

CITY OF BLOOMINGTON



JUNE 26, 2014 @ 5:30 p.m.
COUNCIL CHAMBERS #115
CITY HALL

ROLL CALL

MINUTES TO BE APPROVED: 4/24/14

PETITION FORWARDED TO: 6/11/14 Hearing Officer Mtg.

- V-15-14 **The Kroger Company**
3709 W. 3rd St.
Request: Variances from drive standards, number of gas pumps in a General Commercial (CG) zoning district, parking setbacks, and signage standards.
Case Manager: Patrick Shay

PETITIONS CONTINUED TO: 7/24/14

- UV-46-13 **GMS-Pavilion Properties, LLC**
306 E. Kirkwood Ave.
Request: Use variance to allow a bank drive-through in the Commercial Downtown (CD) zoning district.
Case Manager: Jim Roach
- V-14-14 **Jaina Solo Holdings, LLC**
401 E. Cottage Grove
Request: Variances from front and side yard setback standards for a new single-family home.
Case Manager: Patrick Shay

REPORTS, RESOLUTIONS, AND COMMUNICATIONS:

PETITIONS:

- V-16-14 **David Shaw** *(Petition forwarded from the Hearing Officer)*
616 E. 1st St.
Request: Variance from driveway standards to allow an existing driveway to be widened. Also requested is a variance from maximum impervious surface coverage standards.
Case Manager: Eric Greulich
- V-17-14 **MCCSC–Binford-Rogers Elem. School** *(Petition forwarded from the Hearing Officer)*
2200 & 2300 E. 2nd St.
Request: Variance from front parking setback and drive standards to allow construction of a new parking lot.
Case Manager: Patrick Shay

- V-19-14 **City of Bloomington Transit (BT)**
301 S. Walnut St.
Request: Variance from sign standards for electronic reader boards.
Case Manager: Jim Roach

- V-20-14 **City of Bloomington Parks & Recreation**
Intersection of 17th St., Arlington Rd., and Monroe St.
Request: Variance from sign standards to allow signage within the public right-of-way for the City's Adopt a Roundabout Partnership program.
Case Manager: Patrick Shay

- V-21-14 **City of Bloomington Parks & Recreation**
Intersection of Sare Road & Rogers Road
Request: Variance from sign standards to allow signage within the public right-of-way for the City's Adopt a Roundabout Partnership program.
Case Manager: Patrick Shay

- V-22-14 **City of Bloomington Parks & Recreation**
Intersection of Winslow Rd., High St., and Rogers Rd.
Request: Variance from sign standards to allow signage within the public right-of-way for the City's Adopt a Roundabout Partnership program.
Case Manager: Patrick Shay

- V-23-14 **City of Bloomington Parks & Recreation**
Intersection of Tapp Road & Adams St.
Request: Variance from sign standards to allow signage within the public right-of-way for the City's Adopt a Roundabout Partnership program.
Case Manager: Patrick Shay

BLOOMINGTON BOARD OF ZONING APPEALS
STAFF REPORT
LOCATION: 616 E. 1st Street

CASE #: V-16-14
DATE: June 26, 2014

PETITIONER: David Shaw
4124 E Hector Drive, Bloomington, IN

REQUEST: The petitioner is requesting a variance from driveway and maximum impervious surface standards to allow an existing shared driveway to be widened to 18'.

REPORT SUMMARY: The subject property is located at 616 E. 1st Street and is zoned Residential Core (RC). The property has been developed with a single family residence. This 4,092 sq. ft. property is approximately 66' wide and 62' deep. This property shares a driveway onto 1st Street with the property to the east. There is a detached garage in the rear of the property that is also shared with the residence to the east and extends over the property line to match the shared driveway. The existing house, driveway, and detached garage occupy approximately 55% of the petitioner's property and the house sits only a few feet from the south property line. In addition, there is a platted and improved alley running along the west side of the property. The petitioner is proposing to widen approximately 20' of the existing shared driveway on 1st Street from 14' to 18' wide to allow for cars to park side-by-side in the driveway.

The Unified Development Ordinance states that "if the side or rear yard is accessible via an improved alley, a driveway shall not be permitted to access the street." This property has a platted, improved alley that runs along the west side of the property. Since this property does have an improved alley along the west property line, it would not be allowed to have a drivecut onto 1st Street and a variance is required to allow the lawful, nonconforming driveway to be widened. In addition, since the property also currently exceeds the maximum 45% impervious surface coverage standard a variance from maximum impervious surface standards is also required.

CRITERIA AND FINDINGS

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: Staff finds that this variance request will not negatively affect the public health, safety, morals, or general welfare of the community. The proposed width of the shared driveway would not be wider than what would be allowed if the alley was not present and a drivecut would be allowed on 1st Street. There are several other small lots with driveways and lots over the maximum impervious

surface coverage along 1st Street that are immediately adjacent to this property with no known negative impacts.

- 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.*

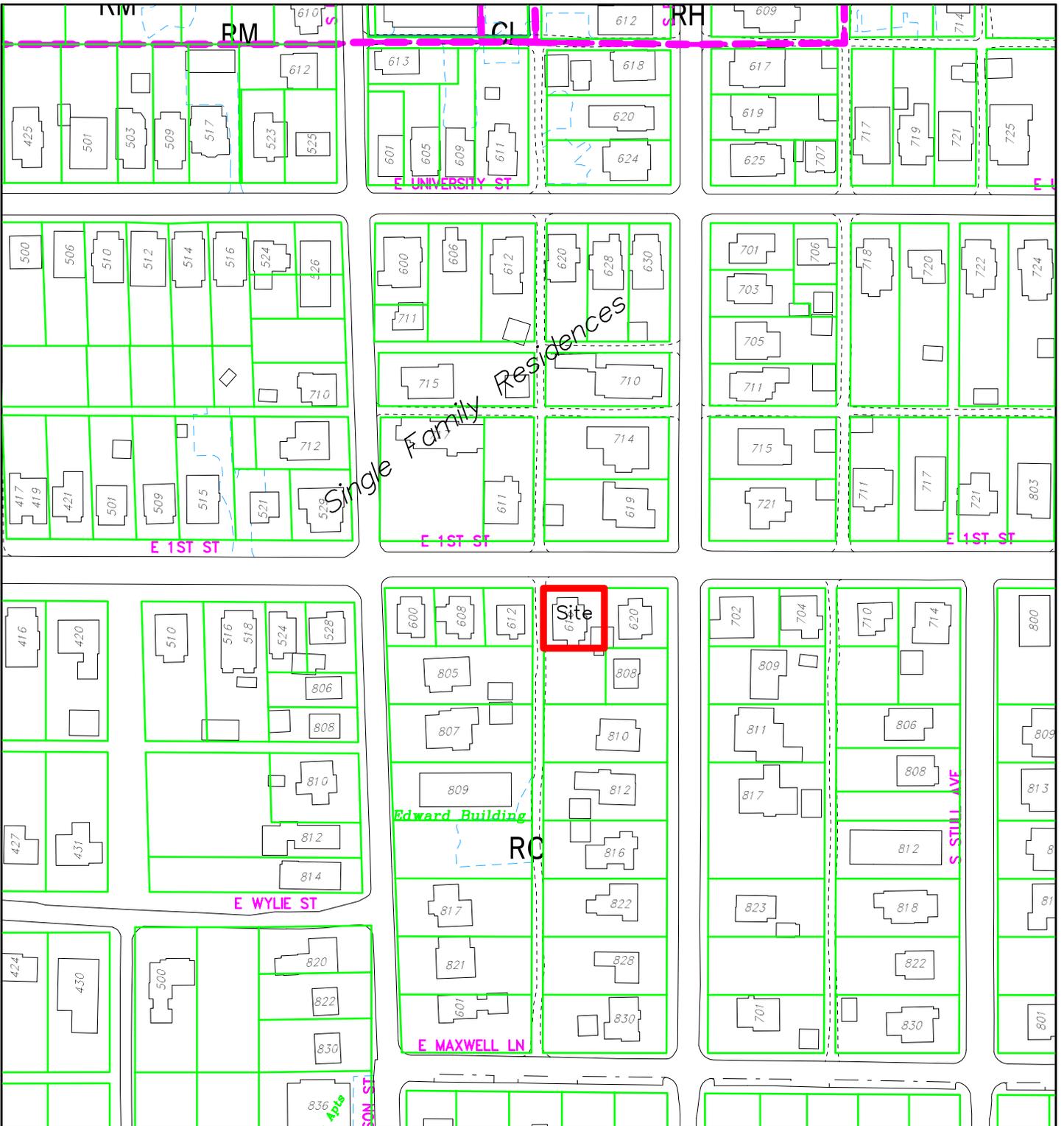
STAFF FINDING: Staff finds no adverse impacts to the use and value of the surrounding area associated with the proposed variance. Once again, the width of the shared driveway would not be wider than what would be allowed if the alley was not present and a drivecut would be allowed on 1st Street. There are several other drivecuts and lots with more impervious surface coverage that what is allowed along 1st Street similar to this proposal, with no negative impacts.

- 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 that the house is located only a few feet from the south property line and there is not enough room between the house and the property line to install any driveway or parking area. In addition, the small lot size and location of the house creates a practical difficulty in the use of the property since the reduced lot size does not allow for the driveway to be widened and the location of the house does not allow for a driveway to be installed on the property. Without the granting of the variance it is not possible to park two cars side-by-side on the existing driveway which hinders the reasonable use of the driveway and property.

RECOMMENDATION: Based upon the written findings above, staff recommends approval of this petition with the following conditions:

1. A right-of-way permit is required prior to any work in the right-of-way.
2. A concrete apron is required for the portions of the driveway in the right-of-way.



V-16-14 David Shaw

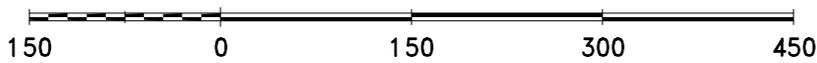
616 E 1st Street

Board of Zoning Appeals

Site Location, Zoning, Land Use, Parcels

By: greulice

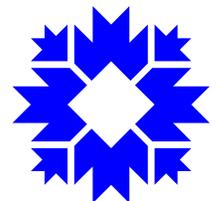
29 May 14



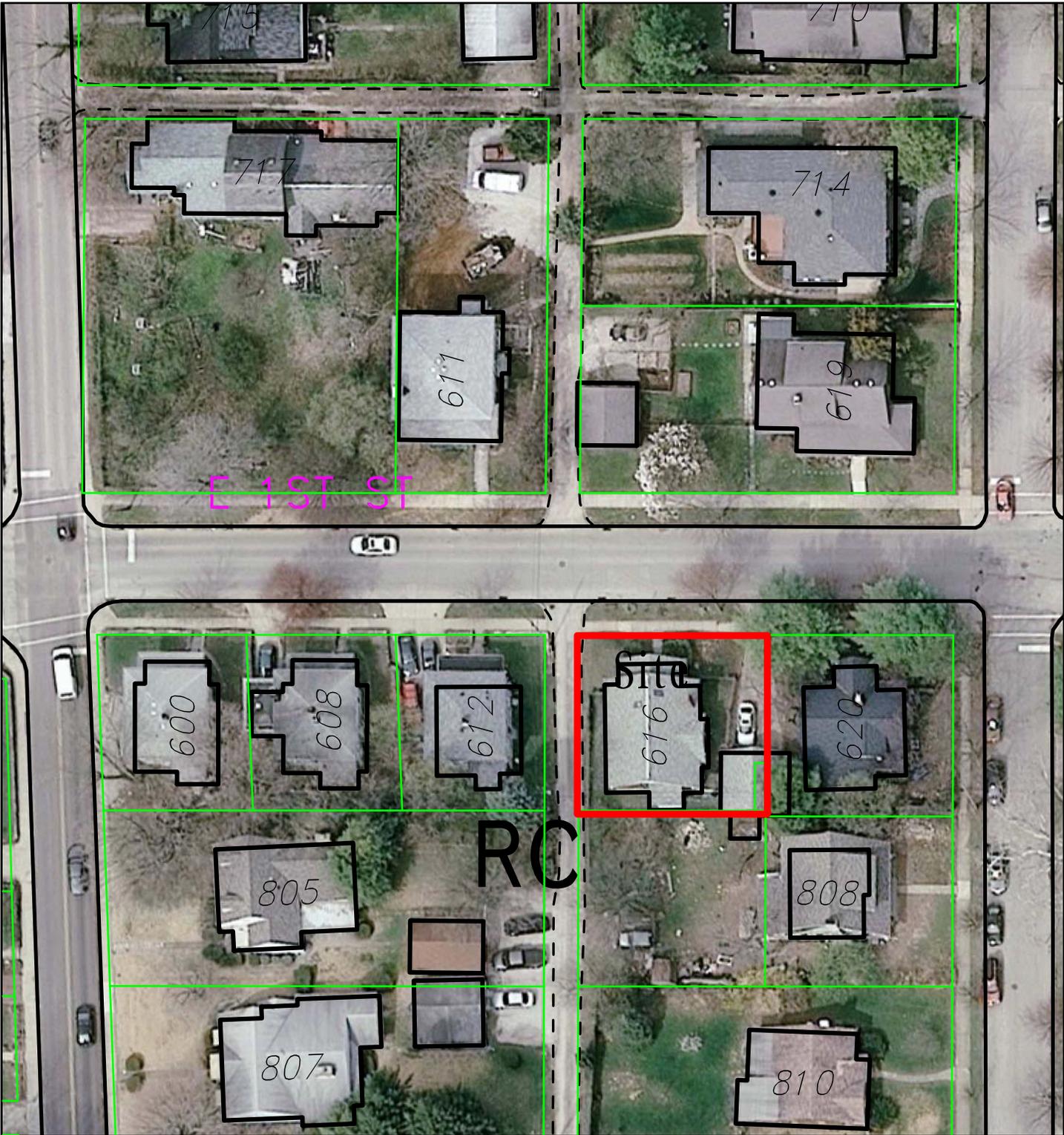
For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 150'



V-16-14 David Shaw

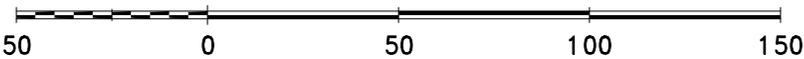
616 E 1st Street

Board of Zoning Appeals

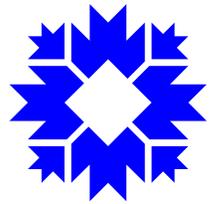
2010 Aerial Photograph

By: greulice

29 May 14



City of Bloomington
Planning



Scale: 1" = 50'

For reference only; map information NOT warranted.

Petitioner's Statement:

The property at 616 E. First Street shares a two-car garage and driveway with the property at 620 E. First Street.

The shared driveway has a one-car wide opening on First Street and then widens in a "Y" to the full two-car wide garage and driveway.

We propose to widen the driveway (up to 18 feet) at the entrance enough for two cars to sit side-by-side in the driveway. Currently, the narrowing driveway cannot permit more than two cars in front of the garage and is too narrow for other cars to sit side by side. Since these two homes are single-family residences and could be homes to three unrelated adults, the driveway parking is inadequate for these houses. We believe the original design of the driveway was wider and had been made narrow by previous owners.

Development Standards:

Approving this petition will not be injurious to the public health or general welfare of this community.

