

LAWRENCE VILLAGE CENTER

MASTER PLAN

Fort Benjamin Harrison Reuse Authority
City of Lawrence, Indiana
May 2006



Fort Harrison Reuse Authority

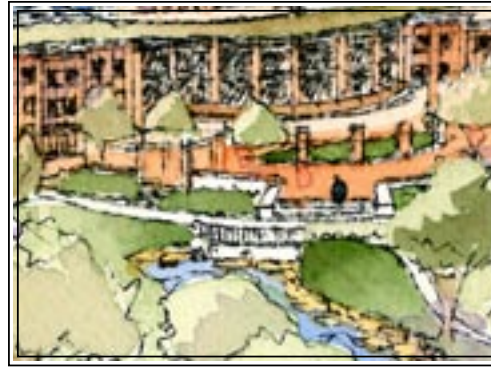
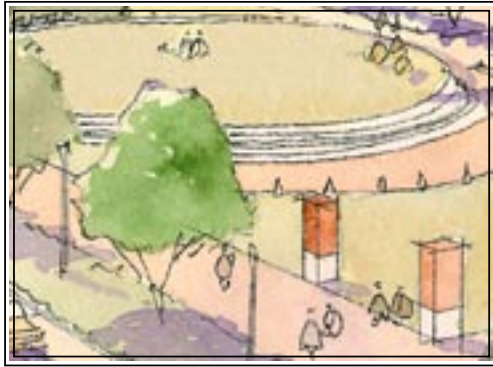
9210 Otis Avenue

Suite 200

Indianapolis, Indiana

317 377 3400

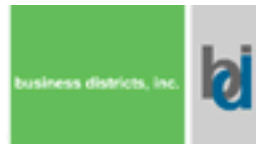
www.fhra.org



LAWRENCE VILLAGE CENTER

MASTER PLAN

A Ten Year Vision for a new place to Live, Work & Play
in the City of Lawrence, Indiana



CLIENT:
Fort Benjamin Harrison Reuse Authority
City of Lawrence, Indiana

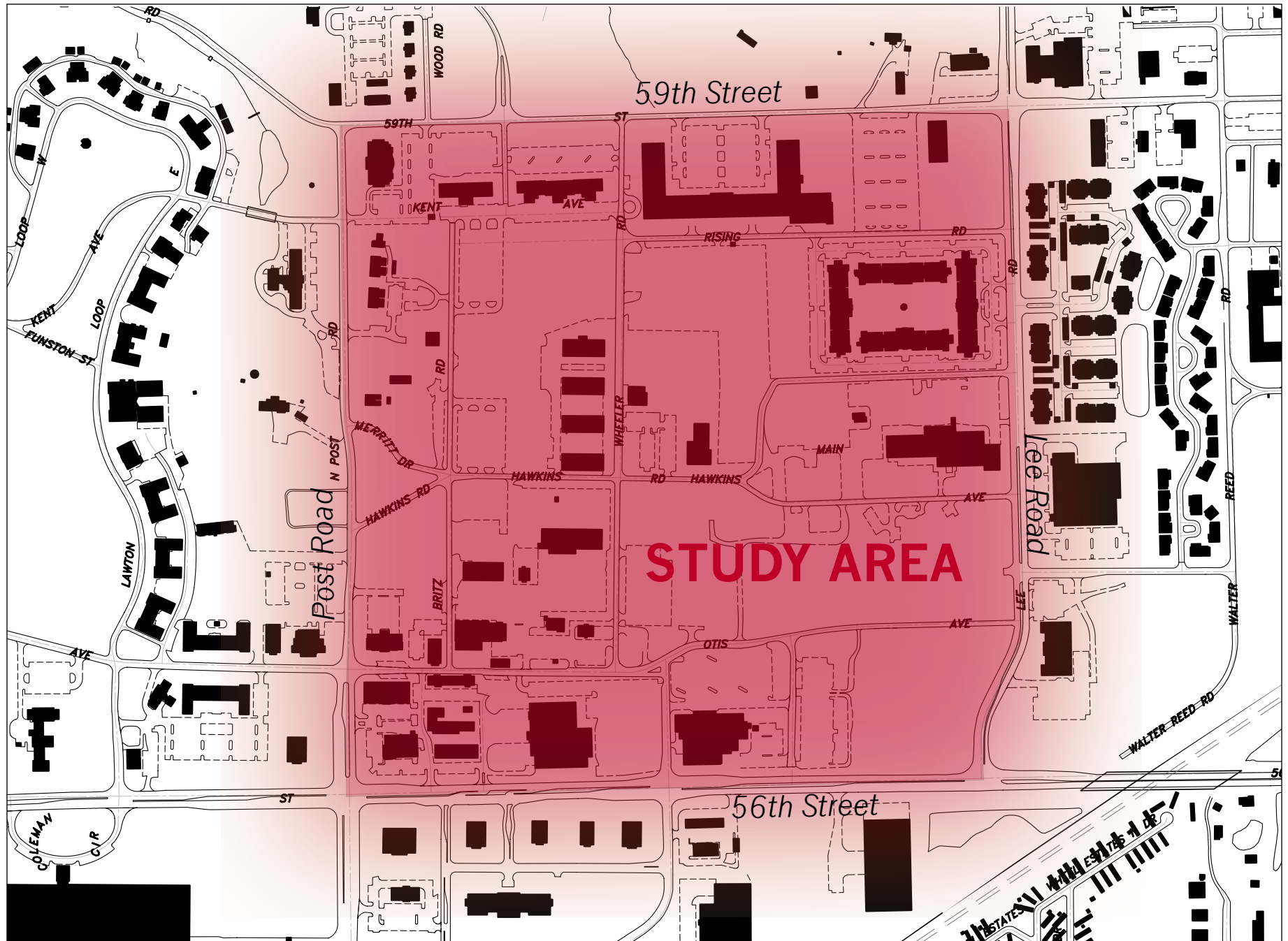
CONSULTANTS:
EDEN Land & Design, Inc.
Indianapolis, Indiana
www.edenlanddesign.com

Hitchcock Design Group
Naperville/Chicago, Illinois
www.hitchcockdesigngroup.com

Business Districts, Inc.
Evanston, Illinois
www.business-districts.com

Submitted: May 2006

General Project Study Area





THIS DOCUMENT:

The purpose of this document is to showcase a 10 Year Master Plan commissioned by the Fort Harrison Reuse Authority for the Study Area shown on the preceding page (56th Street, Post Road, 59th Street, Lee Road).

The document's intent is to showcase a development plan which is feasible and driven by a balance of site analysis, community input and feedback and best practices in planning and development, utilizing a strong market analysis component.

The dimensions and design guidelines are included as reference only. Legal control of Fort Harrison lands comes through the official planning document and standards adopted by the Metropolitan Development Commission of Indianapolis.

This document can be downloaded as an Adobe PDF digital version at:
www.fhra.org

Fort Harrison Reuse Authority

Lawrence Village Center

10 Year Master Plan

TABLE OF CONTENTS:

Executive Summary Page 7

Section One: A 10 Year Master Plan

Existing Conditions Page 13
 Historic Fort Urban Residential/Office District Page 17
 Lawrence Village Center District Page 25
 College Park Urban Mixed-Use District Page 33

Section Two: Summary Information

Critical Infrastructure Page 42
 Private Owner Project Opportunities Page 43
 Overall Project Summary Page 45

APPENDIX:

Appendix A: Project Acknowledgements

ONLINE APPENDIX: (www.fhra.org)

Briefing Book #1

(Site Analysis Overview, Input Workbook)

Briefing Book #2

(Summary of Public Input, Real Estate Market Analysis and Review, Planning and Design Principles, In-Process Conceptual Design Alternatives)

Briefing Book #3

(In-Process Conceptual Design and Photograph Analogy Images)

Illustrative Master Plan

(with key features highlighted)



Lawrence Village Center Master Plan

EXECUTIVE SUMMARY

THE PROCESS

While several “master plans” have been completed in the ten year period between the Fort’s closure in 1995-1996 and present day 2005-2006, it was determined by the FHRA that a reassessment was needed due to changing demographics, shifting real estate market forces, and pending site development issues. Therefore, in October 2005, the FHRA retained the land use planning and development services firm of EDEN Land & Design, Inc. of Indianapolis, Indiana to prepare a 10 Year Master Redevelopment Plan for the area. Included on this team was the firm of Hitchcock Design Group (Landscape Architecture, Land Planning) of Naperville, Illinois and Business Districts, Inc. (Market Analysis) of Evanston, Illinois.

Throughout the course of the project’s eight months (October 2005 - May 2006), the following activities occurred:

- Steering Committee. A committee of various community stakeholders was convened by the FHRA as a focused committee with the charge of shaping the master planning activities. This group met monthly throughout the effort and received “briefing books” throughout the process outlining site issues, market opportunities, design principles, and concepts.
- Public Input Sessions. In an effort to receive continuous community feedback and input, three large community town hall meetings were held throughout the project. In addition, the FHRA offices were and continue to be available for comment at any point during the process.
- Focused Interviews. Throughout the process nearly 65 individual interviews were conducted. These interviews included community leaders, area property and business owners, and interested development parties.
- Market Analysis. Led by Business Districts, Inc. a full market analysis was conducted with supporting interviews with area real estate developers, land owners and community stakeholders.
- On-going Design Review and Comment. Throughout the process, the public, FHRA, and Steering Committee were updated on design principles, process and concepts. These updates allowed time for comments, suggestion, and feedback.

A BALANCED PLAN

The Lawrence Village Center Master Plan is presented as a balanced plan in that several different perspectives have been integrated into its contents in a process that enhances each perspective and balances the associated issues of each. The key perspectives include:

- PUBLIC INPUT. Through several public meetings and opportunities for feedback, the following themes were common:
 - Desire a comfortable “Village Feel”
 - Want a “Gathering Place for Lawrence”
 - Open Space is important
 - Commercial uses such as a grocery are needed
 - The Military and the Fort’s history are important
- MARKET ANALYSIS. The process’s market analysis revealed the following opportunities
 - Additional Residential Development of 800-1000 living units
 - Residential types including townhomes, condo flats and apartments above retail and commercial activities (mixed-use).
 - Office development for organizations in the range of 5-15 employees appears to be very strong.
 - Mixed-Use “Village” uses including retail. Early term retail demand of approximately 100,000 sf with additional possible as the project develops.
 - Flexible spaces are needed where retail or commercial uses can “backfill” into office or residential should market demand increase.
- SITE CAPACITY. Several issues relate to the site itself:
 - The site is not a “greenfield” or open development site with single ownership. Several private owners are located within the project boundaries.
 - There are several buildings that require attention and understanding for context and character.
 - The project’s location adjacent to major thoroughfares and within the City of Lawrence and Greater Indianapolis is a major factor in understanding proposed form.

Access Character & Overview

(with key features highlighted)



The role of access (roadways, trails, sidewalks, etc.) in the Lawrence Village Center Master Plan is critical to the success of the overall vision. Several key elements should be noted:

- **STREETSCAPE.** Every roadway corridor in the project area should be seen as “multi-modal” allowing thru traffic, on-street parking, bicycle and pedestrian users to coexist in a well-designed, public street environment.
- **MULTIPLE CONNECTIONS.** Military base design of the past was a “point to point” access process. This condition is reversed in this plan and multiple connections and access points are stressed.
- **IDENTIFICATION & WAYFINDING.** With many different land uses and a need to “pull” users off of 56th Street (the major roadway), identification and wayfinding elements such as signage, decorative art and streetscape character are critical to overall success.

Open Space Character & Overview



Well-designed open spaces are seen as essential amenities for the re-development of the Lawrence Village Center Master Plan. Key elements include:

- **PROGRAMED “HARDSCAPE” PLAZAS.** Two major plaza areas are highlighted in the plan. Each is seen as a place for gathering, festivals and markets. It is critical that these spaces be integrated into high traffic areas.
- **“VALUE ADDED” PARK SPACES.** Several park spaces are called for in this plan, including a Military Memorial Park space. While these spaces are places for recreation and retreat, they also must add value through stormwater management and environmental quality improvement.
- **STREETS as OPEN SPACE.** The streets within the Master Plan area are seen as a critical part of the open space system, not just roadways for automobiles. These streets must include walkways, landscape, and stormwater management characteristics in addition to automobile transport.

Lawrence Village Center Master Plan

EXECUTIVE SUMMARY



OVERALL LAND USE

The overall land use plan seeks to incorporate a variety of land uses which work together to bring the whole village neighborhood a sense of life and vitality. While these “yields” of land use are expected to change, this illustrative plan projects the following:

(Only on land owned by FHRA at time of this Master Planning Study)

Townhomes	280 Units
Stacked Flat Condo	435 Units
Apartments	150 Units
Retail Uses	160,000 SF
Office Uses	135,000 SF
Library	40,000 SF

GUIDING PRINCIPLES

Since the redevelopment of such a large study area is bound to be affected by numerous factors over the course of several years, it is critical to have in place basic principles which are “attitudes” that must permeate the leadership and public understanding in Lawrence and with the Fort Harrison Reuse Authority. These attitudes will serve as “guiding lights” when decisions must be made to stay true to the master plan or deviate from its recommendations.

