

# 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.

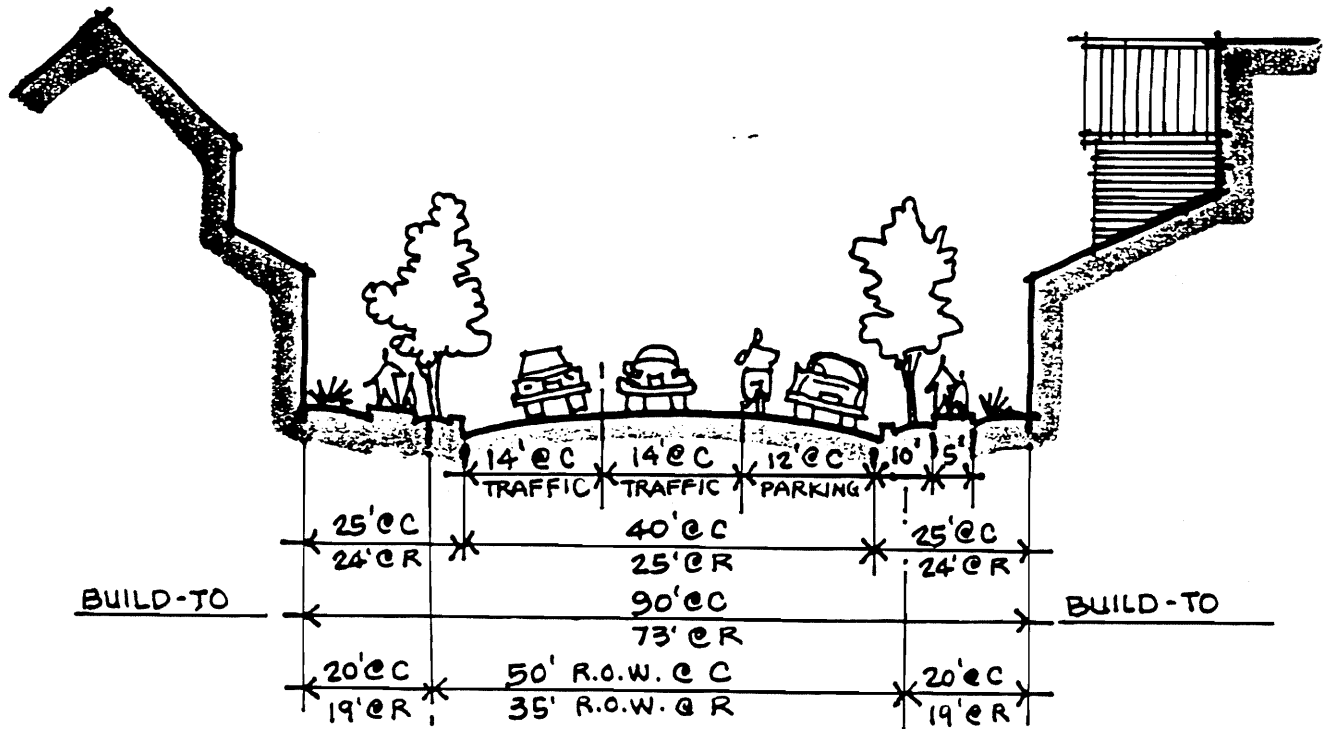
- **BUILD-TO LINES:**

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

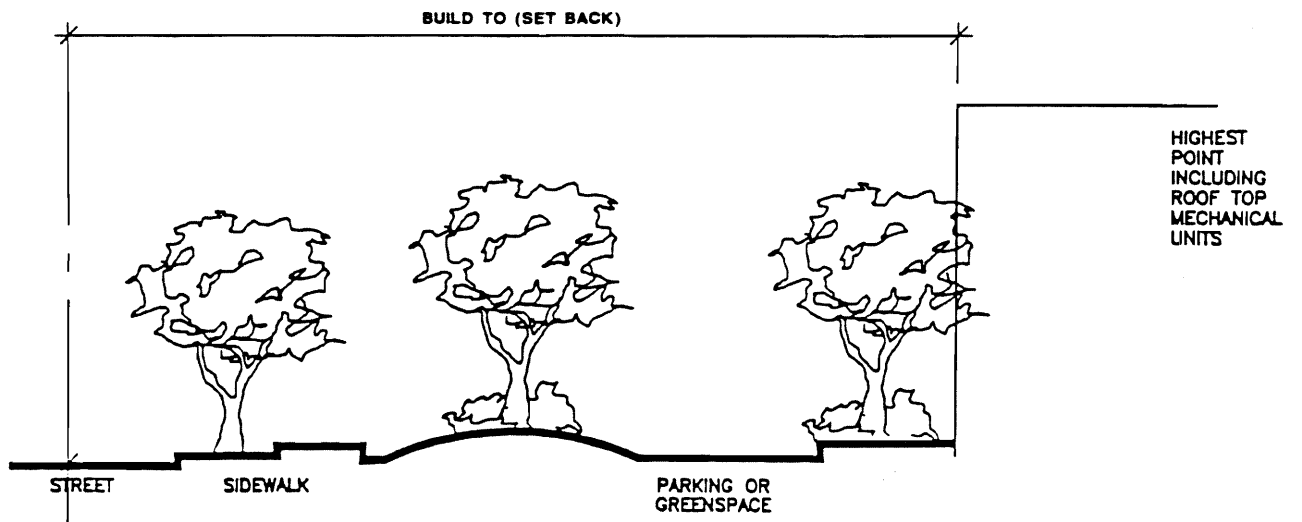