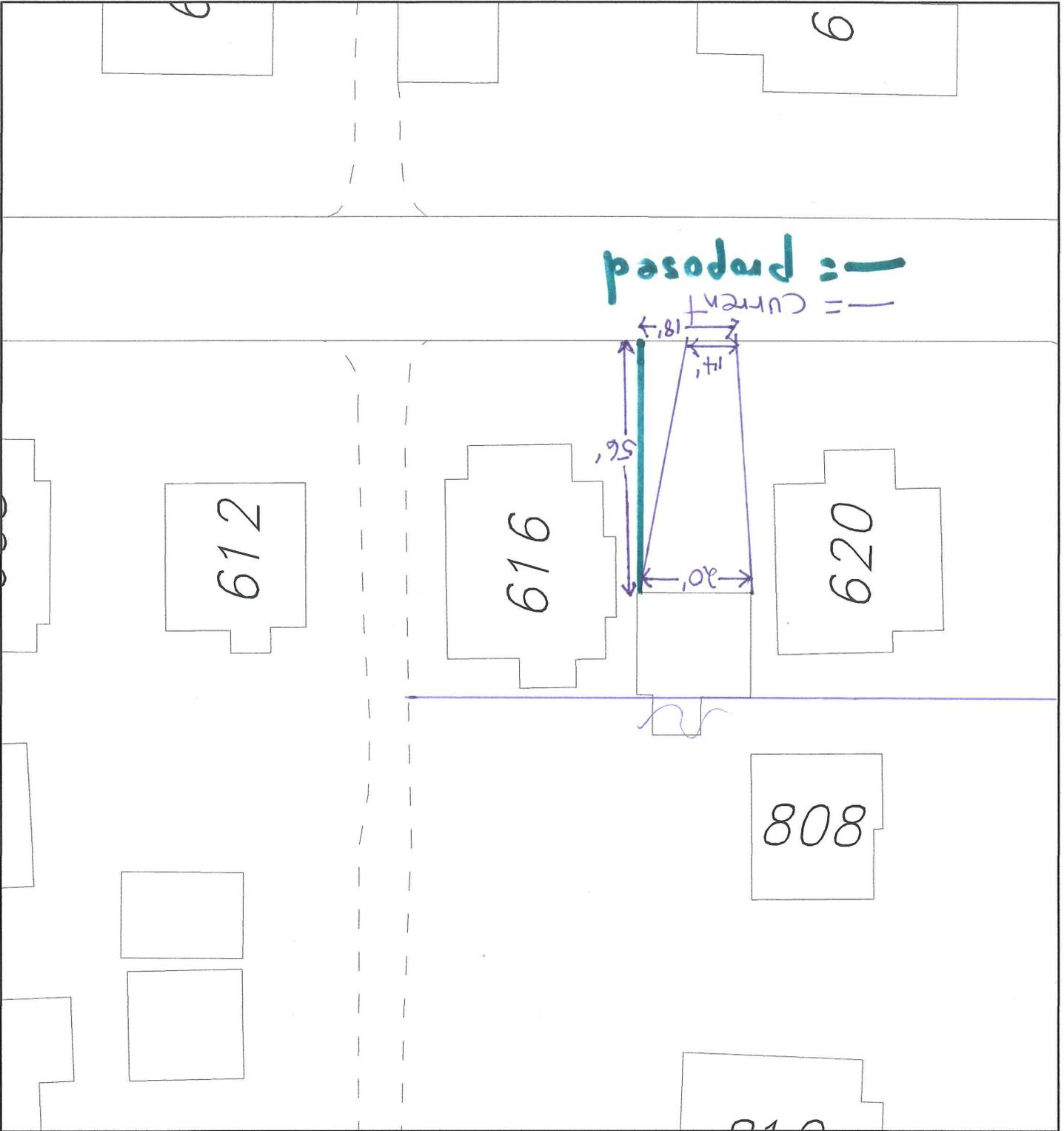
The use and value of the area adjacent to the property will be enhanced with this new driveway.

This situation is unique in two ways:

- 1) The house at 616 E. First Street sits too close to the alley to have a new entrance and egress from the alley
- 2) The one block on First Street between Henderson and Fess Ave. where the house sits has NO on street parking available.

The reason a variance is requested is that there is no room for parking access from the adjacent alley, which is where the city ordinance says to choose first.

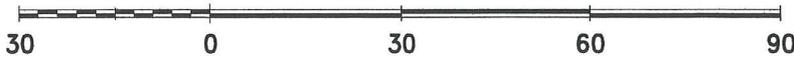
As there is already a driveway in place, there are no natural or man-made impediments to simply widening the driveway four feet at the entrance. The driveway will fit the size of the garage now instead of narrowing at the entrance.



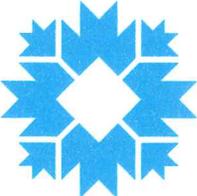
616 E 1st Street

V-16-14
Site Plan

By: stierm
16 Apr 14



City of Bloomington
ITS



Scale: 1" = 30'

For reference only; map information NOT warranted.

**BLOOMINGTON BOARD OF ZONING APPEALS
STAFF REPORT****Location: 200 & 2300 E. 2nd Street****CASE #: UV-17-14
DATE: June 26, 2014**

**PETITIONER: Monroe County Community School Corporation
560 E. Miller Drive, Bloomington**

REQUEST: The petitioner is requesting variances from front parking setback and entrance and drive standards to allow construction of a new parking lot.

REPORT: The property, zoned Institutional, is located on the south side of E. 2nd Street one property east of S. High Street. The petitioner, the Monroe County Community School Corporation (MCCSC), currently operates Binford and Rogers Elementary Schools at this location. In 2010, the petitioner has made improvements to the bus circulation at this property. They removed two drive cuts from 2nd St. and restricted the use of two of the three drive cuts along 2nd St. to predominantly bus usage. The third remaining cut accessed a central parking lot that was used by drop-off traffic, parents, volunteers, and teachers. They also had a smaller parking lot on the western portion of the site that is accessed from the intersection of High St. and E. 1st St.

The petitioner has continued to explore additional improvements to the vehicular and pedestrian circulation on the site as well as providing additional parking opportunities for the school. To achieve these goals, the petitioner is proposing to enlarge an existing staff parking lot, reduce the parking between the school buildings, and add a new parking lot to the east.

The existing parking area to the west would be increased to a total of 65 parking spaces. This area will be reserved for the staff of Rogers Elementary. The central parking and drop-off area will undergo significant alterations. These alterations include the following improvements:

- A reduction in the number of parking spaces
- A reduction in the number of potential conflict points between vehicles and pedestrians by separating staff parking from the central parking area
- Relocation of the dumpsters to the southern portion of the site away from 2nd St.
- Creation of a dual lane situation that will allow for a more efficient drop-off situation, and
- A significant increase in the amount of greenspace between the two school buildings

None of the alterations to the western or central parking areas require any variances.

The petitioner also desires to create a new staff parking lot of approximately 84 parking on the northeast corner of the property. This parking lot would be located directly north of Binford Elementary. This parking area would increase the number of parking spaces on the site to the maximum 202. The petitioner must receive two variances in order construct this parking area. First the parking is located between the adjacent street and Binford. The UDO requires new parking areas to be located a minimum of 20 feet

behind the front building wall of the school. The second variance is necessary to allow a fourth street cut to be installed along 2nd St. The UDO allows a maximum of 2 drive cuts along this street.

The petitioner has room to create a compliant parking lot to the east or south of Binford. However, this would require additional impervious surface, would locate the parking further from the main entrance, and move the parking closer to adjacent single family homes. Staff agrees that this is the most practical area to add parking to this site and would have the least amount of environmental impact to the site. In addition, this parking area would be located nearly 100 feet from the 2nd St. right-of-way due to the large setback of the school buildings. This will allow for an adequate buffer between the street and the parking area.

The petitioner has expressed a desire to keep the new staff parking separate from the bus drives in a similar fashion to the central parking area to avoid conflicts at peak times. To achieve this, a variance is necessary to allow for an additional cut to be placed along 2nd St. This site previously had 5 drive cuts and was reduced to 3 drive cuts only a few years ago. The new drive will allow for separation of bus traffic and vehicular traffic. Two of the 4 drive cuts will be used only for buses at specific times. Therefore, only 2 of the cuts will be used for the remaining passenger vehicles. The site is also very large (nearly 30 acres) and has approximately 1400 feet of frontage along 2nd St. The proposed drives would meet the minimum separation requirements of the UDO. In addition, the uses on the north side of the street have 6 drive cuts along the same frontage.

NEIGHBOR INPUT: Staff has received phone calls from a few adjacent neighbors that have expressed concern with the new traffic that would be introduced to the intersection of 1st St. and High St, drainage impacts to the single family homes to the east of the new parking lot, and the loss of greenspace on the site that are used at times by community groups for practice and recreation.

CRITERIA AND FINDINGS

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's Finding: Staff finds no injury. The proposed changes are largely driven to improve public safety by separating a large portion of the vehicular traffic from both pedestrian drop-off and bus traffic.

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.*

Staff's Finding: Staff finds no adverse negative impacts to the adjacent properties. The property greatly exceeds the amount of required greenspace. There will be a

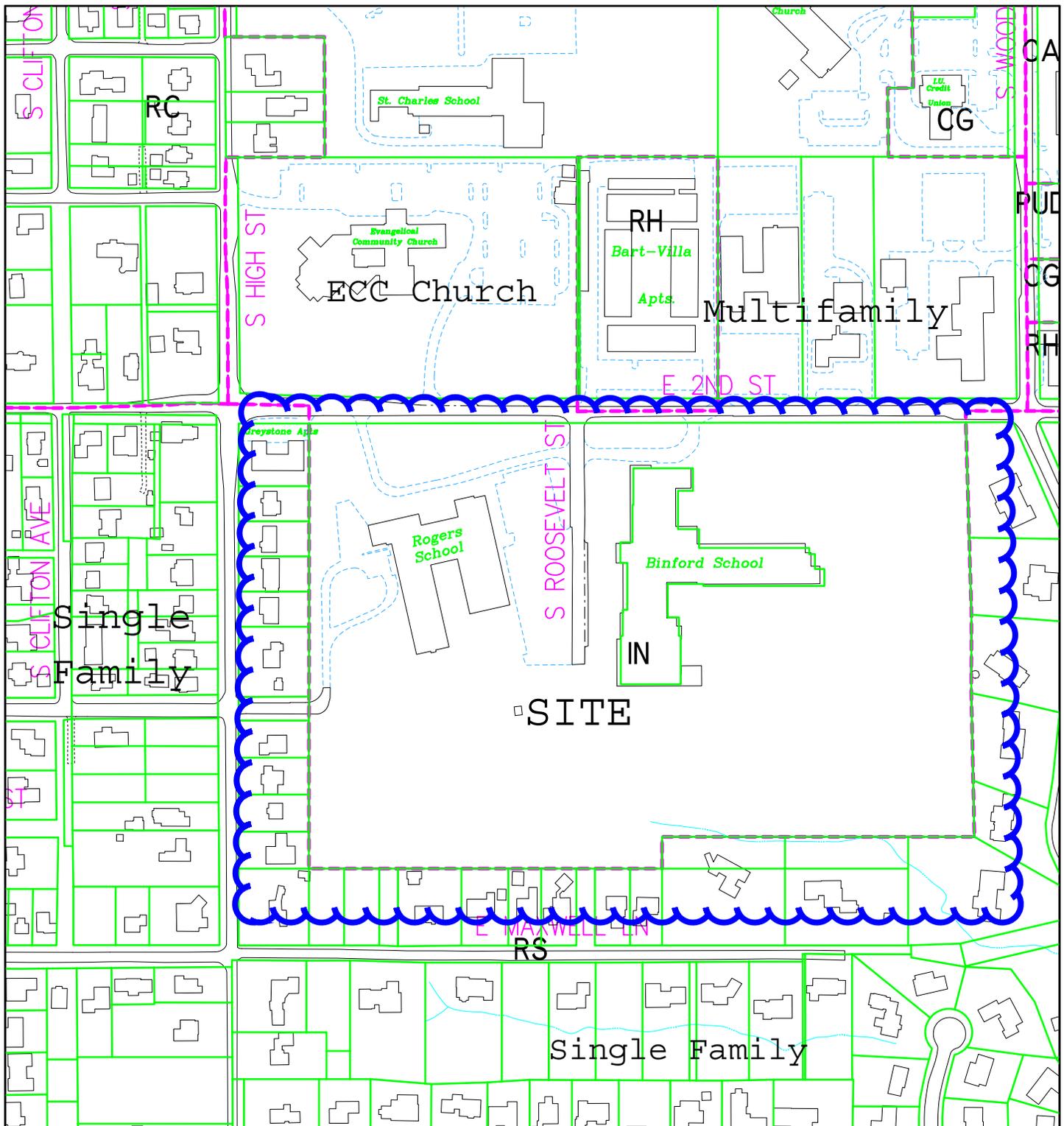
large vegetated buffer between the proposed parking lot and 2nd St. Although staff does agree that this will result in the loss of a recreation area, this is not a requirement of the petitioner and they have ample recreation and greenspace opportunities that will remain on the site.

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 variance will relieve practical difficulties.*

Staff's Finding: Staff finds peculiar condition with this property. This is a very large site that is well under the maximum impervious surface coverage of 60%. As previously stated, the petitioner has room to create a compliant parking lot to the east or south of Binford. However, this would require additional impervious surface, would locate the parking further from the main entrance, and move the parking closer to adjacent single family homes. Staff agrees that this is the most practical area to add parking to this site and would have the least amount of environmental impact to the site. In addition, this parking area would be located nearly 100 feet from the 2nd St. right-of-way due to the large setback of the school buildings. This will allow for an adequate buffer between the street and the parking area. Staff finds that requiring the petitioner to meet the setback for this parking area would simply displace greenspace that is in closer proximity to the existing play areas to the south of the building and would not result in a safer configuration.

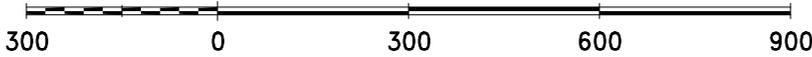
Staff finds the variance from the entrance and drive restriction to 2 cuts along 2nd St. to be appropriate due to several factors specific to this site. First, this site previously had 5 drive cuts and was reduced to 3 drive cuts only a few years ago. The new drive will allow for separation of bus traffic and vehicular traffic. Two of the 4 drive cuts will be used only for buses at specific times. Therefore, only 2 of the cuts will be used for the remaining passenger vehicles. The site is also very large (nearly 30 acres) and has approximately 1400 feet of frontage along 2nd St. The proposed drives would meet the minimum separation requirements of the UDO. In addition, the uses on the north side of the street have 6 drive cuts along the same frontage.

RECOMMENDATION: Based upon the written report, staff recommends approval Case #'s V-20-14, V-21-14, V-22-14, and V-23-14.

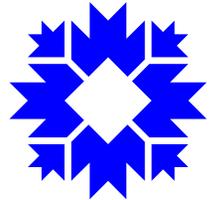


V-17-14 Location Map

By: shapp
20 Jun 14

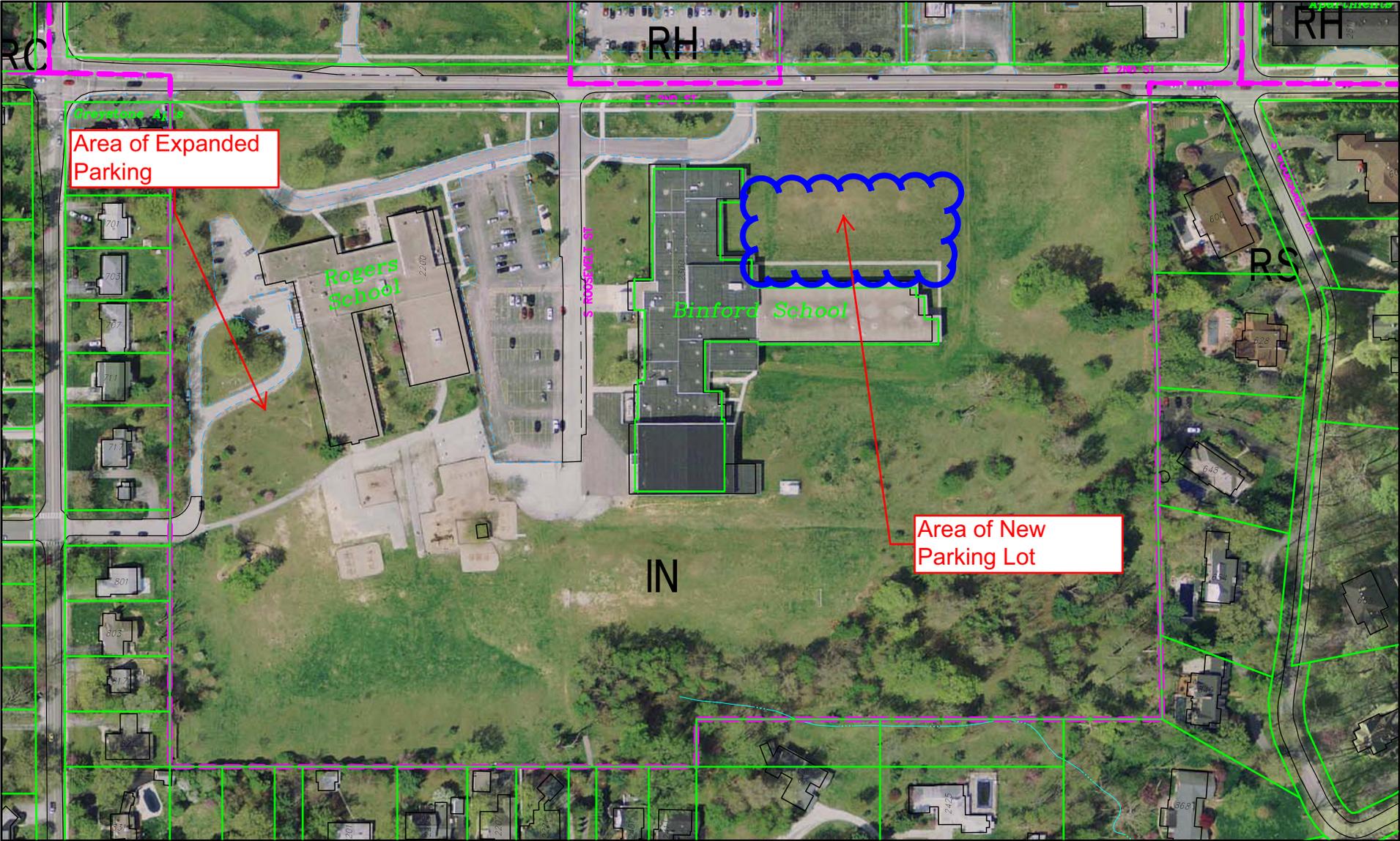


City of Bloomington
Planning



Scale: 1" = 300'

For reference only; map information NOT warranted.



