

# CITY OF BLOOMINGTON



SEPTEMBER 4, 2013 @ 2:00 p.m.  
CITY HALL -  
KELLY CONFERENCE ROOM #155

**PETITIONS:**

- V-40-13      **Rebecca Dilger**  
802 E. Maxwell Lane  
Request: Variance from maximum driveway width and maximum size of an attached garage standards.  
*Case Manager: Eric Greulich*
  
- V-41-13      **Monroe County YMCA**  
1917 S. Highland Ave.  
Request: Determinate sidewalk variance.  
*Case Manager: Patrick Shay*
  
- V-42-13      **Montessori School**  
1845 S. Highland Ave.  
Request: Determinate sidewalk variance.  
*Case Manager: Patrick Shay*

**BLOOMINGTON HEARING OFFICER**  
**LOCATION: 802 E. Maxwell Ln.**

**CASE #: V-40-13**  
**DATE: September 4, 2013**

**PETITIONER:** Jonathan & Rebecca Dilger  
 802 E. Maxwell Ln., Bloomington

**CONSULTANT:** Kirkwood Design Studio  
 113 E. 6<sup>th</sup> Street, Bloomington

**REQUEST:** The petitioner is requesting variances from maximum driveway width and maximum size of an attached garage.

| <u>Variances Requested</u>      | <u>UDO Requirement</u> | <u>Proposed</u> |
|---------------------------------|------------------------|-----------------|
| Maximum driveway width          | 18'                    | 24'             |
| Maximum size of attached garage | 580 sq. ft.            | 672 sq. ft.     |

**SUMMARY:** The 0.32 acre property is located at the southeast corner of E. Maxwell Ln. and S. Stull Ave. and encompasses two platted lots. The property is zoned Residential Single-family (RS). The property is surrounded by single family residences to the north, west and east with Bryan Park to the south..

The property has been developed with a single family residence and a detached garage. The petitioner is proposing to remodel the house and to add an addition to the east side of the house for a new garage and 2<sup>nd</sup> floor bedroom. As part of the proposed improvements, the existing 823 sq. ft. detached garage would be removed and a new side loaded attached garage would be constructed. There is an existing drivecut on Maxwell that will remain in the current location. The driveway would be reduced in width from the current 40' to a proposed 24' wide.

The new garage will be a side-loaded garage and in order to accommodate turning movements into and out of the garage, the petitioner is requesting a variance to allow a 24' wide driveway rather than the 18' wide driveway that would be allowed. In order to create an indoor storage for bicycles within the garage, the petitioner is also requesting a variance from the maximum size of an attached garage to allow a 672 sq. ft. garage rather than a 580 square foot garage that would be allowed.

#### **CRITERIA AND FINDINGS FOR DEVELOPMENT STANDARDS VARIANCE**

**20.09.130 e) Standards for Granting Variances from Development Standards:** A variance from the development standards of the Unified Development Ordinance may be approved only upon determination in writing that each of the following criteria is met:

- 1) *The approval will not be injurious to the public health, safety, morals, and general welfare of the community.*

**STAFF FINDING:** The granting of variances from these standards will not be injurious to the public health, safety, morals, and general welfare. The current nonconforming driveway will be reduced in width thereby decreasing the amount of extra driveway and improve the aesthetics from the street. The creation of a side loaded garage and 24' wide driveway will place parking to the side of the residence rather than in front of the residence which is less desired. The additional size of the garage will not be injurious as the additional area is mostly a 96 sq. ft. bumpout on the front of the building. The bump out decreases the amount of flat wall area facing the street.

- 2) *The use and value of the area adjacent to the property included in the Development Standards Variance will not be affected in a substantially adverse manner.*

**STAFF FINDING:** Staff finds no negative effects from this proposal on the areas adjacent to the property. The petition site encompasses two platted lots that are twice the size of the minimum lot size of the RC district and the additional property area of using two lots balances the effects of the extra driveway width and garage size.

- 3) *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the Development Standards Variance will relieve the practical difficulties.*

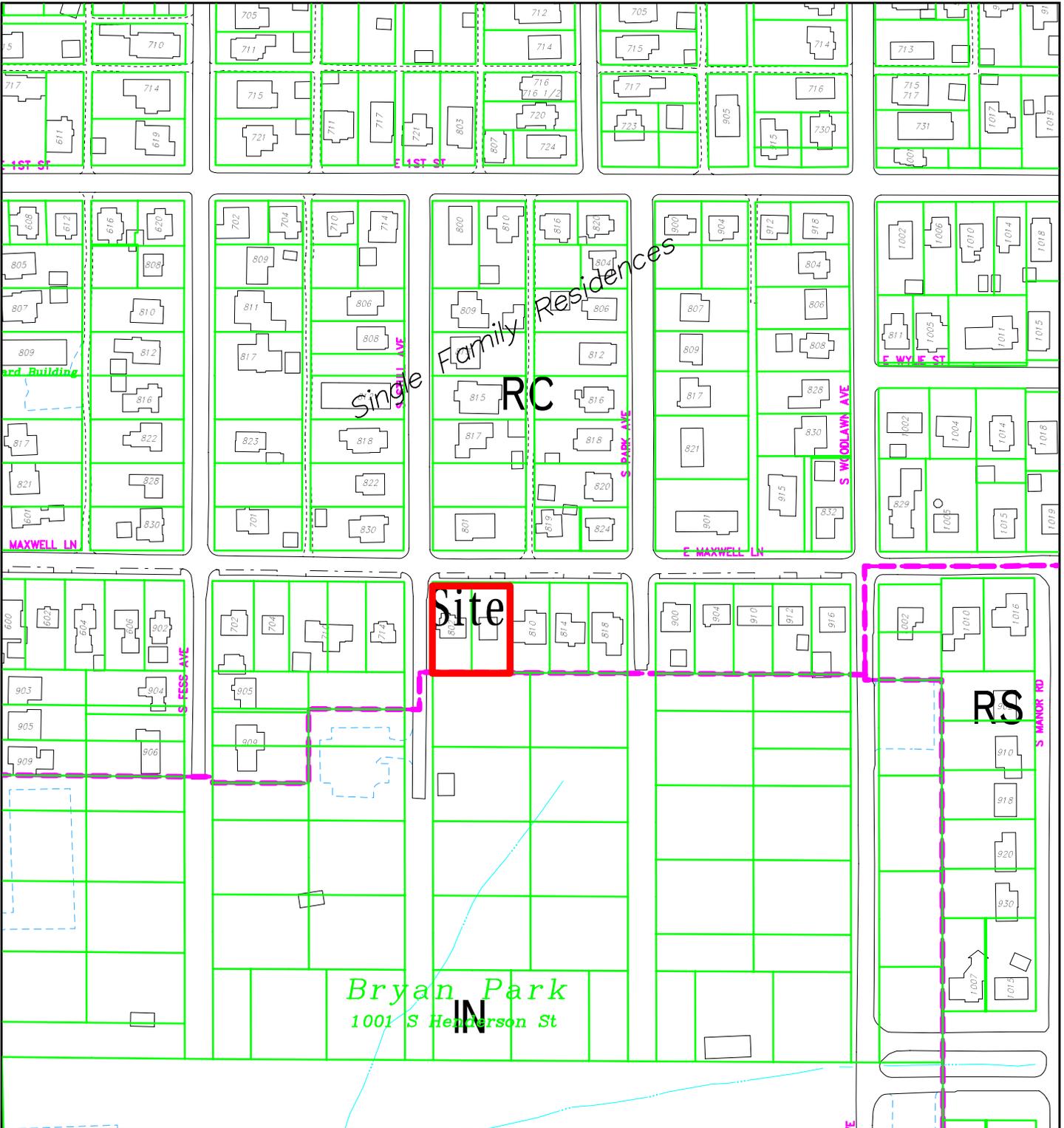
**STAFF FINDING:**

Staff finds peculiar condition in the use of two platted lots that provides additional area to buffer a larger driveway and garage size. The zoning code does not allow additional driveway area to accommodate side loaded garages in the RC district. These garages require additional area to make turning movements into and out of the garage. The placement of parking to the side of the structure is more desirable than parking in front of the residence. In addition, the petitioner is removing a detached garage that is 823 sq. ft. in size and replacing it with an attached garage that is 627 sq. ft., thereby reducing the size of the garage on the property currently. The incorporation of the garage into the design of the house allows for improved design and aesthetics of the house and garage. The additional area of the garage will be used for bicycle storage and not vehicles. Practical difficulty is found in that the UDO would not allow a side loaded garage due to the lack of turning area that results in an 18' wide driveway. Garages that are side loaded are more desired since they allow parking to be located on the side of a house rather than the front.