if all provisions of the ADA including appropriate turn-around areas are provided at specified intervals.

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.

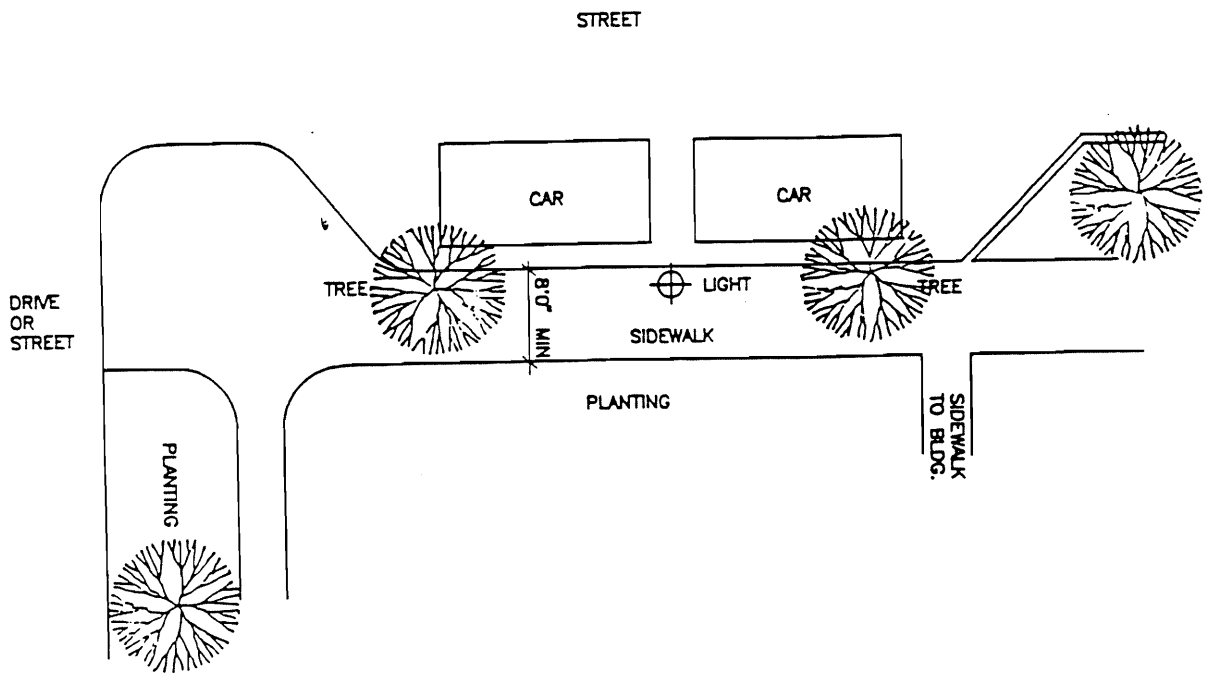
Outbuildings:

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.

