

SAXONY
ORDINANCE NO. 060401E (Revised 6/8/2001)

AN ORDINANCE AMENDING THE ZONING ORDINANCE
OF FISHERS, INDIANA - 1980

AN ORDINANCE AMENDING THE ZONING ORDINANCE OF FISHERS, INDIANA - 1980. BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF FISHERS, INDIANA, THAT THE ZONING ORDINANCE, A PART OF THE COMPREHENSIVE PLAN AND ORDINANCES - 1980, ORDINANCE - 1980, ORDINANCE NO. 110380, AS AMENDED, IS HEREBY AMENDED AS FOLLOWS:

SECTION 1. DECLARATION

That the text of the Zoning Code of the Town of Fishers, Indiana, Ordinance No. 110380, and the Official Zoning Map, Town of Fishers, Indiana, dated November 3, 1980, which accompanies and is part of the Zoning Code of the Town of Fishers, Indiana, as amended, are hereby amended as follows:

That the Zoning Classification of the following described real estate is hereby zoned as PUD also to be further defined as Saxony PUD.

SEE "EXHIBIT A" ATTACHED HERETO

SECTION 2. PURPOSE AND INTENT

The purpose and intent of this PUD District is to provide flexibility and design to provide for a neo-traditional neighborhood consisting of commercial, entertainment and various housing densities to provide a complete residential, commercial and entertainment area that is defined with unique architectural standards, landscape standards and streetscape design in the Exit 10 area of Interstate 69.

SECTION 3. LAND USE

All Land Uses in the bulk and density standards chart attached as Exhibit "C" are permitted uses within this PUD. These land uses are subject to the location as identified on the Concept Plan.

SECTION 4. DEVELOPMENT STANDARDS

The development standards are described on the bulk and density standards chart and attached as Exhibit "C".

The design standards for this PUD District are set forth in the Design Pattern Book.

SECTION 5. PROCEDURES

The adoption of this ordinance and the subsequent consideration of any detailed and final development Plan shall be consistent and pursuant to the provisions of the Planned Unit Development process as set forth in Section 151.072 Planned Unit Development District with the addition of the following:

EXHIBIT "A"

LAND DESCRIPTION

Part of the Northwest Quarter of the Northwest Quarter of Section 25, Township 18 North, Range 5 East, Hamilton County, Indiana, being a part of the land described in Deed Record 170, page 21, as recorded in the Office of the Recorder of Hamilton County, Indiana, and described as follows:

Beginning on the North line of said Quarter Quarter Section North 89 degrees 36 minutes 34 seconds East (bearing based upon state plane coordinate data, NAD 83, Indiana East Zone) 787.40 feet from the Northwest Corner of said Quarter Quarter Section, at the Northeast corner of the lands conveyed to Hamilton County Indiana for Highway purposes (Project No. PR-97-0003) in a Warranty Deed recorded as Instrument #9809846470 in the Office of the Recorder of Hamilton County, Indiana, the following eleven courses are along the Southerly and Easterly lines of said Hamilton County; thence South 00 degrees 23 minutes 26 seconds East 16.50 feet; thence South 81 degrees 09 minutes 38 seconds West 66.34 feet; thence South 86 degrees 44 minutes 50 seconds West 328.49 feet; thence South 88 degrees 53 minutes 36 seconds West 262.49 feet; thence South 32 degrees 28 minutes 38 seconds West 79.99 feet; thence South 00 degrees 38 minutes 00 seconds East 328.71 feet; thence South 02 degrees 07 minutes 26 seconds East 197.86 feet; thence South 05 degrees 20 minutes 47 seconds West 165.07 feet; thence South 01 degree 31 minutes 32 seconds West 296.35 feet; thence South 01 degrees 11 minutes 37 seconds East 115.57 feet; thence South 05 degrees 51 minutes 34 seconds West 116.27 feet to the South line of said Quarter Quarter Section; thence along said South line North 89 degrees 31 minutes 02 seconds East 1260.33 feet to the Southeast Corner of said Quarter Quarter Section; thence along the East line of said Quarter Quarter Section North 00 degrees 12 minutes 40 seconds West 940.45 feet to the Southeast Corner of the lands described in a Warranty deed conveying a 1.15 acre tract of land to Sheeks and recorded as Instrument #9809833660 in the office of the Recorder of Hamilton County, Indiana, the next two courses are along the line of Sheeks; thence South 87 degrees 41 minutes 58 seconds West 150.10 feet; thence North 00 degrees 12 minutes 40 seconds West 366.88 feet to the South line of State Road #238 (Project I-69-1 (30) (6)); thence along said South line North 70 degrees 25 minutes 48 seconds West 30.09 feet; thence perpendicular to the North line of said Quarter Quarter Section North 00 degrees 23 minutes 26 seconds West 16.50 feet to said North line; thence along said North line South 89 degrees 36 minutes 34 seconds West 356.47 feet to the point of beginning, containing 35.82 acres, more or less, and subject to rights-of-way and easements of record.

EXHIBIT "A"

Property C

LAND DESCRIPTION

A part of the Northeast Quarter of Section 26, Township 18 North, Range 5 East, located in Fall Creek Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of the Northeast Quarter of Section 26, Township 18 North, Range 5 East; thence North 89 degrees 33 minutes 00 seconds East (assumed bearing) 163.62 feet on and along the North line of said Northeast Quarter to the Northwest corner of a 4.62 acre tract of real estate described in Instrument

Number 8910747; thence South 00 degrees 00 minutes 57 seconds West 577.53 feet on and along the West line of said 4.62 acre tract to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying" at the point of beginning of this description; thence South 00 degrees 00 minutes 57 seconds West 754.02 feet to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying" at the Southwest corner of said 4.62 acre tract; thence North 89 degrees 32 minutes 30 seconds East 151.19 feet on and along the South line of the Northeast Quarter of said Northeast Quarter to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying" at the Southeast corner of said 4.62 acre tract; thence North 00 degrees 00 minutes 57 seconds East 754.00 feet on and along the East line of said 4.62 acre tract to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying"; thence South 89 degrees 33 minutes, 00 seconds west 151.19 feet to the point of beginning. Containing 2.62 acres, more or less.

EXHIBIT "A"

Property D

LAND DESCRIPTION

A part of the Northeast Quarter of Section 26, Township 18 North, Range 5 East, located in Fall Creek Township, Hamilton County, Indiana, being described as follows:

Commencing at the Northwest corner of the Northeast Quarter of the Northeast Quarter of Section 26, Township 18 North, Range 5 East; thence North 89 degrees 33 minutes 00 seconds East (assumed bearing) 163.62 feet on and along the North line of said Northeast Quarter to the Northwest corner of a 4.62 acre tract of real estate described in Instrument Number 8910747, said Northwest corner of the 4.62 acre tract also being the point of beginning of this description; thence South 00 degrees 00 minutes 57 seconds West 577.53 feet on and along the West line of said 4.62 acre tract to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying"; thence North 89 degrees 33 minutes 00 seconds East 151.19 feet to a 5/8 inch iron rod with yellow cap stamped "Miller Surveying" of the East line of said 4.62 acre tract; thence North 00 degrees 00 minutes 57 seconds East 577.53 feet to the Northeast corner of said 4.62 acre tract; thence South 89 degrees 33 minutes 00 seconds West 151.19 feet on and along the North line of said Northeast Quarter to the point of beginning. Containing 2.00 acres, more or less.

EXHIBIT "A"

**Deer Creek Industrial Park Parcels
for Annexation into the town of Fishers**

Lots 1, 2, 3, 4, 5 and 6 in Deer Creek Industrial Park, Secondary Plat, a subdivision in Hamilton County, Indiana, as per plat thereof, recorded December 28, 1998, in Plat Cabinet 2, Slide No. 209, as Instrument No. 98-09874904, in the Office of the Recorder of Hamilton County, Indiana.

Gap due to discrepancies in the record descriptions which varies from 6.4 feet to 6.6 feet along the west boundary of Lot 3 in Deer Creek Industrial Park as disclosed on survey prepared by Stoepelwerth Associates, Inc., dated December 1, 1998.

Gap due to discrepancies in the record descriptions which varies from 6.4 feet to 6.6 feet

along the west boundary of Lot 4 in Deer Creek Industrial Park as disclosed on survey prepared by Stoeppelwerth Associates, Inc., dated December 1, 1998.

EXHIBIT "A"

PROPERTY A

LAND DESCRIPTION
PRYOR PARCELS

Part of the Northeast and Southeast Quarter of Section 26, Township 18 North, Range 5 East in Hamilton County, Indiana, being more particularly described as follows:

TRACT "A"

COMMENCING at the Southeast Corner of the said Northeast Quarter Section; thence North 00 degrees 13 minutes 17 seconds West (Assumed Bearing) along the East Line of the said Northeast Quarter Section a distance of 587.33 feet; thence South 89 degrees 18 minutes 25 seconds West, parallel with the South Line of the said Northeast Quarter Section, a distance of 99.71 feet to the West Right-of-Way line for Olio Road per Grant of Right of Entry recorded as instrument number 9809818719 in the Office of the Recorder of Hamilton County, Indiana and the BEGINNING POINT (the next two described courses being along the said West Right-of-Way Line for Olio Road); thence South 03 degrees 50 minutes 54 seconds East a distance of 68.87 feet to a curve having a radius of 16,466.54 feet, the radius point of which bears South 89 degrees 26 minutes 55 seconds East; thence Southerly along the arc of said curve a distance of 518.59 feet to a point on the South Line of the said Northeast Quarter Section (said point bears South 88 degrees 44 minutes 49 seconds West from said radius point); thence South 89 degrees 18 minutes 25 seconds West along the said South Line a distance of 1740.99 feet; thence North 00 degrees 27 minutes 26 seconds West a distance of 587.32 feet; thence North 89 degrees 18 minutes 25 seconds East, parallel with the said South Line, a distance of 1737.88 feet to the BEGINNING POINT, containing 23.461 acres, more or less.