Area of Expanded Parking

Area of New Parking Lot

V-17-14 Aerial Photo

By: shayp
20 Jun 14



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 200'



May 12, 2014

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

Re: Binford-Rogers parking lots
 Petitioner's Statement
 BRG Project No. 6503

Dear Patrick,

On behalf of MCCSC and the Binford-Rogers Schools, we are requesting review and approval from the Hearing Officer of variances from two UDO requirements. These variances are critical to allowing improvement of the both the function and safety of the parking and pedestrian circulation for these facilities for teachers, parents, students and visitors. Improvements are to take place in three separate areas. Proposed are an expansion of the existing parking lot/service area on the west side of Rogers, a redesign of the circulation and parking of the central lot between the two buildings, including a substantial reduction in both parking and impervious surface, and the construction of an entirely new lot to the northeast of the Binford School building. The intent is to start construction this summer and therefore we are requesting consideration at the soonest possible Hearing Officer meeting.

The west parking lot expansion will increase the total parking spaces at this location to 65. These spaces will be utilized by Rogers School staff members, who will no longer be allowed to use the central lot. The new northeast parking lot will include 84 spaces and also be restricted to use by school facility staff.

The central parking area will have its parking spaces substantially reduced; greenspace increased and will be limited to public and service vehicle use. This parking area will not be used by staff. It will be completely redesigned and rebuilt to substantially improve both pedestrian safety and circulation and service vehicle access, as well as to reduce parking and student drop off/pick up conflicts with the provision of separated parking and vehicle stacking facilities. In addition, green space is substantially increased as staff parking has been relocated to the lots west of Rogers and northeast of Binford. Pedestrian circulation improvements include protected sidewalks giving north-south access to the two parking areas and to centralized ADA spaces that access a new east-west sidewalk the runs between the buildings. This east-west sidewalk crosses vehicle paths in only two locations. In these locations, raised pedestrian tables are provided to indicate the priority of pedestrians and to avoid use of sidewalk ramps at drive crossings. The revised parking/drop-off/pick-up circulation also accommodates trucks needing to access the facility for deliveries, trash collection or for emergency vehicle/fire truck access.

The current dumpster area is central to the parking areas, resulting in negative visual and noxious odor impacts as well as issues with visitors parking in front of dumpster areas, blocking access by service vehicles. The new common dumpster facility has been relocated south of the main parking areas, but remains conveniently accessible to maintenance staff from both buildings and easily reached by trucks.

Total parking for the entire site remains within what is allowed by the UDO for these combined facilities.

The requested variances, listed below, are crucial to adapting the existing facilities to these important functional and safety driven improvements.

1. Entrance and drive standards
2. Front parking setback for the new northeast lot

V-17-14 Petitioner's Statement

The entrance drive standards variance is necessary to allow the additional cut to be made to Second Street. However, the resulting 4 driveway cuts serve two facilities and occur over a frontage that exceeds 1409' in length. Two of these cuts are in and out only and limited to bus use. The other two are for parking lot/service vehicle access, one restricted to public use and one for staff only. In addition, the amount of cuts along this same frontage on the north side of Second exceeds the requested number of cuts with this proposal.

Please note northern edge of the proposed northeast parking lot is located in excess of 108' from the Second Street right-of-way. It sits approximately 3" short of the required 20' behind the northernmost projection of the Binford facade. The double bay of parking allows for improved circulation in, around and out of the new parking facility and also allows for easy access by fire trucks and other emergency vehicles.

All parking lot improvements will come with an update to landscaping to meet the current UDO requirements.

Maximum impervious surface is well under what is allowed by the UDO. The new parking facilities will include both stormwater runoff treatment and detention, as required by the UDO and City of Bloomington Utilities.

Included with this petitioners statement is the application form, as well as site plans. We will follow up with any additional detail and revisions based upon staff feedback prior to the final application deadline.

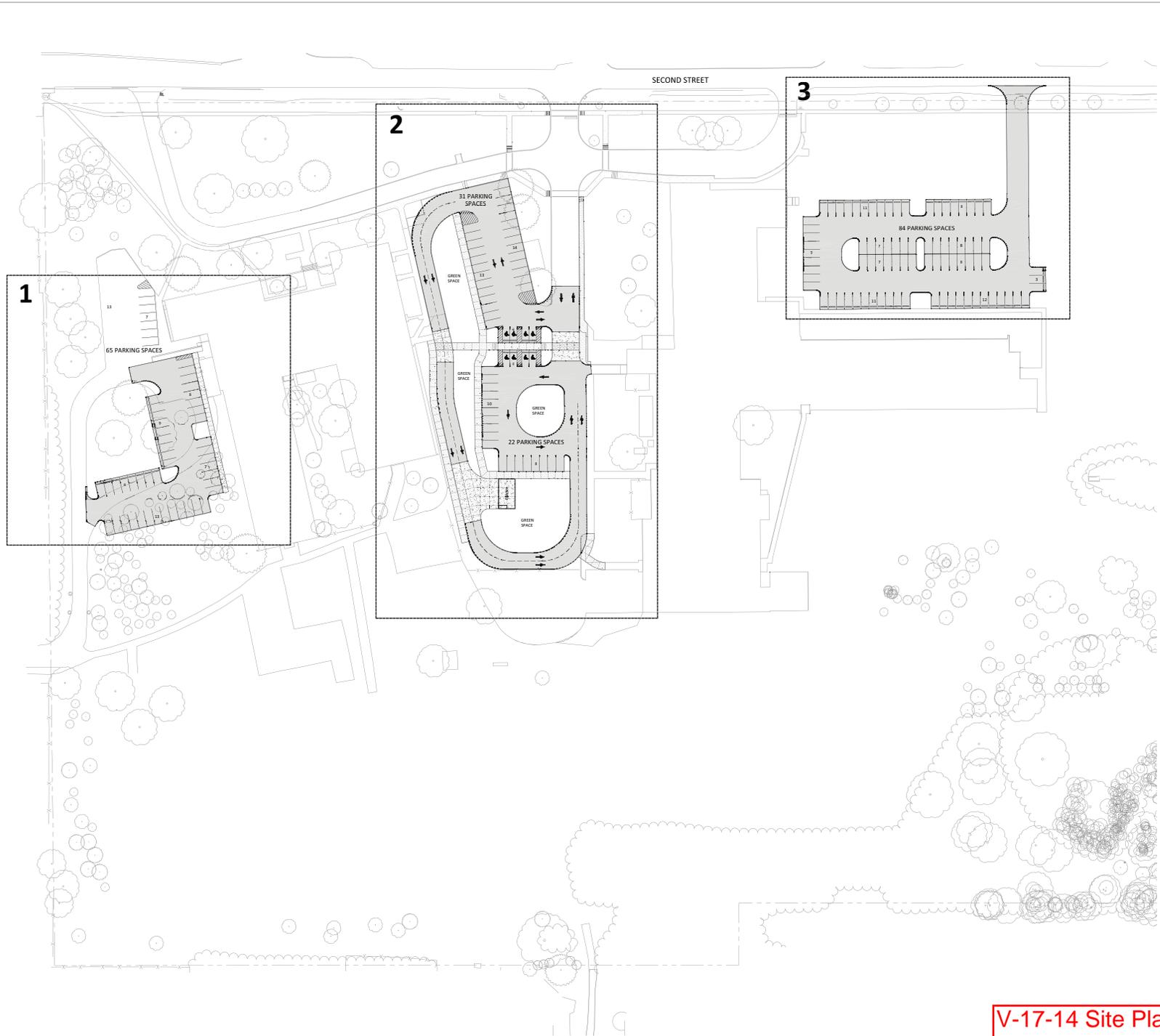
Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. Riggert', with a stylized flourish at the end.

William Riggert, PE
Principal

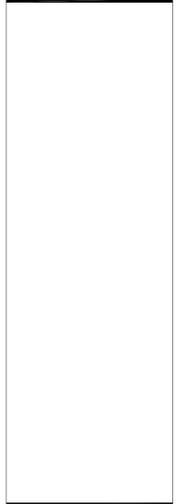
ec: Chris Ciolli, MCCSC
xc: File – Project No. 6503



PARKING SUMMARY

EXISTING SPACES:	154
PROPOSED NEW SPACES:	44
TOTAL SPACES:	202

ROGERS/BINFORD ENGINEERING
 1351 West Tapp Road
 Bloomington, Indiana 47403
 Phone: 812.336.8277
 Fax: 812.336.0817
 www.rbgov.com
 BLOOMINGTON BEDFORD PACU



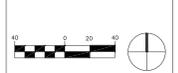
**PRELIMINARY
NOT FOR
CONSTRUCTION**



**ROGERS/BINFORD
PARKING EXPANSION**

BRG Project No: 6503

OVERALL SITE KEY MAP



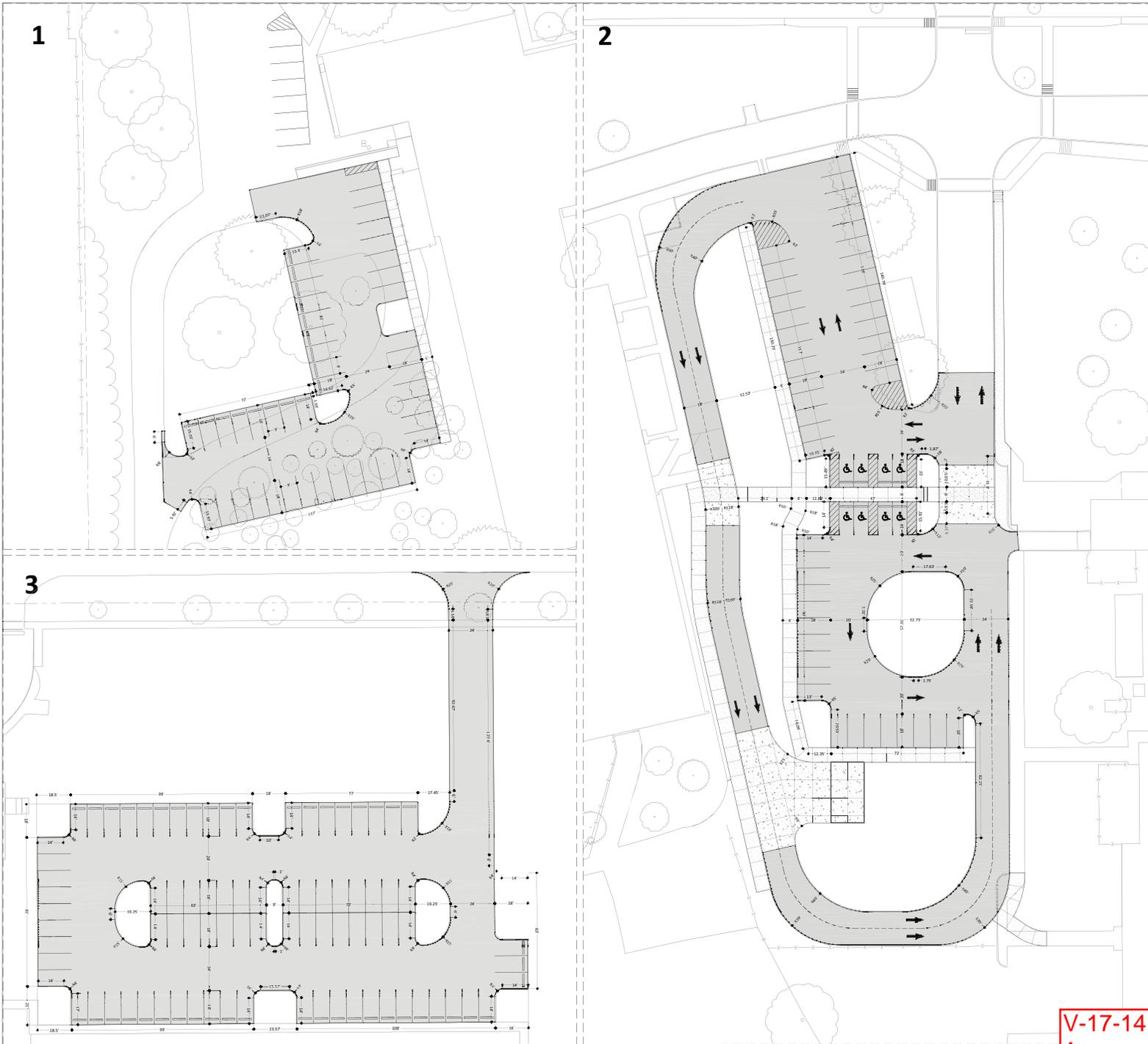
Date: _____ Issue: _____

REVISION SCHEDULE		
Rev. #	Rev. Description	Issue Date

Drawn By: DJM
 Designed By: DJM
 Checked By: WSR

V-17-14 Site Plan

C102



GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CURB, POINT OF TANGENCY, EDGE OF PAVEMENT, OR EDGE OF SLOPE, UNLESS OTHERWISE NOTED. ALL BARS 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 DIMENSIONS WITH RESPECTIVE ENTRANCES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS REQUIRED TO VERIFY FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING WORK.
3. ALL DISTURBED AREAS SHALL RECEIVE 4" OF TOP SOIL, MULCH AND SEED OR BE IMPROVED AS NOTED OTHERWISE.
4. REFER TO PLAN FOR DETAILS CORRESPONDING TO PLAN NOTES.
5. SIGNAGE AND PAVEMENT MARKINGS SHALL COMPLY WITH THE INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. ALL STREET CUTS FOR UTILITIES AND OTHER IMPROVEMENTS SHALL BE REPAIRED TO MATCH EXISTING PAVEMENT SECTION OR BETTER.

PLAN NOTES

LEGEND

- [Symbol] LIMITS OF ASPHALT PAVEMENT
- [Symbol] LIMITS OF STANDARD CONCRETE PAVEMENT
- [Symbol] LIMITS OF HEAVY DUTY CONCRETE PAVEMENT
- [Symbol] PAVEMENT STRIPING 2" O.C.

Matthew Ferguson Associates
 1351 West Tapp Road
 Bloomington, Indiana 47403
 Phone: 812.336.8277
 Fax: 812.336.0817
 www.mfgwa.com

BLOOMINGTON BEDFORD PAOLI

PRELIMINARY
 NOT FOR
 CONSTRUCTION

MCCSC Binford - Rogers Elementary Schools
 Binford Elementary School
 2300 East 2nd Street
 Bloomington, Indiana
 Rogers Elementary School
 2200 East 2nd Street
 Bloomington, Indiana
 BRG Project No: 6503.2
SITE IMPLEMENTATION PLAN

