



**CITY HALL**

207 Lafayette Street  
P.O. Box 378  
Winona, MN 55987-0378  
FAX: 507/457-8212

November 20, 2014

Planning Commissioners  
Winona, Minnesota 55987

Dear Commissioner:

The next meeting of the Planning Commission will be held on **Monday, November 24, 2014, at 4:30 p.m. in the Council Chambers** of the Winona City Hall.

1. Call to Order
2. Minutes – November 10, 2014
3. Public Hearing – Rezoning Request – Automotive Enterprises LLC – R-1 to B-3
4. Other Business
5. Adjournment

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Moeller".

Mark Moeller  
City Planner

## **PLANNING COMMISSION MINUTES**

**DATE:** November 10, 2014

**TIME:** 4:30 p.m.

**PRESENT:** Commissioners Boettcher, Porter, Davis, Hahn, Fritz,  
Buelow,  
L. Olson and M. Olson

**ABSENT:** Commissioner Ballard

**STAFF PRESENT:** Mark Moeller, City Planner

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The meeting was called to order at 4:30 p.m.

### **Approval of Minutes – October 13, 2014**

The minutes from the Commission's meeting of October 13, 2014 were reviewed and upon motion by Commissioner Fritz and second by Commissioner Buelow were unanimously approved as submitted.

### **Public Hearing – Rezone Request from Automotive Enterprises, LLC**

Chairperson Davis called on the applicant to provide an overview of this request.

Andrew Dahl, representing Automotive Enterprises, LLC, noted that his company is being required to relocate its GMC auto dealership as a result of the new bridge project. Following its consideration of a number of alternatives, the company ultimately acquired the former Cornerstone Community Church property located adjacent to its Toyota Dealership on Highway 61. Following acquisition of the church site in May of this year; Council had approved his company's request to rezone the parcel from R-1 to B-3, for the new dealership. Since that time, his firm has acquired two additional properties located along the westerly side of the site. These properties are currently referenced as 1258 Parkview Avenue and 794 Johnstone Street. Previously owned by the Volkman and Brendals, Mr. Dahl indicated that present homes on the site will be razed within a short period of time, while it is the company's desire to rezone them from R-1 to B-3 for future expansion purposes.

At this point, Mr. Dahl presented a revised site plan showing how these properties will be redeveloped in the event that rezoning is approved. Given this plan, the Volkman's site would generally be used for stormwater detention purposes while the approximately easterly half of the Brendal's site would facilitate expanded sales and employee parking. The westerly 50 feet of the site would be devoted to a landscape buffer, required when auto dealership uses abut residential zones. Mr. Dahl indicated that this buffer would generally be located adjacent to and parallel with the present Johnstone Street right-of-

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way. Given the previously approved site plan, this buffer is presently located to the east of the Brendal property.

Mr. Dahl indicated that he had both his site construction manager and engineer in attendance this afternoon to answer technical questions that may arise.

In response to a question, Mr. Dahl indicated that the buffer would include a high concentration of evergreen trees. Although most of these would reach full maturity in a number of years, original plantings would be specified in the six foot tall range.

In response to a question, Mr. Dahl noted that the revised site plan shows that two rows of parking would be added outside of the required buffer on the Brendal's site. Of these, the most westerly would facilitate employee parking. Again, given Commission discussion of the original site plan, this was a significant issue to the neighborhood as several residents had expressed concern of employee's parking on residential streets.

At this point, Mr. Dahl fielded a number of questions from Commissioners relative to the need for the additional land as well as how the Dahl dealership campus, as a whole, would function.

In response, Mr. Dahl indicated that although the currently approved site does meet minimum, GMC criteria, it does not allow room for future growth. Proposed rezoning sites would facilitate this growth. Additionally, whereas the proposed rezoning site will be used to accommodate the GMC dealership, the most easterly building on the campus will be modified to serve its Toyota dealership. The middle building, currently used by Toyota, would be used strictly for service and sales of used cars.

