

**MASTER REUSE PLAN  
IMPLEMENTATION STRATEGY  
The Fort Harrison Reuse Authority**



PAUL I. CRIFE, INC.

**December 2, 1996**

*Updated May 14, 1999*



CITY OF INDIANAPOLIS  
STEPHEN GOLDSMITH  
MAYOR

February 28, 1997

Mr. Thomas Michael Quinn  
Clark, Quinn, Moses & Clark  
One Indiana Square, Suite 2200  
Indianapolis, Indiana 46204

Re: 97-Z-3/97-DP-1, R.O. No. 41, 1997; Fort Harrison Reuse Authority  
5602 Post Road; Lawrence Township

To whom it may concern:

This is official notification that after a public hearing on February 19, 1997, the Metropolitan Development Commission approved and recommended the above-referenced Zoning Ordinance to the City-County Council for adoption. Said Ordinance was duly certified by the Administrator of the Division of Neighborhood Services to the Clerk of the City-County Council, as required by Statute.

The City-County Council, on February 24, 1997, being its first regular meeting following certification to the Clerk, did not schedule said Ordinance for public hearing. This Ordinance is therefore deemed adopted by the City-County Council and in full force and effect.

Zoning Ordinance 97-Z-3/97-DP-1 was approved to the D-P Classification, subject to the Fort Benjamin Harrison preliminary plan, approved February 19, 1997, and subject to the Master Reuse Plan, Implementation Strategy, The Fort Harrison Reuse Authority, dated December 2, 1996.

Sincerely,

  
J. June Dugan  
Administrator

JJD:vlv

DEPARTMENT OF METROPOLITAN DEVELOPMENT  
NEIGHBORHOOD AND DEVELOPMENT SERVICES DIVISION  
SUITE 2041 CITY COUNTY BUILDING  
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**MASTER REUSE PLAN  
IMPLEMENTATION STRATEGY**

**DOCUMENT CONTENT**

- ZONNING PLAN**
- ARCHITECTURAL CONTROLS (ATTACHMENT 1)**
- SIGN PROGRAM (ATTACHMENT 2)**
- RECOMMENDED STREET TREES (ATTACHMENT 3)**

**Fort Benjamin Harrison**

**PRELIMINARY PLAN  
PLANNED UNIT DEVELOPMENT  
AMENDMENT**

**Prepared by**

**CLARK, QUINN, MOSES & CLARK**

**Thomas Michael Quinn  
Attorney for the Petitioner**

**October 29, 1997**



CITY OF INDIANAPOLIS  
STEPHEN GOLDSMITH  
MAYOR

## APPROVAL CASE FORM

Elizabeth Bentz Williams, AICP  
One Indiana Square, Suite 2200  
Indianapolis, IN 46204

**Petitioner:** Fort Harrison Reuse Authority

**Case Number:** 98-AP-133

**Location:** 5601, 5602 North Post Road

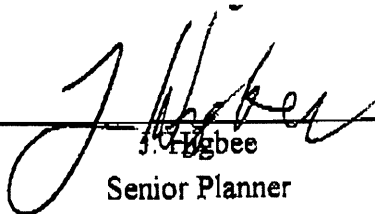
**Township:** Lawrence

**Approval Requested:** Modification of Development Statement and Development Plan of the Fort Benjamin Harrison Planned Unit Development Amendment (related to petitions 97-Z-3/97-DP-1).

Approved \_\_\_\_\_  \_\_\_\_\_ Denied \_\_\_\_\_

**Comments:** APPROVED BY THE METROPOLITAN DEVELOPMENT COMMISSION ON November 18, 1998, subject to the development statement and development plan, file-dated October 29, 1998.

By: \_\_\_\_\_

  
J. Higbee  
Senior Planner

Date: \_\_\_\_\_

November 24, 1998



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## Exhibits

- Exhibit "1" Fort Harrison Reuse Plan,  
Proposed Future Land Use Pattern
- Exhibit "2" Land Use Plan
- Exhibit "3" Soils Map

## Attachments

Attachment One.....Master Reuse Plan Implementation Strategy

Attachment Two.....Sign Program

Attachment Three....."Recommended Trees and Shrubs Lists  
for Marion County"



**Statement of Purposes:** Fort Benjamin Harrison will be redeveloped from an historic military presence in Marion County, to a unique, total concept community. The proposed mixed use development will be designed to be compatible with existing site conditions, and the surrounding land uses, while preserving and enhancing the historic attributes of the Fort, the natural amenities and site features.

The subject property comprises approximately 600.31 acres. The subject property is approximately 32 percent of the overall area established and maintained since 1904 as a military post. Seventeen hundred (1700) acres, being the northern portion of the post, including most of the natural area, golf course and officers club, as well as other structures have been transferred to the Indiana Department of Natural Resources to be developed as a new state park. The Army will retain approximately 130 acres, located east of Lee Road as an army reserve enclave. The Finance Center, known as Building One, will be transferred to the General Services Administration. The remaining, approximately 470 acres, subject of this document, will be transferred to the Fort Harrison Reuse Authority to provide for the redevelopment of the area.

The existing primary zoning of the area is Special Use 9 - Buildings or ground used by any Department of Town, City, Township County, State or Federal Government. Secondary zoning includes a small area of Flood Plain District.

The site is bounded on the east by the Army Enclave and undeveloped land, zoned for industrial use. To the south, east of Post Road there is the Conrail Railroad Line which abuts the southern border of the site with both residential and industrial development adjacent to the rail line. South of the site, west of Post Road is the Lawrence Community Park. The subject site is abutted to the west, south of 56th Street, by single family residential development and the remainder of the western boundary and the entirety of the northern boundary are adjacent to the new Indiana State Park.

Post Road is a primary arterial with a fifty-five foot (55') right-of-way existing and a one hundred twenty foot (120') right-of-way proposed. East 56th Street is a primary arterial; from Franklin Road to Hess Avenue the existing right of way is 45 feet; from Hess Avenue to Greene Road the existing right of way is 40 feet; from Greene Road to Walter Reed Road the existing right of way is 45 feet; from Walter Reed Road to 56th Street, east of the Conrail Line there is no existing right of way. A one hundred forty foot right of way is proposed for this entire section of East 56th Street. All other streets within the development are local streets.

The Fort is located within Lawrence Township and will become governed as a part of the City of Lawrence, an excluded City within the City of Indianapolis.

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The Comprehensive Plan recommends and recognizes the area as Fort Benjamin Harrison. The Fort Harrison Reuse Plan was developed as a focus plan to propose the appropriate land uses for this parcel of land. The Reuse plan was heavily relied upon, in the planning for this project and the mixed use proposal for the area, which is depicted on the development plan which is attached as Exhibit "1".

The proposal is an implementation strategy conceived from the Reuse Plan and incorporating the strengths of the plan and while adapting more flexibility to allow for the redevelopment in the ever-changing marketplace.

The plan provides for a nucleus of activity around the intersection of Post Road and East 56th Street and extends in variety and range as you traverse further from the arterials and the center of the 600.31 acre site. The proposed plan provides for a variety of housing mix, retail, service and office commercial, industrial and special uses with recreational amenities and community service elements.

The Fort brings together a complex combination of issues in planning for reuse of the Fort. Because there has previously been no specific use zoning due to the government control of the acreage, this proposal for zoning encompasses a built physical community, which is much different from planning a development on undeveloped property. Therefore, the most logical and comprehensive zoning district for the land is a Planned Unit Development. Portions of the Fort are registered with the National Register of Historic Places and therefore there are historic considerations when proposing reuse and redevelopment. As previously described, the federal government will retain a presence in Building One, the Army will maintain a presence in the Army Enclave and the State of Indiana will gain a presence in the form of a new state park.

The development area has been carefully planned to provide for the unique natural and physical features of the site. Architectural Districts have been established (See Attachment One) to insure that the essence of the historic fort will be maintained and that the new development will be designed in a sensitive fashion to coexist in sympathy with the existing heritage of the fort.

***Preliminary Plan:*** *The development plan can best be described as 46 use components working together to create a comprehensive concept for this community. There is planned a mixed-use development including: four (4) residential components; two (2) office use components; seven (7) retail / commercial areas; ten (10) office / commercial / industrial areas; two (2) industrial / distribution areas; eight (8) special use areas, five (5) mixed use areas and six (6) areas designated for open / recreational space.*

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I. The residential communities will be developed in four distinct sections; described as follows:

A. Parcel RS1

1. *Parcel RS1 will be a residential community encompassing 47.10 acres.* This area was formerly known as Harrison Village *located at the southeast corner of Franklin Road and East 56<sup>th</sup> Street.* Due to the cost of renovating and enlarging the existing units, the project will be demolished and a new development will be constructed on this site.

2. The homes are expected to be attached and detached homes or some combination thereof. The development will be clustered with several common areas provided. This area is within architectural district 3a.

3. Parcel RS1 proposes a maximum density of 8.5 units per acre.

B. Parcel RS2

1. Parcel RS2 will be a community of attached and detached single-family homes encompassing 28.14 acres. The site *located along the north side of East 56<sup>th</sup> Street, east of Glenn Road* includes the area formerly known as Sergeants Row as well as acreage to the rear which would be developed with additional units.

2. The home sites will be modest in size with several common areas provided. This area is within architectural districts 1a and 2.

3. Parcel RS2 proposes a maximum density of 6.75 units per acre.

C. Parcel RS3

1. Parcel RS3 encompasses 14.97 acres of the area known as Lawton Loop, *located along Lawton Loop, north of East 56<sup>th</sup> Street.* These homes will be redeveloped into estate type dwellings. This area is within the designated historic area and is within architectural district 1a.

2. This area is bounded on the north and west by the Indiana State Park and on the south and east by the open space, formerly utilized as the parade grounds. The existing home sites will be renovated as prestige housing, surrounded by open space.

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2. Parcel RS3 proposes a maximum of 60 units.

**D. Parcel RS4**

1. *Parcel RS4 is 8.00 acres in size, located at the southwest corner of Rising Road and Lee Road. This area will be developed as part of a seniors housing development. Originally the existing structures on site, built for the Pan Am Games, were proposed for redevelopment. After engineering analysis, it has been determined it is not possible due to the design requirements for senior living. The site is within architectural district 3a.*

2. Parcel RS4 proposes a maximum density permitted within a typical D-8 development.

Each residential section will have a homeowner's association with mandatory membership as well as mandatory lien enforced assessments to support the association in, among other things, the expense of maintenance of common areas. The homeowners' association will have an architectural review committee to approve the design and all improvements of all homes, accessory structures, landscaping and any fencing. Each individual homeowners' association will also be a member of a greater umbrella organization for the entire development. Overall development plans shall be subject to the review and approval of the Architectural Reviews Commission as described in Section XVI. of this document.

*The residential areas are planned to include approximately 98.21 acres of the development.*

***II. The commercial / industrial development is depicted as twenty (20) separate parcels, which may or may not be developed separately. They are generally described as follows:***

**A. Parcel O1**

1. *Parcel O1 is an approximately 7.20 acre tract located at the southwest corner of East 59th Street and Wheeler Road, immediately east of Parcel SU4. There are existing buildings on site and the area is within architectural district 1b.*

2. This site is proposed for office commercial development, this could include other C-1 type uses such as day care and assisted living facilities.

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**B. Parcel O2**

***1. Parcel O2 is an approximately 7.65 acre tract located at the southeast corner of Kent Avenue and Post Road. There is an existing historical buildings on site and the area is within architectural district 1b.***

**2. This site is proposed for office commercial development, this could include other C-1 type uses such as day care and assisted living facilities.**

***Office parcels may be developed by single users but will more probably be developed as individual parcels and uses within the larger designated parcels. The office uses are planned to include 14.85 acres of the development.***

**C. Parcel RC1**

**1. Parcel RC1 is an approximately 2.51 acre tract located at the southwest corner of Kent Avenue and Post Road. There are existing historic buildings on site and the area is within architectural district 1a.**

**2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial uses.**

**D. Parcel RC2**

***1. Parcel RC2 is an approximately 2.02 acre tract located at the northeast corner of Otis Avenue and Post Road. The area is within architectural district 1b.***

**2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial uses.**

**E. Parcel RC3**

**1. Parcel RC3 is an approximately 4.08 acre tract located north of Otis Avenue and west of Post Road. There are existing historic buildings on site and the area is within architectural district 1a.**

**2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial uses.**

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**F. Parcel RC4**

1. Parcel RC4 is an approximately 8.74 acre tract located at the northwest corner of East 56<sup>th</sup> Street and Post Road. There are existing historic buildings on site and the area is within architectural districts 1a and 1b.

2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial uses such as hotels.

**G. Parcel RC5**

1. Parcel RC5 is an approximately *10.01 acre tract* located northeast corner of East 56<sup>th</sup> Street and Post Road. There are existing buildings on site and the area is within architectural district 1b.

2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial.

**H. Parcel RC6**

1. Parcel RC6 is an approximately 6.09 acre tract located at the southwest corner of East 56<sup>th</sup> Street and Post Road. The site is currently improved with oil tanks, a cooling tower and heating plant. The area is within architectural district 2.

2. This site is proposed for retail commercial development. This site could be developed independently or it could be a part of a proposal for this acreage including portions of the property to the south and east delineated as retail commercial, office commercial and industrial. If the development in this area provides for a mixture of commercial and abutting industrial uses, a transitional buffering treatment shall be provided as governed by the Architectural Reviews Commission.

**I. Parcel RC7**

1. *Parcel RC7 is an approximately 10.15 acre tract located at the northeast corner of Otis Avenue and Wheeler Road. There are existing buildings on site and the area is within architectural districts 1b and 3b.*

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*2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial.*

**J. Parcel RC8**

*1. Parcel RC8 is approximately 7.59 acres in size, located at the northwest corner of Otis Avenue and Lee Road. The site is developed with existing buildings and is within architectural district 3b.*

*2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial.*

**K. Parcel RC9**

*1. Parcel RC9 is approximately 14.47 acres in size, located at the northwest corner of 56<sup>th</sup> Street and Lee Road. The site is developed with existing buildings and is within architectural district 3b.*

*2. This site is proposed for retail commercial development, this could include retail, service and office type uses as well as other related commercial.*

The retail commercial uses are planned to include 65.75 acres of the development.

**L. Parcel OC1**

1. Parcel OC1 is an approximately 10.00 acre tract located south of East 56th Street immediately west of the Building One (GSA). The site is unimproved and the area is within architectural district 3b.

2. This site is proposed for office / commercial / industrial development with significant green space provided.

**M. Parcel OC2**

1. Parcel OC2 is an approximately 5.85 acre tract located south of East 56th Street and east of RC6. The site is unimproved and the area is within architectural district 3b.

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2. This site is proposed for office / commercial / industrial development. This site could be developed independently or it could be a part of a proposal for this acreage including portions of the property to the south, east and west delineated as retail commercial, office commercial and industrial. If the development in this area provides for a mixture of commercial and abutting industrial uses, a transitional buffering treatment shall be provided as governed by the Architectural Reviews Commission.

**N. Parcel OC3**

1. Parcel OC3 is an approximately 5.23 acre tract located south of East 56th Street and east of OC2. The site is unimproved and the area is within architectural district 3b.

2. This site is proposed for office / commercial / industrial development. This site could be developed independently or it could be a part of a proposal for this acreage including portions of the property to the south, east and west delineated as retail commercial, office commercial and industrial. If the development in this area provides for a mixture of commercial and abutting industrial uses, a transitional buffering treatment shall be provided.

**O. Parcel OC4**

*1. Parcel OC4 is an approximately 14.05 acre tract located at the northwest corner of Rising Road and Lee Road. The site is improved with existing buildings including a very large institutional type structure, with parking facilities. This site is within architectural district 3b.*

2. This site is proposed for office / commercial / industrial development.

**P. Parcel OC5**

*1. Parcel OC5 is an approximately 5.48 acre tract located north Hawkins Avenue and south of Rising Road, immediately west of Parcels RS4 and SU6 (YMCA). The site is improved with existing buildings and the area is within architectural district 3a and 3b.*

2. This site is proposed for office / commercial / industrial development.

**Q. Parcel OC6**

*1. Parcel OC6 is an approximately 12.00 acre tract located at the northeast corner of Lee*



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*Road and East 56<sup>th</sup> Street. The site is unimproved with an existing building and the area is within architectural district 3b.*

*2. This site is proposed for office / commercial / industrial development.*

**R. Parcel OC7**

*1. Parcel OC7 is an approximately 5.72 acre tract located at the northwest corner of Hawkins Road and Wheeler Road. The site is improved with existing buildings and the area is within architectural district 3a.*

*2. This site is proposed for office / commercial / industrial development.*

**S. Parcel OC8**

*1. Parcel OC8 is an approximately 4.32 acre tract located at the southeast corner of Rising Road and Wheeler Road. The site is unimproved and the area is within architectural district 3a.*

*2. This site is proposed for office / commercial / industrial development.*

**T. Parcel OC9**

*1. Parcel Oc9 is a tract being approximately 6.32 acres in size and located at the southeast corner of Rising Road and East 59<sup>th</sup> Street. This site is developed with existing buildings and is within architectural district 3a.*

**U. Parcel OC10**

*1. Parcel OC10 is an approximately 5.00 acre tract located south of East 56<sup>th</sup> Street at the northeast corner of Parcel RS1. The area is within architectural district 3a.*

*2. This site is proposed for office or service commercial development, this could include other C-1 type uses such as child or adult day care facilities as well as personal services.*

*The office / commercial / industrial areas are planned to include 73.97 acres of the development.*

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**V. Parcel LI1**

1. Parcel LI1 is an approximately 36.87 acre tract located south of East 56<sup>th</sup> Street and east of Post Road. The site is unimproved and the area is within architectural district 3b.
2. This site is proposed for light industrial uses. This site could be developed independently or it could be a part of a proposal for this acreage including portions of the property to the north and northeast delineated as retail commercial, office commercial and industrial. If the development in this area provides for a mixture of commercial and abutting industrial uses, a transitional buffering treatment shall be provided as governed by the Architectural Reviews Commission.

**W. Parcel LI2**

1. Parcel LI2 is an approximately 10.33 acre tract located south of East 56<sup>th</sup> Street and east of Parcel LI1. The site is unimproved and the area is within architectural district 3b.
2. This site is proposed for light industrial uses. This site could be developed independently or it could be a part of a proposal for this acreage including portions of the property to the west and southwest delineated as retail commercial, office commercial and industrial. If the development in this area provides for a mixture of commercial and abutting industrial uses, a transitional buffering treatment shall be provided.

The light industrial uses are planned to include 47.20 acres of the development.

There will be a business association with mandatory membership as well as mandatory lien enforced assessments to support the association in, among other things, the expense of maintenance of common areas. The business association will also be a member of a greater umbrella organization for the entire development. There will be an Architectural Reviews Commission as detailed in Section XVI. of this document to approve the design of all improvements, including but not limited to exterior elevations, materials, site plans, landscape plans and signs.

**III. Mixed Use Development**

**A. Parcel MU1**

1. Parcel MU1 is an approximately 12.12 acre tract comprised of the eastern half of the area known as Lawton Loop. The majority of these homes will be redeveloped into prestige estate

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type units. It is anticipated that there may be uses such as a restaurant, museum or other one-of-a-kind, non-residential uses developed on Lawton Loop.

2. This area is within the designated historic area and is within architectural district 1a. This area is bounded on the west by the former parade grounds on the south by Otis Avenue and east by the open space and RC3. The existing home sites will be renovated as prestige housing and other unique uses to serve as amenities to the area, surrounded by open space.

**B. Parcel MU2**

1. Parcel MU2 is an approximately 5.24 acre tract located north of 59th Street and east of Lee Road. This area is undeveloped and is within architectural district 3b.

2. This site could be developed residentially, commercially or with some special use.

**C. Parcel MU3**

1. Parcel MU3 is an approximately 10.0 acre tract located north of East 56th Street, west of RS2 and east and south of the state park. The site is unimproved and the area is within architectural district 3a.

2. This site could be developed as office / commercial / industrial development or recreational uses.

**D. Parcel MU4**

*1. Parcel MU4 is an approximately 31.39 acre tract located east of Lee Road, south of East 59<sup>th</sup> Street. The site is improved with some existing buildings and the area is within architectural district 3b.*

*2. This area is located on the far eastern fringe of the master planned area. It is anticipated that a portion of the parcel will be utilized for senior housing. However, at this preliminary stage is difficult to predict the size of area that will be needed, therefore we have chosen to place this Parcel which is not within the designated historic area, nor occupied by architecturally significant structures in a flexible district to provide for some appropriate use to be further governed and reviewed by the Reuse Commission and the Architectural Reviews Commission. This site is proposed for residential / office / commercial / industrial or other special use development.*

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**E. Parcel MU5**

**1. Parcel MU5 is an approximately 14.05 acre tract located east of Wheeler Road, immediately south of Parcel OC8. The site is improved with existing buildings and the area is within architectural district 1b, 3a and 3b.**

**2. This site is proposed for office / commercial / industrial or other special use development.**

***The Mixed Use Districts shall include approximately 72.80 acres for development.***

Any residential developments will have a homeowner's association with mandatory membership as well as mandatory lien enforced assessments to support the association in, among other things, the expense of maintenance of common areas. The homeowner's association will have an architectural review committee to approve the design and all improvements of all homes, accessory structures, landscaping and any fencing. Each individual homeowner's association will also be a member of a greater umbrella organization for the entire development. Overall development plans shall be subject to the review and approval of the Architectural Reviews Commission as described in Section XVI. of this document.

**IV. Special Uses**

There are several areas on site that are seen as areas of special significance either due to architecture, positioning on site or proximity to other key uses. It has been determined that the special use designation should be utilized for these parcels because there are a range of uses that may come to fruition and there are several options that could be appropriate. Uses for the following parcels could include churches, library, bus terminal, town hall, recreation center, etc. The special use designation has been used here for uses that are more municipal in character.

- A. Parcel SU1 is an 11.51 acre site located north of East 56th Street, east of Glenn Road, south of Otis Avenue and west of Lawton Road. This parcel is within architectural district 1a.**
- B. Parcel SU2 is a 5.04 acre site located west of Post Road, north of RC3 and east and south of OS3. This parcel is within architectural district 1a.**
- C. Parcel SU3 is a 2.36 acre site located at the northwest corner of Otis Avenue and Post Road. This parcel is within architectural district 1a.**

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- D. Parcel SU4 is a 3.00 acre site located at the southeast corner of East 56th Street and Post Road. This parcel is within architectural district 1b.
- E. Parcel SU5 is a 5.73 acre site located north of East 59th Street, west of Lee Road and south and east of the state park. This parcel is within architectural district 3b.
- F. Parcel SU6 is an approximately 6.82 acre tract located west of Lee Road, north of Hawkins Road and south of Parcel RS5. The site is improved with an existing building and the area is within architectural district 3b.
- G. *Parcel SU7 is located at the north of Hawkins Road and immediately west of Parcel OC5 and is approximately 1.93 acres. The site is unimproved is within architectural district 3a.*
- H. Parcel SU8 is approximately 1.04 acres in size and is located at the southeast corner of the intersection of Otis Avenue and Lawton Loop. The site is improved with an existing building and the area is within architectural district 1a.

***V. There are six (6) components of open space of the plan, comprising a total of 104.35 acres of open and recreational space, being approximately 20 percent of the site.***

- A. Parcel OS1 is a 42.68 acre site located south of East 56<sup>th</sup> Street and Parcel OC1 and west of Post Road, wrapping around the GSA. This parcel is within architectural district 3b and would be designated for open spaces, recreational and athletic facilities including athletic fields.
- B. Parcel OS2 is a 26.07 acre site located in the center of Lawton Loop and is the former parade grounds as well as an area east of Lawton Loop. This is an historic area and therefore must be preserved. This parcel is within architectural district 1a.
- C. Parcel OS3 is a 10.22 acre site located east of Lawton Loop and west of Post Road. This is an historic area and therefore must be preserved. This parcel is within architectural district 1a.
- D. *Parcel OS4 is a 3.22 acre site located east of Post Road, north of Otis Road and south of Hawkins Road. This parcel is within architectural district 1b.*

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- F.** *Parcel OS5* is a 1.47 acre site located east of Post Road, north of Hawkins Road and south of Merri Avenue. This parcel is within architectural district 1b.
- G.** *Parcel OS6* is a 18.99 acre site located east of Lee Road and north of East 59th Street. This parcel is within architectural district 3b.

