



City of
Lawrence
Indiana

Address: 5649 Lee Road, Parcel 4041851
9535 Memorial Park Drive, Parcel 4041853
Vacated Right of Way, Parcel 4001619

Docket # 26 LSV 10
Hearing Date: June 16, 2026
Council District # 3 ~ Sherron Freeman

Petitioner: Rebar TRG Fort Ben, LLC
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317-525-4557

Owner: 5649 Lee Road
Lee Road Investments, LLC
tjensen@theveridusgroup.com
5649 Lee Road, Suite 1
Lawrence, IN 46216
317-450-7653

9535 Memorial Park Dr and Vacated Right of Way
Fort Harrison Reuse Authority
heather@fhra.org
9001 E 59th St, Suite 202
Lawrence, IN 46216
317-377-3400



Application:

Variance of Development Standards of the Lawrence Village at the Fort PUD:

1. Sec. 2.2.7 of the PUD states no block shall have a length greater than 450 feet without a street, alley, or pedestrian pathway.
 - Modification Request: Given the site conditions and location within Fort Harrison, there are no natural blocks and lot connectors that would allow the project to meet this design standard. After communication with FHRA staff and the Director of Public Works, it was agreed that the designed 600+ ft block length would be acceptable.
2. Sec. 2.3.2 of the PUD requiring setback line that is one-half of the distance from the public face to the building rear.
 - Modification Request: With the location of the proposed building, the public facing elevations would be the West elevation (off Lee Road) and North elevation (off Memorial Park Drive). Due to the overall length of the building, achieving the parking setback line as described in this section is unachievable and would significantly affect the site plan/project as currently designed. After discussion with FHRA staff and the Director of Public Works, it was agreed that requesting relief and parking could occur within the Parking Setback Line would be acceptable.
3. Sec. 2.9.5 of the PUD requiring a minimum of 5% of spaces be carpool spaces.
 - Modification Request: As currently designed, the project has sufficient parking for the proposed uses and the need for carpool spaces could be rendered as obsolete and an outdated practice. After discussion with FHRA staff and the Director of Public Works, it was agreed that showing zero carpool spaces would be acceptable.
4. Sec. 4.6.3 of the PUD requiring residential areas adjacent to commercial activities to have entrances 2 feet above sidewalk level.
 - Modification Request: Due to construction cost-related factors with this design standard, relief is requested to allow for appropriate screening between the Commercial and Residential uses. After discussion with FHRA staff and the Director of Public Works, it was agreed that current screening design would be acceptable.

Analysis:

The subject site is located within the Lawrence Village at the Fort Planned Unit Development and consists of multiple parcels positioned along Lee Road and Memorial Park Drive within the Fort Harrison area. The surrounding area contains a mixture of institutional, commercial, residential, and mixed-use development patterns envisioned by the PUD.

The petitioner proposes a mixed-use redevelopment project that generally aligns with the intent of the Village Mixed Use designation and the long-term redevelopment goals of the Fort Harrison area. The variance requests primarily relate to site design standards rather than use intensity or land use compatibility.

1. Block Length Variance

Section 2.2.7 of the PUD is intended to promote pedestrian connectivity and walkability by limiting uninterrupted block lengths. The petitioner is requesting relief to permit a block length exceeding 600 feet.



Staff acknowledges that the subject site is constrained by the existing roadway network, parcel configuration, and surrounding development pattern within the Fort Harrison area. The site does not lend itself naturally to additional internal public streets or pedestrian connectors without significantly affecting the project layout and development feasibility.

The petitioner has indicated that discussions occurred with both FHRA staff and the Director of Public Works regarding the proposed block length, and Staff recognizes that the overall Fort Harrison street network and adjacent pedestrian infrastructure still provide broader area connectivity despite the increased block length on this individual site.

2. Parking Setback Line Variance

Section 2.3.2 establishes parking setback line requirements intended to reduce the visual prominence of parking areas along public-facing building elevations and reinforce an urban, pedestrian-oriented development pattern.

The proposed building fronts Lee Road and Memorial Park Drive, resulting in extensive public-facing elevations due to the overall scale and configuration of the structure. Strict application of the setback requirement would substantially limit the developable area of the site and significantly alter the proposed site design.

Staff finds that the requested relief does not appear to create adverse impacts to adjacent properties given the context of the surrounding development pattern, roadway widths, and proposed landscaping. Additionally, the proposal remains generally consistent with the mixed-use redevelopment character envisioned within the PUD district.