Commissioner Buelow noted that the revised site plan does show a pylon sign located on the petitioner's property just northerly of the proposed stormwater detention pond. He asked how this sign could be. Mark Moeller, City Planner noted that at this location, the sign could be a height of 40 feet. Mr. Buelow noted concern with this as it related to the adjoining neighborhood.

Commissioner Porter stated that although Mr. Dahl had indicated he felt the plan was a win-win for the neighborhood, he was having difficulty in defining how the neighborhood would win with it. Mr. Dahl replied that he is doing everything possible to work with neighborhood residents. Additionally, as noted during initial site plan review, his firm will be using LED concepts for lighting outside parking areas. These systems significantly minimize the spillover effect of lighting on to adjacent properties.

Chairperson Davis then called on Mark Moeller, City Planner, to provide a summary of the staff analysis. Mr. Moeller then summarized the analysis as found on Exhibit A of the permanent minutes. In this summary, staff had concluded that:

1. No error or oversight was made in original 1959 zoning of the site.

2. Since original zoning, changes in neighborhood zoning, and land use patterns, have occurred. Mr. Moeller noted that the majority of this transition has been northerly of 61 and easterly of the proposed rezoning site. For the most part, this transition has included changes from various residential to commercial zoning classifications.
3. Approval of the rezoning could open the site to virtually any commercial use. Although all may offer varying degrees of potential neighborhood impacts, the analysis made no firm determination that some of these uses could result in impacts classified as "undue".
4. Consideration of the rezoning site, for an expanded auto dealership site, is not an unreasonable idea. However, in considering "highest and best use", if the use was determined to negatively impact neighboring uses, it may not be best fit for the neighborhood.
5. Although spot zoning is not evident, the Commission will need to address a noted inconsistency between approval of the request and the City's 2007 Comprehensive Plan. Although the plan does reflect commercial and residential use generally meeting at this area, the application of commercial use to the two residential properties would result in an "overlap" of commercial to residential use. Although this inconsistency, does not necessarily mean that the request should be denied, it does require a meaningful discussion as to how the commercial encroachment into the residential neighborhood might impact the stability of the neighborhood. In part, this discussion may result in the identification of certain strategies/requirements that could be used in mitigating noted impacts.

Given the previous, Mr. Moeller explained that a number of options are available to the Commission. Of these, the first could be to recommend approval to Council as submitted. If recommended, staff was suggesting that the request be tied to a modification to exclude the westerly 1 foot strip of land from both parcels. The purpose of this exclusion would be to restrict future vehicular traffic flow between the Johnstone Addition and rezoning site. Again, this action had been applied to the previous zone change request. Additionally, should approval of the request be recommended, it was suggested that the action be tied to a number of conditions, including:

1. Review of modified site/grading plans by Planning Commission.
2. That the site not be accessed directly to Lake Boulevard. This condition would be consistent with previous zone change approvals along Lake Boulevard.
3. Combine all parcels into one.

Other options available to the Commission would be to deny the request (with stated reasons), modify the request, or table the request for further information. Again, he stressed that a recommendation to either approve or deny should be based upon a full consideration of how the rezoning action might influence, or not influence, the stability of the adjoining neighborhood. With this, if following Commission discussion, it feels that potential impacts could reasonably be mitigated through conditions applied to the zone change request, or during future site plan review, it could recommend approval based

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upon those factors. On the other hand, if it is felt that neighborhood impacts are unquantifiable, or too significant to reasonably be mitigated, denial is an option.

In concluding, Mr. Moeller reviewed the public notice process used for this hearing. He further noted that the City had received a petition from a total of 18 citizens from the Johnstone area opposing the proposed zone change request. This petition, included in the Commission's permanent minutes, was then read into the record.

At this point, Chairperson Davis opened the public hearing and called for any person who wished to speak to present first their name and address.

Norm Kostuck Jr., 1297 Lakeview Avenue, stated that following his extensive military service, he bought his home in Johnstone Addition. He further noted that although he had opposed the previous zone change request, residents had been told that this was a good thing for the community. However, he felt that all of these comments were a smoke screen to a proposed use that will add significant negative impacts on his residential neighborhood. He noted significant concern of proposed lighting from the development and emphasized that regardless of the style of lights, they will be visible to the immediate neighborhood.