TOGETHER WITH:

COMMENCING at the Northeast Corner of the said Southeast Quarter Section; thence South 00 degrees 13 minutes 52 seconds East (Assumed Bearing) along the East Line of the said Southeast Quarter Section a distance of 1331.17 feet; thence South 89 degrees 18 minutes 38 seconds West a distance of 60.27 feet to the West Right-of-Way line for Olio Road per Grant of Right of Entry recorded as instrument number 9809818719 in the office of the Recorder of Hamilton County, Indiana and the BEGINNING POINT; thence continue South 89 degrees 18 minutes 38 seconds West a distance of 2573.48 feet to the West Line of said Southeast Quarter Section; thence North 00 degrees 14 minutes 00 seconds West along the said West line a distance of 1331.00 feet to the Northwest Corner of the said Southeast Quarter Section; thence North 89 degrees 18 minutes 25 seconds East along the North Line of the said Southeast Quarter Section a distance of 2539.76 feet to the West Right-of-Way Line for Olio Road per said Grant of Right of Entry (the next eight (8) described courses being along the said West Right-of-Way Line)(said point also being on a curve having a radius of 16,166.54 feet, the radius point of which bears North 88 degrees 14 minutes 49 seconds East); thence Southerly along the arc of said curve a distance of 189.36 feet to a point which bears South 88 degrees 05 minutes 17 seconds West from said radius point; thence South 01 degrees 54 minutes 43 seconds East a distance of 147.78 feet; thence South 00 degrees 57 minutes 01 seconds West a distance of 394.19 feet; thence

South 01 degrees 54 minutes 43 seconds West a distance of 196.85 feet; thence South 36 degrees 44 minutes 52 seconds West a distance of 105.04 feet; thence South 45 degrees 16 minutes 36 seconds East a distance of 90.51 feet; thence South 06 degrees 40 minutes 32 seconds East a distance of 197.53 feet; thence South 04 degrees 12 minutes 10 seconds East a distance of 59.71 feet to the BEGINNING POINT, containing 77.738 acres, more or less.

Containing a net total of 101.199 acres, more or less.

6/19/01

Prepared for: Republic Development, Corp.
Land Planning: Bird/Hoak & Associates, Inc.

SAXONY DEVELOPMENT STANDARDS (PUD-M) MATRIX

EXECUTIVE SUMMARY
Town of Fishers, Indiana

DISTRICT SUB-AREAS See Attached Conceptual Development Plan Mixed Use Commerce Center Entertainment/Service Commerce Center Office Retail/Business Mixed Use Multi-Family Residential Neighborhood Center	DISTRICT DENSITY		S.E./Ac. Commercial (Net Acres)	Open Space Civic/Park (Included in Districts Acreage)	SETBACKS AND RESTRICTIONS			BUILDING AND OFF-STREET PARKING MIN. REQUIREMENTS (FEET)										PARKING See town of Fishers Zoning Code #
	District Average (±) Net of R.O.W.	Permitted Land Uses			Dwelling Units (Max)	Rear Yard (Min.)	Side Yard (Min.)	Lot Width (Single Family)	Single Family Min. S.F.	Multi-Family Unit Min. S.F.	Max. Bldg. Hgt.	Ohio Road 100' RW	Pennington Road 80' RW	Arterial Road 100' RW	Collector Road 70' RW & 80' RW	Main Street 80' RW	Commercial Street 60' RW	
A	± 43.64	C1, C2, C3, R6, R7, OTCD	400	NO MAX.	5' Building 5' Building 0' (if abutting another parking lot) 10' Building 10' Parking	0 (Common Wall Allowed) 0' (if abutting another parking lot) 10' Building 10' Parking	40' (Min.) With Alley Single Story 1,600 S.F. 50' Without Alley Multi-Story	Studio 400 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 2 Bedroom 1,000 S.F.	65'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document
	± 59.00	C1, C2, C3, C4, R6, R7	400	NO MAX.	20' Building 15' Parking	10' Building 10' Parking	40' (Min.) Single Story 1,600 S.F.	1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	65'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document	
	± 42.05	R4C, R5C, R6, R7, C1, C2** OTCD	700	Office 12,000 S.F./Ac Max.	Single Family 20'	Single Family 5'	Studio 500 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	45'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document		
	± 27.52	C1, C2**	—	18,000 S.F.	20' Building 15' Parking	10' Building 10' Parking	Multi-Story	—	65'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document	
B	± 38.00	C1, C2, C3, C4, R7	***	10,000 S.F.	20' Building 15' Parking	10' Building 10' Parking	Single as Commerce Center Residential	—	45'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document	
C	± 45.20	R1, R2, R3, R3C, R4, R4C, R5, R5C, R6, R7, C1	500	Office Use Only 12,000 S.F./ Ac. Max.	Single Family (Individual Lot) 20' Multi-Family (Project) 25' #	Single Family (Individual Lot) 5' Multi-Family (Project) 25' #	1,300 S.F. Single Story 1,600 S.F. Multi-Story	45'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document		
D	± 9.21	C1, C2**, OTCD	—	10,000 S.F.	20' Building 15' Parking	10' Building 10' Parking	Studio 500 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	45'	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document		
	± 90.70	R1, R2, R3, R3C, R4, R4C, R5, R5C	350	—	5'	50' or Smaller up to 30% 51'-60' up to 40% 61' or Larger 30% Min.	1,300 S.F. Single Story 1,600 S.F. Multi-Story	—	50' Bldg. 25' Parking	50' Bldg. 15' Parking	50' Bldg. 15' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Parking	50' Bldg. 5' Garage 0 Parking	50' Bldg. 5' Garage 0 Parking	See attached parking text pg. 15 this document		
Overall	± 355.52		1959	51.25														
TOTALS (GROSS)	± 394.90		1959	51.25														

* Permitted Land Uses
For a Detailed explanation of each Land Use/Zoning Classification, refer to the Town of Fishers, Indiana Code of Land Use Ordinances –the corresponding page numbers are shown below in *italics*. #
The code provides specific permitted land uses, conditional uses, and development standards. The development standards formulated and approved specifically for this PUD shall take precedence over the existing development standards.
** Individual Retail Users less than 10,000 S.F. only.
*** Up to 300 units can be transferred from other sub-areas to sub-area B as long as the total unit count remains the same.
Residential Districts R3 - Page 45 R3C - Page 47 R5 - Page 50C R7 - Page 54
Commercial Districts C1 - Page 63 C2 - Page 63 C3 - Page 68
Open Space District OS - Page 89
Old Town Center District OTCD - Page 96

§ Does not apply to spacing between structures for multi-family projects with multiple buildings. Actual building separation distances for multi-family projects shall be based upon construction type, materials, and State and Local Fire Codes.
© NOTE: ALL ACRES ARE APPROXIMATE AND MAY VARY WITH FINAL ENGINEERING

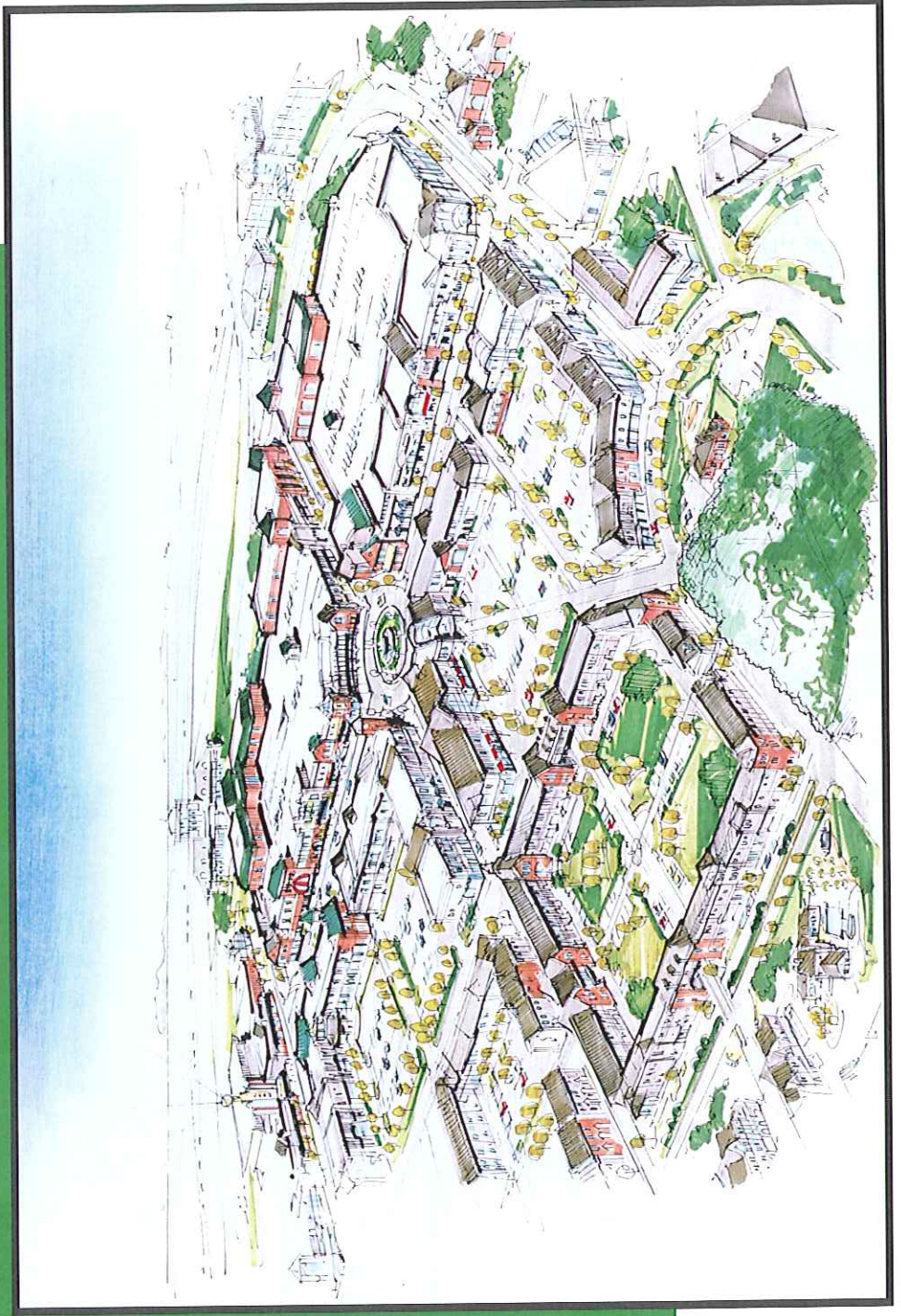
SAXONY

TOWN OF FISHERS, INDIANA

*Development Patterns
And Design Guidelines*

June 12, 2001

*Prepared for:
Republic Development
Land Planning
Bird/Houk & Associates*



SAXONY

TOWN OF FISHERS INDIANA

Development Patterns And Design Guidelines

Preface

- This pattern booklet and design guidelines are the property of Republic Development LLC and are instruments of service for use solely with respect to the Saxony development. Republic Development and Bird/Houk & Associates shall retain all common law, statutory, and other reserved rights, including the copyright. No one shall reuse or permit the reuse of this or any part of this document except by mutual agreement in writing.
- The graphics contained within this document, including illustrative plans, sketches, photographs, etc...are intended to portray design intent and not final architecture or design. Final architecture and site design will vary depending upon final end users. Final architecture and site design will be submitted at stage two of the P.U. D. This document should be used as a reference in the preparation of final architecture and site design.