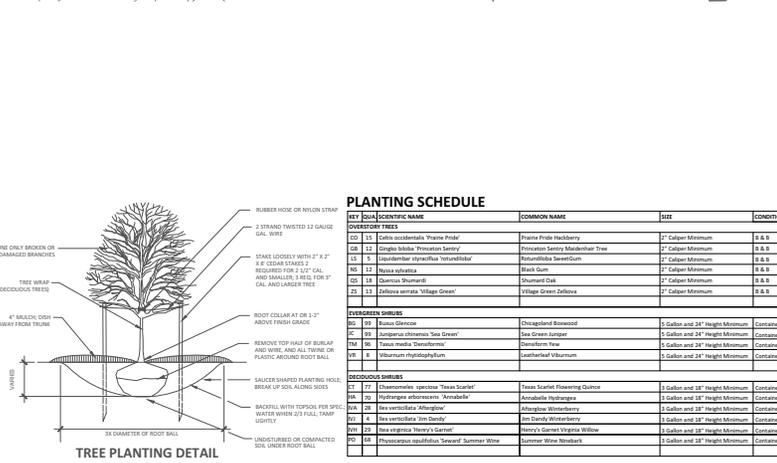
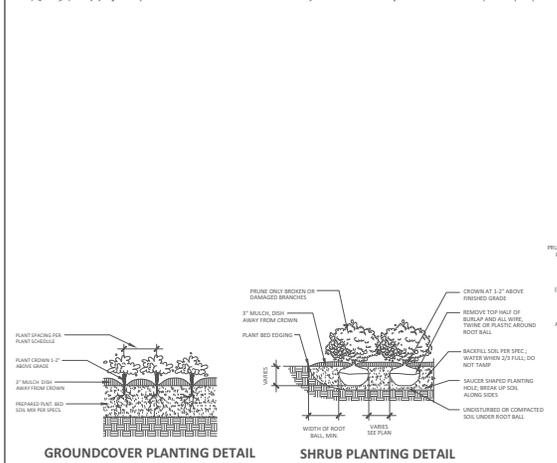
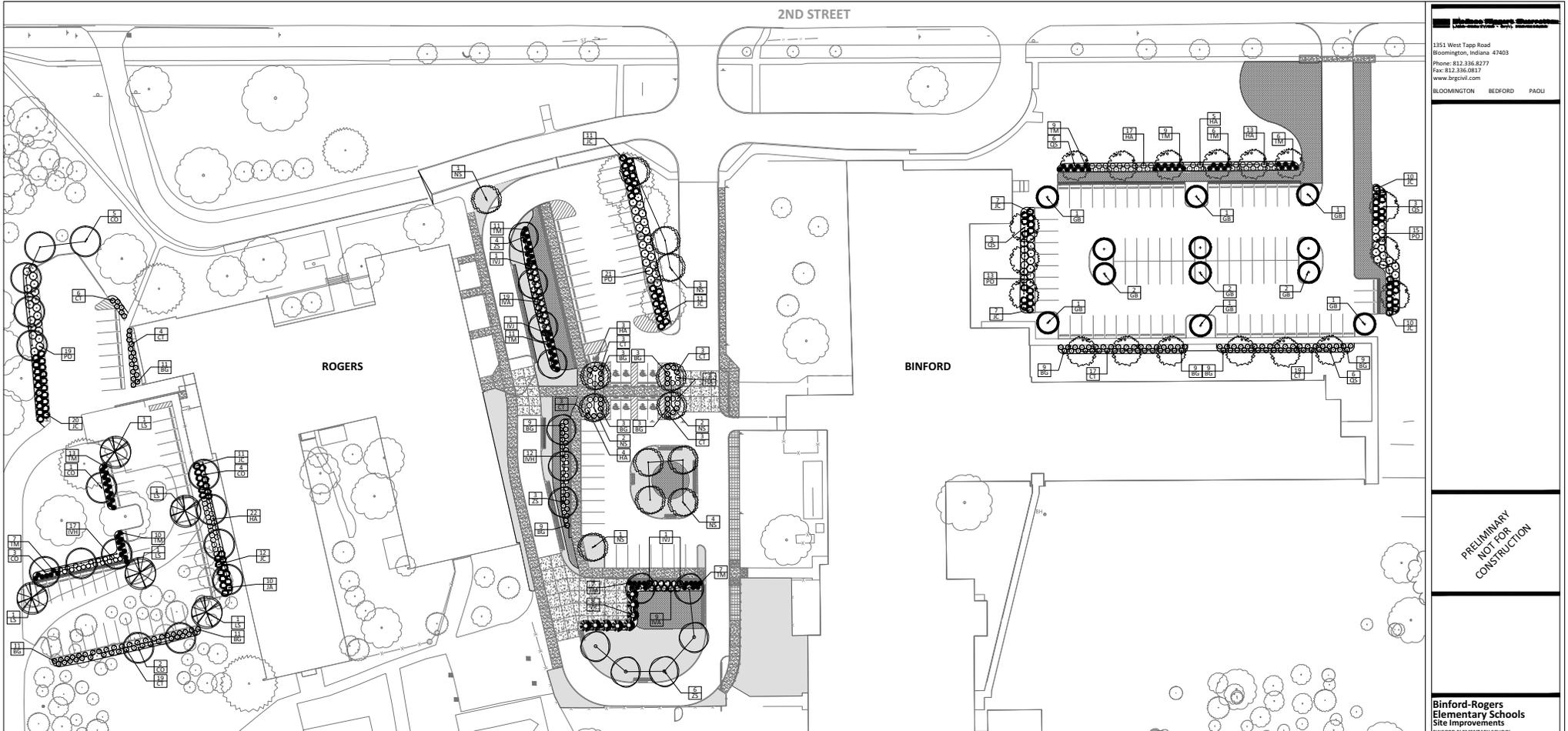
0 5 10 15 20 25
 SCALE: 1" = 20'

REVISION SCHEDULE		
Rev.	Issue	Issue Date
00-00-0000	NOT FOR CONSTRUCTION	

Drawn By: DLN
 Designed By: DLN
 Checked By: WSR

V-17-14 Enlarged Site Plan Areas

C401



PLANTING SCHEDULE

PLANT QUANTITY	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE	CONDITION
OVERSTORY TREES					
001	[Symbol]	<i>Quercus laevis</i> 'Prize Tree'	Prize Tree Nursery	27' Caliper Minimum	B & B
002	[Symbol]	<i>Quercus bicolor</i> 'Pioneer Valley'	Pioneer Valley Midland Tree	27' Caliper Minimum	B & B
003	[Symbol]	<i>Liquidambar styraciflua</i> 'Vandalia'	Vandalia Sweetgum	27' Caliper Minimum	B & B
004	[Symbol]	<i>Fraxinus americana</i>	Black Oak	27' Caliper Minimum	B & B
005	[Symbol]	<i>Quercus phellos</i>	Chinquapin Oak	27' Caliper Minimum	B & B
006	[Symbol]	<i>Salix sericea</i> 'Village Green'	Village Green Salix	27' Caliper Minimum	B & B
UNDERSTORY TREES					
007	[Symbol]	<i>Salix glauca</i>	Chickadee Willow	5 Caliper and 28' Height Minimum	Container
008	[Symbol]	<i>Salix nigricans</i> 'Sea Green'	Sea Green Salix	5 Caliper and 28' Height Minimum	Container
009	[Symbol]	<i>Salix amygdaloides</i>	Chinquapin Salix	5 Caliper and 28' Height Minimum	Container
010	[Symbol]	<i>Salix humilis</i>	Common Willow	5 Caliper and 28' Height Minimum	Container
SHRUBS					
011	[Symbol]	<i>Chaenactis lanceolata</i> 'Texas Scarlet'	Texas Scarlet Flowering Quince	5 Caliper and 28' Height Minimum	Container
012	[Symbol]	<i>Abutilon triflorum</i> 'Zoraida'	Abutilon	5 Caliper and 28' Height Minimum	Container
013	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
014	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
015	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
016	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
017	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
018	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
019	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container
020	[Symbol]	<i>Abutilon triflorum</i>	Abutilon	5 Caliper and 28' Height Minimum	Container

GENERAL NOTES

- THE CONTRACTOR SHALL LOCATE ALL UTILITIES AND VERIFY SITE CONDITION INFORMATION ON DRAWINGS PRIOR TO STARTING WORK AND PROMPTLY REPORT ANY DISCREPANCIES OR DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS TO THE DESIGNER AND OWNER. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS OR OTHER APPROVALS TO CONDUCT UTILITIES WORK.
- THE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIAL, QUANTITIES AND CONDITIONS SUFFICIENT TO COMPLETE THE PLANTING AS SHOWN ON THE LANDSCAPE PLAN. PLANT MATERIAL QUANTITIES SHOWN ON THIS PLAN TAKE PRECEDENCE OVER THOSE IN THE PLANT LIST.
- ALL PLANT MATERIAL SHALL CONFORM TO AND 2009 AND CURRENT ASSOCIATION OF AMERICAN NURSERYMEN STANDARDS. NO FIRM GRADE MATERIAL SHALL BE ACCEPTED.
- QUANTITY NOTED ON PLANT SCHEDULE ARE MINIMUM ACCEPTABLE SIZES. LARGER SPECIES MAY BE USED.
- ALL PLANTING MATERIAL SHALL BE CONTAINED WITHIN MATCH BEGS AND RECEIVE 4" THICK 3/8" DIA. HARDWOOD MULCH. ALL TREE OUTSIDE PLANTING BED AREAS SHALL RECEIVE A 5" MIN. DIAMETER MULCH RING AT BASE.
- ALL LANDSCAPED AREAS NOT INDICATED SHALL BE SEED OR SOLOID AS INDICATED. UNLESS NOTED OTHERWISE, ALL SOLOID AREAS SHALL BE SEED. SPECIFICATIONS FOR SEEDING REQUIREMENTS.
- ALL PLANT MATERIAL SHALL HAVE THE SAME RELATIONSHIP TO FINISH GRADE AS THE PLANT ORIGINAL GRADE PRIOR TO DIGGING. ALL PLANTS SHALL BE SET PLUMB. UNLESS NOTED OTHERWISE, IT IS THE CONTRACTOR'S OPTION TO STAND TREES. HOWEVER, IT SHALL REMAIN THE CONTRACTOR'S RESPONSIBILITY TO ASSURE PLANTS REMAIN PLUMB UNTIL THE END OF CONTRACT GUARANTEE PERIOD.
- ALL PLANTINGS SHALL BE WATERED DURING THE FIRST 24 HOURS PERIOD AFTER PLANTING. WATER THROUGHOUT TO INSURE ALL AIR POCKETS ARE REMOVED AROUND ROOT BALL.
- CONTRACTOR IS RESPONSIBLE FOR WATERING AND MAINTAINING PLANT MATERIAL UNTIL TIME OF ACCEPTED ESTABLISHMENT.
- ALL PLANTING BED EDGES TO BE SPACE CUT UNLESS SPECIFIED WITH MOVM STRIP OR OTHER RETAINED FINISHING.
- SEED AND MULCH ALL DISTURBED AREAS. REFER TO SPECIFICATIONS. PLACE SOLOID AREAS WITHIN NORTH AMERICAN GREEN EXLUM OR APPROVED EQUAL OR SLIPS OF OR EXCEEDING 24" OR AS OTHERWISE INDICATED OR DIRECTED BY ARCHITECT.
- COORDINATE LANDSCAPE PLAN WITH ALL WATER QUALITY AND EROSION CONTROL.
- OWNER RESERVE THE RIGHT TO REMOVE AND RELOCATE PLANTS AND/OR SOLOID AREAS AND CONTRACTOR SHALL LOCATE AND FIELD LOCATIONS OF TREES SHOULD BE ADJUSTED IF NEEDED TO AVOID OBSTRUCTIONS AND UNDESIRABLE UTILITIES.
- ANY PLANT MATERIAL SUBSTITUTIONS INCURRED WITHOUT APPROVAL FROM DESIGNER AND/OR CONTRACTOR SHALL BE REJECTED BY CONTRACTOR'S RESPONSIBILITY.
- ALL PLANTING MATERIAL, REGARDLESS OF SIZE SPECIFIED, SHALL BE OF QUALITY THAT MEET OR EXCEED THE CITY OF BLOOMINGTON LANDSCAPING STANDARDS.
- NO HEAVY MACHINERY/EQUIPMENT SHALL BE USED WITHIN ROOT ZONES OF EXISTING TREES THAT ARE TO REMAIN. CONTRACTOR SHALL INSURE EXISTING TREES TO REMAIN ARE PROTECTED AND FULLY PRESERVED DURING THE CONSTRUCTION/GRADING PROCESS.

LEGEND

- [Symbol] PLANT QUANTITY KEY
- [Symbol] SEE FINISH AREA. SEED WITH FINISH RESTORATION NUMBER. UNLESS NOTED OTHERWISE, ALL SOLOID AREAS SHALL BE SEED. SPECIFICATIONS FOR SEEDING REQUIREMENTS.
- [Symbol] UNLESS NOTED OTHERWISE, ALL SOLOID AREAS SHALL BE SEED. SPECIFICATIONS FOR SEEDING REQUIREMENTS.
- [Symbol] GENERAL GRASS SEEDS AND MULCH AREAS. THESE AREAS ARE EXPECTED TO RECEIVE 1" OF TOP SOIL AND MULCH PER SPECIFICATIONS. SEE TO NOT EXCEED ALL AREA INCLUDING TOPSOIL, SEEDING AND MULCHING. REFER TO GENERAL NOTE 6 REGARDING ALL DISTURBED AREAS.

SCALE: 1" = 30'

DATE: ISSUE

06-02-2014 BID SET

REVISION SCHEDULE

REV #	REV. DESCRIPTION	ISSUE DATE

DESIGNED BY: DUN
CHECKED BY: WSR

HOLEY MOLEY SAYS "DIG SAFELY!"

IT'S THE LAW

FOR MORE INFORMATION, CONTACT THE CITY OF BLOOMINGTON PLANNING DEPARTMENT AT 300 EAST 2ND STREET, BLOOMINGTON, INDIANA 47403

May 21, 2014

John & Karla Kamstra
600 South Woodscrest Drive
Bloomington, IN 47401

Patrick Shay
City Planning Department
401 North Morton Street
Suite 160
Bloomington, IN 47404

RE: MCCSC Variance request for additional parking space at Binford/Rogers School

Dear Patrick:

Please pass on our concern regarding this project to Lynne Darland.

John and I have lived at 600 S. Woodscrest Drive for 13+ years and have experienced water run off issues related to water that comes from the MCCSC property. Adding additional impervious surfaces will serve to exacerbate this problem.

While we understand MCCSC's need to expand parking and address the needs of parents and staff, the ongoing issue of water run-off needs to be fully addressed and understood by all residents who are impacted by this issue. Bill Riggert has been very helpful, but we are concerned that the hearing set for 5/28 is too soon to give this process its due.

To that end, we are requesting a delay in this project moving forward at this time.

We appreciate your assistance and consideration of our concerns.

Sincerely,

John and Karla Kamstra

Letter of
Opposition

BLOOMINGTON BOARD OF ZONING APPEALS
STAFF REPORT
Location: 301 S. Walnut Street

CASE #: V-19-14
DATE: June 26, 2014

PETITIONER: Bloomington Public Transportation Corp.
130 W. Grimes Lane, Bloomington

REQUEST: The petitioner is requesting a variance from electronic reader board sign standards and maximum sign allotment.

REPORT SUMMARY: The property is located at the southeast corner of E. 3rd street and S. Walnut Street. Bloomington Transit received site plan approval in 2012 for a 2-story building and bus boarding areas on the property (SP-31-12). The property is bound by 3rd St. to the north, Walnut St. to the west, S. Washington Street to the east and an east-west alley to the south. This property and all surrounding properties are zoned Commercial Downtown (CD) and this property is within the Downtown Core Overlay (DCO).

The bus transfer station is currently under construction and nearing completion. The petitioner has been finalizing their external and internal signage and wayfinding program. The petitioner proposes to install fifteen 11"x48" electronic reader board to display information about bus arrival and departure times to passengers waiting at the platforms. These signs would not contain any static messages. The UDO prohibits the electronic reader board components of signs to be more from 40% of the area of a sign. These signs are close to 100% electronic reader boards. A variance is required to allow these signs.

While the signs will be visible from the surroundings streets, especially the one attached to the front of the building along 3rd Street, they are designed to be read only by passengers waiting for buses and not to draw traffic onto the site. The messaging on the sign will not change any faster than every 20 seconds, as required by the UDO.

In addition, a variance is required to allow for more than 100 square feet of signage for this use. The proposed electronic reader boards as well as previously approved projecting sign and a wall mounted sign equal approximately 174 square feet.

CRITERIA AND FINDINGS

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's Finding: Staff finds no injury to the public health or safety. In fact, operation of a safe, efficient public transit system will lead to an increase in the general welfare of the

community. These signs will make the transfer station more efficient.

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.*

Staff's Finding: Staff finds no adverse negative impacts to the adjacent properties. The images on the electronic reader boards will not change faster than every 20 seconds, as required by the UDO. In addition, a higher than normal sign allotment will not negatively impact adjacent properties because the majority of the additional signage will only be readable to transit rider waiting on the platforms.

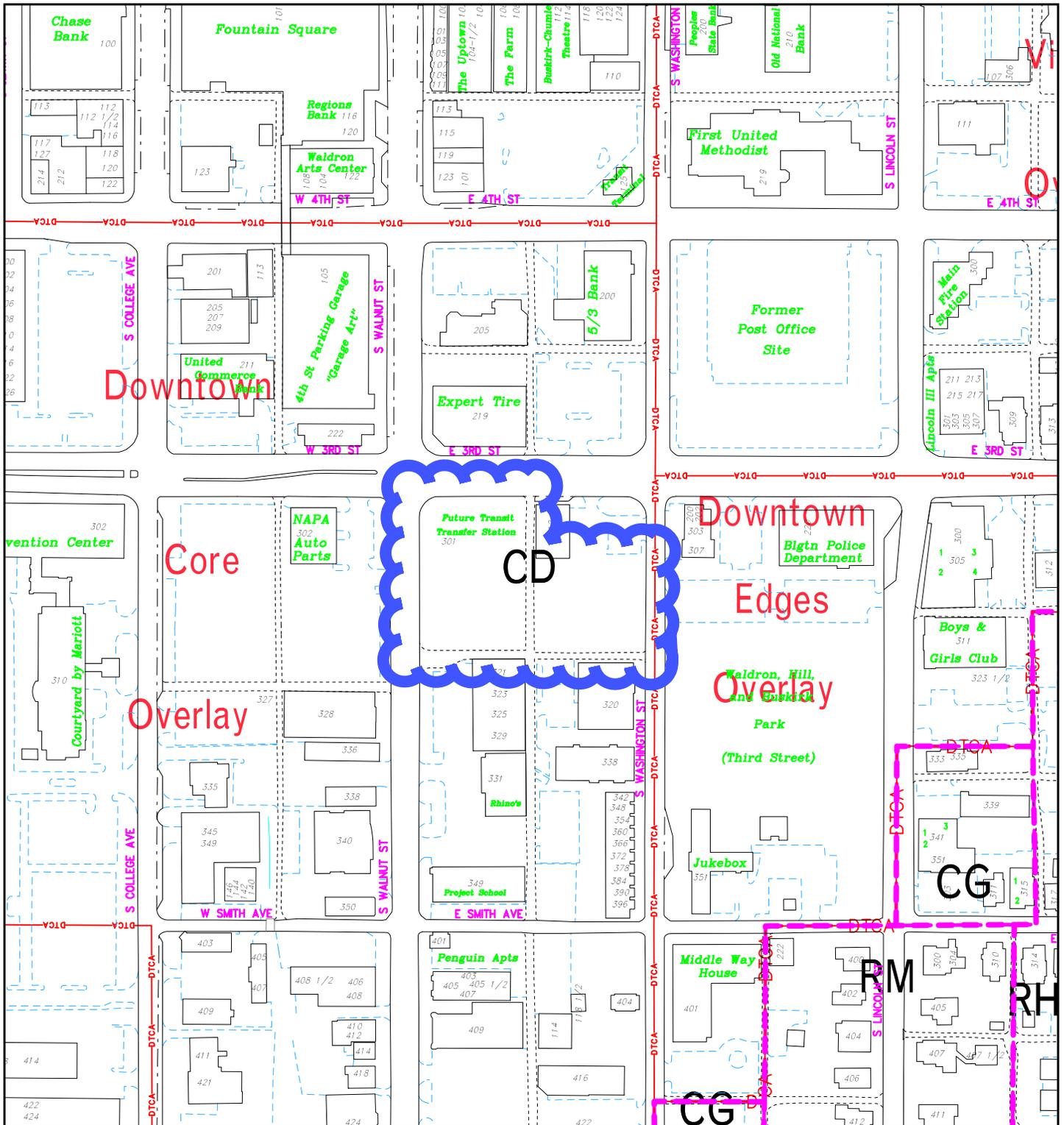
3. The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the variance will relieve practical difficulties.