Mr. Kostuck explained that during the previous zone change request, he had talked to Mr. Dahl about it and was unaware that the two properties being considered this afternoon were part of the project. In concluding, he questioned why these parcels were needed to meet GMC land or display area requirements. In short, he felt that permitting the zone change would allow the use to encroach into his residential neighborhood which will result in uncertain noise impacts. He suggested retaining current R-1 zoning of both parcels to provide a buffer between the commercial use and his neighborhood. He also noted concerns with the proposed stormwater detention pond in terms of an attraction to children and mosquito issues. Given the previous, he encouraged the Commission not to support the zone change request in full.

Carol Bell, 787 Johnstone, noted that given the applicants purchase of both properties, she and her husband will transition from looking at previous homes to a potential parking lot. She explained that their home faces directly to the east and is of a raised ranch style. Given this, the upper floor of their home would be easily visible to/from the applicants expanded parking lot.

Mrs. Bell noted that the proposed landscape buffer no longer reflects a berm. She was concerned of this. She concluded by noting significant future concerns with potential parking lot lighting, and traffic noise. She also noted that the proposed stormwater detention pond presents safety issues that could be addressed with an appropriate fence. Although initially proposed, the fence had been removed from the proposal. Generally, she was concerned that the encroachment of the auto dealer use into the Johnstone Addition will significantly impact their property value.

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Sandra Olson, 1308 Parkview Avenue, asked if the City would be able to ensure that commercial traffic would not be permitted through the neighborhood. Mr. Moeller again responded that if any recommendation to approve the request includes the 1 foot exclusion along the west side, the City would have the authority to prevent the free access of vehicles between Johnstone Addition and the applicant's redevelopment site. Ms. Olson then asked Mr. Dahl if he would be willing to reimburse neighbors for decreased property values.

Kathy Schuler, 1289 Lakeview Avenue, stated that the Johnstone Addition is a nice established neighborhood. However, she felt that the rezoning request, as currently presented, would negatively change the character of the neighborhood. Although she did not support the zone change at this time, she suggested that any approval be tied to inclusion of both a fence and a berm located within the 50 foot buffer.

Chris Antoff, 1330 Parkview Avenue, asked for certification as to where the 50 foot buffer would start. Mr. Moeller responded that the buffer would be located 50 feet from the easterly right-of-way line of Johnstone Street. Mrs. Antoff stated that she would like to see both a berm and a fence within the buffer. She also expressed concern that no fence is now proposed around the pond, and of excavation work that had been done adjacent to Lake Boulevard.

Chue Vang, 1256 Parkview Avenue, stated that he lives adjacent to the proposed stormwater detention pond. Mr. Vang referenced his previous occupancy in public housing and noted that his present home is a dream to him. As such, he did not want to see something constructed adjacent to him that would negatively impact that dream. He generally noted concerns with the size of the pond and how it might impact him as well as the fact that trees will grow slowly. He stated that once the Volkman home is removed, he would be exposed incidental noise and lighting from the westerly side of the petitioner's development.

Deanna Stevens, 1265 Lakeview Avenue, noted that although she and her husband had generally supported the previous rezoning, now that she has heard what concerns her other neighbors have, she was beginning to change her mind in that support. She noted that under the previous site plan approval, a fence had been proposed around the pond. As currently proposed this afternoon, it sounded like the fence was no longer going to be constructed. She stated that, based upon the number of children that live in the neighborhood, the lack of a fence around a pond would be a major issue to her. It was also her understanding that the current proposal no longer includes the construction of a berm within the buffer. Given these broken promises, she was suggesting that the request not be approved.

Harley Antoff, 1330 Parkview Avenue, stated that he and his wife had lived in their home for nearly 40 years and that it was his understanding that formal vehicular access between Johnstone Addition and the proposed dealership use would no longer be permitted. He suggested that the buffer include a concept for both a berm and a fence on top of the berm to mitigate visual impacts until trees are fully grown. He also alluded

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to concern of employees who may park in Johnstone Addition. He concluded by asking how many homes the applicant proposes to buy in the neighborhood.