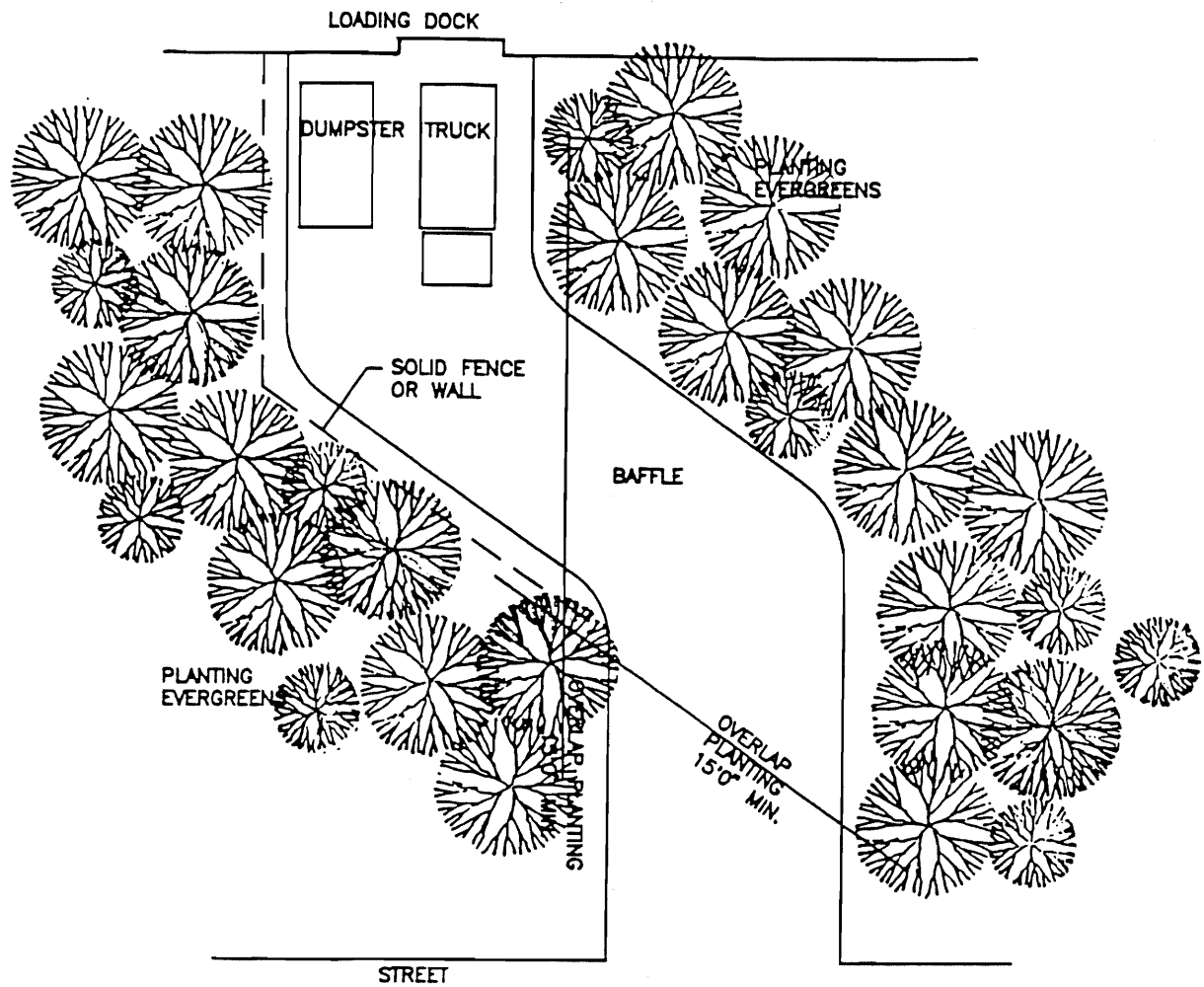
Accessory Building:  
A subordinate structure, building or use that is customarily associated with/and is appropriately and clearly incidental and subordinate in use, size, bulk, area and height to the primary structure, building, and use, and is located on the same lot as the primary building, structure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