***Also a part of the open space included on the plan includes ten high profile triangular accent points strategically positioned at key intersections throughout the plan. Each individual triangle is approximately 0.17 of an acre, totaling 1.7 acres. These profile points serve as important focal areas that tie the plan together by introducing a continuity through additional landscaping.***

The commercial and industrial properties shall include perimeter landscaping appropriate to the development. The transitional yards, at a minimum shall be 20 feet in width. More detailed design provisions are included in the Architectural Standards & Controls Report.

There will be an Architectural Reviews Commission as detailed in Section XVI. of this document to approve the design of all improvements, including but not limited to exterior elevations, materials, site plans, landscape plans and signs.

**VI. Proposed Layout of Streets, Site Access, Open Space and Other Basic Elements of the Plan.**

**A. Streets:**

1. The street grid exists, as constructed by the federal government. Any new street construction shall be subject to the review of the City of Lawrence Engineer for local streets and the Department of Capital Asset Management for arterials.
2. All existing local streets in the development will be dedicated to the City of Lawrence for public use and maintenance.
3. All existing arterials in the development will be dedicated to the City of Lawrence for public use and maintenance.
4. East 56th Street shall be reconstructed from Franklin Road to Lee Road to provide a boulevard design with a landscaped island and to shift the alignment to the south along the Sergeants Row area, with final design and location subject to approval of the Department of Capital Asset Management (DCAM) and the City Engineer for the City of Lawrence.

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5. Any newly constructed residential collector streets, if any, will be constructed with a sixty (60) foot maximum right-of-way, an adjacent exclusive ten foot (10') easement for utilities and a thirty-four foot (34') maximum pavement width unless otherwise approved by the City Engineer for the City of Lawrence.

6. Any newly constructed local streets shall provide a forty foot (40') maximum right-of-way with an adjacent exclusive ten foot (10') easement for utilities and twenty-eight foot (28') maximum pavement width, unless otherwise approved by the City Engineer for the City of Lawrence.

7. Placement of the one (1) inch bituminous pavement surface course will be delayed until 80% of the housing units are completed for each section developed.

Final design shall be subject to the approval of DCAM and the City of Lawrence Engineer, respectively.

**B. Individual Site Access:**

1. Sight distance calculations, if required, will be submitted to the City of Lawrence Engineer to determine if safety requirements are achieved for access drive design and location, prior to approval.

2. Entrance designs will include an acceleration and deceleration lane including a passing blister configuration or alternate design approved by DCAM and or the City of Lawrence Engineer, where necessary.

3. Primary street access into each development will be designed to include boulevard entrances with landscaped islands.

**C. Signs:**

A sign program for the total community has been developed and is attached hereto (See Attachment Two). All signs within the boundaries of the Fort Harrison Planned Unit Development shall be subject to the sign program. *Said sign program and any amendments thereto shall be submitted for and subject to the approval of the Fort Harrison Reuse Authority and the Architectural Reviews Commission.*

**Fort Harrison  
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**D. Landscaping:**

Landscape provisions are included in the Architectural Standards & Controls Report, which will be utilized by the Architectural Reviews Commission (See Section XVI. of this document). All landscape materials and recommended sizes at the time of planting will be selected from the

"Recommended Trees and Shrub Lists for Marion County" (See Attachment Four). Final landscape plans will be submitted for approval by the Architectural Reviews Commission and the Administrator.

**1. Residential**

a. Each detached residential home will have a minimum landscape package to be determined by the architectural review committee. The package, at a minimum shall be no less than eight (8) shrubs at twenty-four inches (24") high and two (2), three inch (3") caliper trees.

b. All perimeter lots abutting public streets or designated Open Space Parcels will have a lawn maintenance / care program in order to insure the quality of the development.

**2. Commercial and industrial**

a. The perimeters adjacent to public streets and transitional yards (defined in the Zoning Ordinance of Marion County) will be landscaped with a combination of evergreen and deciduous trees.

b. Any mounding will be undulating and shall be subject to the review and approval by the Architectural Reviews Commission and the Administrator.

**E. Sidewalks:**

1. Sidewalks will be installed along both sides of all interior streets unless otherwise approved by the Architectural Reviews Commission, the City of Lawrence and the Plat Committee (for residential properties).

VII. Identification of the location and types of uses within the area as identified in Section A of the document. The preliminary layout of the structures is as shown on the Preliminary Plan (See Exhibit "3").



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**VIII. Minimum Setback Lines and Yards for single family residential uses:**

- A. The front setback from any right-of-way will be determined by the Architectural Reviews Commission considering the individual site characteristics and tree locations but in no case will any part of any structure (except an open porch or eave or cornice overhang not exceeding two (2) feet) be built closer than twenty-four feet (24') from the curb line of any street.
- B. A minimum rear yard of ten feet (10') will be provided for each lot with the exception that lots adjacent to common area or Open Space Parcel shall provide a minimum rear yard of seven feet (7').
- C. The minimum side yard setback in residential parcels shall in no case be no less than an aggregate of ten feet (10') with a minimum of five feet (5').
- D. Due to the existing tree save areas and amenities the open space shall be calculated for the development rather than on individual lots. There will be a minimum of 65% open space within the development.
- E. No structure shall exceed 45 feet in height.

**IX. Development Standards for the seniors housing shall conform with D-8 standards of the Dwelling Districts Zoning Ordinance of Marion County.**

**X. Development Standards for non residential parcels:**

- A. There shall be, at a minimum 20 foot transitional yards provided along all yards bordering residential development.
- B. All other standards are found in the Architectural Controls Report (See Attachment One).

**XI. Traffic, Parking, Sewage, and Drainage, etc., will be handled as follows:**

- A. Traffic will be handled as set forth in Section VII, A and B above.
- B. Parking will be provided as detailed in the attached Parking Standards Report (See Attachment Five).

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- C. Sanitary Sewers will serve the development.
- D. Drainage will be provided as detailed in the attached Drainage Report (See Attachment Six). A master drainage plan and an erosion control plan will be prepared and submitted to the City of Lawrence prior to application for any Improvement Location Permits.
- E. Utilities for all new development will be underground within the site. All municipal utilities will be available.

XII. Boundary lines of adjacent land and the existing zoning classifications in the area of the subject site are shown on the Comprehensive Zoning Map, attached hereto as Exhibit "4".

XIII. Final site plans, details of the plans and any design changes (of a non-substantial nature) due to engineering and site limitations shall be subject to the approval of the Architectural Reviews Commission, the City of Lawrence and the Administrator.

XIV. Commitments and Order of Development:

A. Commitments:

1. All detached single-family structures shall have landscaping and site treatment to be determined by the Homeowner's Architectural Control Committee, subject to consideration of the location of trees and natural site elements. The package, at a minimum shall be eight (8), twenty-four inch (24") shrubs and two (2), three inch (3") caliper trees, taken from the "Recommended Trees and Shrubs Lists for Marion County".
2. All single-family homes shall have hard surfaced driveways.
3. The street grid exists, as constructed by the federal government. Any new street construction shall be subject to the review of the City of Lawrence Engineer for local streets and the Department of Capital Asset Management for arterials.
4. All existing local streets in the development will be dedicated to the City of Lawrence for public use and maintenance.
5. All existing arterials in the development will be dedicated to the City of Lawrence.
6. East 56th Street shall be reconstructed from Franklin Road to Lee Road to provide a

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boulevard design with a landscaped island and to shift the alignment to the south along the Sergeants Row area, with final design and location subject to approval of the Department of Capital Asset Management (DCAM).

7. Any newly constructed residential collector streets, if any, will be constructed with a sixty (60) foot maximum right-of-way, an adjacent exclusive ten foot (10') easement for utilities and a thirty-four foot (34') maximum pavement width unless otherwise approved by the City Engineer for the City of Lawrence.

8. Any newly constructed local streets shall provide a forty foot (40') maximum right-of-way with an adjacent exclusive ten foot (10') easement for utilities and twenty-eight foot (28') maximum pavement width, unless otherwise approved by DCAM.

9. Satellite dishes of no more than two (2') feet in diameter shall be the only antennae permitted.

10. Outside storage of unlicensed vehicles, RV's, trailers, boats or boat trailers shall be permitted only within screened enclosures as approved by the Architectural Controls Review Committee.

11. Each detached home shall have an attached garage capable of storing at least two (2) vehicles.

- B. Order of Development: The development will begin with the construction of the residential areas depicted in parcels RS1, RS4 and RS5 in the Spring of 1997. It is anticipated that each of the parcels shall be marketed and developed separately or some combination of parcel, dependent on specific users. The order and rate of development is dependent on the market place. For further phasing detail, refer to the Design and Construction Schedule within the Architectural Controls Report (See Attachment One).

XV. Environmental Impact Consideration: Existing soils consist primarily of Brookston Silty Clay Loam, Crosby Silt Loam (0 to 2 percent slopes) and Martinsville Silt Loam (2 to 6 percent slopes) with pockets of Genesee Silt Loam, Miami Silt Loam (6 to 12 percent slopes) and Miami Complex (12 to 18 percent slopes), (See Exhibit "5"), which will be subject to appropriate erosion control measures if disturbed during construction.

XVI. Architectural Reviews Commission: An Architectural Reviews Commission (ARC) is hereby created. Such commission will consist of not less than one or more than five members. Initial

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members of the ARC shall be appointed by the Fort Harrison Reuse Authority (FHRA). The FHRA shall also have the right to remove and replace the member or members of the ARC. In the event of the death, disability, removal or resignation of the originally appointed member or members, the FHRA shall be authorized to select the successor or successors to fill the vacancies thereby created.

Prior to construction of structure upon the real estate within the Fort Harrison Planned Unit Development, the building plans, including plot plan, site plan, specifications and plans for landscaping and any other data or information which may be reasonably requested by the ACR shall be submitted for its review and approval. A majority of the members of the ARC shall be authorized to determine whether the proposed design of all improvements, including but not limited to exterior elevations, materials, site plans, landscape plans and signs show conformity and harmony with this Plan, the Master Reuse Plan Implementation Strategy which includes the Architectural Controls Report, and the Sign Program (Attachments One and Two). Action of the ACR need not be at a formal meeting but may be evidenced informally in writing, signed by the majority thereof. The ARC shall also undertake such other duties and responsibilities as may be assigned to it by this Plan or the FHRA. **Approval by the ARC shall be required before an Improvement Location Permit may be issued.**

No charge shall be made for examination of plans or for giving approval for construction by the ARC. In the event the ARC does not indicate in writing its approval or disapproval of plans submitted for its review within a period of twenty one (21) calendar days after submission, the ARC shall be deemed to have approved the plans submitted.

At such time as the existence of the FHRA may be terminated, or it affirmatively relinquishes its authority to appoint members of the ARC, members of the ARC shall thereafter be appointed by the Common Council of the City of Lawrence which shall have the same right of removal and replacement of member(s) of the ARC as the FHRA. The ARC may solicit the advice and recommendations of any person, firm or corporation with expertise in any discipline it deems appropriate for advise as to matters pending before it. The member(s) of the ARC should, but are not required to collectively or individually represent or have some experience and knowledge in, architecture, real estate development, land planning, construction, historic preservation and local government, and should include member(s) of homeowners' or business associations or neighborhood associations which are hereafter created as herein provided.

It is hereby reserved to the ARC, the FHRA, or their successors and assigns, and each and every owner of the several lots in the Fort Harrison Planned Unit Development, and their grantees and assigns, the right to enforce each and all of the covenants, conditions and restrictions set forth herein

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and such right of enforcement shall include injunctive relief together with the right to cause removal of any building erected or altered in violation hereof by injunction or by other legal process without being required to show any special damages, and together with reasonable attorney fees.

Category	New Plan (Parcel)	Old Plan (Parcel)	New Plan (Acreage)	Old Plan (Acreage)
RS- Residential	4 Parcels	5 Parcels	98.21	132.57

\* Decrease in acreage due to inclusion of residential component in Parcel MU4, east of Lee Road.

O-Office	2 Parcels	2 Parcels	14.85	5.63
----------	-----------	-----------	-------	------

\* Increase due to RC2 being changed to office uses rather than retail to be more compatible with the reuse of existing structures and the proximity of City Hall.

#### RC- Retail

Commercial	9 Parcels	10 Parcels	65.75	58.33
------------	-----------	------------	-------	-------

\* Some increase to allow controlled commercialization to cluster with industrial along East 56<sup>th</sup> Street.

#### OC-

Commercial	10 Parcels	10 Parcels	73.975	84.39
------------	------------	------------	--------	-------

\* Decrease due to reclassification of area east of Lee Road to Mixed Use to provide for more flexibility on the eastern perimeter of the site.

#### LI

Light industrial	2 Parcels	2 Parcels	47.20	47.20
------------------	-----------	-----------	-------	-------

#### MU

Mixed Use	5 Parcels	4 Parcels	72.80	30.15
-----------	-----------	-----------	-------	-------

\* Increase due to reclassification of area east of Lee Road to Mixed Use to provide for more flexibility on the eastern perimeter of the site and MU-5 which will most likely be educational use but is not finalized.

#### E1

Education	0 Parcel	1 Parcel	0.00	15.89
-----------	----------	----------	------	-------

\* Decrease because the large building housed on what is now OC4 and previously used by the government for instructional purposes was planned for educational use. That building needed major improvements and refurbishing and the reuse of the building seems more likely to be smaller individual commercial office users.

#### SU

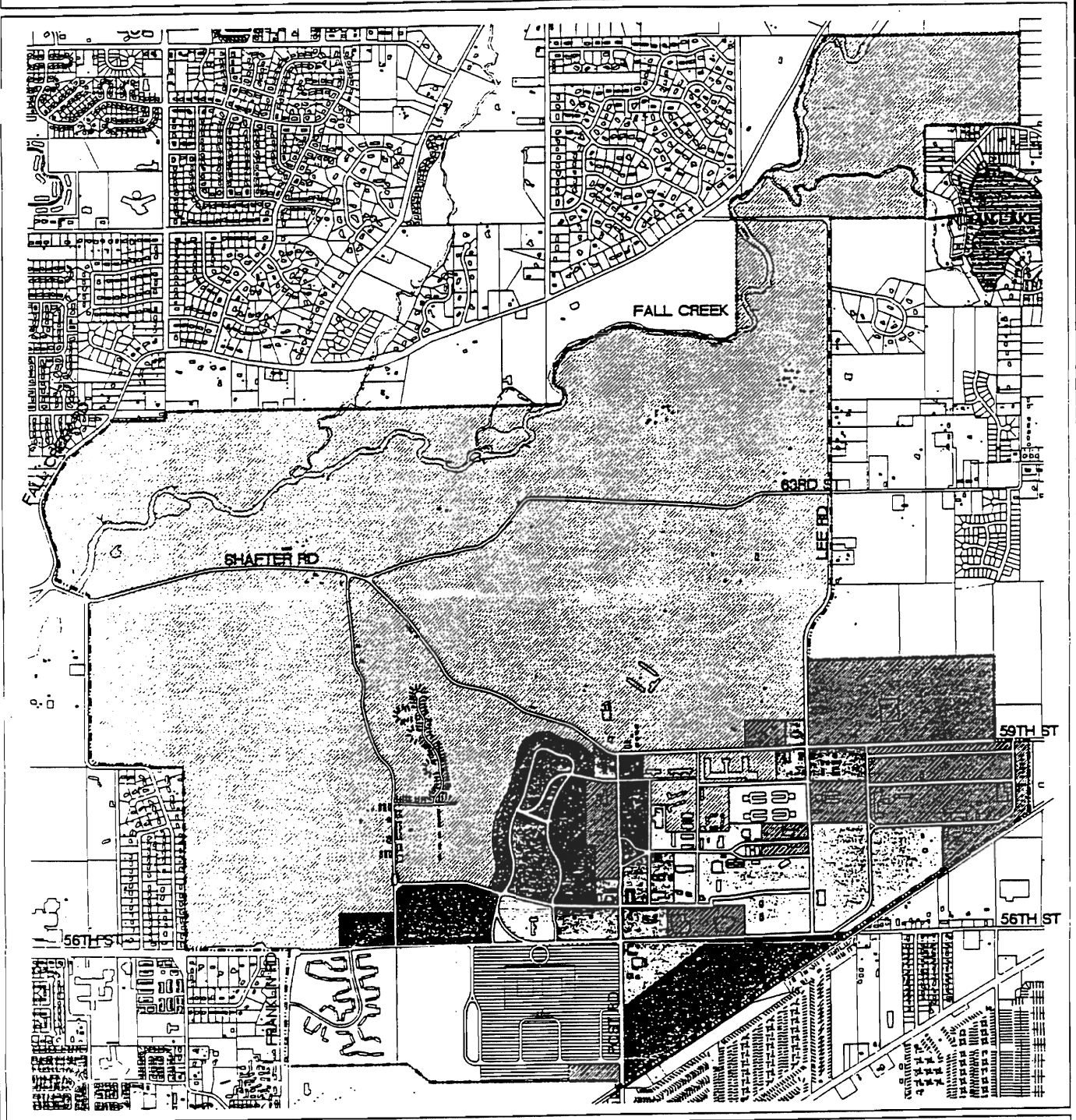
Special Use	8 Parcels	8 Parcels	37.43	34.98
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\* Increase here due to St Mary's Childrens' Home location on SU7

#### OS

Open Space	6+ Parcels	8 Parcels	104.35	104.93
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# FORT BENJAMIN HARRISON REUSE PLAN



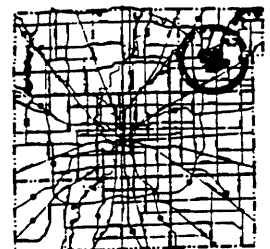
**MAP D-16: PROPOSED FUTURE LAND USE PATTERN**

- |                            |                            |
|----------------------------|----------------------------|
| COMMERCIAL                 | FLEX INDUSTRIAL/COMMERCIAL |
| WAREHOUSE OR INDUSTRIAL    | OFFICE                     |
| OFFICE/RESIDENTIAL         | SPECIAL USES               |
| EDUCATION                  | OPEN SPACE                 |
| MEDIUM DENSITY RESIDENTIAL | COMMERCIAL/CONSERVATION    |
| STATE PARK                 | DFAS                       |



NORTH

SCALE IN FEET

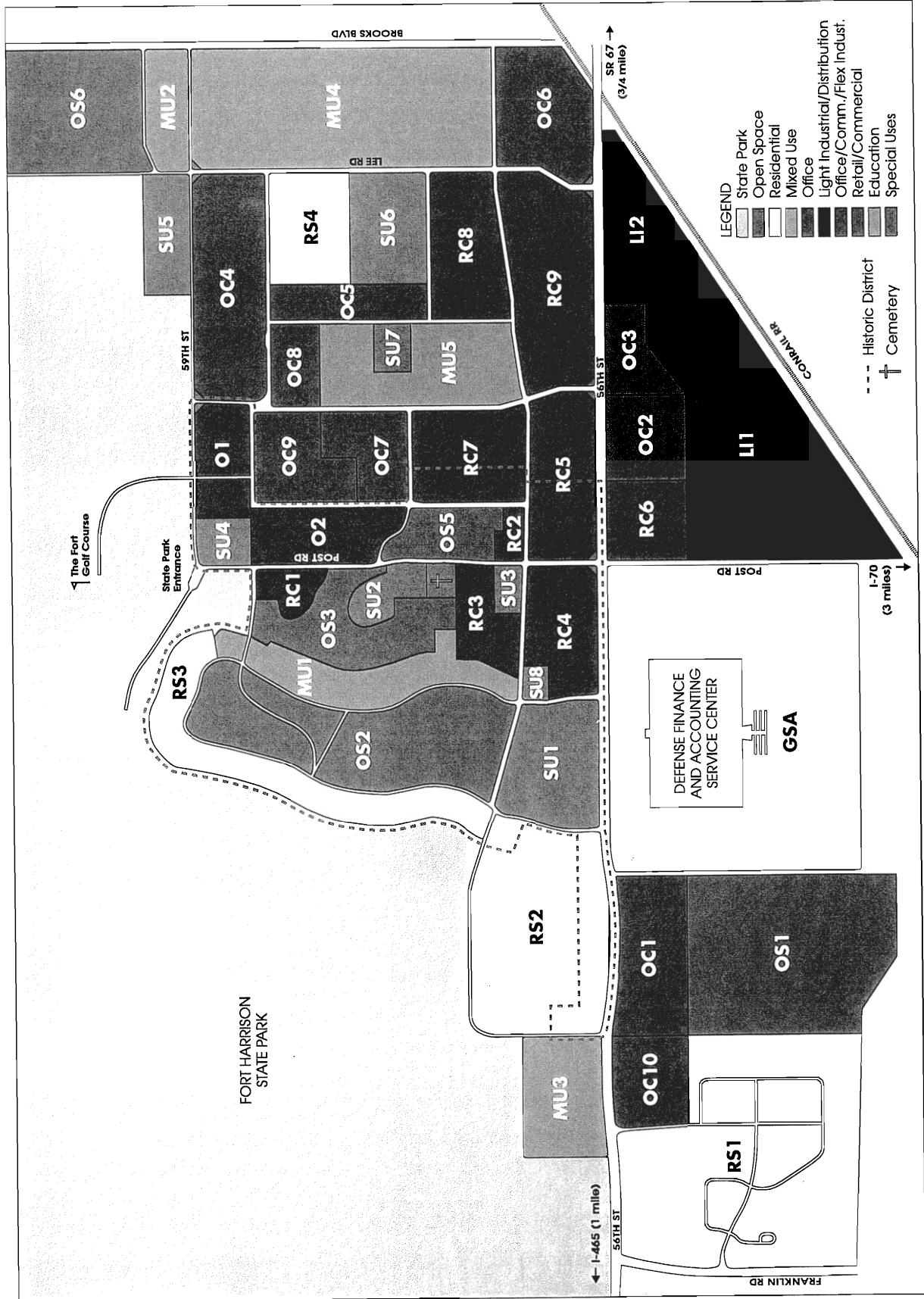


THE CITY OF INDIANAPOLIS, DEPARTMENT OF METROPOLITAN DEVELOPMENT, PLANNING DIVISION  
 DATA SOURCE FOR BASE MAP: INAGIS; DATA SOURCE FOR LANDUSE INFORMATION: FHFP

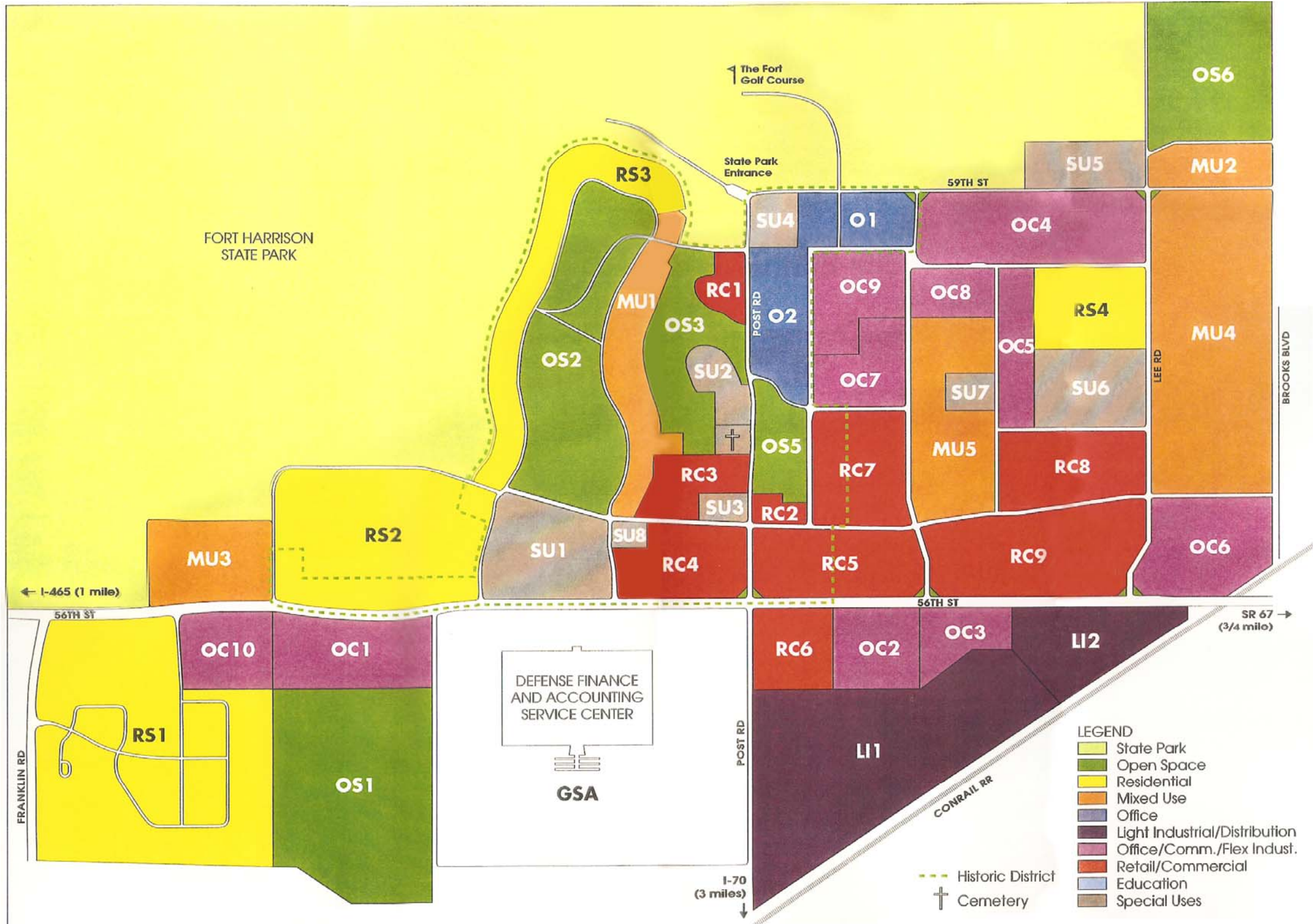
DECEMBER 1994

MARION COUNTY-INDIANA

Exhibit "1"







- LEGEND**
- State Park
  - Open Space
  - Residential
  - Mixed Use
  - Office
  - Light Industrial/Distribution
  - Office/Comm./Flex Indust.
  - Retail/Commercial
  - Education
  - Special Uses
  - Historic District
  - + Cemetery

**MASTER REUSE PLAN  
IMPLEMENTATION STRATEGY  
The Fort Harrison Reuse Authority**



December 2, 1996

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# CHAPTER 1: PARKING AND LOADING STRATEGIES

# I. & II. SCOPE AND DEFINITIONS

## PARKING AND LOADING AREAS

### I. Scope

This report prescribes development standards for parking areas and loading areas.