- **IDENTIFIABLE.** *Build a destination for Lawrence that celebrates its past, present, and future.*
- **CONNECTED.** *Embrace the community through multiple modes of transportation. (This includes automobile, mass transit, bicycling, walking and the internet)*
- **WALKABLE.** *Create a community where walking is a viable option for transportation.*
- **SUSTAINABLE.** *Enhance the built and natural environments through designed systems. (This includes stormwater management, “green” buildings, natural vegetation and energy consumption)*
- **COMFORTABLE.** *Utilize built form to create a comfortable environment for users. (As opposed to an environment dominated by automobiles)*
- **INTERESTING.** *Balance a mix of land uses with interesting art and architecture. (Incorporate variety into the landscape and built environment for human interest)*

MOVING FORWARD

As an agency with the responsibility for improving the quality of life for the citizens of Lawrence, the Fort Harrison Reuse Authority is committed to implementing the Lawrence Village Center Master Plan. Following the completion of this plan, it is the intention of the FHRA to engage the private development community in the process, seeking opportunities for creating the highest quality development with the goal of a higher quality of life.



An aerial sketch of a city street scene. The scene shows a river or canal flowing through the center, with a wide, tree-lined promenade on one side and a street with buildings on the other. The buildings are multi-story, with some having red roofs. There are many trees of various sizes and colors (green, yellow, brown). The overall style is a loose, artistic sketch with visible pencil or charcoal lines and soft color washes.

A 10 Year Master Plan

Fort Harrison Reuse Authority
**Lawrence Village Center
Master Plan**

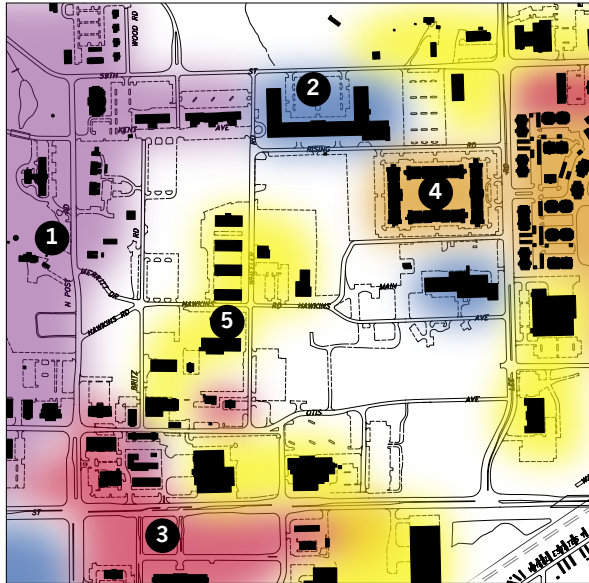
Existing Conditions.....	Page 13
Historic Fort Urban Residential/Office District ...	Page 17
Village Center District.....	Page 25
College Park Urban Mixed-Use District.....	Page 33

Existing Conditions: 2004 Aerial Photograph

(Please Note: This is an old aerial, yet the most current. Several buildings have been demolished in the interim as well as several new construction buildings)

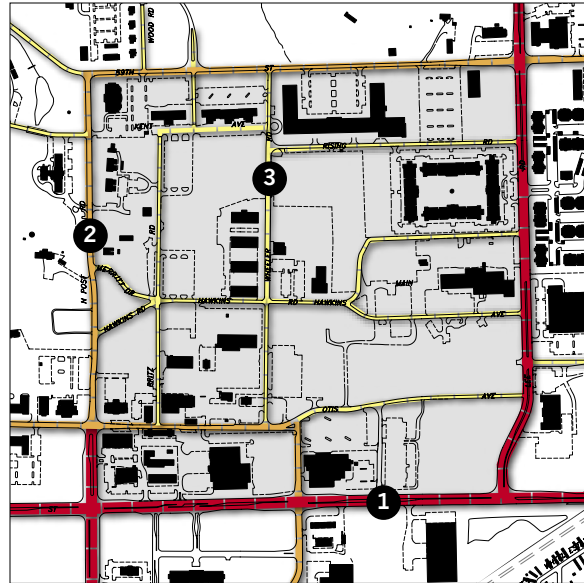


EXISTING DEVELOPMENT TYPOLOGIES DIAGRAM (Conceptual)



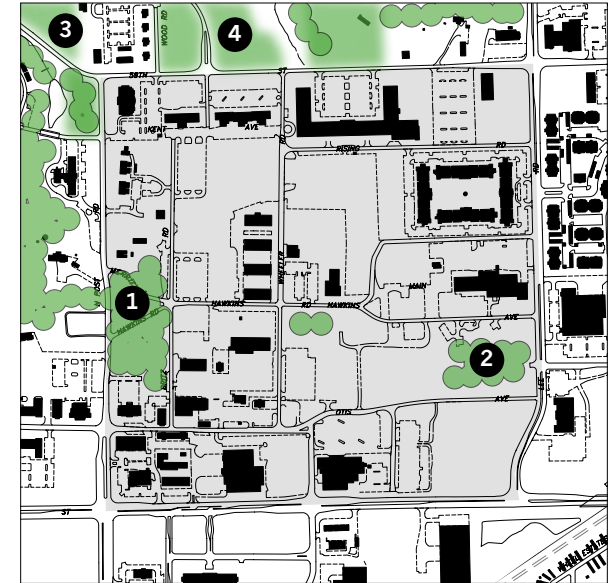
1. **Historic Fort Harrison** is an area that still retains the historic character and feel of the original Fort, with red brick buildings and classic architecture.
2. **Major Institutional** areas are defined by large buildings with heavy amounts of surface parking and one major type of user. Examples of this include Ivy Tech State College and the YMCA.
3. **Suburban commercial** areas are those which have been developed since the Fort was decommissioned. These areas are mostly served by automobile traffic, with limited association to other areas of development, especially for pedestrians.
4. **Multi-Family Residential** areas are located along the Lee Road Corridor. These developments range in height from 3 to 4 stories and are comprised of a series of similarly styled structures organized as a contained development area.
5. **Support Facilities and Large Floorplate Buildings.** A variety of users fill the support structures of the former Fort. These users have larger, open floorplates in their buildings. Additionally, there are several newer, large footprint developments which are single story in height and offer large amounts of square footage.

EXISTING ACCESS DIAGRAM (Conceptual)



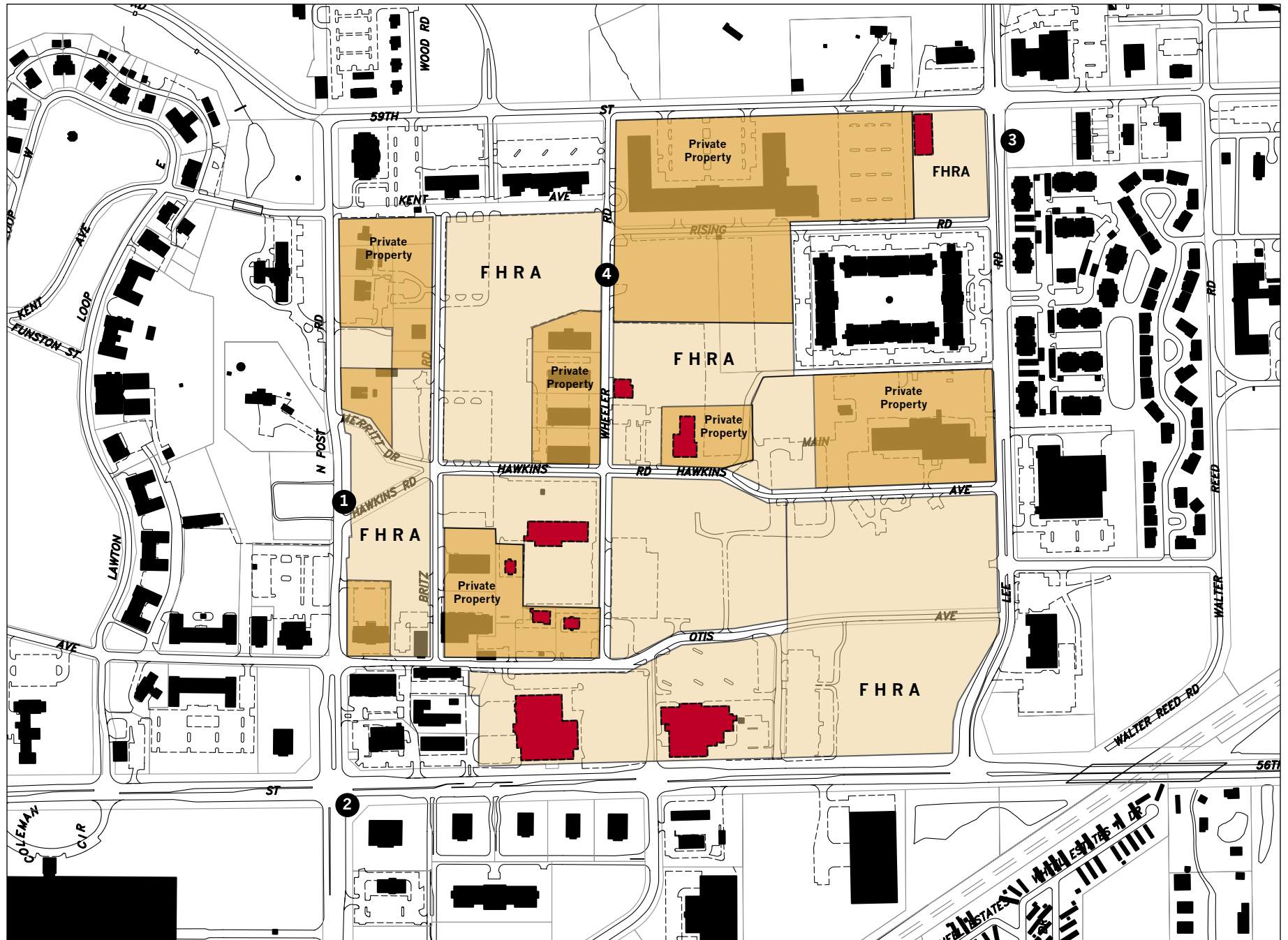
1. **Major Thoroughfares (Red)** in the study area include 56th Street, Post Road, and Lee Road. These streets have been redesigned and extended since the Fort was decommissioned (as the entrance and “stopping point” was Post Road @ 56th Street). Average daily traffic counts include:
 - **56th Street** (Approx. 22,000 - 25,000)
 - **Lee Road** (Approx. 8,000 - 10,000)
2. **Secondary Connector (Orange)** streets include Post Road north of Otis, Otis Avenue and 59th Street. These streets connect users to the Major Thoroughfares and are two-lane streets often used at speeds above posted limits. They also are streets with unique streetscape and character.
3. **Interior Access (Yellow)** roadways are those that generally remain from when the Fort was an active military base. As can be seen, these streets have a unique character and layout. This is generally due to the “point to point” necessity of the Fort, as there was little need for much connection to the general public roadways.

EXISTING OPEN SPACE DIAGRAM (Conceptual)



1. **Ravine.** The ravine area along Post Road is an under utilized open space. Currently, there are several significant stands of trees as well as a small ravine in the area.
2. **Otis Avenue Tree Stand.** Just north of Otis Avenue, west of Lee Road, is a significant stand of older growth trees. This stand is unlike anything found in the rest of the study area.
3. **Fort Harrison State Park.** When the Fort was decommissioned, nearly 1700 acres was dedicated as a state park. This park is one of the largest urban parks in the area and includes a variety of landscapes, trails and experiences, as well as a significant tree canopy.
4. **The Fort Golf Course.** To the north of the study area is the Fort Golf Course. This course was designed by Pete Dye, a famous golf course architect, and has been regularly ranked as one of the top 10 public golf courses in the State of Indiana.