Staff's Finding: Staff finds peculiar conditions in the public transit use of the property. Electronic signage of this type is common in other communities. It will allow integration into the central bus tracker technology and provide the best real-time information about bus arrival and departure time for the riders of Bloomington Transit. This peculiar public use also necessitates the need for additional signage scattered throughout the site at the various loading platforms.

Staff finds practical difficulties in that without the variance, the signs could still be installed, but would have to be 150% larger to accommodate a static message and have an electronic sign of the same as of the proposed signs. It is also impractical to use outdated technology such as hand changed letters or paper route fliers for a transit transfer station of this type. Finally, while the signs will be visible from surrounding streets, they are not designed or situated to draw riders to the property, just to better inform riders that are already on the property. In addition, without the variance from maximum sign allotment the petitioner would not realistically be able to provide signage for each of the 11 different loading platform locations.

RECOMMENDATION: Based on the written findings above, staff recommends approval of V-19-14, with the following conditions:

1. All terms and conditions of Plan Commission approval #SP-31-12 are still binding on this petition.
2. The messaging on the electronic reader board can not change any faster than every 20 seconds, as required by the UDO.

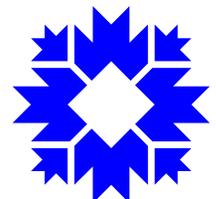


V-14-14
Bloomington Transit
Location map

By: roachja
19 Jun 14



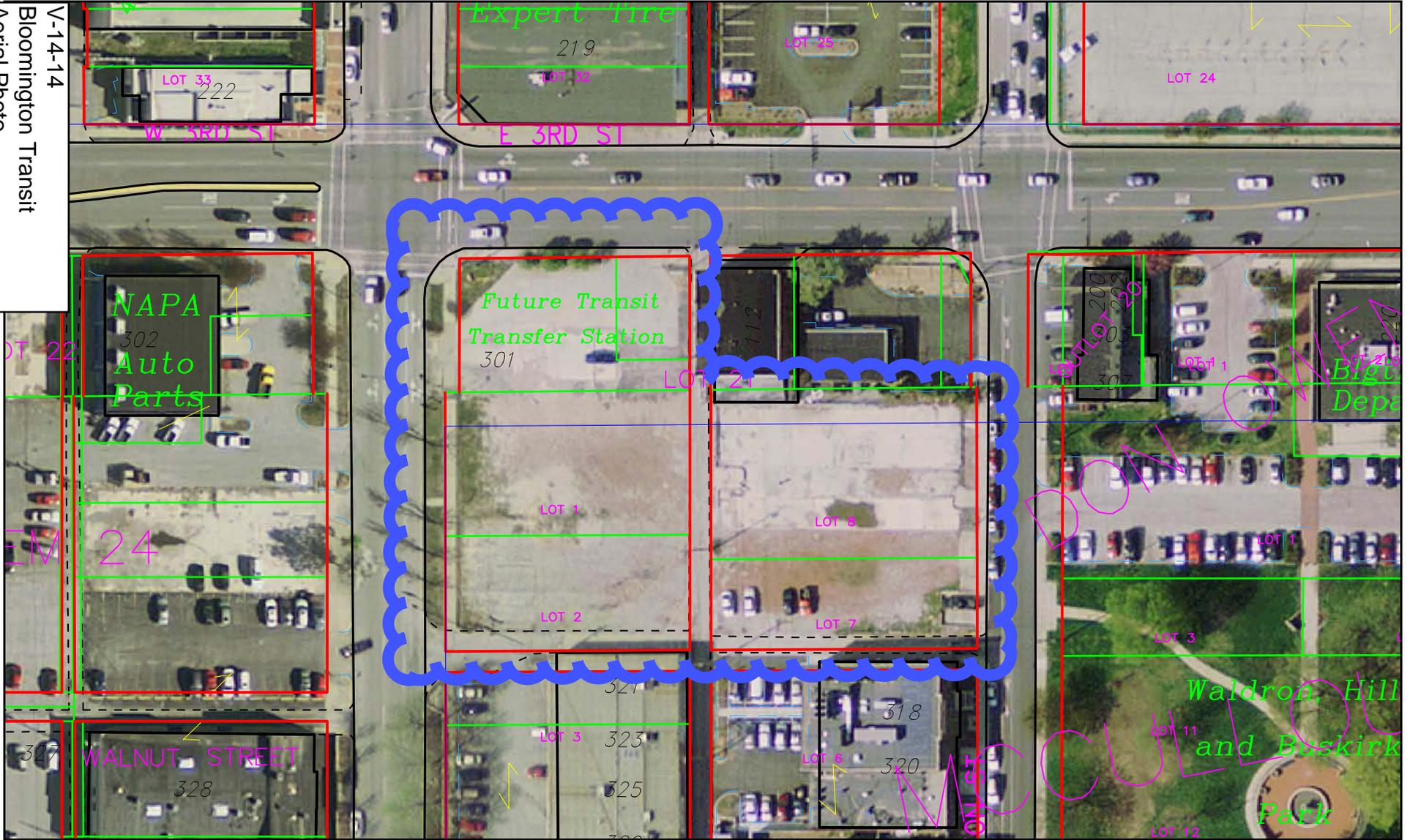
City of Bloomington
Planning



Scale: 1" = 200'

For reference only; map information NOT warranted.

V-14-14
Bloomington Transit
Aerial Photo



By: roachja
19 Jun 14



For reference only; map information NOT warranted.



City of Bloomington
Planning



Scale: 1" = 80'



Bloomington Public Transportation Corporation²³

130 West Grimes Lane, Bloomington, Indiana 47403
812.332.5688 Fax 812.332.3660

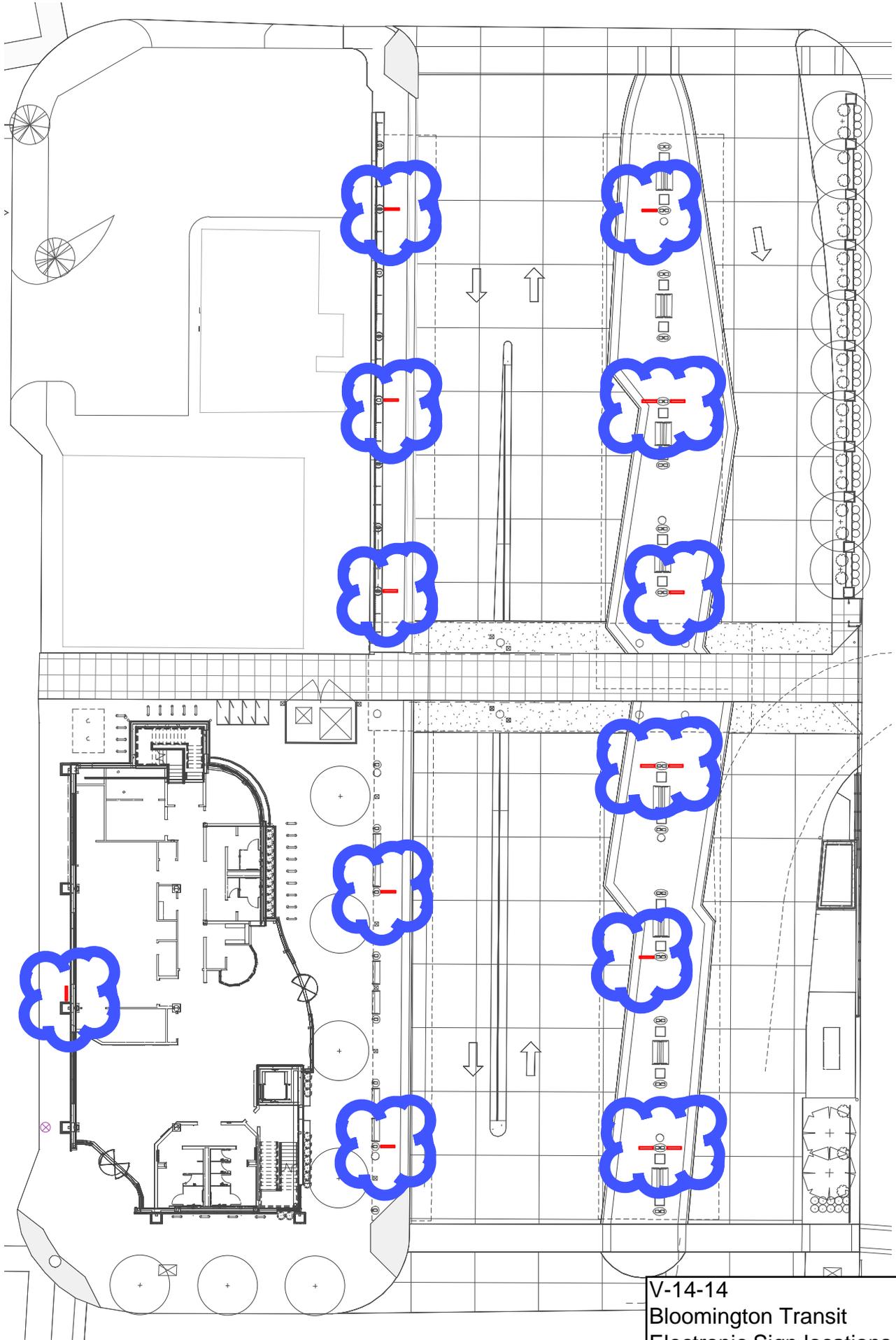


To: Jim Roach, City of Bloomington Planning
From: Lew May, General Manager
Date: May 30, 2014
Re: Proposed Variance

As we discussed recently, the Bloomington Public Transportation Corporation (BPTC) will open its new Downtown Transit Center in July 2014. This new location will feature many new passenger amenities that will help to encourage use of Bloomington Transit service by the public. One such new amenity that we propose to include is electronic signage at each of the fifteen (15) bus berths that will constantly display the route name and estimated arrival time for that route. These electronic signs would be constantly and automatically updated with up-to-the-minute information based on the real-time location of the bus. We currently have bus tracker technology installed on our fixed route buses that uses cellular GPS technology to pinpoint the real-time location of each bus in the Bloomington Transit system on a route map that can be seen on a desktop web browser, a tablet, or on a smartphone. This technology was installed in Bloomington Transit buses in August 2013 and it provides great information for the travelling public to know where their bus is and what time it's estimated to arrive at their bus stop. Currently the technology requires a person to have access to a desktop internet-equipped computer, a tablet, or a smartphone. Many people still do not have access to such technology. As such, we want to provide a means for passengers at our new Downtown Transit Center to access the bus tracker information via the proposed electronic signage.

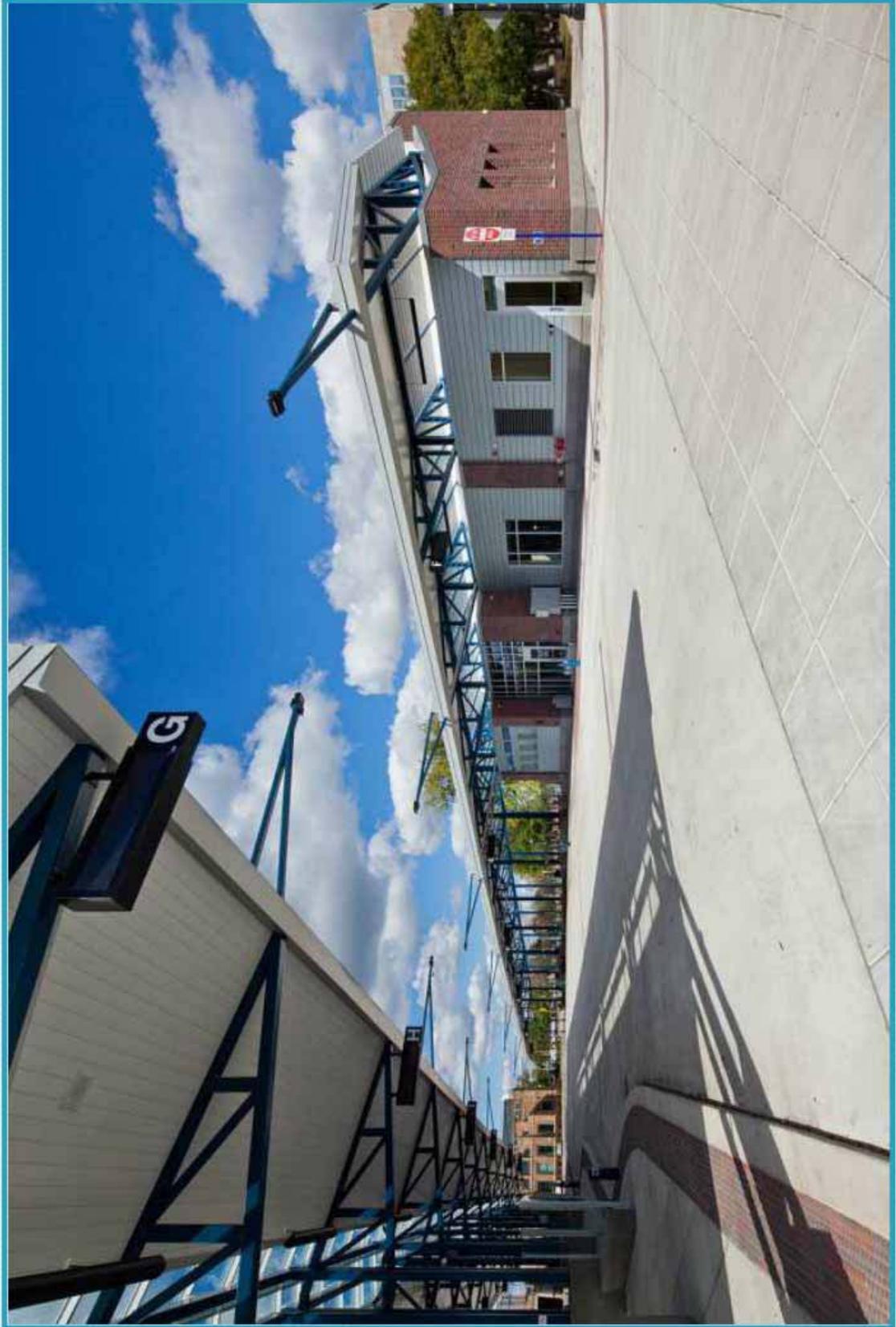
Electronic signage and bus tracker technology is now widely used in public transit systems across the country and its helping to make public transit convenient and easier to use. Electronic signage has certain advantages over signage that is changed manually in that it is constantly and automatically updated. It wouldn't be realistically possible to manually change signage at each of the fifteen bus berths in the new facility on a constant or even intermittent basis. Photos of the proposed signage have been submitted. In addition to the previously submitted photo, I am attaching a photo of a similar sign being used in Fort Wayne's new downtown transit center. Also attached is a site plan that shows the locations of the fifteen (15) electronic signs in red.

BPTC respectfully requests a variance from the Board of Zoning Appeals (BZA) to permit the use of this technology in our new Downtown Transit Center beginning in July 2014. I understand you will include this as an action item on the June 26, 2014 agenda for the BZA. I am happy to entertain any questions or comments you have about our request for a variance. You can reach me at (812) 961-0522 if you have any questions or need more information.



