best practices as properties are redeveloped.
- Increase traffic enforcement operations to ticket speeding and other traffic violations along the corridor.



An example of commercial development typical along much of Allisonville Road through the study area.

# EXECUTIVE SUMMARY

## Connectivity

- Develop a dedicated and protected circulation system through area neighborhoods that connects key destinations.
- Retrofit existing bicycle and pedestrian facilities with physical barriers and additional landscape where limited buffers exist.
- Improve the River Glen Drive and 116th Street intersection to allow for safe pedestrian and cyclist crossings.
- Ensure bicycle and pedestrian facilities and safe crossings are incorporated into the roundabout design for Allisonville Road and 116th Street.
- Continue to explore wider shared use facilities and separation along both sides of 116th Street as roadway and infrastructure improvements are made.
- Emphasize 106th Street as a key east-west bicycle and pedestrian connection to Heritage Park and the planned White River Park further south, Ritchey Woods Nature Preserve, and the Nickel Plate Trail.
- Consider opportunities to narrow travel lanes, add or improve crossing treatments, and incorporate other traffic calming measures as area roadways are repaired and improved.
- Work with commercial property owners to plat and dedicate private roads and drives so that they are public streets and add pedestrian paths where possible.
- Prohibit the creation of new private roads in commercial areas as redevelopment projects occur.
- Evaluate signal timing changes and other bicycle and pedestrian safety improvements at the intersection of 126th Street and Allisonville Road, especially as shared use paths may be continued east along 126th Street.



View south along Allisonville Road near 126th Street.



## Implementation

This Study addresses how the area should evolve into the future as market conditions and property ownership changes may present opportunities for investment and redevelopment. In all cases, changes to private properties will be voluntary and it is anticipated that many of the existing businesses will continue indefinitely. The study also identifies targeted infrastructure improvements, ideas for changes in zoning, and City investments that will result in visible and positive change for the area. This foundation will set the stage for future transformations that will attract private investment, support the fiscal health of the City, and provide a vibrant district that supports existing residents and creates opportunities to attract new ones.

After discussing area needs and priorities with the project steering committee, area homeowner association representatives, and City staff and leadership, a list of primary initiatives was identified to help create a working plan of next steps. In addition to the four priority projects, three 'quick win' projects have also been identified. These projects are already in the planning and design stages or can be advanced in the very near-term.

## Priority Projects

- Promote the White River as the identifying characteristic for the area.
- Establish a grant program for non-residential site and building improvements.
- Create a Neighborhood Mixed Use Zoning District within the Unified Development Ordinance.
- Develop a dedicated and protected circulation system through area neighborhoods that connects the Allisonville Road corridor to Roy G. Holland Memorial Park, the Nickel Plate District, and Nickel Plate Trail.
- Utilize "Quick Win" projects to deliver short-term, visible enhancements along the corridor
  - Use wayfinding signs to communicate and connect key destinations such as Conner Prairie, Ritchey Woods, and the Nickel Plate District.
  - Use the Allisonville Road and 116th Street roundabout as an opportunity to showcase a high-quality landscaped gateway into Fishers that reflects the proximity and importance of the White River.
  - Install street trees where they are missing from medians and elsewhere along Allisonville Road where adequate space exists within the right-of-way.



The City-owned property at the southeast corner of Allisonville Road and 116th Street is a redevelopment priority.



02

## INTRODUCTION

## Purpose

Allisonville Road is an important transportation corridor running north and south for 5.8 miles through the west side of the City of Fishers. The roadway continues south for another 6.9 miles into the City of Indianapolis and heads north through the City of Noblesville for approximately 2.1 miles before becoming 10th Street. Not only is Allisonville Road an important regional thoroughfare between these communities, it also serves the critical function of connecting local neighborhoods to destinations around Fishers. When considering 116th Street and the bridge over White River, the area becomes a primary gateway from Carmel and provides key connections to Interstate 69 further east.

The properties surrounding the Allisonville Road and 116th Street intersection represent one of the original commercial centers for the City of Fishers. Retail, restaurant, personal service, medical office, and light industrial uses have grown out from this center with the surrounding areas including many of the earlier Fishers neighborhoods. The corridor has undergone numerous transportation enhancements over the years including lane additions and widening, new bicycle and pedestrian facilities, and several intersection improvements. Some properties along the

corridor have been redeveloped for new commercial use while others show their age and represent redevelopment opportunities. Given the importance of the area to the City of Fishers as a whole, and especially the surrounding residents and business owners, the City initiated a planning study to better understand corridor issues, opportunities, and the desired direction for the future.

The Allisonville Road Corridor Study examines roadway character, adjacent land uses, bicycle and pedestrian amenities, and other elements that together define this important corridor between 106th and 126th streets, including portions of 116th Street just east and west of Allisonville Road. The overall goal of the study is to ensure that the corridor remains a contributing commercial destination that reflects the current vision of the city while being center of pride for neighboring residents.

This study includes an analysis of existing corridor conditions, recommended improvements to the public right-of-way that best support the future land use mix and community character objectives while maintaining a safe and efficient transportation system, and land use and character recommendations that guide redevelopment of properties in the future.



View of 116th Street just east of Allisonville Road.



# INTRODUCTION

## Study Area

The Allisonville Road Corridor Study planning area generally encompasses one or two parcels on either side of Allisonville Road between 106th Street to the south and 126th Street to the north. The central focus of the study area is the 116th Street and Allisonville Road intersection and surrounding commercial development, generally from River Glen Drive to the west and between Conner Creek Drive and Wainwright Boulevard to the east. In several locations, the planning area includes additional properties further back from the Allisonville Road right-of-way. This includes industrial and commercial properties along Shadowlawn Drive, and residential properties along 111th, 108th, and 106th streets. The primary study area is depicted in Figure 2.1: Study Area. It stretches 2.2 miles along Allisonville Road and covers approximately 344 acres. This area is comprised of 219 parcels with 165 different owners.

Pedestrian and bicycle connectivity along the Allisonville Road corridor and to other destinations is a significant focus of the corridor study. As such, broader connectivity recommendations extend outside the primary planning area to include the White River to the west, Roy G. Holland Memorial Park and the Nickel Plate District to the east, and Ritchey Woods Nature Preserve to the south.

## Process

The planning process lasted 6 months and was guided by a project steering committee comprised of elected and appointed officials, nearby residents, business owners, and other community leaders. Several community input and engagement opportunities were offered over the course of the process which included a series of focus group discussions, online survey, open house workshop, and presentations to area homeowners associations.

The planning process began in late May 2020 with a kickoff and coordination meeting between City planning staff and the consultant team. This meeting was used to review the project scope and schedule, discuss communications procedures, and refine the community engagement plan. City staff also shared expectations for the process and recent or on-going projects that could have an impact on the planning area.

The project steering committee met four times over the 6-month period with the first meeting occurring on June 14, 2022. It focused on introducing the project to the committee, reviewing process and schedule, and having a discussion about the plan's vision, issues to be addressed, and opportunities to capitalize on. Following the first steering committee meeting, the



View of the Allisonville Road and 116th Street intersection, looking south towards Allisonville Road.



### Figure 2.1: Study Area





# INTRODUCTION

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project team began planning for and implementing community engagement opportunities. A project page was added to the City's website and both in-person and online opportunities were advertised. Members of the City's planning staff and the consultant team had a booth at the farmers market on July 16, 2022. The booth was used to promote interest in the in-person workshop and online survey. Exercises were present asking participants for their "big idea" for the corridor as well as mapping prompts for assets, issues, and opportunities.

Focus group discussions were held on July 19, 2022 and were organized around business and property owners, restaurants and bars, and residents of nearby neighborhoods. Each meeting lasted approximately one-hour and focused on the unique interests and needs of each corridor user group.

The open house workshop took place on July 21, 2022 in the City Hall Auditorium. It was attended by over 100 residents and business owners. Presentation boards were used to share background information for the study as well as results of the existing conditions analysis including land use, corridor character, and existing vehicular, bicycle, and pedestrian systems. A number of input exercises were also conducted to better inform the study vision and desired improvements.

While the in-person events were happening, an online survey was also conducted to provide a flexible opportunity for interested residents to participate. The survey was open from July 5th through August 1st. More than 1,500 surveys were completed.

Following these community engagement efforts, results were presented to the steering committee at their second meeting on August 17, 2022. After presenting the various input results, common themes and potential direction of study recommendations was discussed. The preliminary recommendations were presented at the third steering committee meeting on September 14, 2022. The committee was asked to confirm these recommendations and identify any missing components before the final recommendations were developed.

The draft plan was presented to the steering committee and area neighborhood homeowners associations on October 11, 2022. In addition to presenting plan recommendations and graphics, the group discussed project priorities. Following this meeting, the consultant team created the final Allisonville Road Corridor Study and implementation plan based on committee and HOA representative feedback.

City staff, the Plan Commission, and City Council will use this study to inform potential updates to the City's comprehensive plan and development ordinances. Even before that, the plan will be used to inform property owners and potential developers about desired changes along the corridor and opportunities for redevelopment in alignment with the community's vision.

## Plan Organization

The remainder of the study is organized around the following four chapters:

### Chapter 3: Existing Conditions

The Existing Conditions chapter presents the current state of the corridor as it relates to the vehicular roadway network, bicycle and pedestrian network, land use of properties within the study area, and overall character. A demographic and economic profile is included to examine the areas defined by 1-, 3-, and 5-mile radii around the Allisonville Road and 116th Street Intersections.

### Chapter 4: Community Participation

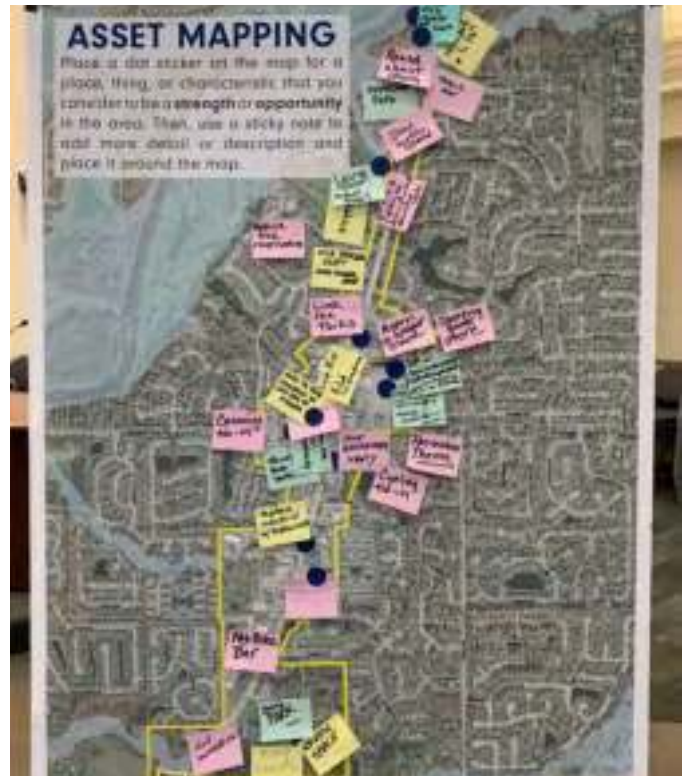
This chapter presents the various community outreach opportunities and the input gathered by each. It is summarized with common themes heard across the multiple input methods, that were then used to inform study recommendations.

## Chapter 5: Recommendations

The Recommendations chapter defines the overall goals of the corridor study. Recommendations are then organized around three topics: Land Use & Redevelopment; Corridor Character; and Connectivity. Each topic includes a number of recommendations that collectively address and support the overall goals. Specific recommendations are detailed with supporting text, renderings, and precedent images to better communicate desired future conditions along the Allisonville Road corridor.

## Chapter 6: Implementation Plan

The implementation plan identifies the tools that will be necessary to translate study recommendations into built reality. Plan recommendations are listed in an implementation matrix that identifies relative cost, timing, potential tools, and necessary partners. For priority projects, a list of necessary action steps is included.

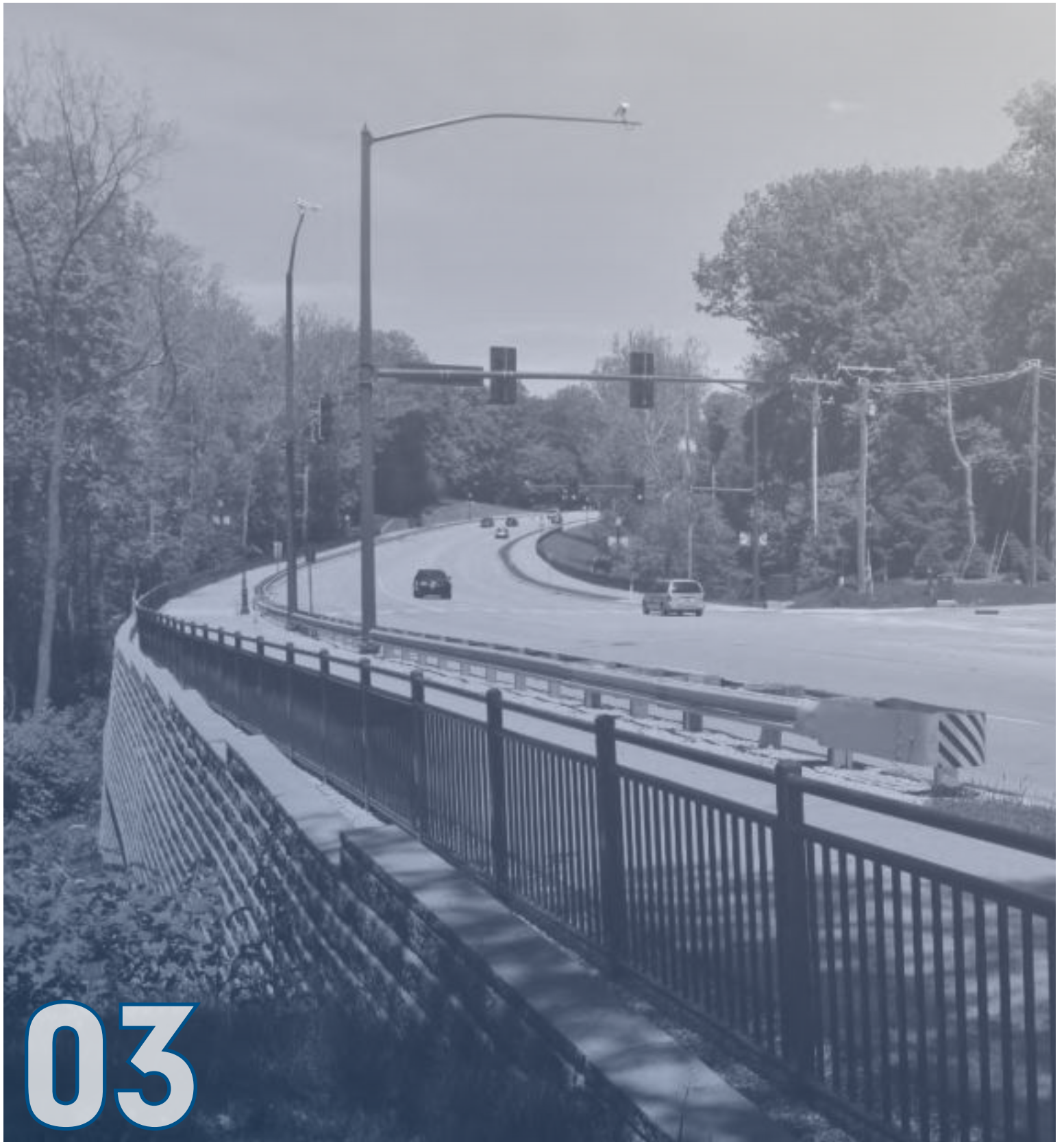


Results of an asset mapping exercise at the Community Workshop that took place on July 21, 2022.



View of Allisonville Road and the adjacent multi-use trail looking north towards 126th Street.





03

EXISTING CONDITIONS

## Land Use & Redevelopment

### Land Use

The Allisonville Road corridor between 106th and 126th streets includes a variety of uses ranging from single family neighborhoods to offices, restaurants, auto-related businesses, and even light industrial uses. Figure 3.1 presents existing land use along the corridor. From north to south, use and character can be described as follows:

#### 126th Street to River Glen Drive/Sunblest Boulevard

With the exception of Randall & Roberts Funeral Home and Primose School at Fishers Station, both located at the northwest corner of Allisonville Road and River Glen Drive, this area is composed entirely of single family homes and open space. Neighborhoods along this section of corridor include River Glen, River Highlands, Sunblest, and The Orchard at Sunblest. Open spaces include the River Glen Golf Course, subdivision common areas, and a forested property owned by Conner Prairie just west of where 126th Street terminates at Allisonville Road.

#### River Glen Drive/Sunblest Boulevard to 116th Street

This segment of the corridor includes various commercial uses with mostly restaurants and convenience retail businesses along Allisonville Road and professional offices set back along Fishers Crossing Drive and Lakeside Drive. This area represents a typical auto-oriented commercial corridor with many drive-thrus, surface parking lots in front of businesses, and a high number of access driveways to/from Allisonville Road and between properties. The northeast and northwest corners of the Allisonville Road and 116th Street intersection are included in this segment.

These area differ from the strip development elsewhere along the corridor in that they include large anchor sites, the Kroger supermarket in the northwest quadrant and the former Marsh supermarket in the northeast quadrant. The former Marsh was demolished and although redevelopment of the center began, it was not completed and the anchor site is currently vacant land. Kroger had planned to relocate to this site from their current location to the west, but those plans were ultimately not pursued. Kroger was

in the process of reevaluating and potentially amending those plans during the planning process.

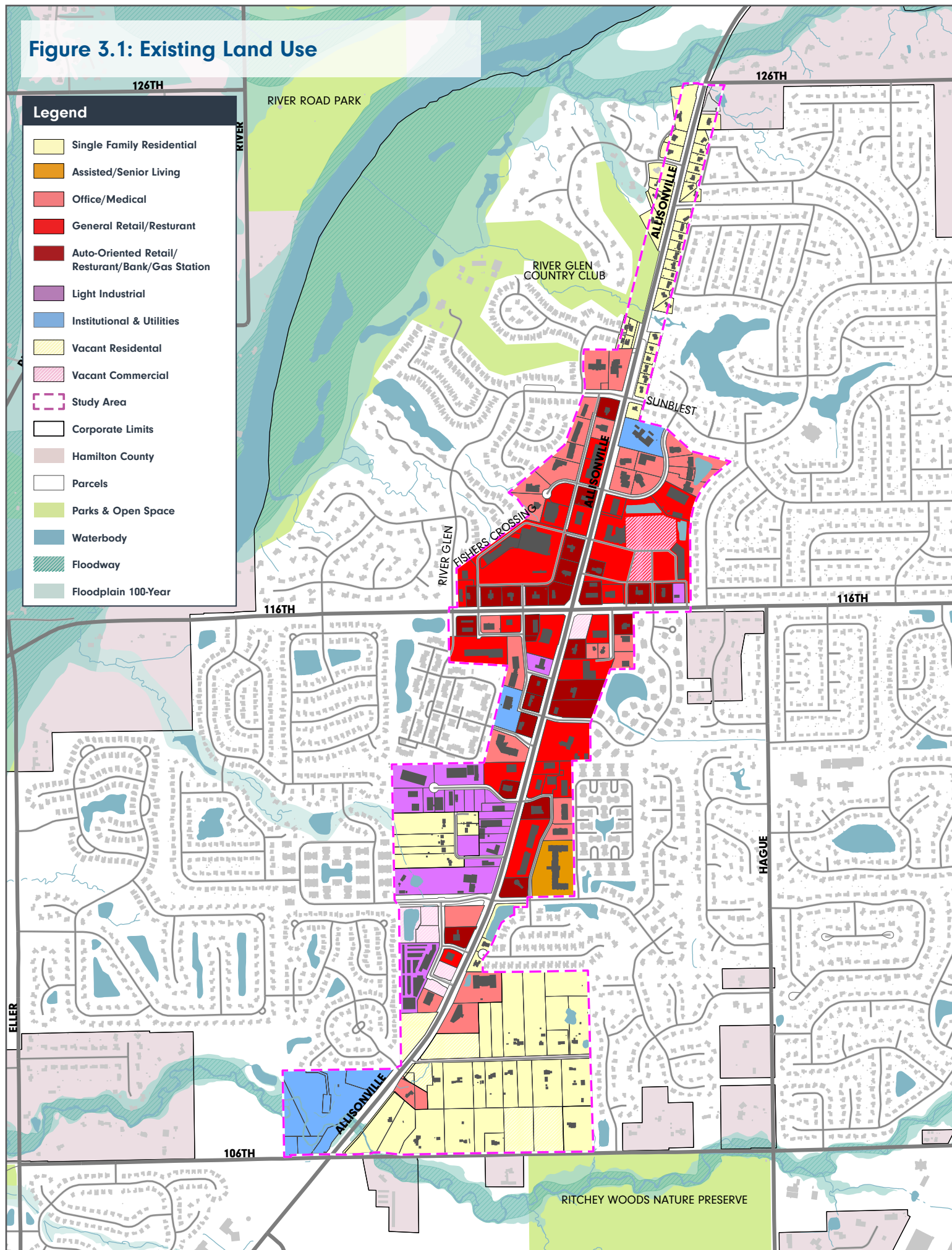
#### 116th Street to Shadowlawn Drive

This segment of Allisonville Road and the accompanying properties on the south side of 116th Street are mostly commercial in use and designed with traditional auto-oriented character including many drive accesses along Allisonville Road and 116th Astreet, surface parking in front of businesses, drive-thrus associated with fast food restaurants and banks, and auto-serving businesses such as gas stations, car washes, and automotive services. Similar to the corridor segment to the north, several offices and professional service businesses are located on the properties setback from Allisonville Road and 116th Street.

#### Shadowlawn Drive to Easy Street

Land use and character between Shadowlawn Drive and Easy Street differs when examining the east side of the corridor as compared to the west. The west side of the study area through this section includes several light industrial and intensive commercial uses characterized by outdoor storage of products and equipment, and in many cases, older pre-engineered steel buildings that lack architectural character. Also on the west side of the corridor, setback from Allisonville Road, several single family homes are present along E. 111th Street. These homes are on larger lots and are not within the city's corporate limits. The east side of the study area along this corridor segment is a continuation of traditional commercial strip development found to the north. Small professional offices and the Meadow Brook Senior Living center are located behind the strip development along Allisonville Road.

**Figure 3.1: Existing Land Use**





## Easy Street to 106th Street

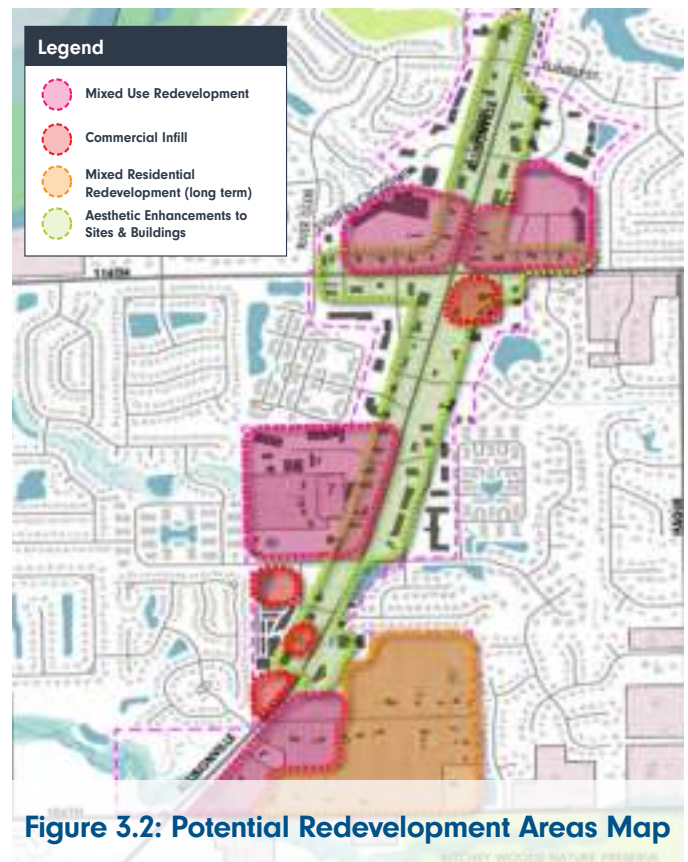
Allisonville Road between Easy Street and 106th Street includes a variety of land uses. The Bluestone subdivision sits at the southeast corner of the Allisonville Road and Easy Street intersection. The west side of the corridor includes medical office buildings and a few vacant lots for sale at the time of the study. A self-storage business is located further west along Allisonville Office Drive. On the east side of Allisonville Road, continuing east along 106th Street on the north side of the roadway, several single family homes are located on large lots. Some of these homes show clear signs of recent investment while others appear to be investor-owned and may be held for redevelopment purposes. These properties have not been annexed into the City of Fishers. The west side of Allisonville Road just north of 106th Street includes property owned by the Indianapolis Airport Authority to protect runway approach zones, as well as a Duke Energy substation, and entrance into the Gatewood subdivision.