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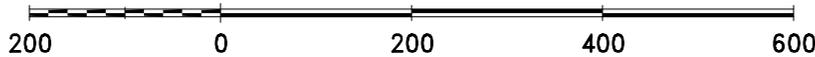
**RECOMMENDATION:** Based upon the written findings above, staff recommends approval of the variance request with the following conditions:

1. The building must be consistent with the submitted elevations and drawings.

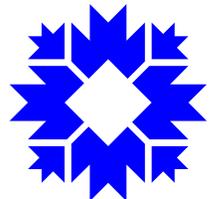


V-40-13 Jonathan and Rebecca Dilger  
 802 E Maxwell Lane  
 Hearing Officer  
 Site Location, Zoning, Parcels, Land Use

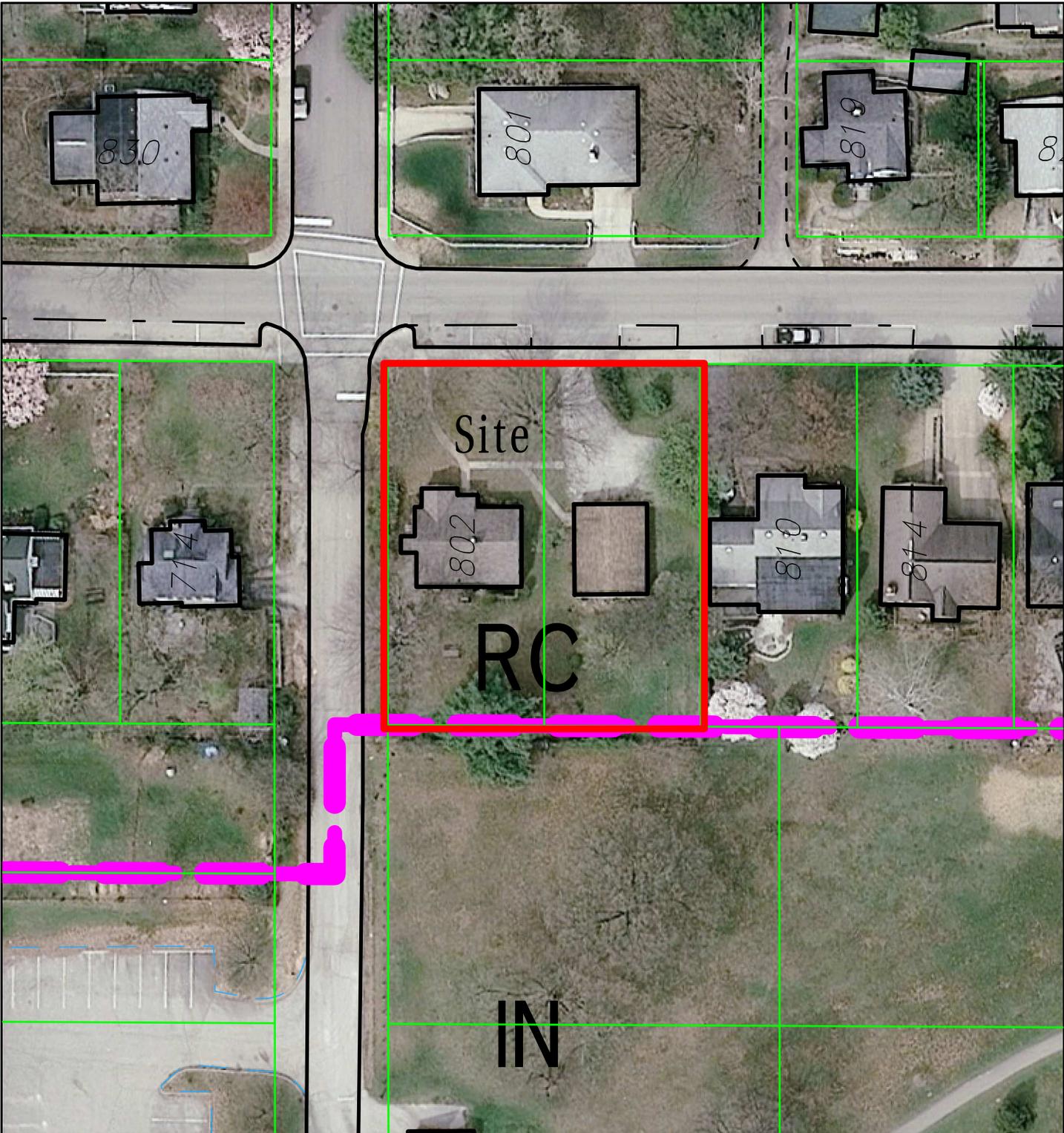
By: greulice  
 29 Aug 13



City of Bloomington  
 Planning



Scale: 1" = 200'



V-40-13 Jonathan and Rebecca Dilger

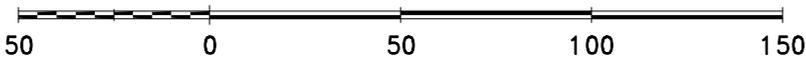
802 E Maxwell Ln

Hearing Officer

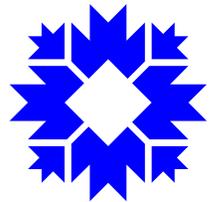
2010 Aerial Photograph

By: greulice

29 Aug 13



City of Bloomington  
Planning



Scale: 1" = 50'

For reference only; map information NOT warranted.

City of Bloomington  
Planning Department  
Petitioner's Statement

August 2, 2013

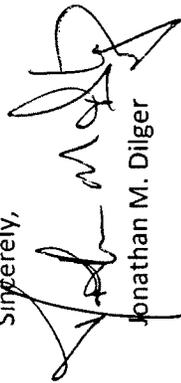
To Whom It May Concern:

We, Jonathan M. Dilger and Rebecca A. Dilger (owners), are petitioning for a variance for 802 E Maxwell Lane, Bloomington, IN 47401 (0.32 acre). The surrounding land use is private residences to the north, east, and west, and Bryan Park to the south. The existing use of the property is private residence, and it will remain so, regardless of this variance request. The property has current vehicular access from Maxwell St. to the existing garage through existing driveway. There are no perceived environmental issues, nor any pertinent drainage plans based on the variance request below.

We are planning on removing an existing detached two car garage and adding an attached side entry two car garage. The current maximum driveway width allowed is 18', and we request a variance for a driveway width of 24' to enable garage entry.

Thank you for your concern.