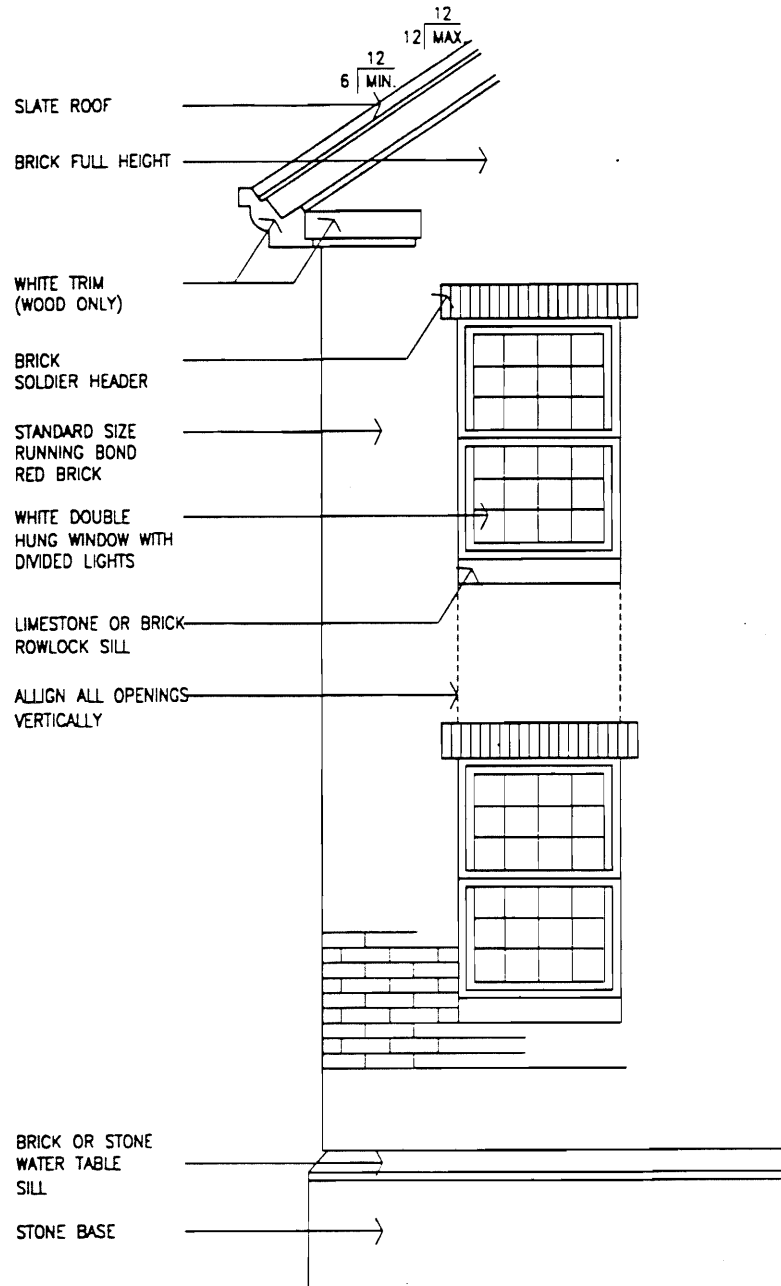
## TOOLS/RESTRICTIONS

- 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.

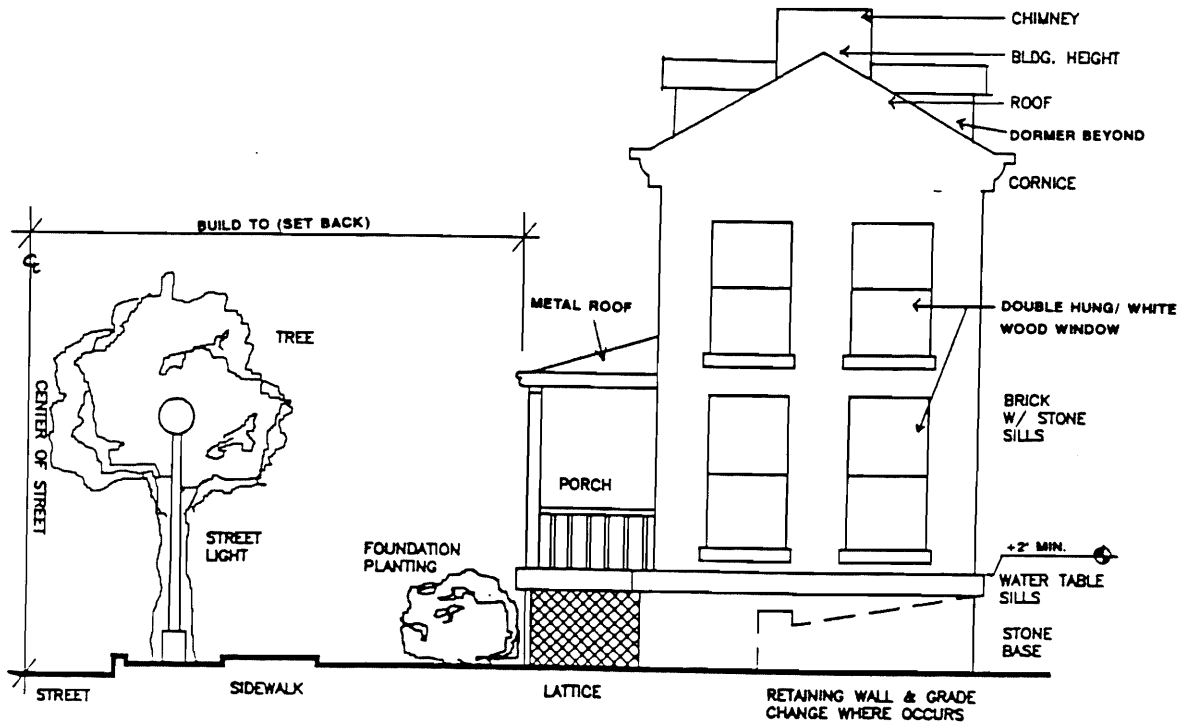
- d. Materials: Only traditional size, running bond "Red" Brick at all facades - full height. All brick construction shall have planned brick samples submitted for Architectural Controls Committee approval. All trim to be white painted wood. All roofs to be slate, imitation slate or slate-look asphaltic 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