## **Redevelopment**

Most all of the residential properties along the corridor are expected to remain in the future, and many of the commercial properties are established and successful businesses that are anticipated to continue operations indefinitely. However, there are several vacant and underutilized parcels with redevelopment potential. Additionally, there may be opportunity to assemble some of the light industrial and intensive commercial businesses along Shadowlawn Drive for redevelopment. Some of the residential properties along 106th Street and 108th Street may also be assembled and proposed for redevelopment. Figure 3.2 is a map of potential infill and redevelopment sites along the corridor. Redevelopment concepts for key properties are included in the Recommendations chapter. The Shadowlawn Drive and 106th/108th Street areas could be assembled and redeveloped in any number of ways. Subsequently, specific redevelopment concepts have not been included but desired character and important considerations for these properties are discussed in more detail later.



One of several medical office buildings on Allisonville Road south of Easy Street.



**Figure 3.2: Potential Redevelopment Areas Map**

# EXISTING CONDITIONS

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## Vehicular Network

The majority of Allisonville Road through the study area includes two northbound lanes, two southbound lanes, and a median that becomes a center left turn lane at key locations. Approximately 750 feet north of the Allisonville Road and River Glen Drive/Sunblest Boulevard intersection, the median stops and only the two northbound and two southbound lanes remain. This condition continues north for approximately one-quarter mile until the roadway widens to include a center left turn lane for Orchard Boulevard and River Highlands Drive. North of River Highlands Drive, the road narrows again with the termination of the center left turn lane until the Allisonville Road and 126th Street intersection.

### Existing Signalized Intersections

- 126th Street and Allisonville Road
- River Glen Drive/Sunblest Boulevard and Allisonville Road
- Fishers Station Way and Allisonville Road
- 116th Street and Allisonville Road
- Easy Street and Allisonville Road
- 106th Street and Allisonville Road
- 116th Street and Fishers Station Drive/Conner Creek Drive

During the corridor planning process, the City of Fishers was in the process of designing a roundabout for the Allisonville Road and 116th Street intersection. It is anticipated that construction of the roundabout will start in early 2024.

## Traffic Counts

Both Allisonville Road and 116th Street carry significant amounts of vehicle traffic. On average, 116th Street carries more daily traffic; likely as a means to/from Interstate 69, the Nickel Plate District, and other destinations further east of I-69. Average Annual Daily Traffic (AADT) counts as reported by the Indiana Department of Transportation (INDOT) for 2021 are:

- Allisonville Road north of 116th Street: 19,060
- Allisonville Road south of 116th Street: 19,489
- 116th Street east of Allisonville Road: 24,138
- 116th Street west of Allisonville Road: 21,652

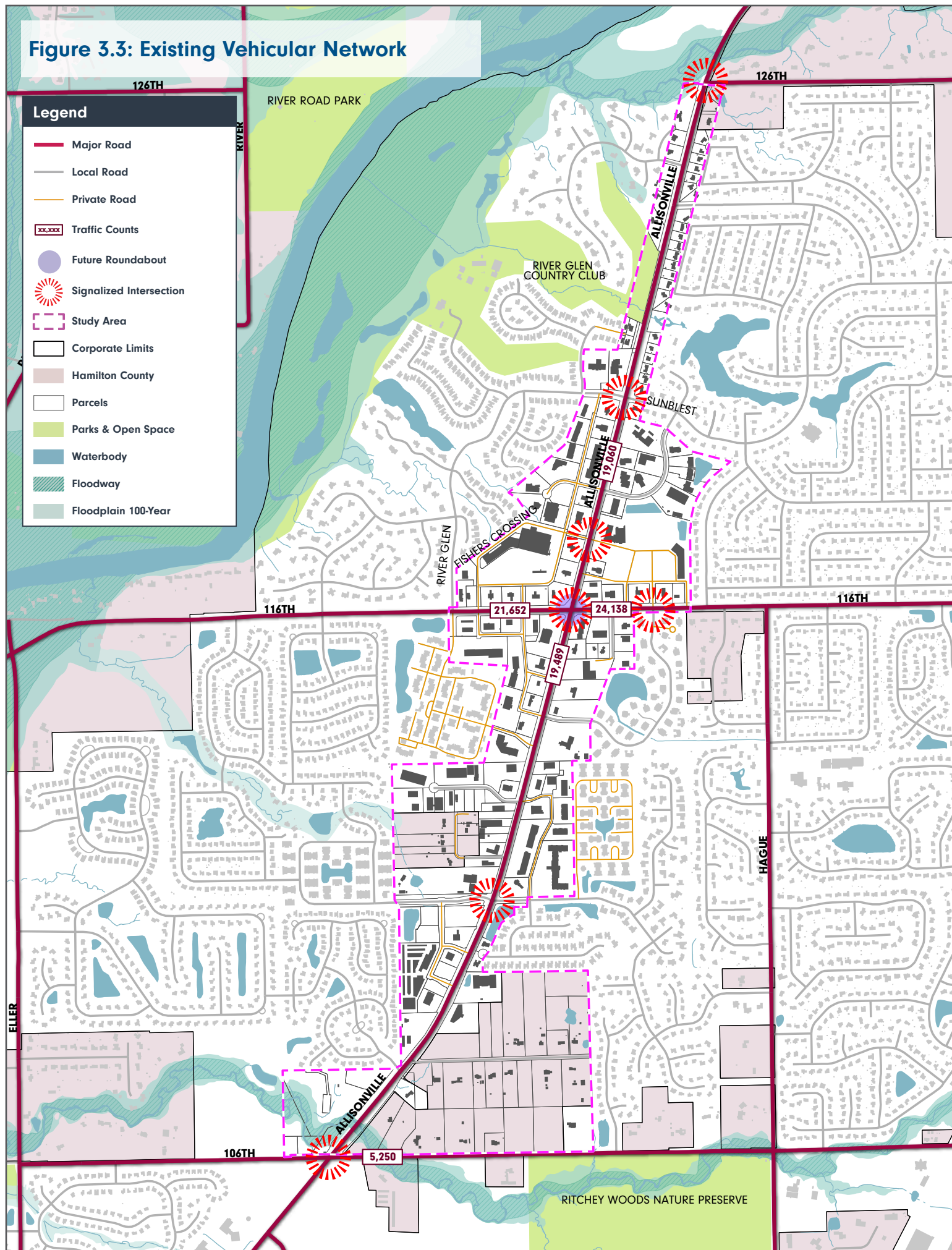
## Private Roads

While many of the access and circulation roads off the main thoroughfares function as public streets in that they are used by multiple businesses and their customers, they are in fact private roads, not owned by the City of Fishers and not within the public right-of-way. These private roads are usually owned by the surrounding properties owners collectively. Many of these private roads were not constructed to the standards required for public streets and have not been maintained to the same standards as Fishers' city streets. Significant private roads in the study area include:

- Fishers Crossing Drive
- Fishers Station Way
- Fishers Landing Drive
- Village Square Lane
- Allisonville Office Drive

Several shorter road segments are also private, as depicted in Figure 3.3 Existing Vehicular Network.

**Figure 3.3: Existing Vehicular Network**





# EXISTING CONDITIONS

## Bicycle & Pedestrian Network

The City of Fishers has long recognized the importance of a well-connected bicycle and pedestrian system. Multi-use trails and sidewalks are located throughout much of the study area but several key gaps remain. Multi-use trails within the study area are typically 8 feet in width and surfaced with asphalt. Sidewalk width varies; they typically measure between 4 and 6 feet in width and are most commonly made of concrete. In many instances where a multi-use trail or sidewalk exists, it is immediately adjacent to the Allisonville Road or 116th Street curb. Without any planted buffer space or physical barrier, these facilities are not perceived as bicycle or pedestrian friendly given roadway traffic volumes and speeds.

### Multi-use Trails

- East side of Allisonville Road from 106th Street to 126th Street, and further north and south
- West side of Allisonville Road from River Glen Drive to 126th Street, and continuing north
- North side of 126th Street, east of Allisonville Road for approximately 300 feet
- South side of 116th Street, west of Gables Drive to the White River
- South side of 106th Street, both east and west of Allisonville Road

## Sidewalks

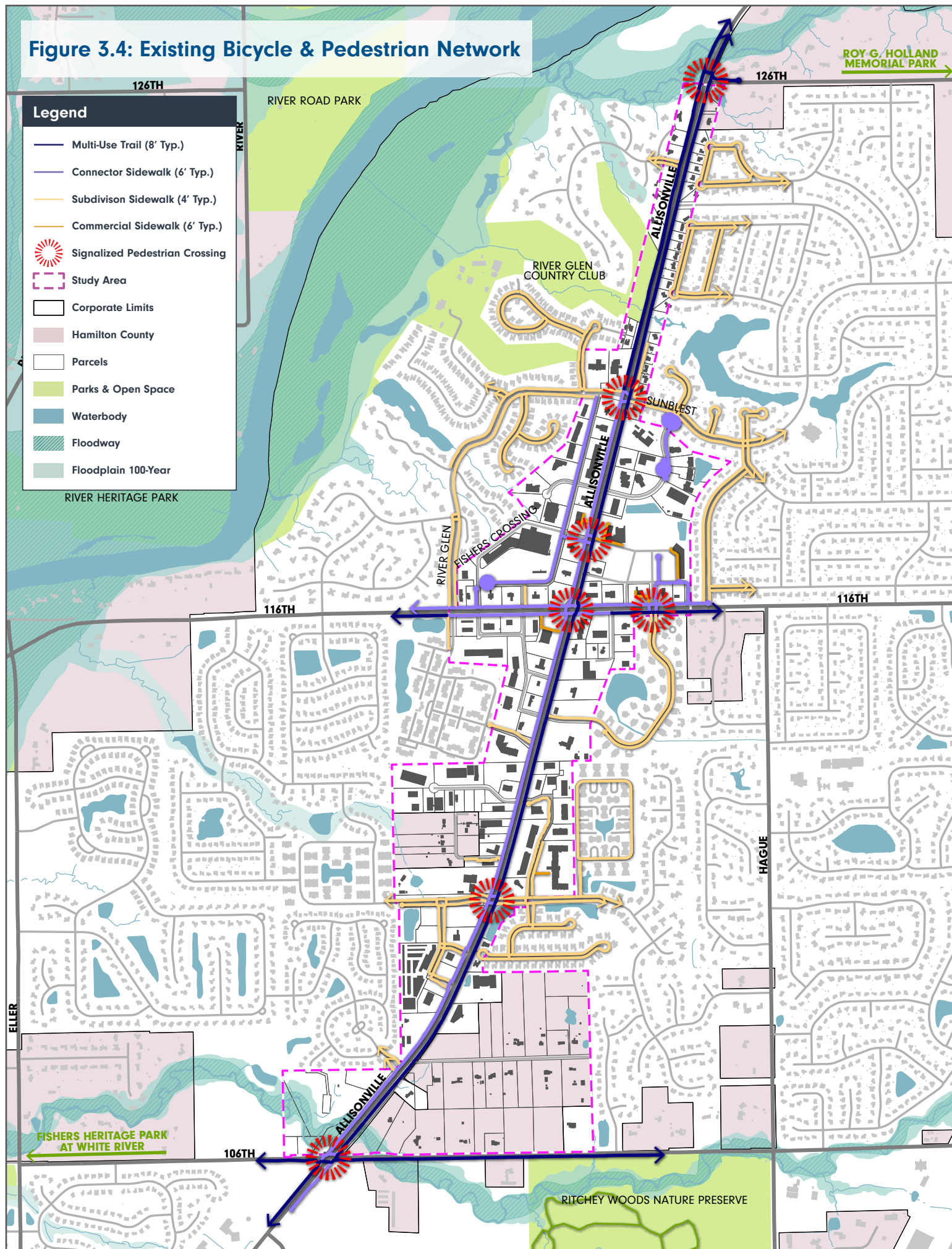
- West side of Allisonville Road from 106th Street to River Glen Drive
- North side of 116th Street from River Glen Drive to Wainwright Boulevard
- South side of 116th Street from Gables Drive to Hague Road

Sidewalks also exist through some, but not all the commercial developments within the study area. They are also located throughout all the adjacent neighborhoods. The existing bicycle and pedestrian system is depicted in Figure 3.4 Existing Bicycle & Pedestrian Network.



A typical sidewalk condition along the corridor.

**Figure 3.4: Existing Bicycle & Pedestrian Network**



# EXISTING CONDITIONS

## Corridor Character

While the study area only covers a short portion of Allisonville Road there are a variety of streetscape conditions that shape the corridors current character and dictate future enhancements. These conditions are impacted by sidewalk and trail layouts, landscaping and buffers, traffic lane width, above-ground utilities, existing land uses, and other physical aspects present along the corridor. Figure 3.5 Corridor Character identifies three segments along Allisonville Road and their distinct character. The highlights of each section include:

### 106th Street to Easy Street

- 8' Multi-Use Trail on east side of the street. No separation between street and trail.
- 6' Sidewalk on west side of the street. No separation between street and sidewalk.
- 4 traffic lanes, 12' wide.
- 16' wide planted median with turn lanes.
- Pedestrian lighting on both sides of the street.
- Overhead electric lines on west side of street.
- Less developed with natural areas, residential and a few businesses



View of the crosswalk at the Allisonville Road and 126th Street intersection.

### Easy Street to Sunblest Boulevard

- 8' Multi-Use Trail on east side of the street. No separation between street and trail.
- 6' Sidewalk on west side of the street. No separation between street and sidewalk.
- 4 traffic lanes, 12' wide.
- 16' wide planted median with turn lanes.
- Pedestrian lighting on both sides of the street.
- Overhead electric lines on west side of street from Easy Street to 116th Street. Overhead electric lines on east side from 116th Street to River Glen Drive.
- Developed with lawn/planted areas between the streetscape and development.

### Sunbest Boulevard to 126th Street

- 8' Multi-Use Trail on east side of the street. No separation between street and trail from River Glen Drive to River Highlands Drive. From River Glen Drive to 126th Street there is a 5' grass strip between the street and trail.
- 6' (near River Glen Drive) to 10' (near 126th Street) wide Multi-Use Trail on west side of the street. No separation between street and trail until 126th Street.
- 4 traffic lanes, 12' wide.
- 16' wide planted median with turn lanes ends between River Glen Drive and Orchard Blvd.
- Pedestrian lighting on both sides of the street.
- Overhead electric lines on east side of the street.
- Less developed with natural areas and residential.



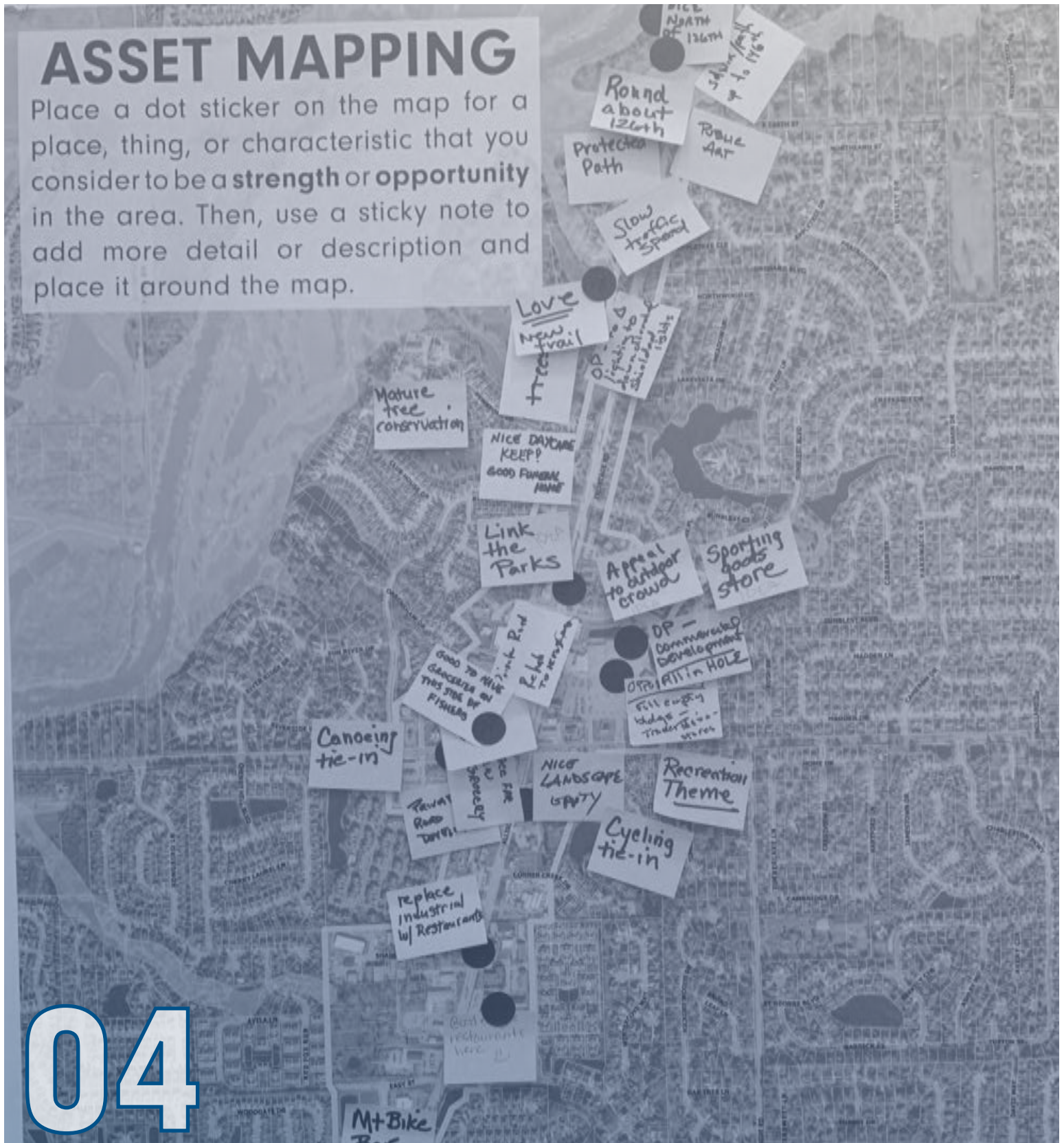
Figure 3.5: Corridor Character





# ASSET MAPPING

Place a dot sticker on the map for a place, thing, or characteristic that you consider to be a **strength** or **opportunity** in the area. Then, use a sticky note to add more detail or description and place it around the map.



# 04

## COMMUNITY PARTICIPATION

## Importance of Community Participation

Successful plans are built on a strong foundation of community participation and engagement. Working with a community's residents, businesses, property owners, and elected and appointed officials is critical to ensure the recommendations within a plan are supported by the community and realistic given local context. For these reasons, the planning process included both targeted engagement with key stakeholders as well as opportunities open to the broader public. A brief snapshot of the community outreach and engagement opportunities is detailed in the following pages while a more complete summary can be found in the Appendix.

There were five distinct methods used to gather input during the planning process, each with the goal of reaching a specific audience or obtaining specific information. Those methods include steering committee meetings, focus groups, a community workshop, outreach at the farmers market, and an online community survey. Information gathered from these events combined with best practice research, community demographics, and physical conditions formed the basis of the plan's recommendations (Chapter 5).



Results of the issues mapping exercise at the Community Workshop held on July 21, 2022.

## Who Did We Reach?

As stated above, a goal of any community engagement effort is to reach a diverse range of people who live, work, or visit the study area. The following is a brief summary on each engagement opportunity including locations, times, and who was involved.

### Steering Committee Meetings

Steering committees play crucial roles in any planning process guiding the development of a plan through continual input and feedback. The committee itself had 18 members in total consisting of 12 community stakeholders and six City staff members. The group met four times over the process to discuss key points of the study.

### Focus Group Meetings

Three focus groups were held on July 19th with business and property owners, restaurant owners, and residents. Topics covered during conversations varied, but included development opportunities and bicycle/pedestrian safety along the corridor.

### Farmers Market

The project team set up a booth at the Fishers Farmers Market on July 16th to gather feedback from community members and advertise additional input opportunities. Passersby were encouraged to share their one wish for the corridor, as well as information about assets, issues, and opportunities

### Online Survey

The online survey attempted to gauge the community's satisfaction with current conditions along the Allisonville Road Corridor. Participants were also asked to help establish priorities and provide feedback on potential improvements along the corridor. Over 1,600 residents completed the survey between July 5th and August 1st.

### Community Workshop

The community workshop, held on July 21st at the Fishers City Hall Auditorium, encouraged the public to share their thoughts about the corridor through a variety of mapping, visioning, and voting exercises. Over 100 people participated in this meeting.



## COMMUNITY PARTICIPATION

## What We Did Hear?

Multiple engagement efforts are intended to attract a variety of people who can give their unique perspective on the community. While business owners may have one perspective on how the Allisonville Road corridor should look in the future, residents living along the corridor or elected officials implementing policy changes may see things in a different light. The information below highlights the discussion points most commonly seen from all forms of community engagement.

## Assets

- There are a number of established businesses and anchor institutions along the corridor.
- Roads are generally in good condition and recent projects have brought median and landscaping improvements.
- Diverse housing stock.
- Proximity and access to major parks, the river, neighborhoods, and surrounding communities.
- There is a good mix of land uses and business types along the corridor.

## Opportunities

- Multiple sites hold redevelopment potential.
- Potential pedestrian and bicycle connections between the corridor and surrounding destinations.
- Public gathering, recreation, and entertainment spaces.
- Facade and landscaping improvements that develop a unique character for the corridor.
- Opportunity to become a gateway for people traveling from one community to the next.
- Potential for higher density to promote walkability and accessibility for nearby residents and visitors.
- A number of natural areas and parks can be part of future pedestrian connections and destinations for residents and visitors.

## Challenges

- Pedestrian and bicycle safety along major roadways and at intersections along Allisonville Road.
- Vehicular congestion and speed enforcement.
- Dated building aesthetics and lack of strong design guidelines for commercial developments.
- Private roads are in need of repair.
- Lack of central gathering space for adjacent neighborhoods such as a park, event venue, or other recreational destination.
- Multi-family housing types are not desired by many residents.
- Mixed views on promoting mixed use development.
- Traffic control signal timing and synchronization.
- Property upkeep and maintenance of landscaping along the corridor.
- Lack of connectivity to downtown and other destinations for pedestrians and bicycles.
- Not enough restaurants and entertainment focused businesses for nearby residents.



Results of a visioning exercise conducted at the Community Workshop.