Cover: Perspective Sketch of the Saxony Commerce Center

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Saxony

Development Patterns And Design Guidelines Town of Fishers, Indiana

Introduction: Traditional Neighborhood Development, Design Intent, and Community Goals

The implementation of this Planned United Development, through the utilization of Traditional Neighborhood Development (TND) principles, seeks to offer alternatives to typical zoning protocol. Zoning ordinances over the past 50 years have facilitated growth within communities by accommodating automobile use. People drive to work, drive to school, drive to social activities, etc. This has had the effect of diminishing the ability of people to mix in community environments, particularly near their homes. Efforts are underway nationally to reestablish linkages between work-live-play environments in a pedestrian friendly fashion. New Urbanism is a body of principles and objectives that are guiding and helping towns and cities to create communities through traditional development practices (See *Figure 1*). The overriding goal or intent of New Urbanism seeks to lay the ground work for communities which encourage:

- Neighborhoods of a limited size oriented toward pedestrian activity.
- Integrated land uses incorporating a mixed variety of housing types, jobs, shopping, services, and civic facilities.
- A diverse socioeconomic population.
- Higher densities which make efficient use of land and provide greater economic vitality.

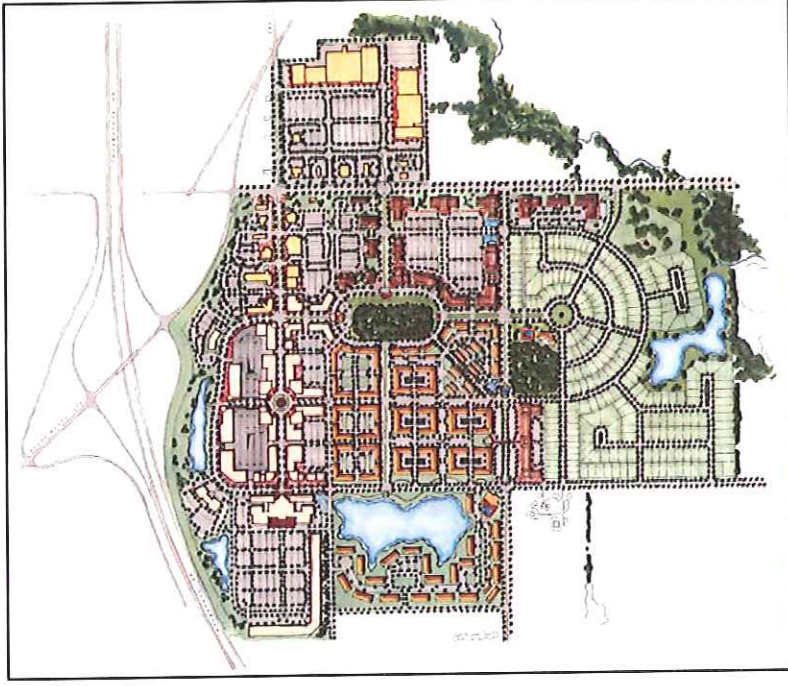


Figure 1 Traditional Neighborhood Development – The Proposed Saxony Master Plan illustrates the basic principles of a traditional neighborhood development: A mixture of uses, concentrated density, interconnected street network, pedestrian oriented design, and the preservation of natural features (i.e. green space) Land Planners: Bird/Houk & Associates.

- A network of interconnected streets and blocks which maintain respect for the natural landscape.
- The preservation of natural features and undisturbed open spaces which are integrated into the neighborhoods.
- An organized transportation system which establishes a hierarchy of uses and provides well designed facilities for pedestrians, bicycles, public transport, and private vehicles.
- Parks, plazas, natural preserves, and public greens function as essential elements of the neighborhood and are for the general public's recreational use and visual enjoyment.
- Civic buildings, open spaces, and other features function as landmarks, focal points, and generators of community identity.
- The establishment of a harmonious relationship between buildings and other improvements including but not limited to architectural style, layout, massing, exterior finish, character, and landscaping.
- The use of architectural styles which respond to unique vernacular building techniques of the region.

A traditional neighborhood development can be as small as 30 acres or as large as a town. Multiple districts encompassing New Urbanism principles can be created within a town or city to accomplish various objectives, but they all share the principles listed above.

Density and the role it plays in Traditional Neighborhood Developments must be realized to completely understand the goals of "New Urban" theory. Traditional Neighborhood Developments utilize higher densities and are compact by design. The higher densities, similar to those of historic urban

neighborhoods, are vital to the economic success and creation of pedestrian oriented communities. Additionally, when assessing the environmental impact of a development, density directly affects the consumption of land, automobile usage, transit demand, and stormwater runoff. Increased densities are often misunderstood and regarded as undesirable. However, the principles of Traditional Neighborhood Development utilize and embrace density to facilitate the creation of lasting and enduring communities where social interaction is enhanced (See *Figures 2 and 3*).

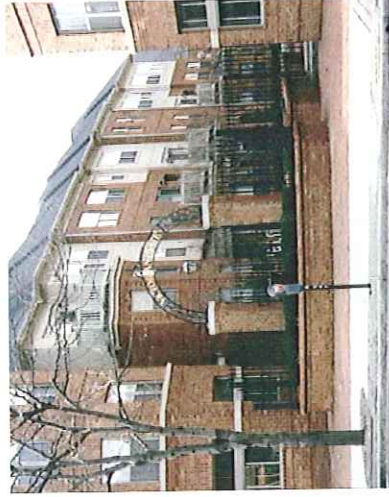


Figure 2 Multiple Unit Condominiums or Apartments provide increased densities and create opportunities for green/open space (Source: Bird/Houk)



Figure 3 Town homes provide higher density (Source: Dixon 262)

To simplify the use of this document, the Saxony Traditional Neighborhood Development PUD will be divided into four zoning sub areas as follows: Commerce Center District, Retail District, Multi-Family District, and Neighborhood District (See Figure 8, Page 6). Within each sub area, design intentions and goals will be presented along with examples illustrating potential methods for achieving those goal (See Figures 4-7). A detailed summary regarding minimum development standards is provided in Appendix A along with a Conceptual Development Plan (See Pages 30-32).

The guidelines and goals provided in this document have been developed to serve as broad examples and as a means to guide the creation of a cohesively designed community. By no means should the examples presented be seen as the only solutions to the complex and intertwined issues which arise in the design of Traditional Neighborhood Districts. All proposed site and building designs shall be subject to review by the Town of Fishers' Planning Staff.



Figure 4 The Saxony Commerce Center District will function as the economic and social center for the community .



Figure 5 The Residential areas of the community will feature pedestrian oriented streets and homes which feature traditional elements such as porches (Source: Dixon 278)



Figure 6 The office component of the community will allow residents the opportunity to walk or bicycle to work (Source: Bird/Houk)



Figure 7 Public open space is a critical component of Traditional Neighborhood Developments and crucial to the creation of successful communities (Source: Bird/Houk)

Saxony Traditional Neighborhood Development (PUD)s Zoning Districts

DISTRICTS

- A. Commerce Center District**
Commerce Center Retail Office Multi-Family Single Family

- B. Retail District**
Retail Commercial Office

- C. Multi-Family District**
Multi-Family Office Single Family

- D. Neighborhood District**

- Neighborhood Center Commercial Office Civic*

- Neighborhood Residential Single Family*

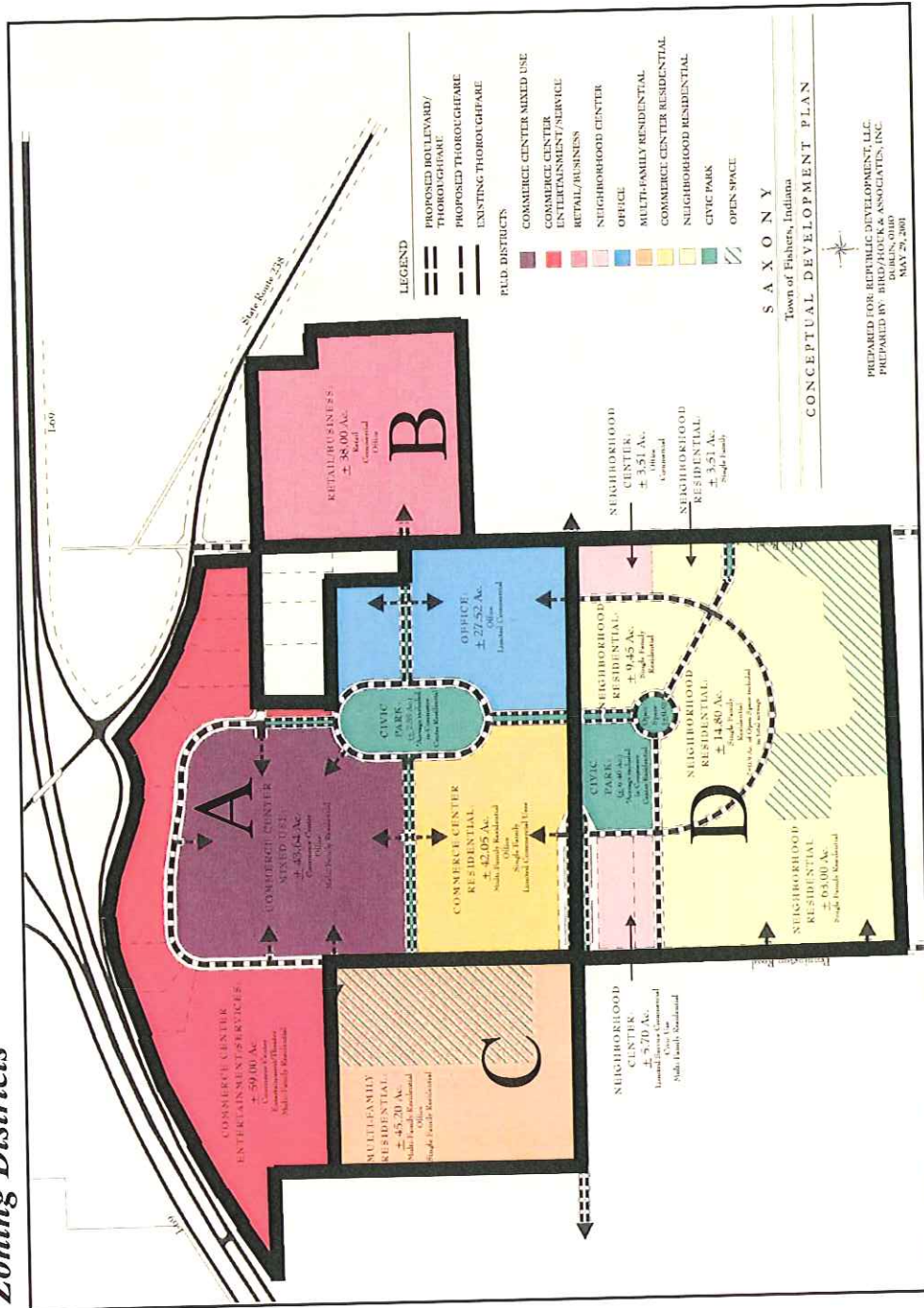


Figure 8 Zoning Subareas



Figure 10 Main Street - Traditional commercial buildings around a square (Source: Bird/Houk)