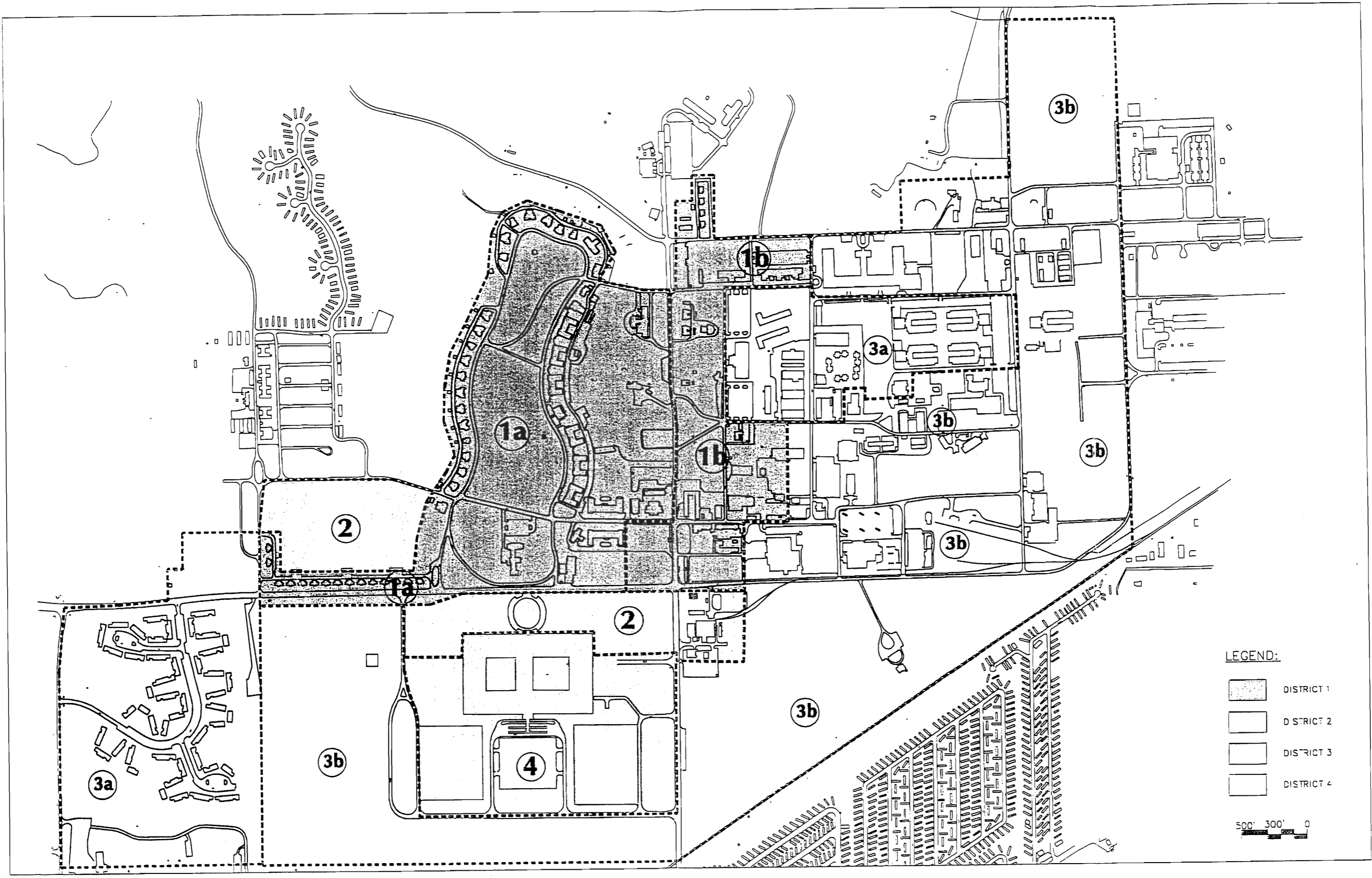
This district is comprised only of the area of GSA Services Building housing DFAS (see Architectural Controls Map at end of this section). This document states that the federal property such as GSA parcel is not part of the development area, yet suggests the following guidelines in order to maintain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