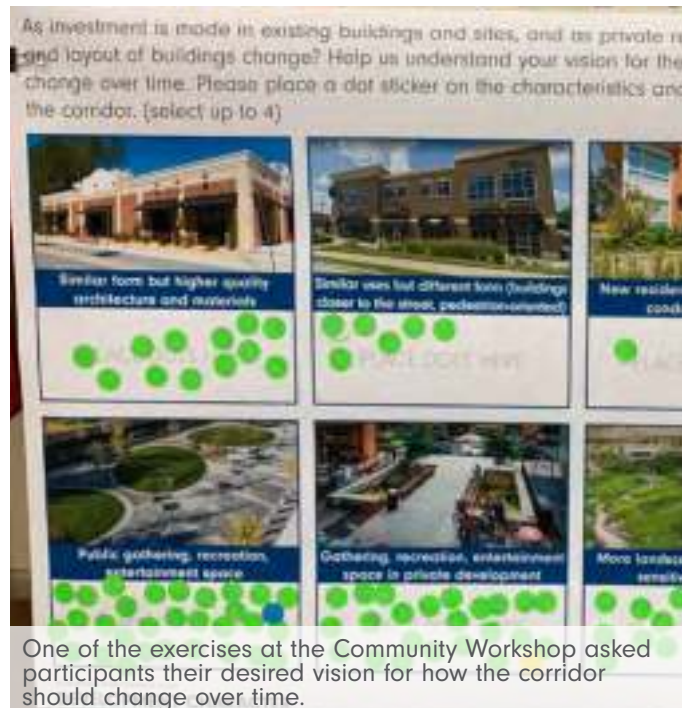
## Key Themes

When shifting through the feedback received from the multiple meetings and online input a number of themes emerged that helped identify the corridor's major assets, challenges, and opportunities. The following themes, paired with existing conditions analysis, were used as a foundation for the recommendations within this study:

- Connectivity between neighborhoods and key destinations (Nickel Plate District/Downtown, Holland Park, Ritchey Woods, White River - Heritage Park and planned White River Park).
- The corridor needs a community gathering and recreation space to serve as a key destination and support desired restaurants and other businesses.
- No new light industrial or heavy commercial businesses should locate here, mixed opinions on whether the existing should stay.
- Corridor should not be an extension or duplication of downtown Fishers/Nickel Plate District.
- Any opportunities to protect cyclists and pedestrians and calm traffic while ensuring efficient traffic flow should be explored.
- Corridor needs overall aesthetic, façade, and landscape enhancements (but not major use or form changes).
- Apartments and condos are not desired, there are mixed feelings about mixed use development, with some understanding it may be needed to support other desired improvements.
- Vacant sites, especially the former Marsh/planned Kroger property and the city-owned lot on the SE corner of 116th and Allisonville, need to be developed.
- If Kroger relocates, need a plan for what happens to the existing Kroger property.
- Condition of private streets is an issue and City needs to address.



The first steering committee meeting was held on June 14, 2022.



One of the exercises at the Community Workshop asked participants their desired vision for how the corridor should change over time.



05

## RECOMMENDATIONS



The Allisonville Road Corridor Study defines a vision for strengthening the appearance, function, and economic potential of this key corridor within the City of Fishers. It outlines recommendations for a series of constructed improvements and a strategy to guide public and private investment in the future. It also identifies ideas for changes in zoning and development control and shows how city-facilitated projects can be used to leverage private reinvestment. Collectively, these recommendations will drive the development of a vibrant mix of businesses, housing options, recreational amenities, and bicycle and pedestrian facilities that will serve surrounding neighborhoods and all of Fishers.

This study is a long-range guide for how the area can be improved through both incremental investment and larger scale redevelopment projects. While the study presents the ultimate long-range view on the corridor, many recommendations can be implemented in a much shorter timeframe as resources become available. In all cases, changes to private properties will be voluntary and largely driven by market forces and it is anticipated that many of the existing businesses will continue indefinitely. Specific goals of the study are identified below.



Portions of the study area have already experienced redevelopment, including this strip center on the site of a former Marsh supermarket.

## Allisonville Road Corridor Study Goals

- Communicate the desired vision for the future of the Allisonville Road corridor to better express City goals and resident interests for both public and private investment.
- Continue to support a diverse mixture of uses that serve the daily needs of nearby residents and employees while promoting redevelopment opportunities that create additional dining, retail, and entertainment businesses and active gathering spaces.
- Ensure surrounding neighborhoods remain attractive and desirable locations for both long-term and new residents of Fishers.
- Identify preliminary redevelopment concepts for key sites so that if they transition in use, new development can happen in alignment with study recommendations.
- Use City investments within the public realm for items such as transportation enhancements, stormwater infrastructure, plazas and landscapes, sidewalks, and multi-use paths to realize reinvestment on private properties along the corridor.
- Improve pedestrian and bicycle connectivity between the Allisonville Road corridor, nearby neighborhoods, and destinations such as the Nickel Plate District, Nickel Plate Trail, Roy G. Holland Park, Ritchey Woods, and the White River.
- Enhance corridor aesthetics both within the public right-of-way and on adjacent development sites.
- Recommend development policies and potential amendments to the City of Fishers Comprehensive Plan, Unified Development Ordinance, and City efforts to help implement the goals and strategies of this study.

# RECOMMENDATIONS

These goals are addressed with recommendations organized into three groups: **Land Use & Redevelopment**, **Streetscape Character**, and **Connectivity**. The land use and redevelopment recommendations address how existing development can be enhanced and how vacant and underutilized properties can be redeveloped to serve project goals. The streetscape character recommendations describe how improvements both within the public right-of-way and on adjacent properties can lead to a safe and attractive corridor. Finally, the connectivity recommendations include projects to enhance travel within and surrounding the study area, with a particular focus on bicycle and pedestrian facilities and amenities.

It should also be noted that many comments related to roadway function and safety were gathered during public engagement activities. The goals within this study attempt to balance the desire to reduce traffic congestion and create an efficient roadway network while reducing traffic speeds and improving bicyclist and pedestrian safety. These traffic concerns are important, and the City of Fishers is continually monitoring the street network, assessing potential impacts of new development, exploring opportunities to improve safety, and using enforcement when necessary. While Fishers will continue these efforts, recommendations in this study focus more on corridor character, adjacent land use, and bicycle and pedestrian facilities, as a detailed traffic analysis was not included.



New and varied housing products will help to support new commercial uses desired within the study area.

## Land Use & Redevelopment

**Allow for increased development intensity that includes a mixture of uses combining restaurant, entertainment, and recreation activities with active open spaces and varied housing types.**

A common theme heard throughout the planning process was the need for attractions and amenities that serve as a draw to the area and help support the market for additional sit-down restaurants, breweries, and entertainment businesses. Given the current scale of development within the study area, combined with the number of auto-oriented uses, it is difficult to support diversified restaurant and retail options or identify an ideal location for an outdoor gathering and recreation space. However, by allowing for increased development intensity, especially when organized into walkable mixed use developments, the district will be better equipped to incorporate and support a mix of land uses and businesses desired by residents.

Diversifying housing product options along the corridor, including apartments, condominiums, and townhomes, can also help establish a walkable corridor and increase activity at broader hours to support existing and new businesses. Larger apartment developments without any commercial use or public open space are not desired by many residents. However, low-rise mixed use buildings, typically 3 stories in height, that combine apartments or condominiums with ground floor retail, restaurant, and office spaces were looked at more favorable. Ultimately, new mixed use development will be the mechanism to realize community goals for open space, recreation, and desired commercial development.



**Promote building form and massing, density, setbacks, open space, landscape and lighting that result in more walkable and bike-friendly development.**

Many comments during the planning process described the study area as being unwalkable and not bike-friendly. This could be attributed to several factors including vehicle speeds, narrow bicycle and pedestrian facilities and buffers, and the overall form and organization of development along the corridor. Many properties along the corridor represent typical automobile-oriented commercial development characterized by such things as:

- Individual buildings isolated from other sites and uses
- Surface parking lots, frequently located between the street and the front of the building
- Numerous driveways, often only serving one property and resulting in multiple curb cuts along the corridor
- Lack of defining character and design
- Limited placemaking elements that contribute to district vitality
- Lack of access between properties and adjacent neighborhoods, requiring additional car trips onto Allisonville Road and 116th Street

Rapid and significant changes to the overall built form of the corridor is unlikely to occur, and in many cases isn't desired by residents. With the exception of key redevelopment opportunities mentioned in Chapter 3: Existing Conditions, much of the existing uses and buildings will remain as they are currently. In these areas, bringing development up to current standards in the Unified Development Ordinance (UDO) will be a substantial improvement. For redevelopment areas, creation and application of a neighborhood mixed use zoning district will support study goals and can be used to better regulate building form and massing, site design and circulation, and landscape and open space areas. A neighborhood mixed use district is discussed in more detail within Chapter 6: Implementation.



Key redevelopment projects should emphasize walkable and bike-friendly design as an alternative to the automobile-oriented character present along much of the corridor.

# RECOMMENDATIONS



New buildings should use high quality materials including masonry and glass, in support of resident goals related to improved character and aesthetics.

## **Ensure redevelopment accounts for surrounding context, especially adjacent single-family neighborhoods.**

Commercial and light industrial uses are located immediately adjacent to residential uses along much of the corridor. Some of these non-residential properties include landscape buffers and screening of service areas, but others do not. Even where buffers are in place, the proximity and intensity of commercial activity has created concerns amongst nearby homeowners. When non-residential properties are making site improvements, additional screening should be a point of emphasis. Knowing this was identified by numerous residents and homeowners association representatives as a key priority, the City should consider incentives for additional buffering, and potentially support development standards variances when doing so would allow for wider or more substantial landscape buffer areas.

As larger redevelopment projects may occur, sites should be designed to increase separation and buffering between residential and non-residential buildings. Locating new commercial and mixed use development closer to Allisonville Road and 116th Street, while ensuring internal roads support walkability and bicycling for adjacent neighborhoods, would help to accomplish this.

## **Elevate the quality of architecture and aesthetics along the corridor through new development and redevelopment projects.**

The businesses along the Allisonville Road corridor have been critical to supporting neighborhood needs and enhancing livability in Fishers. However, many of these same businesses lack an aesthetic character unique to the area and visibly clash with other buildings along the corridor. The City's UDO and a new neighborhood mixed use district, as well as the current development review process, should be used to ensure new development, redevelopment, and incremental investments to existing buildings utilizes high quality design and materials. If this area's design aesthetic is not covered within Fisher's current ordinances, amendments that reflect these changes should be considered.

# RECOMMENDATIONS

## Create a signature community gathering space to host public events, act as a destination along the corridor, and support desired business attraction.

The Allisonville Road corridor is missing a pedestrian-scaled and oriented activity space. From the first steering committee meeting to the last and during other outreach activities, the opportunity to develop an outdoor destination space to serve as the “living room” of the area was discussed. The most logical location for such a space would be as part of a larger redevelopment project in the northeast or northwest quadrant of the Allisonville Road and 116th Street intersection. Such a space could include flexible lawn and plaza areas to accommodate performances and special events, shaded seating, a water feature, interactive public art, limited play equipment, and activities for all ages such as ping pong, cornhole, and bocce.

This space is not intended to duplicate the amenities and activities present within the Nickel Plate District. It should be smaller scale and create opportunities for programming and events unique to its size and location which could be organized by Fishers Parks, non-profit community organizations, or even nearby private businesses. New mixed use development could help to support and activate such a space, shaping it into an important catalyst that supports the desired uses of restaurants, breweries, and other business within the new development.



A community amenity and recreation space would help activate the corridor and support the types of businesses desired by residents.

## Design sites that create functional open spaces and incorporate stormwater infrastructure as an attractive amenity.

Many of the properties within the study area were developed under previous planning and zoning regulations and therefore don't reflect current standards and best practices related to landscaping and stormwater management. When landscaping is present, it is mostly located in narrow bands around the perimeter of sites. New development and redevelopment should be designed so landscaped areas serve a functional purpose, either as usable open space for customers and residents, or as part of the stormwater infrastructure system to help decrease runoff volumes. This recommendation also supports broader City goals related to sustainability. The City should consider incorporating incentives into the UDO for projects that incorporate green infrastructure and sustainable stormwater strategies into site design and landscape plans.



Stormwater infrastructure is too often pushed to the perimeter of a site when it could be incorporated as an attractive feature.



# RECOMMENDATIONS

## **Consider reduced parking requirements and promote conversion of excess pavement to functional recreation or stormwater management use.**

For existing developments, there is little opportunity to increase landscape and functional open space areas without reducing building size or converting other parts of a site. Reducing building size is rarely, if ever, desirable or feasible, but parking lots, and more specifically excess parking spaces and drive aisles, represent a unique opportunity for conversion to more active and attractive site features. This may include usable open space in the form of outdoor dining, entertainment, or recreation spaces. It could also be in the form of additional landscape and stormwater management areas. A recent example of successful pavement conversion to functional outdoor space can be found in the Village Square commercial center within the study area. Many plan participants cited Mashcraft Brewing's new outdoor space and pickleball courts on what had been parking lot as a perfect example of desired improvements to existing commercial centers. The City should consider reductions to required off-street parking spaces to better encourage and facilitate similar projects in the future. Oftentimes, the need for a parking variance may be enough to prevent a property or business owner from pursuing such a project.



This City should continue to support conversion of excess parking and drive areas to dining and recreation space.



Stormwater planters, or bioretention swales, help to filter and reduce stormwater runoff.



# RECOMMENDATIONS

## **Long-term, support redevelopment of properties along Shadowlawn Drive and E 111th Street from industrial and heavy commercial use to mixed commercial and residential use.**

As described in Chapter 3: Existing Conditions, the properties along Shadowlawn Drive and E. 111th Street are home to a number of light industrial and intensive commercial uses. 111th Street also serves as the only access point for several large residential lots outside of Fishers' municipal limits. Some of these light industrial and commercial businesses have been in operation for decades without generating significant conflicts with neighboring properties. They are supported by the City and expected to continue operations for some time. However, feedback from the online survey and steering committee suggests a desire to move away from these types of businesses along the corridor. For that reason, the City has identified long-term redevelopment of this area should these businesses wish to relocate or otherwise cease operations along the corridor. If any of these properties become vacant, redevelopment would be supported over new light industrial businesses moving in.

This specific area includes 27 parcels totaling over 35 acres. If assembled together, they could potentially create a special redevelopment opportunity. However, with that many parcels and their different owners, this would be a challenge. If a smaller group or groups of parcels are assembled, redevelopment to a mixture of commercial and residential uses is preferred, but it will be important to consider how the proposed projects fit into the surrounding context and interact with adjacent residential properties.

## **Attract professional and medical office development to vacant commercial properties west of Allisonville Road and south of Easy Street.**

There are currently four undeveloped commercial properties in the Allisonville Place development west of Allisonville Road and south of Easy Street. There is an additional vacant residential property just south of this area, adjacent to the Gatewood subdivision. Despite current residential zoning, this property is appropriate for future commercial use. It is recommended that this area continues to be developed with medical and professional office buildings. The properties are currently within City limits and served by utilities. They are essentially shovel ready for a prospective developer or business and should be advertised as such.



Property for sale during along Allisonville Office Drive, south of Easy Street.

**Support mixed use development along the east side of Allisonville Road around 106th and 108th streets with mixed residential redevelopment further east along 106th and 108th streets, when properties can be assembled and designed with appropriate respect to existing residential development.**

There are several residential properties along 106th and 108th streets within the study area with future redevelopment potential. Some of these properties have occupied houses on them while others are vacant. Some of the vacant properties are owned by adjoining landowners and function as an extension of their lot. Others are vacant and listed for sale or appear to be held for potential redevelopment purposes. This area has significant redevelopment potential but will require assembling multiple properties to make larger projects viable. Depending on how many and which parcels are assembled, a number of redevelopment possibilities exist.

The western portion of this sub-area, along Allisonville Road, is appropriate for mixed use development that may include office, restaurant, and retail commercial space as well as apartments or condominiums. As the area transitions east towards established neighborhoods, new development would need to scale down. Here, the commercial uses should give way to housing products that may still include apartments and condos, but also townhomes and single-family homes on compact lots. In all cases it will be critical to evaluate the potential impacts of new development on adjacent single-family lots and subdivisions. Additionally, this area is currently within unincorporated Hamilton County and it should be expected that infrastructure and service extensions will be required and that if redeveloped, the properties should be annexed into the City of Fishers.



View of a large parcel on the east side of Allisonville Road just north of 108th Street. This property was actively being marketed during the planning process. It has mixed use potential but is not currently within City limits.

# RECOMMENDATIONS

## Streetscape Character

**Promote the White River as the identifying characteristic for the area by incorporating landscape elements, signage, and art along the Allisonville Road and 116th Street corridors.**

There were mixed opinions expressed during the planning process as to whether the Allisonville Road corridor and surrounding area needed a unique identity within the broader Fishers context. However, there was near unanimous recognition of the White River and its proximity to the corridor as a unique opportunity. Past planning efforts have included recommendations for improving connectivity to the river via multiple routes, and these efforts should continue. Beyond connections to the river, landscape plantings, art, and wayfinding signage within the study area can continue to reinforce this proximity and be used to organize additional improvements that support corridor “greening” and beautification goals. Proximity to the White River should also be used to encourage sustainable development practices on private property. Investment and redevelopment along the corridor can be used as a regional model in retrofitting traditional suburban commercial centers with site design principles focused on enhancing water quality and promoting urban forestry.



Heritage Park is one of several opportunities to connect the Allisonville Road corridor to the White River.

**Use wayfinding signs to communicate and connect key destinations such as Conner Prairie, Ritchey Woods, and the Nickel Plate District.**

The ease by which residents and visitors are able to safely and successfully navigate a community is vitally important to economic prosperity. Visitors to a community need to be able to orient themselves, find local services and points of interest, and feel that they can safely travel to their destination. It is recommended that Fishers continue to implement a coordinated and comprehensive wayfinding signage system as a means for directing motorists, bicyclists, and pedestrians to key destinations. The City is currently developing new wayfinding signage for key corridors and Allisonville Road and 116th Street should be included in that plan.



Sign #AL-17  
116th & Allisonville  
Allisonville | Northbound

- Nonie W. Krauss Preserve
- Nickel Plate District
- Arts & Municipal Complex
- Conner Prairie



Sign #AL-18  
116th & Allisonville  
Allisonville | Westbound

- Metro Airport
- Ambassador House
- Conner Prairie
- Nonie W. Krauss Preserve

Example wayfinding signs currently being planned for the area around 116th Street and Allisonville Road.





Trees are missing from several medians along Allisonville Road.

**Install street trees where they are missing from medians and elsewhere along Allisonville Road where adequate space exists within the right-of-way.**

The thoughtfully planted and well-maintained medians along Allisonville Road and 116th Street were recognized as an asset to the corridor. Unfortunately, street trees face many stresses and have short life spans. Some of the original median trees have died and been removed, leaving empty spaces and awkward gaps in several medians. The City should prioritize replacing missing streets trees from medians not only within the study area, but elsewhere along these important corridors.

The City should also install new street trees within the public right-of-way where space allows. In addition to enhancing aesthetics, street trees provide shade to cyclists and pedestrians and can serve as an important buffer between the sidewalk and street or sidewalk and parking lots on adjacent properties. The overhead electric transmission lines along the east side of Allisonville Road north of 116th Street, and along the west side of Allisonville Road south of 116th Street mean most tree species are excluded from these areas, but there are other opportunities for greening the corridor.



Limited right-of-way and utility easements make City-led beautification projects difficult, but the City can support adjacent property owners with planning and design help.

**Develop a standard design and list of acceptable landscape plantings for utility easement areas to make it easier for property owners along the overhead transmission lines to beautify their properties.**

Tree planting restrictions under transmission lines and other limitations for easement areas are necessary to ensure safe operation of and access to this important infrastructure. That is not to say all landscape plantings are prohibited, and smaller ornamental trees may be permitted in easements for lower voltage distribution lines. Duke Energy promotes a “Right Tree, Right Place” program, but many property owners may not be comfortable or have the expertise to select appropriate plantings. Because “greening” the corridor was a common theme heard throughout engagement efforts, the City should take the lead to work with Duke Energy and a landscape design professional to develop a typical design and list of potential plants to be installed within these areas. This may reduce obstacles for adjacent property owners while also promoting consistent landscape treatments along Allisonville Road.

# RECOMMENDATIONS



1 Conversion of parking areas to amenity spaces



2 Retrofitting multi-use trails with buffers and barriers



3 Parking lot interior trees and landscape



4 New and replacement trees in the median



5 Bioretention swales for stormwater management



6 Wayfinding signage

**Figure 5.3: Birdseye View of Typical Development and Several Streetscape Character Recommendations.**







A matching grant program for commercial properties, similar to the existing Neighborhood Matching Grant Program, could be used to incentivize site and building improvements.

**Provide incentives for site and building improvements on private properties along the corridor, which may include landscape plantings, outdoor activity areas, sustainable stormwater infrastructure, signage, and façade enhancements.**

There is low vacancy among the commercial properties within the project area. Without the need to attract new tenants, property owners may not see a strong return on investment for largely aesthetic building and site enhancements. However, the need to improve corridor character, specifically the quality of architecture and appearance of older commercial properties, was consistently listed as a top priority throughout all community engagement opportunities. For this reason, the City needs to take a more proactive approach in encouraging incremental enhancements to private property. Similar to the neighborhood beautification grants already offered, the City should create a grant program and dedicate funding to better incentivize improvements to non-residential properties.

Many communities offer façade improvement programs that provide matching funds to commercial property owners for exterior improvements such as signage, lighting, painting, windows, and structural or design changes. It is recommended that Fishers implement a more flexible program that may also fund improvements to the site, including but not limited to landscaping, sustainable stormwater infrastructure, and outdoor seating, dining, or recreation amenities. Ultimately the City will need to decide what improvements are eligible and what percentage of matching funds are required by the property owner in order to be eligible for the grant.



# RECOMMENDATIONS

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**Use the Allisonville Road and 116th Street roundabout as an opportunity to showcase a high-quality landscaped gateway into Fishers that reflects the proximity and importance of the White River.**

116th Street serves as an important entry corridor into Fishers from the west. While this entry into Fishers technically happens when one crosses the White River, the Allisonville Road and 116th Street intersection serves as the first major entry experience. With the planned roundabout improvements, the center island will become a unique opportunity to re-enforce the White River's identity through this area.

Gateways can take on many forms and don't have to include signage, built monuments, or public art. A high-quality landscape can create the same sensory arrival but in a more nuanced manner. The project steering committee felt strongly that the roundabout should be used as a western gateway, and rather than some vertical structure in the roundabout island, it should be designed with a landscape plantings and other natural elements that reflect the character and proximity of the White River.



A more natural looking landscape design is recommended within the roundabout planned for Allisonville Road and 116th Street.



Numerous driveways along the corridor increase the potential for accidents and negatively impact pedestrian and cyclist comfort.

## **Continue to implement access management best practices as properties are redeveloped.**

Access management refers to the coordination and balancing of development needs with function and capacity of adjacent roadways. The goals of access management are to ensure and improve safety, preserve function and mobility, and manage existing and future access in a regular and consistent manner. Good access management practices can contribute to corridor character, advance economic development goals, and protect the City's investment in local roads.

A contributing factor to poor roadway function, appearance, and safety is the number of curb cuts or driveways along the road. The City should continue to promote access management strategies and explore opportunities for consolidated accesses and driveway removals as properties may be redeveloped. When adjacent properties can only be accessed from Allisonville Road, driveway spacing should be maximized so motorists have time to address one set of potential traffic conflicts before worrying about another. Driveways should also be properly set back from intersections so as not to impede intersection functions.

## **Increase traffic enforcement operations to ticket speeding and other traffic violations along the corridor.**

Vehicle speed along the corridor, especially through the northern and southern reaches of the study area, was identified as a significant concern by the community. Presently, the speed limit is 40 miles per hour along Allisonville Road through the study area. The City of Fishers Police Department should continue to monitor speeding along Allisonville Road and 116th Street to ensure a safe corridor for motorists, cyclists, and pedestrians. However, since the police department is responsible for much more than speed enforcement department resources must be used effectively. The department should consider periodic enforcement campaigns to address problem segments and hopefully lower speeds over time. Other considerations include reducing the posted speed limit to 35 miles per hour, installing additional speed limit signs, and replacing existing speed limit signs with solar-powered radar speed signs that display the vehicles speed back to the driver.