DOWNTOWN TRANSFER CENTER AND DISPATCH CENTER
ELECTRONIC SIGN LOCATIONS 5-29-2014

V-14-14
Bloomington Transit
Electronic Sign Locations



V-14-14
Bloomington Transit
Example installation



V-14-14
 Bloomington Transit
 Other examples Jodorowsky



Corporate Headquarters
 388 Grant Street SE
 Atlanta, GA 30312-2227
 Ph: 404.688.9000, Fax: 404.577.3847
 Email: sales@apcosigns.com

© All Design Rights Reserved

Project Reference:
 - Gibraltar Construction
 Bloomington Transit

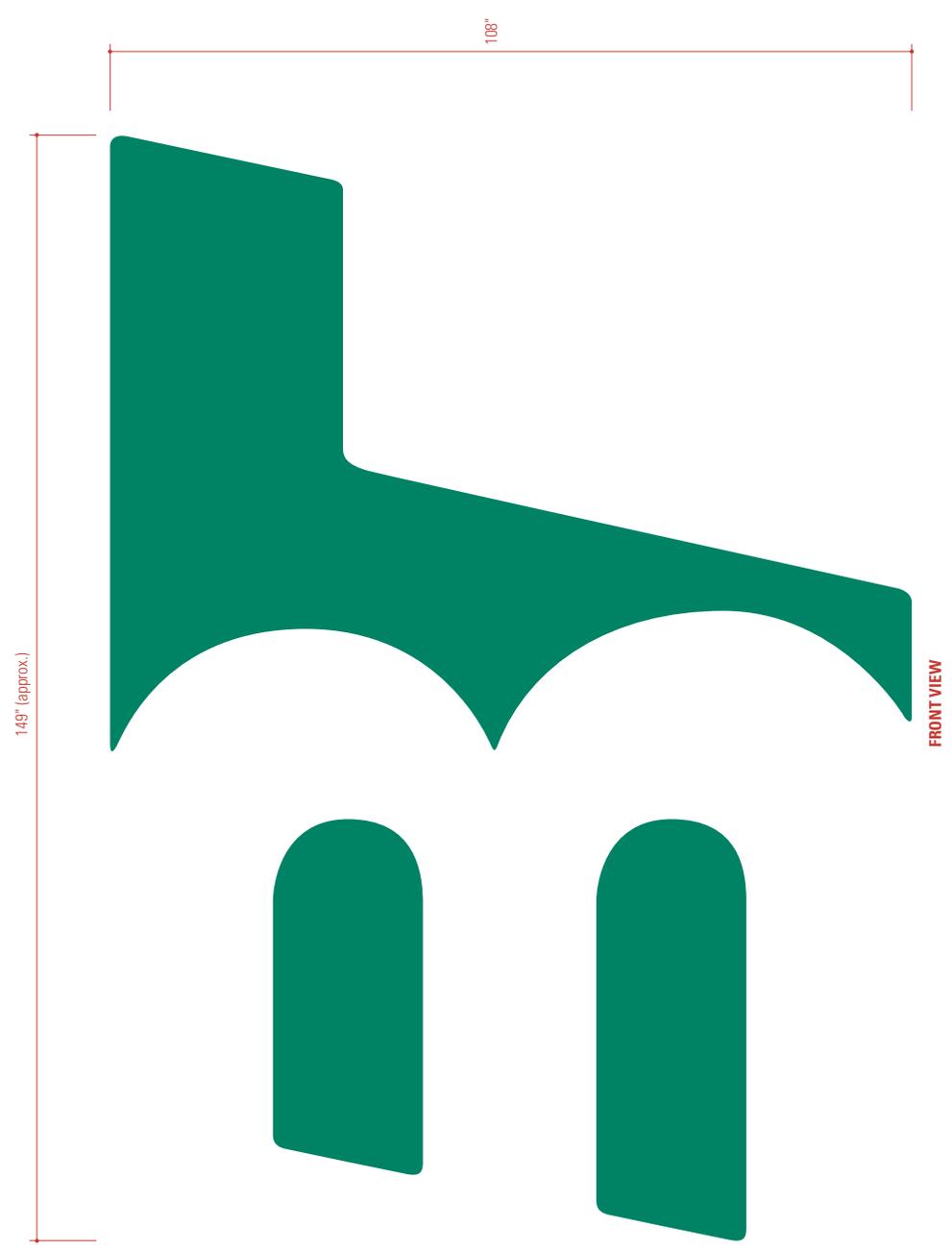
Sales Rep: Sandy Ellis
CSR/PM: Denise Strong

Status:
 Draft: 27, March 2014
 Revision 1: 28, March 2014
 Revision 2: 09, April 2014
 Revision 2: 11, April 2014
 Drawn By: J Underwood
 RHK
 RHK
 RHK

Production Info:
 Work Order #: **Draft**
 Approved By:
 Approved Date:

Sign Type:
WL - Location 1
Channel Letters Option 1
Surface Wall Mount
 Scale: 3/4" = 1'-0"

Colors depicted are general representation of the color specified. If color selection is critical, please request sample for approval.



SIGN SPECIFICATIONS

Channel Letters
 Mounting: To Be Determined

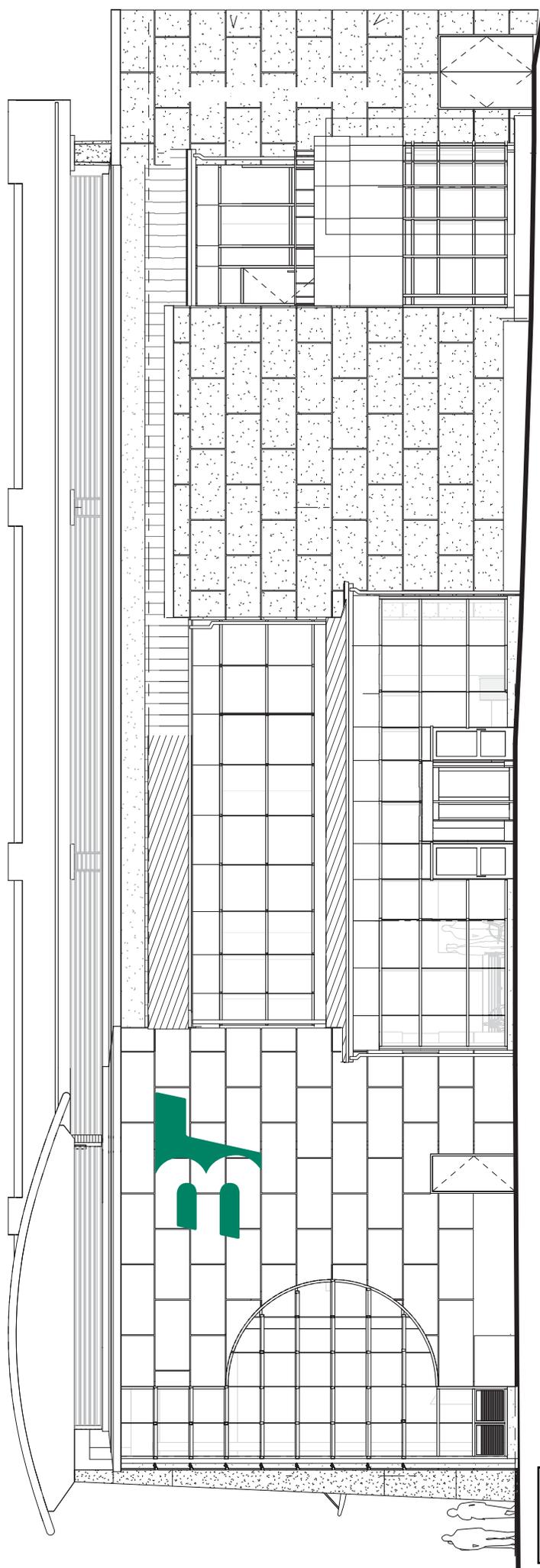


Translucent Graphics:
 Legs: LTB0 ("B") graphic from Bloomington Transit logo
 Size: 108"(h)
 Color: PMS 341C Green (Translucent)

Note: Logo file available for Production use

V-14-14
 Bloomington Transit
 Approved main wall sign

Color: Natural Satin



Sign Type WL - location 1
 4240.1 PolySign Series
 Surface Wall Mount
 Elevation Scale: 1/8" = 1'-0"

V-14-14
 Bloomington Transit
 Approved main wall sign



Sign type B location
Projecting out.
Double Sided

V-14-14
Bloomington Transit
Approved projecting sign

**BLOOMINGTON BOARD OF ZONING APPEALS
STAFF REPORT**

**CASE #: UV-20-14
DATE: June 26, 2014**

Location: Intersections of:
17th Street, Arlington Road, and Monroe Street
Sare Road and Rogers Road
Winslow Road, High Street, and Rogers Road
Tapp Road and Adams Street

PETITIONER: City of Bloomington Parks and Recreation
401 N. Morton Street, Suite 250, Bloomington

REQUEST: The petitioner is requesting a variance from signage standards to allow signage associated with the City's Adopt a Roundabout Partnership program.

REPORT: This report addresses four existing roundabouts within the City. The Unified Development Ordinance (UDO) prohibits signage within the right-of-way with the exception of "public signs." The City has recently implemented a new program in which the Parks and Recreation Department enters into an agreement with local landscaping companies to provide landscaping and maintenance for roundabouts within the community at no cost. These services are currently done by the Parks Department at a significant cost to the public. In exchange for these services, the City desires to erect small signs within these roundabouts, adjacent to the vehicle approaches, that will promote the program and recognize the adopting partners such as Mother Nature Landscaping and Bloomington Valley Nursery. The signs would be approximately six (6) square feet in area and three (3) feet in height. These signs would allocate approximately 1.5 square feet of signage for the companies participating companies. A sample sign has been included in your packet.

The UDO prohibition of signage within the public right-of-way is in place to avoid potential sign clutter and a reduced community aesthetic. This request would result in a relatively low number of new signs within the right-of-way. Staff believes that any potential aesthetic issue with the addition of the proposed signs is offset by the increased landscaping treatment of the roundabouts that are approved by the Parks Board. The approved plan for the roundabout located at the intersection of Winslow Road, High Street, and Rogers Road has been included in your packet.

The proposed signage would be installed within roundabouts at the following intersections:

- 17th Street, Arlington Road, and Monroe Street (This roundabout will constructed in the near future)
- Sare Road and Rogers Road
- Winslow Road, High Street, and Rogers Road
- Tapp Road and Adams Street

CRITERIA AND FINDINGS

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's Finding: Staff finds no injury with this request. The potential negative aesthetic impact of the signs is mitigated by the small size, the small number, and the increased landscaping within the roundabouts. Furthermore, staff finds that the public welfare is improved due to the decreased maintenance responsibilities and costs associated with roundabout landscaping.

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.*

Staff's Finding: Staff finds no adverse negative impacts to the adjacent properties. The impact of the additional signage is to the community at large and the general prohibition to right-of-way signage for businesses. As previously stated, staff believes that the potential impacts of the signage is offset by the direct services provided at these locations by the businesses that will be advertised. An approval would not lead to a proliferation of other signs in these areas.

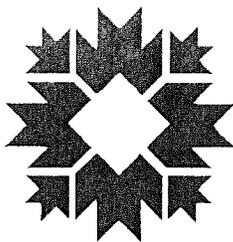
3. *The strict application of the terms of the Unified Development Ordinance will result in practical difficulties in the use of the property; that the practical difficulties are peculiar to the property in question; that the variance will relieve practical difficulties.*

Staff's Finding: There are only a small number of roundabouts within the City's jurisdiction. A denial of this request would result in either a higher burden on the public resources to maintain these roundabouts the removal of landscaping within these areas that would have a greater negative impact to the aesthetic to the community than the addition of the proposed signage.

NEIGHBOR INPUT: Staff has received two letters of opposition to these requests. These letters have been provided in your packet. In general they object to the signage due to a lack of aesthetic, a potential distraction to drivers, and an inappropriate use of public space for a commercial message.

CONCLUSIONS: Staff finds the Adopt a Roundabout program to be a beneficial partnership that results in an improvement to the landscaping in the City's roundabouts with a decrease in burden to public funds. The proposed commercial portions of the signs are very small (approximately 1.5 square feet) and advertises the services that are being provided at these locations. The proposed signs will be of high quality, coordinated in their aesthetic, and will not result in sign clutter. Therefore, staff finds the proposed variance to be appropriate and consistent with the intent of the signage requirements in the UDO.

1. **RECOMMENDATION:** Based upon the written report, staff recommends approval Case #'s V-20-14, V-21-14, V-22-14, and V-23-14.



CITY OF BLOOMINGTON
parks and recreation

Date: April 23, 2014

To: Tom Micuda
Pat Shay
City of Bloomington
Planning Department

From: Dave Williams, Operations Director
City of Bloomington
Parks and Recreation

Re: Petitioner's Statement - Variance Request - Adopt A Roundabout Signage

Gentlemen,

Per our discussion last week, the Parks and Recreation department wishes to file for a variance to permit the installation of *Adopt A Roundabout* signage at one existing, and three future city street roundabout locations.

The Parks and Recreation department is seeking partners to "adopt" selected city owned public right-of-way property and take on the responsibility for landscape plantings maintenance. We are currently responsible for 80 public property landscape plots. In an attempt to lower our maintenance and operating costs we solicited interest and proposals to adopt, replant, and maintain landscaping in the roundabout at Winslow Rd./Rogers Rd./High Street. Mother Nature Landscaping submitted a design proposal with layout drawings the fall of last year (attached). An *Adopt a Roundabout Partnership Agreement* with Mother Nature Landscaping was approved by the Board of Park Commissioners and Board of Public Works in fall 2013.

Planting of the Winslow/Rogers/High roundabout by Mother Nature Landscaping is well underway with a rotating display of additional shrubs and plantings planned. The *Adopt a Roundabout Partnership Agreement* calls for a five year renewable commitment from Mother Nature Landscaping to take complete responsibility for all landscape maintenance needs, including removal of weeds, trash, litter and debris on a monthly basis. To date, they have installed approximately \$20,000 in landscape improvements at the roundabout. This partnership will save the Parks and Recreation department an estimated \$3,000 annually in operational and landscape maintenance costs. Interest is also building on the

Petitioner's
Statement

potential adoption of additional locations, such as the roundabouts at Adams St. and Tapp Rd., Sare and Rogers Rd., and soon to be constructed roundabout at the "K" intersection of west 17th St and Arlington Road.

Visibility and name recognition are important attributes of the *Adopt a Roundabout* program and of particular interest and value to the company partner who not only wants their business fully engaged in community beautification efforts, but also sees great value in affiliating their company name with these highly visible improvements. Roundabout design and the constantly moving vehicular traffic around them creates some challenges for visible signage. We propose, and request a variance to approve, the installation of four (4), 3'L x 2'W signs to be mounted on posts with the bottom of the sign approximately 12" off the ground. The signs would be located in the roundabout circle at the 12, 3, 6, and 9 o'clock positions. We are requesting approval for this signage to be installed at four City roundabout locations; Winslow Rd./High St./Rogers Rd., Adams St./Tapp Rd., Sare/Rogers Rd., and W.17th St./Arlington Road.

Municipal adopted landscape maintenance partnerships have become increasingly popular as communities seek out cost savings, efficiencies, and mutually beneficial programs that save resources. Appropriate signage that visibly recognizes and promotes the partnership between the City and the sponsoring business is critically important, in addition to publicly acknowledging the long term investment made by private business toward community beautification, as well as significant savings to the taxpayer (please see sign examples on next page). We appreciate your consideration of our variance request. Please let me know if you need any additional information.