Figure 11: Main Street - Retail and sidewalk café. (Source Bird/Houk)

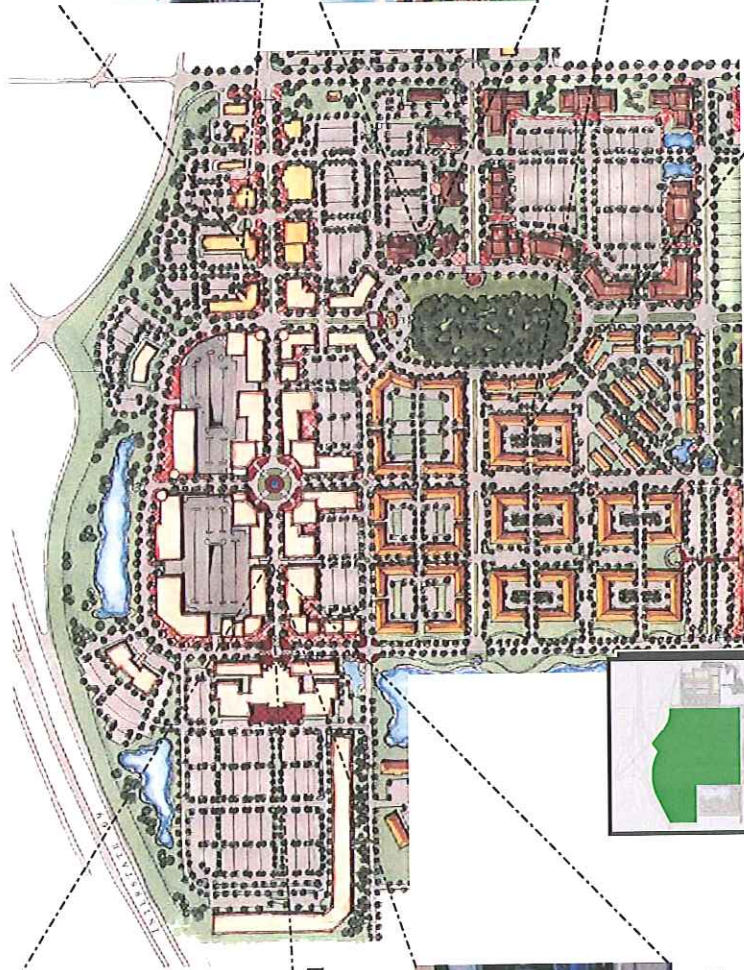


Figure 9 Enlargement of Saxony Commerce Center District features a balance and mix of land uses: including specialty retail, commercial, office, restaurants, entertainment facilities, multi family, and single family.



District Location



Figure 12 Restaurant Out Parcel



Figure 13 Office



Figure 14 Higher Density multi-family residential.

Commerce Center District (District - A)

Commerce Center is the term which will be utilized to designate the economic and social center of a community. There may be multiple communities within a given town or city. Within a Traditional Neighborhood Development, the Commerce Center District embodies the highest intensity and mixture of land uses. A successful commerce center achieves a balance and mixture of uses (i.e. regional anchors, specialty retail, offices, restaurants, entertainment, and residential) (See Figures 9-14). The following is a guide for the types of land uses and components to be included in the Commerce Center District.

Internal Streets and Setbacks

Special attention shall be given to the creation of streets within the Commerce Center District. The primary goal is the creation of a circulation network which encourage pedestrian activities. The intention within the Commerce Center District is to create a hierarchy of streets which feed off of a traditional pedestrian oriented “Main Street” (See *Figures 15 & 16*). The siting of buildings, the type of building uses, and the location of parking are all critical components which reinforce this concept and will be discussed individually. See the design standards matrix in Appendix A, page 31 for specific dimensions. The streets within the Commerce Center District shall extend into the districts adjacent to the commerce center achieving an interconnected circulation network for the movement of pedestrians and vehicles. The following is a discussion of street types and design components to be implemented where appropriate (See *figure 17*). For specific street types and dimensions see the Design Standard Matrix, Appendix A, page 31.

Main Street (See *Figure 15-17*)

- Narrow street dimensions and slow design speeds
- On street parking where possible (for all uses)

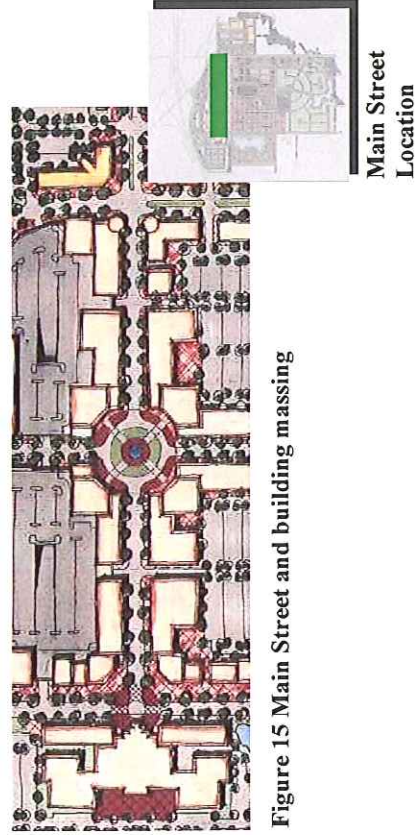
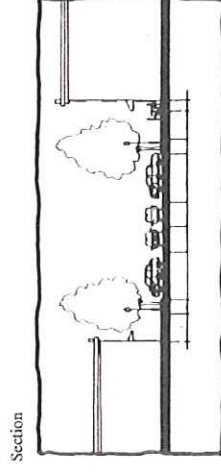


Figure 15 Main Street and building massing



Figure 16: Main Street (Source: Bird/Houk)



Section

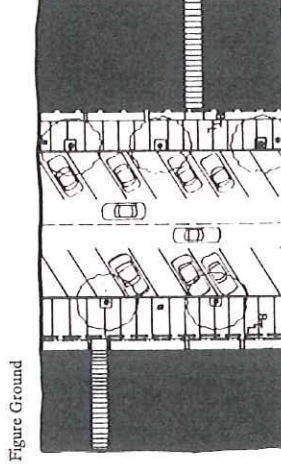


Figure Ground

Figure 17: Typical street section with narrow pavement width, on street parking sidewalks, street trees, and shallow setbacks. (Source: Nelessen, 218)

- Street trees and tree lawns
- In commercial areas, trees should be encouraged within tree wells and integrated into the design of public sidewalks and plazas
- Provide public sidewalks (both sides of the street) with direct access to all structures (public and private)
- Buildings should be pulled up to the sidewalk and/or R.O.W. to create spaces human in scale that encourage pedestrian interaction
- Where conditions are urban in character with buildings pulled up along the sidewalk and R.O.W. line - provide unique and special features at the interface of structures and the sidewalk such as canopies, awnings, patio-seating, pedestrian plazas, etc... (See Figure 18).
- Delineate pedestrian areas with special materials such as pavers or bricks (i.e. crosswalks, plazas, building entrances, etc.... See Figure 19).
- Articulate street with pedestrian scale architectural lighting (10' -14' mounting height).



Figure 18 (Source: Bird/Houk)



Figure 19 (Source: Dixon, 126)

Collector and Commercial Streets (See Figures 20 & 21))

Collector streets within the Commerce Center District are critical in achieving the goal of an interconnected street network and the efficient movement of pedestrians and vehicles. Important design elements of these streets are as follows:

- Utilize design criteria which provide the necessary roadway width and design speed to efficiently and safely facilitate the



Figure 20 Divided Collector

Divided Collector Location



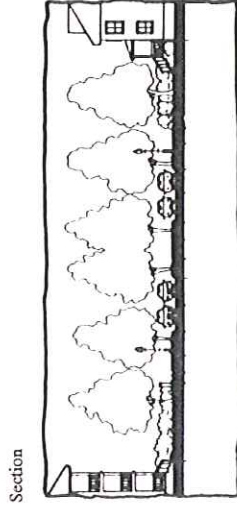
Figure 21 Undivided Collector Street (Source: Bird/Houk)

- movement of large numbers of vehicles and pedestrians. When possible, narrow streets and slower design speed will help provide an environment conducive and safe for pedestrian activities.
- Where possible, provide on street parking. Road widths in this district may need to be wider (i.e. boulevard type streets- See *Figure 22*).
- Provide street trees and tree lawns.
- Define pedestrian areas with special materials such as pavers or bricks (i.e. crosswalks, plazas, building entrances, etc...).
- Articulate the street with pedestrian scale architectural lighting (10' -14' mounting height).

Public Open Spaces

- Within the Commerce Center District public spaces should be integrated into the overall circulation hierarchy. The public spaces in the form of greens or plazas should serve as a hub and destination for pedestrian activity (See *Figures 23 & 24*).

- Buildings should focus and be oriented toward the public open space.
- When possible within the Commerce Center District, civic and municipal building should be associated with the public open space. Streets should focus on and define public open spaces (people will go to places if they can see them).
- Public open spaces should function for both active and passive uses.
- Public open space should be located within one-half mile of all residential units



Section

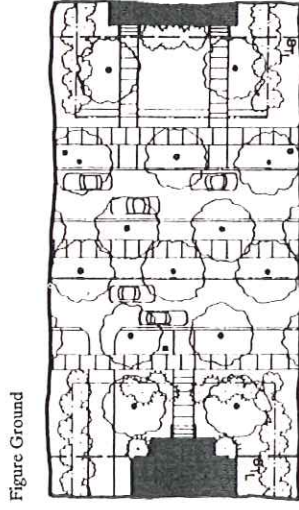


Figure Ground

Figure 22 Divided Collector Street (Source: Nelessen 219)

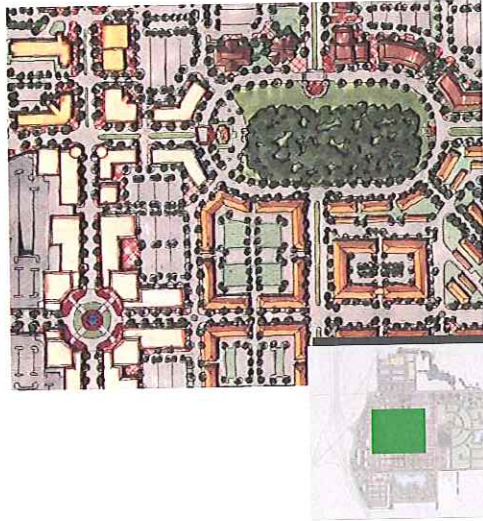


Figure 23 Main Street traffic circle and large central park Open Space Location



Figure 24 Buildings sited around public square (Source: Bird/Houk)

Building Types

Given the multiple uses within the Commerce Center District, it is necessary to discuss and analyze building types particular to specific uses. In some instances several uses may be accommodated under one building type. Parking with each building type will be also be addressed with this discussion.