3. Carpool Parking Space Variance

Section 2.9.5 requires that a minimum of 5% of parking spaces be designated for carpool parking. The petitioner is requesting relief from this requirement.

Staff recognizes that designated carpool parking requirements have become less common in contemporary site design practices and may not reflect current parking utilization trends. The proposed development provides adequate overall parking for the anticipated uses, and the elimination of dedicated carpool spaces is unlikely to negatively impact site functionality or surrounding properties.

Staff further notes that the requested relief does not increase parking demand or intensify the proposed land use beyond what is otherwise permitted within the district.

4. Residential Entrance Elevation Variance

Section 4.6.3 requires residential entrances adjacent to commercial activities to be elevated two feet above sidewalk level to provide separation between residential and commercial spaces.

The petitioner is requesting relief from this standard due to construction cost considerations and proposes alternative screening measures between the commercial and residential components of the development.



Staff finds that while the elevation requirement was originally intended to provide privacy and separation, the proposed screening and site design treatments may achieve a similar functional outcome without requiring elevated entrances. Additionally, allowing grade-level access may improve accessibility and pedestrian circulation throughout the development.

Findings of Fact:

In order to approve a Variance of Development Standards, the Board of Zoning Appeals must find the following:

1. The approval will not be injurious to the public health, safety, morals, and general welfare of the community.
2. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner.
3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property.

Staff finds that the requested variances generally satisfy the above findings of fact. The requests are primarily related to site layout and design flexibility within the context of a larger mixed-use redevelopment project and do not substantially alter the permitted land uses or overall development intensity of the site.

Staff Recommendation:

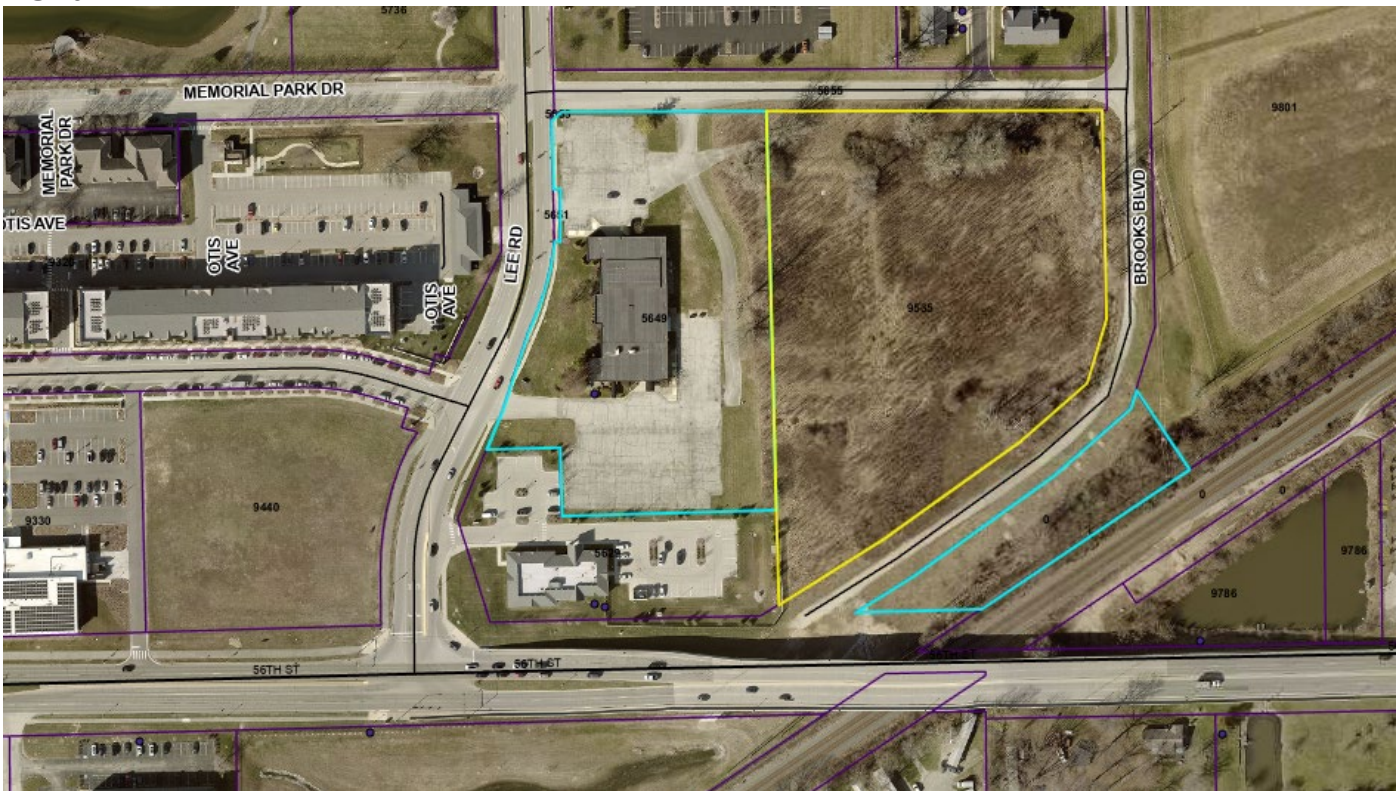
Staff recommends approval, subject to the submitted plans and commitments presented to the Board of Zoning Appeals.