Don Corcoran, 1323 Lakeview Avenue, referenced potential problems with potential snow removal and a concern that a provision for a bike access from Johnstone Addition to Vila Street was not being made.

There being no further comments, the public hearing was closed.

At this point, Chairperson Davis called for a motion from the floor.

Commissioner L. Olson then moved to recommend approval of the request subject to those modifications and conditions as outlined in the staff report.

Upon discussion Commissioner L. Olson felt that the proposed landscape buffer, if it included a berm and an eight foot fence, would reasonably mitigate most of the original concerns that exist. The berm and fence could be certified with site plan approval.

There being a lack of second, the motion died.

Commissioner M. Olson stated that she did not understand how the petitioner was able to acquire and remove homes from the site without approvals. Mr. Moeller responded that although the acquisition and removal of homes was a right of the applicant, he could not modify his site plan until property was rezoned.

Chairperson Davis stated that she was a bit concerned that the issue of purchasing the two homes had not been brought up with the previous zone change request. At this point, it was noted that a response from Mr. Dahl would serve to reopen the public hearing. Given this, the hearing was reopened by Chairperson Davis. Mr. Dahl responded that when the original parcel was rezoned a number of months ago, he was under the impression that the site included more land for redevelopment purposes. However, given stormwater requirements, the size of the pond increased dramatically, thereby resulting in less land to use for display area. Again, although current land area for display meets minimum GMC standards, the reduction in display area does not allow for future growth. With that, his company began focusing on the acquisition of the two properties. This was formalized through purchase agreements in mid-October. He noted that he was flexible on whether or not to construct a fence around the pond.

Norm Kostruck Jr. emphasized that regardless of a fence around the pond, he was personally against the rezoning.

The hearing was again closed by Chairperson Davis.

Commissioner Hahn noted that he was somewhat troubled with the whole process in that when it was initiated, the applicant seemed to make every effort possible to mend fences in addressing neighborhood concerns. Given submittal of the new site plan,

however, certain mitigating factors agreed to previously (berm and fence around pond) had been removed, although approval of the current request would result in the development being located closer to the neighborhood. In short, he did not feel that the proposal included anything that would benefit the neighborhood.

Commissioner Fritz stated that although he understands the business side of this development, he would like to find a way to encourage the applicant to get what he wants without stripping away residential neighborhood integrity. In part, he suggested that a solution might be to deny the request and encourage the applicant to seek a variance to the 50 foot buffer requirement. Given the most recent site plan, this would add an addition two full rows of parking within the development site. Under this scenario, the buffer requirement might be fulfilled within the Brendal property.

Following further discussion, it was moved by Commissioner Fritz and seconded by Commissioner Hahn to recommend denial of the rezoning request based upon uncertain impacts and inconsistency with the Comprehensive Plan.

Upon discussion, Commission M. Olson suggested that it might be helpful for the County Assessor to attend a meeting to define how approval of the request might impact the neighborhood. It was suggested that this would not be the best course of action.

Commissioner Fritz noted that in part, his motion is based upon the B-3 zoning request which happens to be the City's least restrictive commercial classification. In terms of some potential future use, this zoning classification would make it hard to control what might happen on this site until a site plan is actually submitted. Again, the site plan would follow rezoning.

Commissioner Boettcher suggested that the request be tabled with the intent of asking the applicant to come back with a modified development proposal that more adequately addresses neighborhood concerns.

When the question was called, the vote of the Commission was as follows; ayes: Commissioners Porter, Davis, Hahn, Fritz, Buelow, and M. Olson; naves: Commissioner L. Olson; abstaining: Commissioner Boettcher.

There being no further business to come before the Commission, the meeting was adjourned.