# RECOMMENDATIONS

## Connectivity

**Develop a dedicated and protected circulation system through area neighborhoods that connects key destinations.**

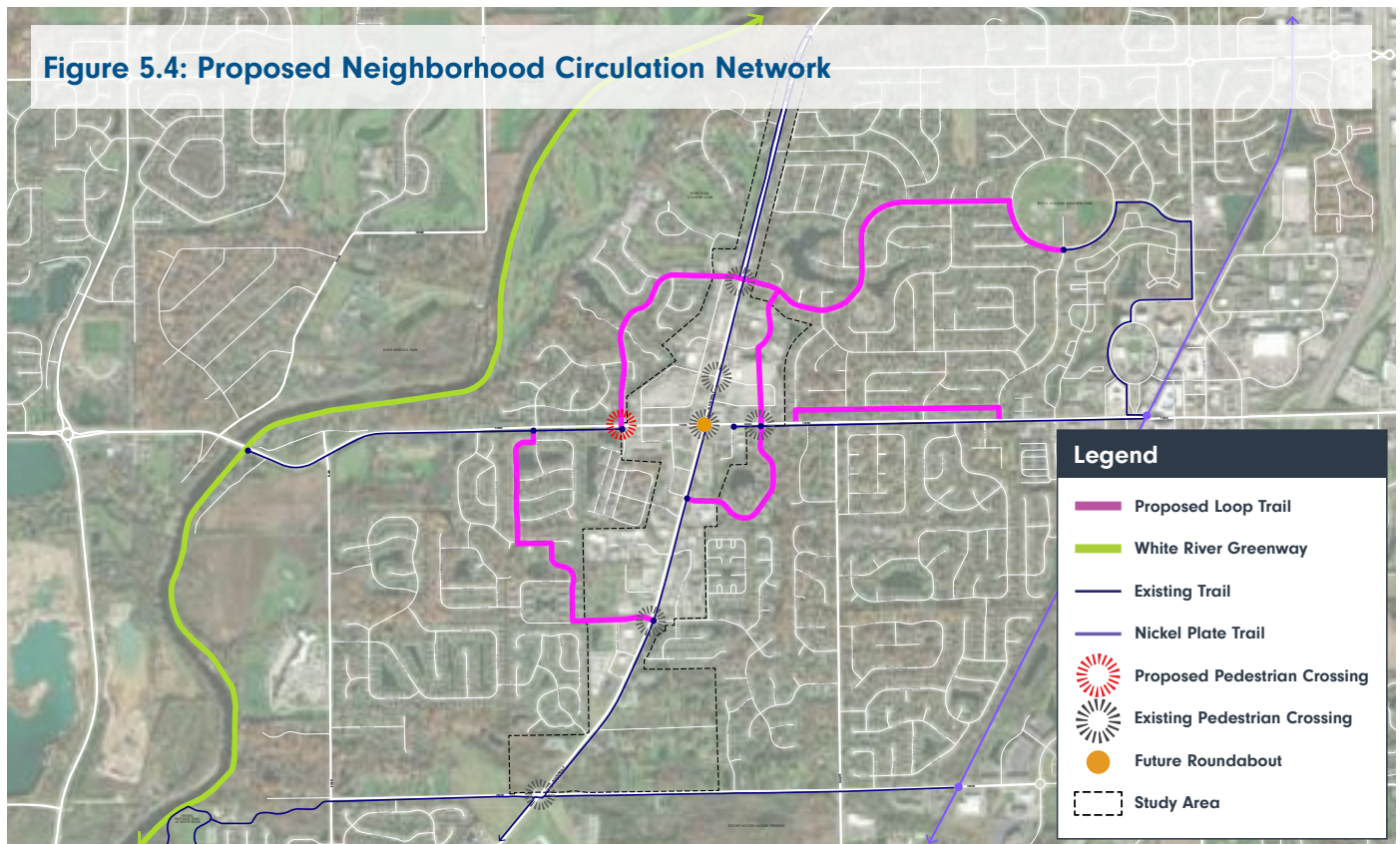
Improved bicycle and pedestrian connectivity were a point of emphasis heard throughout the planning process from the steering committee, survey responses, and community workshop attendees. Both Allisonville Road and 116th Street experience high traffic volumes and the multi-use trails and sidewalks along them feature little to no buffer space in many locations. Many participants noted not feeling safe on these facilities, especially when used by families with children. For this reason, neighborhood streets were explored as a means to connect key destinations while avoiding the heavily trafficked thoroughfares.

This loop network, as shown in Figure 5.4, utilizes a combination of neighborhood streets and existing multi-use trails along segments of Allisonville Road and 116th Street. Starting at River Glen Drive, on the north side of 116th Street, the route continues along River Glen Drive, turning east to where it intersects Allisonville Road. The Allisonville Road

and River Glen Drive/Sunblest Boulevard intersection is signalized giving pedestrians and cyclists a safe crossing location. East of Allisonville Road, River Glen Drive becomes Sunblest Boulevard. Sunblest Boulevard winds through the Sunblest neighborhood and connects to Roy G. Holland Memorial Park. From here, existing multi-use trails along Sunblest Boulevard and Lantern Road connect to the Nickel Plate District and Nickel Plate Trail.

As mentioned in the potential redevelopment concept for the northeast quadrant of Allisonville Road and 116th Street, there is an opportunity to construct a multi-use trail through this area during redevelopment efforts. This would link planned improvements along Sunblest Boulevard to 116th Street at the Fishers Station Drive/Conner Creek Drive intersection. This is another signalized intersection and therefore an optimal crossing location. The route can continue along Conner Creek Drive, turning west and intersecting Allisonville Road. The existing multi-use trail on the east side of Allisonville Road can then be used to continue the route south to Easy Street. At the Easy Street signalized intersection, the route continues west across Allisonville Road, and along Easy Street,

**Figure 5.4: Proposed Neighborhood Circulation Network**



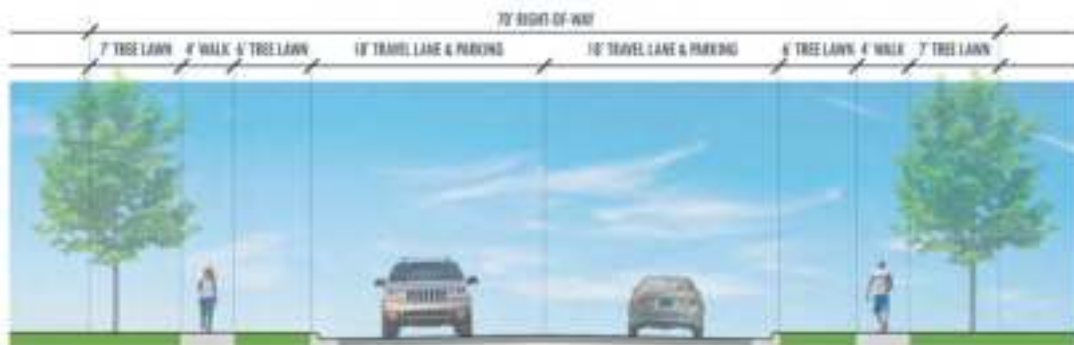


before turning north on Red Fox Run. From Red Fox Run a small segment of Wilderness Trail is used to connect to Cherry Blossom Drive, which then takes the route north to 116th Street. From here, the existing multi-use trail on the south side of 116th Street can be used to connect east to River Glen Drive, completing the loop.

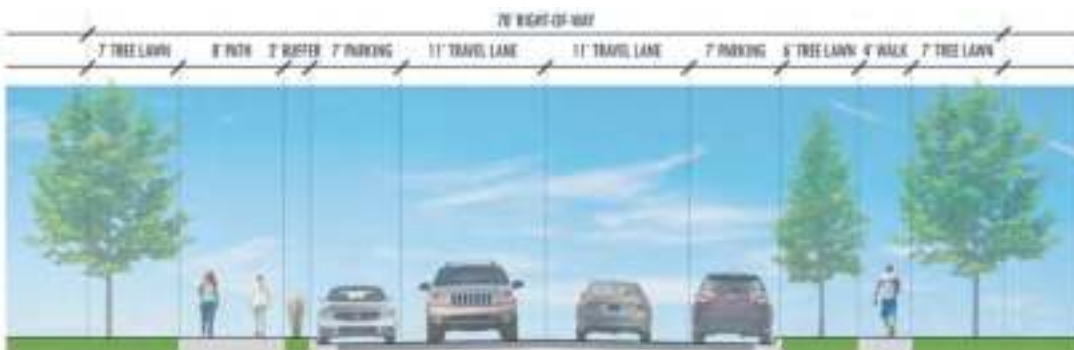
It's not envisioned that most cyclists or pedestrians would complete the entire loop route. Rather, the loop route creates the connectivity framework to join surrounding neighborhoods to businesses within the study and multiple key destination beyond. Various

facility improvements were considered for the neighborhood streets that make up this circulation network. Utilizing existing right-of-way and widening the sidewalk on one side of the street to create a multi-use trail that can be used by both pedestrians and cyclists is the recommended improvement for this area. River Glen Drive and Sunblest Boulevard feature a similar right-of-way configuration as shown in Figure 5.5: Existing and Proposed Cross Sections. Similarly, Red Fox Run and Cherry Blossom Drive also share a similar right-of-way configuration, depicted in Figure 5.6 on the following page.

**Figure 5.5: River Glen Drive / Sunblest Boulevard Existing and Proposed Cross Sections**



River Glen Drive / Sunblest Boulevard - Existing



River Glen Drive / Sunblest Boulevard - Proposed

# RECOMMENDATIONS

**Figure 5.6: Red Fox Run / Cherry Blossom Drive Existing and Proposed Cross Sections**



Red Fox Run / Cherry Blossom Drive - Existing



Red Fox Run / Cherry Blossom Drive - Proposed

## **Retrofit existing bicycle and pedestrian facilities with physical barriers and additional landscape where limited buffers exist.**

In addition to broader network enhancements and converting existing sidewalks into wider multi-use trails, there are opportunities to enhance existing facilities and make them safer for pedestrians to use. Buffer lawns refer to the narrow strip of grass between the street and the adjacent sidewalk or trail. Where narrow buffer lawns already exist, they can be planted with ornamental grasses or other vegetation to provide both a visual and physical barrier between the road the multi-use trail or sidewalk. If even more protection is desired, a guardrail can be installed. Where multi-use trails and sidewalks immediately abut the curb and no buffer lawn is present, the path may need to be narrowed or shifted to create

a small amount of buffer space to install a barrier or additional landscape. In many places along the corridor there is approximately one-foot of additional right-of-way on the outside of trails and sidewalks that could be used to accommodate these improvements. In cases where the trail or sidewalk already goes to the edge of the right-of-way, the facility would have to be narrowed to allow for buffer improvements. These improvements may be costly and hard to justify as standalone projects but as streets, curbs, and underground utilities are maintained and replaced these improvements may become more cost-effective and feasible if sidewalk and trail improvements are integrated into the overall enhancements. If such improvements occur, it will be critical the City and adjacent property owners have a clear understanding of maintenance responsibility.



The Fall Creek Greenway in Indianapolis is a good example of a protected path near the roadway.

## **Improve the River Glen Drive and 116th Street intersection to allow for safe pedestrian and cyclist crossings.**

The intersection of 116th Street and River Glen Drive is not presently signalized and therefore can't be recommended as a safe crossing location. However, this intersection is included in the neighborhood circulation system referenced above and could become a key crossing location in the future. Additionally, once the roundabout is constructed at the Allisonville Road and 116th Street intersection, there will not be a signalized intersection with protected pedestrian crossing cycle anywhere along 116th Street from the White River until Fishers Station Drive, east of Allisonville Road. The City should examine this segment of 116th Street in more detail once the roundabout is open, and if full signalization of the 116th Street and River Glen Drive isn't warranted or would conflict with safe roundabout function, a HAWK signal or other highly visible crossing treatment should be explored. HAWK stands for High Intensity Activated CrossWalk. These signals are used to improve non-motorized crossings of major streets in locations where side-street volumes do not support installation of a conventional traffic signal. Unlike a standard traffic signal that automatically cycles between green, yellow, and red, a HAWK signal only functions when activated by a pedestrian or bicyclist. Upon actuation, the beacon begins flashing yellow, changes to steady yellow, then displays as solid red, requiring drivers to stop and remain stopped, as with a standard traffic signal. The signal then flashes red and allows drivers to proceed when the roadway is clear of crossing pedestrians or bicyclists. After a set time the signal then returns to "off" and free flow traffic resumes on the major street, which would be 116th Street in this instance.

## **Ensure bicycle and pedestrian facilities and safe crossings are incorporated into the roundabout design for Allisonville Road and 116th Street.**

Early in the planning process, members of the steering committee expressed concerns that the planned roundabout would further impact bicycle and pedestrian connectivity and safety around the Allisonville Road and 116th Street intersection. It is true that the primary function of a roundabout is efficient vehicle movement, and pedestrians never have a "protected" or clearly identified time to cross. There is little data to suggest roundabouts are more dangerous for pedestrians, but cars may be less likely to yield to pedestrians and pedestrians may therefore feel frustrated and perceive the intersection as less safe for use.

As the City continues to design the roundabout and associated driveway closures/relocations, it is imperative that a focus be put on safe and visible bicycle-pedestrian infrastructure. The roundabout should be designed with travel lane geometry that facilitates vehicles yielding to pedestrians and bicyclists. Pedestrian crosswalks and curb ramps should be located so that cars are already slowing to enter the roundabout and can therefore stop for pedestrians. They should also be setback far enough from the center of the roundabout so that a car exiting the roundabout can stop for a pedestrian without a portion of their vehicle remaining in the roundabout circulation lane. Center medians/islands can be used to offer crossing pedestrians a respite and allow them to focus on only one direction of vehicle traffic at a time.



# RECOMMENDATIONS

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## **Continue to explore wider shared use facilities and separation along both sides of 116th Street as roadway and infrastructure improvements are made.**

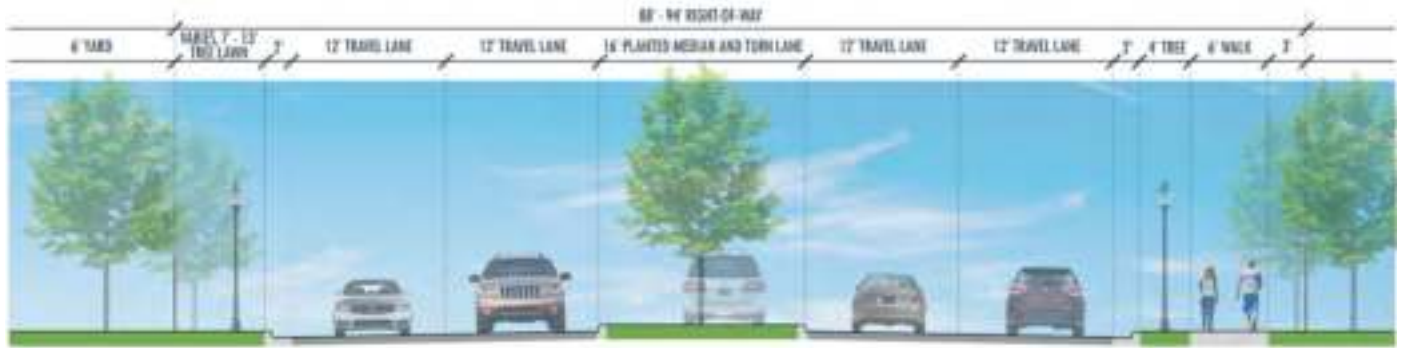
The neighborhood bicycle and pedestrian circulation system recommended above represents a short-term solution to promote regional connectivity. However, 116th Street is the shortest connection between key destinations and remains a desired route by many pedestrians and cyclists. Unfortunately, little existing right-of-way is available to accommodate new or enhanced facilities. Presently there is no facility on the north side of 116th Street between Wainwright Boulevard and Holland Drive, which is a serious gap between the Allisonville Road corridor and the Nickel Plate District. The rear yards of homes along this section of 116th Street are already shallow as a result of the project that widened 116th Street from two lanes to four lanes. Further right-of-way acquisition on the north side of the street for construction of bicycle-pedestrian facilities is unlikely.

One option to add a pedestrian facility along the north side of 116th Street would be to narrow the median by several feet and reduce the width of each travel lane from 12 feet to 11 feet. The space gained could be allocated to the north side of the street for a sidewalk or narrow multi-use trail, but the facility would be immediately adjacent to the curb and create a condition similar to the multi-use trail along Allisonville Road. However, many participants in the process stated these facilities do not feel safe and would like to see limited use of these facilities moving forward. A better allocation of the space gained through median and lane narrowing may be adding it to the existing path and buffer lawn on the south side of 116th Street. This would result in a 10-foot wide multi-use trail separated from the roadway by a 7-foot buffer lawn, as shown in the proposed cross section in Figure 5.7. This 7-foot buffer lawn would be wide enough to accommodate street trees or a physical barrier to further protect pedestrians and cyclists.

If a pedestrian or cyclist were on the north side of 116th Street near Allisonville Road, this route would require two crossings of 116th Street to travel to the heart of the Nickel Plate District. While that may not currently be a palatable solution, as the Nickel Plate District continues to develop and more destinations are created on the south side of 116th Street, it may not be such an inconvenience. However, this would be a very costly project that would require demolition and re-construction of three curbs and associated stormwater inlets. It may also necessitate reconstruction of much of the median and mature trees.

A more realistic solution to address east-west connectivity between the Allisonville Road corridor and Nickel Plate District is to utilize Madden Drive, which parallels 116th Street between Wainwright Boulevard and Holland Drive. The existing buffer lawn along one side of Madden Drive could be reduced to accommodate a wider sidewalk or multi-use trail, as shown in Figure 5.8. Cyclists and pedestrians would then only have to use short segments of facilities along 116th Street while still having a fairly direct connection along a much calmer street. Madden Drive improvements should be explored as a short-term project, but the City should continue to explore future trail opportunities along 116th Street as road reconstruction, utility repairs, and other infrastructure projects that require substantial work within the right-of-way occur.

**Figure 5.7: 116th Street Existing and Proposed Cross Sections**



116th Street - Existing

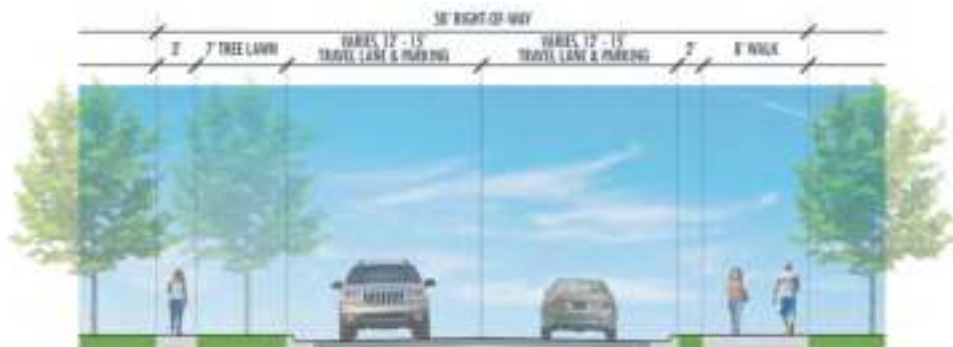


116th Street - Proposed

**Figure 5.8: Madden Drive Existing and Proposed Cross Sections**



Madden Drive - Existing



Madden Drive - Proposed

# RECOMMENDATIONS



A HAWK signal (High-Intensity Activated crossWalk) is an on-demand traffic signal that is used to stop vehicle traffic and allow safe crossing for pedestrians. They can be used where full signalization of an intersection is not warranted.

## **Emphasize 106th Street as a key east-west bicycle and pedestrian connection to Heritage Park and the planned White River Park further south, Ritchey Woods Nature Preserve, and the Nickel Plate Trail.**

The Fishers 2040 Comprehensive Plan and Bicycle and Pedestrian Master Plan both recognize 106th Street as a key connection across the City, with a particular focus on connecting into Heritage Park. The City is also in the process of planning for a future White River Park between 106th and 96th streets that can connect to Heritage Park via a riverfront trail. These planned improvements, as well as Ritchey Woods Nature Preserve, the Nickel Plate Trail, and other planned investments to the east only increase the priority of installing bicycle and pedestrian facilities along 106th Street.

A multi-use trail currently exists along the south side of 106th Street between Heritage Park to the west and Hague Road to the east. East of Hague Road, the trail is located on the north side of the street for approximately 1,500 feet before terminating. The trail is present along the southside of 106th Street but cyclists and pedestrians must cross midblock in an undesirable condition. The City should continue to plan for a multi-use trail along the northside of 106th Street all the way to the Nickel Plate Trail, with a particular emphasis on the critical gap just west of the Nickel Plate Trail.

## **Consider opportunities to narrow travel lanes, add or improve crossing treatments, and incorporate other traffic calming measures as area roadways are repaired and improved.**

The Allisonville Road Corridor Study is not a traffic study. In the absence of specific traffic analyses, major changes to the Allisonville Road or 116th Street roadways cannot be recommended and removing travel lanes is not an option. However, it is understood that both traffic volumes and speeds are a concern along the corridor. The City should use every project, both within the public right-of-way and those on adjacent properties, as an opportunity to calm traffic and improve safety for both drivers and pedestrians.

Traffic calming techniques may include narrowing travel lanes, constructing traffic circles or roundabouts, installing raised medians, reducing the radius of corner curbs to make a tighter turn, creating slight curves or jogs to the roadway, and implementing surface treatments that change the color, texture, or vibration caused by the road to better alert drivers to the potential presence to cyclists and pedestrians. Each of these tools has advantages and disadvantages and may not be appropriate in all locations. Additional traffic study and engineering design should be done before any traffic calming measures are implemented.



# RECOMMENDATIONS

## **Work with commercial property owners to plat and dedicate private roads and drives so that they are public streets and add pedestrian paths where possible.**

As mentioned in the Chapter 3: Existing Conditions, there are a number of private roads within the study area. The lack of proper maintenance and poor current condition of many of these private roads was identified as an issue by the steering committee, focus group participants, community workshop attendees, and in open responses as part of the online survey. At the time of the planning process, the City was in the planning stages of accepting dedication of private roads in the State Road 37 area that were in similarly poor condition. It is recommended that once that process is complete, the City should apply any lessons learned to quickly and efficiently plat and accept the private roads within the study area to make them public streets. As part of the platting and dedication process, the City should also explore acquiring additional right-of-way along these streets so that sidewalks can later be added to improve connectivity. It is likely that the City will have to rebuild significant portions of these streets and associated curbs and gutters to bring them to current standards, and as such cost sharing with the property owners who have deferred maintenance should be pursued if feasible.



Many of the internal access and circulation roads within commercial developments are private roads, not owned or maintained by the City.

## **Prohibit the creation of new private roads in commercial areas as redevelopment projects occur.**

Given the problems associated with existing private roads, not only in the study area but across Fishers, the City should prohibit creation of new private roads when they are laid out to look and serve as public streets.

## **Evaluate signal timing changes and other bicycle and pedestrian safety improvements at the intersection of 126th Street and Allisonville Road, especially as shared use paths may be continued east along 126th Street.**

The 126th Street and Allisonville Road intersection was described as particularly challenging for pedestrians and cyclists. This is due to vehicle speeds along this relatively undeveloped section of corridor, as well as long crossing distances in combination with what are perceived as short signal sequences. This is one of the few areas of the corridor where a multi-use trail is present on both sides of Allisonville, so the area does see high bicycle and pedestrian use. Additionally, improved bicycle and pedestrian facilities are needed east along 126th Street. The City should conduct an intersection study to better understand vehicle, bicycle, and pedestrian conflicts and how the area can be made more comfortable for non-motorized travel.



The Allisonville Road and 126th Street intersection was noted as particularly difficult for cyclists and pedestrians.



06

IMPLEMENTATION

## Framing the Opportunity

The Allisonville Road Corridor Study addresses how the area should evolve into the future as market conditions and property ownership changes may present opportunities for investment and redevelopment. It also identifies targeted infrastructure improvements, ideas for changes in zoning and development review, and City investments that will result in visible and positive change for this important area of Fishers. This foundation will set the stage for broader future transformations that will attract private investment, further support the fiscal health of the City, and provide a vibrant district that supports existing residents and creates opportunities to attract new ones.

