

# DOWNTOWN MASTER PLAN UPDATE

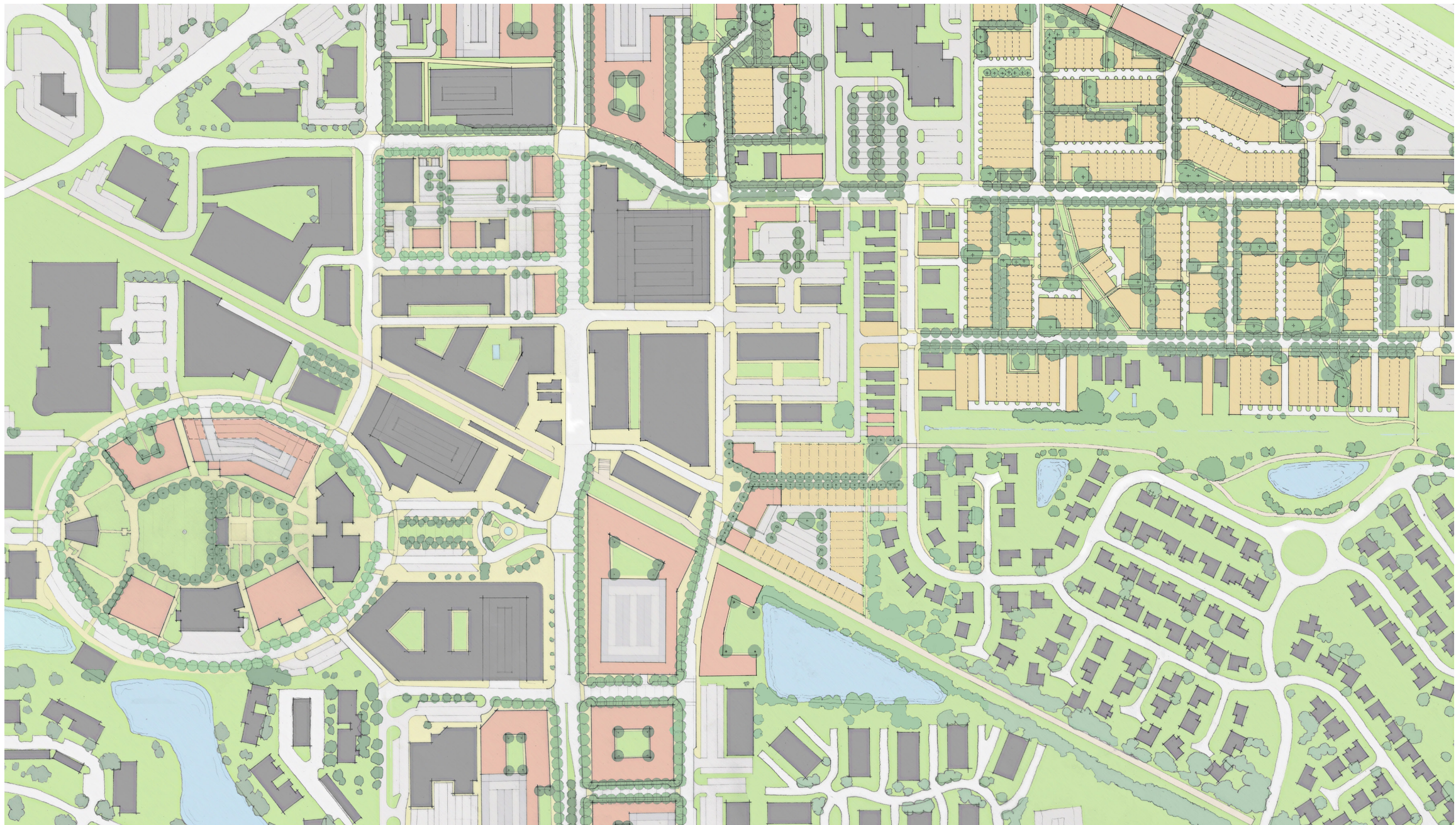
Fishers, Indiana

Fishers is a city that, like Carmel, IN, has been making great strides towards creating a walkable center in the otherwise largely car-dependent landscape north of Indianapolis. Speck Dempsey was hired to map the next two decades of growth in a way that would ensure urban quality while still allowing a wide range of outcomes. This goal, which underlies most similar efforts, is accomplished through two tools: the Illustration Plan, which shows one desired outcome, and the Regulating Plan, which serves as a localized zoning overlay to control those aspects of the plan that are desired in all outcomes. These aspects include the design of the public realm, the locations and heights of building facades, the hiding of parking, the places where retail is required and prohibited, the locations of curb cuts, and other features that determine the public impact of private development.