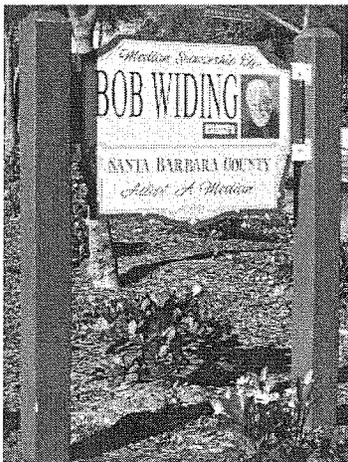
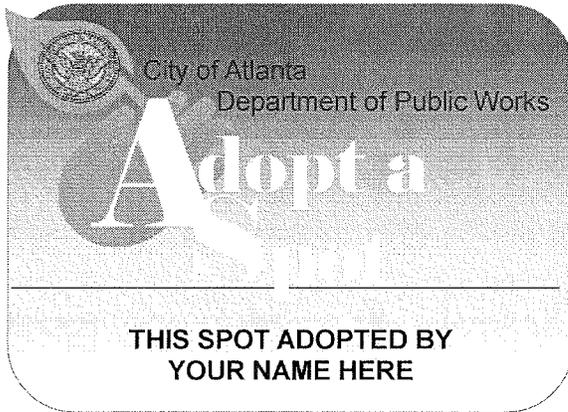
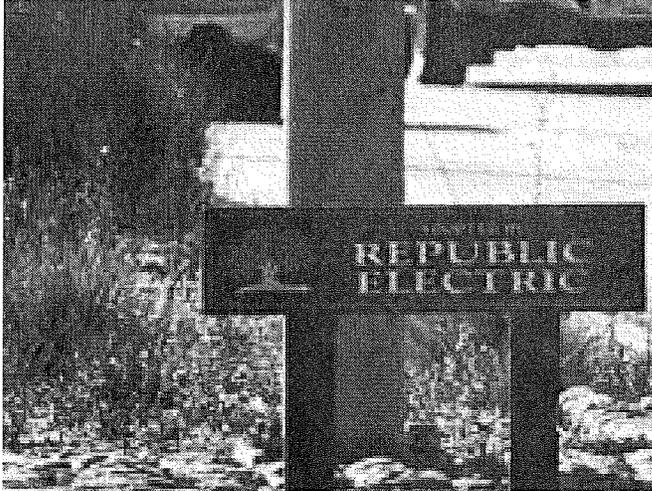
Thanks,

Dave Williams
Operations Director
Bloomington Parks and Recreation

cc: Mick Renneisen

E mail Attachments:

- Aerial maps of roundabout locations (4)
- Mother Nature Winslow Rotary Landscape Concept Drawing
- Planning Department Application Form
- Adopt A Roundabout Sign Design



36

3'-0"

Enhancing Bloomington

In a Roundabout Way

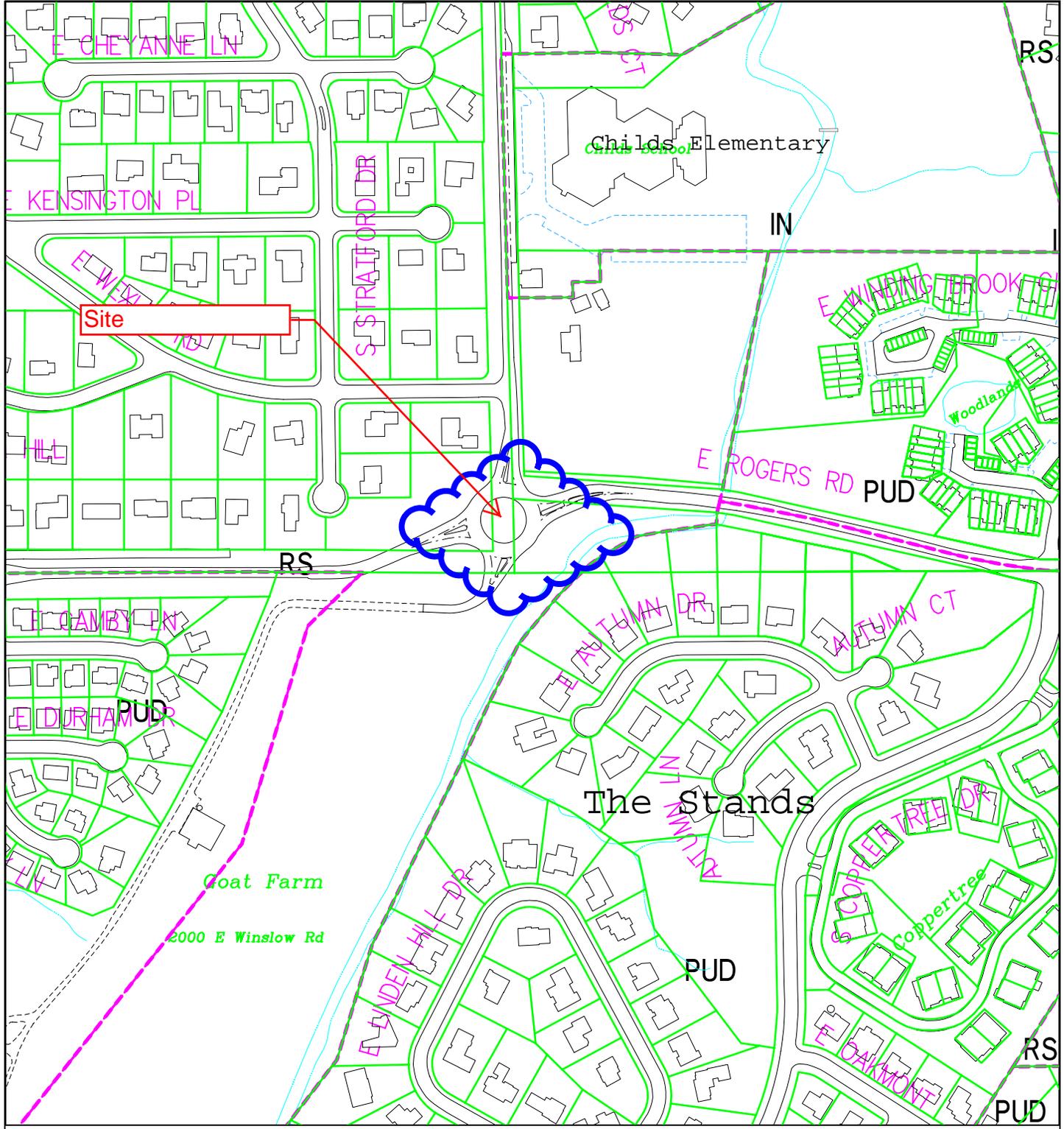


Adopted By:



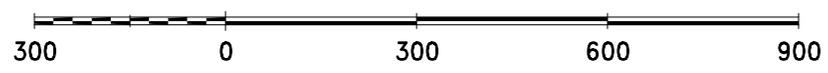
2'-0"

Proposed Signage

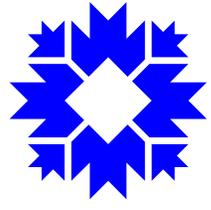


V-22-14 Location Map

By: shayp
20 Jun 14

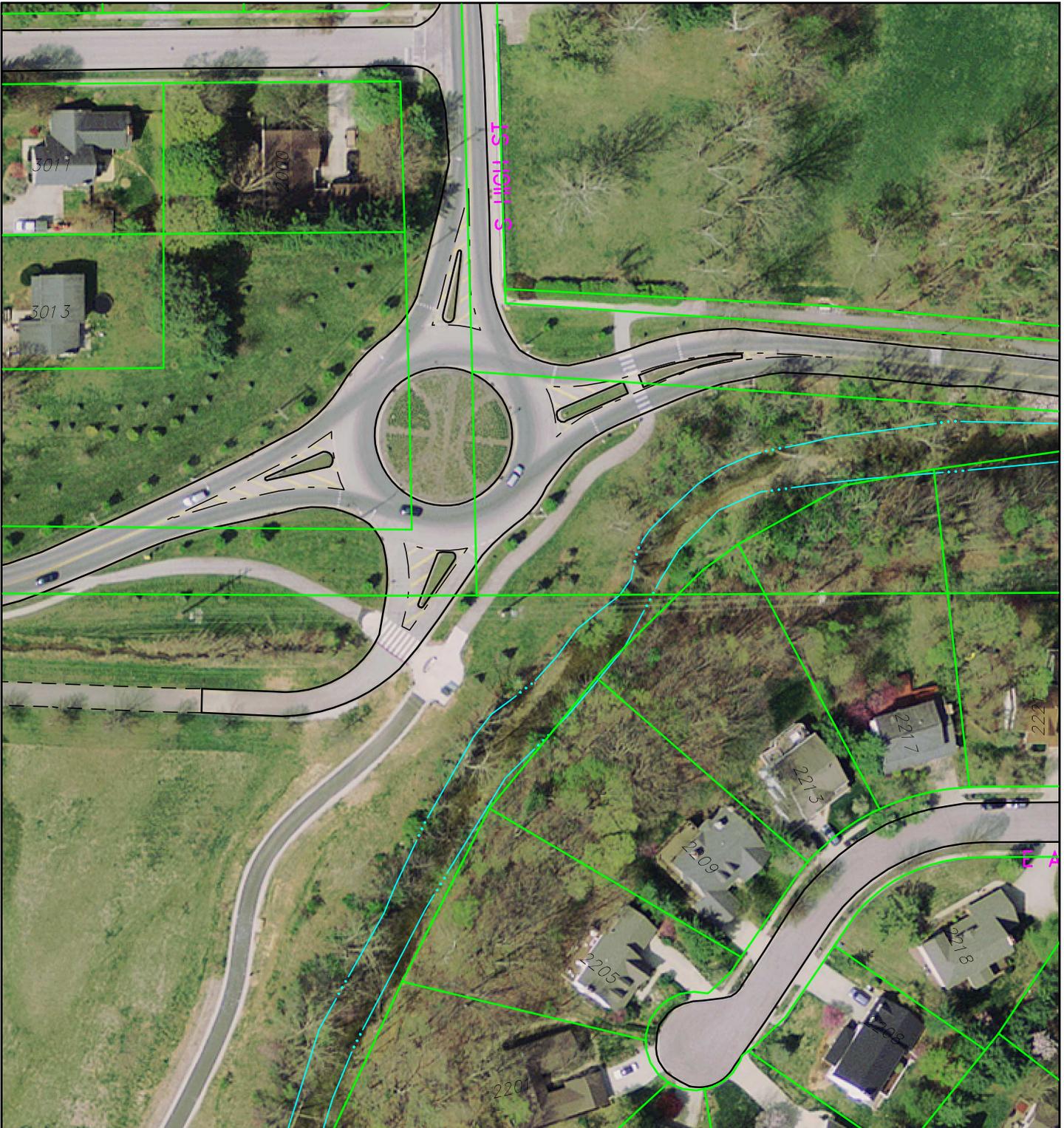


City of Bloomington
Planning



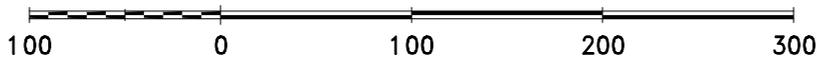
Scale: 1" = 300'

For reference only; map information NOT warranted.

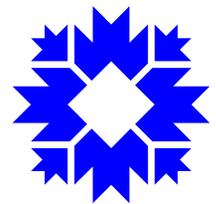


V-22-14 Aerial Photo

By: shayp
20 Jun 14



City of Bloomington
Planning



Scale: 1" = 100'

For reference only; map information NOT warranted.

Single Family

Site

PUD

MFR

RS

PUD

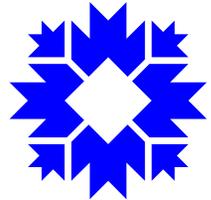
QY

Quarry

County
Jurisdiction

V-23-14 Location
Map

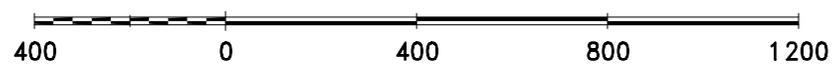
City of Bloomington
Planning



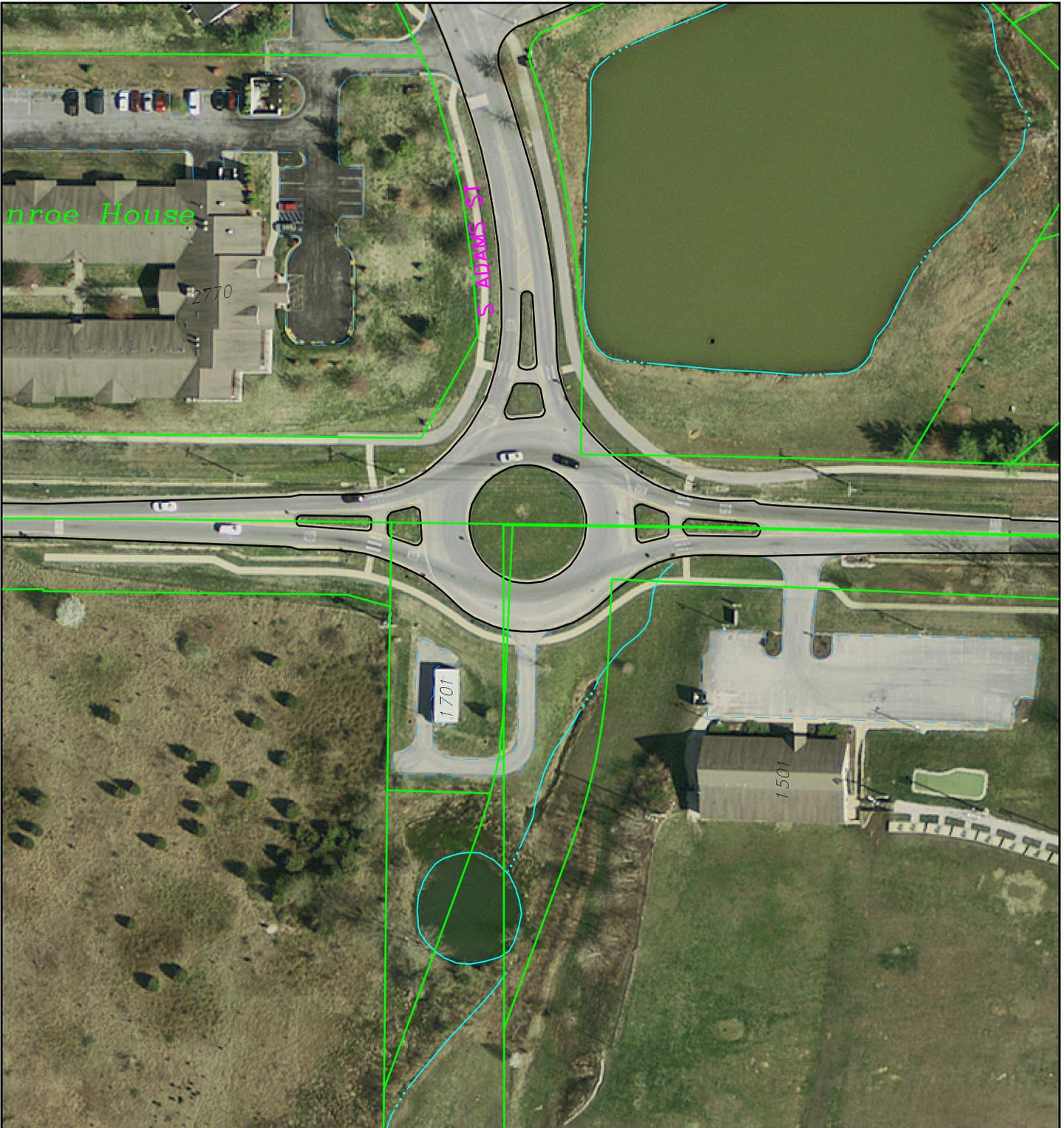
Scale: 1" = 400'



By: shayp
20 Jun 14

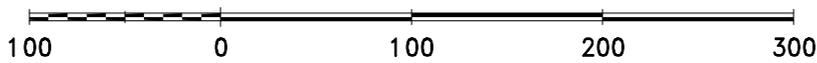


For reference only; map information NOT warranted.

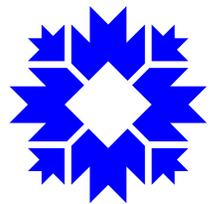


V-23-14 Aerial Photo

By: shayp
20 Jun 14

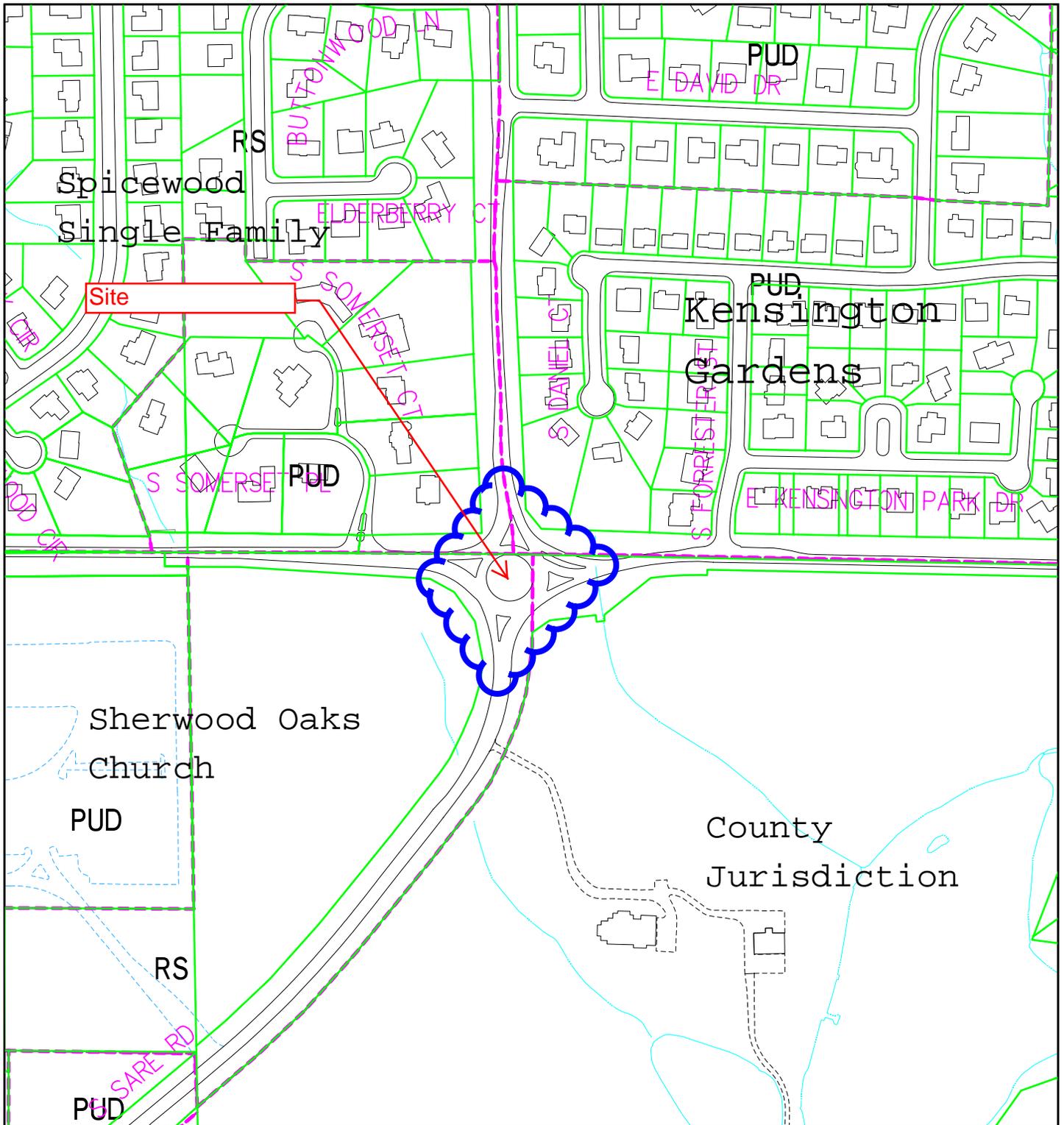


City of Bloomington
Planning



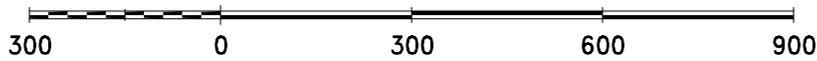
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For reference only; map information NOT warranted.