That is not to say there aren't challenges inherent to developing within and around an established area. Previously undeveloped (greenfield) property commonly has fewer constraints than redevelopment projects because a developer is starting with a clean slate and does not have historical development to be removed, modified, or worked around. While more challenging, the outcomes of redevelopment work oftentimes have a greater positive economic and community impact. Common challenges of redevelopment include:

- **Property Assembly:** One of the key challenges of redevelopment projects is securing control of the necessary property. Unlike greenfield development where many times only one property owner is engaged, redevelopment frequently requires the acquisition of several properties that are owned by multiple parties.
- **Existing Infrastructure:** Redevelopment areas are often served with existing and aging utility and transportation infrastructure. In many cases, this infrastructure may not be of an adequate design or capacity to serve the redevelopment project. This creates risk to the project, especially prior to a due diligence analysis, because of the unknown issues that may be discovered during the redevelopment process.
- **Blending of Existing Uses and Buffers:** With redevelopment projects, it is almost inevitable that they will be taking place in areas with existing development that will be impacted by the project. This means that the proposed project must not only take into consideration the needs of its end users, but it must do so in a way that is sensitive to the needs and desires of the surrounding properties. This often results in additional project



The remainder of the former Marsh supermarket site is the most visible redevelopment opportunity within the corridor. Construction on this property was a priority for many participants of the planning process.



# IMPLEMENTATION

costs for things such as buffering, enhanced infrastructure, overall project aesthetics and construction operation within tight spaces that may not be required on a stand-alone greenfield development.

- **Political Risk:** Because of the proximity of multiple neighbors, as well as the public visibility of typical redevelopment projects, there is often a great deal more public interest and scrutiny of redevelopment projects. To overcome this, additional planning and public engagement is often required to make the case for, and the positive outcomes of, a proposed redevelopment project. Additionally, it is often the case that local leaders' desired outcomes for the project may not be in line with current market realities for the area. This may create a gap in the community's desired end product and the product that the developer can reasonably deliver without additional community support.
- **Project Timing:** Many redevelopment projects, especially depending on the size and scope of the project, take a longer time to complete than their greenfield counterparts. This extended development time horizon increases potential risk to the developer in several ways. Among these are:
  - Existing development near the project often must deal with the construction in the area for longer periods of time impacting public sentiment toward the project.
  - Project phasing may require additional investment cost up front to support future phases even though revenue from the future phases is not realized for some time.
  - Extending the financing of the project over multiple phases requires careful coordination, and in some cases patient investors, to fully realize the potential of the project.
  - The longer the project takes, the more susceptible it is to changing market conditions.



Development within an established area presents unique challenges as compared to new growth around the periphery of the City.

- **Financial Risk:** All of the previously discussed challenges lead to increased project costs for redevelopment projects. This increases the risk to the project as well as makes securing private funding for the project more challenging. Public resources can be used to offset a portion of the overall project costs increasing the market feasibility of the project. Additionally, the presence of guaranteed public support helps sell to outside private investors the viability of the project. This helps secure the equity partners and overall project financing required to deliver the project. It is important to note that public financial support for redevelopment projects can take many forms including, but not limited to: upfront financial support to the project, a promise of future proceeds to offset upfront costs, a waiver of fees, backstop support for project financing, and master leases for buildings.

The good news is that the City of Fishers has a proven track record of working with development and redevelopment partners to deliver high-quality projects that are consistent with the community's vision and goals. In order to maximize the success of redevelopment projects within the Allisonville Road Corridor Study area, it will be essential that the City develop the same types of public/private partnerships that have helped make destination areas such as the Nickel Plate District and Fishers District so successful. This support includes, but is not necessarily limited to:

- Promote the Allisonville Road Corridor Study to establish the public expectations for the future of the area.
- Creation of a neighborhood mixed use zoning district to support the type of redevelopment activity desired for key areas of the corridor.
- In addition to development standards, the city needs to continue to encourage the regulatory processes that have helped support ongoing redevelopment areas within the city.
- Engagement with property owners in the area to support any property acquisition required for redevelopment projects that address present issues and desired goals.
- Investment in targeted public infrastructure improvements to support the overall redevelopment plan. This can include utility upgrades, road improvements, and investments in bicycle and pedestrian infrastructure.

- Continue to utilize broad and diverse economic development incentives to support public/private partnerships to help deliver the public vision for the corridor. This can include both traditional tools such as tax abatement, Tax Increment Financing (TIF) and fee waivers as well as more unique tools such as developer backed public bonds, master leases and direct investment into certain elements of the development (such as public plazas, parking areas, or shell buildings).
- To justify public investment in projects, work with development partners to develop fiscal impact studies to ensure that clear project expectations are established and these expectations are based in market realities.

Almost all redevelopment strategies are marathons and not sprints. Endurance and long-term commitment to the corridor vision will be required to maximize the positive impacts of future investments. That said, it is important to find short-term successes, either as local enhancement projects or in collaboration with potential development partners, that can be achieved to help build early momentum within the study area.

The following pages describe the potential tools the City may use to implement study recommendations, key priorities identified during the planning process, and several short-term projects that can be used to kick start study implementation.

# IMPLEMENTATION

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## Implementation Tools

Study recommendations are wide-ranging and directed at both City-owned right-of-way and adjacent private property. As such, a combination of City tools will be needed to implement the variety of recommendations. At the same time, given how many of the recommendations relate to private development, the City has limited ability to require improvement. In these cases, enhancements to private development will be property-owner driven, but the City may be able to speed up or incentivize these investments with grant programs that provide some matching funds or targeted investments in infrastructure that would support the private development. The following tools will be useful in realizing study recommendations:

### Neighborhood Mixed Use Zoning District

Conventional zoning has traditionally focused on separating potentially incompatible land uses. While separating homes from factories and other potential noxious uses is still important, recent development trends have shown that commercial uses and workplaces can be integrated with residential dwellings without creating significant negative impacts. By focusing development regulations on building form and massing, how buildings relate to each other and the public right-of-way, and thoughtful use of open space to create buffers where needed, a variety of different land uses can successfully be incorporated into one building or on one site. Reducing the separation between different uses can also help to promote alternative modes of transportation and create more lively shopping and living places.

Fishers has promoted mixed use development in other areas of the City and already created a mixed use zoning district with the Nickel Plate District and detailed Nickel Plate District Code. However, there is not a mixed use zoning district that can be applied in other areas of the City. To help implement the vision of this study, the City should create a Neighborhood Mixed Use Zoning District that property owners can then apply to their property. Before this new district is developed, it may be beneficial to create an overlay district for some or all of the study area to address

specific development concerns, such as the expansion or location of new industrial and heavy commercial uses. A new neighborhood mixed use district should consider and include standards for:

- Permitted and Prohibited Uses
- Building Setbacks
  - Primary and Secondary Street Frontages – new buildings may front onto more than one street and different standards are likely needed for thoroughfares (Allisonville Road and 116th Street) as compared to internal streets.
  - Minimum Setback vs. Maximum Setback vs. Build-To Lines – in most single-use districts, a minimum setback standard is established. In a mixed use district, it can be helpful to establish both a minimum and maximum setback or build-to line that better dictates where the building can be located on the site.
- Building Height
  - Maximum building height may be based on both feet and number of stories.
  - Consider the appropriateness of a density bonus to allow additional height/another building floor for projects that meet goals related to high quality building materials, the provision of public space, incorporate enhanced bicycle and pedestrian facilities, or other district goals.
  - Minimum ground floor, commercial floor-to-ceiling height to promote attractive buildings with active first floors.
- Facade Differentiation
  - Divide long facades into sections to replicate traditional town center form and give the appearance of multiple buildings even when connected internally.
  - These sections should use different primary materials to the full height of building.
  - Consider standards for minimum section offsets (projecting or recessing) to further give the appearance of multiple buildings.



- Transparency/Windows
  - Commercial vs. residential uses.
  - Ground floor vs. upper stories.
- Entrances
  - Primary entrance to primary street front or corner.
  - May include additional entrances to rear parking.
- Materials
  - Primary and secondary façade materials.
  - Prohibited façade materials.
- Parking & Access
  - Parking must be to rear or side of primary building(s).
  - Exempt uses under a minimum size from off-street parking requirements.
  - On-street parking credit when adjacent public streets feature on-street parking.
  - Mixed use credit to accommodate different peak parking times between commercial and residential users.
- Landscape
  - Incentivize native plants and sustainable site design.
  - Incorporate stormwater infrastructure best management practices into landscape and open space design.
  - Recognize courtyards, plazas, open spaces as integral to the site with high quality landscapes.
- Lighting
  - Consistent fixtures and treatments through district.
  - Lighting should be pedestrian-scaled, ie light sidewalks and paths, not just streets.
- Signage
  - Limit district signage to certain sign types.



A precedent example of three-story mixed use development that utilizes high quality building materials and creates a welcoming pedestrian environment.

# IMPLEMENTATION

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## **City-Led Capital Projects**

For study recommendations that take place within the public right-of-way, City investment will be the primary implementation tool. This includes road improvements, intersection enhancements, bicycle and pedestrian infrastructure, and public landscaping and signage. There may be instances where an adjacent development project bears some of this cost, but for the most part, City-led capital projects will be needed.

## **Public-Private Partnership for Catalyst Projects**

For larger redevelopment projects on key properties along the corridor, the City will need to partner with private property owners and developers to fully realize the study vision and goals. These public-private partnerships (PPPs) are useful in delivering project components that have a benefit beyond the individual site and would otherwise not be provided in a purely private project. Examples include transportation and utility infrastructure improvements, public plazas, and building renovation or construction. Public participation in these partnerships may come in several forms, such as direct investment in project components, Tax Increment Financing (TIF) revenues to make bond payments, site acquisition and sale, and master lease holder for small business and entrepreneurial development efforts. The City should apply the expertise gained through numerous public-private partnerships used in development of the Nickel Plate District, Fishers District, and beyond to benefit the Allisonville Road corridor as it continues to change in the future.

## **Grant/Incentive Program for Non-Residential Site and Building Improvements**

As discussed under the Streetscape Character Recommendations, the City should take a more proactive approach to incentivizing investment in existing commercial properties along the corridor by dedicating funding and creating a grant improvement program. Like a façade improvement program but with broader applicability, the grants would provide matching funds to commercial property owners for exterior improvements such as signage, lighting, façade enhancement, site landscaping, sustainable stormwater infrastructure, and outdoor seating, dining, or recreation amenities. The City will need to develop more specific parameters about what types

of improvements are eligible, what percentage of project cost will be funded, and what the maximum grant award would be. The existing Neighborhood Beautification Committee or a new committee could be established to review applications and award grant funds.

## **Expanded Neighborhood Beautification Grants**

Fishers currently offers a Neighborhood Matching Grant Program to help fund beautification and enhancement projects in established neighborhoods. Eligible projects may include enhancement of a subdivision entrance, including landscape installation, retention pond rehabilitation, new or improved entrance signs, new or reconstructed sidewalks and shared-use paths, or other related improvements. The City should continue this program and allocate additional funds when possible, as a way to accomplish several of the bicycle and pedestrian connectivity and landscape enhancement recommendations of this study.

## **City Acceptance of Private Roads**

Accepting roads that were not platted, dedicated, and maintained as public right-of-way will have a substantial cost for the City. There will be up-front costs associated with survey, platting and recording of the right-of-way, as well as future maintenance obligations. Deferred maintenance by existing owners also means the various private roads in the study area need different levels of repair and in the worst cases, reconstruction. Proper maintenance, function, and safety of these roads is critical to the on-going success of businesses in the area, and that is why the City needs to get involved. It will be critical to address potential cost sharing with the property owners who have deferred maintenance before the City accepts these roads.



The White River is already used as an identifying characteristic along the corridor in neighborhoods such as River Highlands and River Glen.

## Implementation Matrix

The matrix on the following pages lists each of the project recommendations under the Land Use & Redevelopment, Connectivity, and Streetscape Character themes. For each recommendation, the related prompts or triggers for the project, potential implementation tools as identified in the previous section, and relative timeframe are identified. These timeframes are intended only to serve as a guide for plan implementation and should be considered flexible. Implementation will depend on funding availability, staff capacity, private investment, and other changing conditions.

### Prompts:

The project prompts relate to the necessary conditions or external factors that will help facilitate or speed up implementation of each recommendation. For

example, utility or roadway repairs may serve as the prompt or trigger for bicycle or pedestrian connectivity improvements along a key street segment. If the right-of-way has to be torn up for infrastructure work, that is a great time to add or improve a bicycle and pedestrian facility. In other instances, funding availability will be the key barrier to implementing key recommendations.

### Tools:

Primary implementation tools were detailed in the previous section. The table pairs these tools with the recommendations each tool can help to accomplish.

### Timeframe:

Short-Term = 0-3 years

Mid-Term = 4-7 years

Long-Term = 7+ years



## Land Use & Redevelopment

### RECOMMENDATION

Allow for increased development intensity that includes a mixture of uses combining restaurant, entertainment, and recreation activities with active open spaces and varied housing types.

Promote building form and massing, density, setbacks, open space, landscape and lighting that result in more walkable and bike-friendly development.

Ensure redevelopment accounts for surrounding context, especially adjacent single-family neighborhoods.

Elevate the quality of architecture and aesthetics along the corridor through new development and redevelopment projects.

Create a signature community gathering space to host public events, act as a destination along the corridor, and support desired business attraction.

Design sites that create functional open spaces and incorporate stormwater infrastructure as an attractive amenity.

Consider reduced parking requirements and promote conversion of excess pavement to functional recreation or stormwater management use.

Facilitate incremental investment in non-residential properties along the corridor and ensure development regulations don't act as a disincentive to property investment and maintenance.

Explore a redevelopment concept for the northwest quadrant of the Allisonville Road and 116th Street intersection.

Long-term, support redevelopment of properties along Shadowlawn Drive and E 111th Street from industrial and heavy commercial use to mixed commercial and residential use.

Attract professional and medical office development to vacant commercial properties west of Allisonville Road and south of Easy Street.

Support mixed use development along the east side of Allisonville Road around 106th and 108th streets with mixed residential redevelopment further east along 106th and 108th streets, when properties can be assembled and designed with appropriate respect to existing residential development.

| PROMPTS                              | TOOLS                                                                          | TIMEFRAME  |
|--------------------------------------|--------------------------------------------------------------------------------|------------|
| Private Development                  | Neighborhood Mixed Use Zoning District                                         | Short-Term |
| Private Development                  | Neighborhood Mixed Use Zoning District                                         | Short-Term |
| Private Development                  | Neighborhood Mixed Use Zoning District, Grant for Non-Residential Improvements | Short-Term |
| Private Development                  | Neighborhood Mixed Use Zoning District, Grant for Non-Residential Improvements | Short-Term |
| Private Development, Funding         | Public-Private Partnership                                                     | Mid-Term   |
| Private Development                  | Neighborhood Mixed Use Zoning District, Grant for Non-Residential Improvements | Short-Term |
| Private Development                  | Neighborhood Mixed Use Zoning District, Grant for Non-Residential Improvements | Short-Term |
| Private Development, Funding         | Grant for Non-Residential Improvements                                         | Short-Term |
| Private Development, Funding         | Neighborhood Mixed Use Zoning District, Public-Private Partnership             | Mid-Term   |
| Private Development, Parcel Assembly | Neighborhood Mixed Use Zoning District, Public-Private Partnership             | Long-Term  |
| -                                    | -                                                                              | Mid-Term   |
| Private Development, Parcel Assembly | Neighborhood Mixed Use Zoning District, Public-Private Partnership             | Long-Term  |

# IMPLEMENTATION

## Connectivity

### RECOMMENDATION

Develop a dedicated and protected circulation system through area neighborhoods that connects key destinations.

Retrofit existing bicycle and pedestrian facilities with physical barriers and additional landscape where limited buffers exist.

Improve the River Glen Drive and 116th Street intersection to allow for safe pedestrian and cyclist crossings.

Ensure bicycle and pedestrian facilities and safe crossings are incorporated into the roundabout design for Allisonville Road and 116th Street.

Continue to explore wider shared use facilities and separation along both sides of 116th Street as roadway and infrastructure improvements are made.

Emphasize 106th Street as a key east-west bicycle and pedestrian connection to Heritage Park and the planned White River Park further south, Ritchey Woods Nature Preserve, and the Nickel Plate Trail.

Consider opportunities to narrow travel lanes, add or improve crossing treatments, and incorporate other traffic calming measures as area roadways are repaired and improved.

Work with commercial property owners to plat and dedicate private roads and drives so that they are public streets and add pedestrian paths where possible.

Prohibit the creation of new private roads in commercial areas as redevelopment projects occur.

Evaluate signal timing changes and other bicycle and pedestrian safety improvements at the intersection of 126th Street and Allisonville Road, especially as shared use paths may be continued east along 126th Street.

## Streetscape Character

### RECOMMENDATION

Promote the White River as the identifying characteristic for the area by incorporating landscape elements, signage, and art along the Allisonville Road and 116th Street corridors.

Use wayfinding signs to communicate and connect key destinations such as Conner Prairie, Ritchey Woods, and the Nickel Plate District.

Install street trees where they are missing from medians and elsewhere along Allisonville Road where adequate space exists within the right-of-way.

Develop a standard design and list of acceptable landscape plantings for utility easement areas to make it easier for property owners along the overhead transmission lines to beautify their properties.

Provide incentives for site and building improvements on private properties along the corridor, which may include landscape plantings, outdoor activity areas, sustainable stormwater infrastructure, signage, and façade enhancements.

Use the Allisonville Road and 116th Street roundabout as an opportunity to showcase a high-quality landscaped gateway into Fishers that reflects the proximity and importance of the White River.

Continue to implement access management best practices as properties are redeveloped.

Increase traffic enforcement operations to ticket speeding and other traffic violations along the corridor.



| PROMPTS                                              | TOOLS                                          | TIMEFRAME  |
|------------------------------------------------------|------------------------------------------------|------------|
| Roadway Reconstruction, Utility Replacement, Funding | City-led Capital Projects, Neighborhood Grants | Mid-Term   |
| Roadway Reconstruction, Funding, Safety              | City-led Capital Projects                      | Mid-Term   |
| Safety, Nearby Bike/Pedestrian Enhancements          | City-led Capital Projects                      | Long-Term  |
| Intersection Improvement                             | City-led Capital Projects                      | Short-Term |
| Roadway Reconstruction, Utility Replacement, Funding | City-led Capital Projects                      | Long-Term  |
| Roadway Reconstruction, Utility Replacement, Funding | City-led Capital Projects                      | Long-Term  |
| Roadway Reconstruction, Safety                       | City-led Capital Projects                      | Mid-Term   |
| Roadway Condition, Safety, Funding                   | City Acceptance of Private Roads               | Short-Term |
| -                                                    | -                                              | Short-Term |
| Intersection Improvement, Safety, Funding            | City-led Capital Projects                      | Mid-Term   |

| PROMPTS                      | TOOLS                                          | TIMEFRAME  |
|------------------------------|------------------------------------------------|------------|
| -                            | City-led Capital Projects                      | Short-Term |
| -                            | City-led Capital Projects                      | Short-Term |
| -                            | City-led Capital Projects                      | Short-Term |
| -                            | City-led Capital Projects                      | Mid-Term   |
| Private Development, Funding | Grant for Non-Residential Improvements         | Short-Term |
| Intersection Improvement     | City-led Capital Projects, Neighborhood Grants | Short-Term |
| Private Development          | -                                              | Long-Term  |
| Safety                       | -                                              | Short-Term |

# IMPLEMENTATION

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## Priority Projects

After discussing area needs and priorities with the project steering committee, area homeowner association representatives, and City staff and leadership, a list of primary initiatives was identified to help create a working plan of next steps. These recommendations and associated action steps should be used to establish incremental actions that collectively, will lead to implementation of the recommendation. In addition to the four priority projects, three 'quick win' projects have also been identified. These projects are already in the planning and design stages or can be advanced in the very near-term.

### Promote the White River as the identifying characteristic for the area.

1. Continue to emphasize the importance of the White River as a natural and recreation amenity in both local and regional long-range plans.
2. Leverage White River connectivity and character to pursue grant and other funding opportunities specific to, or that give preference for, river connections and water quality enhancements.
3. Incorporate river themes and natural elements in public works projects along the corridor, including roundabout designs, streetscape plantings, stormwater infrastructure, bicycle and pedestrian enhancements, and gateway and wayfinding signs.
4. Encourage private development to use native plants and natural landscape materials in site design and redevelopment.
5. Create incentives in the Unified Development Ordinance for green infrastructure and stormwater best management practices that reduce stormwater runoff volumes while creating a visible amenity that reflects river character.

### Establish a grant program for non-residential site and building improvements.

1. Develop a formal purpose statement and goals of the grant program.
2. Define a targeted allocation area. This may be limited to the Allisonville Road and 116th Street corridors or available to non-residential properties across Fishers.

3. Determine eligible activities and funding limits. This may include façade improvements; signage; lighting; landscaping; stormwater infrastructure; outdoor seating, dining, and recreation amenities; and other exterior enhancements as deemed appropriate.
4. Create a Commercial Site Enhancement Grant Committee or use the existing Neighborhood Matching Grant Committee to confirm project goals and parameters.
5. Develop application requirements, application, and review criteria.
6. Present the grant program to the City Council for funding allocation.
7. Advertise the program to business and property owners in target areas.
8. Use City communications to share success stories.
9. Review and amend program parameters as necessary.

### Create a Neighborhood Mixed Use Zoning District within the Unified Development Ordinance.

1. Either as part of broader Unified Development Ordinance changes, or as a specific project, create a committee to review and lead creation of a neighborhood mixed use district.
2. Determine if City staff will be used to draft the UDO amendments or consult with a zoning and land use professional to do so.
3. Draft amendments.
4. Conduct an outreach and education campaign in advance of a public hearing by the Plan Commission and adoption by the City Council.
5. Adopt the UDO amendments in accordance with state statute.
6. Conduct training with City staff, Plan Commission, Board of Zoning Appeals, and the City Council regarding administration and interpretation of the new ordinances.

## **Develop a dedicated and protected circulation system through area neighborhoods that connects the Allisonville Road corridor to Roy G. Holland Memorial Park, the Nickel Plate District, and Nickel Plate Trail.**

1. Use the proposed neighborhood circulation route included with the Connectivity recommendations as a starting point for discussions with area homeowner associations and residents regarding potential improvements.
2. Conduct broader public outreach efforts to generate support for the proposed bicycle and pedestrian improvements.
3. Consult with a design professional to develop a final route, including which side of the street should have the upgraded facility, schematic design for improvements, and a construction cost opinion for each segment.
4. Prioritize project segments.
5. Allocate funds for project phases and include in capital improvement plans.
6. Consult with a design professional for completion of design and construction documentation.
7. Bid and construct the projects.

## **Utilize “Quick Win” projects to deliver short-term, visible enhancements along the corridor**

1. Use wayfinding signs to communicate and connect key destinations such as Conner Prairie, Ritchey Woods, and the Nickel Plate District.
  - a. Use the design, information, and sign locations as developed as part of the recent Wayfinding Signage Phase 2 project for the Allisonville corridor.
  - b. Allocate funding for fabrication and installation.
  - c. Fabricate signs.
  - d. Install signs.

2. Use the Allisonville Road and 116th Street roundabout as an opportunity to showcase a high-quality landscaped gateway into Fishers that reflects the proximity and importance of the White River.
  - a. Continue working through the design process for the roundabout at Allisonville Road and 116th Street.
  - b. Once final intersection geometry is determined, consult with a design professional to develop a schematic design, design renderings, and construction cost opinion for a high-quality landscape installation to be included in the center of the roundabout.
  - c. Allocate funding for design development, construction documentation, and actual construction cost.
  - d. Consult with a design professional for completion of design and construction documentation.
  - e. Bid and construct the project.
3. Install street trees where they are missing from medians and elsewhere along Allisonville Road where adequate space exists within the right-of-way.
  - a. Inventory and evaluate the health of existing street trees within the Allisonville Road right-of-way.
  - b. Identify missing trees and existing trees that should be replaced.
  - c. Select new tree species to be installed and develop a planting plan.
  - d. Allocate funding for tree purchase and installation.
  - e. Bid the project and install new street trees.