Summary of the Subject Property Zoning Standards

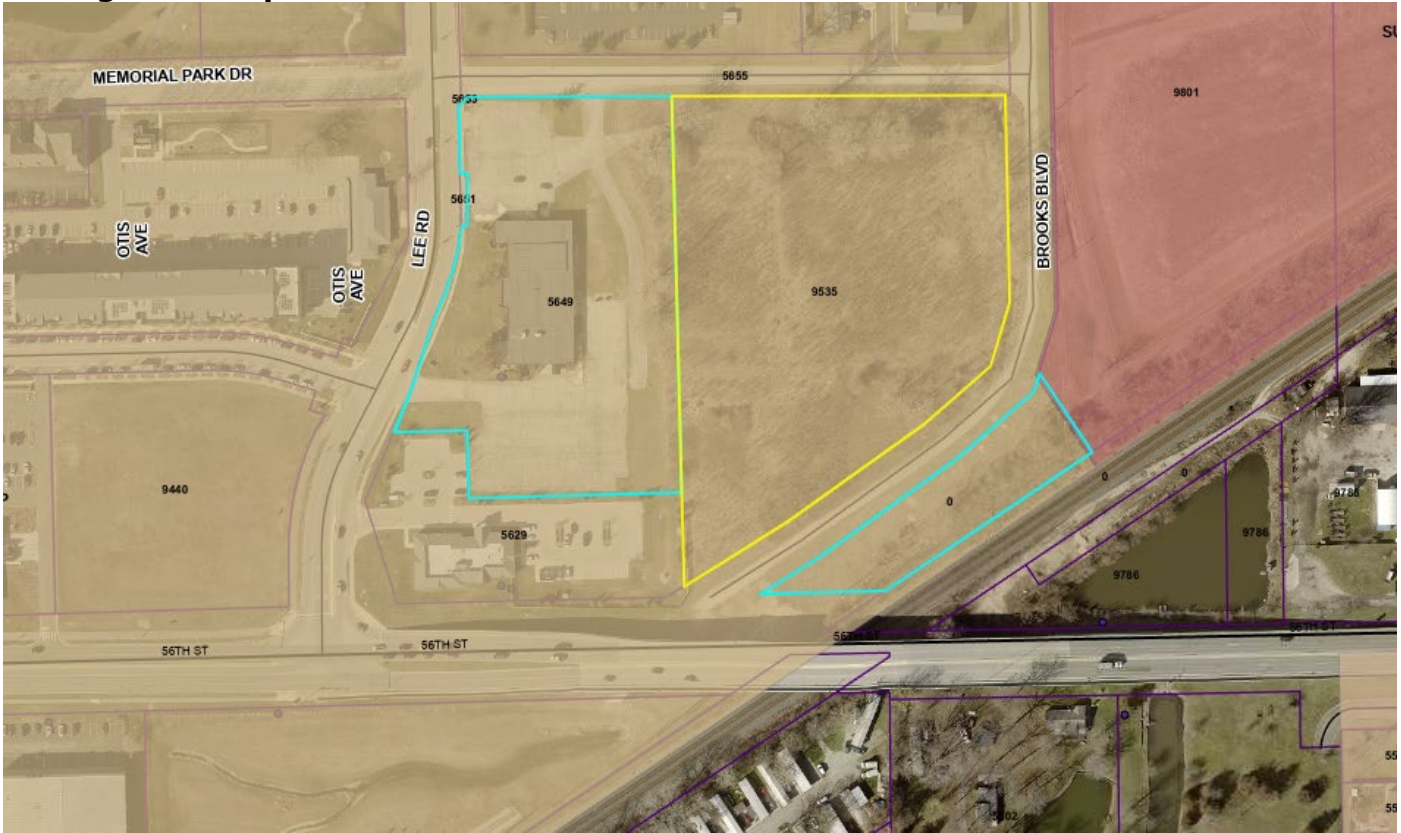
Current Zoning Designation:	DP
Surrounding Property Zoning	
North:	DP
South:	DP
East:	SU9 (Military)
West:	DP
Comprehensive Plan Land Use Designation:	
Current Land Use:	Village Mixed Use
Compact Context Area:	Metro