Retail Neighborhood Uses (Below 10,000 s.f. including specialty retail, restaurants, offices, light industry, and residential) – Given the diverse nature of activities and uses which will occur in the Commerce Center District, building types need to be flexible and capable of supporting more than one type of activity (See Figure 25). Within this district, the neighborhood retail building type is best suited to facilitate such flexibility. This building type classification will allow for the integration of uses within a single structure. Retail and Office uses will be featured at street level with office and residential uses permitted above. The following is an overview of architectural character and building functions:

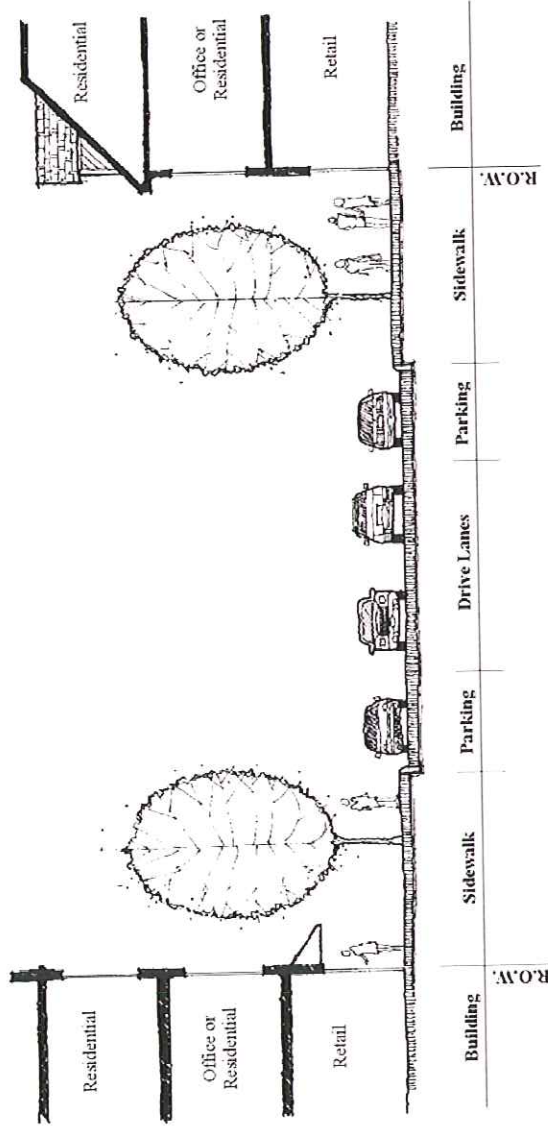


Figure 25 (Source: Bird/Houk)

Main Street Buildings

- Buildings should be grouped to create a continuous and uninterrupted façade providing the illusion of shared or common walls reminiscent of traditional turn of the century downtown commercial areas. The goal of this treatment is to create an urban pedestrian-oriented retail center (See Figure 26 page 12).
- A homogenous style of architecture throughout the commerce center district should be discouraged. The streetscape and architecture should be compatible (in terms of massing and position) but ideally provide the illusion the commerce center evolved over time.

- Two or three story buildings are encouraged.
- Maximum building height 45' Allowances should be made for special architectural extensions
- The continuous building façade may be broken for the incorporation of an urban plaza - given that the building façade adjacent to the plaza is articulated and finished utilizing the same finishes and character as that of the street front façade.
- A variety of building materials (natural in appearance) are encouraged. A mixed palate of colors and building materials such as brick (unfinished, glazed, or painted), lap siding, stucco, stone, iron, painted stucco, glass, etc... should be used to promote the desired eclectic visual appearance of the commerce center.
- The primary/base color of a building should feature natural tones/hues and be permitted to be accented with brighter more intense complementary or contrasting tones.
- Buildings will be sited at the R.O.W. line or build-to-line with wide sidewalks between the building façade and the street (See Figure 17, page 8).
- Blank unarticulated walls are discouraged. Architectural features such as large display windows, true divided light windows, recessed exterior entry vestibules, balconies, porches, arcades, cornices, parapet walls, etc... should be utilized to enhance the store front concept, create visual interest for pedestrians, and promote window shopping (See Figure 27).
- One-story buildings along the street elevation should incorporate heavy cornices and parapet walls providing the illusion of an additional ½ story. Flat roofs with substantial parapet walls should be allowed. Roof coverings for steep pitched roofs with gabled or hipped ends should be traditional in composition and complement the architectural features of the structure (i.e standing seam metal, dimensional asphalt shingles, cedar shingles, slate, or composite slate)(See Figure 27).
- The rear elevation of the building will be consistent in finish with the front façade of the building. However, the high degree of architectural detailing and articulation seen on the front will not be required.



Figure 26 (Source: Bird/Houk)



Figure 27 (Source: Bird/Houk)

Freestanding Buildings (See Figures 28 & 30)

- Buildings should be designed utilizing four-sided architecture and containing the same elements of finish on all elevations.
- All buildings should front the adjacent public thoroughfare or roadway.
- Buildings should be sited in close proximity along the public R.O.W. (20' or less) (See Figure 28).
- Buildings should be designed utilizing traditional architectural features.
- Traditional building materials such as warm tone brick, lap siding, stone will be used to present a unified image and character.
- The base color of a building should feature natural tones/hues and be permitted to be accented with brighter more intense complementary or contrasting tones.
- Maximum building height should be limited to 45'. Allowances should be made for special architectural extensions.
- One and two story buildings should have steep pitched roofs with hipped or gabled ends. Roof materials should be traditional in composition and complement the architectural features of the structure (i.e. standing seam metal, dimensional asphalt shingles, cedar shingles, slate, or composite slate).



Figure 28 Commerce Center Freestanding Outparcel Sites



Figure 29 (Source: Bird/Houk)



Figure 30 (Source: Bird/Houk)

Parking

- On street parking should be utilized whenever possible.
- All off street parking for the “Main Street” component of the town center should occur behind the buildings (See *Figure 31*).
- Parking for freestanding structures shall be located predominately at the side and rear yard areas. No more than twenty percent of the required parking for freestanding buildings should be allowed in the front yard space (See *Figure 32*).
- All parking areas should be screened from roadways preferably with an evergreen hedge, fence, or wall consistent with the architecture of the adjacent structure(s) (See *Figures 33 and 34*).

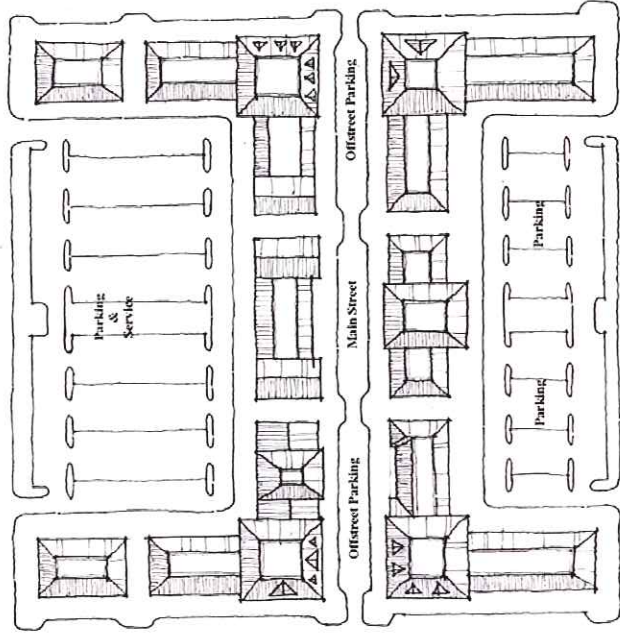


Figure 31 (Source: Bird/Houk)

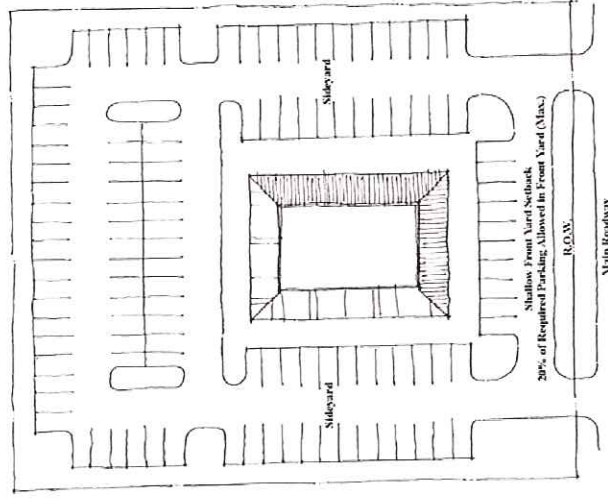


Figure 32 (Source: Bird/Houk)

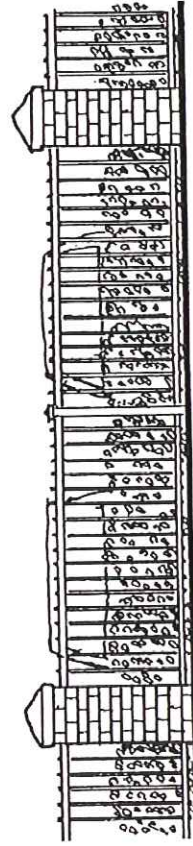


Figure 33 Parking Lot Screening (Elevation) Hedge, fence, and piers in combination (Source: City of Columbus, OH)



Figure 34 Parking lot screening (Section): Hedge, fence, and piers in combination. (Source: City of Columbus, OH).

Shared Parking

- Due to the mixed use nature of the proposed development it would be impossible to have each use on its own tax parcel with all its required parking and loading spaces. In addition the mixture of the proposed uses would make it appropriate to consider the effect of a shared parking analysis on determining the required number of parking spaces.

The following parking ratio shall be provided unless varied by a shared parking analysis:

- Retail** *1 parking space for every 250 sq. ft. of gross floor area*
- Restaurant** *1 parking space for every 75 sq. ft. of gross floor area*
- Office** *1 parking space for every 333 sq. ft. of gross floor area*
(general and medical)

- In order to arrive at the final required parking figure it is necessary to reduce the parking demand for each use by recognizing three reduction factors that are listed in the ULI shared parking analysis. The reduction factors are vacancy allowance, non-auto transportation (walking, public transportation, cab, bike) and captive market allowance (percent of people visiting more than one business).