### II. Definitions

The following definitions give the meaning of certain terms used in this report.

- Accessible Space is a parking space reserved for the use of disabled persons
- Berths are spaces for trucks to park while loading and unloading.
- Gross Floor Area is the total horizontal area for the specific use on every floor that the use occupies. This excludes any floor area used for parking or loading.
- Off-street Loading is a parking and maneuvering area for the purpose of the loading and unloading of trucks, and shall not be located within the public right-of-way.
- Off-street Parking is a parking area that is located within the same lot as the building or use served, and shall not be located within the public right-of-way.
- On-street Loading is a parking and maneuvering area for the purpose of the loading and unloading of trucks, adjacent to the lot in which the building or use served is located, and is in the public right-of-way. On-street loading areas are prohibited by this ordinance.
- On-street Parking is a parking area that is adjacent to the lot in which the building or use served is located, and is in the public right-of-way.
- Walking Distance is a straight line distance from the edge of the parking area to the main entrance of the building.

### **III. OFF-STREET PARKING**



**III. Off-Street Parking**

- A. Amount of Parking Spaces Required.** The minimum number of parking spaces to be provided is specified in Table 1-A.
- B. Computation of Spaces.** When the calculation of parking spaces results in a whole number and a fraction of a space, the fractional space should be rounded down to the nearest whole number of spaces when the fraction is less than  $\frac{1}{2}$  and rounded up to the next nearest whole number of spaces when fraction is  $\frac{1}{2}$  or greater.
- C. Size of Spaces.** Regardless of the angle of parking, each parking space will have, a useable parking space dimension measuring not less than 9 feet in width (measured perpendicularly from the sides of the parking space) and not less than 18 feet in length. The total usable parking space must be at least 180 square feet in total area, except as provided in Section 7 (c).
- D. Location of Spaces.** Off-street parking areas must be located on the same lot as the building or use served. On-street parking areas will be adjacent to the lot in which the building or use served is located. All district setbacks must be observed.

There must be a border of appropriate landscaping not less than 10 feet in depth along street frontage to protect the character of the abutting residential property.

Maximum walking distances from an off-street parking area to a use are as follows:

- 1. Any residential use shall be within a 300 foot walking distance.
  - 2. Any commercial use shall be within a 500 foot walking distance.
  - 3. Any manufacturing or industrial use shall be within a 1000 foot walking distance.
- E.** The parking area will be used solely for parking of passenger vehicles or patrons, occupants, or employees of the use designated for said parking areas. Parking areas can not be used for display, storage, sale,

advertisement, repair, wrecking of any vehicles, and storage of equipment or vehicles. In addition, parking areas are not to be used for loading and maneuvering areas.

- F. **Surface.** All open off-street parking areas are to be paved with a dustless surface. A gravel surface may be used for a period not exceeding one year after the commencement of the use for which the parking area is provided, where ground or weather conditions are not immediately suitable for permanent surfacing as specified above.

The surface must be properly graded and drained in such a manner that there is no detrimental flow of water onto adjacent sidewalks and property.

Parking areas that abut a required landscaped yard or area, will be designed and constructed in such a way that no part of any parked vehicle extends beyond the boundary of the established parking area into any minimum required landscaped yard or area or onto an adjacent property.

- G. **Access To and From.** Off-street parking spaces shall open directly upon an aisle or driveway of such width and design as to provide a safe and efficient means of vehicular access to such parking space.

Minimum aisle widths are the following:

1. When parking spaces are at a 45° angle the aisle shall be at least 14 feet wide.
2. When parking spaces are at a 60° angle the aisle shall be at least 18 feet wide.
3. When parking spaces are at a 90° angle the aisle shall be at least 24 feet wide.

The angle will be measured between the center line of the aisle and the center line of a parking space.

Off-street parking spaces and areas will be designed and located so that vehicles will not back into or from a public street or adjacent property. Off-street parking spaces and areas will be designed with appropriate means of vehicular access to a street or alley in such a manner as to minimize

interference with traffic movement and to provide safe and efficient means of vehicular access.

- H. **Marking.** All parking spaces will be marked by durable painted lines at least 4 inches wide and extending the length of the space or by curbs or other means to indicated individual spaces. Signs and/or markers located on the pavement surface within a parking lot may be used as necessary to ensure efficient and safe traffic operation of the parking area.
- I. **Lighting.** Lighting used to illuminate off-street parking areas will be directed away from residential properties and street traffic in such a way as not to create a nuisance or glare.

For all vehicular parking bordering a residential district, special use district, open space or park an attempt will be made to align the parking spaces so as to avoid headlights from aiming directly towards the residential area. If it can not be avoided, appropriate screening must be used to shield the said area.

- J. **Landscaping.** The ground area between the required off-street parking areas setback and any lot line abutting a residential district, special use district, open space or park will be screened and landscaped in accordance with the zoning district's regulations for screening and landscaping transitional yards.

When a parking area has total parking space count of more than 50, an area equal to or greater than 5 percent of the total parking area will be used to create landscaped parking islands within the parking lot. Landscaped islands must be designed in such a way as to not adversely affect the safety of those who use the parking lot. The islands will have plantings that blend into the natural surroundings and must contain at least one tree, of at least 2.5 inches in diameter and low planting for coverage. Trees must have branches no lower than 6' 8" per ADA measured vertically from the finished parking surface, and low plantings must be no higher than 3 feet measured vertically from the finished parking surface. Islands will be no further than 15 spaces apart.

- K. **Required Accessible Parking Spaces for the Disabled.** All public facilities with parking will have Accessible Spaces. The number of spaces required will be determined by using Table 1-B. Parking spaces reserved

**FORT BENJAMIN HARRISON  
MASTER REUSE PLAN IMPLEMENTATION STRATEGY**

**Paul I. Cripe, Inc.  
December 2, 1996**

as Accessible Spaces may count towards the minimum number of spaces required in Table 1-A. The dimensions of Accessible Spaces will conform to specifications given in the *ADA Accessibility Guidelines for Buildings and Facilities, Federal Register, Vol. 56 No. 144.*

## **IV. OFF-STREET LOADING**

#### IV. Off-Street Loading

- A. **Amount of Loading Berths Required.** The minimum number of off-street loading berths required for a given use is specified in Table 1-C.
- B. **Computation of Berths.** When the calculation of parking spaces results in a whole number and a fraction of a berth, the fractional space should be rounded down to the nearest whole number of berths when the fraction is less than  $\frac{1}{2}$  and rounded up to the next nearest whole number of berths when fraction is  $\frac{1}{2}$  or greater.
- C. **Size of Berths.** Each required loading berth will be at least 12 feet in width by at least 55 feet in length, in addition to aisle and maneuvering space. Each will have a minimum vertical clearance of 15 feet.
- D. **Location of Berths.** Loading berths will be located on the same lot as the use served. Loading berths will not be located in the public right-of-way or any required front, side or rear side yard.
- E. **Use.** Area allotted to loading berths and maneuvering area will not be used to satisfy the off-street parking space requirements.
- F. **Surface.** Loading berths may be open to the sky, covered or enclosed in a building. Where a building is constructed or used for loading, it will be treated as any other major structure and subject to all requirements thereof.

Off-street loading areas will be paved with a dustless surface. A gravel surface may be used for a period not exceeding one year after the commencement of the use for which the loading area is provided, where ground or weather conditions are not immediately suitable for permanent surfacing as specified above.

The surface will be properly graded, and drained in such a manner that there will be no detrimental flow of water onto the sidewalks or adjacent property.

Loading areas that abut a required landscaped yard or area, will be designed and constructed so that no part of any parked vehicles will extend

beyond the boundary of the established parking area into any minimum required landscaped yard or area or onto adjacent property.

- H. **Access To and From.** Loading berths will open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such loading berth.

All off-street loading berths will be designed with appropriate means of vehicular access to a street or alley in such a manner as to minimize interference with traffic movement.

In any commercial or industrial district, each industrial use which is so located that it fronts upon and provides access to 56th Street, Post Road, Walter Reed Road, Lee Road or 59th Street; will provide a frontage lane paralleling and adjoining the improved part of the right-of-way and at least 11 feet in width for right-turn traffic entering the lot; except, however, that uses located on the left-hand side of a one-way street shall provide a left-turn lane. The access point(s) will be located so that the frontage lane is a minimum of 100 feet in length, exclusive of the entrance way. However, if the lot frontage is not 100 feet in length, it will extend the entire width of the lot. A passing lane opposite the entrance and 75 feet both sides of the center of the entrance will be provided if there are only two traffic lanes.

Off-street entrances will be located in accordance with each zoning districts requirement.

## V. APPLICATION OF REGULATIONS



**V. Application of Regulations**

- A. Buildings, Structures and Uses Established Hereafter.** For all buildings and structures erected and of all land established after the effective date of this ordinance, accessory parking facilities will be provided in accordance with the regulations of this chapter.

Exception: Where Improvement Location and Building Permits have been issued prior to the effective date of this ordinance, and provided that construction has begun within 6 months of such effective dates and diligently prosecuted to completion (but such time periods not to exceed 2 years after the issuance of said Building Permit), parking facilities in the amounts required for issuance of said permits may be provided instead of any different amounts required by the off-street parking regulations of this ordinance.

- B. Increased Intensity of Use.** When the intensity of use of any legally established building, structure or premises (existing on the effective date of this ordinance or hereafter established) is increased resulting in a net increase of gross floor area or any other unit of measurement specified herein for determining required parking areas required herein, will be expanded to provide for such increase in intensity of use.

Exception: No building or structure lawfully erected, or use lawfully established, prior to the effective date of this ordinance will be required to provide such additional parking spaces or areas, unless and until the aggregate increase in any unit of measurement specified herein for determining required parking spaces causes an increase in the required number of parking spaces that equals 20% or more of the number of parking spaces existing on the effective date of this ordinance, in which event parking spaces and areas as required herein will be provided for the total increase.

- C. Change of Use.** Whenever the type of use of a building, structure or premises is hereafter changed to a new type of use permitted by this ordinance, parking spaces and areas will be provided as required by the provisions of this ordinance for such new type of use, subject to the exception noted in Section 5 (b).

- D. Existing Parking Areas.** When existing parking areas are used for required accessory off-street parking; said areas in existence on the effective date of this ordinance will not hereafter be reduced below, or if already less than, will not be further reduced below, the requirements for said area when constructed as a new parking area under the provisions of this ordinance.
- E. New or Expanded Parking Areas.** Nothing in this ordinance will prevent the establishment of, or expansion of the amount of, parking areas to serve any existing use of land or building, provided that all other regulations herein governing the location, design, landscaping, construction and operation of such areas will be adhered to.

**VI. COMBINED OFF-STREET PARKING AREAS**

**VI. Combined Off-Street Parking Areas**

- A. Collective Provision.** Combined parking is planned so as to reduce the amount of unsightly pavement expanses and maintain the aesthetic value of a district. Off-street parking areas for two or more different uses may be provided collectively if the total number of spaces provided is not less than the total of the minimum required spaces for each individual use. Combined parking will be designed and constructed so as to create a desirable, efficient and well planned off-street parking area with functional, and aesthetic value, attractiveness and compatibility with adjacent land uses, and consistent with the character of the district. Combined parking areas will comply with the requirements of this chapter except where noted in this section.
- B. Location.** The location of the parking area does not have to be within the lot of said uses, but the parking area will comply with the maximum walking distances in Section 3 (d).
- C. Time of Use.** In some cases off-street parking areas will be allowed to be shared. If it is proven that two adjacent buildings have uses that require parking at opposite times of the day and week, then a parking area may be shared upon approval of the commissioner and agreement between property owners.

Example 1: If a gift shop closes at 5:00 pm and a night club or tavern is located next door and has operating hours after the closing of the gift shop, parking could be shared because of the alternate hours of operation.

Example 2: A church has a parking lot which requires full use of only on Sundays, and an adjacent shop is closed on Sundays, so shared parking areas could exist.

## **VII. OTHER REQUIREMENTS**

**VII. Other Requirements**

- A. On-Street Parking.** On-street parking is contained within the public right-of-way, by definition. The primary function for streets is not to accept parking, and for this reason, the amount of, use, or request of on-street parking will be reviewed and determined by the commission. On-street parking may, if available and adjacent to the lot of said use, be used as part of the parking spaces required by Section 3 (a). On-street parking spaces will be no wider than 9 feet, regardless of the parking angle, measured perpendicularly from the sides of the space, provided the spaces comply with Section 3 (c).
- B. On-Street Loading.** On-street loading areas are prohibited.
- C. Grocery Store Parking Spaces.** Off-street parking spaces for grocery stores, supermarkets, or similar uses will have a minimum parking space width, regardless of the angle of parking, of 10 feet, measured perpendicularly from the sides of the space. The total useable parking space area must be at least 180 square feet as stated in Section 3 (c).
- D. Similar Uses.** The parking space requirements for a use not specifically listed in Table 1-A will be the same as for a listed use of similar characteristics or parking generation.

**TABLE 1-A. REQUIRED PARKING SPACES**

**Table 1-A. Required Parking Spaces**

#	Use	Requirement
1	Amusement establishments	One space per 300 square feet of gross floor area.
2	Bakeries	One space per 285 square feet of gross floor area.
3	Banks, savings and loan, credit unions and financial institutions	One space per 200 square feet of gross floor area. See requirements for drive-in.
4	Barber shop, beauty shop, beauty salon	One space per 300 square feet of gross floor area.
5	Bed and breakfast, tourist home, or lodging house	One space per employee plus one space per sleeping room.
6	Bowling Alley	Five (5) spaces per alley.
7	Building supply store, hardware store, lumber yard	One space per 300 square feet of gross floor area.
8	Carwash	Ten (10) spaces per washing bay.
9	Charitable, eleemosynary and philanthropic institutions	One space per 400 square feet of gross floor area.
10	College or university	Fifteen (15) spaces per classroom.
11	Convenience market	One space per 300 square feet of gross floor area (parking spaces at pump may not be included). If in addition to the convenience market there are other uses located within or operated in conjunction then additional spaces shall be required based upon each additional use.
12	Dance academy	One space per 200 square feet of gross floor area.
13	Day care, day nursery, kindergarten, preschool or nursery schools	One space per employee, plus one space per five children.
14	Department store	One space per 400 square feet of gross floor area.
15	Drug store	One space per 400 square feet of gross floor area.
16	Dry cleaners and laundries	One space per 300 square feet of gross floor area.
17	Electrical appliance store	One space per 300 square feet of gross floor area.
18	Fire station and police station	One space per 3 employees on the largest shift.
19	Furniture, floor or wall covering store	One space per 400 square feet of gross floor area.
20	Gas station or service station	One space per pump, plus two spaces per service bay, plus one space per employee. If in addition to the gas station or service station there are other uses located within or operated in



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		conjunction then additional spaces shall be required based upon each additional use.
21	Greenhouses or nurseries	One space per 300 square feet of indoor sales area, plus one space per acre of outdoor area.
22	Health spa, sports club, racketball club and tennis club	One space per 300 square feet of gross floor area.
23	Home occupation	One space in addition to residence requirement for each 200 square feet devoted to occupation.
24	Hospital	One space per four beds, plus one space per doctor, plus one space per employee of largest shift, plus one space per hospital vehicle.
25	Hotels and motels	One space per sleeping room, plus one space per two employees of largest shift. If in addition to the hotel or motel there are other uses located within or operated in conjunction then additional spaces shall be required based upon each additional use.
26	House of worship	One space per four seats when at capacity.
27	Industrial park, research, laboratories, and manufacturing	One space per 1.5 employees of largest shift, or one space per 150 square feet of gross floor area, whichever is less.
28	Medical, dental, optometrists, orthopedic and other similar use clinics and related offices	One space per 250 square feet of gross floor area.
29	Meeting, party hall and catering establishment	One space per 200 square feet of gross floor area.
30	Mortuary	One space per four seats when at capacity.
31	Newspaper publishing or printing plant	One space per 300 square feet of gross floor area.
32	Nursing and convalescent homes, rehab centers, and housing for elderly	One space per two beds, plus one space per employee of largest shift.
33	Offices - Business, professional, insurance, real estate, travel offices and other similar uses	One space per 300 square feet of gross floor area.
34	Post offices	One space per 300 square feet of gross floor area, plus one space per official vehicle.
35	Public library, museums, community centers, civic clubs, or municipal government buildings	One space per 400 square feet of gross floor area.
36	Radio and/or television studio and/or towers	One space per 300 square feet of gross floor area.
37	Recreation - Miniature golf, swimming pools,	One space per 500 square feet of gross floor

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	skating rinks and similar commercial facilities	area.
38	Residential - Single family dwelling	Two (2) spaces per dwelling unit.
39	Residential - Two family dwelling	Two (2) spaces per dwelling unit.
40	Residential - Multi-family dwelling	One (1) space per dwelling unit.
41	Restaurants - Delicatessen, taverns, and night clubs	One space per 100 square feet of gross floor area.
42	Restaurants - No drive-in	One space per four customer seats, plus one space per employee of largest shift.
43	Restaurants - Fast food, drive-in only	One space per employee of largest shift. See requirements for drive-in.
44	Restaurants - Fast food, with or without drive-in	One space per three customer seats, plus one space per employee of largest shift. See requirements for drive-in.
45	Retail - Antique shops, apparel shop, art gallery, bicycle shop, new and/or used book stores, camera shop, candy and/or ice cream shop, carpet or rug store, china or glassware shop, craft and hobby shop, dressmaker, flower shop, furrier, garden shop, gift shop, haberdashery, interior decorating shop, jewelry store, leather and luggage store, locksmith or key shop, newsdealer, paint and wallpaper shop, photo developing, photo studio, picture framing shop, printing shop, record (music) store, second hand store or consignment shop, shoe repair, shoe store, sign shop, sporting goods, stationer, tailor, tobacco shop, toy shop, upholstery and/or drapery shop, and variety store	One space per 300 square feet of gross floor area.
46	Retail - Shopping centers Less than 200,000 square feet From 200,000 to 400,000 square feet Greater than 400,000 square feet	1 space per 250 square feet of leasible area. 1 space per 200 square feet of leasible area. 1 space per 160 square feet of leasible area. If indoor theatres are included in the shopping center then additional spaces must be determined for that use.
47	Schools - Trade, technical, business and vocational schools	Fifteen (15) spaces per classroom or one per 100 square feet of gross floor area, whichever is greater.
48	Supermarket, or grocery	One space per 300 square feet of gross floor area. If in addition to the supermarket there are other uses located within or operated in conjunction then additional spaces shall be required based upon

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		each additional use.
49	Theatre - Indoor, motion picture or legitimate	One space per 3 seats.
50	Theatre - Outdoor	One space per three ticketholders when at capacity.
51	Veterinary hospital, clinic, and related offices	Five (5) spaces per doctor, plus one per employee.
52	Warehouse - Distribution terminal, storage, and mini-warehouses	One space per employee of largest shift.
53	Warehouse - Commercial warehouse storage	One space per 500 square feet of leasible storage area.
54	Wholesale establishments	One space per 300 square feet of gross floor area.

**TABLE 1-B. REQUIRED ACCESSIBLE SPACES**

**Table 1-B. Required Accessible Spaces**

Total Required Spaces for Use	Number of Reserved Spaces
0 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	Two percent (2%) of the total number of parking spaces.
1001 and over	Twenty (20), plus one for each 100 spaces over 1000.

**TABLE 1-C. REQUIRED LOADING AREA**

**Table 1-C. Required Loading Area**

Use	Loading Berths	Distance from Nearest Residential Use (feet)
Hospitals	One berth for 200 beds or less. Two berths for 200 to 500 beds. Three berths for 500 beds or more.	150
Auditorium, hotel, sports arena, or similar use	One berth for over 10,000 square feet but less than 40,000 square feet of gross floor area, plus one berth for each 60,000 square feet over 40,000 square feet of gross floor area.	100
Office building	One berth for over 25,000 square feet but less than 100,000 square feet of gross floor area. Two berths for over 100,000 square feet but less than 350,000 square feet of gross floor area. For every 200,000 square feet of gross floor area over 350,000, one additional space is required.	100
Retail stores and shopping centers	One berth for 10,000 to 25,000 square feet of gross floor area, plus one berth for each 50,000 square feet of gross floor area over 25,000 square feet, up to 225,000 square gross floor area, plus one berth for each 100,000 square feet over 225,000 square feet of gross floor area.	150
Industrial park, wholesale, warehouse, distributor storage, packaging, lumberyard or other similar commercial and industrial uses	One berth for up to 40,000 square feet of gross floor area, plus one berth for over 40,000 square feet but less than 100,000 square feet of gross floor area, plus one berth for each additional 100,000 square feet over 100,000 square feet of gross floor area.	150

**CHAPTER 2: DRAINAGE AND EROSION CONTROL STANDARDS**



**I. & II. DRAINAGE REQUIREMENTS  
AND EROSION CONTROL REQUIREMENTS**

## **DRAINAGE & EROSION CONTROL STANDARDS**

### **I. Drainage Requirements**

All proposed drainage improvements shall conform to the City of Indianapolis Department of Capital Asset Management Storm Sewer Design and Construction Specifications Manual, adopted August 23, 1995, as interpreted by the City of Lawrence Engineers Office, except where said real estate lies within a Floodplain District as determined by the Indianapolis Department of Capital Assets Management, whereby such drainage improvements constructed in Floodplain Districts shall conform to the City of Indianapolis Department of Capital Asset Management Storm Sewer Design and Construction Specifications Manual as interpreted by the Indianapolis Department of Capital Assets Management.

The area north of 56th Street within the redevelopment area is considered to be developed currently and will not require detention/retention facilities if the structures are razed and replaced with new facilities. The area south of 56th Street and west of Post Road, with the exception of the field west of Building One, is also considered to be developed and will not require retention/detention facilities.