# WISH FOR ALISON ROAD

No GARAGE TRUCKS MAKING NOISE before 6 AM Please! zzz

More Trees!  
New grocery

ENFORCE the rules of the streets and roads  
NO running stop signs  
NO speeding if you are not going to enforce, take the signs down!

would like to see more walkability to stores, esp. groceries. we are older and eventually won't drive. we would like to walk to coffee shops etc.

How about a Town Center for music w/ Restaurants around music to walk to and enjoy dinner/drinks. Then walk home. (Villages in Florida)

No CONDO'S or Town-houses yes! yes!

No MORE Industry

Dog Park (shaded)

Better Landscaping less litter outside of sidewalks

oger ole so day

New mixed-use development

Family Friendly development

Greenhouse Restaurant, etc.

Better Sign & Pedestrian connectivity

Speed limit

Relocate LIGHT INDUSTRIAL

Create small parks, smooth to trails

Please NO Public Transportation

Repair roads in River Glen

UP-SCALE RESTAURANT

Improve Road Conditions especially private access roads

TO Charling Street (shaded)

New/nice grocery Yes!

Bicycle between Highway to Allisonville as 116.

Development of Run Down Retail / Sector

Bicycle trail as 116 from Allisonville to Lantana.

Side walk as Orchard Blvd. to Allisonville from Andy Lane.

NO MORE STOPPING BUSSES

number one thing you would like to see is a sticky note to record your idea and then add it

Environmental Based Decisions Not \$8 Driven

NICE UPSIDE SIT DOWN RESTAURANT Yes!

Should follow laws

A

APPENDIX

Community participation in the planning process is critical to ensure study recommendations address the issues identified by residents, businesses, and property owners, and that those recommendations are realistic solutions given the local context. For this reason, the planning process included both targeted engagement with key stakeholders as well as opportunities open to the broader public. Community outreach and engagement opportunities and the information gathered at each is detailed on the following pages.

## Steering Committee

The project steering committee was comprised of elected and appointed officials, nearby residents, business owners, and other community leaders. They met four times over the course of the 6-month process.

### Steering Committee Meeting 1 – June 14, 2022

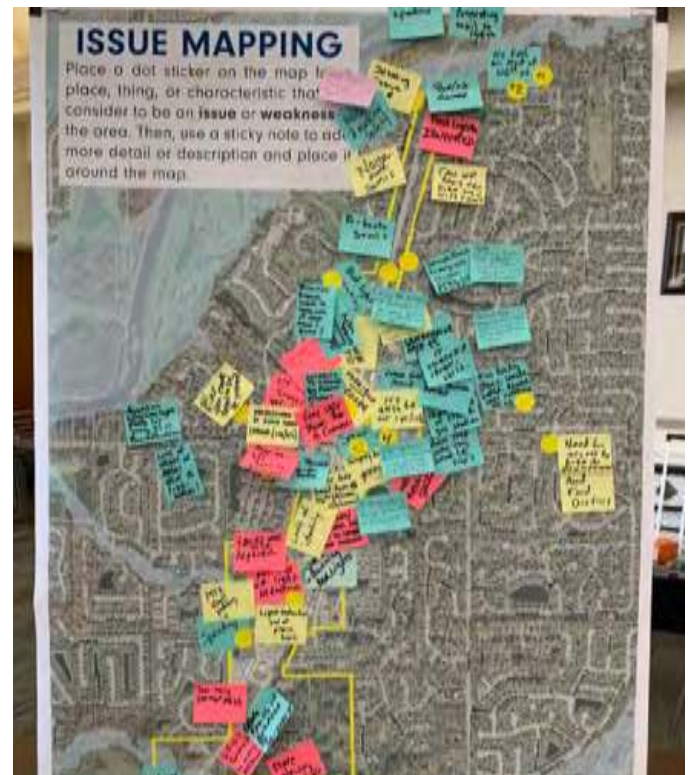
This meeting introduced the project purpose and process to the committee. The group then discussed existing assets in the study area, issues the study needs to address, and their vision for the future corridor.

- Vision
  - A variety of attractions/places for families
  - Walkable
  - Events and programming
  - Not 'old' Fishers
  - Continues to provide neighborhood services
  - Enhanced aesthetics
- Assets
  - Established businesses (Sahm's; Allisonville Nursery, Garden and Home; Mashcraft)
  - Grocery
  - Cultural diversity of restaurants
  - Natural areas (White River, 126th Steet woods, Ritchey Woods)
  - Holland Park
  - Diverse housing stock
  - Well-maintained medians and attractive landscaping

- Issues
  - Lack of bicycle and pedestrian connectivity, especially to downtown and Holland Park
  - Crossing Allisonville Road and 116th Street
  - Traffic congestion at major intersections
  - Traffic speeds, especially just south of 126th Street
  - Condition of private roads
  - Need more variety of sit-down restaurants
  - Lots of similar personal service businesses (nails, salons, spas, banks)

### Steering Committee Meeting 2 – August 17, 2022

Results of the focus group meetings, community workshop, and online survey were presented at the second steering committee meeting. These same results are summarized below. This meeting also included a discussion of recurring themes and preliminary direction related to the land use and redevelopment vision and connectivity options.



Results of the issues mapping exercise at the Community Workshop held on July 21, 2022.



# APPENDIX

## Steering Committee Meeting 3 – September 14, 2022

The preliminary recommendations, organized by Land Use & Redevelopment, Corridor Character, and Connectivity were presented at the third steering committee meeting. The committee generally confirmed these recommendations and provided additional direction to describe key concepts for the draft plan. Key feedback included:

- An emphasis on the White River as a defining characteristic of the corridor.
- Using natural elements and landscape treatments for gateways as opposed to larger art or signage components.
- Positive feedback on redevelopment concepts presented for the northeast and northwest corners of the Allisonville Road and 116th Street intersection.
- Concerns with the maintenance of additional landscape plantings used as multi-use trail buffers within the public right-of-way.

- Desires to continue promoting broader connectivity along 116th Street and 106th Street, especially to White River, Heritage Park, and the future White River Park.
- An interest in identifying short-term implementation projects, such as wayfinding signage, gateway landscape opportunities with the roundabout construction, and connectivity enhancements.

## Steering Committee Meeting 4 – October 11, 2022

The fourth steering committee meeting also included invitations to, and attendance by area homeowners association representatives. The presentation included an overview of the planning process and draft plan. A facilitated discussion took place to help organize implementation priorities to be detailed in the final study document.



The first steering committee meeting was held on June 14, 2022.



## Focus Group Meetings

Three focus groups were held on July 19th with business and property owners, restaurant owners, and residents. Topics covered during conversations varied, but included development opportunities and bike/pedestrian safety along the corridor.

### Business Owners

- Need minor aesthetic, façade, and landscape improvements, not major changes
- Condition of private streets a concern
- Roadway enhancements to reduce congestion (4 lanes to 146th, remove lights where possible)
- Bike/ped enhancements may benefit some users but aren't important to others
- First impression of Fishers from west, not ideal, opportunity for gateway
- Lots of big, visible utilities

### Restaurants

- Traffic congestion at peak times a concern, turn lanes and signal timing can't handle all of it
- Not a large number of cyclists/pedestrians as customers
- Over 40% of customers are nearby residents
- Process to convert parking/driveway to outdoor and recreation space was smooth
- Would like to see more apartments, density to promote walkability

### Residents

- Vacant sites need to be developed
- Bike/ped facilities don't feel safe for families/kids
- Need good route east to downtown and west to river
- Would like to see façade and other enhancements to commercial properties
- Road widening and landscaped medians were well done
- Poor condition of private roads a concern
- Need recreation and public gathering space... Downtown is the living room of the city, need a neighborhood scale space here
- Traffic calming and safe crossings are needed, especially with roundabout coming

# APPENDIX

## Online Survey

The online survey attempted to gauge the community’s satisfaction with current conditions along the Allisonville Road Corridor. Participants were also asked to help establish priorities and provide feedback on potential improvements along the corridor. Over 1,600 residents completed the survey between July 5th and August 1st. Individual response data for each question on the survey can be seen on the next few pages.

### QUESTION 1

What best describes you? (Select all that apply)



70.9%

I live along or near the corridor



7.8%

I work along or near the corridor



2.0%

I own a business along or near the corridor

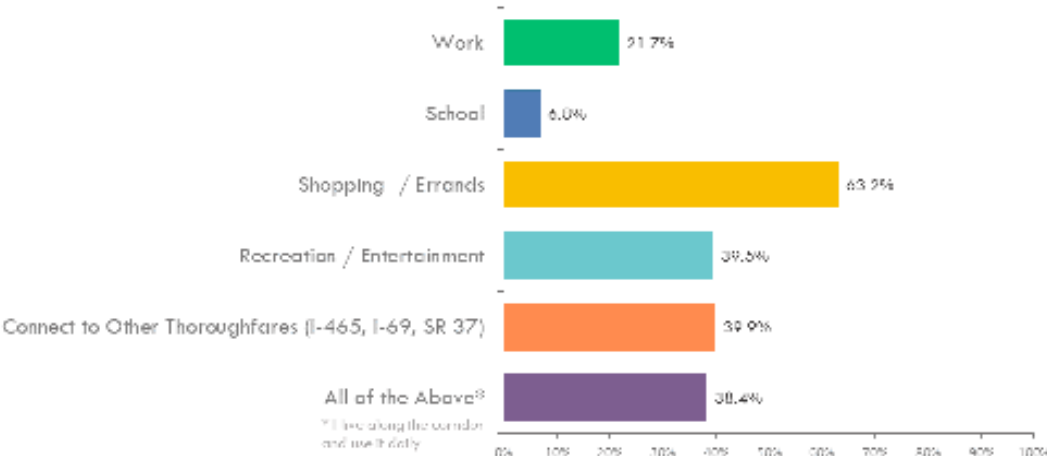


38.1%

I'm an interested community member

### QUESTION 2

What are your primary reasons for traveling on Allisonville Road, between 106<sup>th</sup> and 126<sup>th</sup> streets? (Select up to 3)

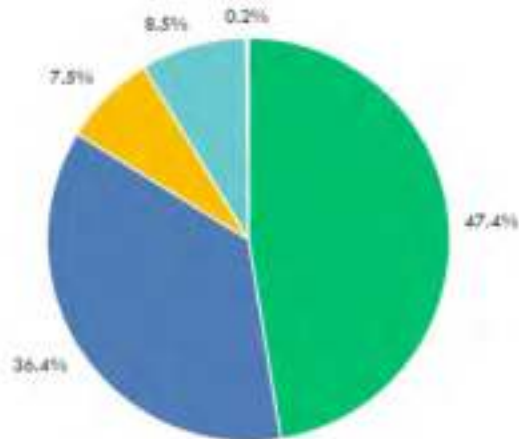


## QUESTION 3a

How often do you travel on the corridor via the following means?

*Drive – Personal Vehicle, Alone*

- Daily
- A few times per week
- Once a week
- Once or twice per month
- Never

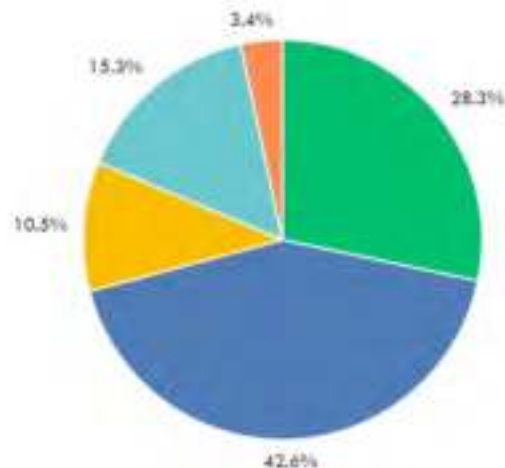


## QUESTION 3b

How often do you travel on the corridor via the following means?

*Drive – Personal Vehicle, With Others or as a Passenger*

- Daily
- A few times per week
- Once a week
- Once or twice per month
- Never





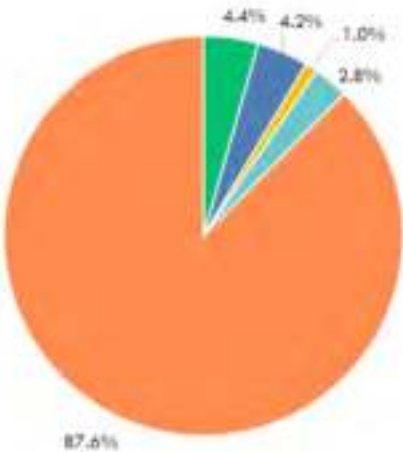
# APPENDIX

## QUESTION 3c

How often do you travel on the corridor via the following means?

Drive – Business/Commercial Vehicle

- Daily
- A few times per week
- Once a week
- Once or twice per month
- Never

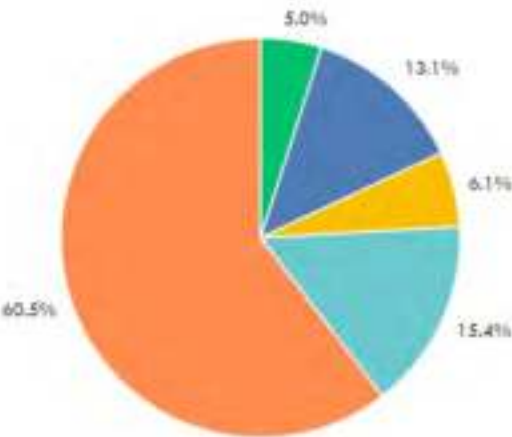


## QUESTION 3d

How often do you travel on the corridor via the following means?

Walk/Run

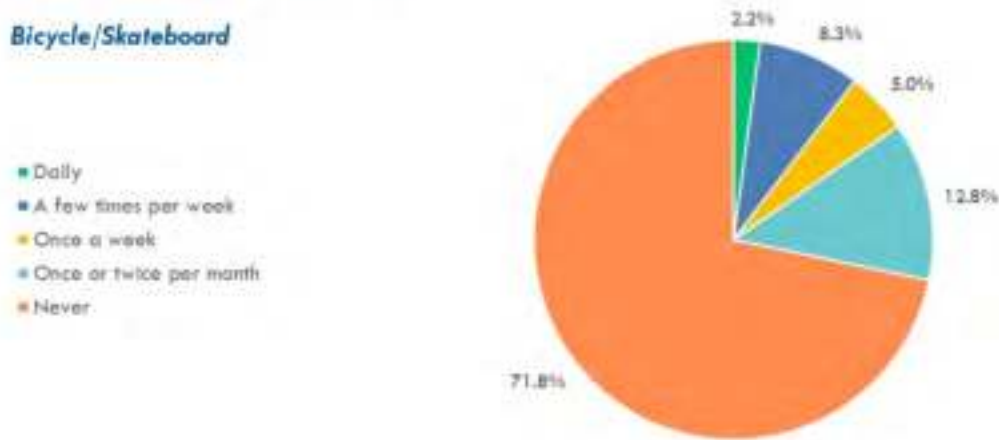
- Daily
- A few times per week
- Once a week
- Once or twice per month
- Never



## QUESTION 3e

How often do you travel on the corridor via the following means?

Bicycle/Skateboard



## QUESTION 4a

For each of the characteristics listed below, indicate whether you are satisfied or dissatisfied with their condition along Allisonville Road.



Satisfied



Somewhat Satisfied



Neutral



Somewhat Dissatisfied








Dissatisfied

|                                   | Satisfied | Somewhat Satisfied | Neutral | Somewhat Dissatisfied | Dissatisfied |
|-----------------------------------|-----------|--------------------|---------|-----------------------|--------------|
| Quality of housing/ neighborhoods | 45.1%     | 21.5%              | 22.9%   | 8.7%                  | 1.8%         |
| Quality of commercial buildings   | 19.1%     | 25.4%              | 19.1%   | 28.8%                 | 7.6%         |
| Quality of industrial buildings   | 18.6%     | 15.4%              | 39.3%   | 19.4%                 | 7.4%         |

# APPENDIX






## QUESTION 4b

For each of the characteristics listed below, indicate whether you are satisfied or dissatisfied with their condition along Allisonville Road.

|                   |  |  |  |  |  |
|-------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                   | Satisfied                                                                         | Somewhat Satisfied                                                                | Neutral                                                                           | Somewhat Dissatisfied                                                               | Dissatisfied                                                                        |
| Bicyclist safety  | 8.4%                                                                              | 10.9%                                                                             | 32.2%                                                                             | 26.5%                                                                               | 22.1%                                                                               |
| Pedestrian safety | 11.0%                                                                             | 17.0%                                                                             | 25.1%                                                                             | 27.8%                                                                               | 19.0%                                                                               |
| Motorist safety   | 24.3%                                                                             | 28.7%                                                                             | 21.8%                                                                             | 18.8%                                                                               | 6.3%                                                                                |

## QUESTION 4c






For each of the characteristics listed below, indicate whether you are satisfied or dissatisfied with their condition along Allisonville Road.

|                                                                                     |  |  |  |  |  |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|                                                                                     | Satisfied                                                                           | Somewhat Satisfied                                                                  | Neutral                                                                               | Somewhat Dissatisfied                                                                 | Dissatisfied                                                                          |
| Ease of access to businesses/ neighborhoods from Allisonville and 116 <sup>th</sup> | 19.7%                                                                               | 30.7%                                                                               | 17.2%                                                                                 | 26.8%                                                                                 | 5.6%                                                                                  |
| Ease of access onto Allisonville and 116 <sup>th</sup> from adjacent businesses     | 15.6%                                                                               | 26.1%                                                                               | 18.8%                                                                                 | 31.1%                                                                                 | 8.4%                                                                                  |
| Traffic movement along Allisonville and 116 <sup>th</sup>                           | 12.0%                                                                               | 26.7%                                                                               | 14.1%                                                                                 | 33.5%                                                                                 | 13.7%                                                                                 |
| Street condition                                                                    | 33.5%                                                                               | 32.9%                                                                               | 18.9%                                                                                 | 12.3%                                                                                 | 2.4%                                                                                  |



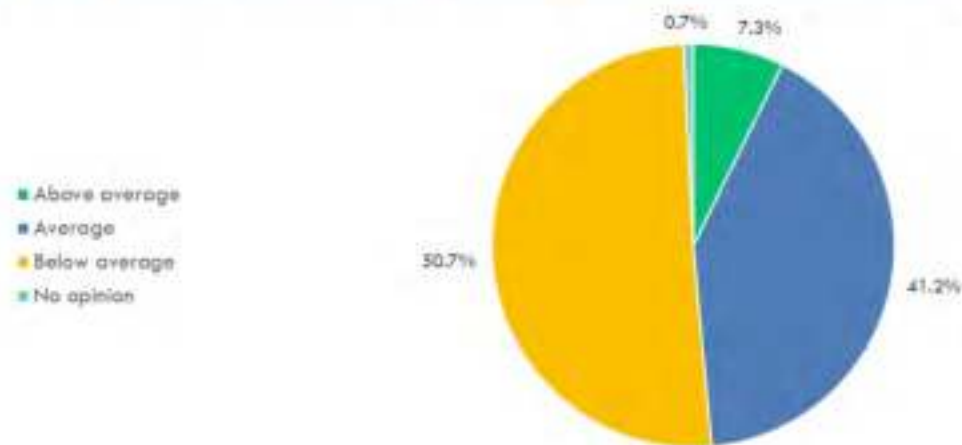
## QUESTION 4d

For each of the characteristics listed below, indicate whether you are satisfied or dissatisfied with their condition along Allisonville Road.

|                           |  |  |  |  |  |
|---------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                           | Satisfied                                                                         | Somewhat Satisfied                                                                | Neutral                                                                           | Somewhat Dissatisfied                                                               | Dissatisfied                                                                        |
| Overall character         | 14.6%                                                                             | 24.8%                                                                             | 22.5%                                                                             | 29.4%                                                                               | 8.8%                                                                                |
| Potential for enhancement | 23.0%                                                                             | 37.7%                                                                             | 30.9%                                                                             | 6.1%                                                                                | 2.4%                                                                                |

## QUESTION 5

As compared to other commercial corridors in Fishers, how would you rate the overall APPEARANCE of the Allisonville Road corridor?

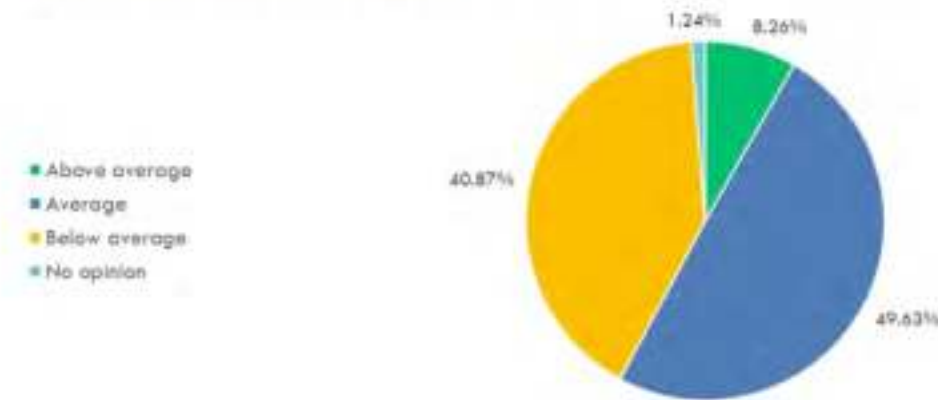


APPENDIX

QUESTION 6

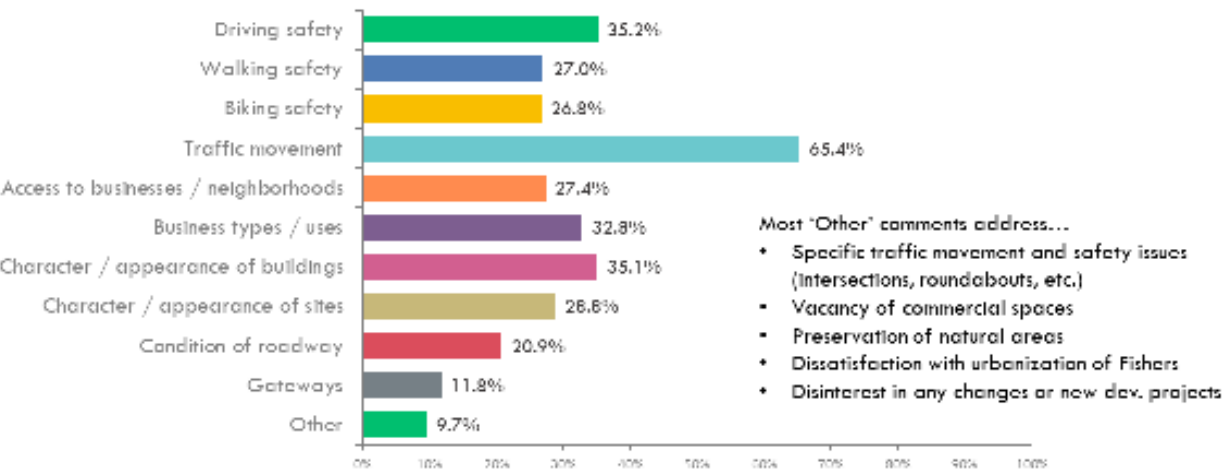
As compared to other commercial corridors in Fishers, how would you rate the overall FUNCTIONALITY of the Allisonville Road corridor?

This includes transportation function as well as how the goods and services offered support the surrounding neighborhoods and Fishers in general.