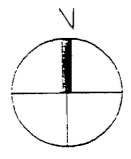


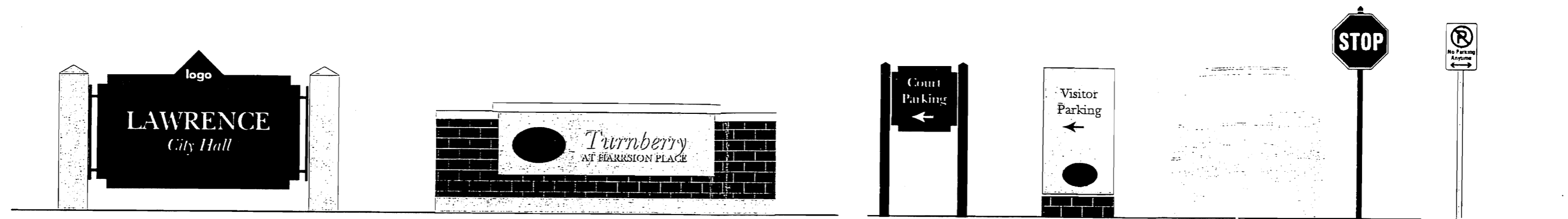
# Fort Benjamin Harrison ARCHITECTURAL STANDARDS Districts Layout



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

- CIVIL ENGINEERING
- LAND SURVEYING
- ARCHITECTURE
- LAND PLANNING





**Major Civic/Commercial Identification:**

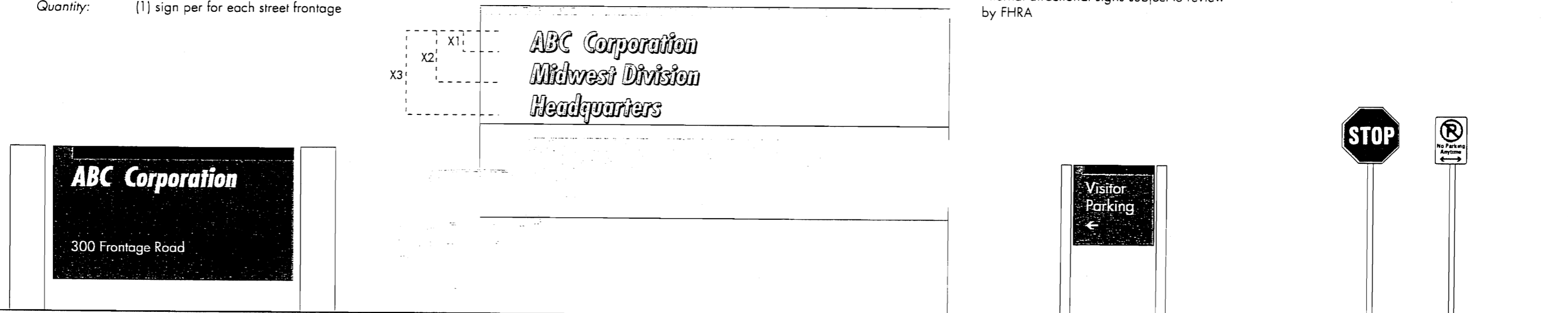
Height: 6'-0" max.  
 Width: 9'-0" max.  
 Sign Panel: 32 sq. feet max.  
 Panel Material: Aluminum, stone or wood  
 Letter process: Cut plate, cast, or incised  
 Posts: granite or precast concrete  
 Mounting: panel set off from post, wrought iron frame  
 Lighting: Ground-lit, fixture flush w/grade  
 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 allong 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.

