

**ADMINISTRATIVE HEARINGS  
CITY OF BLOOMINGTON  
COMMERCIAL ZONING  
May 8<sup>th</sup>, 2006 at 2:00 p.m.  
May 9<sup>th</sup>, 2006 at 7:00 p.m.  
Council Chambers, Bloomington Civic Plaza**

**Summary of Comments/Questions**

**May 8<sup>th</sup>, 2006 at 2:00 p.m.**

**Staff Present**

- Glen Markegard, Senior Planner
- Elizabeth Shevi, Planner

**Staff Presentation**

- Introduction
- Overview of Zoning Ordinance Update Project & Related Projects
- Schedule
- Commercial Zoning Overview
- Ordinance Highlights
- Rezoning

**Public Comments, Questions**

- David Phillips, Architect, Bloomington Chrysler:  
How do these proposals relate to the Comp Plan? Are changes also proposed to the Comp Plan? Will auto uses be rezoned to C-1? What will the minimum 0.4 FAR requirement mean in terms of scale? How will existing use at Bloomington Chrysler be treated, with the 160,000 square foot proposed minimum? Will there be some flexibility so will not be out of compliance? Would the City look to lower the minimum requirement?
- Ted Terp, Metro/ Bloomington Mitsubishi:  
What are my relocation opportunities? If I decide to move within Bloomington, what are the opportunities? Is the City planning to purchase land? We have applied for a sign permit. How will this affect height issues with signage?

- Paul Muilenberg, Croix Oil Co./Bloomington Spur, 9200 Old Cedar Ave. S:  
His company supports the proposed rezoning of 9200 Old Cedar Ave. S. to the B-2 District.
- Pat Breckken, Richfield Bloomington Credit Union:  
Are the Freeway Commercial District regionally oriented as compared to the Neighborhood Commercial Districts? How does walk-ability factor into this?
- George Emanuelson, Resident at 8014 Russell Ave.S:  
Would like to see the area developed [by Southtown] for residential use such as townhouses and senior housing. Traffic volume and emission pollution is a problem in the area. Businesses in the area don't live up to their agreements, such as making night deliveries at Target and Walgreens and noise from braking trucks. The auto dealers allow road testing [Chrysler Plymouth] in his area, and the Mitsubishi dealer is loading and offloading vehicles on the street and off-site at office building, 8120 Penn Ave. S., and blocking traffic on 81<sup>st</sup> Street.
- Bruce Fermerman, Property Owner at 8200 Humboldt Ave. S.:  
Property is B-1. Will parking be reduced in the area? I have about 100 extra parking spots now that car dealerships use to park and test cars. Would like to put property to other uses. Would like to see residential uses allowed in B-1. Why is there a two-story limit in B-1? Is the City trying to limit the number of hotels or the number of auto dealers? How do the proposed C-4 and B-1 Districts work [i.e. SouthPoint Office Tower]? Why might one site be proposed for the B-1 zone while an adjacent site is proposed for the C-4 zone? Where would offices develop? Have heard about I-494 corridor development, what about development along the I-35W corridor?
- Adam Bengston, Bloomington Chamber of Commerce:  
Requested clarification on what would trigger non conformance issues. If a site becomes nonconforming, does it need to be brought into conformance before it can be sold? Along the I-494 corridor, are any transit systems currently planned?

- Dan Hron, Johnson Hardware:  
[Mr. Hron also submitted a letter to the City, dated April 28, 2006.]  
Concerning the revisions to the B-2 district, what is the implication to my property? Noticed a change in the minimum corner lot width from 100 ft. to a proposed 150 ft. Concerned that this will limit redevelopment options, impacting my retirement.

## May 9<sup>th</sup>, 2006 at 7:00 p.m.

### Staff Present

- Bob Hawbaker, Planning Manager
- Glen Markegard, Senior Planner
- Elizabeth Shevi, Planner

### Public Comments, Questions

- David Knoublauch, Peerless Land Co.:  
How will the process work? Will this be a phased effort, where some properties rezoned now, and others later? How will the residential requirement work in the C-5 zone? Can this be phased? What about the market cycle implications on the residential requirement? Will the existing planned development mechanism and requirements survive, if the property is rezoned to C-5? In the C-1 district, what does the 160,000 square foot requirement apply to, and how applied?
- Rob Lang, representing Larry Reed, Auto Dealerships:  
Is the City also undergoing Comp Plan changes in conjunction with this proposal? Where will auto sales be permitted with the proposal? His client had most concerns about motor vehicle related provisions. He wants to be able to continue operations as at present and add a parking ramp. Concerning the vehicle test driving restrictions, how can this be enforced?
- Gerald Mazzara, Property Owner, 6925 W. 78<sup>th</sup> St.:  
Primarily interested in the proposed B-1 and understanding the maximum 2 stories height requirement and the prohibition on residential uses in B-1.