Aerial:



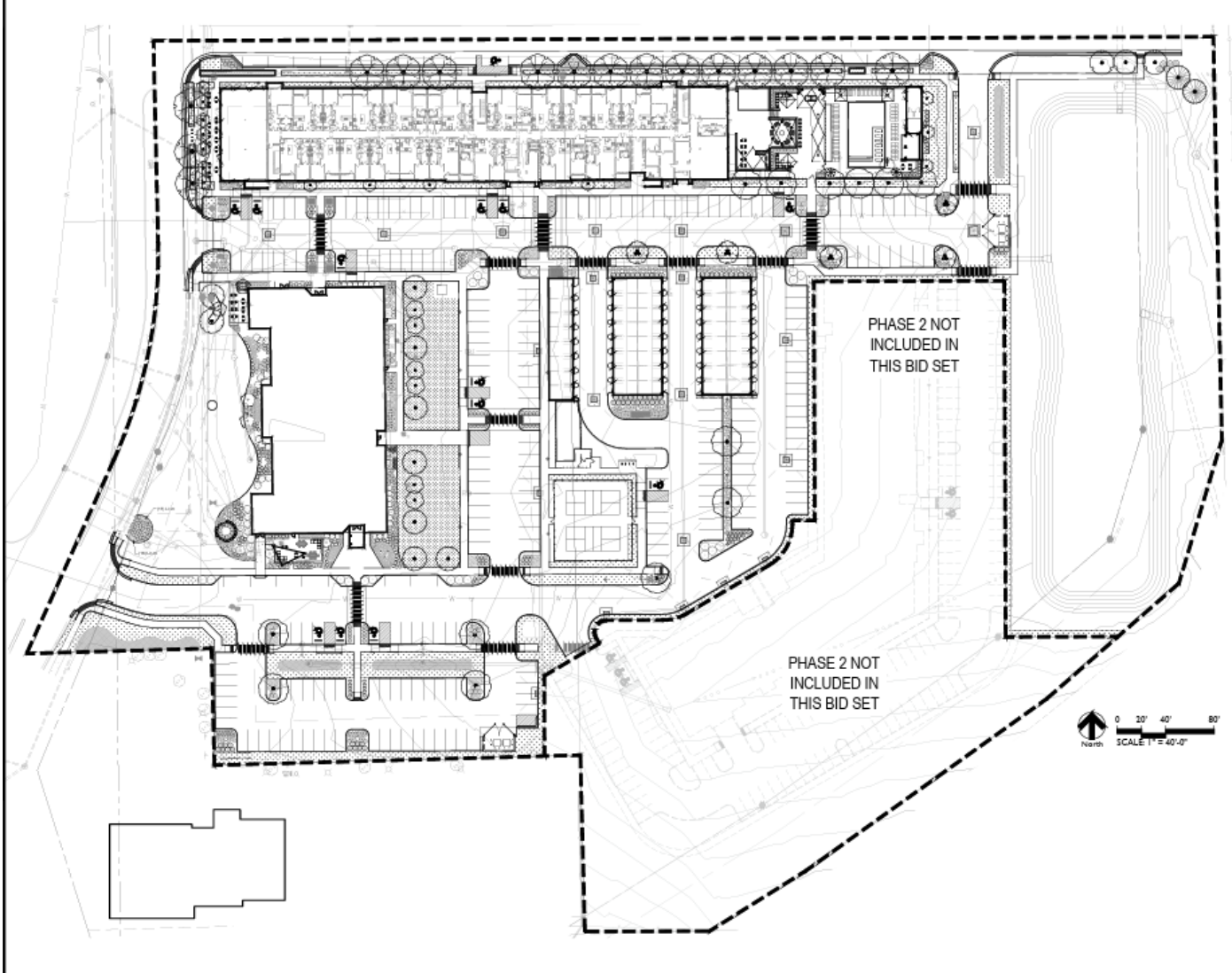


Zoning Base Map:





Site Plan:





Elevation:



LAP SIDING (S11)
SIZE: 6" EXPOSURE
COLOR: SW 6262 - UNIQUE GRAY



LAP SIDING (S12)
SIZE: 6" EXPOSURE
COLOR: SW 6242 - BRACING BLUE



CEMENT BOARD (C#1)
SIZE: 1/4" BOARD & BATTEN PANEL
COLOR: SW 6242 - BRACING BLUE



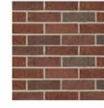
CEMENT BOARD (C#2)
SIZE: 1/4" BOARD & BATTEN PANEL
COLOR: SW 797A - PEPPERCORN



CEMENT BOARD (C#3)
SIZE: 1/4" BOARD & BATTEN PANEL
COLOR: SW 4242 - BRACING BLUE



CAST STONE (C#1)
SIZE: VARIES REF: CAST STONE SHAPES
COLOR: LIGHT RUFF



BRICK (B1)
SIZE: MODULAR
COLOR: BELDEN-AMHERST BLEND DARK - FER



COPING & MISC. METALS (M1)
COLOR: SW7049
IRON ONE



ALUMINUM (A1)
BLACK ANODIZED STOREFRONT



UNIT WINDOWS (UW1)
COLOR: BLACK



04 WEST ELEVATION
SCALE: 1" = 16'

03 EAST ELEVATION
SCALE: 1" = 16'



01 NORTH ELEVATION
SCALE: 1" = 16'



Findings of Fact (as provided by applicant):

VARIANCE OF DEVELOPMENT STANDARDS
FINDINGS OF FACT

1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS AND GENERAL WELFARE OF THE COMMUNITY BECAUSE:

The requested development standards variance relief relates primarily to site design and dimensional standards within the approved Lawrence Village at the Fort Planned Unit Development and does not alter the permitted uses of the Property. The proposed development remains consistent with the overall intent of the PUD and the redevelopment objectives for the Fort Harrison area. The requested modifications have been reviewed and discussed with staff of the Fort Harrison Reuse Authority and the Director of Public Works, who indicated that the proposed design solutions would be acceptable given the unique conditions of the site and surrounding infrastructure. The project will continue to provide safe vehicular and pedestrian circulation, appropriate screening and buffering between uses, adequate parking, and compatible building orientation while allowing for efficient redevelopment of the Property.

2. THE USE OR VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE:

The requested relief will not substantially or adversely affect adjacent properties because the development will remain compatible with the surrounding Fort Harrison redevelopment area and will substantially conform to the design intent of the approved PUD. The modifications requested involve internal site planning considerations, including block length, parking placement, carpool space requirements, and screening treatments, none of which materially increase intensity of use or create adverse external impacts on neighboring properties. The proposed project will continue to include appropriate landscaping, screening, access management, and architectural standards consistent with the character of the surrounding area. In addition, the proposed development represents continued investment and redevelopment within the Fort Harrison area, which is expected to support and enhance surrounding property values rather than diminish them.

3. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE WILL RESULT IN PRACTICAL DIFFICULTIES IN THE USE OF THE PROPERTY BECAUSE

Strict application of the referenced PUD development standards would create practical difficulties due to the unique configuration of the site, the existing Fort Harrison roadway and infrastructure network, and the layout constraints associated with the proposed mixed-use development. Specifically, the Property lacks natural opportunities for additional street, alley, or pedestrian connections that would reduce the proposed block length without creating inefficient or impractical site circulation patterns. In addition, the required parking setback configuration, when applied to the proposed building orientation along Lee Road and Memorial Park Drive, would significantly impair the functionality and feasibility of the site plan and substantially limit efficient parking placement necessary to support the proposed uses. The requirement for dedicated carpool spaces reflects an outdated parking practice that is unnecessary for the proposed development, which already provides sufficient parking for anticipated demand. Finally, strict compliance with the requirement that residential entrances be elevated two feet above sidewalk level would impose unnecessary construction and grading burdens without providing a corresponding public benefit, particularly where adequate screening and buffering between commercial and residential uses is otherwise being provided. The requested relief therefore represents a reasonable accommodation of the site's unique conditions while preserving the overall intent of the PUD