Sincerely,

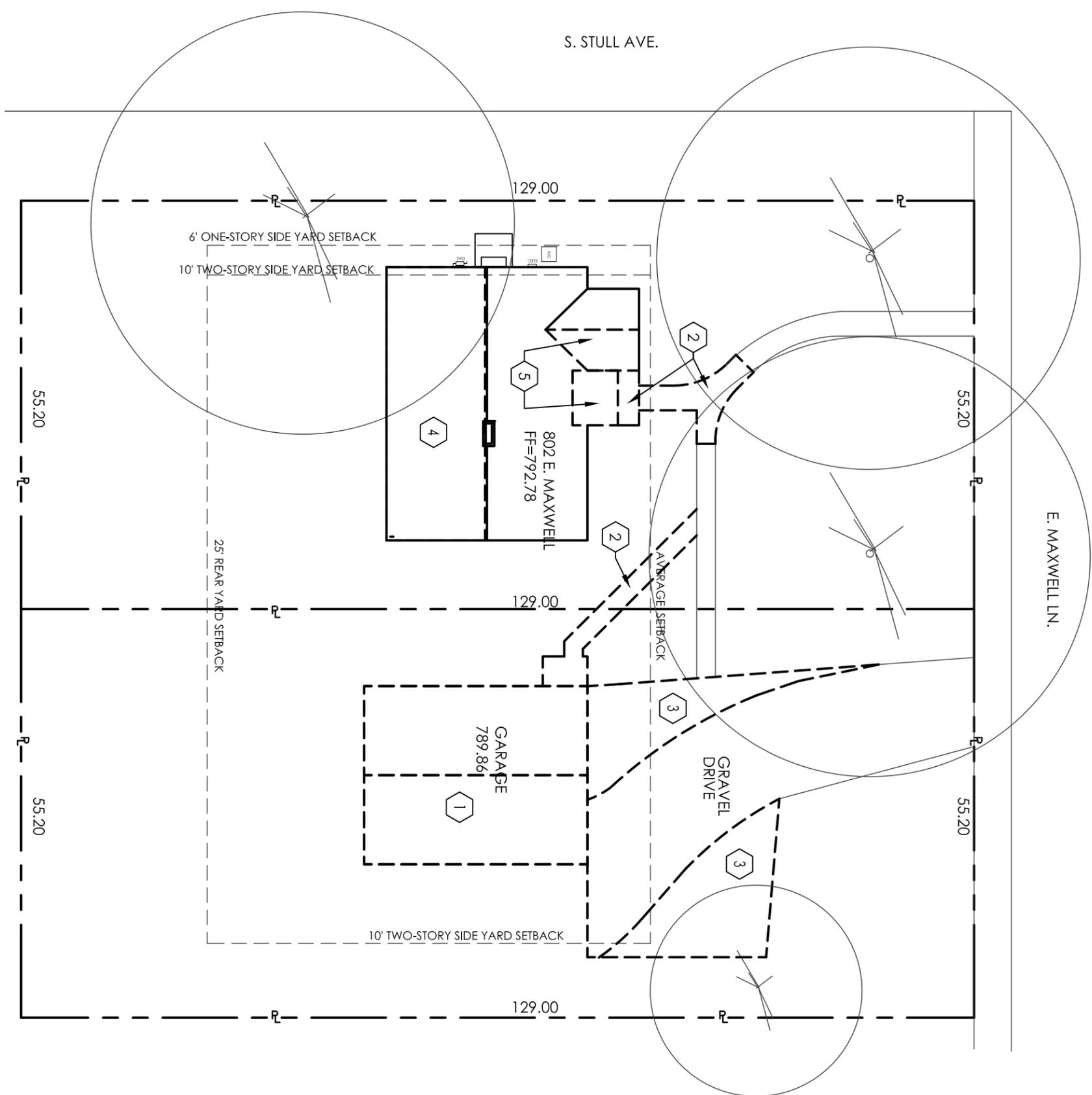


Jonathan M. Dilger



Rebecca A. Dilger

v-40-13  
Petitioner Statement



DEMOLITION  
**SITE PLAN**  
SCALE: 1/16" = 1'-0"

**GENERAL DEMOLITION NOTES**

- A. ALL DASHED WALLS/ ITEMS TO BE REMOVED.
- B. SALVAGE INTERIOR DOORS, WINDOWS, KITCHEN CABINETS, AND VENEER STONE

**DEMOLITION NOTES**

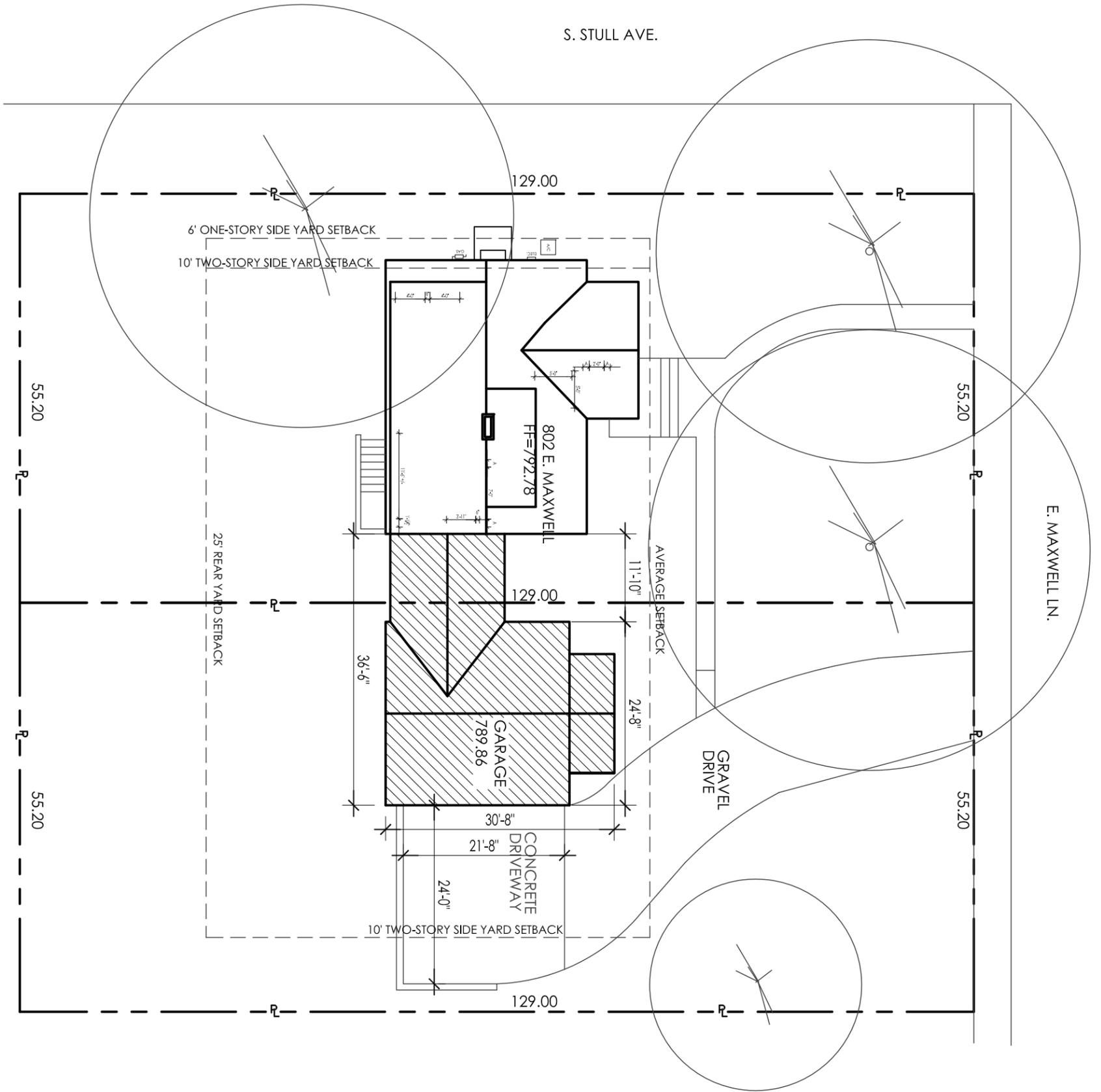
- 1 REMOVE EXISTING GARAGE, COMPLETE
- 2 REMOVE EXISTING CONCRETE WALK
- 3 REMOVE SECTIONS OF GRAVEL DRIVE
- 4 REMOVE EXISTING ROOF FOR NEW SECOND STORY DORMER
- 5 REWORK GABLE AND ENTRY SHED FOR NEW ENTRY ROOF GABLE

**KIRKWOOD** ARCHITECTURE + PLANNING  
**designstudio**  
p.c.

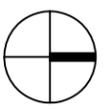
113 east 6th street  
bloomington, in 47408  
ph 812 . 331 . 0255  
fax 812 . 331 . 0755  
www.kdsarchitects.com