The triangular shaped, undeveloped area bounded by 56th on the north, Post Road on the west and the railroad tracks, may required retention/detention facilities. This area is currently lower than the surrounding area and facilities may need to be constructed for no other reason than creating fill material to elevate structures to provide positive drainage away from the buildings. The area currently utilized as soccer fields, west of Building One is considered undeveloped and detention/retention facilities are recommended for this area if additional impervious surfaces are constructed. As stated above, final determination of retention/detention requirements will be rendered by the City of Lawrence Engineer's Office.

### **II. Erosion Control Requirements**

The Fort Harrison Reuse Authority hereby adopts 327 IAC 15-5 (Rule 5) for all construction activity for all developments greater than five acres. Developers shall:

1. Prepare a soil erosion control plan that contains the required elements in 327 IAC 15-5-7.
2. Send the plan to the Soil and Water Conservation District office in the county where the construction activity will take place and to any appropriate State, county, and local soil erosion control authority. The SWCD will review the plan and make recommendations when necessary.
3. Ensure that personnel responsible for installing and operating the plan are proficient in erosion control standards and methods.
4. Prepare and submit a complete Notice of Intent letter to the Office of Water Management, Permits Section. All of the requirements in 327 IAC 15-3-2 and 327 IAC 15-5-5 must be included in the NOI letter to be considered complete. Do not send a copy of the soil erosion control plan to IDEM.
5. Construction may begin immediately after fulfilling the requirements in 327 IAC 15.

At a minimum, all land disturbing activities, regardless of size, shall provide a silt fence around the perimeter of the property which is bordered by any street, alley, or waterway and a stable construction entrance of crushed stone to minimize the soil being deposited on the roadways.

# CHAPTER 3: ARCHITECTURAL STANDARDS AND CONTROLS

# I. EXISTING FABRIC RESEARCH

## **ARCHITECTURAL STANDARDS & CONTROLS**

### **I. Existing Fabric Research**

Fort Harrison consists of a total of approximately 2,500 acres of land along with over five million square feet of building space including residential, office, industrial and recreational uses. Of the 2,500 acres, approximately 550 acres comprises the reuse area. This 550 acres encompasses the main base area of developed land.

In the history of Fort Harrison, the base went through many changes concerning its developed land use. Numerous sites have had buildings constructed for temporary uses or for "immediate" need. Trying to tie the entire site through some key elements into a specific identity is not an easy process considering the history of the Fort and its changing needs. The goal, therefore, is not to create a snapshot of a specific period in time, but rather create an area with identity through consistent scale, rhythm, texture, color and detail; specifically, a people friendly scale and environment.

Individually, the existing structures are well preserved examples of styles common throughout the United States during certain periods of the century. A good portion of the structures (built between 1900 and 1940) represent classically proportioned styling of crisp and simple details in red brick and white painted wood accenting with Georgian and Federal influences. Together, the various structures contribute to an overall integrity of design, setting, materials and workmanship that reflect a controlled, patriotic community unique to the military.

The major elements which give the existing Fort its identity can be summarized into:

1. Materials of construction "language" - texture & color
2. Massing and site relationship - scale
3. Facade and building footprint arrangement - rhythm

#### Materials of Construction "Language"

The Fort started with fabric structures, "tents", wood log barracks, and moved quickly to the use of brick. In the 50's, steel and concrete was used for construction. Concrete sidewalks and curbs were used throughout.

Red brick with white painted wood trim is the most capturing combination of materials used on the base. Bearing wall construction brick is used heavily on most of the "permanent buildings". Shingle roofs are used throughout the Fort with only a few flat roof exceptions on modern structures. All buildings have white trim, usually using double hung windows, white painted wood constructed porches and using painted steel/wood railings for porch steps and stairs.

#### Massing and Site Relationship

##### SITE:

- The Fort has a significant topographic relief. Elevations range from 738 feet below Shafter Road bridge to 856 feet near Walter Reed Road at the extreme south eastern edge of the base. Much of that grade change occurs in the form of steep slopes at the outside perimeter of Lawton Loop.

PLAN:

- Looking at the history of the Fort, there appears to have been no clear master plan to the layout. Different uses required different buildings which were built according to their need, to be close to the main road or the railroad, etc. Although the layout of existing buildings can be said to be in random order, it still has a unique flavor and style of integrating with the surroundings. The GSA Services Building housing DFAS (generally known as "Building One") has a massive impact on the overall site, statistically and visually. In addition, parking areas associated with buildings have more curb cuts than are common in civilian areas. Many of street intersections are three-way "T" style intersections.

BUILT ENVIRONS:

- Military installations present a special built environment within the surrounding landscape. While they have an impact on immediate local economy and social community, they remain a separate and self-sufficient unit with some specific standards of design. One important element is that most buildings are between one and three stories high with gable/sloped roofs. Also, the huge area of the Fort allowed the integration of those buildings with nature. One can find that most buildings lay 20-50 feet off the street edge, sidewalks are 3' to 4' wide and approach all buildings on the Fort. Another nice feature is the use of back service access to eliminate service access directly from main streets.

Rhythms, Facade Arrangements

As mentioned previously, with regards to overall master planning, it seems everything was done randomly. Lawton Loop has its own rhythm on the site with the main loop street and barracks, buildings and houses arranged regularly around it. In contrast, Harrison Village on the south west corner of the base, has no system or rhythm. Mass and void also seem to be unbalanced when looking at Golf Course and State Park as open Green area to the north versus the huge mass of the GSA Services Building housing DFAS to the south.



Still, keeping all the building heights within the height of trees has lessened the impact of this perceived disorder and given a unique feeling of integrity between buildings and nature.

On the other hand, looking strictly at the buildings without regard to site, design has played a part in creating homogenous fabric. A large factor is symmetry in facade which seems to be a rule of thumb for the most of the buildings on the Fort. Dictated repetition & symmetrical arrangements of windows and openings is consistent. Also, all buildings are square cornered (no unusual shapes). Ornamentation is limited to eaves and corners. Detail on each building varies according to its function. Variation to detailing was according to rank within the officer system.

#### Potential Targeted Re-development Uses

The most important goal of re-development at Fort Harrison is to integrate the Fort into the surrounding community while creating solid, long term job potential for 6,000 people above the number of jobs provided by the GSA Services Building housing DFAS.

An additional goal established by the Reuse Authority is balancing the needs of Historic Preservation with the economic realities of adaptive reuse, which includes: tax revenue, land use, traffic and transportation control, infrastructure re-development and educational re-development.

The Fort Harrison Reuse Plan has 5 primary economic development objectives:

1. To replace both the jobs and wages lost through the closing of the Fort.
2. To optimize municipal revenue streams through private sector re-development of the Fort.

3. To redevelop the Fort area in a manner which redefines and enhances the image of the cities of Indianapolis, and Lawrence and which integrates the Fort into the urban fabric of the community.
4. To strengthen the local economy by developing complementary market sectors appropriate to the demographics of the community.
5. To provide planning for infrastructure system improvements that will support the preferred reuse alternatives.

The following are some targeted reuse development types:

- Office/Commercial Uses:

The development of new office space is considered a good economic opportunity, but it may not be a good reuse option for the Fort. Statistics show that the Fort has a total of 800,000 square feet of current office space. The FHTTF Legacy Study does not recommend that office uses be heavily promoted as part of the reuse plan. Opportunities to reuse existing space is still open, introducing new jobs and chance to absorb existing building inventory.

- Retail/Commercial Development:

Although there are disadvantages of retail development at the Fort (which can be summarized by low-paying jobs and the fear of vacating existing retail space in favor of location at the Fort), commercial reuse alternatives may be possible at the Fort. The disposable income levels in the Geist area suggest that it may be a possible market. Retail development at the Fort carries one overriding benefit to the local area: by establishing a significant commercial center at the Fort, the currently fragmented market in northeast Indianapolis can be brought together. It should also be noted that if specialty retail or specialty food

services and restaurants are targeted, they have historically produced higher revenues and better paying jobs than traditional retail.

- Light Industrial/Technology Uses:

Statistics show that light industrial jobs generate the highest wages and the highest resulting municipal revenues. Yet, light industrial development may not have a significant benefit to local markets. Residents of the Geist area already have good jobs or are of an entrepreneurial background. However, residents of the Lawrence area may be attracted to work at such developments. In addition, many Geist area residents may consider relocating business for the convenience and time saving.

- Residential Land Use:

Re-development of Fort Harrison for residential use could have both positive and negative impacts. Re-development of Harrison Village, Lawton Loop and Sargent's Row into residential areas remains a strong idea, but adding more residential units may affect the school system, and not generate sufficient property taxes to cover the additional cost burdens. Therefore, marketing of this land use may be best targeted to *Empty Nesters*, *Young Single Professionals* or *Married Dual Career Professionals* to avoid the negative impact on schools.

- Educational & Special Uses:

The FHTTF expressed a desire to have an educational component within the reuse of Fort Harrison. This can be seen as carrying on the educational mission of Fort Harrison to serve the community. This idea can be accomplished in many ways. A Center for Creative Thinking was presented at one time. If feasible, it may provide ideal uses for the historic district. Schools, Churches and different educational institutes can be presented. Also Entertainment and Recreation can be part of the Fort. Nearby, a golf course, race track and theaters can assist in attracting people from the surrounding areas.

Much of the existing development at the Fort is not today's definition of "upscale" and was not designed to respond to 1990's private sector expectations.

Consideration should be taken for including improvements needed for the existing buildings to remain to be significant standard improvements to achieve today's market level for residential development (such as carports, clubhouse and recreational amenities) and offices/retail development (such as amenities of typical class A/B office space, phone and computer systems, signage, parking). Improvements of existing infrastructure are essential to obtain profitable and livable standards at the Fort.

## II. PLANNING AND DESIGN PRINCIPALS

## II. Planning and Design Intent

### Planning and Design Principles

The planning and design principles for Fort Harrison are design interpretations of the project goals. The design principles provide prospective developers and their designers with the intended nature and quality of proposed development on the site. Each principle is summarized below.

- MIXED-USE DEVELOPMENT:

Fort Harrison should be a mixed-use developments. The design guidelines recommend that prospective contemporary development respect the form of the existing and Historic development.

- STREET, BLOCKS and OPEN SPACE:

The principle design elements of the master plan are streets, blocks (development parcels), and public open spaces. The streets are an extension of the existing street grid, which enables compatible-scale development and provides for public access to the State Park and City of Lawrence Parks. The blocks are defined by the street pattern and are the sites for development. The public open spaces are positioned to add value to development opportunities for neighborhood/civic events and amenities for employees and residents.

- ENHANCE LAND VALUES:

The scale and density of site development should reflect the potentially high land values provided by this large, readily developed and advantageously located site in the City of Lawrence. The Fort Harrison should be developed with floor-to-area ratios (FAR'S), site coverage percentages and other physical design criteria that reflect the land values and development potential of the site.

- CLEARLY DEFINED PUBLIC SPACES:

New buildings should clearly define and front onto streets and public spaces. The public spaces will be animated by the mixed-use character of development.

- BUILDINGS PRIMARY / PARKING SECONDARY:

Buildings are of primary importance and should relate directly to streets and public spaces. Parking and service areas should be confined to secondary, internal or mid-block locations.

Provisions should be made to facilitate public transit such as the bus system.

- PLANNED PHASED DEVELOPMENT: (i.e. from surface to structured parking)

Due to the size of the site, market conditions and vehicular access conditions, the site is likely to be initially developed predominantly surface parking. Over the long term a significant percentage of the parking requirement could be accommodated in parking structures/garages, rather than on surface lots. Parking structures/garages, not only provide important urban design benefits but will maximize the development potential and land values of the site.

### Planning and Design Guidelines

The purpose of the planning and design guidelines is to provide a framework for the coherent and consistent translation of the master plan into the physical form and urban design character envisioned for the Fort Harrison development. The role of the illustrative site plan is to provide a diagrammatic framework for land use, open space, circulation, use

relationships and building placement. The guidelines ensure that proposed development implemented within the master plan framework is consistent with and contributes positively to the overall development and the larger context. These guidelines are intended to be used by the Fort Harrison Reuse Authority, its succeeding reviewing committee and prospective developers and their designers in an ongoing design review process as a set of principles and implementation tools to guide the planning and design of future (if not continuous) development on the site. (See Graphics Images Section for Illustrative Plan.)

The planning and design guidelines are physical recommendations to govern site development that are accommodating and supportive of high-quality private development while achieving public and neighborhood goals for redevelopment of the site.

The following general planning and design guidelines apply to proposed development throughout the Fort Harrison site.

- URBAN SITING of BUILDINGS:

New buildings should be positioned on their sites in a manner that responds to and reinforces the urban intention of the master plan. Buildings should be carefully sited to establish and/or reinforce the street and so that their mass contributes positively to adjacent open spaces where applicable.

- REINFORCE STREETS and OPEN SPACES:

Buildings elevations and edges should be designed to reinforce the integrity and vitality of all adjacent open spaces and streets. They should avoid large, uninterrupted blank walls facing public spaces and in general should align and reinforce the cohesion of building groups. Building entrances should be easily identifiable, and they should primarily address public open spaces and streets, and only secondarily relate to parking facilities.



The siting of buildings should consider the open space configuration that results from the building massing. Buildings should be sited to avoid remnant, unusable open space, except where it is prudent or necessary to allow for future building expansion. The intention is not that every open space must have a use, but rather that buildings should be designed with consideration for their role as part of the fabric of the entire Fort Harrison property.

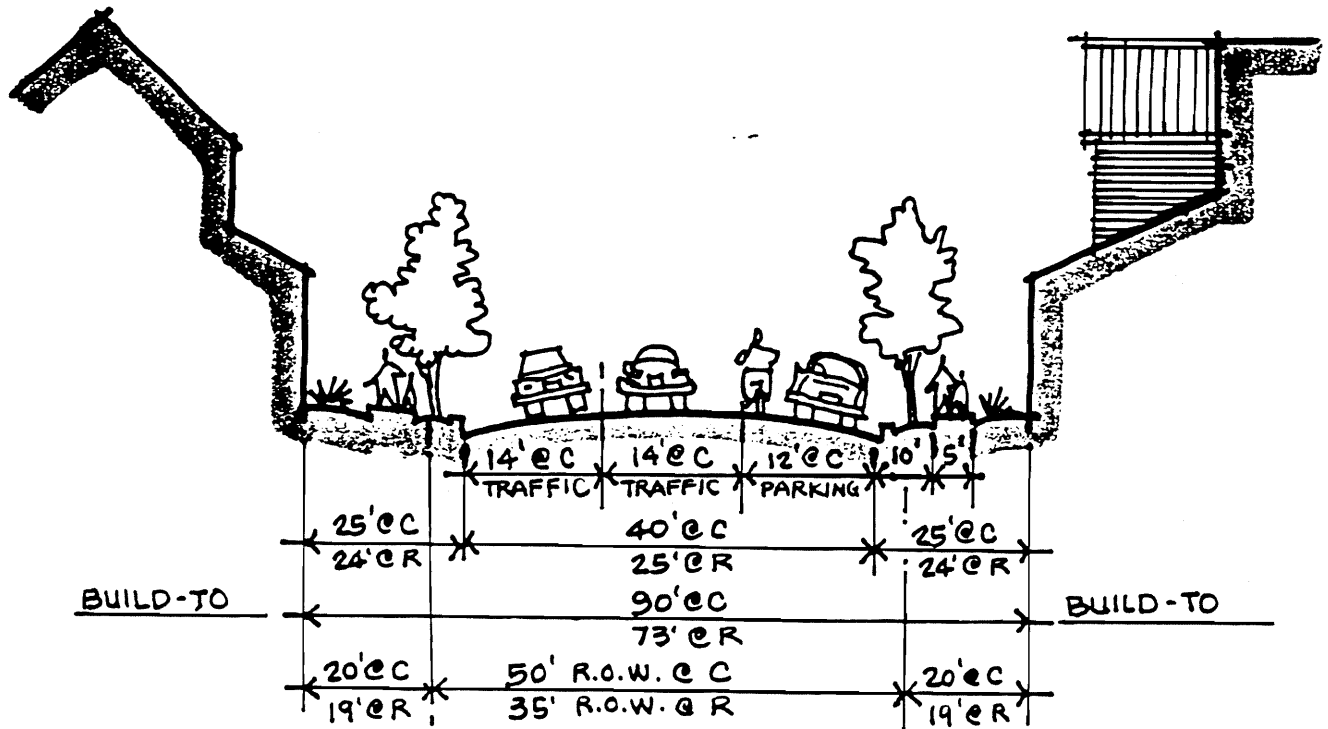
- **BUILD-TO LINES:**

Buildings should be sited and designed to establish and reinforce the streets and open spaces within Fort Harrison. The build-to lines represent important spatial edges along which major facades should be aligned. The build-to line represents a straight edge which the building should follow along 60 to 80% (as appropriate) of its length. The remaining 20 to 40% (as appropriate) allows for entry recesses and relief in street scape massing. An example of the intent is shown in Figure 1, on page 10.

- **PARKING AREAS:**

It is the goal of the Framework Plan to avoid large areas of surface parking. Parking areas are identified of the Illustrative Site Plan. Parking areas should contribute positively to the urban design quality of Fort Harrison and should receive the same attention as siting and design, as would other commercial, retail and residential buildings.

Parking areas should be located in secondary or internal locations. Use of parking garages is encouraged, and if built, their elevations should be designed to screen the view of cars inside. This can be done by either providing smaller openings or by providing screens or louvers at the openings. (The Indiana State Washington Street Garage in downtown Indianapolis is a good example.) The intention is to allow the garages to read as buildings that happen to accommodate cars, rather than as the typical set of stacked parking lots supported by a structural frame.



TYPICAL INTERIOR STREET "BUILD-TO"

- C = COMMERCIAL, R = RESIDENTIAL
- 14'-0" TRAFFIC LANES TO ALLOW FOR BIKE ROUTE USE @ COMMERCIAL
- 12'-0" PARKING LANE, ONE SIDE ONLY, FOR PARALLEL PARKING @ COMMERCIAL

FIGURE -1-

### III. ARCHITECTURAL CONTROLS

### **III. ARCHITECTURAL CONTROLS**

The target of the Fort Harrison Reuse Plan is to facilitate the ultimate economic benefit of each private and public sector project through preservation of what is valuable now and by providing continuity in new development.

In looking at the Legacy Study's design guidelines prepared for the Fort Harrison Transition Task Force by Browning Day Mullins Diedrof, Inc., (and referenced by the Reuse Plan) our goal remains to establish and develop design guidelines and architectural controls to help ensure quality in the community and work to increase value to the whole, yet not to erase the identity and integration of the existing facility.

The guidelines are organized in three-parts:

#### **A. General Guidelines:**

Guidelines that apply to the entire Fort.

#### **B. District Level Guidelines:**

The Fort is divided into four (4) main districts. District 1 is the most restrictive and District 3 is the least. District 4 applies to GSA Services Building housing DFAS. District 3 is further divided into two subdistricts, 3a and 3b.

#### **C. Special Area and Open Area Guidelines:**

These certain guidelines apply to specific locations of the Fort; like Lawton Loop, 56th Street and GSA Services Building housing DFAS.

**A. General Guidelines:**

Development on all areas of the Fort shall incorporate the following requirements.

Location On Site:

Design shall reinforce consistency between surrounding structures. Transition between different functions and facilities should be done in a way that does not violate the integrity of the overall design of the fort. Consistency in building "build-to" (also known as "set-back") lines and the relation between adjacent buildings is essential during the design of the overall Master Plan for the Fort. See figure 2.

Streets/Drives:

The intent is to provide a clear traffic pattern with a focus on public safety, while minimizing pavement. A transportation plan should be established for each development parcel and drives design should follow these guidelines.

**Pavement:** All existing Fort paving is asphaltic concrete. New and resurfaced streets, drives and parking areas (public and private) shall all be asphaltic concrete. Gated residential areas may have concrete private streets and drives. Use of accent and specialty paving (brick and precast pavers) is encouraged.

**Lighting:** Site lighting shall be provided using the IPL Washington Standard fixture (or approved alternate) at recommended spacing along all streets and drives.

**Curbs:** A majority of existing Fort drives have traditional standing curbs. New and revamped public streets and drives (service drives excluded) shall all be curbed with matching standing curbs or chairback curbs. Private streets shall follow the same requirements but are allowed to utilize roll-curbs.

**Secondary (interior) Streets:** Public streets should be 3 lanes in width (2 lanes for traffic and 1 lane for parking with additional width provided in the traffic lanes allowing for designated bicycle use). In all but residential areas, private streets shall be 34' of pavement between curbs, minimum. For residential areas, private streets shall be 25' of pavement between curbs, minimum. In all areas except gated residential communities, both public and private streets shall have a minimum of 5' green area provided on each side; followed by an ADA accessible (4' to 5' wide) sidewalk and followed by a minimum of 15' green area and then building mass. At gated residential communities, sidewalks may be placed directly adjacent to the street curbs. All scenarios except residential uses shall yield a "build-to" line of 25' from R.O.W. At residential uses, this scenario yields a "build-to" line of 24' from street curb. Exceptions to this are described in the Special Areas section of this report and as follows:

**Otis** between Post and Wheeler: above mentioned green areas waived to allow conformance with existing historic structures' build-to lines.

**Open Spaces** where one side of the street is a dedicated open space, thus not requiring these strict options for sidewalk and greenway placement and no capacity for eventual building mass.

Open Spaces:

For the purpose of this report, open space is defined by an area above ground that is not covered with building structure. Green space is defined as an area within open space that is not covered with hard surfaces like pavers and includes lawn, trees, shrubs and other landscape elements.

Curb Cuts:

The intent is to provide clarity and public safety for the transportation plan. The developer should comply with all local ordinances. All curb cuts should not be less than 150 feet from the nearest intersection. Curb cuts on opposite sides of a street (across from each other) should be aligned to maximum extent possible.

Sidewalks:

All walkways (sidewalks) requested in this document shall meet the minimum standards, size and space requirements of the Americans with Disabilities Act (ADA). Sidewalks noted as required as 5 feet in width may be provided at less width

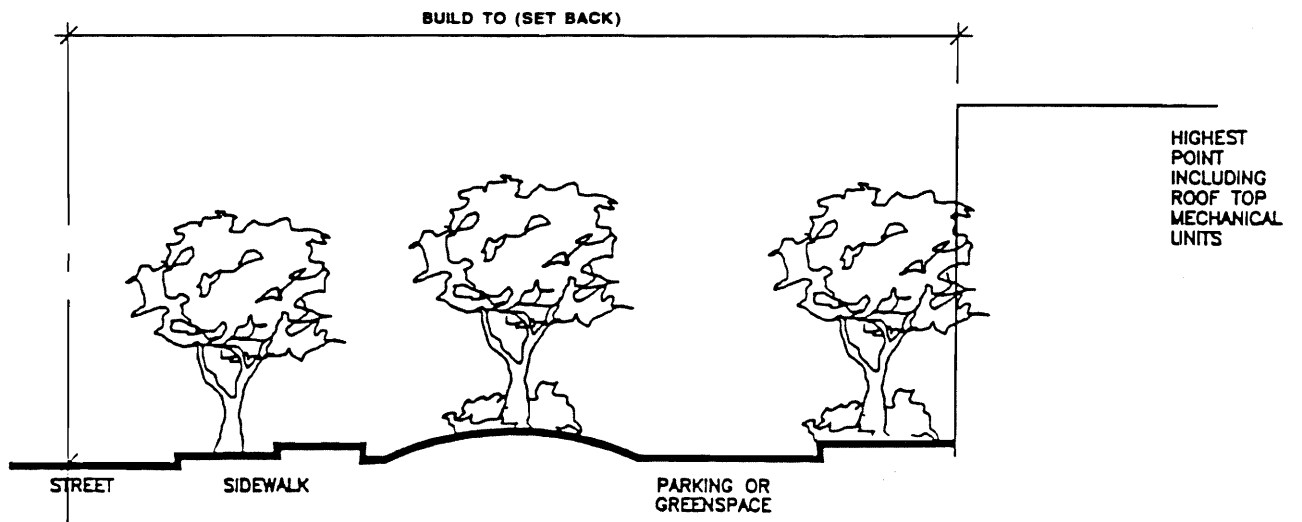
if all provisions of the ADA including appropriate turn-around areas are provided at specified intervals.