Existing Conditions: Property Ownership & Buildings Affected by the Master Plan



Existing Conditions: Aerial Birdseye Views



Post Road @ Hawkins - Looking East



59th Street @ Lee Road - Looking West

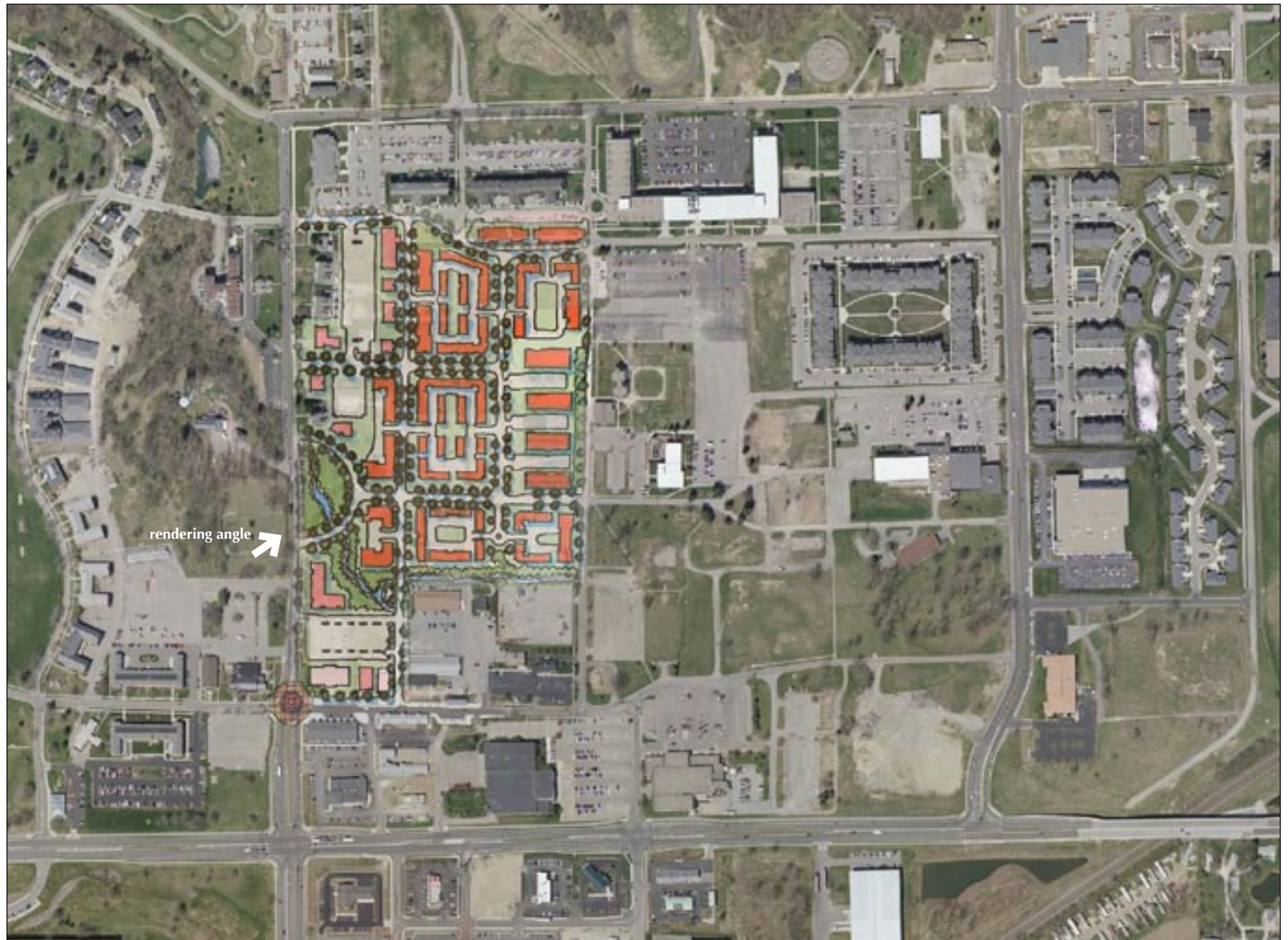


56th Street @ Post Road - Looking North



Wheeler Road @ Hawkins - Looking South

Historic Fort Urban Residential/Office District





Artist's Conceptual Rendering - Post Road at Hawkins Road (Looking East)

OVERVIEW:

Historic Fort Urban Residential/Office District

The Historic Fort Urban Residential/Office District seeks to develop a series of land uses which build off the historic character of Fort Harrison and Post Road, while maximizing the value of proximity to amenities such as Fort Harrison State Park, The Fort Golf Course and Lawrence City Hall. Key elements include:

- Urban residential uses such as townhomes and condo flat units
- Historic Mule Barns integrated by private owners into the overall development
- Infill of Mixed-Use Live Work and Office uses along Post and Britz Roads
- Connection of Kent Avenue with Rising Road allowing east/west access
- Ravine open space enhanced with Hawkins Road improvements



Three Dimensional Representation - Post Road at Otis Avenue (Looking Northeast)



Three Dimensional Representation - Post Road at 59th Street (Looking Southeast)

EXISTING CONDITION IMAGES: HISTORIC FORT URBAN RESIDENTIAL/OFFICE DISTRICT



HISTORIC FORT BUILDINGS

Several of the historic Fort buildings along Post Road have been reused as office suites.



KENDALL INN

Located in the renovated old Fort hospital, the Kendall Inn is an upscale lodging and dining facility of high quality.



RAVINE OPEN SPACE

The ravine along Post Road presents a unique open space opportunity along with several quality trees.



MULE BARNs

Four mule barns exist in the area, which were support buildings for the Fort activities. These buildings are under private ownership and host a variety of activities.



SUPPORT BARNs

Two larger barns exist at the corner of Britz Road and Otis Avenue. One of these structures has been converted into office and warehousing space.



NORTH WHEELER ROAD

This image shows Wheeler Road looking north with the Mule Barns on the left.



2004 Aerial Photograph - Notations connecting to preceding page.

EXISTING CONDITIONS:

Historic Fort Urban Residential/Office District

ISSUES

1. **Kent Avenue and Rising Road.** In reconnecting Rising Road with Kent Avenue, several parking areas will need redesign and configuration.
2. **Shared Parking.** To achieve a cohesive whole, a process of shared parking will be critical in the rear of buildings along the Post/Britz Road Corridor.
3. **Hawkins Circle Drive.** To complete the Hawkins Road "Circle Drive" concept, adjacent land owners will need to participate as well as a design for two small bridges over the ravine.
4. **Parking Lot Adjacency.** The parking lots near the support barn area on Britz Road will need to seek a more efficient use of land to accommodate the proposed development pattern.



Property Ownership - Key Issues highlighted and discussed to the right.



Birdseye Aerial Photograph - Britz Road @ Hawkins (Looking North)

Analogy Images: **HISTORIC FORT URBAN RESIDENTIAL/OFFICE DISTRICT**

Note: These images are analogies of possible development forms and are not complete architectural recommendations



TOWNHOMES

Units would face well designed streetscapes or interior courtyard spaces. Critical to the success of this area will be variation in architecture and the development of interest and color through materials and forms.



INFILL LIVE/WORK/OFFICE

With the strong demand for offices, the area along Britz Road presents a significant opportunity for live/work/office environments.



HISTORIC MULE BARN

The historic mule barns have the potential to be unique additions to the overall area. Possible uses might include offices, an indoor/outdoor market and live/work options.



TOWNHOMES

With the amenity of the open space ravine along Post Road and an improved Britz Road, townhouses would be a desirable land use.



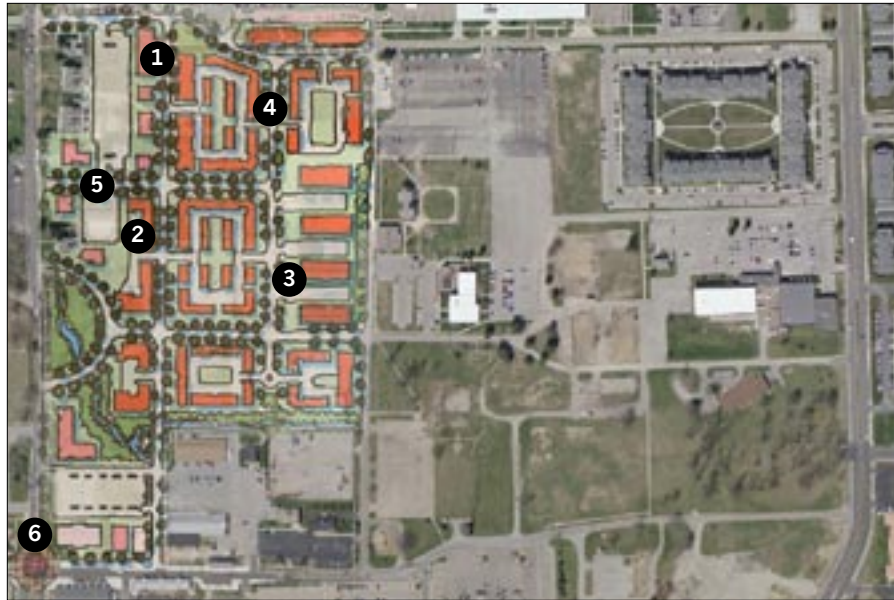
PARKING IN REAR

This photo illustrates an example of a parking court for residential and mixed use areas. These spaces can be well-designed and create a unique area for users in addition to the public street scape.

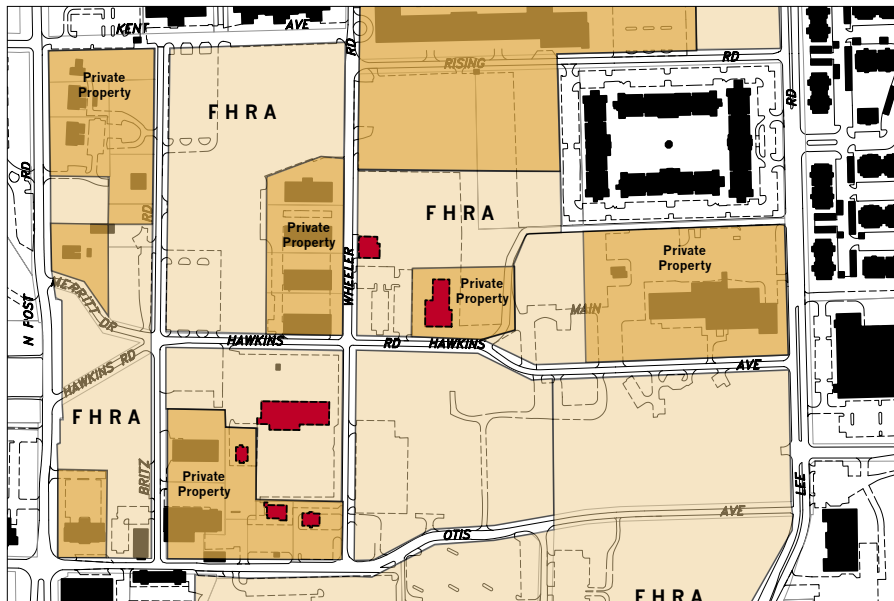


OTIS GATEWAY

The intersection of Otis Avenue and Post Road is critical. At this point you enter from the busy 56th/Post intersection and have the options of heading west to the Historic Fort, North to the State Park and City Hall, and East to the Village Center. A wayfinding element such as the one shown above is essential in this area.



Illustrative Site Plan - Key Photo Analogies connecting to preceding page.



Property Ownership Map

DESIGN CHARACTER & SUGGESTED YIELDS:

Historic Fort Urban Residential/Office District

Design Character

- Small, historic buildings are currently found in this area between Britz Road and Post Road and the concept plan illustrates the continuation of that trend with the introduction of live/work options.
- Parking is in the rear of buildings, except for on-street parking, creating a desirable streetscape adjacent to the building edges.
- Stormwater retention/detention is seen as a design amenity and is designed into the overall open space system, especially in the ravine area.
- The Otis Gateway is a critical landmark element to provide wayfinding and entrance to the Historic Fort, State Park and City Hall and the Village Center.
- The proximity to the Fort Golf Course, State Park, Ivy Tech and City Hall all make this location very desirable for residential housing.
- The historic Mule Barns would be integrated by private owners into the overall development.
- In addition to access to the golf course and state park, this area provides residents with semi-private open spaces and courtyards as a part of each development.
- Parking is contained in the development with each resident having parking in the rear of the buildings.