QUESTION 7

What are your biggest concerns for the Allisonville Road corridor? (Select up to 3)



## QUESTION 8

What improvements will have the most beneficial impact to PEDESTRIAN AND BICYCLE TRAVEL along the corridor? Rank from 1 to 6.

| Improvement                                                                                                                                                                           | Weighted Average |                                                                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------------------------------------------|
| Fill in missing gaps to the sidewalk and trail network                                                                                                                                | 2.16             | <div>Most Impact</div> <div>↑</div> <div>↓</div> <div>Least Impact</div> |
| Replace sidewalks with wider trails along key routes                                                                                                                                  | 2.70             |                                                                          |
| Buffer or add physical barriers (planters, curbs, posts) between existing bicycle/pedestrian facilities and vehicle travel lanes                                                      | 2.98             |                                                                          |
| Create protected bicycle/pedestrian facilities on local roads and through commercial developments as an alternative to travel on main thoroughfares                                   | 3.31             |                                                                          |
| Improve street crossings (add/improve crosswalks, dedicated bicycle/pedestrian crossing cycles at signalized intersections, high intensity activated crosswalk (HAWK) beacon signals) | 3.39             |                                                                          |
| No improvements are needed to the bicycle and pedestrian system                                                                                                                       | 5.15             |                                                                          |

## QUESTION 9

What improvements will have the most beneficial impact to VEHICULAR TRAVEL along the corridor? Rank from 1 to 9.

| Improvement                                                                                                                                                      | Weighted Avg. |                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------------------|
| Additional traffic control signals or updates to signal timing and synchronization                                                                               | 2.79          | <div>Most Impact</div> <div>↑</div> <div>↓</div> <div>Least Impact</div> |
| Roadway repair (repaving, curb repair/replacement, restriping)                                                                                                   | 3.10          |                                                                          |
| Access management (limit new driveways, remove/consolidate existing driveways)                                                                                   | 3.85          |                                                                          |
| Modify existing intersections (added turn lanes, lengthen existing turn lanes)                                                                                   | 4.36          |                                                                          |
| Additional access/driveways to businesses along the corridor                                                                                                     | 4.78          |                                                                          |
| Speed enforcement                                                                                                                                                | 4.808         |                                                                          |
| Convert signalized intersections to roundabouts                                                                                                                  | 4.812         |                                                                          |
| Traffic calming (narrowed travel lanes, tighter corner radius/turns, landscaped medians, and other physical improvements that cause reduction in vehicle speeds) | 5.20          |                                                                          |
| No improvements are needed to the vehicular travel network                                                                                                       | 7.33          |                                                                          |



APPENDIX

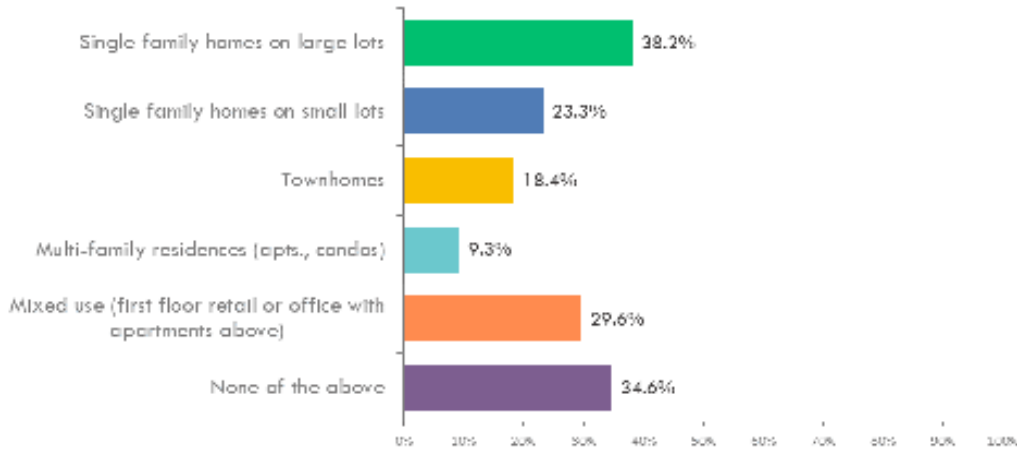
QUESTION 10

What improvements will have the most beneficial impact to the **APPEARANCE AND CHARACTER** of the corridor? Rank from 1 to 7.

| Improvement                                                                                                     | Weighted Avg. |                                                                          |
|-----------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------------------|
| Beautification within the right-of-way                                                                          | 2.53          | <div>Most Impact</div> <div>↑</div> <div>↓</div> <div>Least Impact</div> |
| Beautification on adjacent properties                                                                           | 2.89          |                                                                          |
| Minor redevelopment (façade enhancements, sign replacement, change of use without major building modifications) | 3.28          |                                                                          |
| Added public recreation/gathering spaces                                                                        | 3.77          |                                                                          |
| Major redevelopment (significant change in use, building demolition and reconstruction)                         | 4.26          |                                                                          |
| Gateway treatments (signs, landscape treatments, public art)                                                    | 4.27          |                                                                          |
| Environmentally-friendly improvements (green roofs, energy efficiency incentives)                               | 5.13          |                                                                          |

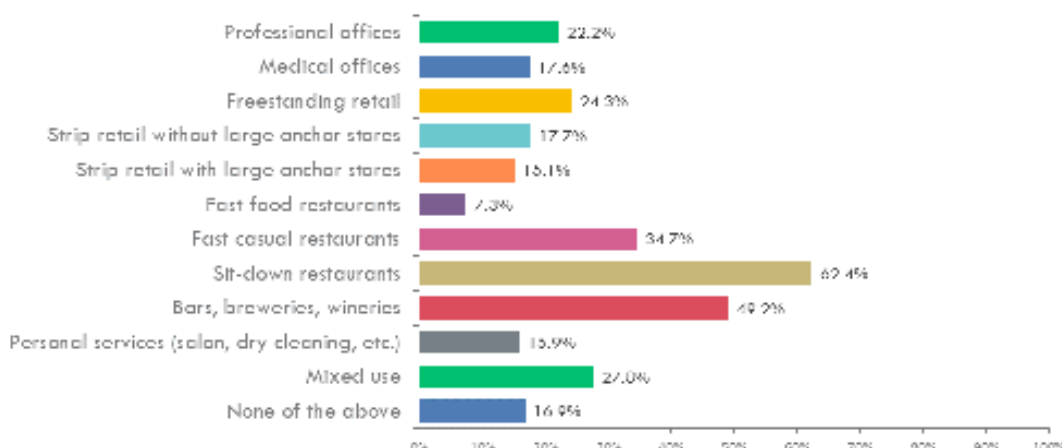
QUESTION 11

What type of **RESIDENTIAL** uses would you like to see more of along the corridor? (Select all that apply)



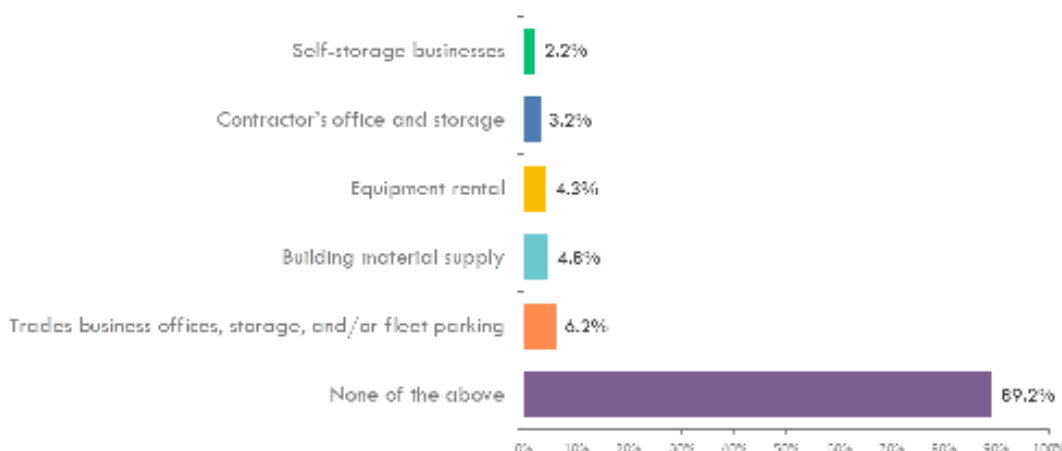
## QUESTION 12

**What type of COMMERCIAL uses would you like to see more of along the corridor?** (Select all that apply)



## QUESTION 13

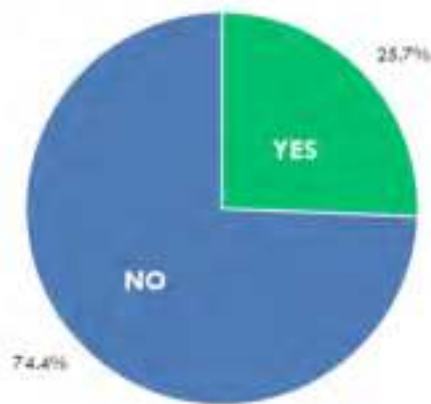
**What type of INDUSTRIAL uses would you like to see more of along the corridor?** (Select all that apply)



# APPENDIX

## QUESTION 14

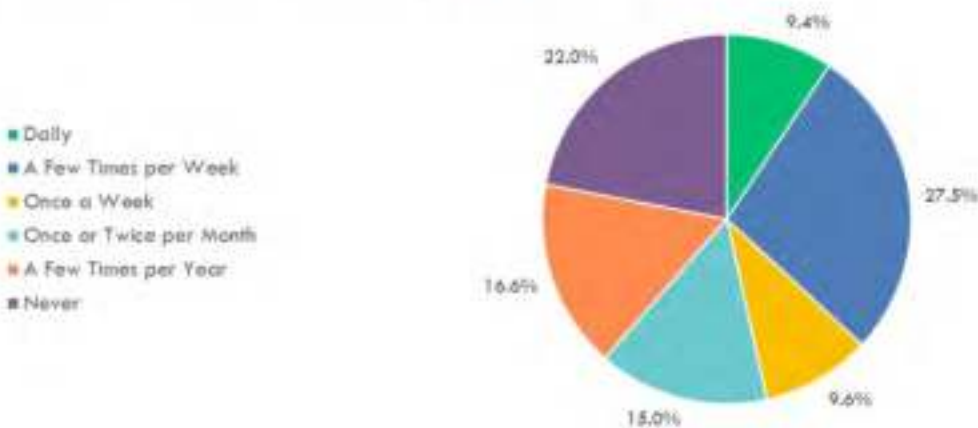
Are there current uses present along the corridor that are no longer appropriate?



- If yes, which uses:
- Car sales and services
  - Equipment rental
  - Self-storage facilities
  - Foot spas and massage parlors
  - Discount stores
  - Smoke/vape shops
  - Banks (too many)
  - Pizza restaurants (too many)

## QUESTION 15

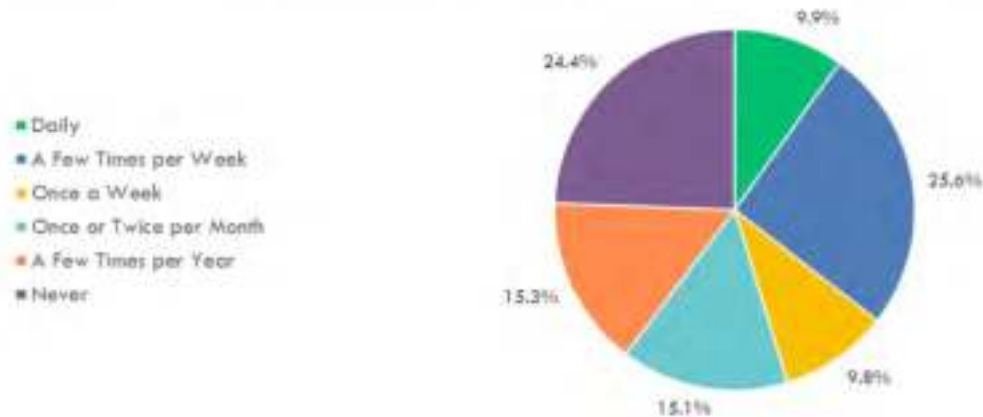
If given a dedicated and safe multi-use pathway, how often would you walk/bike along Allisonville Road and/or 116th Street on your way to work, school, shopping, or for recreation?





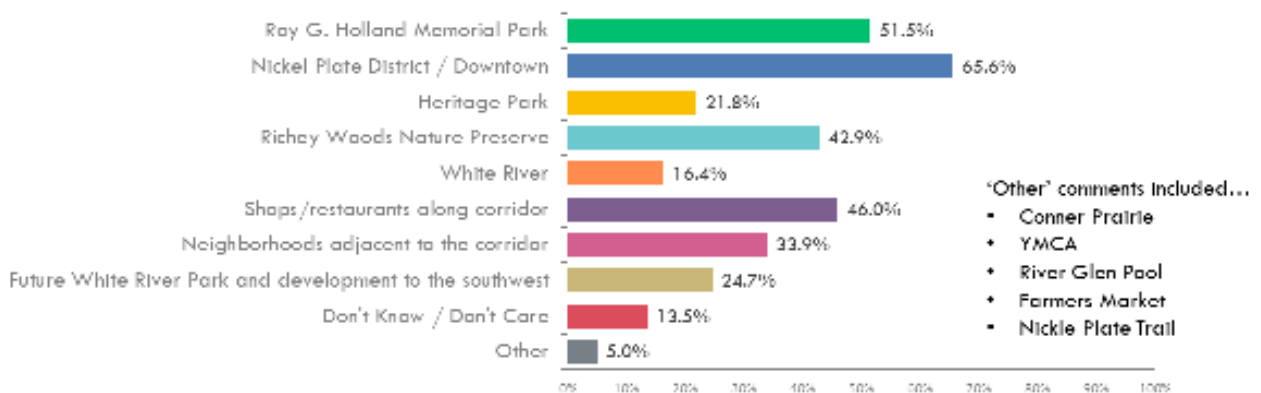
## QUESTION 16

If given a dedicated and safe multi-use pathway, how often would you walk/bike along side streets and access roads (but not Allisonville Road or 116th Street) on your way to work, school, shopping, or for recreation?



## QUESTION 17

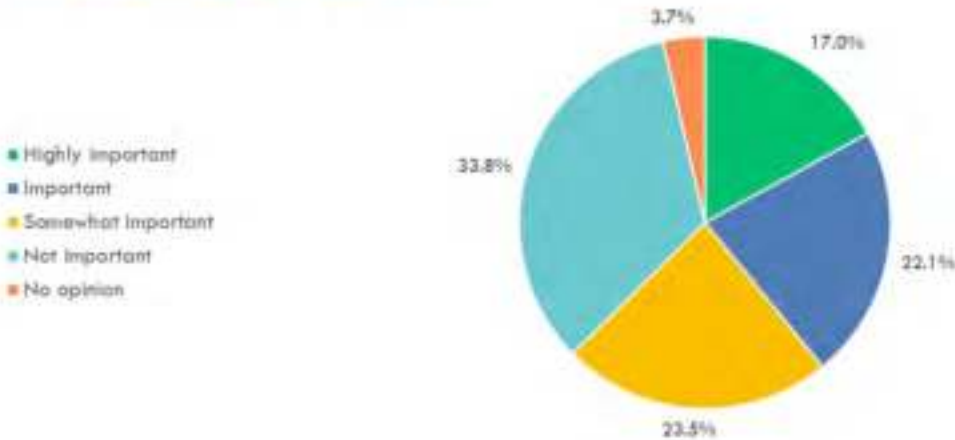
What are the primary bicycle or pedestrian destinations in and around the corridor? (Select all that apply)



# APPENDIX

## QUESTION 18

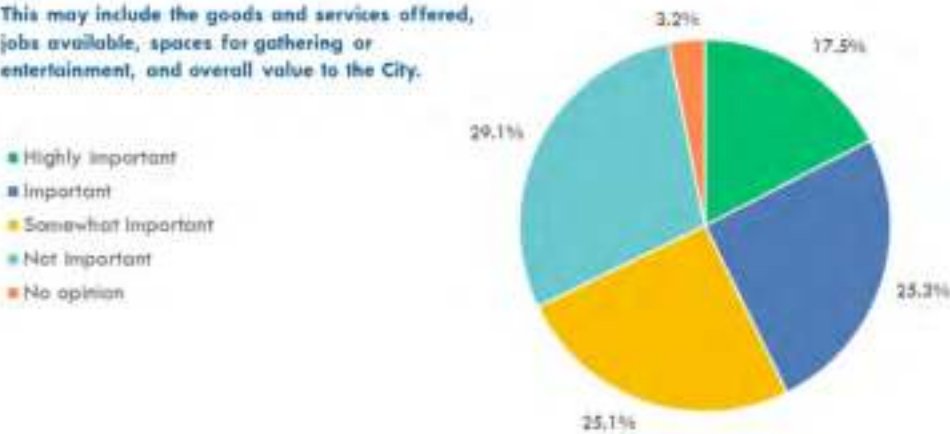
How important is it that the Allisonville Road corridor has a unique **APPEARANCE** that distinguishes it from other areas of the City?



## QUESTION 19

How important is it that the Allisonville Road corridor has a unique **FUNCTION** that distinguishes it from other areas of the City?

This may include the goods and services offered, jobs available, spaces for gathering or entertainment, and overall value to the City.



## QUESTION 20

---

### Is there anything else you would like us to know as we continue this process?

#### Commercial Development

- Support locally-owned restaurants and businesses
- Fill vacant lots and buildings with new, family friendly businesses (i.e., a healthy grocery store like Trader Joe's or Whole Foods)
- Avoid urbanization and fully compact design seen in downtown Fishers - more interest in charming, classic architecture

#### Housing

- Protect single-family neighborhoods and housing options - no apartments or condos
- Lack of consensus regarding mixed use development - some in favor and others strongly opposed

#### Transportation

- Improve bicyclist and pedestrian safety along the corridor
- Improve traffic flow at the intersection of Allisonville Rd and I169
- Improve access to and from Allisonville from adjacent businesses and neighborhoods
- Address speeding throughout the corridor
- Private roads need to be repaired

#### Placemaking

- Preserve trees and greenspace as much as possible - development should complement the natural environment
- Corridor needs beautification and a sense of character
- Don't want to be like the rest of Fishers or Carmel - interested in a slow paced, relaxed, small town feel



# APPENDIX

## Open House Workshop

The community workshop, held on July 21st at the Fishers City Hall Auditorium, encouraged the public to share their thoughts about the corridor through a variety of mapping, visioning, and voting exercises. Dozens of residents attended on the meeting including members of the steering committee and City staff. The following maps and graphics show the assets and issues of the corridor identified by participants, as well as what types of enhancements are important for Allisonville Road's future.

### Big Ideas

- Future Commercial/Industrial Development
  - No more industry / relocate light industrial
  - New mixed-use development
  - Development of run-down retail sector
  - New, nice grocery store
  - Family-friendly development
  - No businesses that attract crime or litter
  - Nice restaurant and less pizza/beer joints
  - No more storage buildings
  - No thrift stores
- Transportation
  - Repave private roads (Kroger hole)
  - Enforce speed limit and calm traffic
  - Left turn lane on Allisonville going south to 116th needs lengthened
  - Repave roads in River Glen
  - No public transportation
  - Preserve auto-oriented development
  - EV charging stations
- Housing
  - No condos or townhomes
  - No low-income housing
- Placemaking
  - Artistic signage
  - Create a brand for the corridor that unifies development
  - Better landscaping
- Parks and Recreation
  - Bike riders should abide by traffic laws
  - More trees
  - Create small parks connected to trails
  - Environmental based decisions not \$\$ driven
  - More community greenspace
  - Dog park (shaded)
  - Better bike and pedestrian connectivity
- Miscellaneous
  - No garbage trucks making noise before 6am
  - Leave us alone - can't get out now

# ASSET MAPPING

Place a dot sticker on the map for a place, thing, or characteristic that you consider to be a **strength** or **opportunity** in the area. Then, use a sticky note to add more detail or description and place it around the map.

LOVE the new trail +2

Sidewalks north of 126th are nice +1

Connect sidewalks to 146th

Public art

Roundabout at 126th

## Legend

Asset

Opportunity

Mature tree conservation +1

Nice daycare & good funeral home

Link the parks

Good to have a grocery on this side of Fishers +1

Appeal to the outdoor crowd (ex. sporting goods store)

Commercial redevelopment (Fill empty buildings)

Canoeing tie-in

Private road development

Space for new grocery

Landscaping opportunity

Recreation theme

Cycling tie-in

Replace industrial with restaurants

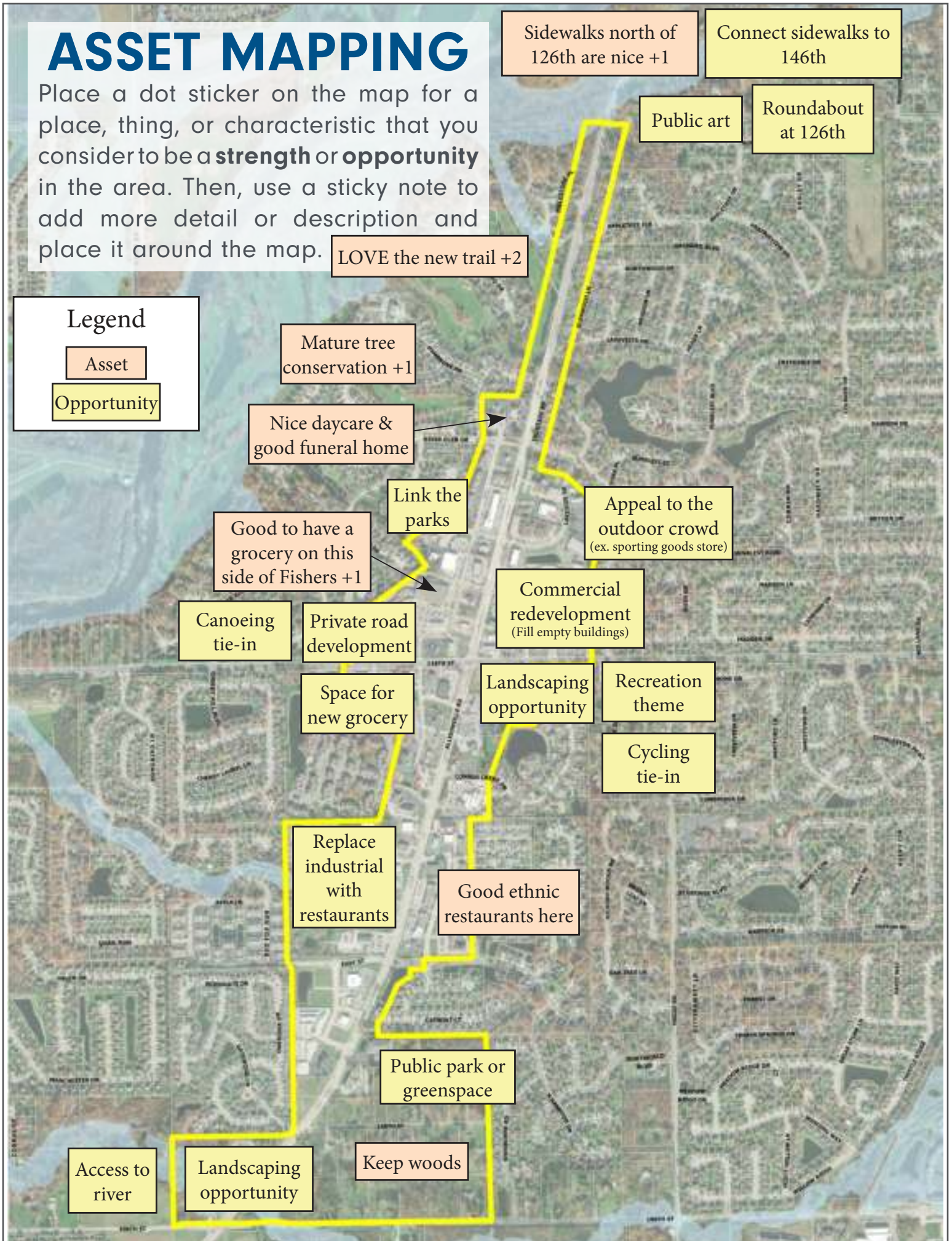
Good ethnic restaurants here

Public park or greenspace

Access to river

Landscaping opportunity

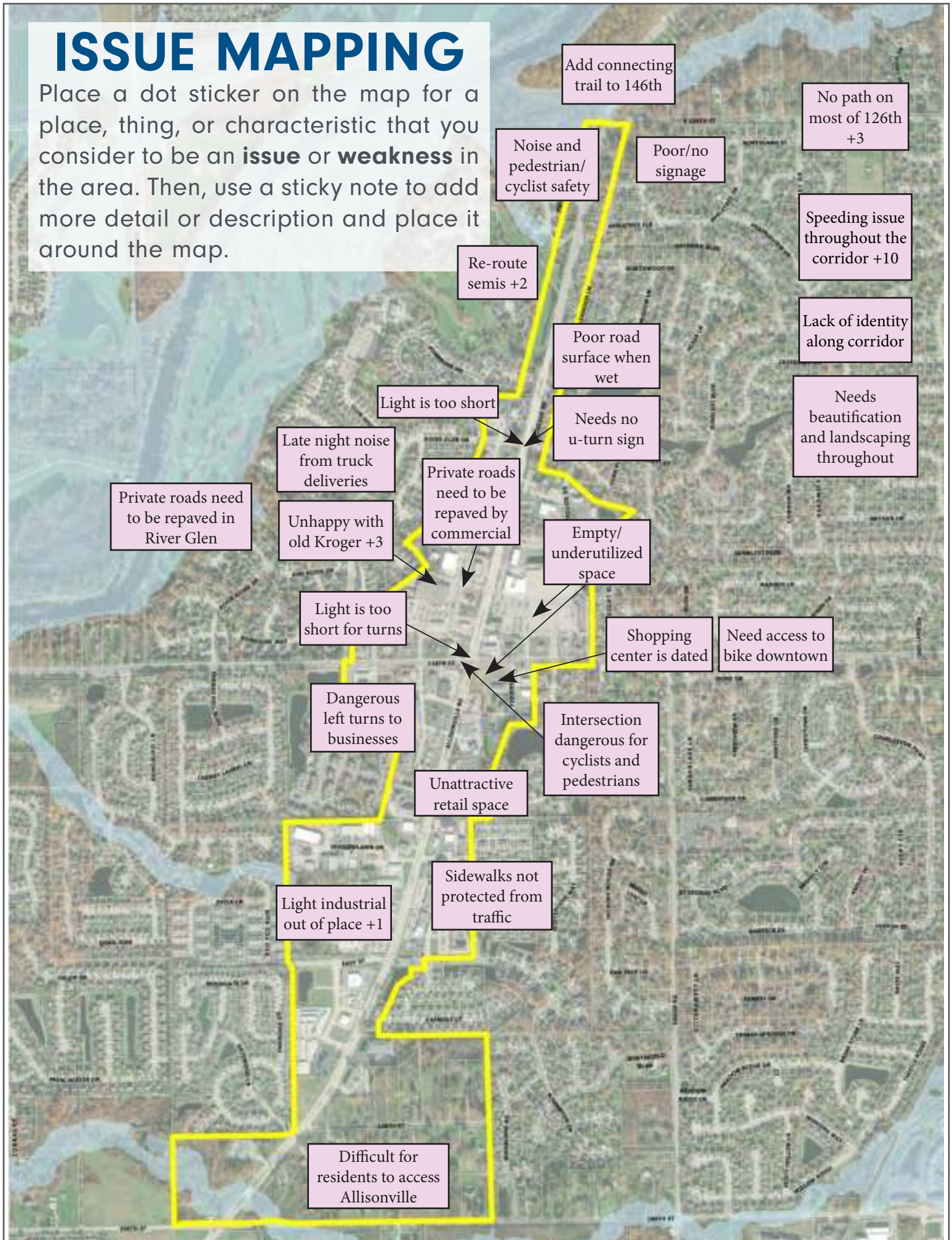
Keep woods





# ISSUE MAPPING

Place a dot sticker on the map for a place, thing, or characteristic that you consider to be an **issue** or **weakness** in the area. Then, use a sticky note to add more detail or description and place it around the map.