DILGER RESIDENCE REMODEL  
802 E. MAXWELL LN  
BLOOMINGTON INDIANA

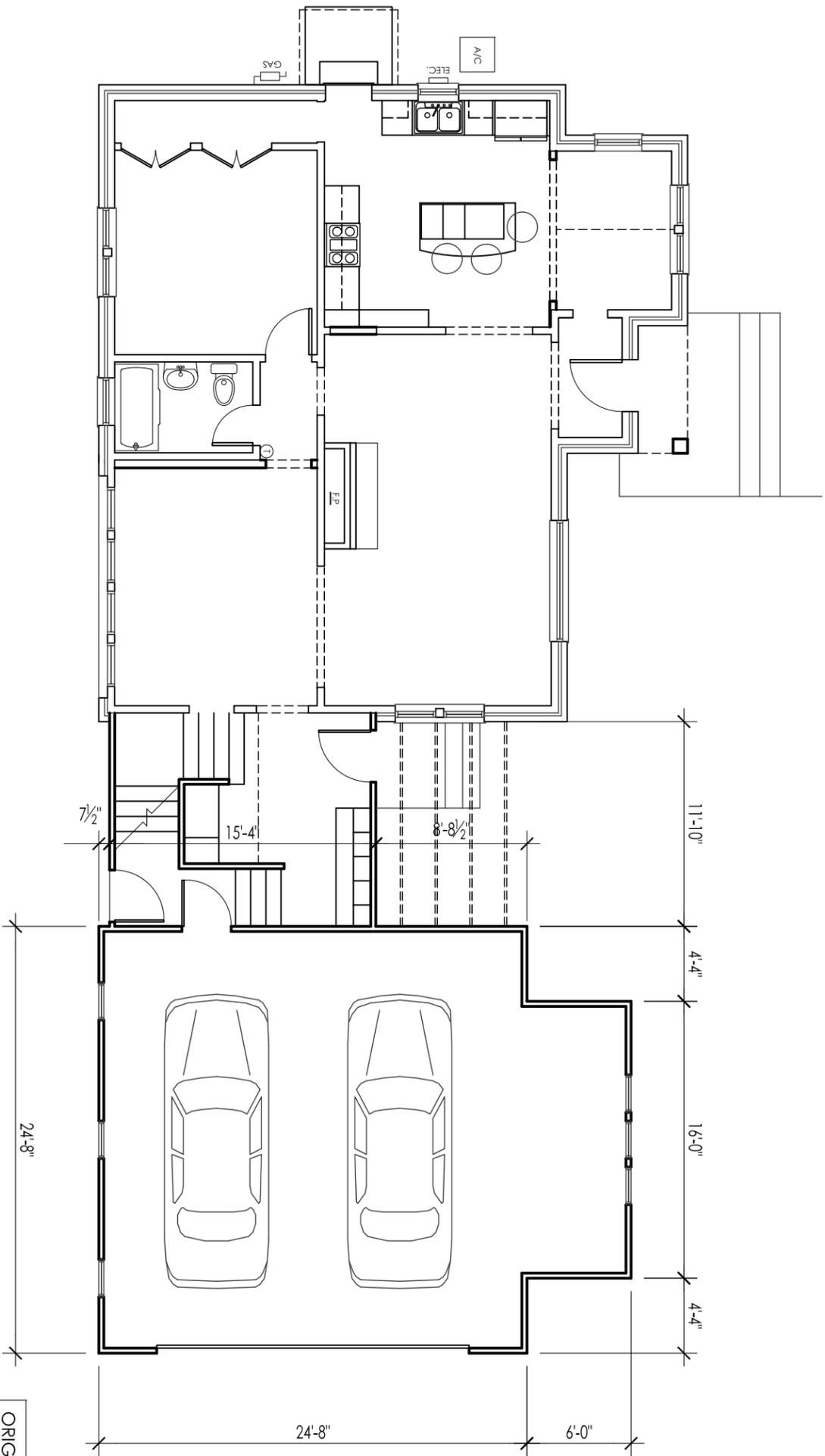
PROJECT NO.: 2013-20  
DATE: 07/18/2013



PROPOSED  
**SITE PLAN**  
 SCALE: 1/16" = 1'-0"



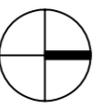
|                          |              |                   |         |          |                         |  |
|--------------------------|--------------|-------------------|---------|----------|-------------------------|--|
| 3                        | PROJECT NO.: | 2013-20           | INDIANA | KIRKWOOD | ARCHITECTURE + PLANNING | 113 east 6th street<br>bloomington, in 47408<br>ph 812.331.0255<br>fax 812.331.0755<br>www.kdsarchitects.com |
|                          | DATE:        | 07/18/2013        |         |          | designstudio            |  |
| DILGER RESIDENCE REMODEL |              | 802 E. MAXWELL LN |         |          |                         |  |
| BLOOMINGTON              |              | INDIANA           |         |          |                         |  |



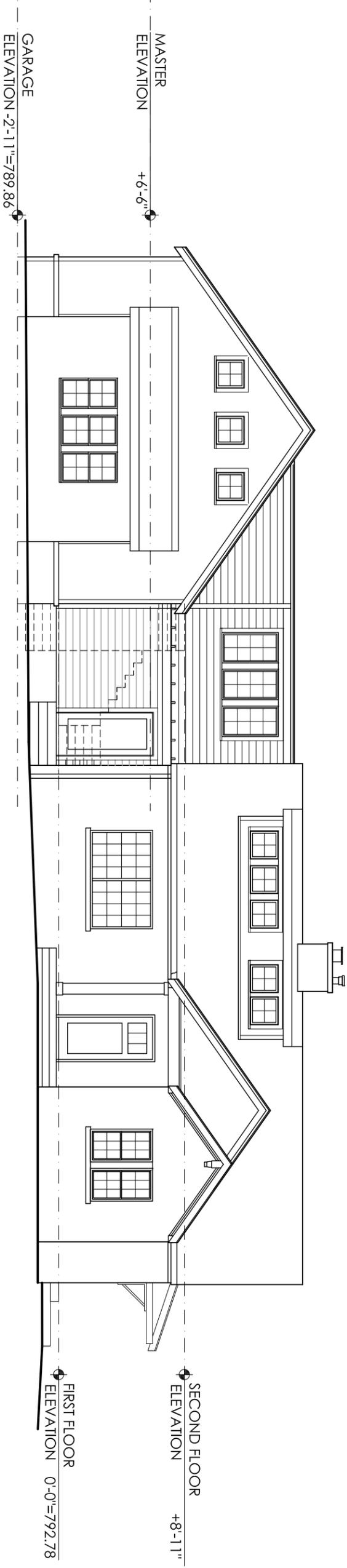
|                     |         |
|---------------------|---------|
| ORIGINAL HOUSE:     | 1099 SF |
| NEW GARAGE:         | 672 SF  |
| NEW LIVING 1ST FL.: | 252 SF  |
| NEW LIVING 2ND FL.: | 1278 SF |
| TOTAL HOUSE:        | 3,301SF |

# FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"



|   |   |   |
|---|---|---|
| 5 | <p>PROJECT NO.: 2013-20</p> <p>DATE: 07/18/2013</p> <p style="text-align: center;"><b>DILGER RESIDENCE REMODEL</b></p> <p style="text-align: center;">802 E. MAXWELL LN<br/>BLOOMINGTON INDIANA</p> | <p style="font-weight: bold; font-size: 14pt;">KIRKWOOD</p> <p style="font-weight: normal; font-size: 12pt;">ARCHITECTURE + PLANNING</p> <hr style="border: 0.5px solid black;"/> <p style="font-weight: normal; font-size: 12pt;">designstudio<br/>p.c.</p> <p style="font-size: 10pt; margin-top: 10px;">113 east 6th street<br/>bloomington, in 47408<br/>ph 812.331.0255<br/>fax 812.331.0755<br/>www.kdsarchitects.com</p> |
|---|---|---|



# NORTH ELEVATION

SCALE: 1/8" = 1'-0"

|            |  |  |   |
|------------|--|--|---|
| <h1>7</h1> | PROJECT NO.: 2013-20<br>DATE: 07/18/2013 | DILGER RESIDENCE REMODEL<br>802 E. MAXWELL LN<br>BLOOMINGTON INDIANA | <b>KIRKWOOD</b> ARCHITECTURE + PLANNING<br><b>designstudio</b> p.c.<br>113 east 6th street<br>bloomington, in 47408<br>ph 812 .331 .0255<br>fax 812 .331 .0755<br>www.kdsarchitects.com |
|            |  |  |   |

**BLOOMINGTON HEARING OFFICER**  
**LOCATION: 1917 S. Highland Avenue**

**CASE #: V-41-13**  
**DATE: September 4, 2013**

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**PETITIONER:** Monroe County YMCA  
2125 S. Highland Ave, Bloomington

**CONSULTANT:** Bledsoe Riggert & Guerrettaz, Inc.  
1351 W. Tapp Road, Bloomington

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**REQUEST:** The petitioner is requesting a determinate variance from sidewalk standards.

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**SUMMARY:** The property is located at the southeast corner of S. Highland Avenue and E. Short Street, and is zoned Institutional (IN). The property is approximately 1.34 acres and received approval for a new recreational facility in 2011 (V-50-11). With this construction, a 5-foot wide concrete sidewalk was required to be constructed along the northern property line, along the Short E. Street right-of-way.

This right-of-way is only partially constructed and serves as an entry to the Bloomington Montessori School to the north and the petitioner's property to the south. At the time of the original approval, the petitioner expressed a desire to seek relief from the sidewalk requirements along the Short St. right-of-way. With potential development in the area, a future pedestrian connection may be necessary within this right-of-way. Staff has continued to work with both property owners to determine the best pedestrian plan for the area. This could be one or two sidewalk connections. However, due to the fact that Short Street is not connected at this location; staff finds it appropriate to defer this decision and construction of the pedestrian facilities until the future when the street might be connected. A potential street connection would require significant grading and utility work that would likely require the removal and reconstruction of any sidewalk placed at this time. Therefore, staff recommends that the required sidewalk be deferred until the future when the plans for a potential street connection are more defined.

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**Determinate Sidewalk Variances 12.04.005-** Any person subject to the requirements of Sections 12.04.001 or 12.04.003 who believes it impractical to construct a sidewalk on the lot or tract at present may apply to the board of zoning appeals for a variance that is determinate with respect to the criteria for variance and the time period during which such criteria are in effect, and with respect to the time period during which the variance is effective. The board may grant a variance if construction of sidewalks appears impractical based upon, but not limited to, the following considerations:

- (1) *The adjacent lot or tracts are at present undeveloped, but it appears that at some future date these lots or tracts will be developed, increasing the need for sidewalks for the protection and convenience of pedestrians; or*

**Staff Finding:** There are underdeveloped tracts to the east where staff anticipates future redevelopment petitions to be brought forward. In addition, the adjacent street (Short Street) is currently not connected. Staff anticipates the potential for this street to be completed in the future and finds construction

of sidewalks in this area to be more appropriately designed and implemented at that time.