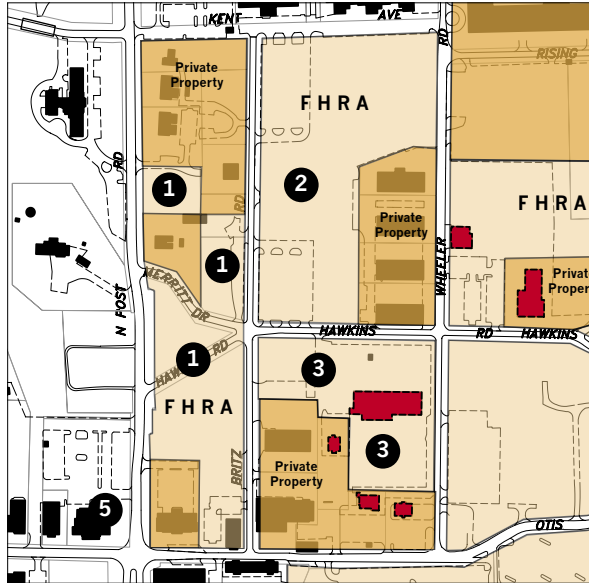
Suggested Development Yields based on Illustrative Plan (This District Only; Only on FHRA Owned Land - 17 Acres)

Townhomes	160 Units
Stacked Flats	130 Units
Office	25,000 SF

Design Guidelines: HISTORIC FORT URBAN RESIDENTIAL/OFFICE DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PREFERRED LAND USES



1. Historic Fort/Live-Work/Office

The following are recommended land uses in this area:

- Stand Alone Professional Offices
- Live/Work Mixed Land Use Configurations (Residential Units above Commercial Office 1st Floor)
- Residential Townhomes
- Residential Condominiums

2. Urban Residential

The following are recommended land uses in this area:

- Residential Townhomes
- Residential Condominiums

3. Urban Residential (Flex to Village Center)

The following are recommended land uses in this area:

- Live/Work Mixed Land Use Configurations (Residential Units above Retail 1st Floor)
- Residential Apartments
- Residential Townhomes
- Residential Condominiums

(Note: This area is seen as flexible pending Village Center development and opportunities)

SETBACK/HEIGHT



1. Post Road

Buildings along Post Road should maintain the historical setback and general height of the original Nurse's Buildings (now office suites)

2. Britz Road (West Side)

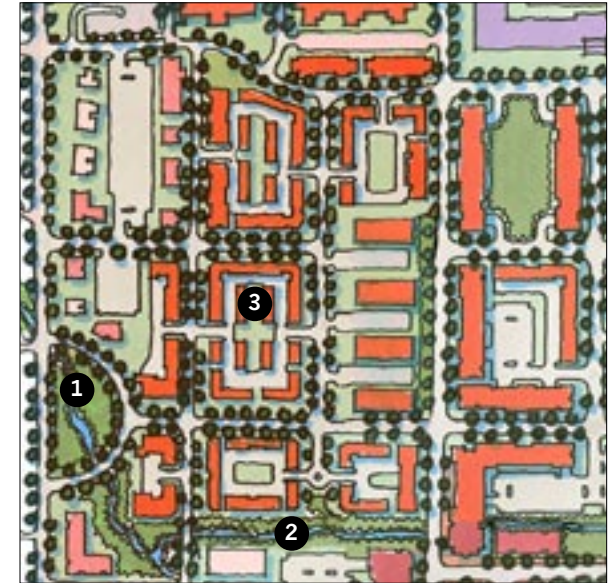
Buildings along Britz Road should be brought to the street edge with working front entrances along the street. Building heights should not exceed 40 feet or four stories in height.

NOTE: The area between Post Road and Britz Road is regarded as a historic district and has additional Department of the Interior requirements that should be referenced and can be obtained from the FHRA.

3. Urban Residential

Buildings in the Urban Residential area should front the street edge with accommodation for a small urban scaled setback for a working front entrance. Parking should be in the rear or inside of buildings. Building Height should not exceed 40 feet or four stories in height.

OPEN SPACE



1. Ravine

The Ravine area should be designed to accommodate passive recreational use, stormwater management assistance and general tree preservation.

2. Nature Walk

Connecting to the Ravine area, a "nature walk" should be developed to link to the Village Center area (and Military Memorial Park to the east). This walk should accommodate comfortable pedestrian walking, bicycling and running. Additionally, the area should assist in stormwater management and run-off control.

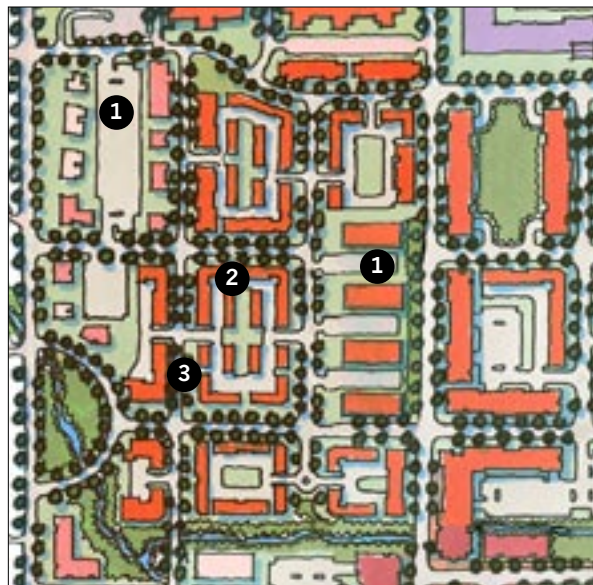
3. Residential Open Spaces

The Urban Residential land uses should accommodate small, yet usable spaces for residents and visitors. These should be designed in a semi-private fashion, yet have access for the general public. Additionally, these areas should be designed with native vegetation and attention to stormwater management assistance.

Design Guidelines: HISTORIC FORT URBAN RESIDENTIAL/OFFICE DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PARKING



1. Shared Parking

In the Historic Fort/Live-Work/Office area and the Mule Barn area, steps should be taken to arrange for shared parking among various owners. This is a possible role for a Business Improvement District or FHRA management capacity.

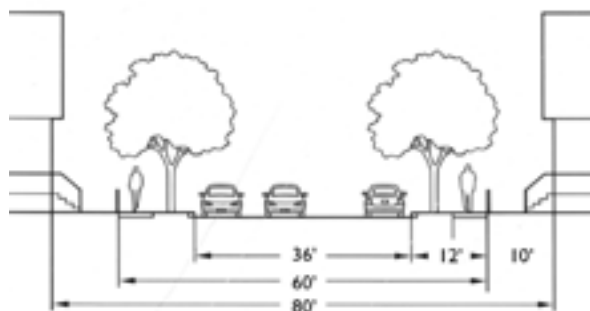
2. Rear Loaded Residential Parking

In the Urban Residential area, parking should occur in the rear of buildings. Below grade or first floor parking is an acceptable option, assuming that entrance is not off of the addressing street, but in the rear.

3. On-Street Parking

Parallel parking on both sides of the street should occur throughout this district (except for Post Road). This parking should be under the control of a Business Improvement District, FHRA or umbrella organization. On-street parking should accommodate visitor and short term stay parking.

STREETSCAPE



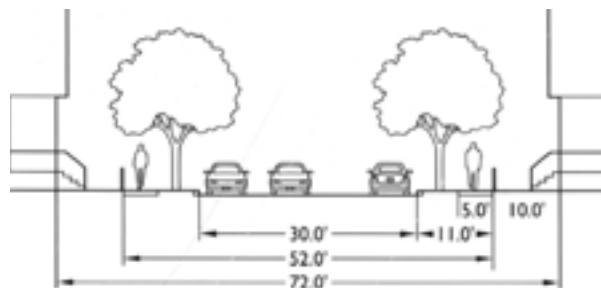
Generalized Public Street Section

This street section is a general suggestion for:

- Britz Road
- Hawkins Road
- Wheeler Road (North of Village Center)
- New Streets

Key elements include:

- On-Street Parking
- Street trees and park median
- Pedestrian sidewalks and pathways
- Decorative Street Lighting
- Bicycle lane designation (If accommodated, this would require an additional 6 feet of R.O.W.)



Generalized Interior Development Street Section

This street section is a general suggestion for the interior of the Urban Residential area. Parking is accommodated on both sides of the street with a larger central drive lane requiring a slight "give way."

DRAWING NOT TO SCALE
Illustration Credit:
Planning and Urban Design Standards,
American Planning Association

SUSTAINABILITY

1. Green Building

Each project should consider the guidelines for "green building" developed by the United States Green Building Council (USGBC). As of this writing, residential guidelines are being established along with general neighborhood guidelines. These materials can be accessed at www.usgbc.org

2. Erosion & Sedimentation Control

Each project should design a sediment and erosion control plan that conforms to local codes with careful attention for code enforcement.

3. Automobile and Parking Demand

Consider parking and automobile reduction incentives such as permit parking, on-street meters (with revenue returned to the community), homeowner association car pools, and opportunities for owners to "lease" unused parking spaces.

4. Stormwater Management

Stormwater management should be viewed as a whole with a Business Improvement District or FHRA overseeing coordination. Some stormwater management practices, however, should be encouraged on individual sites, such as:

- Porous Paving Materials
- Stormwater Catch Basins (for irrigation)
- Green Roofs or Gardens

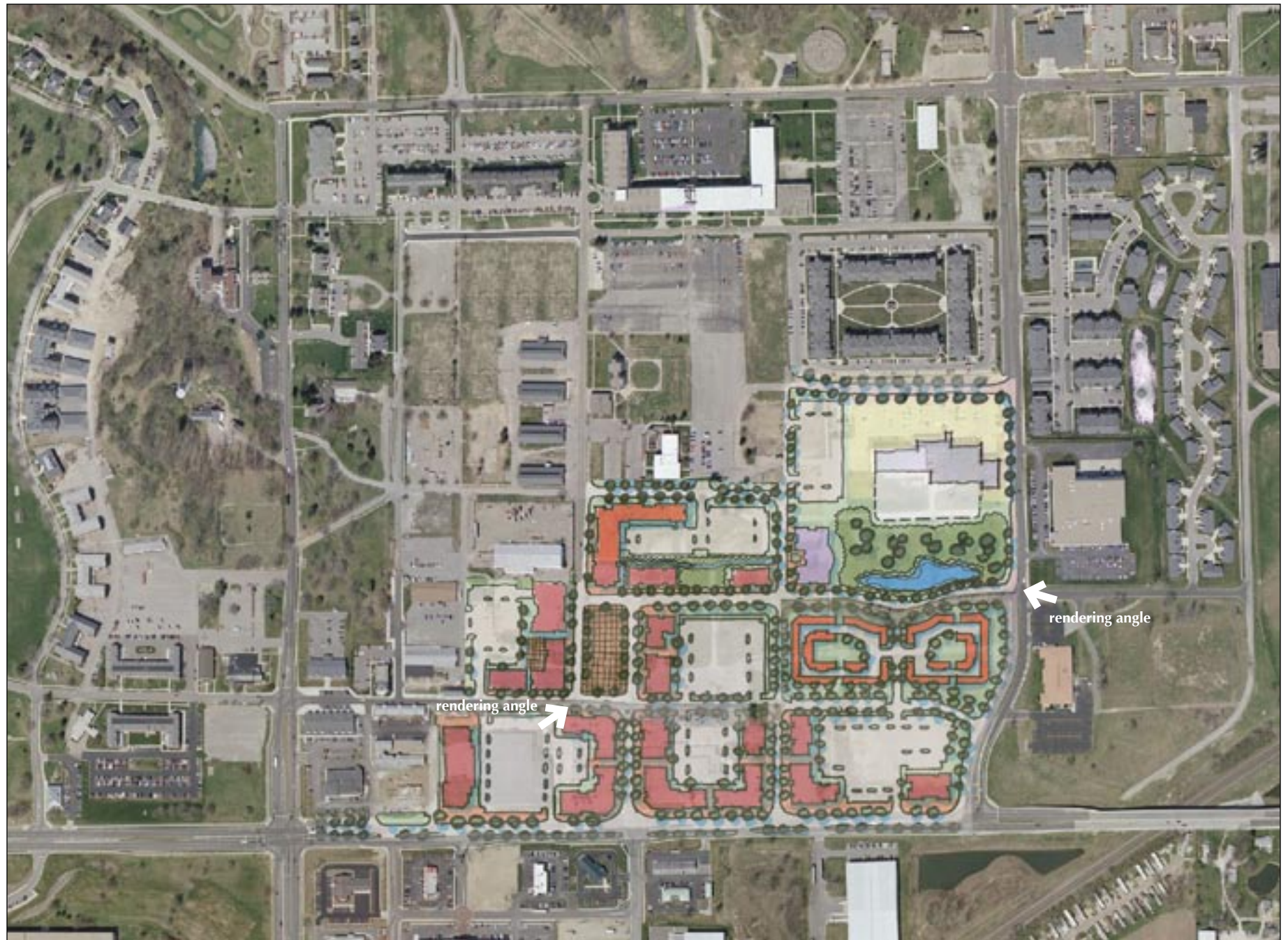
5. Energy Generation

Special attention should be paid to how individual buildings can assist in energy generation for everyday tasks such as outdoor lighting, etc.

Techniques:

- Solar Photovoltaics (Outdoor Lighting Minimum)
- Vent Turbines
- Small Scale Wind Fans

Lawrence Village Center District





Artist's Conceptual Rendering - Civic Plaza at Otis Avenue and Wheeler Road



Three Dimensional Representation - 56th Street at Wheeler Road (Looking North)

OVERVIEW:

Lawrence Village Center District

The Lawrence Village Center is the heart of this master planned area. The Village Center is a place where people meet and gather in a Civic Plaza, retail opportunities mix with urban residential living, and open park spaces and tree-lined streetscapes create a comfortable pedestrian environment. The Village Center District embraces the traffic of 56th Street and sees this traffic as essential to the overall success of the area. Key highlights include:

- Mixed land use environment with retail and commercial uses activating the public realm of the street and residential and office uses on floors above.
- A comfortably scaled Civic Plaza where citizens can come to gather.
- A new roadway experience along 56th Street with improved streetscape and on-street parking.
- The development of a Library or Learning Center use, which provides opportunities for public engagement.
- The development of the Military Memorial Park in the Otis Avenue Woods.