# MEMORANDUM

## DEPARTMENT OF COMMUNITY DEVELOPMENT

**TO:** Planning Commission

**FROM:** Mark Moeller, City Planner 

**DATE:** November 20, 2014

**SUBJECT:** Automotive Enterprises LLC Rezoning Request

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Subsequent to staff preparation of the attached analysis, it has received a copy of the attached communication from Andrew Dahl, to neighborhood residents. In this letter, Mr. Dahl proposes to:

1. Withdraw his B-3 rezoning request as it relates to the 1258 Parkview Avenue.
2. Apply a restriction to requested rezoning approval of 794 Johnstone Street that would limit its use, only to an auto dealership.
3. Modify/enhance the design of the planned landscape buffer to be located along the westerly side of the dealerships redevelopment site. Although self-explanatory, the current plan (reflected on Exhibit B) includes a berm and a fence.

In addressing these, the applicant's most recent development proposal shows that the property located at 1258 Parkview Avenue will generally be used for required stormwater holding pond purposes. Since these facilities may be located within any zoning classification, and since the 50 foot residential district to auto dealer buffer, would not interface with structural or hard surface display areas of the dealership, rezoning of this site is not necessary. If not required, staff fully supports the idea of retaining R-1 zoning of the site.

In addressing points 2 and 3, should the Commission recommend approval of rezoning 794 Johnstone Street, and should it find that presented "use restriction" concepts, and landscape buffer enhancements would serve to mitigate identified commercial use impacts, such concepts, as discussed under the recommendation section of the staff report, could be included as conditions to approval.



November 18, 2014

Dear Neighbors:

The purpose of this letter is to provide you with additional information prior to the Planning Commission Meeting, to be held on, Monday (Nov. 24, 2014), based upon the concerns, we heard at the last meeting. Also, there is a slight revision to the Public Hearing Notice, which you received.

The first area of concern is the nature of the B-3 Zoning (least restrictive). I will address this on both sites separately:

**1258 Parkview Ave.** We will not be requesting B-3 zoning for this property. The property will remain R-1.

**794 Johnstone St.** I have spoken to the City Planner about the possibility of applying for a more restrictive zoning of B-1 or B-2. The City Planner discussed this with the City Attorney and they will not allow for B-1 or B-2, based on the fact, that the rest of the existing property is B-3. They will only allow the property to be rezoned B-3. My recommendation is to offer a conditional use permit, with the B-3 approval which would limit the use to **ONLY** an auto dealership.

The next area of concern is the screening between our property and the neighborhood. We will have a new plan on Monday (November 24, 2014), which will include the following revisions:

- A grass berm between Johnstone Street and our parking lot. The approximate height of the berm (at its highest point) will be 10 feet above the existing back of Johnstone Street curb.
- Landscaping on the berm, which will include shrubs and trees.
- A 6 foot fence on top of the berm. This will be a PVC type fence in a natural color (not white). This fence will be opaque, so you can't see through it.
- The fence continues along the entire east end of neighborhood to provide screen and clear distinction between the two properties.
- Pedestrian access through the fence so neighbors can access the controlled traffic light at HWY 61 and Vila Street.

This new plan would provide adequate screening, so the majority of neighborhood won't see cars in the parking lot (headlights, etc). Also, we will be adding a fence around much of the detention basin.

If you have additional concerns, please feel free to contact me directly. As I stated in the last meeting, our desire is to be good neighbors and address your concerns in the best way we can.

Sincerely,

Andrew Dahl  
[andrew@dahlauto.com](mailto:andrew@dahlauto.com)  
(507) 457-5701 direct  
(608) 780-6006 cell



**GMC**

225 West 3rd Street  
Winona, MN 55987

507-452-3660 Tel  
507-454-6823 Fax

[chevy@dahlauto.com](mailto:chevy@dahlauto.com)  
[www.dahlchevrolet.com](http://www.dahlchevrolet.com)