Landscape Planting:

A tree inventory and preservation plan shall be provided by each developer. Existing landscape disturbance shall be held to minimum. Where additional planting is required, trees shall be of 3" caliper minimum at 15'-25' O.C. along all streets and drives, both sides. Shrubs shall be 5 gallon minimum. All front and side yards shall be sodded. All back yards may be hydroseeded.

Off Street Parking:

Should meet the requirements of the different parcels. Flexibility in using parking between different functions should be considered. Minimum parking should be provided in all cases to reduce unnecessary paved areas. Refer to *Parking and Loading Area Standards Report* (of the D.P. zoning manual) Table 1-A for requirements and number of parking spaces to be provided per use. Each required street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. (See Figure 3). Lighting shall be provided using the IPL Washington Standard fixture (or approved alternate).



**BUILD-TO SET BACK  
HEIGHT RELATIONSHIPS**

**FIGURE-2-**



Parking Area Uses:

Parking areas shall not be used for the long term storage of any vehicles.

Dumpster and Refuse Areas:

Each *residential* developed area must provide fully screened and gated dumpster or refuse areas of sufficient size to fully enclose and contain dumpsters and/or compaction units. Such screened areas shall also be landscaped and have screened drive access to allow service by dumpster vehicles. (See Figure 4)

*Commercial, institutional or industrial* developments must provide fully screened and gated dumpster or refuse areas of sufficient size to fully enclose and contain dumpsters and/or compaction units. Such screened area shall be connected to a main structure, such that no refuse needs to be moved across the site before it is removed by a refuse service. Such screened areas shall also be landscaped and have screened drive access to allow service by dumpster vehicles. (See figure 4).

Docks and Delivery Areas:

Each commercial, institutional and industrial development shall have adequate docking or delivery area for its purpose. Such areas should be connected directly to main facility and shall be screened to minimize the visual impact of delivery trucks. Access to these areas shall be provided such as to separate delivery traffic from customer/user traffic. (See Figure 4)

Signage:

Signage will be divided into hierarchies such as to reflect different districts and main access to the Fort. It should be visible and informative. A logo should be

incorporated to reflect the overall area "Fort Harrison" at parcel identification level and users logo can be used at the sub-user levels. Design of signs should meet all local and state enforcements. Design of sign should not violate the character of the Fort and should meet the signage plan requirements outlined in the *Signage Standards Report* of the D.P. Zoning Manual. Architecturally, all signage shall be of matching durable materials to the associated building and it's district's requirements. All structures are to have proper address signage. Address signage shall be permanently mounted onto structure and designate each tennant.

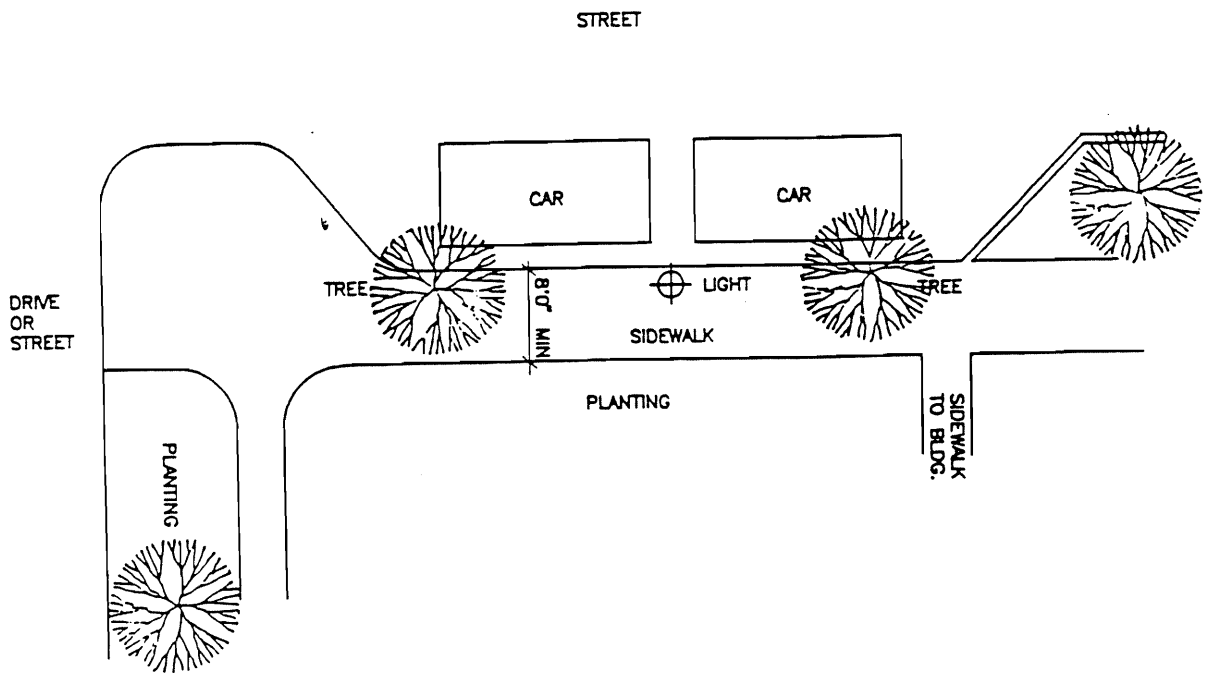
Outbuildings:

No outbuildings (except as approved by the Architectural Controls Committe) shall be allowed in any of the architectural districts. For the purpose of this document, the definition of outbuilding includes:

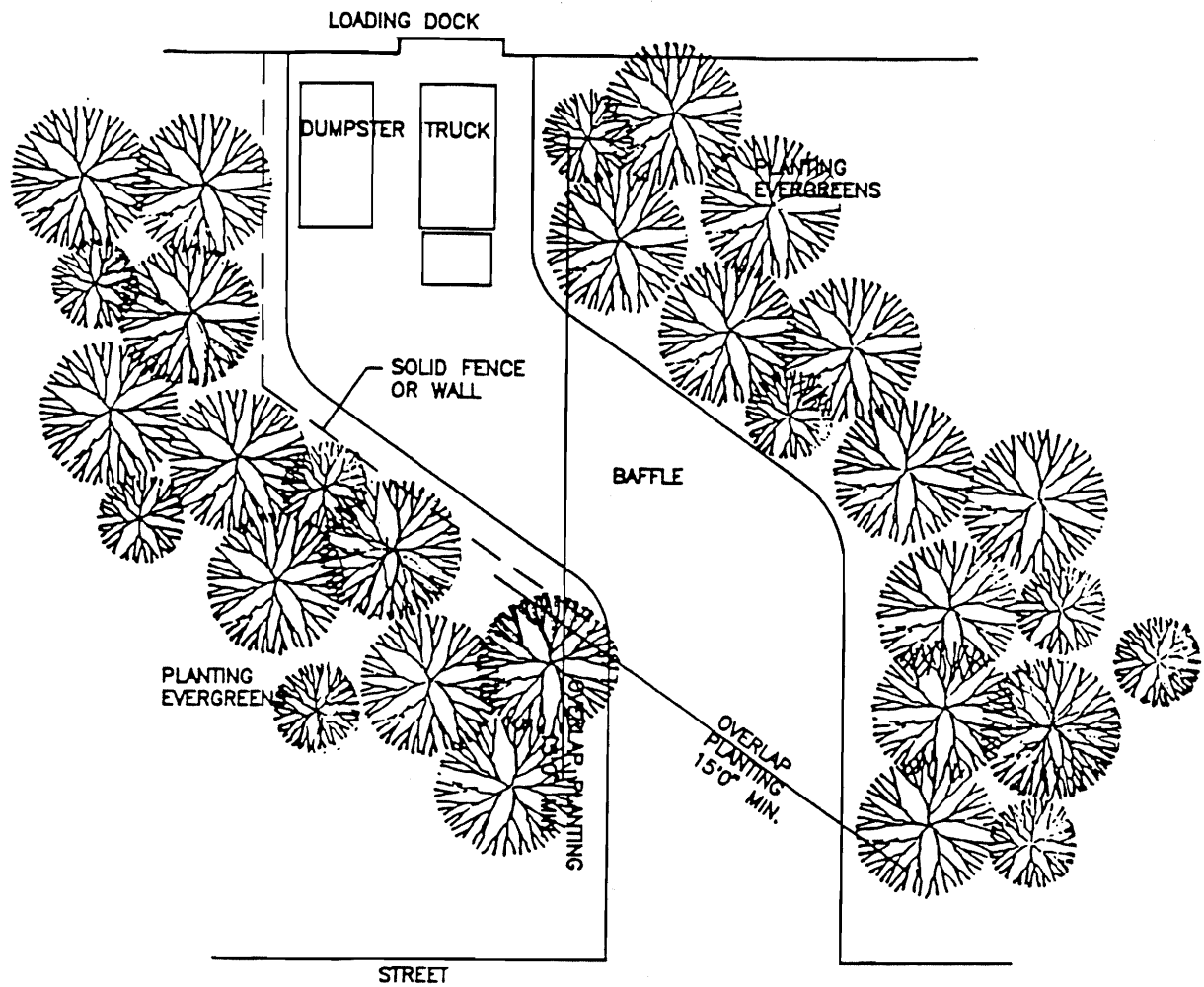
Shed: A  
freestanding, completely enclosed, accessory building, designed and intended for the storage of personal property solely of the occupants of the primary use on the lot.

Accessory Building:  
A subordinate structure, building or use that is customarily associated with/and is appropriately and clearly incidental and subordinate in use, size, bulk, area and height to the primary structure, building, and use, and is located on the same lot as the primary building, structure or use.

Also, satellite dishes must be well screened and approved by the reviewing authority prior to installation.



ON STREET PARKING  
FIGURE -3-



SCREENING  
FIGURE -4-

Submission and Review:

All development designs shall include proper submissions for review and approval by the FHRA and/or their successors as outlined in the *Design and Construction Phase Requirements* section of this manual.

Code Compliance:

All new designs, additions to existing buildings or renovations shall comply with all Federal, state and local enforcements. Developers shall submit and provide all necessary requirements and information concerning compliance with appropriate regulations.

Historic Registration and Preservation:

All development shall meet requirements of Federal Historic Preservation Laws while preserving the character of the Fort. Changes to any existing buildings which are determined to be contributing properties in National Historic District shall comply with the **Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings**. Consult the FHRA for requirements of the Programmatic Agreement which conveys historic requirements for the districts.

**B. District Level Guidelines**

**ARCHITECTURE CONTROLS - EXTERIOR**

DISTRICTS

1. Historic Area (*includes areas 1a & 1b*) Strict Guidelines
2. Historic Boundary/Belt Semi-Strict
3. Non-Historic (includes areas 3a & 3b) Basic Guidelines
4. GSA Services Building housing DFAS Special Guidelines

**1. DISTRICT 1 (a & b)**

This district is comprised primarily of the area circumscribed by the Ft. Harrison Historic District (see Architectural Controls Map at end of this section). Area 1a is comprised of that portion of the historic district occurring west of Post Road where area 1b is that portion located east of Post. These standards make this distinction solely on the grounds that those structures and their environs occurring west of Post Road are highly cohesive in their contributions to the district. The structures east of Post are not cohesive and are in questionable states of repair and original componentry. Area 1a will receive priority over area 1b regarding historic preservation issues.

Irrespective of the designation as area 1a or 1b, building development shall be of either redevelopment of an existing historic structure or the development of a new structure. Any work on an existing structure within this district shall be per the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Any proposed site or building work shall be issued to the Department of Natural Resources, Historic Preservation and Archeology Division for review. Approved building additions to existing historic structures must match the architecture of the existing structure in every respect. Any work in conjunction with a new structure shall meet the criteria below:

## TOOLS/RESTRICTIONS

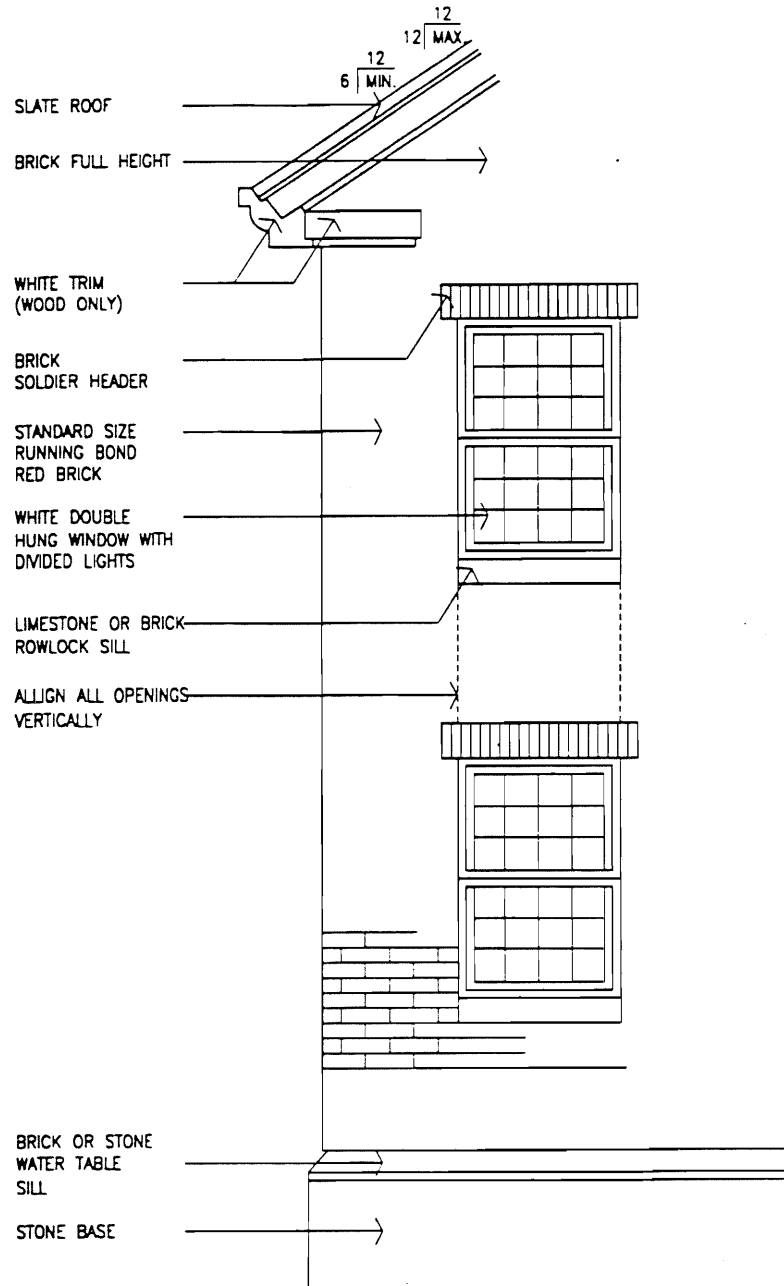
- a. Building Height: 2 story above grade with 3rd story allowed in pitched roofs' area. Floor to ceiling height shall be a minimum of 10 feet for all above grade construction. Additions to existing structures shall have floor-to-floor height(s) required to minimally equal the existing structure's floor-to-floor height(s). Please note that this is not requiring these floor to align, should a designer wish to have floor off-sets or other features to accommodate current needs for disabled accommodation. Overall building height should not exceed 45 feet.
  
- b. Building Mass: Repetitive openings (windows/doors) required in all buildings. Symmetrical arranged facades and plans only. Gable & Hip roofs only. Front porches and raised first floor are required. Grading of the rear yards may be done so as to provide ADA ground level access to the first floor. Field stone retaining walls shall be used where necessary to accommodate grade changes on site. All buildings shall have square corners only. Windows and/or doors shall occur at maximum 16'-0" O.C. spacing and shall be aligned vertically. No single wall shall extend over 40 feet uninterrupted by a vertical planar change without minimum of 4'-0" offset. (See Figure 5).
  
- c. Build-To Lines: All new "build-to" lines shall match existing, adjacent historic structures' "set-back" lines. In event no neighboring structure is available to set a line; the front yard "build-to" line shall be 25' from street R.O.W. 25' shall be established as the minimum rear yard and side yard (except for Zero-lot-line and similar high-density, single - family products where a 5' side yard "build-to" line will be allowed), or to match existing layout. (Also see special area guidelines). Some new building products may prove appropriate for the integrity of the plan, yet have less than the stipulated set-back. These products shall be judged at the discretion of the Architectural Review Committee.

- d. Materials: Only traditional size, running bond "Red" Brick at all facades - full height. All brick construction shall have planned brick samples submitted for Architectural Controls Committee approval. All trim to be white painted wood. All roofs to be slate, imitation slate or slate-look asphaltic shingles. All windows to be white, multiple light, double hung standard size windows. All window and door heads to be brick soldier vault or limestone lintel. All railings shall be white painted wood (as on the officer's Quarters Buildings of Lawton Loop) or black iron pipe (as on Building 600 - the original hospital). (See Figure 6).
  
- e. Site Furnishings & Fencing: To provide a uniform, pedestrian scaled, site lighting scheme in keeping with the character of existing structures, developers shall provide, along street, light standards matching the Washington Standard fixture used along Franklin Road (or an approved alternate). No fencing shall be allowed. None-the-less, any fencing proposed shall be subject to initial approval by the FHRA or their succeeding Architectural Review Committee and the State Historic Preservation Office.
  
- f. Garages: Existing garages may be demolished and replaced with new garages made of brick with wood trim only if the developer can prove to the State Historic Preservation Office (S.H.P.O.) and the FHRA their inadequacy in size and configuration. Garages should be detached from existing structures. Roof pitches and material should match existing buildings. New garages for new buildings can be built on the same side of the drive and can be detached or attached.

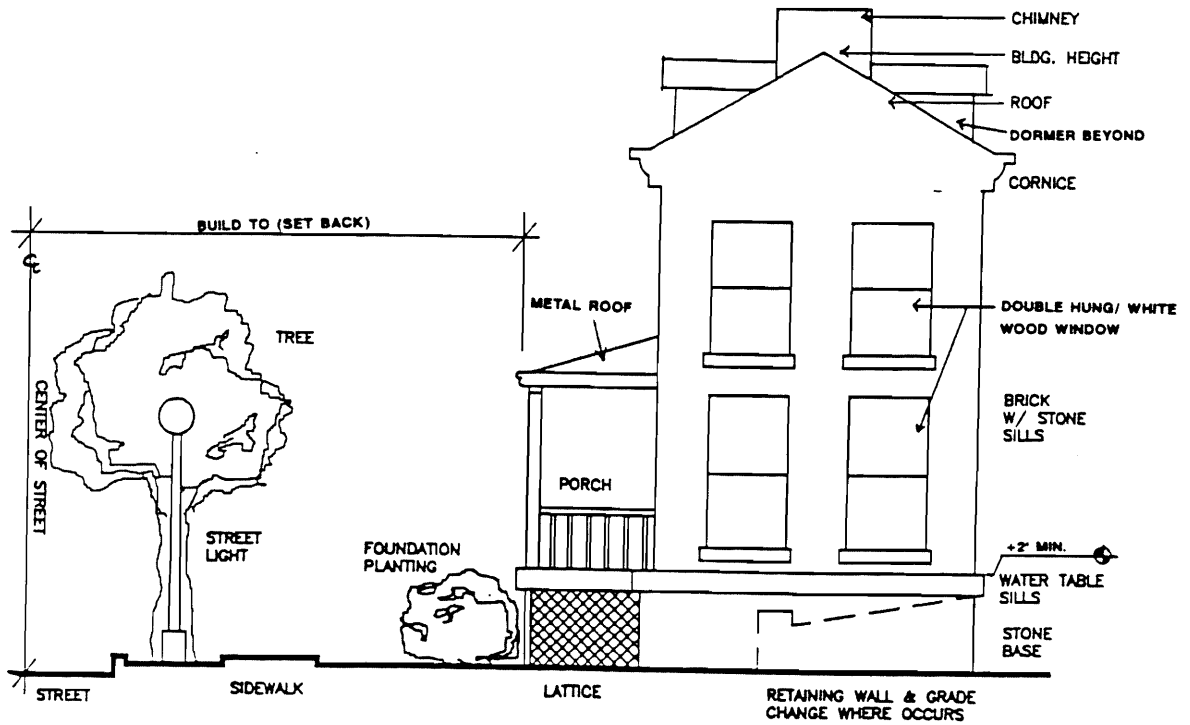


**FORT BENJAMIN HARRISON  
 MASTER REUSE PLAN IMPLEMENTATION STRATEGY**

**Paul I. Cripe, Inc.  
 December 2, 1996**



**HISTORIC BUILDING PROFILE  
 FIGURE -5-**



HISTORIC BUILDING PROFILE  
FIGURE -6-

- g. Landscape Areas: At area 1a, minimum of 40% of each property shall be free from building or paving and dedicated to lawn/landscape area. At area 1b, minimum of 30% of each property shall be free from building or paving and dedicated to lawn/landscape area.
  
- h. Walkways: The developer shall provide and maintain a 5' wide minimum concrete sidewalks on each side of any public and or private road serving or within the confines of their property. Location of sidewalk should reflect design on land use plan and maintain easy access to different areas for pedestrians.

## 2. DISTRICT 2

This district is comprised primarily of the area immediately surrounding District #1, the Ft. Harrison Historic District (see Architectural Controls Map at end of this section). Building development shall be of either redevelopment of an existing structure or the development of a new structure. Any work, new or to an existing structure within this district shall be per the criteria below. Federal property (GSA) is not part of this redevelopment property but recommended to utilize these restrictions in their development in order to maintain a consistent character.

### TOOLS/RESTRICTIONS

- a. Building Height: 2 story with 3rd story allowed in pitched roofs' area. Floor to ceiling height shall be a minimum of 9 feet at above grade floors. Additions to existing structures shall have floor-to-floor height(s) required to minimally equal the existing structure's floor-to-floor height(s). Please note that this is not requiring these floors to align, should a designer wish to have floor off-sets or other features to accommodate current needs for disabled accommodation. Overall building height should not exceed 45 feet
  
- b. Building Mass: Repetitive openings (windows/doors) required in all buildings. Symmetrical arranged facades and plans only. Gable & Hip roofs of between 6:12 and 12:12 pitches only. Porches (with "shallow" pitched roof allowed) encouraged. Plans shall have square corners only (no angled walls). Windows/doors at maximum 24'-0" O.C. spacing - aligned vertically. No single wall shall extend over 60 feet uninterrupted by a vertical planar change without minimum of 6'-0" offset.

- c. Build-To Lines: All new "build-to" lines (which are similar to "set-back" lines) shall match existing, adjacent structures' "set-back" lines. In event no neighboring structure is available to set a line; the front yard "build-to" line shall be 25' from street R.O.W. 20' shall be established as the rear yard and side yard (except for Zero-lot-line and similar high-density, single-family products where a 7' side yard "build-to" line will be allowed), or to match existing layout. Some new building products may prove appropriate for the integrity of the plan, yet have less than the stipulated set-back. These products shall be judged at the discretion of the Architectural Review Committee. Existing trees shall be protected.
  
- d. Materials: Only traditional size, running bond "Red" Architectural Committee approved Brick at 75% of all facades - preferable to Eave height. All siding and trim shall be painted white wood. All roofs must be sloped and shingled. All windows divided light, white with brick soldier headers at openings.
  
- e. Site Furnishings & Fencing: To provide a uniform, pedestrian scaled, site lighting scheme in keeping with the character of existing structures, developers shall provide along street light standards matching the Washington Standard fixture used along Franklin Road. No fencing shall be allowed that might violate the character of the neighborhood. All fencing shall be black Wrought Iron or decorative metal or brick masonry walls. None-the-less, any fencing proposed shall be subject to initial approval by the FHRA or their succeeding Architectural Review Committee. No chain link or wood fencing allowed.
  
- f. Landscape Areas: Minimum of 20% of each property shall be free from building or paving and dedicated to landscape area.
  
- g. Walkways: The developer shall provide and maintain a 5' wide minimum concrete sidewalks on each side of any public and or

private road serving or within the confines of their property. Location of sidewalk should reflect design on land use plan and maintain easy access to different areas for pedestrians.