Artist's Conceptual Rendering - Military Memorial Park at Lee Road (Looking West)

EXISTING CONDITION IMAGES: LAWRENCE VILLAGE CENTER DISTRICT



56th STREET

Carrying approximately 22,000 to 25,000 cars a day, 56th Street is both a beauty and a beast. It is a beauty because that traffic can support desired commercial functions. It is a beast because of its large size.



OTIS AVENUE

Otis Avenue has a unique scale heading into the Village Center Area.



56th STREET BRIDGE VIEW

The approaching view from 56th Street heading west to the Village Center Area is dramatic and showcases the general area.



OTIS AVENUE WOODS

A significant stand of trees exists at the intersection of Otis Avenue and Lee Road.



YMCA

A large and well-used YMCA is located along Lee Road, north of the Otis Avenue Woods.



PX & COMMISSARY BUILDINGS

The current Px and Commissary Buildings are planned for demolition in May 2007.



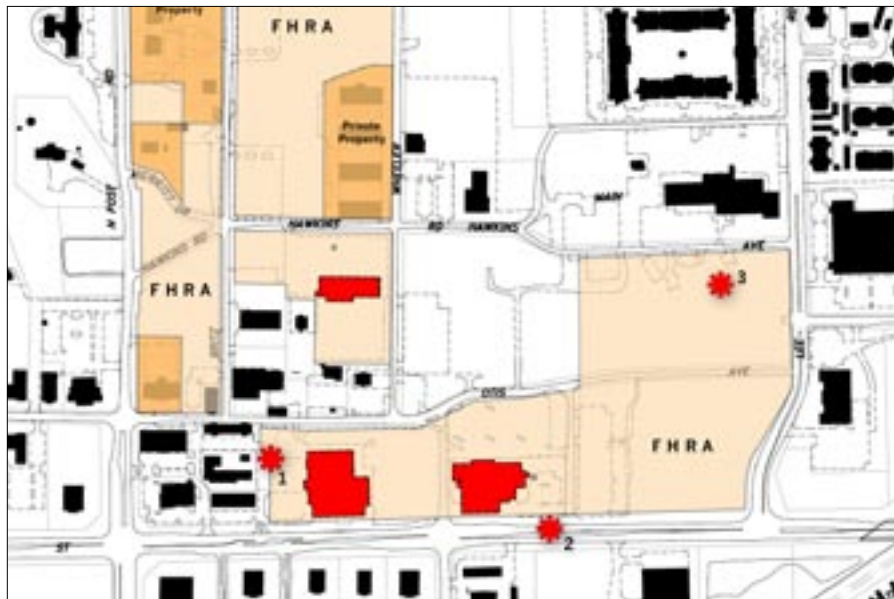
2004 Aerial Photograph - Notations connecting to preceding page.

EXISTING CONDITIONS:

Lawrence Village Center District

ISSUES

1. **Adjacency to Historic Otis Avenue Buildings.** Special consideration should be paid to the location of buildings adjacent to the historic buildings of the Otis Avenue area.
2. **56th Street.** In its current state as a “highway-like” thoroughfare, 56th Street will not support the proposed Lawrence Village Center and its desire for a walkable environment. Also, there is a need to find a better balance of slower traffic (to give motorists a sense of arrival and destination), yet keeping the general traffic counts (without people, commercial activities cannot be supported.)
3. **Otis Avenue Woods.** The area of the Otis Avenue Woods is the only major wooded area remaining in the project study area and it is an area where the general public desires tree conservation to occur.



Property Ownership - Key Issues highlighted and discussed to the right.



Birdseye Aerial Photograph - 56th Street @ Wheeler Road (Looking West)

Analogy Images: LAWRENCE VILLAGE CENTER DISTRICT

Note: These images are analogies of possible development forms and are not complete architectural recommendations



POSSIBLE GROCERY LOCATION

A grocery has been indicated as a desirable land use in the Village Center. This example showcases a hybrid land use that allows parking, yet has a strong street edge for pedestrians.



CIVIC PLAZA

This space would be a central meeting point as well as a unique outdoor space for gathering. Development on all sides, in addition to the unique street pattern, would make this space a destination.



MIXED-USE

This photograph shows an example of a mixed-use structure with a strong streetscape, including on-street parking, street trees, planters, unique paving materials and lighting.



56th STREET STREETScape

An interesting place is one where development form creates unique and exciting spaces which also function to create a high quality of life. It is critical that 56th Street be designed to slow traffic and create a unique experience.



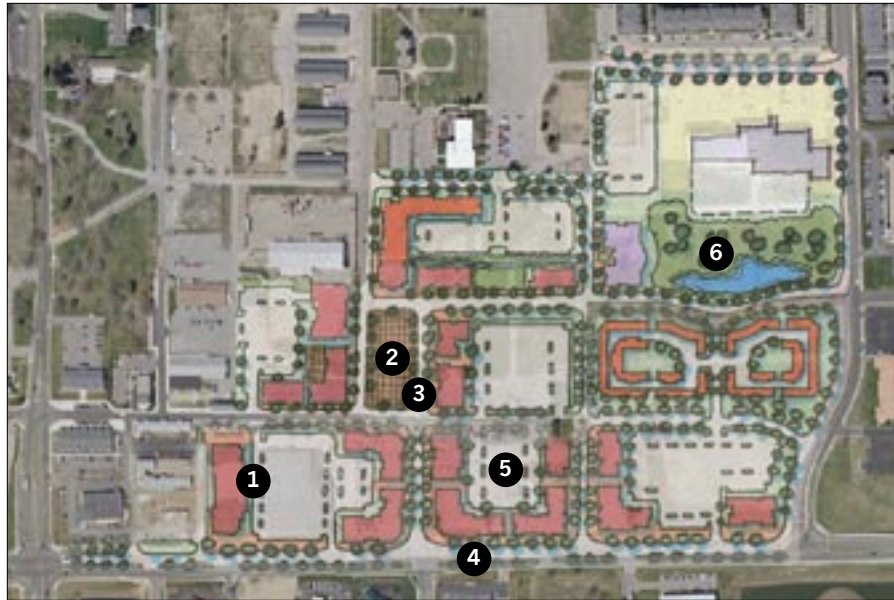
PARKING IN REAR

This photo illustrates an example of a parking court for retail and mixed use parking areas. These spaces can be well-designed and create a unique area for users in addition to the public streetscape.

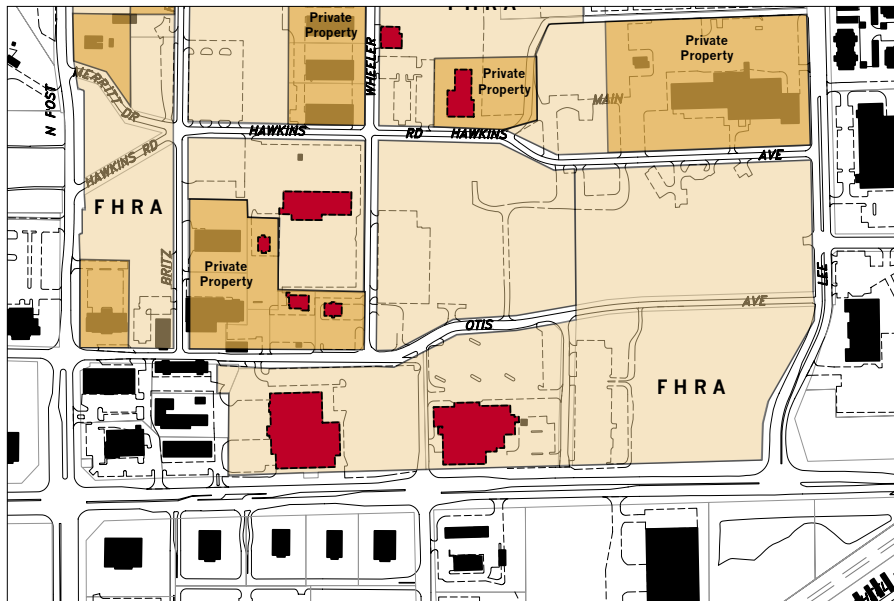


PARK

The park shown in the concept plan could be a passive space which takes advantage of the existing trees and the overall quality of the open space as it relates to the village center and YMCA.



Illustrative Site Plan - Key Photo Analogies connecting to preceding page.



Property Ownership Map

DESIGN CHARACTER & SUGGESTED YIELDS:

Lawrence Village Center District

Design Character

- This area is largely owned by the FHRA.
- Utilizing the high traffic of 56th Street, the concept design seeks to both create a comfortable environment for pedestrians, while also capturing auto-oriented users from 56th Street.
- Parking is in the rear of buildings, except for on-street parking (which should be included on all streets), creating a desirable streetscape along the building edges.
- Stormwater retention/detention is seen as a design amenity and not just a simple pond, and therefore, is designed into the overall open space system.
- The Civic Plaza is a central meeting point, where a unique street pattern creates a desirable open space for gathering.
- 56th Street is a double-edged sword. It is needed to drive the market for retail and commercial, yet it's size is not the best for creating a comfortable pedestrian environment. (Approximate Average Daily Traffic - 22,000 - 25,000)
- This plan will REQUIRE a strong streetscape and signage system on 56th Street to both slow traffic and direct users inward toward the development area.

Suggested Development Yields based on Illustrative Plan (This District Only; Only on FHRA Owned Land - 45 Acres)

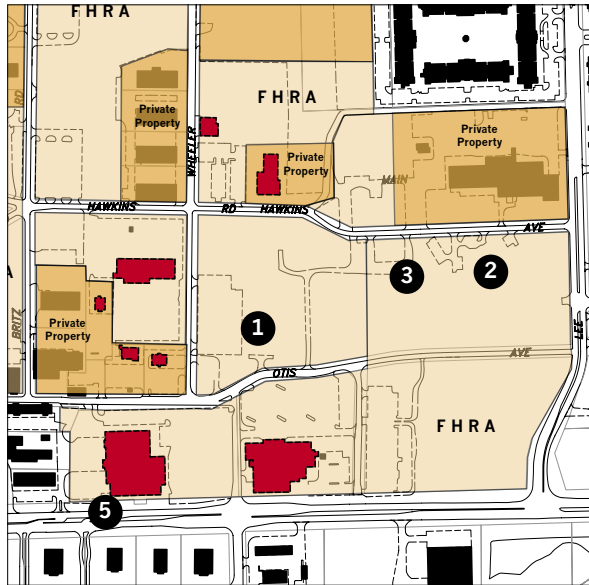
- *This plan illustrates more retail/commercial than the study's market analysis indicates is available. This has been done with the understanding that spaces can be flexible for office and other users until the retail/commercial demand has been increased to support other users.*

Townhomes	70 Units
Stacked Flats	255 Units
Apartments	150 Units
Retail	160,000 SF
Office	110,000 SF
Library	40,000 SF

Design Guidelines: LAWRENCE VILLAGE CENTER DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PREFERRED LAND USES



1. Lawrence Village Center Mixed Use

The following are recommended land uses in this area:

- Retail Shopping including Grocery
- Live/Work Mixed Land Use Configurations (Residential Units above Commercial Office 1st Floor)
- Mixed Use Apartments over Retail
- Residential Apartments
- Residential Townhomes
- Residential Condominiums

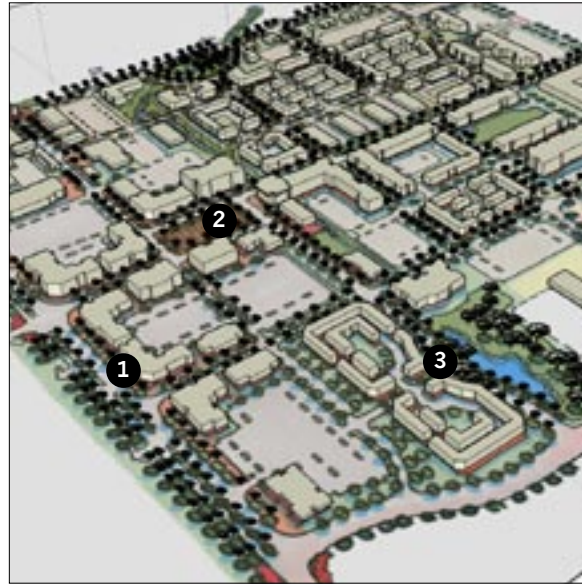
2. Military Memorial Park

This area is designated for a park. It is desired that its general theme should relate to the Military and overall Fort tradition.

3. Public Building Location

The area immediately west of the Military Memorial Park is designated for a public building. Initial discussion has been about a Public Library, however, other public “open” uses are acceptable including a learning center and government buildings.