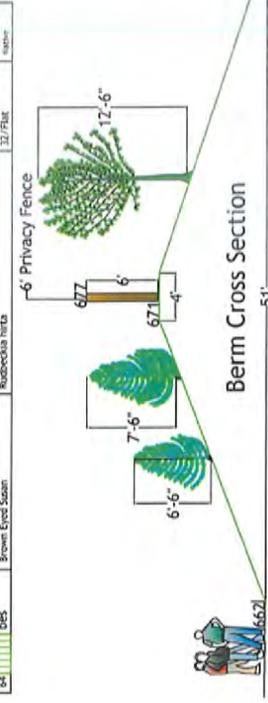






### Plant Summary

Quantity	Code Name	Common Name	Scientific Name	Planting Size	Comments
3	SKTH	State Street Maple	Acer spicatum 'Millenium'	2' B/B	
3	UCN	Thornless Cooopar Hawthorn	Crataegus crus-galli inermis	2' B/B	
3	SL	Skyline Locust	Glucosia tinctoria inermis 'Skyline'	2' B/B	
3	SPJ	Star Power Juniper	Juniperus communis 'Star Power'	2' B/B	
3	NWS	Norway spruce	Picea abies	7-8' B/B	Door focal
10	SPS	Black Hills Spruce	Picea glauca densata	6-7' B/B	
64	PDS	Prairie Dogpooch	Sporobolus heterostachys	32'/Flat	Height
32	BTM	Butterfly Milkweed	Asclepias tuberosa	32'/Flat	Comments
32	PCF	Purple Coneflower	Echinacea purpurea	32'/Flat	Height
64	BES	Brown Eyed Susan	Rudbeckia hirta	32'/Flat	Height



"B"

# PLANNING COMMISSION

**AGENDA ITEM: 3. Public Hearing – Rezoning Request – Automotive Enterprises, LLC – R-1 to B-3**

**PREPARED BY: Mark Moeller**

**DATE: November 24, 2014**

## BASE DATA

- Petitioner:** Andrew Dahl, on behalf of Automotive Enterprises, LLC
- Property Owner:** Automotive Enterprises, LLC
- Location:** As reflected on Exhibits A and A-2, this rezoning request includes two lots (794 Johnstone Street and 1258 Parkview Avenue) that are located southerly of Highway 14/61, northerly of Lake Boulevard, westerly of the Automotive Enterprises Toyota Dealership, and within the westerly half of Outlot 1, Johnstone Addition residential subdivision.
- (Note: In accordance with City policy, if re-zoning of these properties is granted, approved zoning will extend to the center lines of abutting Highway 61 and Lake Boulevard right-of-way. This concept is reflected on Exhibit A.)
- Area:** Properties involved in this request encompass approximately 1.07 acres of land, while impacted abutting street right-of-way totals .33 acres for a total land area of 1.4 acres.
- Existing Zoning:** R-1 (One Family Residence)
- Existing Uses:** Both lots included one family residence homes, and out buildings that have been razed. 794 Johnstone Street had been constructed in 1976, while 1258 Parkview Avenue had been constructed in 2003.
- Surrounding Land Use/Zoning:** **North:** Highway 61 right-of-way/R-1 (proposed B-3)  
**South:** Lake Boulevard right-of-way / R-1 (proposed B-3)

**East:** Auto Dealership/B-3

**West:** One Family Residence/R-1

**Requested Zoning:**

As requested, the applicant seeks B-3 (General Commercial) Zoning of both parcels, to facilitate the westerly expansion of a new GMC dealership facility being developed to the east.

**Neighborhood Zoning History:** As part of Johnstone Addition, both parcels have been zoned R-1 since 1959 adoption of the City's original zoning plan. Although Johnstone Addition (platted 1948) has continued to maintain this classification, certain changes to "neighborhood" zoning/use patterns have occurred since original zoning. These include (reference Exhibit A):

Northerly of Highway 61

- 1960-1965 – R-1 to B-2 (facilitated development of what is now the Winona Mall. Sugarloaf Ford dealer and K-Mart properties. Note: Following establishment of auto dealer, B-2 district was modified to exclude auto sales activities.)
- 1968 – R-1 to B-1 (Tires Plus)
- Actual development of the previous rezoning sites occurred between the 1965-1996 timeframe. Other changes to this area included Vila Street construction in 1992-93, with the traffic light at 61 being added in 1996. This controlled intersection also connects to Service Drive south of Highway 61, providing primary access to auto dealer uses in that area.