### 3. DISTRICT 3

This district is comprised primarily of the area immediately surrounding District #2 (see Architectural Controls Map at the end of this section). It is further divided into two sub areas, 3a and 3b as follows:

#### District 3a.

#### TOOLS/RESTRICTIONS

- a. Building Height: 65 feet vertical height maximum. Floor to ceiling height shall be a minimum of 9' with a minimum of 8 feet at residential units only. Additions to existing structures shall have floor-to-floor height(s) required to minimally equal the existing structure's floor-to-floor height(s). Please note that this is not requiring these floors to align, should a designer wish to have floor off-sets or other features to accommodate current needs for disabled accommodation.
- b. Building Mass: Repetitive openings (windows/doors) required in all buildings. Symmetrical arrangements encouraged. Mid to steep-sloped roofs are encouraged and are required for structures over 3 stories. Flat and low pitched roofs are allowed for 3 story and less structures. Porches are optional. Windows/doors at 40' O.C. maximum, aligned vertically. No single wall shall extend over 80 feet uninterrupted by a vertical planar change without minimum of 8'-0" offset.
- c. Materials: Only traditional size, running bond "Red" Brick as approved by Architectural Controls Committee at 20% of all facades, minimum. All trim shall be white colored with painted wood preferred. All siding shall be colored white and have high performance and low maintenance qualities (no aluminum siding). Such siding and trim shall be reviewed and subject to approval by the Architectural Controls Committee. All roofs must be sloped and shingled. All windows shall be divided light appearance and white in color (with brick soldier headers at masonry openings).

- d. Site Furnishings & Fencing: To provide a uniform, pedestrian scaled, site lighting scheme in keeping with the character of existing structures, developers shall provide light standards matching the Washington Standard fixture (or an approved alternate) currently used along Franklin Road. No fencing shall be allowed that might violate the character of the neighborhood. All fencing shall be black Wrought Iron or decorative metal or brick masonry walls. None-the-less, any fencing proposed shall be subject to initial approval by the FHRA or their succeeding Architectural Review Committee. No chain link or wood fencing allowed.
  
- e. Build-To Lines: All new "build-to" lines shall match existing, adjacent structures' "set-back" lines. In event no neighboring structure is available to set a line; the front yard "build-to" line for residential areas shall be 24' from street curb. The front yard "build-to" line for all non-residential areas shall be 25' from street R.O.W. A set-back of 20' shall be established for all rear yards and side yards or to match existing layout (except for residential areas which shall have 10' minimum rear and side yards with zero-lot-line and similar high-density, single-family products allowing for a 5' side yard set-back). Some new building products may prove appropriate for the integrity of the plan, yet have less than the stipulated set-back. These products shall be judged at the discretion of the Architectural Review Committee. Existing trees shall be protected.
  
- f. Landscape Areas: Minimum of 20% of each property shall be free from building or paving and dedicated to landscape area.
  
- g. Walkways: The developer shall provide and maintain appropriate width concrete sidewalks on each side of any public and or private road serving or within the confines of their property. Location of sidewalk should reflect design on land use plan and maintain easy access to different areas for pedestrians.



**District 3b.**

**TOOLS/RESTRICTIONS**

- a. Building Height: 65 feet vertical height maximum. Floor to floor height shall be a minimum of 10 feet.
  
- b. Building Mass: Repetitive openings (windows/doors) required in all buildings. Symmetrical arrangements encouraged. Although sloped roofs are encouraged, flat and low pitched roofs are allowed. Porches are optional. Windows/doors at 40' O.C. maximum, aligned vertically. No single wall shall extend over 80 feet uninterrupted by a vertical planar change without minimum of 8'-0" offset.
  
- c. Materials: Traditional size, running bond "Red" Brick at 20% of all facades, is requested as a minimum for all-new structures. At industrial use areas, Brick may be limited to exposed facades. No metal roofing will be allowed. All windows to be white colored. All trim shall be white painted wood. All siding shall be colored white and have high performance and low maintenance qualities (no aluminum siding). Such siding and trim shall be reviewed and subject to approval by the Architectural Controls Committee
  
- d. Site Lighting, Furnishings & Fencing: To provide a uniform, pedestrian scaled, site lighting scheme in keeping with the character of existing structures, developers shall provide along street light standards matching the Washington Standard fixture used along Franklin Road. No fencing shall be allowed that might violate the character of the neighborhood. All fencing shall be black Wrought Iron or decorative metal or brick masonry walls. None-the-less, any fencing proposed shall be subject to initial approval by the FHRA or their succeeding Architectural Review Committee.

- e. Build-To Lines: All new "build-to" lines shall match existing, adjacent structures' "set-back" lines with respect to public streets only. In event no neighboring structure is available to set a line; the front yard "build-to" line shall be 25' from public street R.O.W. For private streets, a 25' "set-back" line from R.O.W. shall be used. Also, 35' shall be established as the rear and side yard set-backs, or to match existing layout. Some new building products may prove appropriate for the integrity of the plan, yet have less than the stipulated set-back(s). These products shall be judged at the discretion of the Architectural Review Committee. Existing trees shall be protected.
  
- f. Landscape Areas: Minimum of 10% of each property shall be free from building or paving and dedicated to landscape area.
  
- g. Walkways: The developer shall provide and maintain a 5' wide minimum concrete sidewalks on each side of any public and or private road serving or within the confines of their property. Location of sidewalk should reflect design on land use plan and maintain easy access to different areas for pedestrians.

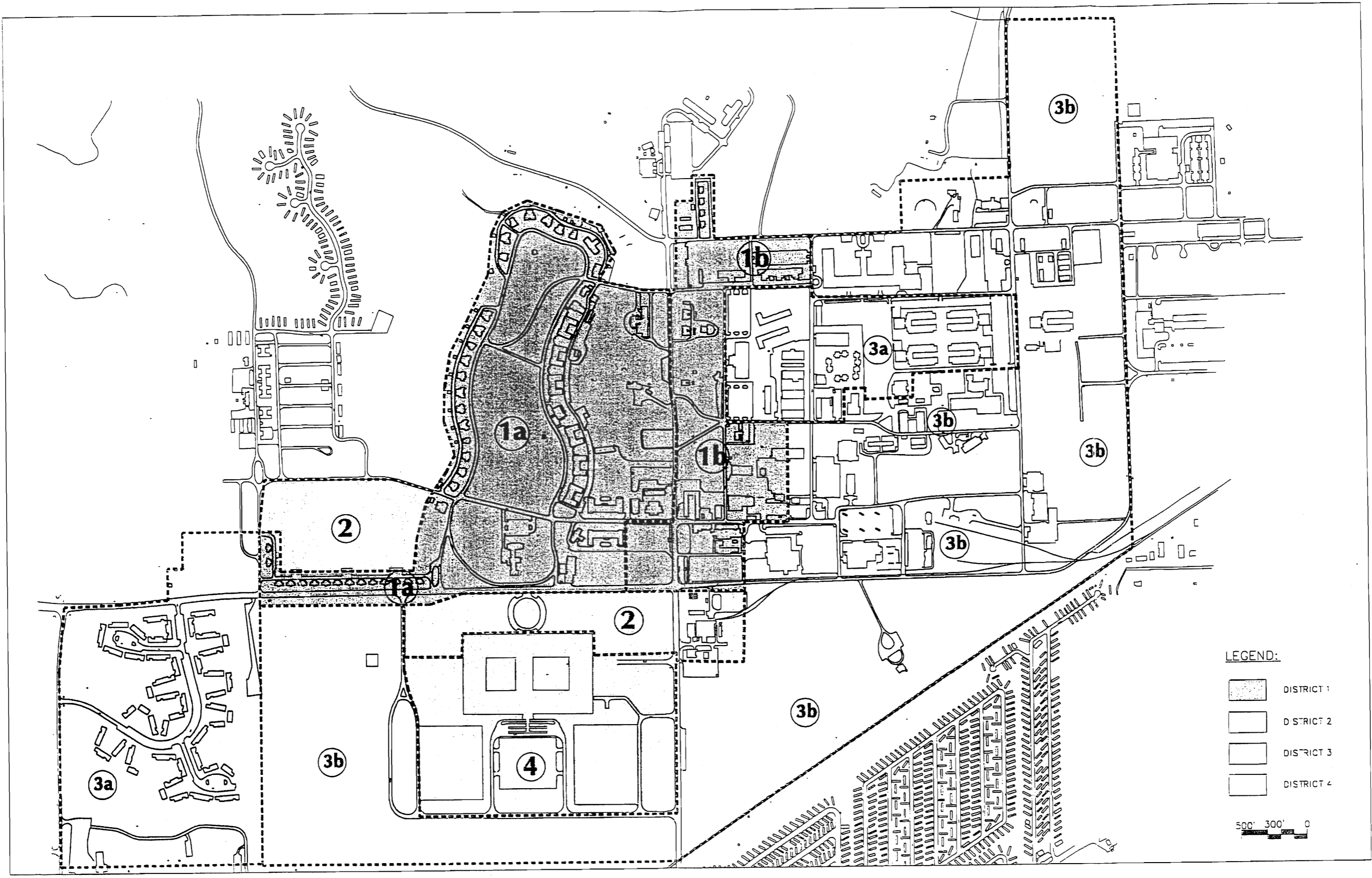
4. DISTRICT 4

This district is comprised only of the area of GSA Services Building housing DFAS (see Architectural Controls Map at end of this section). This document states that the federal property such as GSA parcel is not part of the development area, yet suggests the following guidelines in order to maintain a consistent character.

TOOLS/RESTRICTIONS

- a. Massing: The GSA Services Building housing DFAS (generally known as Building 1) was constructed in 1954. Any proposed exterior renovation should have in consideration "face lifting" the building in a modern style. Breaking the facade in a way of small segments and incorporating some vertical elements may help to break the monotonous and huge mass. Renovation should reflect that this building is unique in its style and does not relate to the historic standards established for the other districts.
- b. Building Materials: Continued use of existing materials complementary of the existing uses of concrete and glass is recommended. Brick may be introduced in small amounts to give different textures and color to the facility. Manipulating colors is very essential to give the building a new look in keeping with the Fort's redevelopment.
- c. Landscape: Extensive landscape design should be considered to bring the building closer to pedestrian and human scale.
- d. Lighting: Lighting should be consistent with character of the Fort. Pedestrian scaled decorative street lighting shall be provided. Wall wash type lighting may also be considered.

- e. Parking: The GSA Services Building has plans to revise the site in front of the building. Intent is to add two parking lots at the front and revise the circle drive to a simple entrance. These guidelines recommend moving or reducing, to a minimum, the front parking while pushing parking to the back of the building in order to keep the maximum area available at the front for landscaping of the planned greenspace extension.

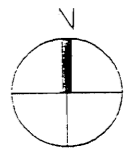


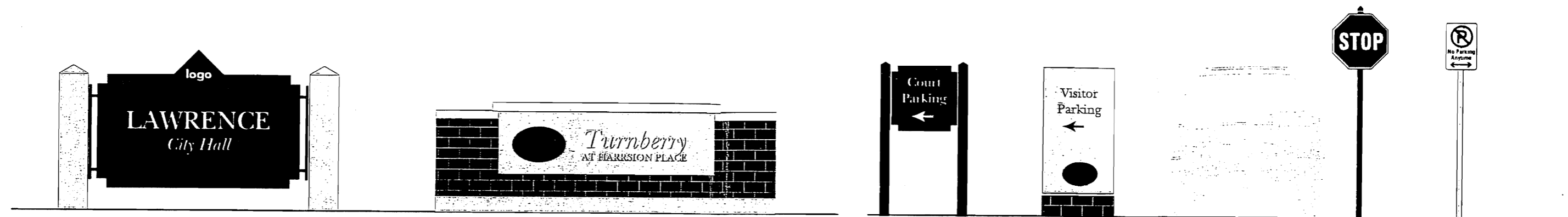
**Fort Benjamin Harrison**  
**ARCHITECTURAL STANDARDS**  
**Districts Layout**



**PAUL I. CRIFE, INC.**  
 7172 GRAHAM ROAD  
 INDIANAPOLIS, INDIANA 46250  
 (317) 842-6777

- CIVIL ENGINEERING
- LAND SURVEYING
- ARCHITECTURE
- LAND PLANNING





**Major Civic/Commercial Identification:**

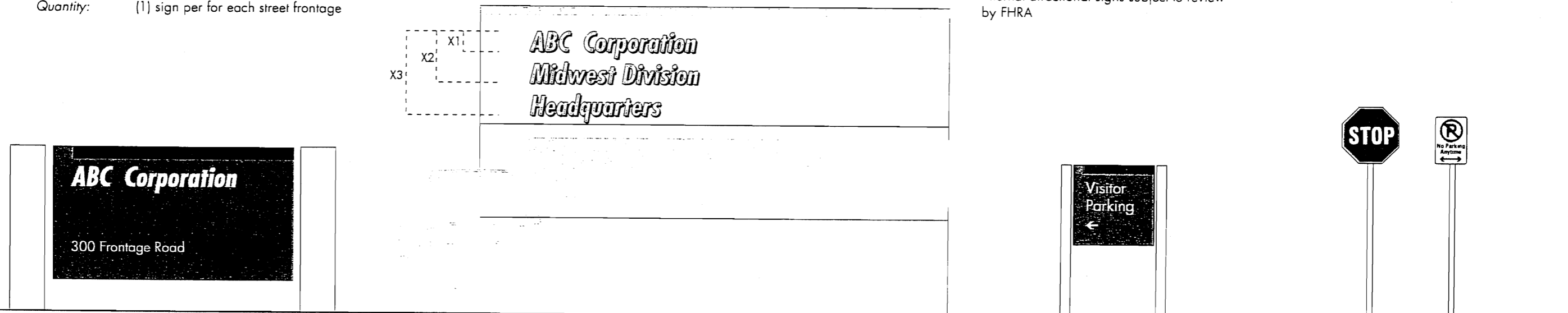
Height: 6'-0" max.  
 Width: 9'-0" max.  
 Sign Panel: 32 sq. feet max.  
 Panel Material: Aluminum, stone or wood  
 Letter process: Cut plate, cast, or incised  
 Posts: granite or precast concrete  
 Mounting: panel set off from post, wrought iron frame  
 Lighting: Ground-lit, fixture flush w/grade  
 Location: Not within 10' of property line  
 Quantity: (1) sign per for each street frontage

**Secondary Identification/Directional:**

Height: 6'-0" max.  
 Width: 2'-6" max.  
 Sign Panel: 6'-3" sq. feet max.  
 Panel Material: Aluminum or wood  
 Letter process: vinyl/painted  
 Posts: Aluminum or wood  
 Lighting: Ground-lit fixture flush w/grade  
 Quantity: (1) sign per entrance drive  
 internal directional signs subject to review by FHRA

**Traffic/Regulatory:**

Sign Panel: per DOT standards  
 Posts: aluminum extrusion (upgraded from U-channel)



**Major Commercial Identifier (Ground Sign):**

Height: 6'-0" max.  
 Width: 9'-0" max.  
 Sign Panel: 45 sq. feet max.  
 Panel Material: aluminum, stone, precast conc.  
 Letter process: Cut plate, cast, incised, paint or vinyl  
 Posts: granite or precast concrete  
 Lighting: Ground-lit, fixture flush with grade (preferred) or internally illuminated, letters only - illuminated sign face not permitted  
 Location: Not within 10' of property line  
 Quantity: (1) sign per for each street frontage

**Major Commercial Identifier (Building/Wall):**

Height: X1 = 3'-0" one line message  
 X2 = 4'-6" two line message  
 X3 = 6'-0" three line message  
 Letter Material: Individual fabricated or cut plate letters, not to exceed 6" depth  
 Lighting: Face lit w/ground fixtures or backlighted "halo lit" (preferred) without exposed raceways  
 internally illuminated plastic face letters not permitted

**Secondary Identification/Directional:**

Height: 6'-0" max.  
 Width: 3'-0" max.  
 Sign Panel: 9'-0" sq. feet max.  
 Panel Material: aluminum  
 Letter process: vinyl/painted  
 Posts: aluminum or wood  
 Lighting: none  
 Quantity: (1) sign per entrance drive

**Traffic/Regulatory:**

Sign Panel: per DOT standards  
 Posts: aluminum extrusion (upgraded from U-channel)

**SASAKI**

64 Pleasant Street Watertown, MA 021722 617.926.3300

**PROJECT**

Fort Benjamin Harrison

Lawrence, IN

Sign Master Plan

**SHEET TITLE**

Commercial Sign Guidelines

Sign Type/Hierarchy

Sketch Concepts

NTS

7.17.96

61009.00

Rev. 1.15.97

BP

**DRAWING**

**G.2**

**C. Special Areas Guidelines:**

These areas have more consideration even if within different districts. Any deviation from the standards listed below will be subject to review and approval by the Architectural Controls Committee.

**1. 56th Street and Post Road:**

- a. Set Back: To enhance the historic setting of the Fort area and the natural landscape frontage along 56th Street and Post Road and to allow for widening of Post or 56th Street while enhancing property values, buildings along Post Road and 56th Street shall have "build-to" lines from the street R.O.W. that matches the current set-backs of the historic structures to remain. Where existing structures do not define a "build to" line, it shall be as follows:
- East & West side of Post Road: **25'** (Note: 140' R.O.W. is planned, thus buildings to be 95' from road center line.)
  - North & South sides of 56th St. - *commercial*: **25'** (Note: 140' R.O.W. planned, thus buildings to be 95' from road center line.)
  - North & South sides of 56th St. - *residential*: **15'** (Note: 140' R.O.W. planned, thus buildings to be 85' from road center line.)
- b. Drives: No commercial service drives and/or parking shall be placed between the fronts of buildings and 56th Street or Post Road without approval. All drives servicing these properties shall connect to other

- existing or new public streets. New private drives, other than existing drives shall not connect to 56th Street or Post Road.

**56th Street** should be curbed with 2 (to future option of 3) traffic lanes width on each side of a 16' landscaped median. A minimum of 9' open or green space should be on either side of the street followed by a minimum 5' sidewalk followed by a minimum of 25' green area and followed by building. Due to the unique positioning of the Historic Sargents' Row homes, the "build to" line for residential development allong 56th shall be 15' from R.O.W. Otherwise, all front yards are to follow the standard requirement for 25' set back from R.O.W.

From Herbert Lord Drive to Post Road, a provision must be made to include a Greenways extension. Such a Greenways extension and link to the various area parks will follow the south side of 56th Street to link the Post/56th Civic Square to area parks and beyond. This Greenway shall be provided and maintained by any developers and/or owners of parcels along the south side of 56th and may be counted towards open space and green space requirements. The Greenway shall include:

- A 12' minimum wide paved surface (path) that runs continuous from Lee Road to Post.
- A green space of not less than 12' each side of the path.
- 3" caliper trees at 30' o.c. minimum at each side of the path.

**Post Road** should be curbed with 2 (to future option of 3) traffic lanes each direction. A minimum of 10' open or green space should be on either side of the road followed by a minimum 5' sidewalk followed by a minimum of 25' green area and followed by building. Reminder: All front yards are to follow requirement for 25' set back from R.O.W.



- c. Site Lighting: Pedestrian scaled and decorative street lights (like those used at Franklin Road) shall be provided along 56th Street and Post Road. (See Washington fixture diagram)
  
- d. Site Furnishings & Fencing: Reminder: No fencing is allowed in District 1 area. If fencing is approved, it shall be brick or ornamental metal. Wood and chain link fencing will not be acceptable.
  
- e. Additions & Porches: Where additions are made to existing structures, they shall blend with the style of the structures to which they are added. Like materials and properties shall be used. Developers are strongly encouraged to use porches of similar character in their new construction, additions and renovations of existing structures.

2. Lee Road:

Lee Road is a major roadway into the Fort from the north side and constitutes an important area for establishing the character of the redevelopment area through appropriate design of new buildings.

- a. Set Back: To add identity and urban character, buildings shall be set back a minimum of 25' from R.O.W. Buildings shall not have on-site parking between their facades and the road. On-site parking shall be in side yards and rear yards only.
  
- b. Drives: No commercial service drives and/or parking shall be placed between the fronts of buildings and Lee Road. All drives servicing Lee Road properties may connect to Lee Road or adjoining approved existing and new public streets. Where additional new streets are needed, they should be platted in a grid pattern to allow multiple routes. New streets shall meet requirements for streets in the respective district.
  
- c. Site Lighting: Pedestrian scaled decorative street lights shall be provided along Lee Road at the City of Lawrence recommended spacing, one side.
  
- d. Site Furnishings & Fencing: If fencing is approved, it shall be brick or ornamental metal. Wood and chain link fencing will not be acceptable.

3. Lawton Loop & Parade Ground:

Follow The Secretary of Interior Standards for Historic Districts. The Parade Ground should be left intact and no new structures should be built upon it. The landscape on the Parade Ground must also be left substantially unchanged. The FHRA recommends developers of this parcel to heavily consider the restoration of the porches along the fronts of the BOQ's. A tree preservation plan is required as a part of the redevelopment of Lawton Loop.

- a. Site Lighting: Developers shall provide lights along both sides of the street with lights offset to provide an uniform, pedestrian scaled lighting scheme.
- b. Site Furnishing & Fencing: No fencing shall be allowed for new or existing structures around Lawton Loop.
- c. Service Drives: The existing rear access to all facilities on Lawton Loop shall be maintained. No service shall be from the Loop side.
- d. Walkways: Along Lawton Loop Drive, the interior side of the loop is a dedicated (and historic) open space. There shall not be an option for providing sidewalks, paving or building mass of any kind inside the Loop.

4. Gateway Bridge

A gateway bridge will be located at the east end of 56th Street over the railroad. The bridge will have 4 car lanes; 2 lanes in each direction. Sidewalks of not less than 6 feet should be provided at each side.

- a. Bridge Material: Designers will introduce necessary materials "steel, concrete" for construction of bridge. The Architectural design should have the approval of the FHRA or their designated successors.
  
- b. Handrails & Railing: Railing should meet ADA requirements and should not obstruct visibility of drivers to see the skyline of the Fort while driving on the bridge. Also concrete or decorative steel can be used for handrail protection.
  
- c. Lighting: To enhance consistency of character along bridge, pedestrian scaled decorative lighting shall be provided along bridge. Lighting can be designed to be part of railing system.

5. 59th Street

59th street is a major roadway into the Fort from the east side and constitutes an important area for establishing the character of the redevelopment area through appropriate design of new buildings.

- a. Build-to line: To add identity and urban character, buildings shall be placed to the "build-to" line established at a minimum of 25' from road R.O.W. Buildings should not have on-site parking between their facades and the road. On-site parking shall be encouraged to be maintained in side yards and rear yards only.
  
- b. Drives: No commercial service drives and/or parking shall be placed between the fronts of buildings and 59th Street. All drives servicing 59th Street properties may connect to 59th Street or adjoining approved existing and new public streets. Where additional new streets are needed, they should be platted in a grid pattern to allow multiple routes. New streets shall meet requirements for streets in the respective district.
  
- c. Site Lighting: Pedestrian scaled, IPL Washington Standard fixture decorative street lights (or approved alternate) shall be provided along street at the City of Lawrence recommended spacing, south side.
  
- d. Site Furnishings & Fencing: If fencing is approved, it shall be brick or ornamental metal. Wood and chain link fencing will not be acceptable.

- e. Greenways Extension: A Greenways extension and link to the various area parks will follow the south side of 59th Street to link the Lee/59th gate to the State Park gate and beyond. This Greenway shall be provided and maintained by the developers and ensuing owners of parcels along the south side of 59th and may be counted towards open space and green space requirements. The Greenway shall include:
- A 12' minimum wide paved surface (path) that runs continuous from Lee Road to Post.
  - A green space of not less than 12' each side of the path.
  - 3" caliper trees at 30' o.c. minimum at each side of the path.