SETBACK/HEIGHT



1. 56th Street

Buildings along 56th Street should front the street with an appropriate urban streetscape offering protection from the traffic. Front entrances should be working entrances. Rear entrances should be functional, yet deferring in design to moving users to the street edge entrances. Buildings should not exceed 50 Feet or five stories in height.

2. Civic Plaza Buildings

Buildings surrounding the Civic Plaza should front the plaza with an appropriate urban streetscape offering protection from the traffic. Front entrances should be working entrances. Rear entrances should be functional, yet deferring in design to moving users to the street edge entrances. Buildings should not exceed 70 Feet or seven stories in height.

3. Urban Residential

Buildings in the Urban Residential area should front the street edge with accommodation for a small urban scaled setback for a working front entrance. Parking should be in the rear or internal to buildings. Building Height should not exceed 40 feet / four stories in height.

OPEN SPACE



1. Civic Plaza

The Civic Plaza should be designed as a focal point for the Village Center. Heavy use of pedestrian “comfortable” materials is encouraged such as trees, landscaping, gathering elements such as fountains, etc., and unique paving materials.

2. Nature Walk

A “nature walk” should be developed to link the Village Center and Military Memorial Park to the east with the Ravine area to the west. This walk should accommodate comfortable pedestrian walking, bicycling and running. Additionally, the area should assist in stormwater management and run-off control.

3. Military Memorial Park

The Military Memorial Park area is intended to be a passive park area utilizing the Otis Avenue Woods as a “living” tribute to the Military and its history at Fort Harrison. Small open areas are desirable, yet large playfields should not be pursued in the overall design. Additionally, the area should assist in stormwater management and run-off control.

Design Guidelines: LAWRENCE VILLAGE CENTER DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PARKING



1. Parking Courts

In the rear of Village Center buildings, large parking courts should be developed to accommodate anticipated heavy parking demand. These courts should be heavily landscaped to create a comfortable pedestrian environment. Consideration should be given to underground detention and/or porous paving materials.

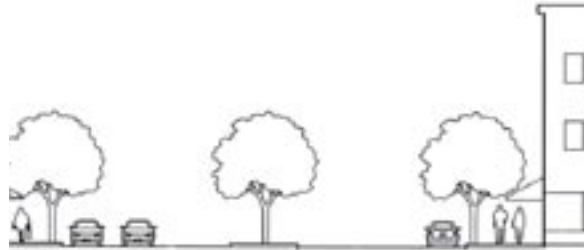
2. Rear Loaded Residential Parking

In the Urban Residential area, parking should occur in the rear of buildings. Below grade or above first floor parking is an acceptable option, assuming that entrance is not off the addressing street, but in the rear.

3. On-Street Parking

Parallel parking on both sides of the street should occur throughout this district, including 56th Street. This parking should be under the control of a Business Improvement District, FHRA or other umbrella organization. On-street parking should accommodate visitor and short term stay parking.

STREETSCAPE

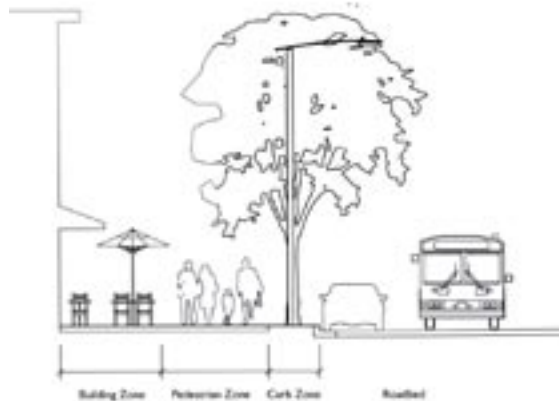


Generalized NEW 56th Street Section

This street section is a general suggestion for 56th Street to create a memorable motorist experience as well as a comfortable pedestrian environment.

Key elements include:

- On-Street Parking
- Street trees, park median, and central boulevard
- Pedestrian sidewalks and pathways
- Decorative Street Lighting
- Bicycle lane designation



Generalized Village Center Street Section

This street section is a general suggestion for the interior of the Village Center area.

DRAWING NOT TO SCALE
Illustration Credit:
Planning and Urban Design Standards,
American Planning Association

SUSTAINABILITY

1. Green Building

Each project should consider the guidelines for “green building” developed by the United States Green Building Council (USGBC). As of this writing, residential guidelines are being established along with general neighborhood guidelines. These materials can be accessed at www.usgbc.org

2. Flexibility

Due to the retail nature of this mixed-use development, attention should be given to providing flexibility in the design and continual redesign of retail facades as trends, stores and tastes change and evolve. It is also critical to allow for customization of storefronts as forms of marketing for businesses.

3. Automobile and Parking Demand

Consider parking and automobile reduction incentives such as permit parking, on-street meters (with revenue returned to the community) and shared parking incentives. It is also critical for the development to receive public transit service and be a part of the overall Indianapolis regional transit system.

4. Stormwater Management

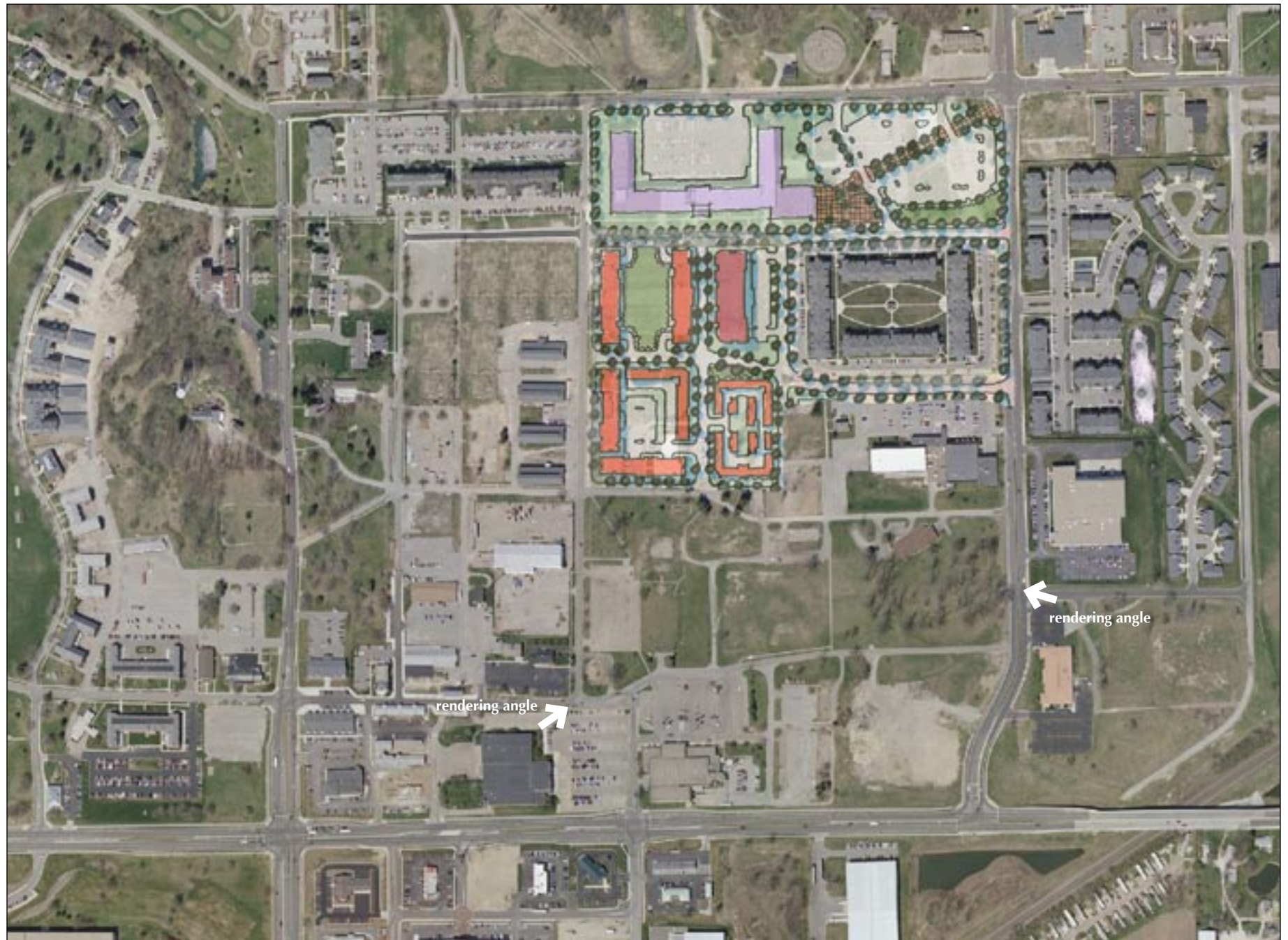
Stormwater management should be viewed as a whole with a Business Improvement District or FHRA overseeing coordination. Some stormwater management practices, however, should be encouraged on individual sites, such as:

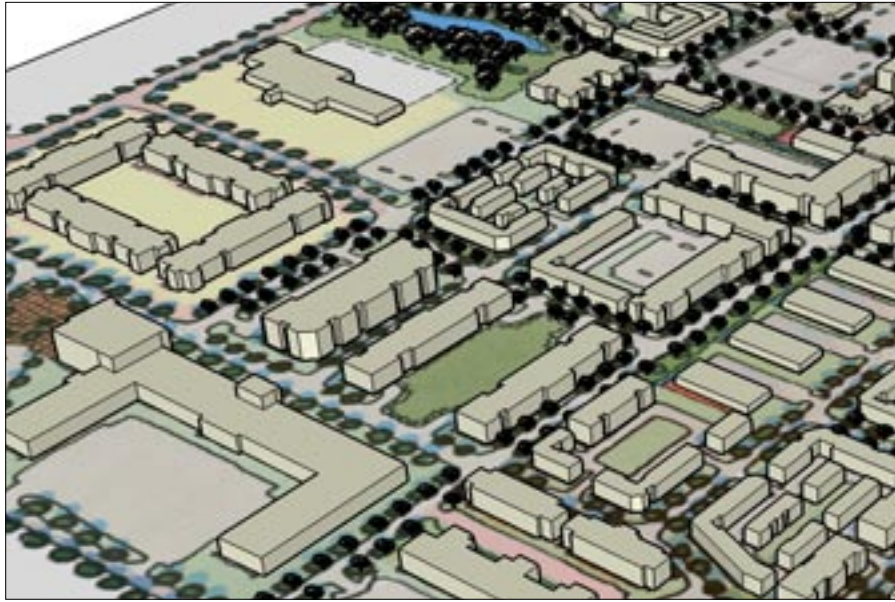
- Porous Paving Materials
- Stormwater Catch Basins (for irrigation)
- Green Roofs or Gardens

5. Quality Architecture and Materials

While this Master Plan document does not outline architectural standards, it is critical to the goal of sustainability that buildings are well-designed and built with quality, long lasting materials. Attention to detail in this phase of the development process will ensure years of success for the overall redevelopment, long after project build out and initial sales.

College Park Urban Mixed-Use District





Three Dimensional Representation - From Fort Golf Course (Looking Southeast)



Three Dimensional Representation - 59th Street at Lee Road (Looking Southwest)

OVERVIEW:

College Park Urban Mixed-Use District

The College Park Urban Mixed-Use District is a place where multiple land uses converge to create a dynamic neighborhood coordinating with adjacent neighbors such as Ivy Tech State College and the YMCA. This neighborhood is also seen as a critical piece in connecting the entire Lawrence Village Center Master Plan together from 56th Street to 59th Street. Key highlights include:

- A variety of residential offerings including townhomes and condo flat-style buildings.
- A Neighborhood Park serving both the residents of the area as well as the Ivy Tech State College Community.
- The potential for a “flex learning building” which could include a variety of potential users including Ivy Tech Support, child learning, and indoor recreation.

EXISTING CONDITION IMAGES: COLLEGE PARK URBAN MIXED-USE DISTRICT



IVY TECH - NORTH ENTRANCE

Ivy Tech State College is a growing state-funded higher learning institution. The north entrance serves visitors, faculty and general staff.



IVY TECH - SOUTH ENTRANCE

The entrance to Ivy Tech on the south facade of its building is generally used by students and for drop-off and pick-up activities.



RISING ROAD

This image shows the entrance onto Rising Road from Lee Road.



59th STREET

This image illustrates the tree-lined condition of 59th Street heading east from the Wheeler Road intersection.



WHEELER ROAD NORTH

Wheeler Road currently runs towards Ivy Tech and its parking lots.



ST. MARY'S CHILD CARE CENTER

The St. Mary's Child Care Center is located within this planning area. The facility provides top level care and is an amenity in Lawrence. Long-term, the plan as presented shows St. Mary's staying at the Fort, yet not in their current facility.