Southerly of Highway 61

- 1981 – R-1 to R-2 (One to Four Family Residential) land encompassing what is now the Toyota dealership, and townhouse development to the east.
- A subsequent request to return zoning of the previous area to R-1 was denied in 1981.
- 1988 – R-2 to B-3 (present Toyota Dealership property) Property initially developed in 1989-1990. The easterly "body shop" structure was added in 2002.
- 2003 – R-1 to R-3 – affecting 1221 Service Drive (the westerly lot of the former Cornerstone Community Church site). This request, relating to a new funeral home development proposal, was

ultimately denied.

- 2001-2006 – Development of Lakeview Townhome Subdivision, abutting the Toyota auto dealership site on the east.

- 2014 (April) – R-1 to B-3 – 3.4 acre proposed GMC Dealership site located westerly of Toyota Dealership property (former Cornerstone Community Church). Following zoning approval, applicant (Automotive Enterprises LLC) received Council approval of a license agreement to “use” Service Drive, southerly of Hwy 61 (Exhibit E) for auto dealer operations. This was followed by the Commission’s conditional approval of a final site plan (Exhibit F) for the project. As of this date, a building permit has been issued, and development of the new GMC site is underway.

- 2014 (October) R-1 to B-3 – including 794 Johnstone Street and 1258 Parkview Avenue, the stated purpose of this request was to facilitate future growth (Reference “proposed” site/landscape plan submitted with this request – Exhibit G and G-2) of the new GMC dealership. Planning Commission recommended denial on basis of uncertain impacts and the inconsistency with the Comprehensive Plan. Petition was withdrawn - no Council hearing.

#### Site Description:

- Site Topography: As referenced on Exhibit B, 794 Johnstone Street slopes downward from Lake Boulevard to its northerly side. The steepest slopes of this parcel are adjacent to Lake Boulevard right-of-way, with grades averaging 35%. For the remainder of the site, grade moderates to an average of 6%. Exhibit B also shows that, given historic land disturbance activities for adjoining westerly development, the majority of this lot surface drains to the GMC development (east), where it is presently picked up by a storm sewer system terminating at the Highway 61 ditch.

Topography for 1258 Parkview Avenue is classified as level with surface drainage generally being directed to the north and south.

**Note:** As a side to this discussion, City Code Chapter 68 (Stormwater Management) would require that any “increase” in surface drainage occurring from future development/redevelopment of the site, be managed “on-site” by appropriate stormwater systems. Examples of such systems include holding ponds, rain gardens, or underground retention facilities. These would be certified through the preparation of an overall Stormwater Management Plan that is submitted to the City Engineer for approval and permitting, prior to undertaking

site grading activities. In part, this requirement defines the location of the proposed stormwater detention pond shown on the existing site plan (Exhibit F).

- **Vegetation:** Although a buffer of trees occupies the slope abutting 794 Johnstone Street, the remainder of the site would generally be classified as a lawn.
- **Soil Classification:** Pursuant to the Winona County Soil Survey, land located between Highway 61 and Lake Boulevard, along the easterly of Johnstone Addition, includes Marshan and Otter silt loam soil types. In combination with observed springs within the area, properties of these soils include a high organic matter, leading to a high moisture content, and poor drainage. Given these constraints construction limitations for most uses are classified as severe. However, as reflected in present development of the immediate neighborhood (i.e.: established Toyota dealership site to the east), "symptoms" of this soil type may be overcome with proper engineering and planning.
- **Access:** Primary access to both parcels is presently provided from Johnstone Street and Parkview Avenue. Given that both parcels are planned to be absorbed and redeveloped "as part" of the new GMC auto dealer site (east), future access to them will evolve from that part of Service Drive accessing the new GMC site.

Note: Side notes to this discussion include:

1. During April/ May 2014 Commission/Council hearings of the earlier Automotive Enterprises LLC rezoning request (new GMC development site), the Johnstone Addition neighborhood expressed significant concern that the new auto dealership could promote vehicle traffic "through" the neighborhood. In addressing this concern Commissioners were directed to City Code Section 43.37 (b) which reads as follows:

"Easements of access or access drives to a use in a nonresident district shall not be located within a residential district."