- (2) *The location of the lot or tract is such that the present pedestrian traffic does not warrant the construction of sidewalks, but it appears that in the future the pedestrian traffic may increase; or*

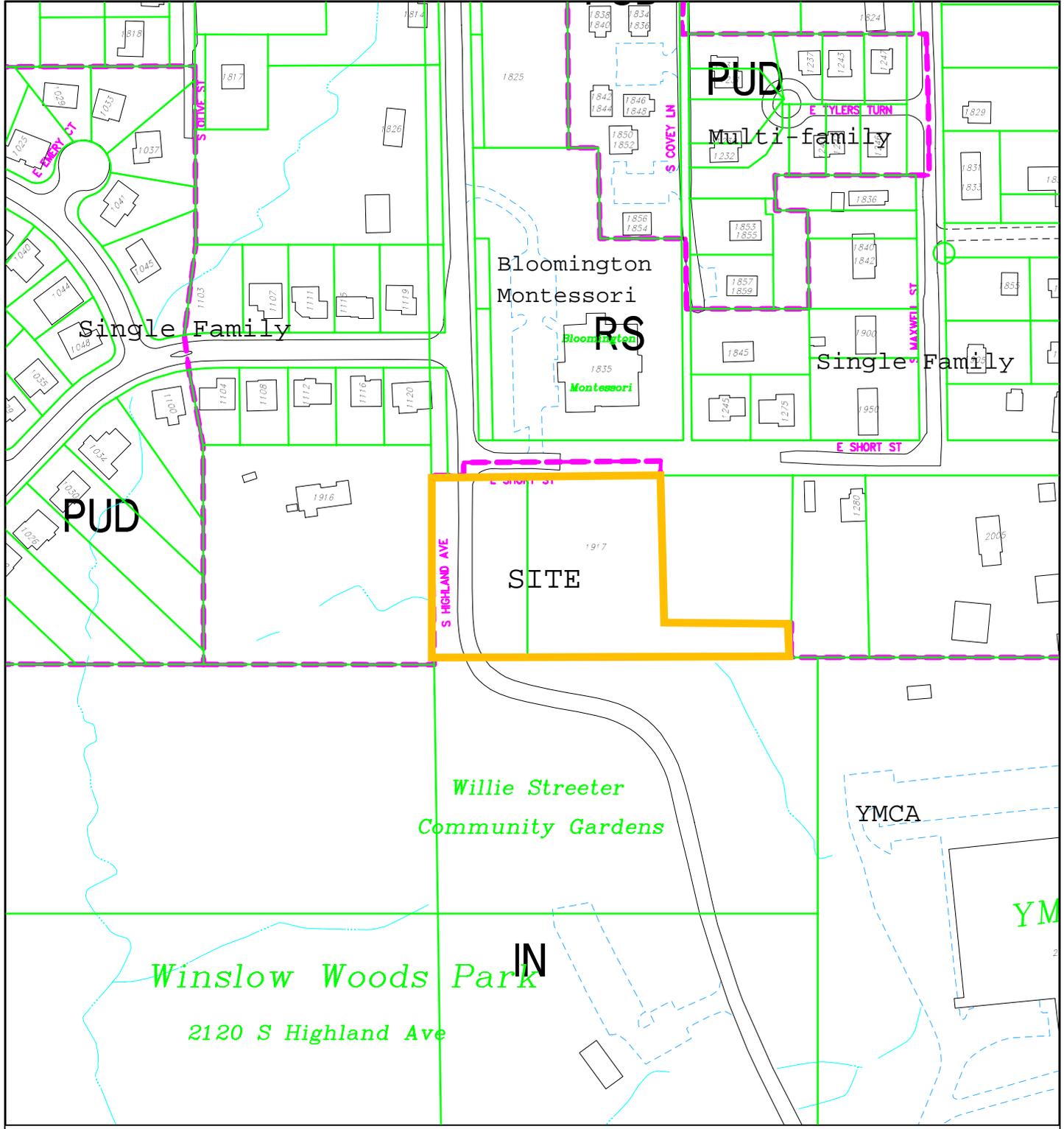
**Staff Finding:** The required section of sidewalk would serve a limited number of people. However, future redevelopment of the area to the east would necessitate a greater need and use of sidewalks along Short St.

- (3) *Uniformity of development of the area would best be served by deferring sidewalk construction on the lot or tract until some future date.*

**Staff Finding:** Construction of a sidewalk on this property should be delayed until such time as it is determined if Short St. is going to be constructed and how it would be designed. As previously stated, future construction of the unconstructed portion of Short St, would most likely require any portions of sidewalk installed now to be removed and replaced.

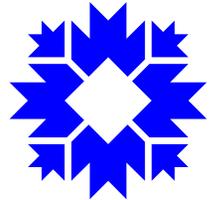
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**RECOMMENDATION:** Based upon the written findings above, staff recommends approval of the variance request.

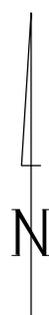


V-41-13 MONROE COUNTY YMCA  
 1917 S. HIGHLAND AVE.  
 LAND USE/ZONING MAP  
 HEARING OFFICER

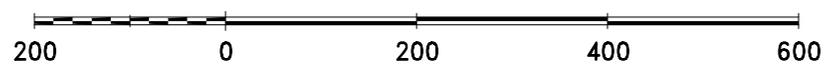
City of Bloomington  
 Planning



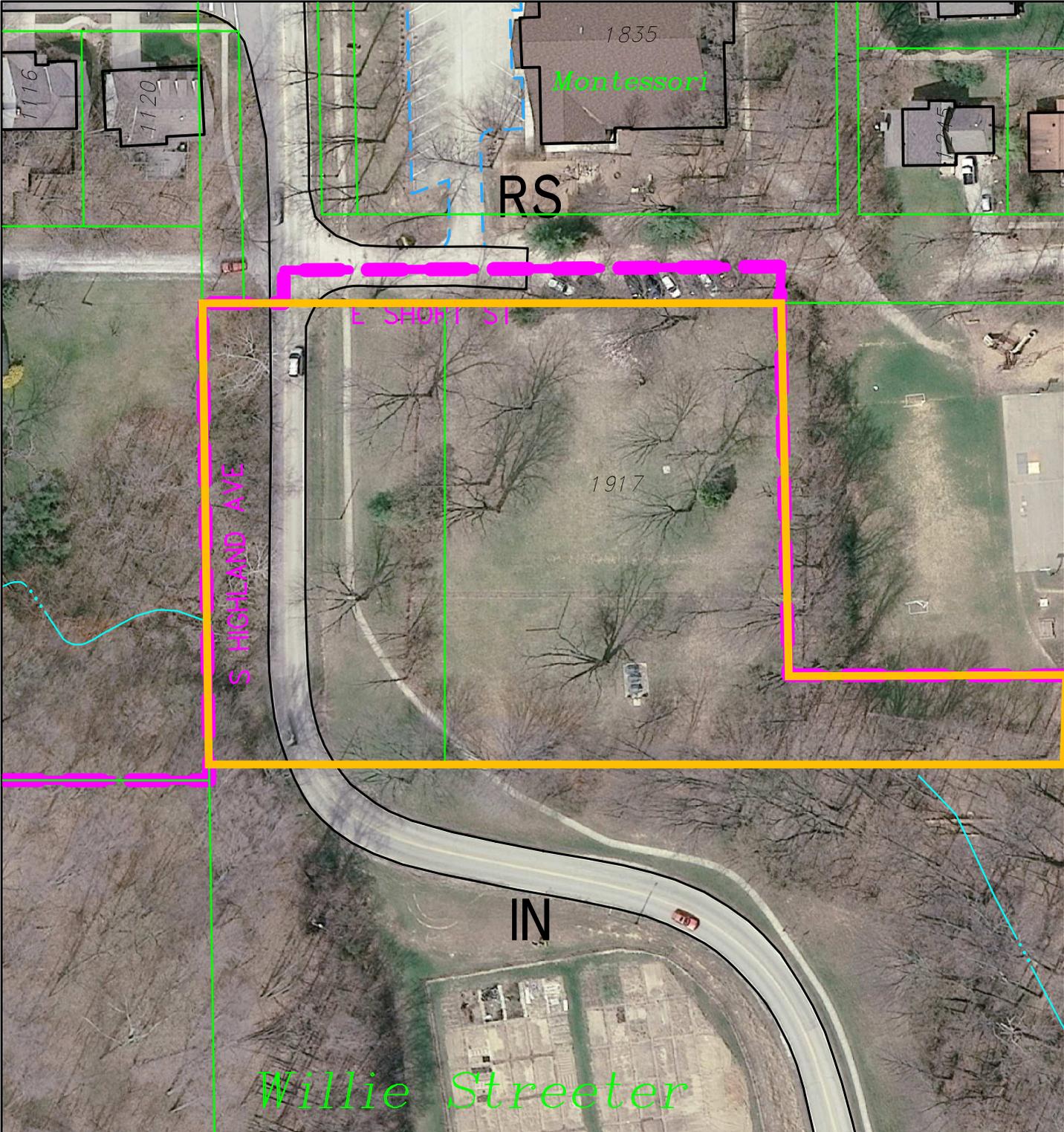
Scale: 1" = 200'



By: bannok  
 12 Dec 11

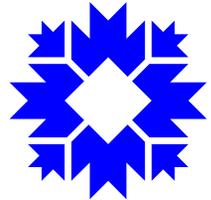


For reference only; map information NOT warranted.