## Workshop Boards - Most Desired Pedestrian and Bicycle Facilities



Multi-Use Trail without Buffer

**2.2%** (2)



Multi-Use Trail with Narrow Buffer

**11.1%** (10)



Multi-Use Trail with Wide Buffer

**34.4%** (31)



Multi-Use Trail with Physical Barrier

**8.9%** (8)



Marked Low-Volume Street

**1.1%** (1)



Protected Bicycle Lane

**12.2%** (11)



Trail Away from Road (greenway)

**27.8%** (25)



I'm Not Going to Walk or Bike

**2.2%** (2)

# APPENDIX

## Workshop Boards - Most Desired Pedestrian and Bicycle Facilities



Similar form but higher quality architecture and materials

10.5% (13)



Similar uses but different form (buildings closer to the street, pedestrian-oriented)

4.8% (6)



New residential uses (apartments, condos, townhomes)

0.8% (1)



Public gathering, recreation, entertainment space

25.8% (32)



Gathering, recreation, entertainment space in private development

20.2% (25)



New mixed use development (residential above retail or office)

12.1% (15)



More landscape and ecologically sensitive site features

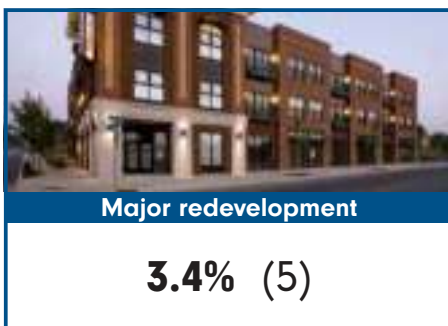
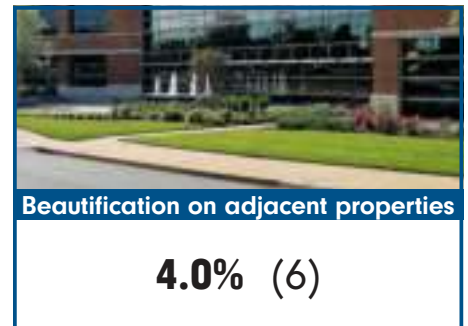
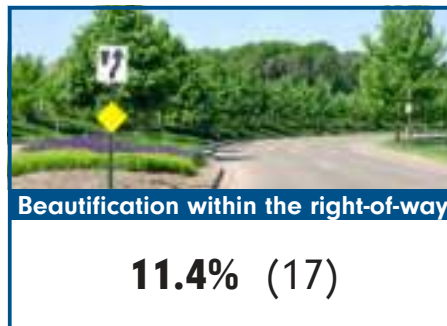
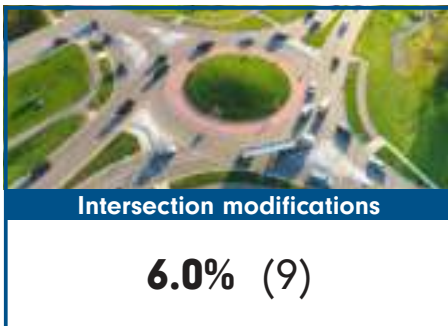
12.1% (15)



Existing building and site character along the corridor is good

13.7% (17)

## Workshop Boards - Most Desired Pedestrian and Bicycle Facilities









To: Fishers City Council  
From: Jason Taylor, P.E. –Director of Engineering  
Date: March 18, 2023

***RE: Barrett Law of Commercial Private Roadways – Britton Park/Trade Center and Publishers Business Parks***

Purpose

The purpose of this memorandum is to provide the City Council with information concerning the current status of the Barrett Law of Commercial Private Roadways. Specifically, the private roadways within the Britton Park/Trade Center and Publishers Business Parks. (exhibits included)

Summary

In the summer of 2022, the City and the business owners within the above mentioned business parks met to discuss the Barrett Law process and to gauge interest in the business owners' willingness to engage in the process with the City. Over the course of approximately three months, City staff conducted additional meetings with many of the businesses to better explain the Barrett Law process.

Since those meetings, the City has been working towards the specific rules/laws regarding how each property owner is assessed their share of the road rehabilitation cost. The Department of Engineering and City Attorney are currently working through calculating each property owner's apportionment of the project and ensuring that we are abiding by all requirements under Indiana law. While some general information and estimates were provided over the summer, the City is in the process of revising those calculations to account for project cost increases due to inflation in the construction and paving industry.

The Engineering Department has awarded the first two resurface package for the 2023 construction season. As such, the prices from those recent resurface packages were utilized to update the construction cost estimate for the improvements of the commercial private roadways. Last month, two public meetings were held with the businesses/property owners. For those that could not attend, accommodations were made to meet virtually, or in-person as requested. The purpose of the meeting was to communicate with the property/business owners on the process and next steps.

On March 14<sup>th</sup>, the Board of Public Works & Safety approved the preliminary resolution to begin the Barrett Law process for both commercial private roadways. Those resolutions can be found here: [Barrett East](#) and [Barrett West](#). Per Indiana Code 36-9-36, the City mailed official notifications to the property owners/businesses that a Public Hearing will be held at the next Board of Public Works and Safety meeting on March 28, 2023. Although not required, the City provided additional information to the property owners/businesses concerning the construction costs that can be expected. An example letter is included as an attachment in this memo.

The Engineering Department is continuing to work with the Controller's Office and City Attorney to determine and provide the allocation apportionment and bond rates to the property owners/businesses. This work will be completed prior to the Board of Public Works & Safety meeting on March 28<sup>th</sup>. In coordination with the City Attorney, the formal process will be approximately 60 days or less which will allow for the City to proceed with the roadways being under construction and completed prior to the end of the 2023 construction season.





City of Fishers  
Department of Engineering  
11565 Brooks School Rd  
Fishers, IN 46037

March 17, 2023

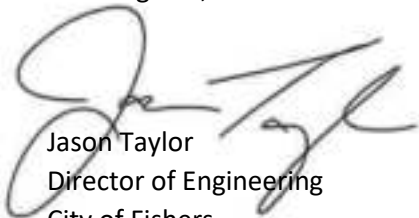
**BUSINESS NAME**  
**XXXX Drive**  
**Fishers, IN 46038**

Please find enclosed the Notice of Public Hearing at the Board of Public Works and Safety meeting to be held on March 28<sup>th</sup>, 2023. This meeting will in the City courtroom of the City Services Building located at 3 Municipal Drive Fishers, IN 46038 at 9:00am.

This Hearing pertains to the ongoing Barrett Law process as it relates to the rehabilitation of roadways currently owned by property owners which are part of the Parkside Owners Association, Inc. As an owner of property within the Parkside Owners Association, Inc. the City is informing you that the maximum estimated cost of improvement to include: construction, related engineering, design, inspection, and maintenance will be \$1,100,000. That \$1,100,000 cost will be divided among the 25 property owners based upon calculations using Institute of Transportation Engineers Trip Generation Manual, square footage of improvements (or estimated square footage of unimproved lots), and equitable benefit of improvement to property owners based on IC 36-9-36.

For Questions, please contact the City of Fishers Department of Engineering at: 317-595-3160

Best Regards,



Jason Taylor  
Director of Engineering  
City of Fishers

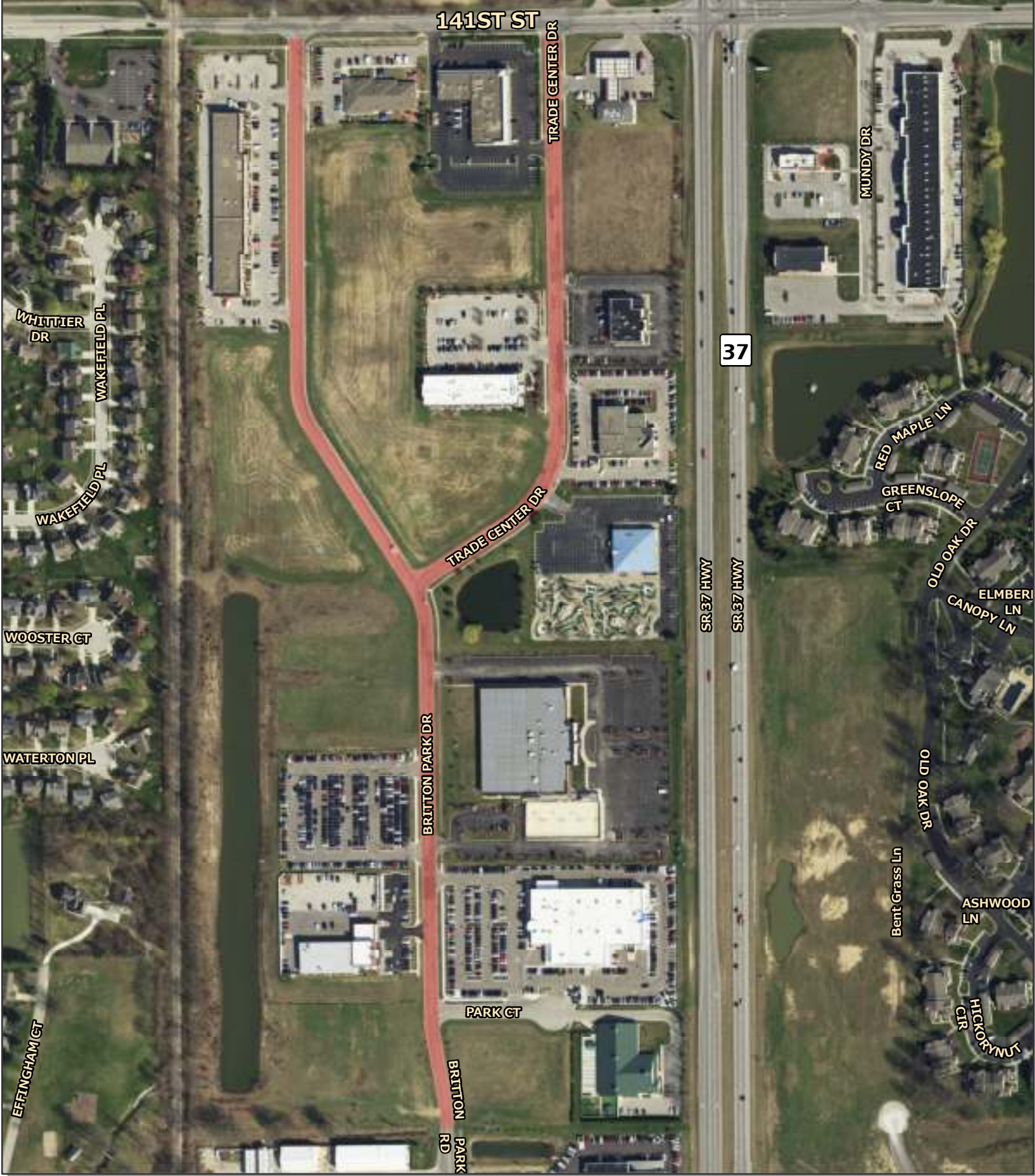


# Parkside Dr, Publishers Dr, and Enterprise Dr

Legend  
Project Limits

1 inch = 300 feet





# Britton Park Rd and Trade Center Dr

Legend  
Project Limits

1 inch = 300 feet



**BUDGET & FINANCE COMMITTEE REPORT  
COMMON COUNCIL OF THE CITY OF FISHERS,  
HAMILTON COUNTY, INDIANA**

\* This is a Report of the Budget & Finance Committee. Minutes of the committee meeting can be found online at [www.fishers.in.us/agendacenter](http://www.fishers.in.us/agendacenter)

John Weingardt, Chairperson  
Todd Zimmerman, Committee Member  
Cecilia Coble, Committee Member  
Jocelyn Vare, Committee Member

---

**Meeting Date: March 20, 2023**

- I. **Resolution R032023** - A Resolution authorizing the Common Council Authorizing the City Controller to Transfer Certain Funds.

Committee Recommendation:

- ☒ Passage  
☐ Non-Passage  
☐ Amendment  
☐ No Recommendation

- II. **Resolution R032023A** - A Resolution of the City Of Fishers, Hamilton County, Indiana Re-Establishing A Cumulative Capital Development Fund Pursuant To Indiana Code Section 36-9-15.5.

Committee Recommendation:

- ☒ Passage  
☐ Non-Passage  
☐ Amendment  
☐ No Recommendation

- III. **Resolution R032023B** - A Resolution of the Common Council Authorizing the City Controller to Appropriate Additional Economic Development Funds to the City of Fishers Municipal Budget.

Committee Recommendation:

- ☒ Passage  
☐ Non-Passage  
☐ Amendment



## **Fishers Health Department Update - 3/20/2022**

### **Health Conditions Under Watch:**

- Influenza-like illness ER/urgent care visits remain in plateau from December 2022 peak.
- COVID-19 cases remain 'Low' over the last 30 days (see included graphic).
- Monitoring new strains of drug-resistant Shigella and other diseases with potential for high impact to public.

### **Annual Report**

- 2022 annual report due by April. Currently completing updates to draft.

### **Community Health Assessment:**

- Targeting end of March completion for all secondary data analyses - ~100 indicators, hospital data and ER data.
- Remaining work for early spring includes community-based surveys, stakeholder focus groups and report writing.

### **Core Health Services**

- 213 patients seen for non-COVID-19 immunizations and tuberculosis (TB) tests in February.
- 220 COVID-19 vaccines administered in February. Booster uptake 21.8%.
- COVID-19 PCR testing is now available through a contract with LabCorp. Tests are currently offered free of charge through the remaining COVID-19 grant funding.
- Working to streamline processes and add additional services over coming months.
- Reportable conditions continue to be managed at a steady pace; monitoring for outbreak potential.

### **Mental Health**

- [Credible Mind](#) launch scheduled for May 2023. Free online platform covering over 200 topics and 16,000+ self-care resources and evidence-based interventions to assist individuals with mental health inquiries, needs, assessment and referral, etc.
- Hope for Happiness, led by Bring Change2Mind clubs at HSE, planned for Farmer's Market on May 13.

### **Environmental Health & Inspections**

- 2023 inspections underway with new grading system in place. Graded 139 facilities to date with 127 receiving grade A, 8 grade B, and 4 grade C. There are 234 more facilities to be inspected and graded. Grades to be posted publicly on September 30, 2023. Inspectors also working on FDA voluntary standards with grant funding.
- Making final changes to public facing GIS dashboard for any member of the public to view and access all facilities and associated inspection reports, grades, etc.
- Health inspector has obtained Risk Assessor certification for lead.

### **Community Outreach and Health Promotion**

- In conversation with Mudsock Youth Athletics to participate at baseball/softball recreational opening day April 15. Plan to use FFD/FHD mobile vaccination trailer to offer childhood vaccines on site.
- March messaging focuses on cancer-prevention with HPV vaccination and disability awareness month. April to spotlight lead testing changes, public health week, staff profiles.
- In planning to launch Teen Public Health Academy, planned for July. Anticipate opening to applications in April.

### **Emergency Preparedness:**

- All staff to complete FEMA NIMS 100, 700, 200 and 800 courses by end of the year. Coordinator completing OSHA 30-hour training.
- Emergency preparedness nurse awarded NACCHO scholarship for Certification in Infection Prevention and Control.



### Grants and Funding:

- Senate Bill 4 currently working through state legislature, in combination with HB 1001, with potential to substantially increase funding for public health at the local level. Senate Bill 1 has high potential to impact behavioral health crisis response system, if passed. We are actively monitoring.
- We have applied for VFC grant funding for 2023-2024. This funding supports clinical staff to provide vaccinations. We anticipate hearing about any possible award in March.
- We anticipate a third year of CoAg grant funding, which supports our school liaison position and efforts to improve relationships and services with our schools.
- We have collected \$2,896,541.21 to date from IDOH to date for COVID vaccines administered.

### Open Positions

- Health educator starting full time on June 5.
- Social Worker starts in role on April 10. Grant funded position through June 30, 2025.
- Culture of Health Ambassador position to be posted soon- joint position with Parks Department.



## CDC COVID-19 COMMUNITY LEVEL

**LOW**



| INDICATOR | DESCRIPTION                                                                     |
|-----------|---------------------------------------------------------------------------------|
| 35.9      | New COVID-19 cases per 100,000 people in the past 7 days                        |
| 4.9       | New COVID-19 admissions per 100,000 population (7-day total)                    |
| 2.1%      | Percent of staffed inpatient beds occupied by COVID-19 patients (7-day average) |

Updated on 03/10/2023





|                  |                             |
|------------------|-----------------------------|
| Form Name:       | Public Meeting Comment Form |
| Submission Time: | March 20, 2023 11:01 am     |
| Browser:         | Firefox 111.0 / Windows     |
| IP Address:      | 152.117.79.73               |
| Unique ID:       | 1081554479                  |
| Location:        | 39.9564, -85.9651           |

|                                                                                     |                                                                                                                                                                              |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Name</b>                                                                         | Martha Marchino                                                                                                                                                              |
| <b>Address</b>                                                                      | 7397 Catboat Ct<br>Fishers, IN 46038                                                                                                                                         |
| <b>Email</b>                                                                        | marchino@boreal.org                                                                                                                                                          |
| <b>Subdivision or business name</b>                                                 | Bluestone                                                                                                                                                                    |
| <b>Please select the meeting to which you would like to submit a public comment</b> | City Council<br>Plan Commission Meeting<br>Redevelopment Commission                                                                                                          |
| <b>Meeting Date</b>                                                                 | Mar 20, 2023                                                                                                                                                                 |
| <b>Project Name/Resolution Number</b>                                               | Allisonville Road Corridor study                                                                                                                                             |
| <b>Comment</b>                                                                      | I am opposed to such a massive development along the Allisonville Road Corridor. The traffic problems will be massive and the small town feel of the area will be destroyed. |

|                  |                             |
|------------------|-----------------------------|
| Form Name:       | Public Meeting Comment Form |
| Submission Time: | March 20, 2023 11:15 am     |
| Browser:         | Firefox 110.0 / OS X        |
| IP Address:      | 184.170.166.176             |
| Unique ID:       | 1081562005                  |
| Location:        | 39.9714, -86.1295           |

|                                                                                     |                                         |
|-------------------------------------------------------------------------------------|-----------------------------------------|
| <b>Name</b>                                                                         | Ross Reinhardt                          |
| <b>Address</b>                                                                      | 7704 Creekside Ct.<br>Fishers, IN 46038 |
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| <b>Subdivision or business name</b>                                                 | Sunblest                                |
| <b>Please select the meeting to which you would like to submit a public comment</b> | City Council                            |
| <b>Meeting Date</b>                                                                 | Mar 20, 2023                            |
| <b>Project Name/Resolution Number</b>                                               | R032023C                                |

## Comment

I would like to express excitement and delight at the results of the Allisonville study, and would be very supportive of adopting it.

One key thing I'd like to highlight is it's findings around the importance of making sure the Allisonville/ 116th roundabout is pedestrian and bike friendly (for all users, young and old). We have plenty of examples of 4 lane roundabouts already to pull from, and they are NOT ped friendly. It's especially important when on foot or bike to have as direct a route as possible, and that will often be right through this intersection to get to surrounding business from homes. The study's recommendations around changing geometry to slow cars in the roundabout could help, but they would need to be substantial to slow cars to at least 20MPH. Additionally, we could consider a "continuous" crosswalk (which makes the crosswalk into a speed table to help slow traffic). I'd urge use to think about what we communicate by the intersection we build here, do we want to communicate that Fishers is a good place to drive through quickly by optimizing for traffic volume and speed, or do we want to communicate that Fishers is a good place to live, walk, and spend money outside of the car? Let's build a gateway that makes you want to stop and get out, not pass through quickly.

In my opinion, the best thing would be for us NOT to build a roundabout, but rather have better protection at the corners for pedestrians/bikes and change the ped signal to have a leading interval (so it goes green for peds a little before it goes green for turning cars). But if the roundabout is too far along, the geometry changes could help mitigate risk.

The other thing I'd like to highlight is the recommendation to reduce parking minimums. This is a small thing that could be HUGELY impactful as it gives freedom to individual builders and the market to build what makes sense for that situation. In fact, I would go farther and suggest we completely remove parking minimums, and instead define some parking maximums (maximum number of spaces allowed per use) especially in areas we want to make people friendly. Parking minimums will end up ensuring that everywhere we build is surrounded by a sea of parking... when that isn't appropriate or desirable everywhere. Parking itself is not a valuable land use (does not generate much in tax revenue), so removing this regulation is also in the interest of the city budget.

One last thought regarding the shorter term possibility of Kroger moving to the East side of Allisonville; if we do adopt this study I wonder if we could work with them to create a mixed-use grocery... one that might have living above it as well. This seems like it would be inline with some of these new goals to consider. Hard to get more walkable to the grocery than living above it :-).

Thanks, I super excited about the future of this part of Fishers!

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