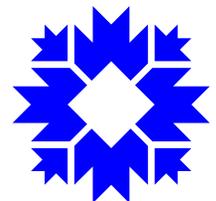


V--21-14 Location Map

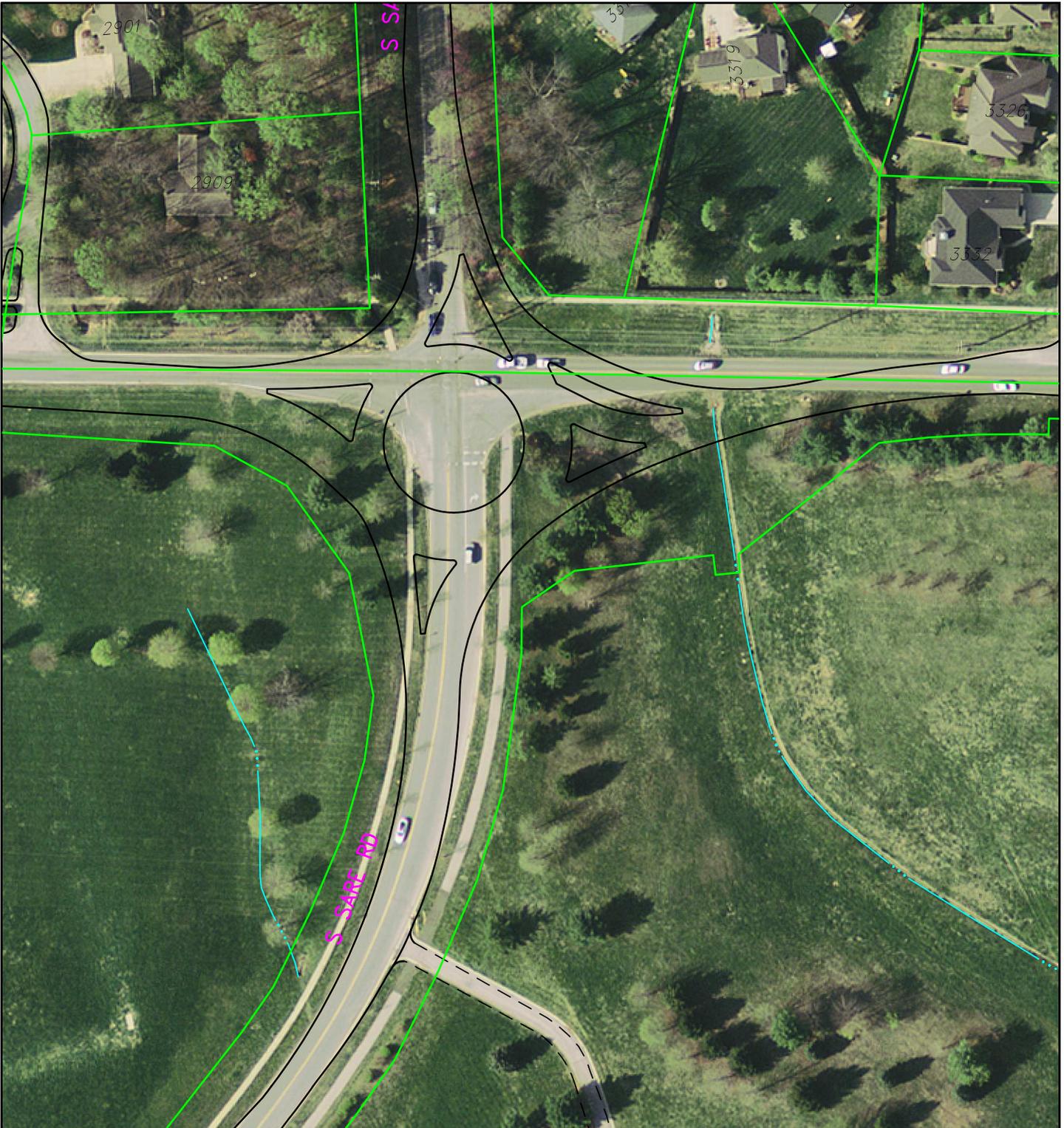
By: shayp
20 Jun 14



City of Bloomington
Planning

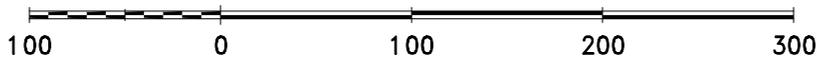


Scale: 1" = 300'

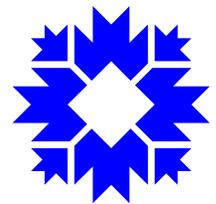


V-21-14 Aerial
Photo

By: shayp
20 Jun 14

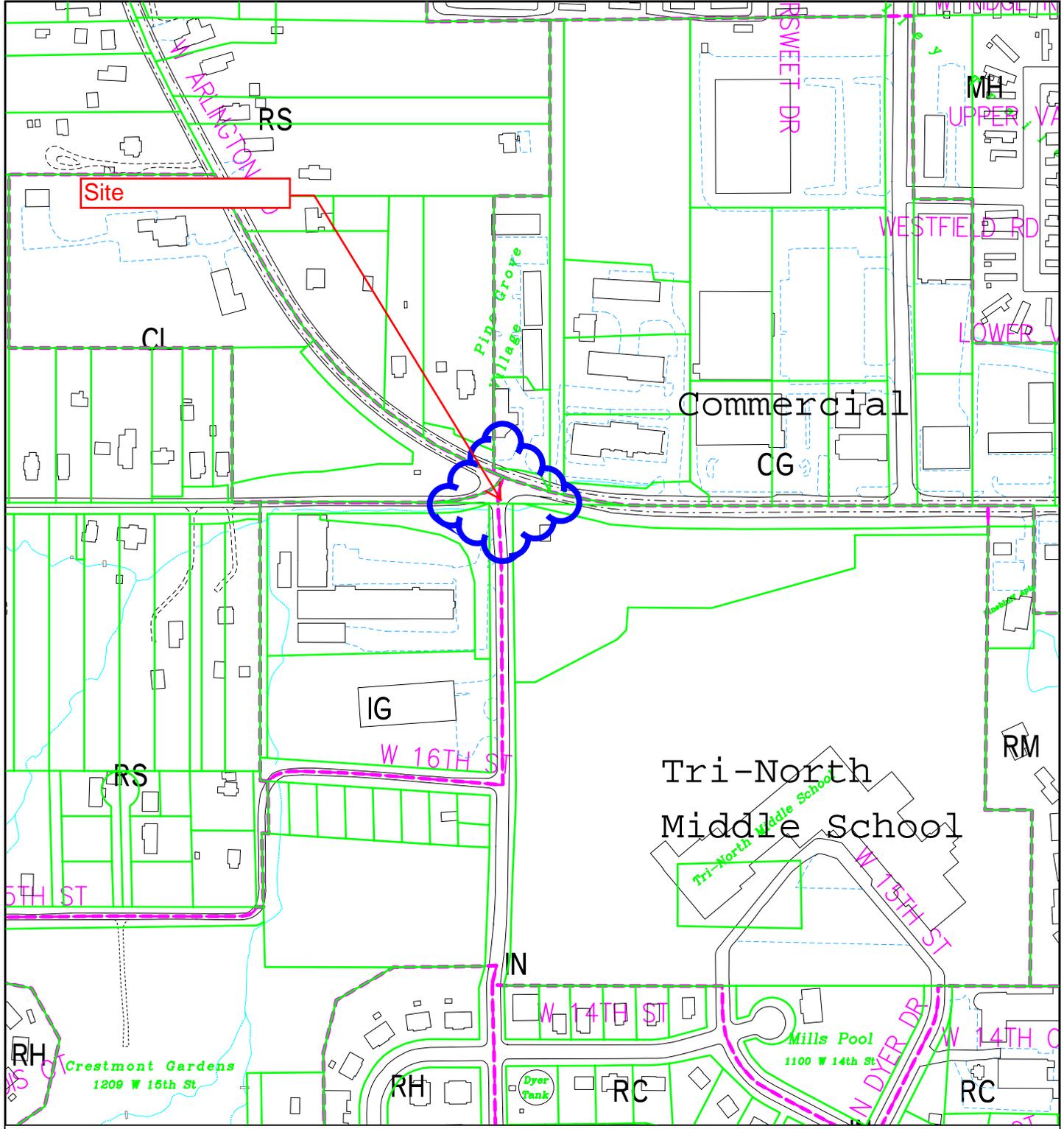


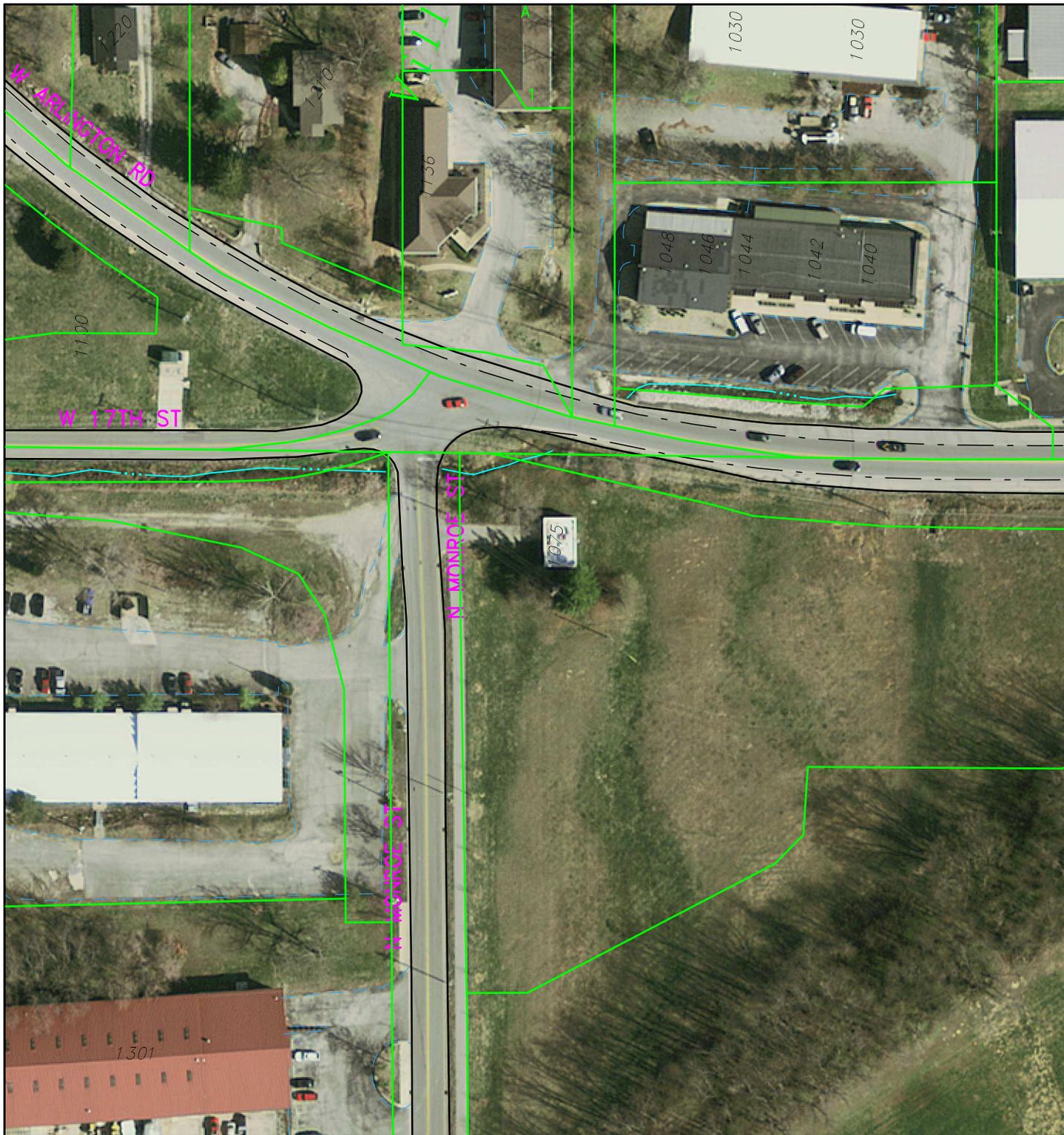
City of Bloomington
Planning



Scale: 1" = 100'

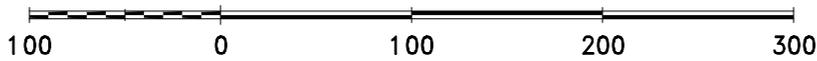
For reference only; map information NOT warranted.



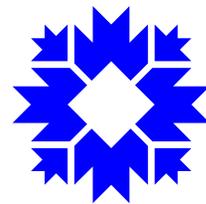


V-20-14 Aerial Photo

By: shayp
20 Jun 14



City of Bloomington
Planning



Scale: 1" = 100'

For reference only; map information NOT warranted.



Bloomington, Indiana

Re: Variance from Sign Standards on Roundabouts

Dave Williams <williamd@bloomington.in.gov>

Fri, Jun 13, 2014 at 1:09 PM

To: marcia <magtdavis@gmail.com>

Cc: Mick Renneisen <renneism@bloomington.in.gov>, Patrick Shay <shayp@bloomington.in.gov>

Marcia,

Thank you for sharing your comments. I will forward them to the City Planning Dept. to be incorporated into the public record for the hearing.

Thanks,

Dave Williams

On Fri, Jun 13, 2014 at 12:51 PM, marcia <magtdavis@gmail.com> wrote:

Dear Mr. Williams,

I will be out of town and unable to attend the public hearing on June 26th. Just wanted to express my opinion against allowing for larger signage on the roundabouts. Although I appreciate the sponsors for the beautification and the upkeep of the roundabouts, I dislike the unaesthetic signage—a distraction and a commercial opportunity which does not lend itself to so small a public space. Quite different from having a plaque on a bench or innocuous sign to commemorate a tree in someone's honor. I believe this type of advertising is inappropriate.

Marcia Davis

3440 Ashwood Drive

Letters of
Opposition

June 8, 2014
Vivian Galligan
2205 E Autumn Drive
Bloomington, IN 47401

JUN 16 2014

Board of Zoning Appeals
401 N Morton Street
Suite #160
Bloomington, IN 47404

RE: **Variance from sign standards –
Intersection of Winslow Road, High Street and Rogers Road**

I am an **adjoining property owner** to the roundabout at the intersection of Winslow Road, High Street and Rogers Road, and as such I have been notified of a hearing to be held on June 26 concerning signage in that roundabout. Prior commitments preclude my attendance but I want my opinion to be on record.

I am opposed to any variance to allow signage within the public right of way for the City's Adopt a Roundabout Partnership program.

As an adjoining property owner I appreciate being notified about this hearing.

As an adjoining property owner I would have appreciated advance notice of the recent "landscape improvements" made to the roundabout. (But in all fairness I must state that perhaps Parks and Rec sent a notice and it just never reached me since I have been out of town quite a bit lately.)

Our home has a direct view of the roundabout in the winter and spring. I travel through the intersection several times daily.

Since some signage related to the installation is already in place, it would seem that this request is more a formality rectifying an oversight – a case of Parks and Rec seeking forgiveness rather than permission. But I **urge you to deny the variance.**

From a public safety standpoint I consider the existing signage, the shack, the paths, the twisted plantings all a **giant distraction** and **safety hazard**. From an aesthetic standpoint, I consider the landscaping an incredibly grotesque ramshackle eyesore.

Sincerely,



Vivian Galligan