V-41-13 MONROE COUNTY YMCA  
 1917 S. HIGHLAND AVE.  
 2010 AERIAL PHOTOGRAPH  
 HEARING OFFICER

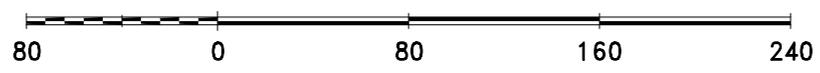
City of Bloomington  
 Planning



Scale: 1" = 80'



By: bannok  
 12 Dec 11



For reference only; map information NOT warranted.



August 15, 2013

Patrick Shay  
 City of Bloomington, Planning Department  
 401 N. Morton St., Suite 160  
 PO Box 100  
 Bloomington, IN 47402-0100

Re: Monroe County YMCA Gymnastics Facility  
 1917 S. Highland Avenue  
 Petitioner's Statement: Hearing Officer determinate sidewalk variance

Dear Patrick,

On behalf of the Monroe County YMCA, we are requesting a determinant sidewalk variance for the sidewalk construction required along Short Street not previously constructed. The YMCA is a not for profit organization serving Bloomington and Monroe County.

The subject property for the YMCA's new gymnastics facility is approximately 1.34 acres and is bordered by unimproved Short Street to the north, Highland Avenue along its west and south sides, and Bloomington Montessori School's outside play area to the east. The gymnastics facility construction has been completed and is in operation.

Part of the remaining requirements for this expansion is the construction of a public sidewalk along Short Street to our west property line. For a number of reasons, we strongly believe that construction of such a sidewalk, at this time, would be detrimental to both our customers, to the general public as well as the City. Our considerations are noted below.

- A sidewalk extension along Short Street currently does not currently serve the general public. There is no pedestrian traffic beyond patrons of our business, which utilize the parking lot and sidewalks internal to our site.
- Short Street is constructed like and serves as a private driveway in this location. There is no vehicular traffic beyond the entry drives to the Montessori and YMCA gymnastic facilities and the existing street functions adequately to serve current pedestrian needs.
- In anticipation of future road reconstruction, any current sidewalk construction should be done at a grade that would match the future road. The reconstruction of Short Street is expected to be at a significantly different elevation than the current street. A sidewalk installed to match this could therefore be as much as a couple feet different than the existing road grade, which would present a danger to pedestrians attempting to use at this time.
- Conversely, a sidewalk constructed to match existing street grade and be safe for current pedestrian use, would make it unusable when a road extension takes place, due to the anticipated road elevation change. Such as sidewalk would then have to be demolished and reconstructed, wasting scarce resources with both the initial construction and eventual demolition.
- Short Street is unlikely to be extended until additional development takes place. Much of Short Street, from Highland Ave. east, will most likely need to be completely reconstructed to meet public standards, including road cross-section and longitudinal slope as well as sidewalk location and elevation.
- Sidewalks in the area and neighborhood in general are almost nonexistent. Highland Avenue has a sidewalk on the east side in this area. Short Street has no sidewalks on either side on this section or the section of Short further to the east, other than a short section in front of one house. Covey has sidewalk for about the first 100' along its east side, but none the rest of the way on either side. Maxwell lane has no sidewalks on either side.

V-41-13  
 Petitioner's  
 Statement

Monroe County YMCA Gymnastics Facility – Determinate Sidewalk Variance  
Petitioner's Statement  
Patrick Shay  
August 15, 2013  
Page Two

- There are a number of large existing trees that would be lost or severely impacted by construction of sidewalk at this time.

Considering these observations, we believe the most cost effective and safe solution for pedestrian accommodation is to defer any sidewalk installation until such time that the extension to Short Street has been completed or is underway.

Included with this petitioner's statement is the required application form. Since the owner is a not for profit organization there are no filing fees. Notices will be sent to adjacent property owners as required by the deadline of August 24, 2013.

We would like to be placed on the September 4, 2013, Hearing Officer meeting agenda.

Please contact me if you have any questions.

Sincerely,



Dan Neubecker  
Project Manager

Enclosures

ec: Chad Stines – Monroe County YMCA

xc: File – Project No. 7076



**BLOOMINGTON HEARING OFFICER**  
**LOCATION: 1845 S. Highland Avenue**

**CASE #: V-42-13**  
**DATE: September 4, 2013**

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**PETITIONER:** Montessori School  
1845 S. Highland Ave, Bloomington

**CONSULTANT:** Bledsoe Riggert & Guerrettaz, Inc.  
1351 W. Tapp Road, Bloomington

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**REQUEST:** The petitioner is requesting a determinate variance from sidewalk standards.

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**SUMMARY:** The property is located at the northeast corner of S. Highland Avenue and the right-of-way for E. Short Street and is zoned Residential Single Family (RS). The petitioners have operated a school at this location for many years, receiving conditional use approval in 1983, 2004, and again in 2011 for construction and expansions. With the most recent addition (CUV-7-12), a new 5900 square foot building just to the north of the existing building to accommodate the new demand, a 5-foot wide sidewalk was required along the adjacent E. Short Street right-of-way.

The site is further located immediately east of the Walnut Creek single family subdivision, north of the recently approved gymnastics facility for the YMCA and south of the newly approved residential project being constructed by Options for Better Living. There are also several other residential structures in the immediate area.

This right-of-way is only partially constructed and serves as an entry to the YMCA gymnastic facility to the south and the petitioner's property to the north. At the time of the original approval, the petitioner expressed a desire to seek relief from the sidewalk requirements along the Short St. right-of-way. With potential development in the area, a future pedestrian connection may be necessary within this right-of-way. Staff has continued to work with both property owners to determine the best pedestrian plan for the area. This could be one or two sidewalk connections. However, due to the fact that there is currently Short Street is not connected at this location; staff finds it appropriate to defer this decision and construction of the pedestrian facilities until the future when the street might be connected. A potential street connection would require significant grading and utility work that would likely require the removal and reconstruction of any sidewalk placed at this time. Therefore, staff recommends that the required sidewalk be deferred until the future when the plans for a potential street connection are more defined.

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**Determinate Sidewalk Variances 12.04.005-** Any person subject to the requirements of Sections 12.04.001 or 12.04.003 who believes it impractical to construct a sidewalk on the lot or tract at present may apply to the board of zoning appeals for a variance that is determinate with respect to the criteria for variance and the time period during which such criteria are in effect, and with respect to the time period during which the variance is effective. The board may grant a variance if construction of sidewalks appears impractical based upon, but not limited to, the following considerations:

(1) *The adjacent lot or tracts are at present undeveloped, but it appears that at*

*some future date these lots or tracts will be developed, increasing the need for sidewalks for the protection and convenience of pedestrians; or*

**Staff Finding:** There are underdeveloped tracts to the east where staff anticipates future redevelopment petitions to be brought forward. In addition, the adjacent street (Short Street) is currently not connected. Staff anticipates the potential for this street to be completed in the future and finds construction of sidewalks in this area to be more appropriately designed and implemented at that time.