For Fishers, the team unilaterally made the choice to further communicate the flexibility of the Regulating Plan by providing two district Illustration Plans for each sector of the study area: one lower-density, and one higher-density. It also focused on the very heart of downtown, the Municipal Oval, where replacing three surface parking lots with a parking structure allows for the proper spatial definition of the City's central green.

*“Collaborating with the Speck Dempsey team to create a plan and framework for future redevelopment within the Fishers Nickel Plate District was a transformative experience. We are since applying their insights and approach to all developments throughout the city to focus on vibrant, walkable, and connected spaces.”*

— Megan Baumgartner, Director, Economic and Community Development



**CLIENT**  
City of Fishers

**TIMELINE**  
2024

**CATEGORY**  
Downtowns

**SCALE**  
150 acres

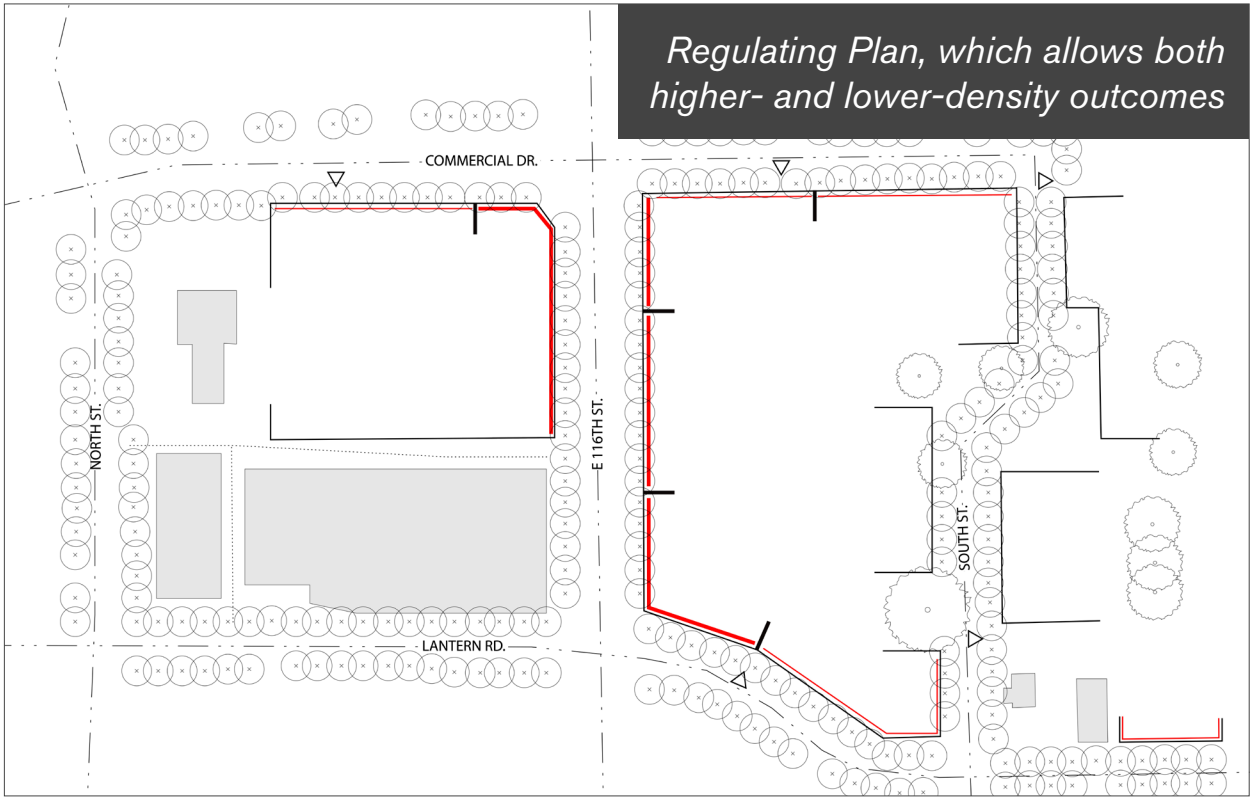
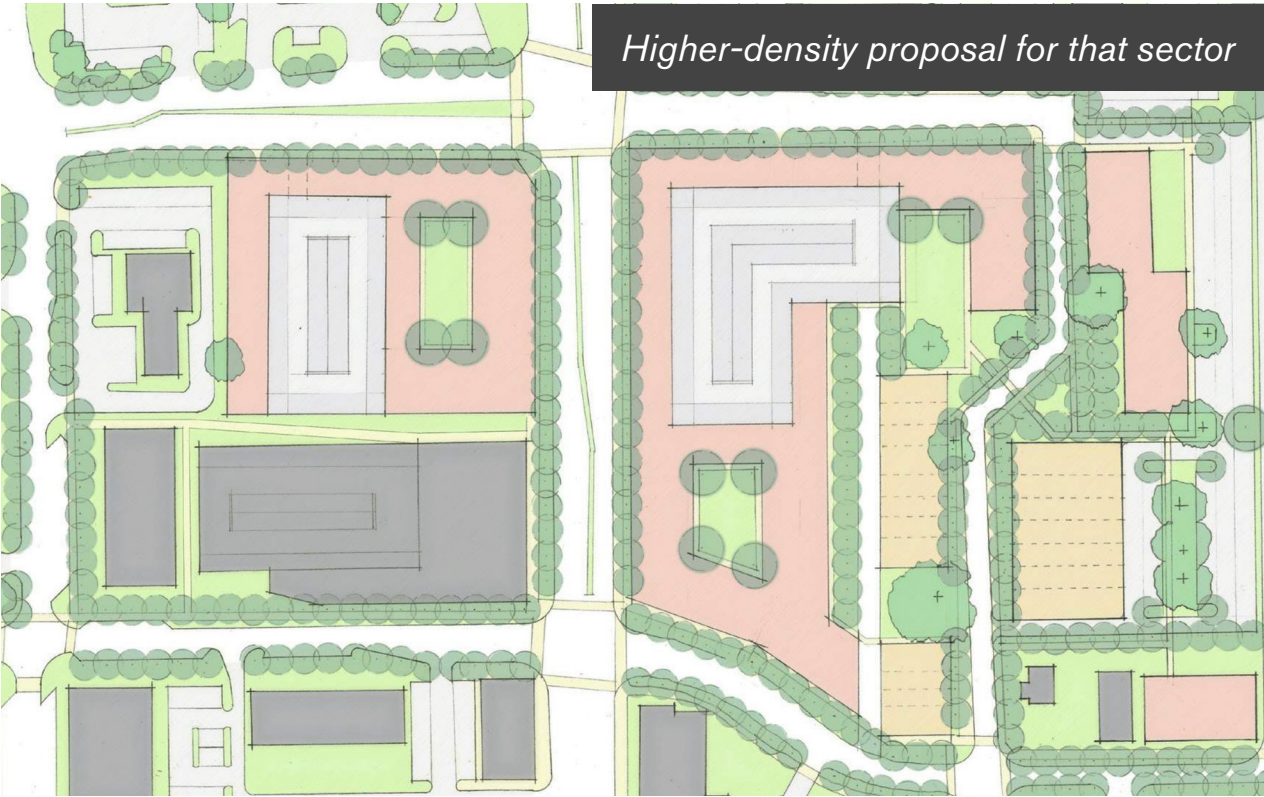
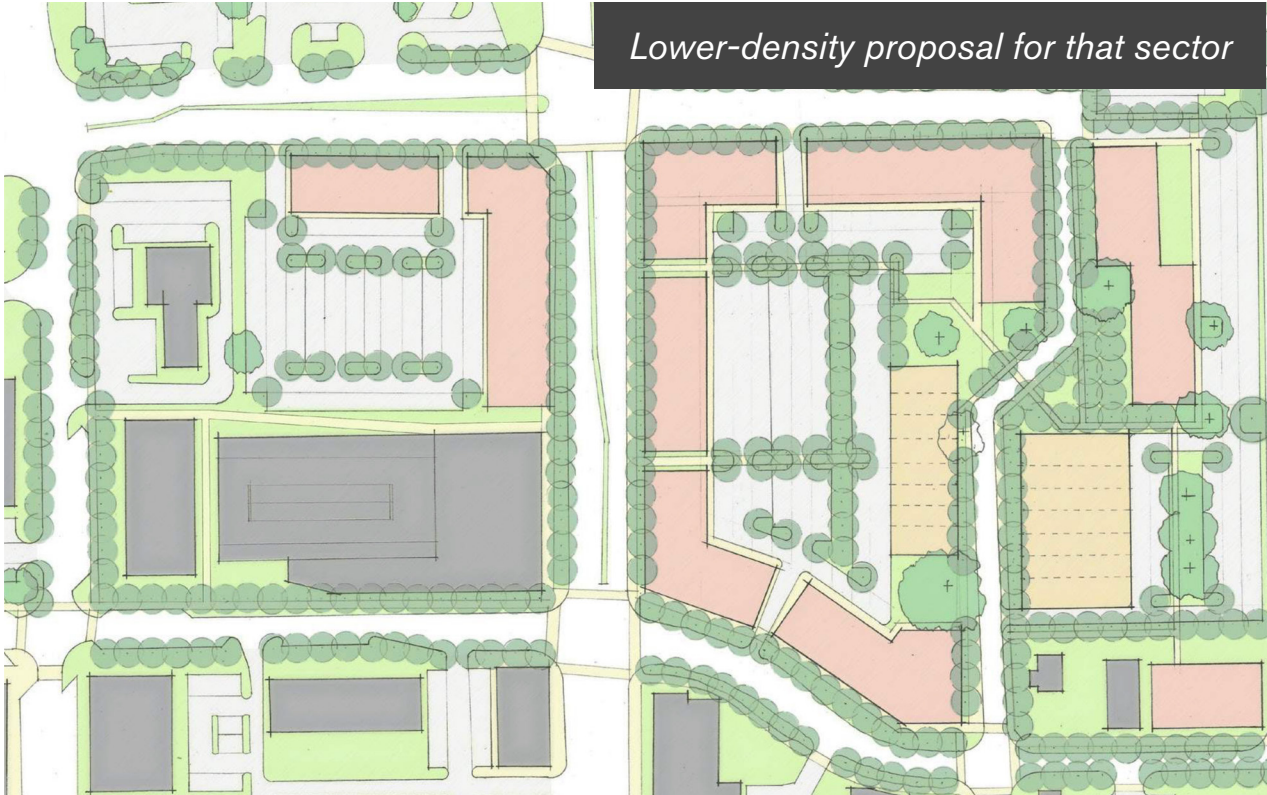
**STATUS**  
In implementation