Reduction Factor	Retail	Restaurant	Office
Vacancy	2%	0%	9%
Non-Auto transportation	4%	4%	4%
Captive Market Allowance	18%	15%	15%

The parking figure calculated from the ratios are then reduced by the appropriate reduction factor for each use to arrive at the total required number of parking spaces. The Town of Fishers Traffic Engineer may also give the applicant credit for on street for on street parking which occurs in the public right-of-way if determined that such a request is in line with the proposed development.

If the applicant wished to provide fewer parking spaces than calculated by the above method then the applicant shall prepare a shared parking analysis for the proposed project pursuant to the requirements of the Town of Fishers. The Town of Fishers staff representative shall review this shared parking analysis. If the study is approved the applicant shall provide the number of parking spaces shown in the study.

Multi-Family Residential Buildings (See Figure 35)

Residential uses in the Commerce Center District should contain high densities including apartments (20-25 Du/Ac), cluster housing, and/or townhouses (7-10 Du/Ac.). Higher density single family homes (40' lots or below) will be allowed if served by an alley or other rear loading method (i.e. parking court – See Figure 31 Page 14). Such densities and product types support and promote pedestrian activities desired within the Commerce Center District. The following architectural guidelines are provided as a means to enhance and maintain the overriding goals of the Commerce Center District (See Figures 35 – 38).

- All residential uses within the Commerce Center District should be set close to the public R.O.W. (10' -15' setback). In the event that structures are raised on foundations (3' -4'), the setback can be eliminated (See Figure 17, page 8).
- All buildings should face public thoroughfares or roadways. The use of garages facing public roads should be avoided when possible. A variety of building materials (natural in appearance) are encouraged. A mixed palate of colors and building materials such as brick (unfinished, glazed, or painted), lap siding, stucco, stone, iron, painted stucco, glass, etc...should be used to promote the desired eclectic visual appearance of the commerce center.
- The primary/base color of a building should feature natural tones/hues and be permitted to be accented with brighter more intense complementary or contrasting tones



Figure 35 Commerce Center Multi-Family Residential

Higher Density Multi-Family



Figure 36 Multi-Family Apartments at 20-25 Du/Ac.



Figure 37 Town Homes at 10 Du/Ac. (Source: Bird/Houk)



Figure 38 Condominiums at 7 Du/Ac. (Source: Bird/Houk)

- Residential uses should be allowed on the second story of buildings featuring retail or office uses on the ground level (See *Figure 25, page 11*).
- To reinforce and enhance the human scale proportions of the streetscape, wrought iron or picket fences, hedges and other landscape material should be utilized to define the division between public and private spaces (See *Figure 39*).
- The extension of the street network should be based upon a regular grid which minimizes dead ends and the use of cul-de-sacs.
- Architectural styles and designs which establish and create visual interest for pedestrians characterized by the use of traditional design elements (dormers, steep pitched roofs, front porches, etc...) should be encouraged.
- Where possible, high-density residential areas within the town center should be focused around greens and courtyards.

Parking

- On street parking should be utilized wherever possible.
- Parking for residential areas within the commerce center shall be serviced from rear alleys or interior parking courtyards.

- All single family garages shall be rear loaded and serviced from alleys or other rear loading methods.

Office Buildings

Office Building possesses the characteristics most related to typical suburban development (i.e. the typical layout of the office building and required parking) (See *Figure 40*). However, the office component complements and functions as an extension of the Traditional Neighborhood Development. It enhances the district by affording residents the potential to work in close proximity to their home. The obvious advantage of this arrangement is that people have the opportunity to utilize pedestrian connections and walk or ride bicycles to work. Additionally, if individuals must drive to their office, their drive time is shortened, natural resources are conserved, and transportation costs of residents are reduced. Ultimately traffic is kept off already congested interstates and highways, less traffic volume corresponds to less roadway repairs, and reduced roadway widths. Primarily within the Office Business



Figure 40 The Office Component of the Commerce Center will allow people to walk to work.

Higher Density Multi-Family



Figure 39 (Source: Bird/Houk)

District, there will be a single building type – the office building. Such structures vary in size and dimension, however, in general they are rectangular with the longest elevation oriented toward public roadways. More complex and creative designs are encouraged. Architectural detailing and articulation will be key in maintaining human scale within the district and creating visual interest for pedestrians. Additionally, the interface and linkage between the office building, required parking areas, and the public roadways will need to be addressed to reduce the visual impact of large expansive parking fields. The following items address and seek to ensure that the above mentioned goals are reached (See Figures 41-44 for preferred building type examples).

- Buildings should be designed utilizing four-sided architecture and have the same degree of finish on all elevations.
- The primary building façade should front and run parallel to public thoroughfares and roadways.
- Shallow building setbacks which encourage the building to be pulled in close proximity to the public R.O.W. should be encouraged.
- Windows, architectural detailing, and the articulation of entrances should be prominent and proportional with the buildings size and massing.
- Naturalistic materials such as brick and stone as well as decorative pre-cast panels should be the predominant building materials. Colors should be earth tones and muted or painted brick. Materials such as anodized metal and glass should be permitted in conjunction with the naturalistic materials as architectural accents (i.e. banding, entry portals, etc...). The exterior finish of buildings which are two stories or less shall be brick, stone veneer (or cultured stone), wood, composite lap siding , or shingle siding.
- One and two story buildings should have steep pitched roofs with hipped or gabled ends. Roof materials shall be traditional in composition and complement the architectural features of the structure (i.e. standing seam metal, dimensional asphalt shingles, cedar shingles, slate, or composite slate).



Figure 41 (Source: Bird/Houk)



Figure 42 (Source: Bird/Houk)



Figure 43 (Source: Republic Development)



Figure 44 (Source: Bird/Houk)

- Flat roofs should be allowed on buildings in excess of two stories provided that parapet walls or heavy cornices are utilized to screen all mechanical units.
- Amenities such as pedestrian plazas, benches, site furniture, information kiosks, and landscaping should be incorporated with the design of the building (See *Figure 45*).

Parking

- Parking configurations which minimize parking between the building and the public R.O.W. are encouraged.
- Attempts should be made to minimize large parking fields between buildings and public streets. Parking lots should be broken up with the use of landscaping and pedestrian walkways. Parking lots should be designed to be pedestrian friendly (See *Figure 46*).
- All parking areas should be screened from public roadway through the use of a 3' evergreen hedge (minimum), wall, or fence (See *Figure 33 and 34 Page 14*).
- All loading areas and ground-mounted mechanicals should be screened from public roadway with either walls or landscaping.

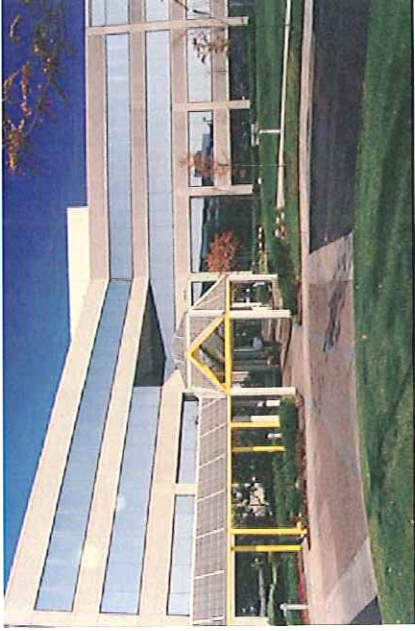


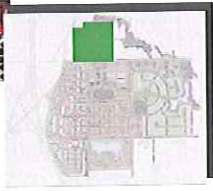
Figure 45 Pedestrian amenities at building entrance
(Source: Bird/Houk)



Figure 46 Parking lot landscaping (Source: Bird/Houk)

Retail District (District – B)

Regional Retail Uses (Exceeding 10,000 s.f. floor area – includes regional anchors) and out parcels (See *Figures 47 and 48*). Special care should be taken in the location of regional uses to assure that the location is of a regional nature and does not take away from the “Main Street” component of the Commerce Center District. In most cases, larger anchor tenants possess a specific set of needs pertaining to the siting and location of their



**Retail District
Location**

**Figure 47 Users within the
Regional Retail District will
range in size from regional
anchors to out parcel sites.**



Figure 48 (Source: Bird/Houk)



Figure 49 (Source: Bird/Houk)

- Buildings should be oriented with the longest elevation parallel to major roadways.
- When possible, building setbacks should be minimized.
- Facades over 100 LF should be broken-up and incorporate offsets or changes in patterns, texture or color. Façade treatments should be formulated which break the appearance of the

building into a series of smaller facades or buildings versus large massive frontages (See *Figure 50*).

- Maximum Building height (36') Allowances should be made for special architectural extensions.
- Building elevations facing public roadways should consist of 50 percent natural materials (i.e. brick, stone, etc.).
- The balance of the building's materials and elevations not directly visible from public roadways may consist of simulated architectural finishes (i.e. EIFS).
- All loading areas should be screened with landscaping or walls consistent with the architectural character of the building.
- Preferred building entry areas should contain pedestrian plazas with benches, site furniture, kiosk, and /or landscaping.

Parking

- Attempts should be made to minimize large parking fields between buildings and public streets. Parking lots should be broken up with the use of landscaping and pedestrian walkways. Parking lots should be designed to be pedestrian friendly (See *Figures 51 & 52*).
- Interior parking lot landscape islands should be kept large and wide in favor of long narrow razor-strips. Such planting areas encourage and promote the healthy growth of vegetation (See *Figure 51*).
- All parking areas should be screened from roadways preferably with an evergreen hedge or wall consistent with the architecture of the adjacent structure(s).
- Lighting within the parking lot should attempt to mimic the pedestrian elements and human scale of the surrounding area not exceeding a height of 35'.



Figure 50 (Source: Bird/Houk)



Figure 51 (Source: Bird/Houk)



Figure 52 (Source: Bird/Houk)

Multi-Family Residential (District – C)

The densities permitted within the Multi-Family Residential District shall be slightly lower than those featured in the of the Commerce Center District (See Figure 53). Density within this district shall be similar to densities found in typical suburban multi family complexes (12-17Du/Ac.) Single family homes will be allowed and shall be developed according to the standards set-forth in the Neighborhood residential section of this document (See Pages 24-27). Additionally office uses will be allowed in this district at a density of 12,000 square feet per acre maximum. Office buildings shall be developed per the standards set forth in this document (See Pages 17-19). The following elements and characteristic should be included in the development of multi family structures and complexes within this district.

- Buildings adjacent to public thoroughfares should be set as close to the public R.O.W. as possible with their front façade parallel to the street. Garages should not face any public thoroughfare (See Figure 54).
- Along public thoroughfares, parking should not be allowed between the public R.O.W. and any structure.
- Landscaping along public thoroughfares should create and reinforce the concept of a continuous uninterrupted streetscape (See Figure 55).