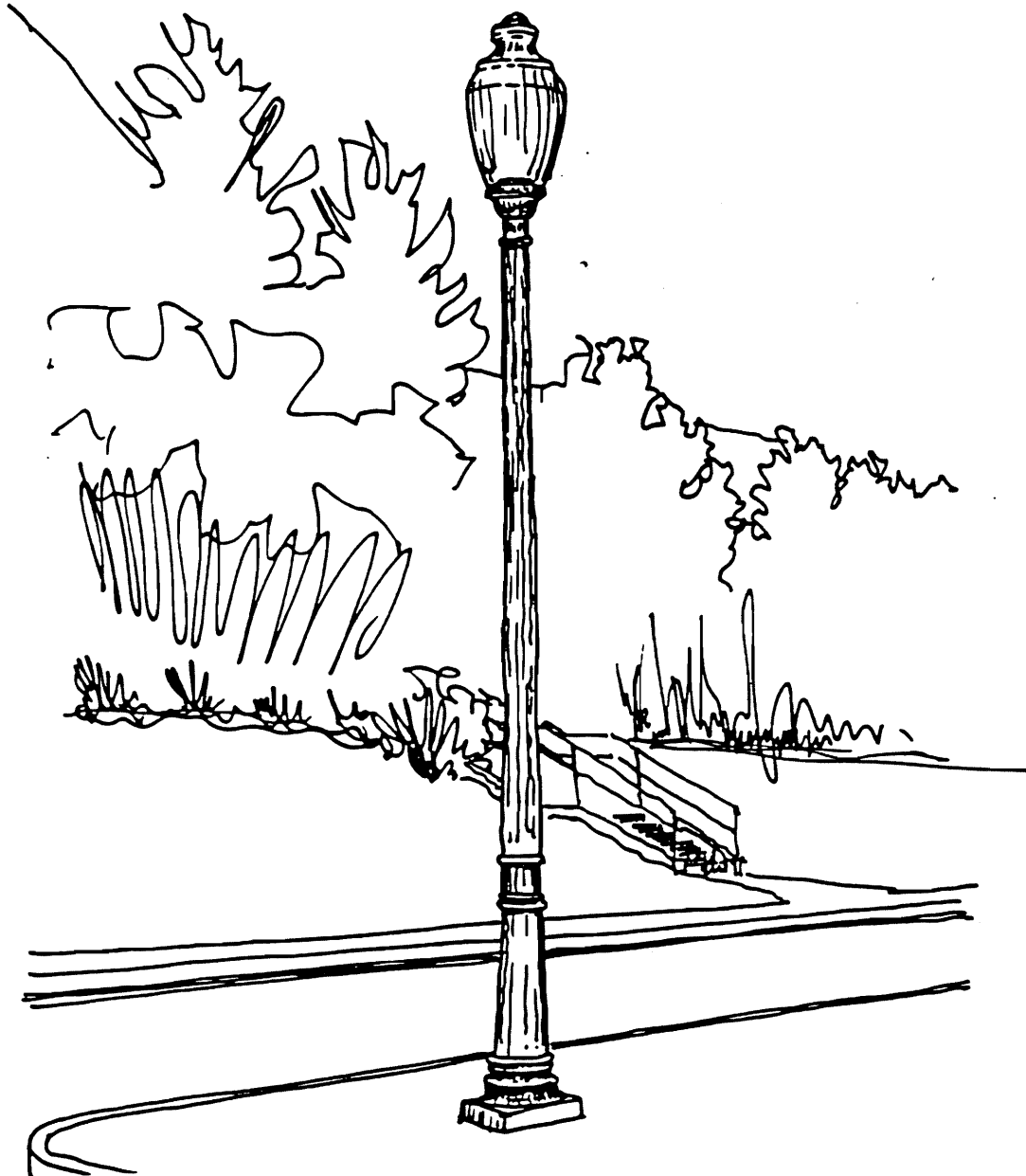
6. Herbert Lord Street

Herbert Lord Street is the major entry to GSA's building# 1 facility and to city park. It serves an important role in establishing the character of the redevelopment area through appropriate design of new buildings.

- a. Build-to line: To add identity and urban character, buildings shall be placed to the "build-to" line established at a minimum of 25' from road R.O.W. Buildings should not have on-site parking between their facades and the road. On-site parking shall be encouraged to be maintained in side yards and rear yards only.
  
- b. Drives: No commercial service drives and/or parking shall be placed between the fronts of buildings and Herbert Lord Street. All drives servicing Herbert Lord Street properties may connect to Herbert Lord Street or adjoining approved existing and new public streets. Where additional new streets are needed, they should be platted in a grid pattern to allow multiple routes. New streets shall meet requirements for streets in the respective district.
  
- c. Site Lighting: Pedestrian scaled, IPL Washington Standard fixture decorative street lights shall be provided along street at the City of Lawrence recommended spacing, west side.
  
- d. Site Furnishings & Fencing: If fencing is approved, it shall be brick or ornamental metal. Wood and chain link fencing will not be acceptable.

- e. Greenways Extension: A Greenways extension and link to the various area parks will follow the west side of Herbert Lord Street to link the 56th Street greenway to the city park . This Greenway shall be provided and maintained by the developers and ensuing owners of parcels along the west side of Herbert Lord Street and may be counted towards open space and green space requirements. The Greenway shall include:
- A 12' minimum wide paved surface (path) that runs continuous from 56th Street to city park.
  - A green space of not less than 12' each side of the path.
  - 3" caliper trees at 30' o.c. minimum at each side of the path.





IPL STANDARD POST TOP LUMINAIRE  
"WASHINGTON" - HADCO VICTORIAN "V" SERIES

# IV. DESIGN AND CONSTRUCTION PHASE REQUIREMENTS

#### IV. Design & Construction Phase Requirements

All developed parcels shall be designed per the criteria outlined in the D.P. Zoning packet. Enforcement shall be by the FHRA or their successors and their respective consultants. All building and site development design shall be within the Architectural Guidelines and shall be provided by an Indiana licensed Architect. Construction phasing shall be in the most expeditious manner with minimal interruption to streets and walkways. No neighboring existing building and/or development shall be disturbed. All designs and construction phasing/sequencing shall be reviewed by the FHRA or their successors and their respective consultants and must be approved prior to starting construction.

**A. Submission Requirements:** the following are the minimum submission requirements:

- Site Demolition Plan - Showing all planned demolition.
  
- Site Development Plan - Showing all proposed and existing-to-remain building(s), sidewalks, plazas, streets/drives and landscape forms. Must also show relationships to all setback limits, easements and R.O.W.s. Scale to be 1" = 100' or larger.
  
- Landscape Plans - Showing all tree preservation (where appropriate), new tree plantings, shrubs, and ground cover/lawn areas. Scale to be 1' = 100' or larger.

- **Building Plans** - Submit the following plans (at a measurable standard scale) for all planned structures. If any single design shall be used in repetition, one set of typical plans shall be sufficient.
  - Schematic floor plans at scale of 1/16" = 1' - 0" minimum.
  - Schematic exterior elevations at scale of 1/8" = 1'-0" minimum.
  - Perspective or other 3-D graphic, in color, depicting design intent. (Exception for this requirement is allowed for single family, residential buildings.)
  - Outline specifications
- **Construction Phases** - Show all aspects of construction planning, including demolition phases, staging areas, construction phasing and overall schedule.

**B. Submission and Review Checklist**

In order to facilitate implementation of these design guidelines, developers and/or property owners shall submit review documents (3 copies). The following is a recommended checklist:

- Site location map showing the location of the site within the Fort boundaries.
  
- An application for review fully completed.
  
- A site plan of the site itself showing:
  - Required building setback lines.
  
  - Proposed building location(s).
  
  - Landscaped area(s) noted to show percentage of the total site that is landscaped area.
  
  - All property boundary dimensions.
  
  - Any utility or other easements on the property.

- Proposed routes for on-site utility lines.
- Notation of proposed building maximum height.
- Area of refuse collection and screening.
- Any dock or service area and drives.
- All curb cuts and site drive.
- Parking layout and count, (including proper provision for accessible spaces).
- Elevations or schematic perspective of the proposed structure showing overall building massing, look and noting exterior materials and colors.

The following matrixes are to be used by the Architectural Review Committee on evaluations of proposals.

An item's base weight would be multiplied by the bonus number corresponding to the proposed condition.

The scores are then tallied for comparison to the required minimum score.

At no time shall a project be able to be evaluated if it does not meet at least the minimums listed.

<b>Scoring Matrix for District 1a</b>									
Architectural Standards	Base Weight	Standard		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	2	n/a	45'	45'	40'	35'	30'	25' & dn	
Min. Floor to Ceiling Height	1	10'	n/a	10'	10.5'	11'	11.5'	12' & up	
Roof Slope	3	6:12	12:12	6:12	8:12	10:12	11:12	12:12	
Uninterrupted Wall Length	2	n/a	40'	40'	38'	36'	34'	32' & dn	
% Red Brick Facade Materials	4	80%	100%	80%	86%	91%	96%	100%	
Wall/Fence - % Lot Perimeter	2	0%	15%	15%	12%	8%	4%	0%	
Build-To Lines:									
Front Yard	2	25'	n/a	4' off	3' off	2' off	1' off	on std.	
Side Yard 1	1	20'	n/a	40'	35'	30'	25'	20'	
Side Yard 2	1	20'	n/a	40'	35'	30'	25'	20'	
Rear Yard	1	20'	n/a	40'	35'	30'	25'	20'	
Landscape Areas	3	40%	n/a	40.0%	42.5%	45.0%	47.5%	50.0%	
<b>Required Score Minimum</b>									<b>76</b>
<b>Actual Total Score</b>									

<b>Scoring Matrix for District 1b</b>									
Architectural Standards	Base Weight	Standard		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	2	n/a	45'	45'	40'	35'	30'	25' & dn	
Min. Floor to Ceiling Height	1	10'	n/a	10'	10.5'	11'	11.5'	12' & up	
Roof Slope	2	6:12	12:12	6:12	8:12	10:12	11:12	12:12	
Uninterrupted Wall Length	2	n/a	40'	40'	38'	36'	34'	32' & dn	
% Red Brick Facade Materials	3	80%	100%	80%	86%	91%	96%	100%	
Wall/Fence - % Lot Perimeter	2	0%	20%	20%	15%	10%	5%	0%	
Build-To Lines:									
Front Yard	2	25'	n/a	4' off	3' off	2' off	1' off	on std.	
Side Yard 1	1	20'	n/a	40'	35'	30'	25'	20'	
Side Yard 2	1	20'	n/a	40'	35'	30'	25'	20'	
Rear Yard	1	20'	n/a	40'	35'	30'	25'	20'	
Landscape Areas	3	30%	n/a	30.0%	32.5%	35.0%	37.5%	40.0%	
<b>Required Score Minimum</b>									<b>65</b>
<b>Total Score</b>									

Scoring Matrix for District 2									
Architectural Standards	Base Weight	Standard		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	2	n/a	45'	45'	40'	35'	30'	25' & dn	
Avg. Floor to Ceiling Height	2	10'	n/a	10'	10.5'	11'	11.5'	12' & up	
Roof Slope	3	6:12	12:12	6:12	8:12	10:12	11:12	12:12	
Uninterrupted Wall Length	2	n/a	60'	60'	55'	50'	45'	40' & dn	
Red Brick Building Materials	4	50%	100%	60%	70%	80%	90%	100%	
Wall/Fence - % Lot Perimeter	2	0%	20%	20%	15%	10%	5%	0%	
Build-To Lines									
Front Yard	2	25'	n/a	4' off	3' off	2' off	1' off	on std.	
Side Yard 1	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Side Yard 2	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Rear Yard	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Landscape Areas	3	20%	n/a	20.0%	22.5%	25.0%	27.5%	30.0%	
<b>Required Score Minimum</b>									<b>74</b>
<b>Total Score</b>									

Scoring Matrix for District 3-a									
Architectural Standards	Base Weight	Standard		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	2	n/a	65'	65'	55'	45'	35'	25' & dn	
Avg. Floor to Ceiling Height	(pick one use only)								
Residential Uses	1	9'	n/a	9'	9.5'	10'	10.5	11' & up	
Commercial Uses	1	10'	n/a	10'	10.5'	11'	11.5'	12' & up	
Roof Slope	2	flat	12:12	flat	3:12	6:12	9:12	12:12	
Uninterrupted Wall Length	3	n/a	80'	80'	70'	60'	50'	40'	
Red Brick Building Materials	4	20%	100%	20%	40%	60%	80%	100%	
Wall/Fence - % Lot Perimeter	2	0%	20%	20%	15%	10%	5%	0%	
Build-To Lines									
Front Yard	1	25'	n/a	4' off	3' off	2' off	1' off	on std.	
Side Yard 1	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Side Yard 2	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Rear Yard	1	20'	n/a	20' off	15' off	10' off	5' off	on std.	
Landscape Areas	4	20%	n/a	22.5%	25.0%	27.5%	30.0%	32.5%	
<b>Required Score Minimum</b>									<b>69</b>
<b>Total Score</b>									



Scoring Matrix for District 3-b									
Architectural Standards	Base Weight	Standard		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	2	n/a	65'	65'	55'	45'	35'	25' & dn	
Avg. Floor to Floor Height	1	10'	n/a	10'	10.5'	11'	11.5'	12' & up	
Roof Slope	2	flat	12:12	flat	3:12	6:12	9:12	12:12	
Uninterrupted Wall Length	2	n/a	80'	80'	70'	60'	50'	40'	
Red Brick Building Materials	3	20%	100%	20%	40%	60%	80%	100%	
Wall/Fence - % Lot Perimeter	1	0%	20%	20%	15%	10%	5%	0%	
Build-To Lines									
Front Yard	1	25'	n/a	10' off	7.5' off	5' off	2.5' off	on std.	
Side Yard 1	1	35'	n/a	20' off	15' off	10' off	5' off	on std.	
Side Yard 2	1	35'	n/a	20' off	15' off	10' off	5' off	on std.	
Rear Yard	1	35'	n/a	20' off	15' off	10' off	5' off	on std.	
Landscape Areas	4	10%	n/a	10.0%	15.0%	20.0%	25.0%	30.0%	
<b>Required Score Minimum</b>									<b>57</b>
<b>Total Score</b>									

Scoring Matrix for District Four									
Architectural Standards	Base Weight	Recommend		Bonus Points					Project Scores
		Min.	Max.	1	2	3	4	5	
Building Height	1	25'	65'	25'/65'	30'/60'	35'/55'	40'/50'	45'	
Avg. Floor to Floor Height	1	10'	n/a	10'	11'	12'	13'	14'	
Roof Slope	1	flat	6:12	flat	3:12	4:12	5:12	6:12	
Uninterrupted Wall Length	2	n/a	200'	200'	180'	160'	140'	120'	
Red Brick Building Materials	2	10%	100%	10%	30%	50%	70%	100%	
Wall/Fence - % Lot Perimeter	1	0%	40%	40%	30%	20%	10%	0%	
Build-To Lines									
Front Yard	1	25'	n/a	75'	60'	45'	30'	25'	
Side Yard 1	1	20'	n/a	40'	35'	30'	25'	20'	
Side Yard 2	1	20'	n/a	40'	35'	30'	25'	20'	
Rear Yard	1	20'	n/a	40'	35'	30'	25'	20'	
Landscape Areas	4	20%	n/a	20.0%	25.0%	30.0%	35.0%	40.0%	
<b>Required Score Minimum</b>									<b>48</b>
<b>Total Score</b>									

# V. MASTER PLANNING DEVELOPMENT SCHEDULE

## SIGN MASTER PLAN

### Introduction

Signing is a key element in the overall site masterplan. Carefully planned and executed signage can contribute to the success of the project in three major ways:

- Wayfinding - improving and encouraging access to visitors and inhabitants alike;
- Identity - helping to create a sense of place through consistent and appropriate design elements;
- Quality - establishing guidelines for location, design and message that are sensitive to the architectural and site characteristics.

This section describes a prototype sign masterplan for Fort Benjamin Harrison, and introduces the building blocks of a wayfinding system: the sign plan, a sign type hierarchy, and design guidelines. Specific issues that guided the solutions are as follows:

- Improve circulation and encourage visitor access to the town center, surrounding historic areas and state park.
- Create sense of entry to Fort Benjamin Harrison through use of "gateways".
- Address visitor parking throughout Fort Benjamin Harrison, especially in the town center.
- Reinforce the character of site.
- Develop sign standards and guidelines for private developers to use in preparing signs.

### Visitor Wayfinding Sign Plan - *Attached*

The basis for a inclusive sign program is the sign plan, which serves as the "road map" for developing sign types and clarifies user groups, destinations, and circulation paths. At certain points along these paths, wayfinding decisions will have to be made, and a sign type is assigned that best addresses the factors at each location. This plan

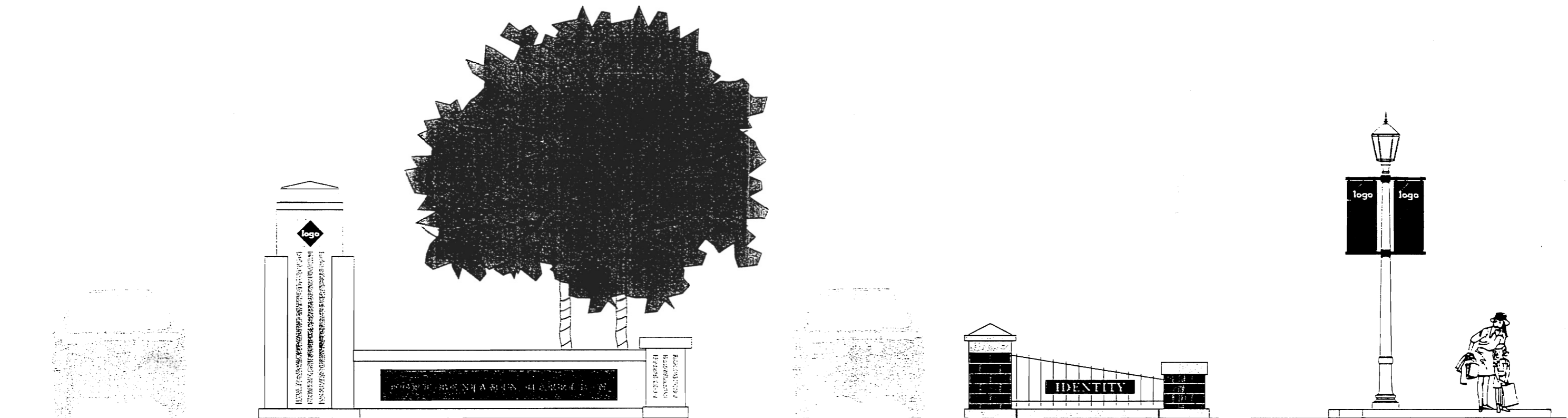
illustrates proposed circulation throughout the site, and the sign types necessary to direct this circulation.

#### Visitor Wayfinding Sign Types - *Drawing G.1*

The guiding force behind a system of wayfinding elements is the type of information displayed and the order in which it is presented. It is important that agreement is reached on what information shall be displayed, its priority and sequencing, and standardized nomenclature. The conceptual sign hierarchy shown assumes that Fort Benjamin is the primary destination, with the retail town center, state park, historic areas, and visitor parking as secondary. The sequence is geared toward the first-time visitor who arrives by car (or bicycle), parks, and then proceeds to explore on foot - and the sign elements have been scaled appropriately. Also important is return information - how to find one's way back to main arteries. The gateway element provides a strong sense of entry, and may introduce design features such as the Fort Benjamin logo, typeface, and architectural style. Elements such as the logo, typeface, sign colors and mounting details should be used as a consistent palette throughout the system.

#### Commercial Sign Guidelines - *Drawing G.2*

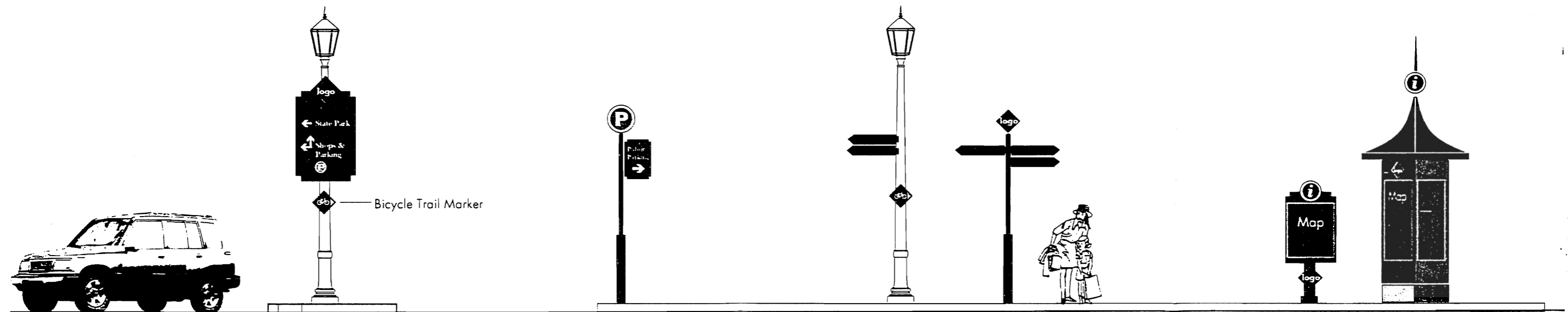
While it is important that visitor wayfinding systems have a consistent look and feel, commercial and retail signs can vary widely in design, which adds vibrancy and life to the surroundings. The trick is to establish guidelines that prevent unattractive, poor quality signs, but are not so rigid as to impose a "theme-park" look. *Drawing G.2* proposes a system sign types, and associated guidelines for square footage, materials, lighting and location. The intent is that individual developers will arrive at different design solutions that meet baseline quality and planning goals. The specific guideline notes are derived from the Fort Harrison Sign Plan currently under development, and should be used only in conjunction with the Plan.



● Gateway

Development Parcel Monument

■ Banner System



◆ District Trailblazer

P Visitor Parking

■ Pedestrian Directional

i Visitor Information / Kiosk

**S A S A K I**

64 Pleasant Street Watertown, MA 02172 617.926.3300

**PROJECT**

Fort Benjamin Harrison

Lawrence, IN

Sign Master Plan

**SHEET TITLE**

Visitor Wayfinding System

Sign Types/Hierarchy

Sketch Concepts

**DRAWING**

NTS

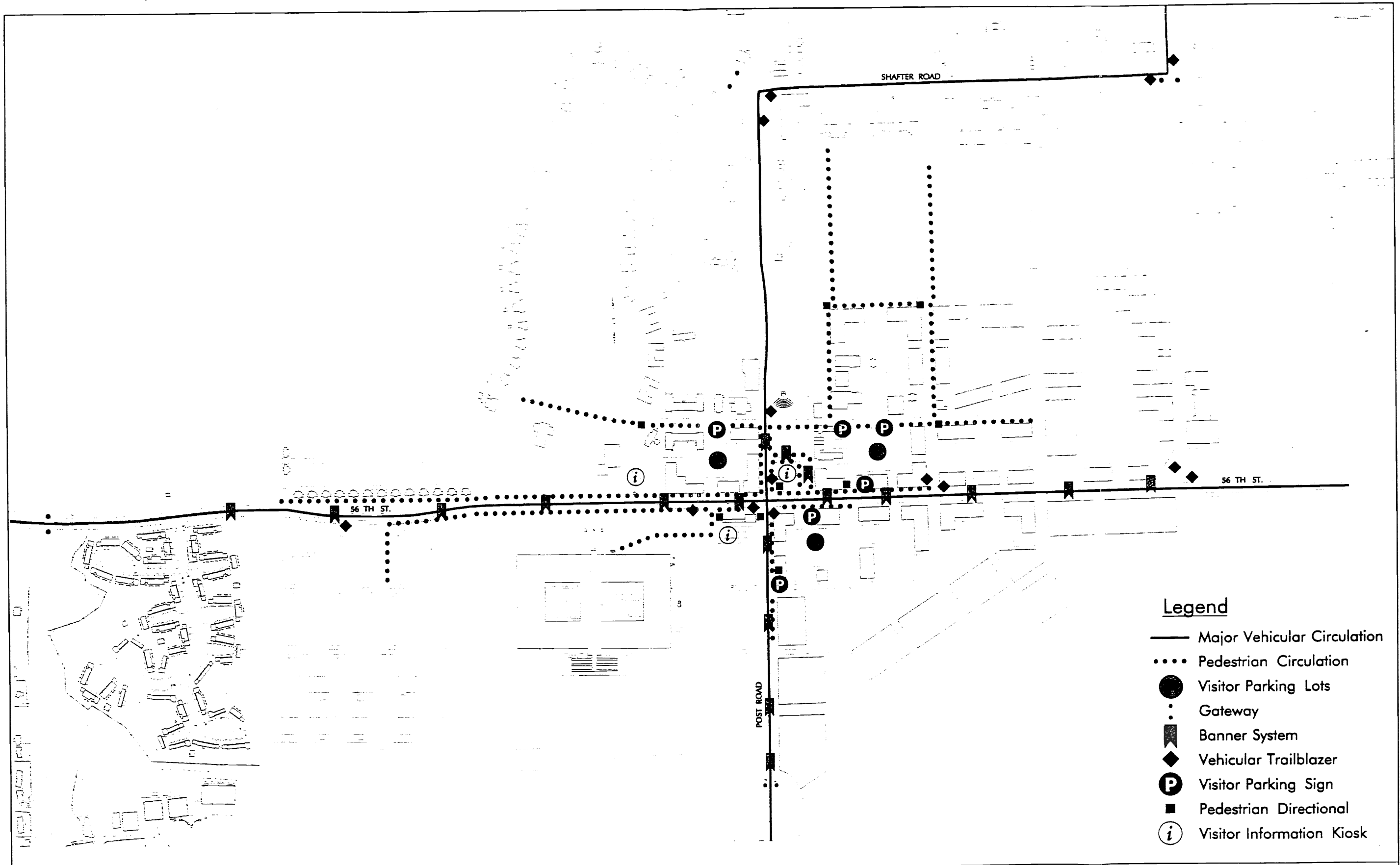
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**G.1**

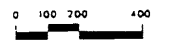


- Legend**
- Major Vehicular Circulation
  - ..... Pedestrian Circulation
  - Visitor Parking Lots
  - Gateway
  - ▤ Banner System
  - ◆ Vehicular Trailblazer
  - Ⓟ Visitor Parking Sign
  - Pedestrian Directional
  - Ⓜ Visitor Information Kiosk

**Fort Benjamin Harrison**  
 Reuse Master Implementation Strategy  
 Visitor Wayfinding Sign Plan

**S A S A K I**  
 Paul I. Cripe Inc.

July, 1996



# FORT HARRISON PLANNED UNIT DEVELOPMENT SIGN PROGRAM

## SIGN AND GRAPHIC REQUIREMENTS

It is the intent of the design of the signage and graphics to be an additional unifying element within the development. This will be accomplished through the use of similar designs, design elements, materials, location of signs and lighting techniques.