- (2) *The location of the lot or tract is such that the present pedestrian traffic does not warrant the construction of sidewalks, but it appears that in the future the pedestrian traffic may increase; or*

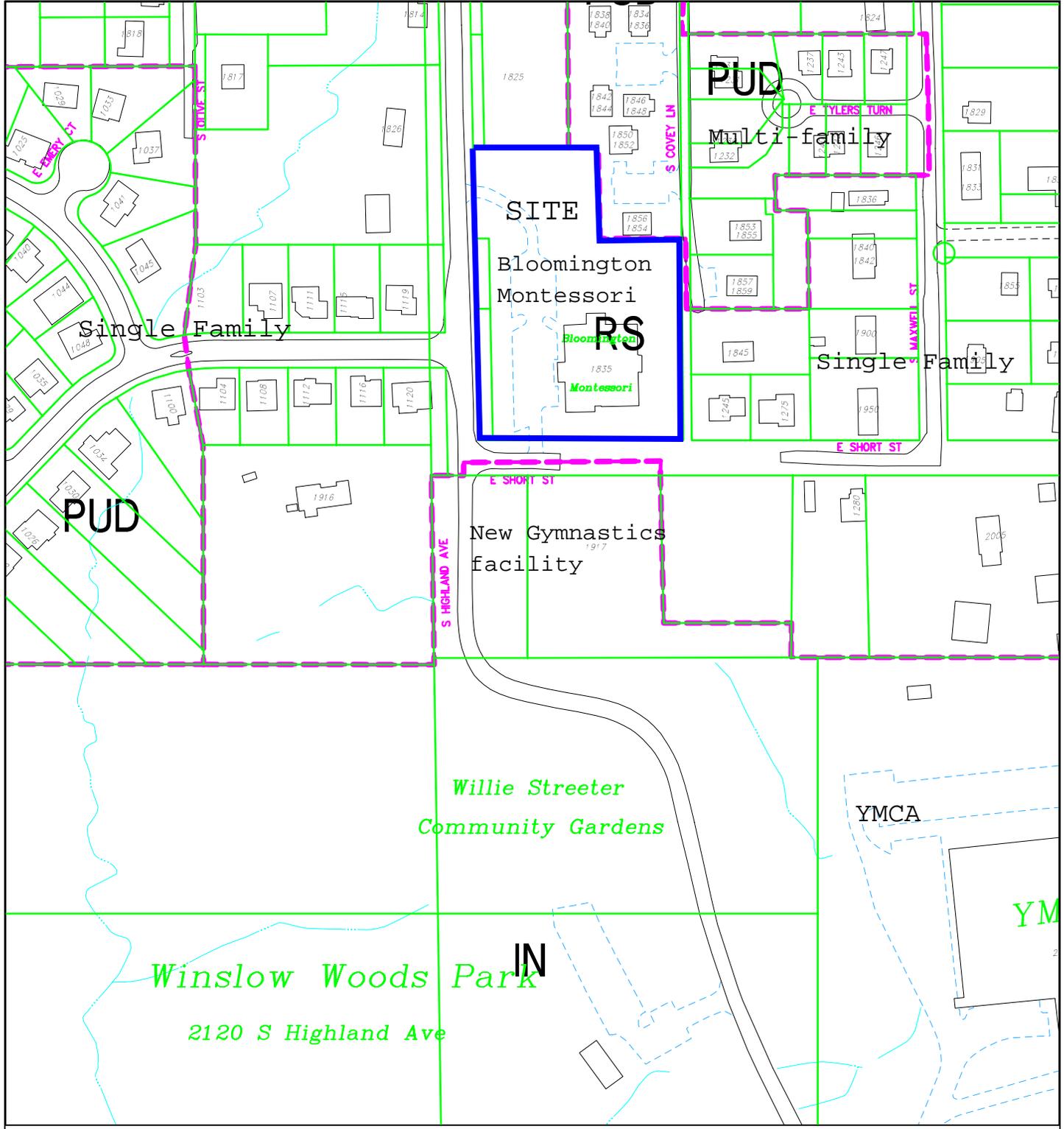
**Staff Finding:** The required section of sidewalk would serve a limited number of people. However, future redevelopment of the area to the east would necessitate a greater need and use of sidewalks along Short St.

- (3) *Uniformity of development of the area would best be served by deferring sidewalk construction on the lot or tract until some future date.*

**Staff Finding:** Construction of a sidewalk on this property should be delayed until such time as it is determined if Short St. is going to be constructed and how it would be designed. As previously stated, future construction of the unconstructed portion of Short St, would most likely require any portions of sidewalk installed now to be removed and replaced.

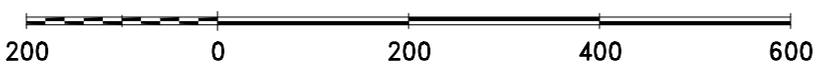
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**RECOMMENDATION:** Based upon the written findings above, staff recommends approval of the variance request.

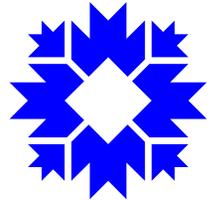


V-42-13 MONTESSORI SCHOOL  
 1845 S. HIGHLAND AVE.  
 LAND USE/ZONING MAP  
 HEARING OFFICER

By: bannok  
 12 Dec 11



City of Bloomington  
 Planning



Scale: 1" = 200'

For reference only; map information NOT warranted.





August 15, 2013

Patrick Shay  
 City of Bloomington, Planning Department  
 401 N. Morton St., Suite 160  
 PO Box 100  
 Bloomington, IN 47402-0100

Re: Bloomington Montessori School – Classroom Expansion  
 1835 South Highland Avenue  
 Petitioner's Statement: Hearing Officer determinate sidewalk variance

Dear Patrick,

On behalf of the Bloomington Montessori School (BMS), we are requesting a determinate sidewalk variance for the sidewalk construction required along Short Street not previously constructed.

BMS is a non-profit educational institution which began as a small, parent run school in 1968. With a staff of 23, it now serves more than 170 children from ages 3-12 (offering pre-school, lower, and upper elementary classes).

Each year BMS accepts up to 90 preschool children, of which 30 are "all-day" students. Our waiting lists for classes, in particular the all-day preschool program, are quite extensive, and we turn away many families each year. Because we feel that Montessori education is so critical in the development of a child's full potential, it is our desire to offer this education to as many interested families in the Bloomington area that we can. As a result, an expansion effort was completed in 2012 that included both a building a parking lot expansion.

Part of the remaining requirements for this expansion is the construction of a public sidewalk along Short Street to our west property line. For a number of reasons, we strongly believe that construction of such a sidewalk, at this time, would be detrimental to both our customers, to the general public as well as the City. Our considerations are noted below.

- A sidewalk extension along Short Street currently does not currently serve the general public. There is no pedestrian traffic beyond patrons of our business, which utilize the parking lot and sidewalks internal to our site.
- Short Street is constructed like and serves as a private driveway in this location. There is no vehicular traffic beyond the entry drives to the Montessori and YMCA gymnastic facilities and the existing street functions adequately to serve current pedestrian needs.
- In anticipation of future road reconstruction, any current sidewalk construction should be done at a grade that would match the future road. The reconstruction of Short Street is expected to be at a significantly different elevation than the current street. A sidewalk installed to match this could therefore be as much as a couple feet different than the existing road grade, which would present a danger to pedestrians attempting to use at this time.
- Conversely, a sidewalk constructed to match existing street grade and be safe for current pedestrian use, would make it unusable when a road extension takes place, due to the anticipated road elevation change. Such as sidewalk would then have to be demolished and reconstructed, wasting scarce resources with both the initial construction and eventual demolition.
- Short Street is unlikely to be extended until additional development takes place. Much of Short Street, from Highland Ave. east, will most likely need to be completely reconstructed to meet public standards, including road cross-section and longitudinal slope as well as sidewalk location and elevation.

V-42-13  
 Petitioner's  
 Statement

Bloomington Montessori School – Determinate Sidewalk Variance  
Petitioner's Statement  
Patrick Shay  
August 15, 2013  
Page Two

- Sidewalks in the area and neighborhood in general are almost nonexistent. Highland Avenue has a sidewalk on the east side in this area. Short Street has no sidewalks on either side on this section or the section of Short further to the east, other than a short section in front of one house. Covey has sidewalk for about the first 100' along its east side, but none the rest of the way on either side. Maxwell lane has no sidewalks on either side.
- There are a number of large existing trees that would be lost or severely impacted by construction of sidewalk at this time.

Considering these observations, we believe the most cost effective and safe solution for pedestrian accommodation is to defer any sidewalk installation until such time that the extension to Short Street has been completed or is underway.

Included with this petitioner's statement is the required application form. Since the owner is a not for profit organization there are no filing fees. Notices will be sent to adjacent property owners as required by the deadline of August 24, 2013.

We would like to be placed on the September 4, 2013, Hearing Officer meeting agenda.

Please contact me if you have any questions.