**REFERENCE**  
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Director, Economic and  
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*Infill buildings, including a wrapped parking structure, provide a proper edge to the central green.*





DEVELOPMENT TOTALS

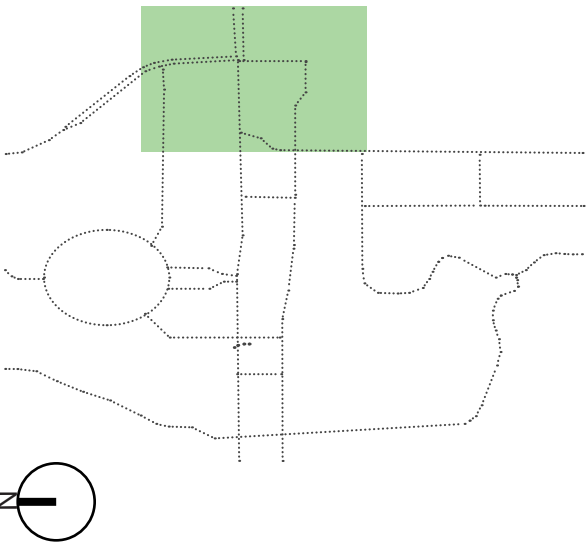
High Density

|   | Building Footprint | Parking Count | Parking Levels | Street Parking | Gross Parking Count | Bldg. Category | Allowable SF | Stories | GSF     | Multi-Family Units | Single-Family Units |
|---|--------------------|---------------|----------------|----------------|---------------------|----------------|--------------|---------|---------|--------------------|---------------------|
| A | 24,844             | 110           | 1              | -              | 110                 | Residential    | 121,000      | 6       | 149,064 | 136                | 7                   |
| B | 80,091             | 130           | 5              | 15             | 665                 | Residential    | 731,500      | 6       | 480,546 | 437                | 12                  |
| C | 47,624             | 86            | 5              | -              | 430                 | Residential    | 473,000      | 6       | 285,744 | 260                | -                   |
|   | 152,559            | 326           | -              | 15             | 1205                | -              | 1,325,500    | 6       | 915,354 | 832                | 19                  |