2004 Aerial Photograph - Notations connecting to preceding page.

EXISTING CONDITIONS:

College Park Urban Mixed-Use District

ISSUES

1. **Ivy Tech.** Two major land parcels of this district are currently essential to the operations of Ivy Tech State College. The first is the large student parking lot south of the building. The second is the FHRA-owned piece of property to the east of the building. Both issues will need to involve a partnership between FHRA and Ivy Tech to determine win-win scenarios for future activities and development.

2. **St. Mary's Child Care Center.** As a critical provider of early child education and care, St. Mary's is seen as a critical land use in the Fort Harrison area. However, its current facility is located in the heart of the most logical redevelopment area. This plan encourages the development of a partnership between FHRA and St. Mary's to accommodate the continuation of the St. Mary's mission and land use in the Fort area, albeit in a possibly different location.



Property Ownership - Key Issues highlighted and discussed to the right.



Birdseye Aerial Photograph - St. Mary's at Hawkins and Wheeler Roads (Looking South)

Analogy Images: COLLEGE PARK URBAN MIXED-USE DISTRICT

Note: These images are analogies of possible development forms and are not complete architectural recommendations



CONDO FLAT EXAMPLES

These residential units are owner occupied and include courtyard spaces.



INTERIOR COURTYARDS

Interior spaces such as the one shown in this photograph give users smaller park spaces which are more private than large park areas.



TOWNHOME EXAMPLES

These units would face well designed streetscapes or interior courtyard spaces. A critical element to the success of this area will be a variation in architecture and the development of interest and color through materials and forms.

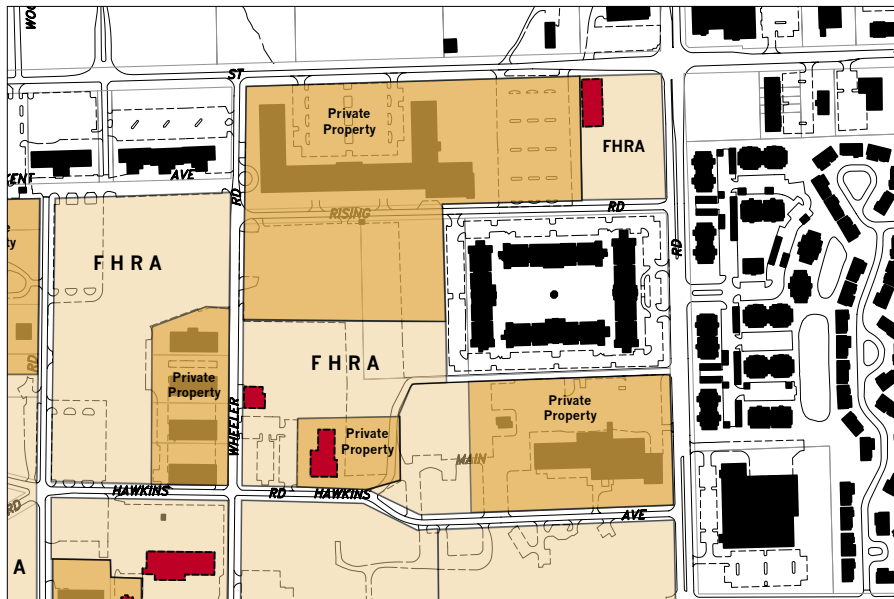


NEIGHBORHOOD PARK

While designs for the neighborhood park might take on many forms, it is critical that it be an active, public space for use. This image shows a small ampitheatre in a park setting.



Illustrative Site Plan - Key Photo Analogies connecting to preceding page.



Property Ownership Map

DESIGN CHARACTER & SUGGESTED YIELDS:

College Park Urban Mixed-Use District

Design Character

- In addition to access to the golf course and state park, this area provides residents with semi-private open spaces as a part of each development.
- Parking is contained in the development with each resident having parking in the rear or interior of the buildings.
- Improvements to the current YMCA and the completion of the Village Center concept would provide additional amenity to this area.
- It would be the intention of the plan to relocate St. Mary's Child Care Center into an improved facility.
- The reconfiguration of Hawkins Avenue would assist in connecting the east/west portions of the redevelopment area.
- Infrastructure improvements to both Wheeler and Hawkins will assist in this area becoming a desirable residential area.
- Success of this area as a residential area will relate to the development of replacement parking lots to the north of the planning area, for Ivy Tech usage.
- The designation of a "flex" building is included due to the proximity to Ivy Tech, Senior Housing, the YMCA and the Village Center. This building might have structured parking implications in the future as development occurs.

Suggested Development Yields based on Illustrative Plan (This District Only; Only on FHRA Owned Land - 9 Acres)

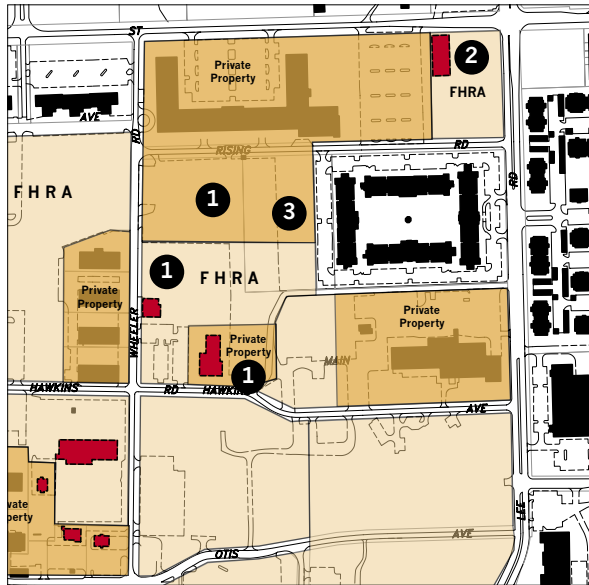
- *Note: A large portion of this site is not under FHRA ownership*

Townhomes	50 Units
Stacked Flats	50 Units

Design Guidelines: COLLEGE PARK URBAN MIXED-USE DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PREFERRED LAND USES



1. College Park Urban Residential

The following are recommended land uses in this area:

- Residential Apartments
- Residential Townhomes
- Residential Condominiums

2. Ivy Tech Support

This area is designated for Ivy Tech support and potential parking for the new community auditorium.

3. Flex Building

The area immediately west of the Senior Housing facility is designated for a “flex” learning building. Initial discussion has been about Ivy Tech support, Child Care and other “learning” uses.

SETBACK/HEIGHT



1. Flex Building

The Flex Building should have a strong relationship to the street edge and to Ivy Tech. Structured parking could be integrated into the structure. Building height should not exceed 80 Feet or eight stories.

2. Neighborhood Park Buildings

Buildings surrounding the Neighborhood Park should front the park with an appropriate urban streetscape offering protection from the traffic. Front entrances should be working entrances. Rear entrances should be functional, yet deferring in design to moving users to the street edge entrances. Building height should not exceed 80 Feet or eight stories.

3. Urban Residential Townhomes

Buildings in the Urban Residential Townhomes area should front the street edge with accommodation for a small urban scaled setback for a working front entrance. Parking should be in the rear of buildings. Building Height should not exceed 40 feet or four stories in height.

OPEN SPACE



1. Neighborhood Park

The Neighborhood Park should be designed as a focal point for the College Park District. This space should allow for public interaction and use.

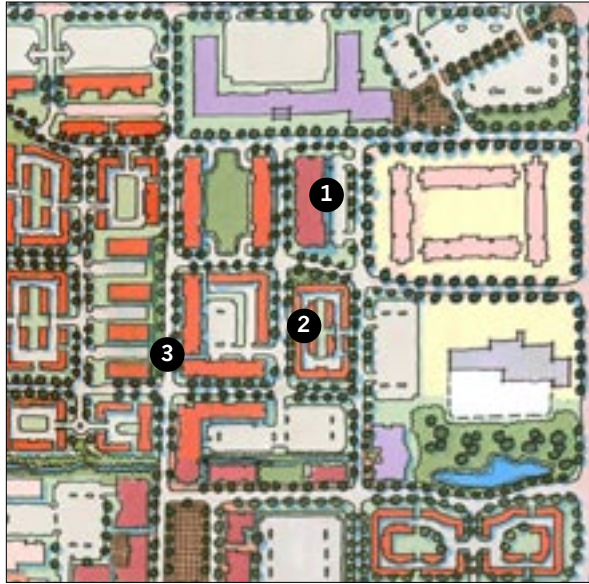
2. Campus Plaza

The Ivy Tech Campus Plaza should showcase the new Ivy Tech auditorium facility. This space should be a gathering and meeting space for Ivy Tech and the general public that might be using the new facility.

Design Guidelines: COLLEGE PARK URBAN MIXED-USE DISTRICT

Note: These guidelines are intended to be form guidelines. Architectural Guidelines are not included in this document.

PARKING



1. Flex Building with Structured Parking

If it is feasible, structured parking should be included in the Flex Building. This parking should support building functions and provide secondary parking to Ivy Tech activities.

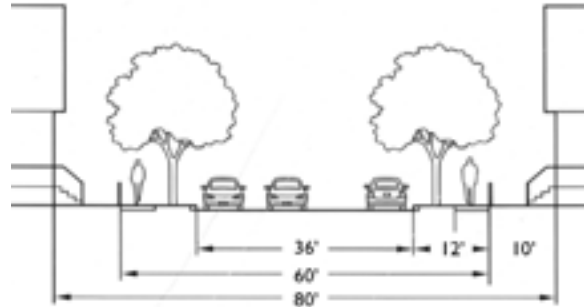
2. Rear Loaded Residential Parking

In residential areas, parking should occur in the rear of buildings. Below grade or interior parking is an acceptable option, assuming that entrance is not off the addressing street, but in the rear.

3. On-Street Parking

Parallel parking on both sides of the street should occur throughout this district. This parking should be under the control of a Business Improvement District, FHRA or umbrella organization. On-street parking should accommodate visitor and short term stay parking.

STREETSCAPE



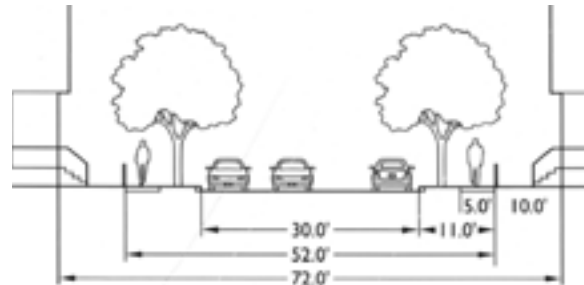
Generalized Public Street Section

This street section is a general suggestion for:

- Hawkins Road
- Wheeler Road (North of Village Center)
- New Streets

Key elements include:

- On-Street Parking
- Street trees and park median
- Pedestrian sidewalks and pathways
- Decorative Street Lighting
- Bicycle lane designation (If accommodated, this would require an additional 6 feet of R.O.W.)



Generalized Interior Development Street Section

This street section is a general suggestion for the interior of the Urban Residential area. Parking is accommodated on both sides of the street with a larger central drive lane requiring a slight "give way."

DRAWING NOT TO SCALE
Illustration Credit:
Planning and Urban Design Standards,
American Planning Association

SUSTAINABILITY

1. Green Building

Each project should consider the guidelines for "green building" developed by the United States Green Building Council (USGBC). As of this writing, residential guidelines are being established along with general neighborhood guidelines. These materials can be accessed at www.usgbc.org

2. Erosion & Sedimentation Control

Each project should design a sediment and erosion control plan that conforms to local codes with careful attention for code enforcement.

3. Automobile and Parking Demand

Consider parking and automobile reduction incentives such as permit parking, on-street meters (with revenue returned to the community), homeowner association car pools, and opportunities for owners to "lease" unused parking spaces.

4. Stormwater Management

Stormwater management should be viewed as a whole with a Business Improvement District or FHRA overseeing coordination. Some stormwater management practices, however, should be encouraged on individual sites, such as:

- Porous Paving Materials
- Stormwater Catch Basins (for irrigation)
- Green Roofs or Gardens

5. Energy Generation

Special attention should be paid to how individual buildings can assist in energy generation for everyday tasks such as outdoor lighting, etc.

Techniques:

- Solar Photovoltaics (Outdoor Lighting Minimum)
- Vent Turbines
- Small Scale Wind Fans



An aerial sketch of a village center. The sketch shows a mix of urban and natural elements. In the upper left, there are several multi-story buildings with reddish-brown roofs. A winding stream or path flows through the center of the area, surrounded by dense green trees. In the lower left, there's a large, open area with a brick-paved plaza and a few small structures with blue roofs. The overall style is a loose, artistic sketch with visible pencil or pen lines and soft watercolor-like coloring.

Summary Information

Fort Harrison Reuse Authority
**Lawrence Village Center
Master Plan**

Critical Infrastructure Page 42
Private Owner Project Opportunities..... Page 43
Overall Project Summary/Recommendations Page 45

SUMMARY INFORMATION: CRITICAL INFRASTRUCTURE

These elements of infrastructure are seen as critical to the overall success of the Lawrence Village Center Master Plan



56th STREET

Intersection improvements and wayfinding at Post, Wheeler, and Lee Roads, along with improved streetscape and on-street parking, will be necessary along 56th Street.