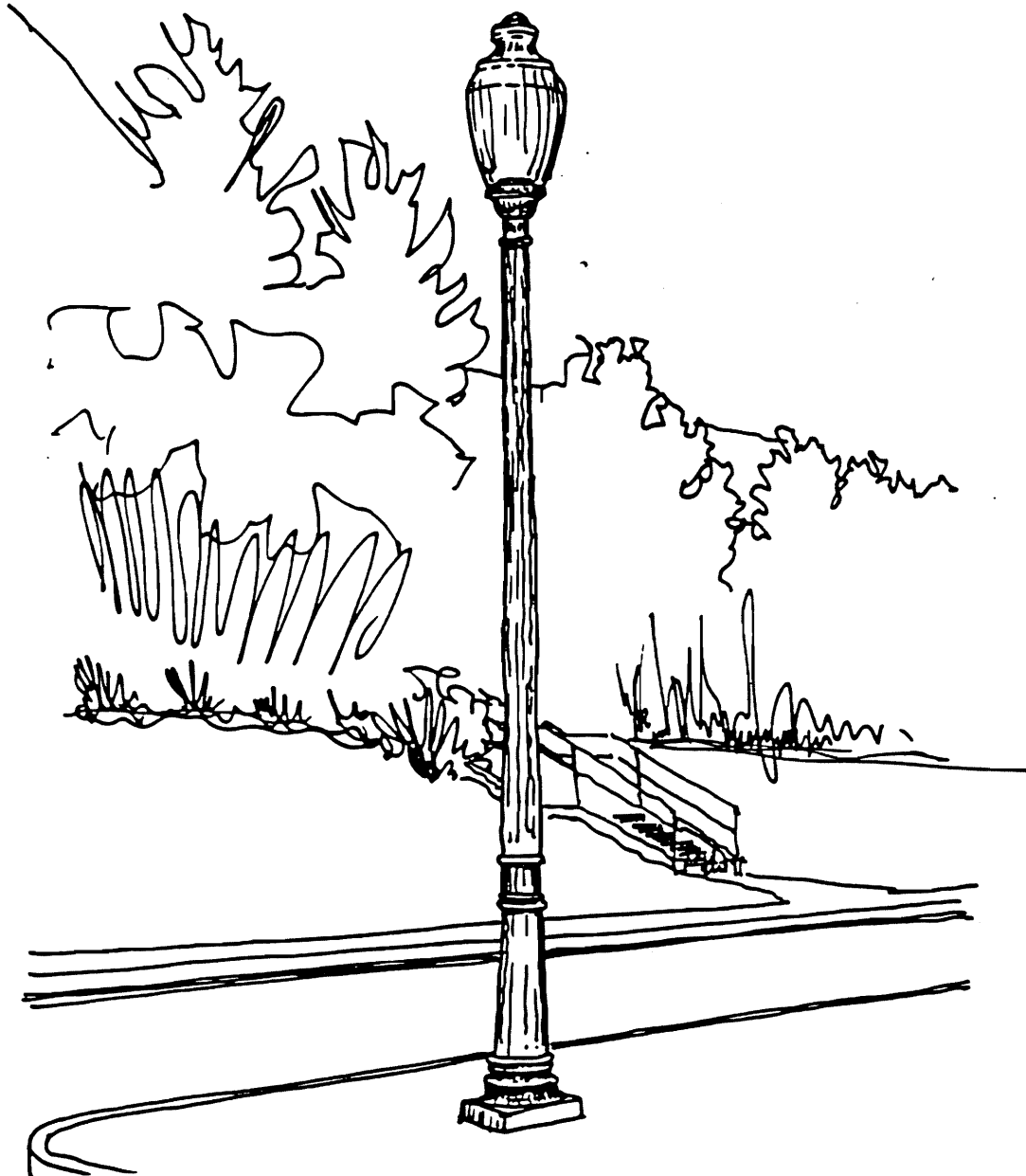
- e. Greenways Extension: A Greenways extension and link to the various area parks will follow the south side of 59th Street to link the Lee/59th gate to the State Park gate and beyond. This Greenway shall be provided and maintained by the developers and ensuing owners of parcels along the south side 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>									