Low Density

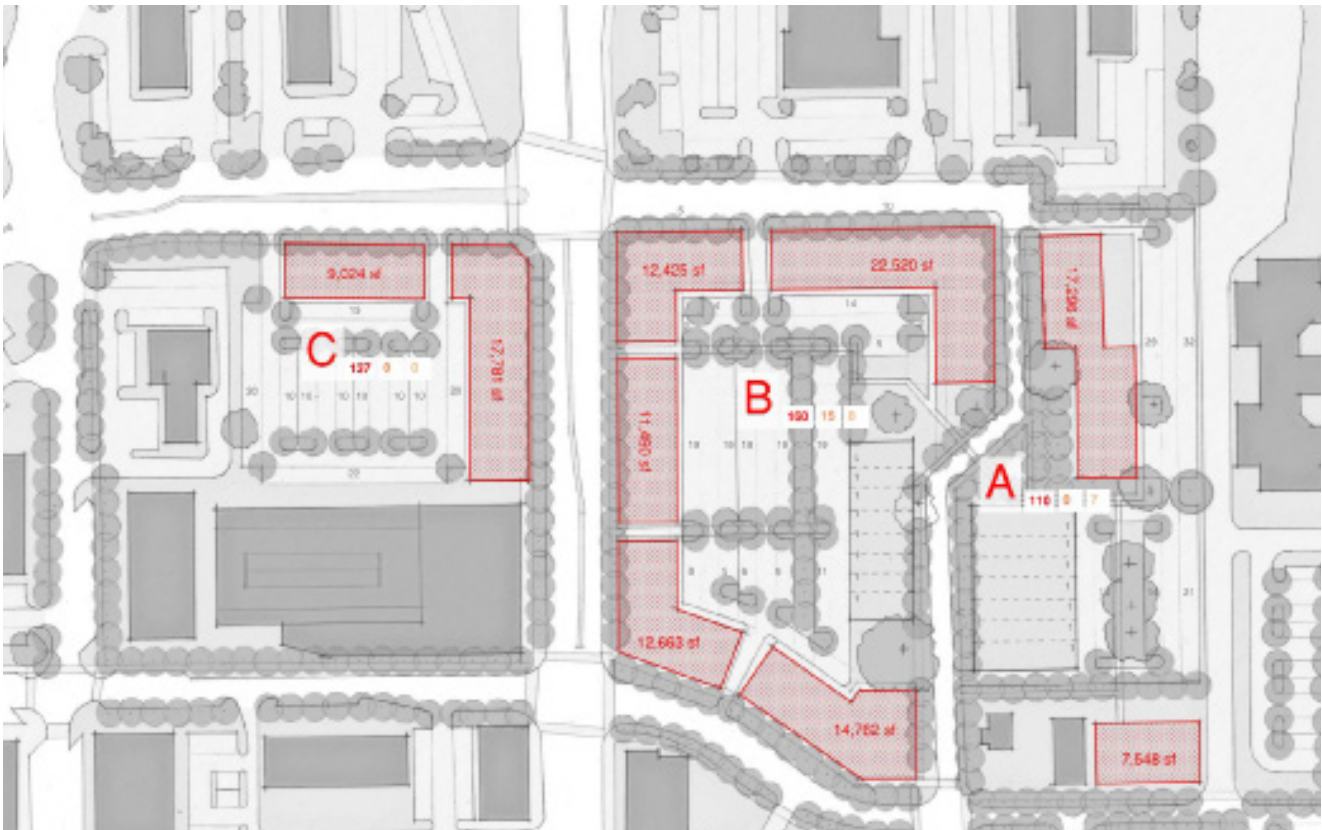
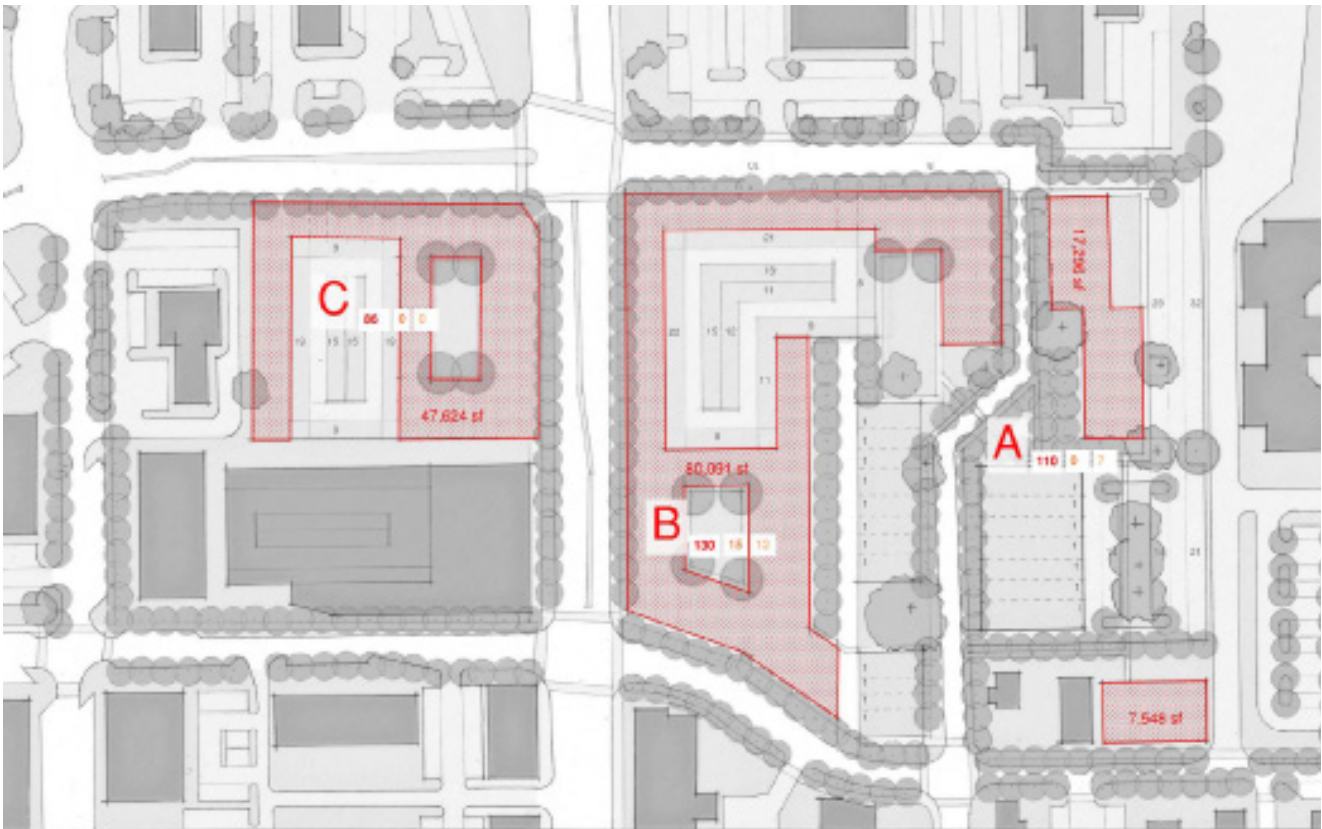
|   | Building Footprint | Parking Count | Street Parking | Gross Parking Count | Bldg. Category | Allowable SF | Stories | GSF     | Multi-Family Units | Single-Family Units |
|---|--------------------|---------------|----------------|---------------------|----------------|--------------|---------|---------|--------------------|---------------------|
| A | 24,844             | 110           | -              | 110                 | Residential    | 121,000      | 4       | 99,376  | 90                 | 7                   |
| B | 73,860             | 160           | 15             | 175                 | Commercial     | 58,333       | 1       | 73,860  | -                  | 8                   |
| C | 26,805             | 137           | -              | 137                 | Commercial     | 45,667       | 2       | 53,610  | -                  | -                   |
|   | 125,509            | 407           | 15             | 422                 | -              | 225,000      | 1 to 4  | 226,846 | 90                 | 15                  |

KEY PLAN



| ASSUMPTIONS |       |          |
|-------------|-------|----------|
| Unit GSF    | 1100  | per unit |
| Parking     |       |          |
| Residential | 1     | per unit |
| Office      | 0.003 | per sf   |
| Commercial  | 0.003 | per sf   |

- Notes:
- Parking for each single-family row-house is within its parcel.
  - Structured parking can be shared across blocks in each sector.
  - Parking deficit ameliorated by parking sharing in surface lots and garages adjacent to new development.



Yield analysis of alternative proposals for E 116th - Commercial Drive to Lantern Road.