No signs shall be erected except in conformity with the following policy:

### I. OVERALL DESIGN

- A. Concept: All project identification signs shall utilize the Fort Harrison logo, to be developed by the Fort Harrison Reuse Authority, within the design.
- B. Form: Ground signs shall be low with horizontal wording. Vertical signs, diagonal and vertical wording shall not be acceptable.

### II. PROJECT IDENTIFICATION SIGNS

- A. Project entrance signs
- B. Directory signs
  - 1. Kiosk
  - 2. Trail Blazer
  - 3. Pedestrian
- C. Trail Blazer
- D. Banner System

### III. RESIDENTIAL SIGNS

- A. Permitted signs shall include one of the following options:
  - 1. Single face monument or ground signs located on either side of the entrance(s).
  - 2. Double faced monument or ground sign placed in the boulevard median of the entrance(s).

**Fort Harrison  
Planned Unit Development  
Sign Program**

Identifications signs shall include a landscape package appropriate to the site and shall be submitted for review and approval by the Fort Harrison Reuse Authority and the City of Lawrence.

- B. Wall signs  
  
Multi-family residential only
- C. Address signage on individual residential units.

**IV. COMMERCIAL USES**

**A. Pylon / monument sign requirements**

1. Only pylon or monument type, integrated center sign(s) shall be permitted. The proposed freestanding integrated center signs shall be located as depicted on site plans submitted for review by and approval of the Fort Harrison Reuse Authority and the City of Lawrence. Said sign shall not exceed 25 feet in height.
2. Pylon / monument sign(s) shall be limited in size. Such signs shall not exceed twenty five (25) feet in height.
3. Individual freestanding identification signs shall be monument / ground sign(s) shall be limited to one per user for each street frontage, not to exceed 32 square feet in total sign area.
4. The design of all pylon / monument signs must be approved by The Fort Harrison Reuse Authority and the City of Lawrence.

**B. Wall Sign Requirements**

1. All identification signs shall be individual letters either upper or lower case or any combination thereof, internally illuminated behind a translucent face material, unless otherwise approved by the Reuse Authority and the Administrator. The color and style of the letters will not be restricted. Each tenant's customary signature, hallmark, insignia or other trade identification will be respected.



**Fort Harrison  
Planned Unit Development  
Sign Program**

2. The size of all wall signs shall be limited and shall not project more than six inches (6") beyond the canopy fascia area and will conform to the following criteria:
  - a. Signs may have one (1), two (2) or three (3) lines of copy.
    - i. Maximum Height - One (1) line copy = three feet (3'); Two (2) line copy = four feet 6 inches (4'6") from the top of the upper line to the bottom of the lower line. Three (3) lines of copy = six feet (6') from the top of the upper line to the bottom of the lower line.
3. No exposed raceways, ballast boxes or electrical transformers will be permitted on signs affixed to other than masonry facades. Raceways used on signs affixed to masonry facades shall be of the same color of said masonry.
4. Painted or printed signs on the exterior surface of any building, including paper signs, stickers or banners, are not permitted, except for grand openings.
5. All signs shall be subject to the approval of The Fort Harrison Reuse Authority and the City of Lawrence.

**C. PROJECTING SIGNS**

1. All projecting identification signs shall be of the material approved by the Reuse Authority and the Administrator. The color and style of the copy will not be restricted. Each tenant's customary signature, hallmark, insignia or other trade identification will be respected.
2. The size of all wall signs shall be limited and shall not project more than three (3) feet beyond the canopy fascia area.

**D. Other Signs Permitted**

1. Directory signs:

**Fort Harrison  
Planned Unit Development  
Sign Program**

2. Incidental and directional signs shall be permitted as defined in the following paragraphs:
  - a. The size of the incidental and directional signs shall be uniform; with square footage limits for incidental signs.
  - b. Permitted materials shall be subject to the approval of The Fort Harrison Reuse Authority and the City of Lawrence.
3. All signs on the glass of the storefront are subject to written approval by the Fort Harrison Reuse Authority and the City of Lawrence.

**V. INDUSTRIAL USES**

**A. Pylon / monument sign requirements**

2. Only pylon or monument type, integrated center sign(s) shall be permitted. The proposed freestanding integrated center signs shall be located as depicted on site plans submitted for review by and approval of the Fort Harrison Reuse Authority and the City of Lawrence. Said sign shall not exceed 25 feet in height.
2. Pylon / monument sign(s) shall be limited in size. Such signs shall not exceed twenty five (25) feet in height.
3. Individual freestanding identification signs shall be monument / ground sign(s) shall be limited to one per user for each street frontage, not to exceed 32 square feet in total sign area.
4. The design of all pylon / monument signs must be approved by The Fort Harrison Reuse Authority and the City of Lawrence.

**B. Wall Sign Requirements**

1. All identification signs shall be individual letters either upper or lower case or any combination thereof, internally illuminated behind a translucent face material, unless otherwise approved by the Reuse Authority, the City of Lawrence, and the Administrator. The color and style of the letters will not be restricted. Each tenant's customary signature, hallmark, insignia or other trade identification will be respected.

**Fort Harrison  
Planned Unit Development  
Sign Program**

2. The size of all wall signs shall be limited and shall not project more than six inches (6") beyond the canopy fascia area and will conform to the following criteria:
  - a. Signs may have one (1), two (2) or three (3) lines of copy.
    - i. Maximum Height - One (1) line copy = three feet (3'); Two (2) line copy = four feet 6 inches (4'6") from the top of the upper line to the bottom of the lower line. Three (3) lines of copy = six feet (6') from the top of the upper line to the bottom of the lower line.
3. No exposed raceways, ballast boxes or electrical transformers will be permitted on signs affixed to other than masonry facades. Raceways used on signs affixed to masonry facades shall be of the same color of said masonry.
4. Painted or printed signs on the exterior surface of any building, including paper signs, stickers or banners, are not permitted, except for grand openings.
5. All signs shall be subject to the approval of The Fort Harrison Reuse Authority and the City of Lawrence.

C. Other Signs Permitted

1. Directory signs;
2. Incidental and directional signs shall be permitted as defined in the following paragraphs:
  - a. The size of the incidental and directional signs shall be uniform; square footage shall be limited.
  - b. Permitted materials shall be subject to the approval of the Fort Harrison Reuse Authority and the City of Lawrence.
  - c. All directional signs shall be provided by the Fort Harrison Reuse Authority.

**Fort Harrison  
Planned Unit Development  
Sign Program**

3. **Temporary Signs:** Each parcel may have one temporary sign per street frontage, located within the parcel's site limits, as applicable. No temporary signs shall be permitted off-site. The maximum permissible time limit for a temporary sign shall be eighteen (18) months from the date of installation.

**VI. Responsibility for Sign**

- A. Applicant shall submit three (3) complete sets of the sign drawings to The Fort Harrison Reuse Authority and the City of Lawrence for written approval before fabrication.
- B. Sign drawings shall include the elevation view showing the sign with dimensions and height of letters and height of sign. Color sample of sign panel shall be submitted. Cross section views through sign letter showing the dimensioned projection of the face of the sign panel.
- C. Applicant shall lawfully erect sign at its own risk and expense, including final electrical connections.
- D. All signs, including installation, shall comply with all local building and electrical codes and shall bear the UL label.
- E. Applicant shall maintain signs in good repair at all times.

**VII. Changes to Sign Program**

Any change or modification to the Sign Program must receive written approval from the Fort Harrison Reuse Authority and the Architectural Reviews Commission (ACR). Any such change or modification shall be submitted to the Administrator of the Department of Neighborhood and Development Services, City of Indianapolis and the Department of Economic Development, City of Lawrence and updated in their records.

## RECOMMENDED STREET TREES

TYPICAL SIZE AT TIME OF PLANTING: 2 1/2 INCH CALIPER

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	HEIGHT (FEET)
<i>Acer platanoides</i>	Norway Maple	'Cleveland'	40
		'Emerald Queen'	50
		'Parkway Maple'	40
		'Summershade'	45
		'Superform'	45
<i>Acer rubrum</i>	Red Maple	'Autumn Flame'	35
		'Bowhall Maple'	45
		'Red Sunset'	45
		'Scarlet Sentinel'	40
<i>Carpinus betulus</i>	European Hornbeam	'Fastigiata'	35
<i>Celtis laevigata</i>	Sugar Hackberry	'All Season'	40
<i>Celtis occidentalis</i>	Common Hackberry	'Prairie Pride'	40
<i>Cercidiphyllum japonicum</i>	Katsura-tree		45
<i>Corvus columa</i>	Turkish Filbert		50
<i>Eucommia ulmoides</i>	Hardy Rubber-tree		50
<i>Fraxinus americana</i>	White Ash	'Autumn Appiause'	40
		'Autumn Purdie'	45
		'Champaign County'	45
		'Rosehill'	50
		'Skyline'	45
<i>Fraxinus pennsylvanica</i>	Green Ash	'Marshall Seedless'	50
		'Newport'	55
		'Patmore'	45
		'Summit'	45
		'Urbanite'	50
<i>Ginkgo biloba</i> (male only)	Ginkgo	'Lakeview'	45
		'Princeton Sentry'	60
<i>Pyrus calleryana</i>	Callery Pear	'Aristocrat'	40
		'Redenire'	35

## RECOMMENDED STREET TREES

CONTINUED

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	HEIGHT (FEET)
<i>Quercus coccinea</i>	Scarlet Oak		60
<i>Quercus rubra</i>	Red Oak		65
<i>Quercus shumardii</i>	Shumard Oak		50
<i>Sophora japonica</i>	Japanese Pagoda-tree	'Regent'	50
<i>Tilia americana</i>	American Linden	'Redmond'	35
<i>Tilia cordata</i>	Littleleaf Linden	'Chancellor'	35
		'Glenleven'	45
		'Greenspire'	40
<i>Tilia x euchlora</i>	Crimean Linden		45
<i>Tilia tomentosa</i>	Silver Linden	'Sterling'	45
<i>Ulmus parvifolia</i>	Lacebark Elm		50
<i>Zelkova serrata</i>	Japanese Zelkova	'Green Vase'	50
		'Village Green'	45

## RECOMMENDED ORNAMENTAL TREES

SUGGESTED USE NEAR OVERHEAD WIRES

TYPICAL SIZE AT TIME OF PLANTING: 1 1/2 INCH CALIPER

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	HEIGHT (FEET)	SPREAD (FEET)
<i>Acer campestre</i>	Hedge Maple	'Queen Elizabeth'	35	30
<i>Acer ginnala</i>	Amur Maple	'Flame'	20	20
<i>Crataegus crusgalli inermis</i>	Thornless Cockspur Hawthorn	'Crusader'	15	15
<i>Crataegus crusgalli x phaenopyrum</i>	Vaughn Hawthorn	'Vaughn'	30	30
<i>Crataegus phaenopyrum</i>	Washington Hawthorn		30	25
<i>Crataegus viridis</i>	Green Hawthorn	'Winter King'	20	25
<i>Koelreuteria paniculata</i>	Golden Raintree		35	30
<i>Malus species</i>	Flowering Crabapple	'Adams'	20	20
		'American Beauty'	20	15
		'Centurion'	25	20
		'David'	12	12
		'Donald Wyman'	20	20
		'Harvest Gold'	20	15
		'Indian Summer'	18	18
		'Madonna'	18	10
		'Ormiston Roy'	20	25
		'Prairifire'	20	15
		'Robinson'	25	25
		'Sentinel'	18	12
		'Sugar Tyne'	18	15
<i>Syringa reticulata</i>	Tree Lilac	'Ivory Silk'	25	15
		'Summer Snow'	20	15

## RECOMMENDED LOW STREET TREES FOR MARION COUNTY

SUGGESTED USE NEAR OVERHEAD WIRES

REQUIRED SIZE AT TIME OF PLANTING. TYPICAL: 1 1/2 INCH CALIPER. PLANTED 25 (FEET) ON CENTER

PRINTED AUGUST 1991

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS • = (PLANTS WITH A NARROW SPREAD)	TREE HEIGHT (FEET)	TREE SPREAD (FEET)	FALL COLOR	FLOWER COLOR	FRUIT COLOR
<i>Acer dasycarpum</i>	Hedge Maple	'Queen Elizabeth'	25	20	YELLOW		
<i>Acer ginnala</i>	Amur Maple	'Flame'	20	20	RED		
<i>Crataegus crusgallii laevis</i>	Thornless Cockspur Hawthorn	'Crusader'	15	15	ORANGE	WHITE	RED
<i>Crataegus crusgallii x phaenopyrum</i>	Vaughn Hawthorn	'Vaughn'	20	20	RED	WHITE	RED
<i>Crataegus phaenopyrum</i>	Washington Hawthorn		20	25	ORANGE	WHITE	RED
<i>Crataegus viridis</i>	Green Hawthorn	'Winter King'	20	25	REDDISH	WHITE	RED
<i>Koelreuteria paniculata</i>	Golden Rain Tree		15	20	YELLOW	YELLOW	BROWN
<i>Malus species</i>	Flowering Crabapple	'Adams'	20	20	RED	PINK	RED
		'American Beauty'	20	15	NONE	RED	RED
		'Centurion'	25	20	BRONZE	RED	RED
		'David'	12	12	NONE	WHITE	RED
		'Donald Wyman'	20	20	NONE	WHITE	RED
		'Harvest Gold'	20	15	NONE	WHITE	YELLOW
		'Indian Summer'	18	18	NONE	ROSE	RED
		'Madonna'	18	10	BRONZE	WHITE	YELLOW
		'Orniston Boy'	20	25	NONE	WHITE	YELLOW
		'Reveille'	20	15	BRONZE	ROSE	RED
		'Robinson'	25	25	BRONZE	PINK	RED
		'Sentinel'	18	12	NONE	PINK	RED
		'Sugar Time'	18	15	NONE	WHITE	RED
		'Ivory Silk'	25	15	NONE	IVORY	
<i>Syringa reticulata</i>	Tree Lilac	'Summer Snow'	20	15	NONE	IVORY	

## RECOMMENDED EVERGREEN TREES FOR MARION COUNTY

REQUIRED SIZE AT TIME OF PLANTING. TYPICAL: 6 (FEET) HIGH. PLANTED 25 (FEET) ON CENTER IN TWO STAGGERED ROWS

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	TREE HEIGHT (FEET)	TREE SPREAD (FEET)	LEAF COLOR
<i>Abies concolor</i>	White Fir		30-50	15-30	BLUE GREEN
<i>Picea abies</i>	Norway Spruce		40-60	25-30	GREEN
<i>Picea pungens</i>	Colorado Green Spruce		30-60	10-20	BLUE GREEN
<i>Pinus nigra</i>	Austrian Pine		50-60	20-40	GREEN
<i>Pinus resinosa</i>	Red Pine		50	35	GREEN
<i>Pinus strobus</i>	White Pine	'Fastigiata'	50-75	20-35	BLUE GREEN
<i>Thuja occidentalis</i>	Western Arborvitae	'Astrovitens'	50-70	15-25	GREEN
<i>Tsuga caroliniana</i>	Carolina Hemlock		45-60	20-25	GREEN

## RECOMMENDED NARROW EVERGREENS TREES FOR MARION COUNTY

REQUIRED SIZE AT TIME OF PLANTING. TYPICAL: 4 (FEET) HIGH. PLANTED 6 (FEET) ON CENTER

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	TREE HEIGHT (FEET)	TREE SPREAD (FEET)	LEAF COLOR
<i>Juniperus chinensis</i>	Keteleeri Juniper	'Keteleeri'	20-30	5-10	GREEN
<i>Taxus cuspidata</i>	Japanese Yew	'Cupressa'	25	10-12	GREEN
<i>Thuja occidentalis</i>	American Arborvitae	'Nigra'	20-30	5-10	GREEN
		'Techny'	8	4-5	GREEN



## RECOMMENDED LOW SHRUBS FOR MARION COUNTY

TYPICALLY USED FOR SCREENING AUTOMOTIVE DEALERSHIP'S PARKING LOTS

REQUIRED SIZE AT TIME OF PLANTING, TYPICAL: 18 TO 24 (INCH) HIGH, PLANTED 3 (FEET) ON CENTER

PRINTED AUGUST 1991

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	SHRUB HEIGHT (FEET)	SHRUB SPREAD (FEET)	FALL COLOR	FLOWER COLOR	FRUIT COLOR
<i>Berberis thunbergii</i> var <i>atropurpurea</i>	Crimson Pygmy Barberry	'Nana'	2	2 - 3	REDDISH	YELLOW	RED
<i>Berberis thunbergii</i>	Kobold Barberry	'Kobold'	1 - 2	2 - 3	YELLOW	YELLOW	RED
<i>Juniperus chinensis</i>	Kallays Juniper	'Kallays Compacta'	2 - 3	6	GREEN		
<i>Juniperus chinensis pfitzeriana</i>	Nick's Compact Juniper	'Nick's Compacta'	1 - 2	4 - 6	GREEN		
	San Jose Juniper	'San Jose'	1 - 2	6 - 8	GREEN		
<i>J. ch. pfitzeriana</i> var. <i>sargentii</i>	Green Sargent Juniper	'Viridis'	1 - 2	7 - 9	GREEN		
<i>Juniperus horizontalis plumosa</i>	Compact Andorra Juniper	'Compacta'	2	4 - 6	PURPLE		
	Youngstown Juniper	'Youngstown'	1 - 2	5 - 6	GREEN		
<i>Juniperus sabina</i>	Broadmoor Juniper	'Broadmoor'	2 - 3	8 - 10	GREEN		
	Buffalo Juniper	'Buffalo'	1 - 2	6 - 8	GREEN		
	Tam's Juniper	'Tamariscifolia'	1 - 2	8 - 10	GREEN		
<i>Ribes alpinum</i>	Green Mound Currant	'Green Mound'	2 - 3	2 - 3	YELLOW	YELLOW	RED
<i>Spiraea x bumalda</i>	Anthony Waterer Spiraea	'Anthony Waterer'	2 - 4	3 - 5	REDDISH	PINK	
<i>Taxus x media</i>	Everlow Yew	'Everlow'	1 - 2	4 - 5	GREEN		RED

# RECOMMENDED SHRUBS FOR MARION COUNTY

TYPICALLY USED FOR SCREENING PARKING LOTS

REQUIRED SIZE AT TIME OF PLANTING, TYPICAL: 24 TO 30 (INCH) HIGH, PLANTED 3 (FEET) ON CENTER

PRINTED AUGUST 1991

BOTANICAL NAME	COMMON NAME	BEST CULTIVARS	SHRUB HEIGHT (FEET)	SHRUB SPREAD (FEET)	FALL COLOR	FLOWER COLOR	FRUIT COLOR
<i>Berberis x mentorensis</i>	Honor Barberry		5	5 - 7	ORANGE	YELLOW	
<i>Berberis thunbergii</i>	Sparkle Barberry	'Sparkle'	3 - 4	5	REDDISH	YELLOW	RED
<i>Cotoneaster divaricatus</i>	Spreading Cotoneaster		5 - 6	6 - 8	REDDISH	ROSE	RED
<i>Cotoneaster lucidus</i>	Hedge Cotoneaster		5 - 8	6 - 10	RED	ROSE	BLACK
<i>Eucymus alatus</i>	Compact Burning Bush	'Compactus'	8 - 10	8 - 10	RED	RED	RED
<i>Ilex glabra</i>	Compact Barberry	'Nordic'	3 - 4	3 - 4	GREEN		BLACK
		'Compacta'	3 - 4	4 - 6	GREEN		BLACK
<i>Juniperus chinensis</i>	Armstrong Juniper	'Armstrong'	3 - 4	4 - 5	GREEN		
	Fruitland Juniper	'Fruitland'	3	4 - 6	GREEN		
	Sea Green Juniper	'Sea Green'	4 - 6	5 - 6	GREEN		
<i>Juniperus chinensis pfitzeriana</i>	Gold Tip Juniper	'Aurea'	3 - 4	4 - 6	GOLDEN		
	Compact Pfitzer Juniper	'Compacta'	3	4 - 6	GREEN		WHITE
	Northern Bayberry		5 - 9	6 - 9	GREEN		BLACK
<i>Myrica pensylvanica</i>	Tallheide Buckthorn	'Columbaris'	9 - 12	4 - 5	YELLOW	IVORY	
<i>Rhamnus frangula</i>	Alpine Current		3 - 6	6 - 8	YELLOW	YELLOW	
<i>Ribes alpinum</i>	Dwarf Korean Lilac	'Palibin'	4 - 6	6 - 8		VIOLET	
<i>Syringa meyeri</i>							
<i>Taxus x media</i>	Spreading Yew	'Amheist'	6	9	GREEN		RED
	Berryhill Yew	'Berryhill'	5	9	GREEN		RED
	Brown's Yew	'Brown'	6	9	GREEN		RED
	Dense Yew	'Densiflora'	3 - 4	4 - 6	GREEN		RED
	Taunton Yew	'Taunton'	3 - 4	4 - 5	GREEN		RED
	Ward's Yew	'Ward'	4	4 - 6	GREEN		RED
	Globe Arborvitae	'Globose'	4 - 6	4 - 6	GREEN		
	Ringold Arborvitae	'Ringold'	4	3 - 4	GOLDEN		
	Woodward's Globe Arborvitae	'Woodward'	3 - 4	3 - 4	GREEN		
	Mohawk Viburnum	'Mohawk'	6 - 8	6 - 8	REDDISH	WHITE	RED
	Arrowwood Viburnum	'Erie'	6 - 8	8 - 10	RED	WHITE	ORANGE
	Erie Viburnum		6	8 - 10	RED	WHITE	ORANGE
	Mohican Viburnum	'Mohican'	9	9	MAROON	WHITE	RED
	Shasta Doublefile Viburnum	'Shasta'	6 - 8	8 - 10	MAROON	WHITE	RED
	Alleghany Viburnum	'Alleghany'	10 - 12	10 - 12	NONE	WHITE	RED
	Compact Am. Cranberrybush	'Compactum'	5 - 6	5 - 6	YELLOW	WHITE	RED
	Alfredo Cranberrybush	'Alfredo'	3 - 5	4 - 6	REDDISH	WHITE	RED