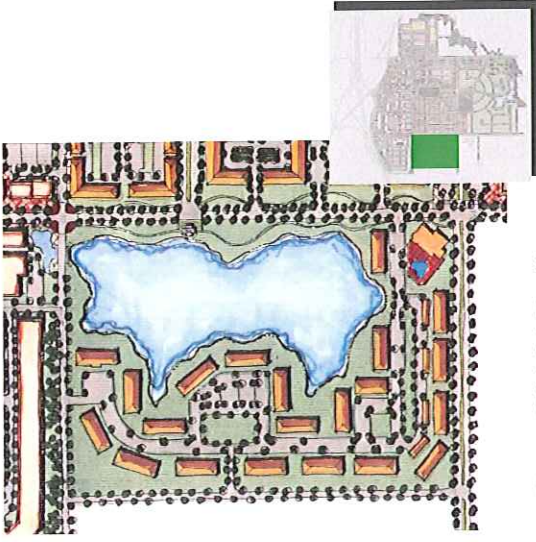


Figure 53 Multi-Family Residential District Location

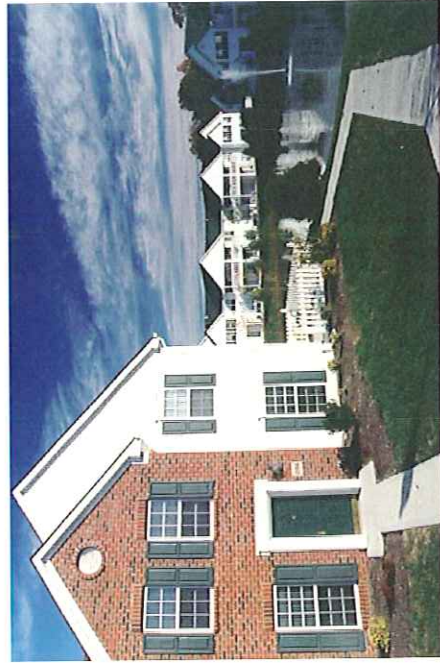


Figure 54



Figure 55

- To create and help define human scale adjacent to the typical large proportions of multi-family structures, elements such as wrought iron or picket fences, hedges and other landscape materials should be implemented (See *Figure 56*).
- Private streets should be an extension and consistent with the established public street network. Private interior streets should be based on a regular grid and minimize the use of cul-de-sacs.
- Buildings on interior roads should be pulled up close to the street with large fields of parking behind or to the side of structures creating a consistent streetscape.
- A mixture of two and three story buildings is encouraged.
- The organization of buildings, parking, and private streets around greens and courtyards is encouraged.
- Architectural styles and designs which establish and create visual interest for pedestrians characterized by the use of traditional design elements (dormers, steep pitched roofs, front porches, etc...) should be encouraged (See *Figure 57*).
- The primary /base color of a building should feature natural tones/hues and be permitted to be accented with brighter more intense complementary or contrasting tones.

Parking

- On street parallel parking, angled, or 90 degree head-in parking is encouraged on private interior streets.
- Parking should be screened from all public R.O.W.'s through the use of or a combination of landscape material, fences, and architectural elements (such as piers or columns). The use of earthen mounding is not appropriate means of screening.
- Multiple-unit garages should not be a predominant feature of interior private streets. Where possible multi-unit garages should be set perpendicular to the street.



Figure 56



Figure 57



Neighborhood District Location



Figure 58 The Neighborhood District will feature a variety of lot sizes and product types



Neighborhood Center Locations

Neighborhood District (District – D)

Neighborhood districts surrounding the Commerce Center District are comprised of medium-density single family residential uses. A variety of lot sizes and product types will be included. The primary objectives to be achieved in this district are to structure neighborhoods around public space, integrate circulation systems into the established interconnected pedestrian-oriented street network, and to provide a diverse mix of housing types. These neighborhoods should utilize traditional architectural features with an emphasis on pedestrian friendly environments, gridded streets, and an interconnected street network which avoids the use of cul-de-sacs and/or dead end streets (See Figure 58).

Section

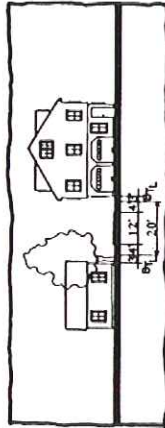


Figure Ground

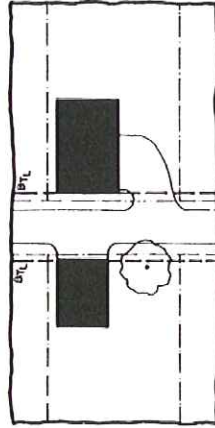


Figure 59 Typical alley section with side loaded and rear loaded private garages (Source: Nelessen , 212)

Section

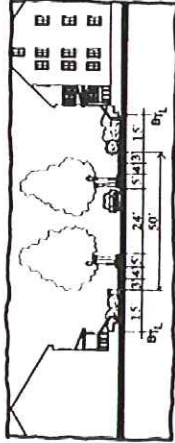


Figure Ground

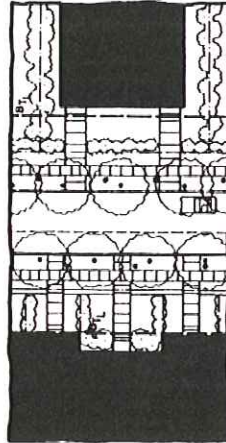


Figure 60 Typical street section with narrow pavement width, street trees, sidewalks on both sides of the street, and on street parking one side of the street (Source: Nelessen, 214)

Streets and Setbacks

Streets within this district play a primary role in defining the character of the residential neighborhood. It is important for these residential streets to minimize the potential for through traffic while allowing residents access to local destinations without requiring them to use major arterials. The following issues contribute to the overall success and pedestrian quality of residential streets (See Figures 59 and 60).

- Travel and parking lanes should be narrow designed to serve only low traffic volumes at slow speeds.
- On street parking should be encouraged on one side of the street.

- Provide sidewalks on both sides of the street.
- Provide street trees and tree lawns.
- Residential setbacks from public streets should be minimized while still maintaining a degree of privacy.
- Setbacks should be established with the homes primary façade built at the setback line to ensure architectural consistency along the street.
- All houses should front on public thoroughfares or roadways. No rear elevations of houses should be permitted to face public thoroughfares.
- Articulate the street with pedestrian scale architectural lighting (10’ -14’ mounting height).

Public Open Space

Open spaces within the Neighborhood District should be designed considering the surrounding neighborhood and the individuals who will be using the space. Open spaces within residential areas function as focal points of neighborhood activity. These spaces should not meet only the functional needs of the neighborhood but be consistent in scale and character with the surrounding area (See *Figure 61*).

- Homes should focus and be oriented toward the public open space.
- A variety of features should be included in the design of the public open space. Provisions should be made to allow for mix of active and passive functions (i.e. lawn areas, private seating areas, playing fields, hard-court facilities).
- Public open spaces should be easily identifiable from streets (people will use places they can see).

Building Types

The primary building type employed in this district is the single family home. Buildings (homes) should be human in scale and visually varied to create an interesting and comfortable pedestrian environment. The following items present options and suggestions regarding important architectural elements necessary for the development of successful traditional residential areas (See *Figure 62*, page 26 for an example of potential residential building layouts and orientations).



Figure 61



**Residential
Open Space
Locations**

- Front yard setbacks should be kept to a minimum.
- Minimal front yard setbacks encourage interaction between pedestrians on public sidewalks and homeowners.
- Minimal front yard setbacks encourage recessed garages.
- Reduced front yard setbacks create safer streets. Shallow setbacks allow homeowners to oversee activities which occur on the street and help maintain interaction between neighbors.
- The primary façade of all homes shall be located on the front yard set back line to provide architectural consistency along the street.
- All lots containing less than 50' of lot frontage should be serviced by rear alleys or driveways that extend to garages located behind the home (See Figure 63).
- Residential garages should be sited to reduce their visual impact on the street. The utilization of side loaded garages or recessed/offset garages should be encouraged. In the event of a third car garage, the third bay should be recessed behind the first two bays to lessen the impact. Such measures allow the interesting features of the home to dominate the streetscape instead of the monotony of endless garage doors (See Figures 64 and 65 page 27).

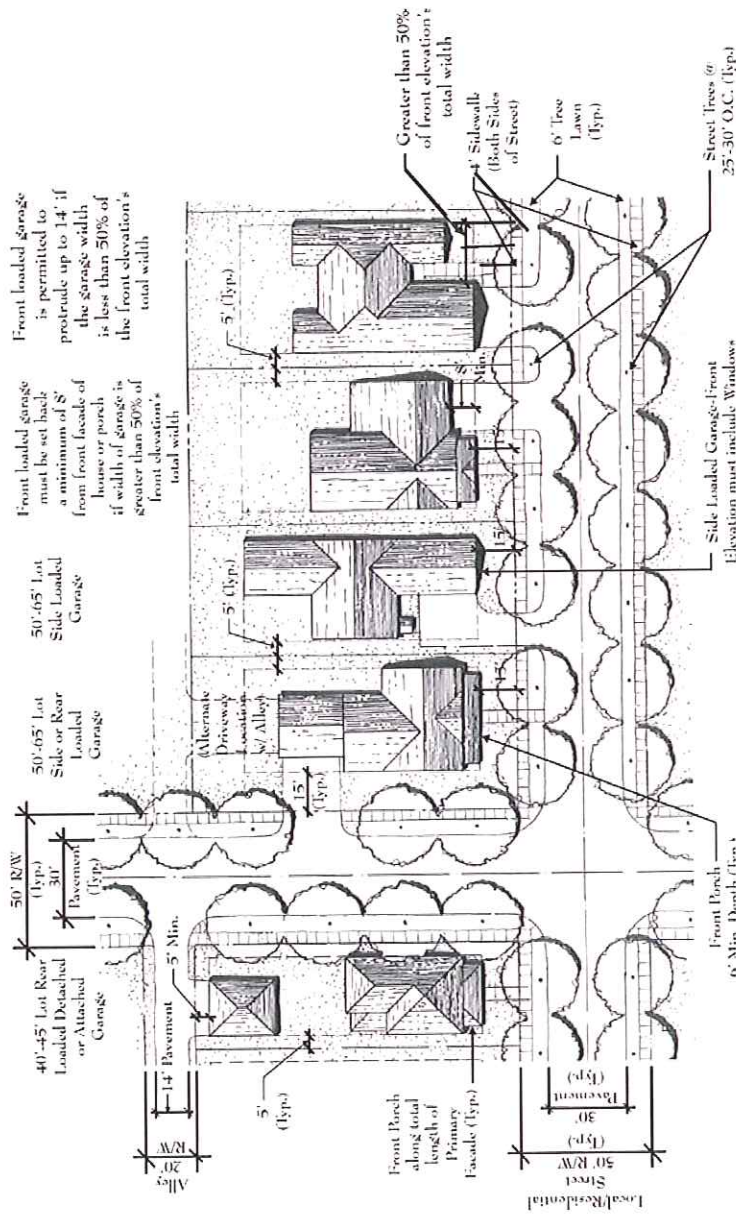


Figure 62 (Source: Bird/Houk)