INTERIOR STREETS

Each interior street must be treated as an important part of the overall open space/access system. These streets should be “multi-modal” in nature, accommodating automobiles, bicycles, walking and utilities.



OPEN SPACES

Open spaces such as the Military Memorial and Neighborhood Parks and Ravine are critical to the success of the adjacent development. Developments will look to these amenities for marketing and identity.



DEPARTMENT OF FINANCE AND ACCOUNTING SERVICES (DFAS)

Continued development and growth of the DFAS role at Fort Harrison is critical to the overall development of this plan.



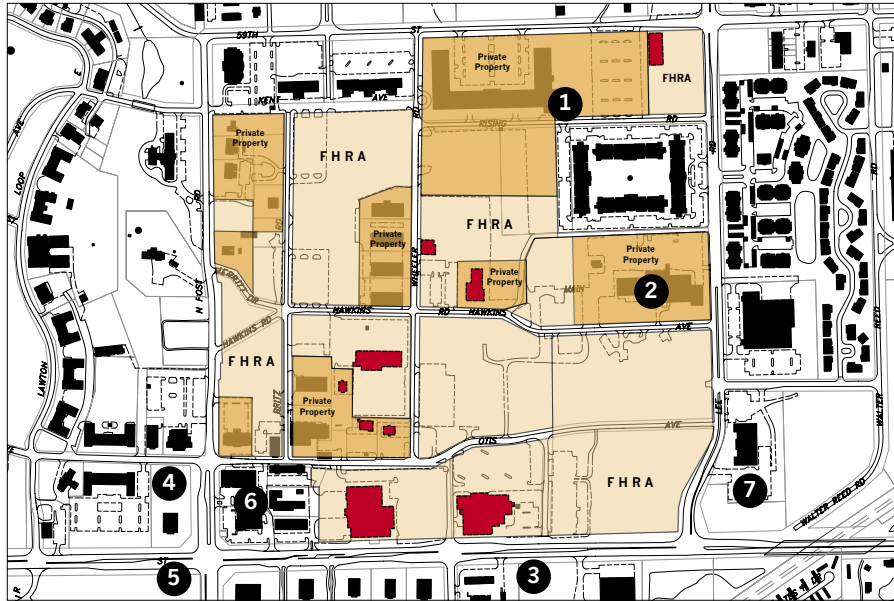
STORMWATER MANAGEMENT

Rather than developing large detention ponds, stormwater management should occur in a variety of modes including site-based, parks and open spaces, and roof-top gardens.



STATE PARK / FORT GOLF COURSE

The continued marketing and success of the state park and golf course will enhance the viability of uses in this plan.



Property Ownership Map - Notations connecting to list to right.



Proposed Ivy Tech Community Auditorium - Design Development Image from Ivy Tech.

SUMMARY INFORMATION:

Private Owner Project Opportunities

1. Ivy Tech. Plans are in place for a renovation to the old auditorium portion of the Ivy Tech building. This renovation will give Ivy Tech a significant community presence and location on the corner of Lee Road and 59th Street.

2. YMCA. The plan indicates an expansion of the YMCA to the south of its current facility. This expansion will serve the Lawrence Village Center area and the general City of Lawrence community and create a desirable marketing amenity for development.

3. Harrison Centre. The continued development of Harrison Centre will assist the success of the Lawrence Village Center Master Plan.

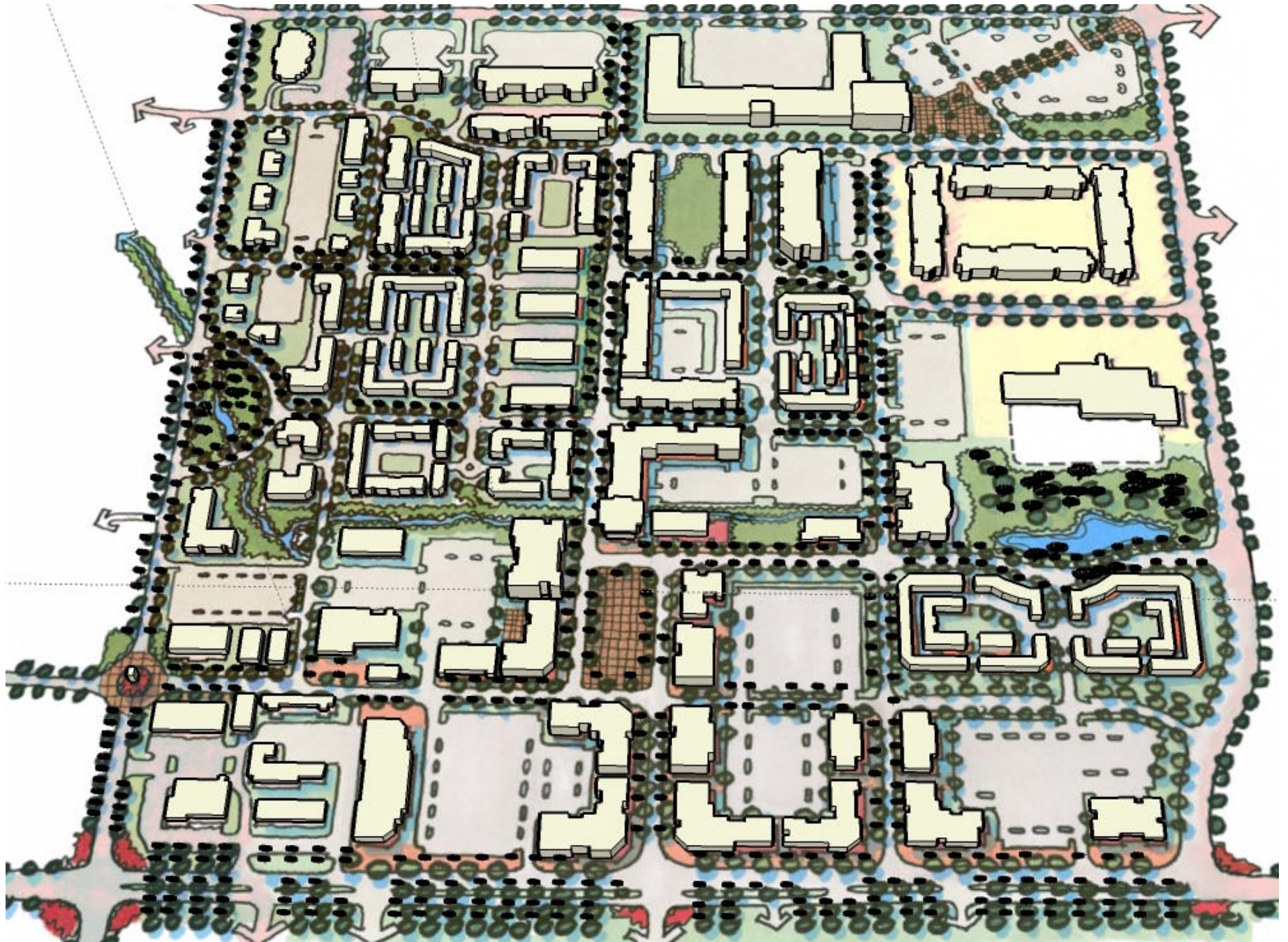
4. Otis Avenue "Village". Several smaller infill lots are available in the Otis Avenue area. These infill opportunities present a chance to continue to the smaller, comfortably scaled buildings of Otis Avenue.

5. DFAS "Front Yard". The corner of 56th and Post at DFAS is an under utilized corner. Understanding security concerns, there exists opportunities for park space, development or public art elements.

6. Convenience Retail. As the success of the Lawrence Village Center evolves, the potential for redevelopment and infill in this area is possible and should follow a similar urban design principles of the Village Center.

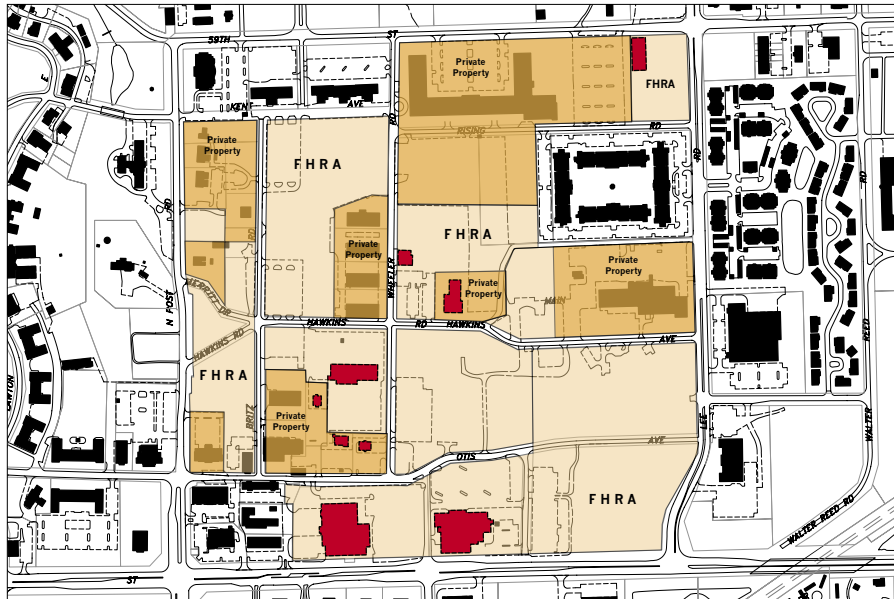
7. Primo Catering Building. This building, with adjacent vacant parcels, should be utilized as a well-designed, street-sensitive larger building such as an entertainment complex or larger retailer.

Three Dimensional Representation of Illustrative Master Plan





Illustrative Site Plan



Property Ownership Map

SUMMARY INFORMATION:

The Lawrence Village Center Master Plan

Suggested Development Yields based on Illustrative Site Plan

SHOWN on FHRA OWNED LAND

Townhomes	280 Units
Stacked Flats	435 Units
Apartments	150 Units
Retail	160,000 SF
Office	135,000 SF
Library	40,000 SF

SHOWN on PRIVATELY OWNED LAND

Townhomes	26 Units
Stacked Flats	215 Units
Apartments	10 Units
Retail	47,000 SF
Office	44,000 SF

SHOWN COMBINED in ILLUSTRATIVE PLAN

Townhomes	306 Units
Stacked Flats	650 Units
Apartments	160 Units
Retail	207,000 SF
Office	179,000 SF
Library	40,000 SF



Appendix

Fort Harrison Reuse Authority
**Lawrence Village Center
Master Plan**

Appendix A: Project Acknowledgements

ONLINE APPENDIX: (www.fhra.org)

- *Briefing Book #1 (Site Analysis Overview, Input Workbook)*
- *Briefing Book #2 (Summary of Public Input, Real Estate Market Analysis and Review, Planning and Design Principles, In-Process Conceptual Design Alternatives)*
- *Briefing Book #3 (In-Process Conceptual Design and Photograph Analogy Images)*

PROJECT ACKNOWLEDGEMENTS



CLIENT:

Fort Benjamin Harrison Reuse Authority
City of Lawrence, Indiana
www.fhra.org

Ehren Bingaman
Executive Director

Doris Combs
Executive Assistant

Chad Dorshorst
Project Assistant

PARTNERS:

The City of Lawrence, Indiana
Lawrence, Indiana
www.cityoflawrence.org

**The Indianapolis Foundation
Small Grants Program**
Indianapolis, Indiana
www.cicf.org



CONSULTANTS:

EDEN Land & Design, Inc.
Indianapolis, Indiana
www.edenlanddesign.com

Adam Thies, AICP
President and Project Director

Hitchcock Design Group
Naperville/Chicago, Illinois
www.hitchcockdesigngroup.com

Rick Hitchcock, RLA
President

Frank Clements, RLA
Vice President

Carl Wohlt
Senior Associate

Lance Thies, RLA
Associate

Business Districts, Inc.
Evanston, Illinois
www.business-districts.com

Bridget Lane
Vice President
Terry Jenkins
President



STEERING COMMITTEE:

John Goss
Director of Economic Development, City of Lawrence

Glenn Lawrence
Former Director of Public Works, City of Lawrence

Dr. Michael Copper
Superintendent, MSD of Lawrence Township

Major General Ronald Brooks (US Army Ret.)
The American Legion

Tom Crouch
Fifth Third Bank

Nancy DiLaura
Executive Director, Ivy Tech Community College

Counselor Marion Hall
Member, Lawrence City Council

Charles Kendall
Land Owner, Proprietor - The Kendall Inn

Bessie Harrison
Branch Manager, National City Bank

Paula Patrick
President, Lawrence Chamber of Commerce

Colleen Cunningham
Emmett Bean Finance Center (DFAS)

Bob Wilch
Senior Planner, City of Indianapolis (DMD)