Sincerely,

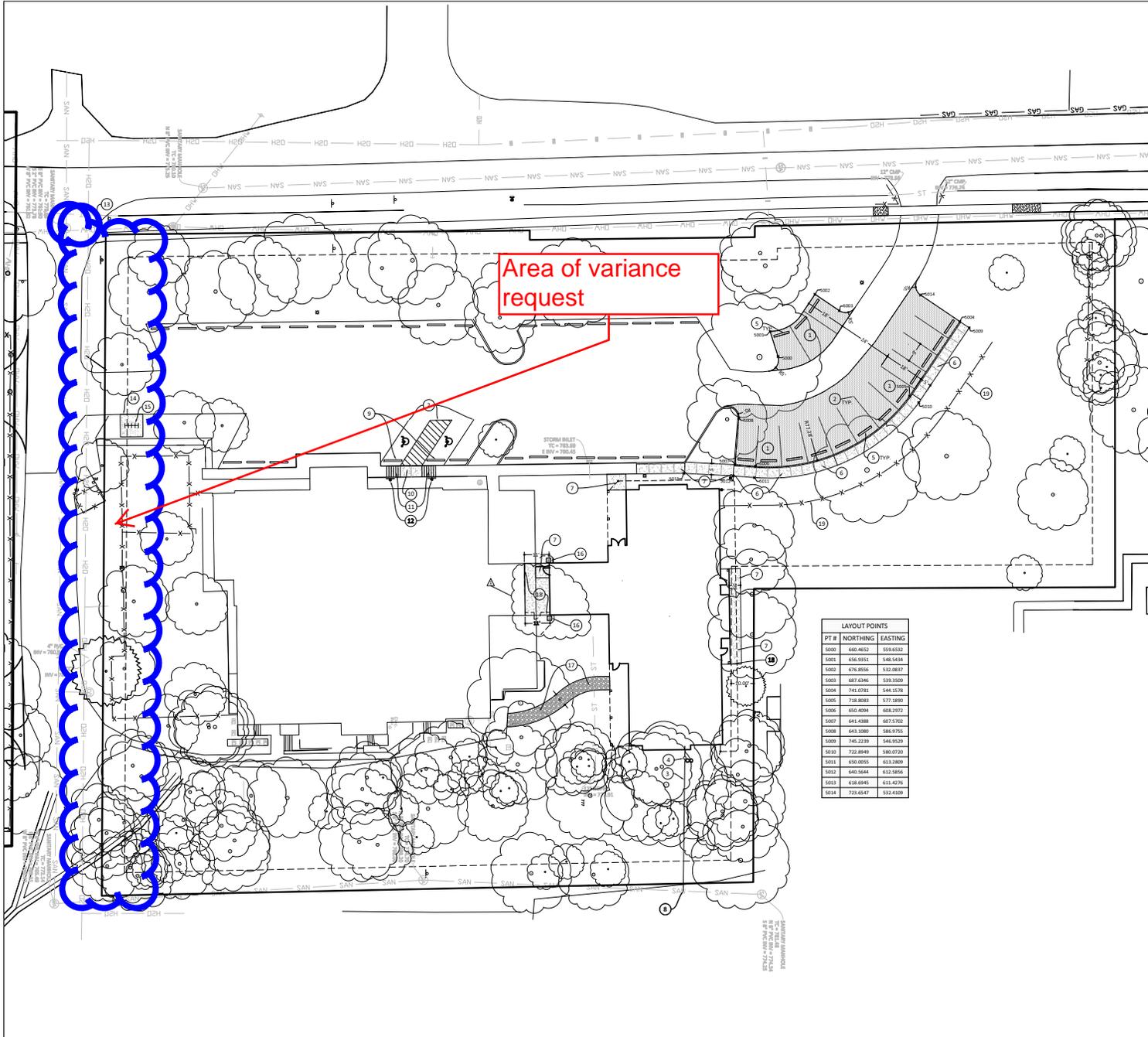


Dan Neubecker  
Project Manager

Enclosures

ec: Tavy Aherne – BMS

xc: File – Project No. 7336



Area of variance request

| PT # | NORTHING | EASTING  |
|------|----------|----------|
| S000 | 650.4652 | 529.6327 |
| S001 | 656.9351 | 548.5454 |
| S002 | 676.8556 | 532.6837 |
| S003 | 687.6546 | 539.3509 |
| S004 | 741.0791 | 544.1570 |
| S005 | 738.8063 | 577.3995 |
| S006 | 650.4294 | 608.2927 |
| S007 | 641.4388 | 607.5762 |
| S008 | 643.5080 | 586.9755 |
| S009 | 745.2239 | 546.9528 |
| S010 | 722.8949 | 580.0720 |
| S011 | 650.0050 | 633.3969 |
| S012 | 640.5644 | 632.5856 |
| S013 | 638.6945 | 631.4276 |
| S014 | 723.6547 | 532.4509 |

### GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE OF CURB, POINT OF TANGENCY, EDGE OF PAVEMENT, OR EDGE OF WALK, UNLESS OTHERWISE NOTED. ALL SHOWN ARE TO FACE OF CURB UNLESS NOTED OTHERWISE. CURB AND WALL COORDINATES ARE TO THE BACK, UNLESS NOTED OTHERWISE. COORDINATE DIMENSIONS WITH ARCHITECTURAL DRAWINGS AND CENTER SIDEWALKS WITH RESPECTIVE ENTRANCES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
- CONTRACTOR IS REQUIRED TO VERIFY FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
- ALL DISTURBED AREAS SHALL RECEIVE 6" OF TOP SOIL, MULCH AND SEED OR BE IMPROVED AS NOTED OTHERWISE.
- REFER TO PLAN FOR DETAILS CORRESPONDING TO PLAN NOTES.
- SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH THE INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL STREET CUTS FOR UTILITIES AND OTHER IMPROVEMENTS SHALL BE REPAIRED TO MATCH EXISTING PAVEMENT SECTION OR BETTER.

### SITE PLAN NOTES

- LIGHT DUTY ASPHALT PAVEMENT - REFER TO DETAIL
- 4" WIDE WHITE PAVEMENT MARKING
- SANITARY LATERAL
- SANITARY CLEANOUT - REFER TO DETAIL
- WHEEL STOP - REFER TO DETAIL
- COMBINED CURB AND SIDEWALK - REFER TO DETAIL
- CONCRETE SIDEWALK, 4" THICK - REFER TO DETAIL
- CONCRETE SEWER CONNECTION, COORDINATE WITH CRU
- RELOCATED WHEEL STOPS
- DEPRESSED COMBINED CURB AND SIDEWALK
- ADA COMPLIANT RAMP AND CONCRETE CURB TRANSITION, 1:12 SLOPE MAX. WITH 5/8" DEEP GROOVES AT O.C.
- VAN ACCESSIBLE PARKING SIGN
- REMOVE EXISTING SECTION OF ASPHALT AND REPLACE WITH MODIFIED TYPE G, ADA COMPLIANT CONCRETE CURB RAMP - REFER TO DETAIL
- BIKE RACK, "THE RIBRACK" BY FUNCTION FIRST BIKE SECURITY OR APPROVED EQUAL FOR A MINIMUM OF FOUR BIKES. COLOR BY OWNER.
- 10'X10' CONCRETE PAD, 4" THICK - REFER TO DETAIL
- ALTERNATE #1: 2'X2'X4" DEEP SL WASHED RIVER STONE AT BASE OF RAIN CHAIN
- 4" DEEP X 6" WIDE #11 GRAVEL WALKWAY TO CONNECT TO EXISTING GRAVEL
- MINIMUM BUILDING SETBACK OF 10' MUST BE MAINTAINED
- ALTERNATE #1: REINFORCED CONCRETE SLAB, 4" THICK - REFER TO DETAIL
- 4" CHAIN LINK FENCE - REFER TO DETAIL

### LEGEND

- LIMITS OF NEW ASPHALT PAVING
- LIMITS OF NEW 4" THICK CONCRETE PAVING
- PAVEMENT STRIPING 2" O.C.
- LIMITS OF DETENTION BASIN
- ACCESSIBLE PARKING SPACE - PAINT WHEELCHAIR SYMBOL
- SIGN - REFER TO DETAIL
- 4" HIGH CHAIN LINK FENCE - REFER TO DETAIL
- CLEANOUT - REFER TO DETAIL
- CONCRETE WHEEL STOP - REFER TO DETAIL

HOLEY MOLEY SAYS  
"DIG SAFELY"

"IT'S THE LAW"  
CALL 24 HOURS (24/7) BEFORE YOU DIG  
1-800-888-2844

FOR INDIANA STATE LAW (6.1-1), OR  
TO ENFORCE THE LAW TO EXISTING  
LOCATIONS THROUGH THE UNDERGROUND  
LOCATION SERVICE INC. (2) WORKING  
ONE BEFORE COMMENCEMENT.

REVISIONS PER BID PLAN SET ADDENDUM 3 DATED MARCH 21, 2012

**Christine Mattheu, Architect**

205 N. College Ave., Suite 010  
Bloomington, Indiana  
Tel: 812.339.1235  
Fax: 812.339.1238

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**BLOOMINGTON MONTESSORI SCHOOL CLASSROOM EXPANSION**

1111  
1835 SOUTH HIGHLAND AVENUE  
BLOOMINGTON - INDIANA

ARCHITECT'S PROJECT NO: 1117  
DATE: MARCH 5, 2012

**SITE IMPROVEMENT PLAN**

SHEET NO. **C301**

CONSTRUCTION DOCUMENTS