Figure 63 (Source: Republic Development)



Figure 64 Side loaded garages (Source: Republic Development)

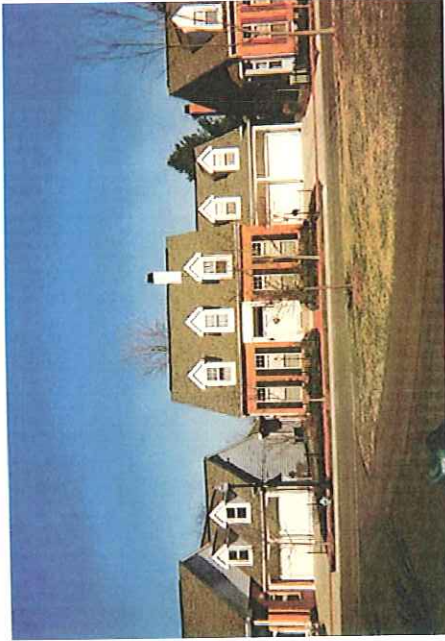


Figure 65 Recessed garage and architectural features
(Source: Republic Development)

- Architectural elements which create high visual interest such as porches, terraces, balconies, arcades, bay windows, dormers, brick water tables, etc... are encouraged and should be oriented toward the street. Such architectural elements further create opportunities for social interaction (i.e. front porches bring homeowners outside to the street instead of isolated in the back yard or behind a locked door) (See Figure 65).
- Minimal side yard setbacks should be implemented to further encourage interaction between homeowners.
- All houses should utilize traditional looking building materials such as brick, stone, or lap siding.

Parking

- On street parking should be provided in all possible locations.
- Off street parking should be minimal. All parking or stacking shall occur between the public roadway R.O.W. line and the garage. In no situation, should vehicles impede pedestrian circulation by blocking a public sidewalk.



Figure 66 Neighborhood Centers associated with residential uses provide for convenience services and social gathering places (Source: Bird/Houk)



Figure 67 Neighborhood Center building type (Source: Bird/Houk)

Neighborhood Centers

- Certain commercial and civic uses shall be encouraged within the Neighborhood District (ie. Neighborhood Centers - (See Figure 58, page 24).
- All commercial buildings shall meet the building types guidelines outlined in the Commerce Center Retail Neighborhood Use section of this document Pages 7-19 (See figures 66 and 67).

Signage

The type and size of signage will vary dependent upon the use and building type associated with each particular sign. Overall traditional externally illuminated signage should be encouraged. The size of the signage will be maintained to be consistent with the pedestrian nature of the district (i.e. human scale).

- Ground mounted signage should be allowed when associated with a freestanding building. All such signs should be human in scale (maximum height 6') and setback 10' from the property line. The s.f. of the sign face should not exceed 10 s.f. for each 1,000 s.f. of building floor area with the maximum sign s.f. being 50 s.f. (See Figures 68 & 69). Internal or external illumination should be permitted.
- Wall signage should be allowed and incorporated into the building façade (any elevation that fronts a public right-of-way). Internal or external illuminated wall signage should be permitted. Wall signs cannot be painted directly onto the building elevation. The design of the sign should be consistent and in style and scale with its associated structure (See Figure 70 & 71, Page 29).
- The creative use of signage is encouraged. Signage that is incorporated into building features such as a awning, windows, architectural banding, and cornices adds to the visual interest of the commerce center and enhances the pedestrian experience (See Figure 72, Page 29).



Figure 68 (Source: Bird/Houk)



Figure 69 (Source: Dixon 110)

- When associated with neighborhood retail uses and the “Main Street” component of the Commerce Center District, traditional shingle signage mounted perpendicular to the building façade should be allowed. Maximum sign face area to include both sides (14 s.f.) (See Figure 73 & 74).



Figure 70 Unified Architecture and wall signage
(Source: Bird/Houk)



Figure 71 Wall signage incorporated successfully with style and proportion of the structure
(Source: Dixon 80)



Figure 72 Creative use of signage on awning (Source: Dixon 124)



Figure 73 Shingle sign
(Source: Bird/Houk)

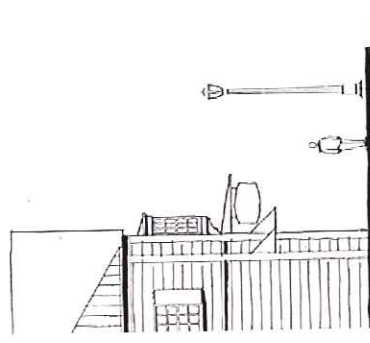


Figure 74 Shingle sign (Source: Bird/Houk)

Appendix A
Design Standard Matrix – Page 31
And Conceptual Development Plan - 32

DISTRICT SUB-AREAS See Attached Conceptual Development Plan	DISTRICT DENSITY		SETBACKS AND RESTRICTIONS				BUILDING AND OFFSTREET PARKING MIN. FRONT YARD SETBACKS										PARKING See Town of Fishers Zoning Code #				
	District Acreage (+/-) Net of R.O.W.	Permitted Land Use*	Dwelling Units (Max.)	S.F./Ac. Commercial (Net Acres)	Open Space Chyic/Park (Included in District Acreage)	Rear Yard (Min.)	Side Yard (Min.)	Lot Width (Single Family)	Single Family Min. S.F.	Multi-Family Unit Min. S.F.	Max. Bldg. Hgt.	Ohio Road 100' R/W	Fennington Road 80' R/W	Divided Arterial 100' R/W	Collector 70' R/W & 80' R/W	Main Street 80' R/W		Commercial Street 60' R/W	Residential Street 50' R/W	Alley 20' R/W	
Commerce Center Mixed Use	± 43.64	C1, C2, C3, R6, R7, OTCD	400	NO MAX.	—	5' Building 5' Parking 0' (if abutting another parking lot)	0 (Common Wall Allowed) 0' (if abutting another parking lot)	—	—	Studio 400 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	65'	—	5' Bldg. 5' Parking	—	5' Bldg. 5' Parking	5' Bldg. 5' Parking	5' Bldg. 5' Parking	5' Bldg. 5' Parking	5' Bldg. 5' Garage 0' Parking	See attached parking text pg. 15 this document	
Commerce Center Entertainment/Service	± 59.00	C1, C2, C3, C4, R6, R7	—	NO MAX.	—	20' Building 15' Parking	10' Building 10' Parking	—	—	1 Bedroom 800 S.F. 2 Bedroom 1,000 S.F. 3 Bedroom 1,000 S.F.	65'	50' Bldg. 25' Parking	5' Bldg. 5' Parking	—	15' Bldg. 15' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	15' Building 5' Garage 0' Parking	See attached parking text pg. 15 this document	
Commerce Center Residential	± 42.05	R4C, R5C, R6, R7, C1, C2, OTCD	700	Rental 100,000 S.F. Maximum Office 12,000 S.F./Ac. Max.	6.40 7.55	Single Family 20'	Single Family 5'	40' (Min.) With Alley 50' Without Alley	1,200 S.F. Single Story 1,600 S.F. Multi-Story	Studio 500 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	—	50' Bldg. 50' Parking	15' Bldg. 15' Parking	15' Bldg. 15' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	15' Building 5' Garage 0' Parking	—	
Office	± 27.52	C1, C2**	—	18,000 S.F.	—	20' Building 10' Parking 0' (if abutting another parking lot)	10' Building 10' Parking	—	—	—	65'	50' Bldg. 25' Parking	—	15' Bldg. 15' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	15' Building 0' Parking	—	
Retail/Business	± 38.00	C1, C2, C3, C4	—	10,000 S.F.	—	20' Building 15' Parking	10' Building 10' Parking	—	—	—	45'	50' Bldg. 25' Parking	—	50' Bldg. 25' Parking	25' Bldg. 25' Parking	—	—	—	—	—	—
Multi-Family Residential	± 45.20	R1, R2, R3, R3C, R4, R4C, R5, R5C, R6, R7, C1	500	Office Use Only 12,000 S.F. Acres Max.	15.00	Single Family (Individual Lot) 20' Multi-Family (Project) 25' *	Single Family (Individual Lot) 5' Multi-Family (Project) 25' *	40' (Min.) With Alley 50' Without Alley	1,300 S.F. Single Story 1,600 S.F. Multi-Story	1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	—	50' Bldg. 25' Parking	15' Bldg. 15' Parking	15' Bldg. 15' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	10' Bldg. 10' Parking	—	—
Neighborhood Center	± 9.21	C1, C2**, OTCD	—	10,000 S.F.	—	20' Building 15' Parking	0 (Common Wall Allowed)	—	—	Studio 300 S.F. 1 Bedroom 650 S.F. 2 Bedroom 800 S.F. 3 Bedroom 1,000 S.F.	45'	50' Bldg. 25' Parking	15' Bldg. 15' Parking	15' Bldg. 15' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	5' Bldg. 10' Parking	15' Building 5' Garage 0' Parking	—	
Neighborhood Residential	± 90.70	R1, R2, R3, R3C, R4, R4C, R5, R5C	350	—	19.89 3.51 0.90	20'	5'	50' or Smaller up to 30% 51'-60' up to 40% 61' or Larger 30% Min.	1,300 S.F. Single Story 1,600 S.F. Multi-Story	—	—	50' Bldg.	15' Bldg.	15' Bldg.	15' Bldg.	15' Bldg.	15' Bldg.	15' Bldg.	15' Building 5' Garage 0' Parking	—	
Over- all	TOTAL NET ACREAGE ± 355.32																				
	R.O.W. ACREAGE ± 39.58																				
	TOTALS (GROSS) ± 394.90																				

* Permitted Land Uses
For a Detailed explanation of each Land Use/Zoning Classification®, refer to the Town of Fishers, Indiana Code of Land Use Ordinances – the corresponding page numbers are shown below in *italics*.
The code provides specific permitted land uses, conditional uses, and development standards. The development standards formulated and approved specifically for this PUD shall take precedence over the existing development standards.

** Individual Retail Users less than 10,000 S.F. only.

® Residential Districts
R4 - Page 45 R5 - Page 49 R6 - Page 50C
R4C - Page 47 R5C - Page 50A R7 - Page 54

® Commercial Districts
C1 - Page 58C C3 - Page 68
C2 - Page 63

® Old Town Center District
OTCD - Page 98

® Open Space District
OS - Page 89

® Does not apply to spacing between structures for multi-family projects with multiple buildings. Actual building separation distances for multi-family projects shall be based upon construction type, materials, and State and Local Fire Codes.

® NOTE: ALL ACRES ARE APPROXIMATE AND MAY VARY WITH FINAL ENGINEERING

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