Although the previous would apply to "easements of access or access drives", the provision does not necessarily apply to public streets that may include a residential classification. Therefore, in applying this provision to the present request, if rezoning of 794 Johnstone Street was "fully" approved, unrestricted vehicle access of the parcel, from Johnstone Street, would be permitted. If not desired, this option could be terminated by retaining R-1 zoning of "some" portion of the westerly side of the rezoning site. During the previous Automotive Enterprises LLC request, it was determined that the retention of a one foot strip of land along the westerly side of the rezoning site would be adequate to prevent "free

vehicle” access between the auto dealership site and Johnstone Addition neighborhood. Should approval of the present request occur, it should be conditioned on a similar provision (illustrated on Exhibit C).

It is further noted that 1258 Parkview is accessed by an easement that crosses land previously zoned for the GMC site, and to which the one foot provision currently applies.

2. Given 1988 rezoning approval of the present Toyota dealership site and 2014 rezoning for the new GMC site, adopted ordinances included a restriction preventing access between the site and Lake Boulevard to the south. Should approval of this request occur, a similar restriction should be considered.
- Utilities: Current utilities serving the immediate neighborhood are reflected on Exhibit D. As noted, utilities serving proposed rezoning parcels are located under Johnstone Street and Parkview Avenue Right-of-Way. Generally, neighboring utility mains (east) are subject to public “easements” represented by blue, orange, and green shaded areas on the Exhibit. For reference, the sewer easement flowing along the easterly side of 794 Johnstone Street has a width of 20 feet. Since the purpose of these easements is to protect both the integrity of, and accessibility to underlying utilities, structural encroachments onto them would not be permitted. Although nonstructural encroachments (landscaping, lawns, parking areas, etc.) would be permitted, in the event of a utility problem, these features may need to be disturbed to correct the problem.

#### **Current vs. Requested Zoning:**

Permitted Uses of “present” R-1 site zoning include the following:

- One family dwelling.
- Religious/educational facilities (not less than 40 feet from lot lines).
- Parks (local to national)
- Emergency service, municipal, county, state, and federal administrative buildings (60 feet from lot lines – excluding storage yards and warehouses).

R-1 District Conditional Uses (requiring Board/Commission approvals) include:

- Land alterations (when not accessory to construction of a permitted use).
- Regional pipelines, power transmission lines, transmission towers (subject to section 43.21-regulating use setbacks and heights)
- Residential Retreat Centers
- Bed and Breakfast Homes (max. of three guest rooms)
- Two family dwellings located on lots abutting, or within 100 feet from a less restrictive district (direct access to a primary/secondary thorough fare)

- Hospitals, religious, and charitable institutions (minimum 40,000 square foot lot and 50 feet from lot lines)

Permitted Uses of “requested” B-3 (General Business District) zoning include:

- General retail/service (virtually any type)
- Wholesale, warehousing, and storage
- Automotive services – for sale, display, and repair, including sales lots, repair garages, etc. (no part within 50 feet of an R – residential district)
- Animal hospitals, kennels, boarding (200 feet from any residential district)
- Small animal, veterinary clinics (50 feet from residential district)
- Building and related trades – including carpenter, electrical, or heating shops (100 feet from R-S and R-1 residential districts)
- Printing (100 feet from R-S and R-1 residential districts)
- Bottling works/wholesale bakeries (200 feet from R-S or R-1 districts)
- Miscellaneous trades, including sheet metal or welding shops (100 feet from R-S or R-1 districts)
- Contractors yards (building – 50 feet from any residential district, enclosed storage yards – 200 feet from any residential district)
- Small breweries (100 feet from any residential district)
- Residential use (1-4 family structures – subject to R-3 district standards)

In addition to the previous, as the City’s “least restrictive” commercial district, the B-3 classification would permit uses of more restrictive B-1, and B-2 districts. Permitted Uses of these generally include:

- General retail/service – grocery, barbershops, laundrys, etc.
- Offices
- Restaurants
- Service stations with minor repair (50 feet from residential districts)
- Outdoor Advertising
- Motels/Hotels
- Banks
- Trade or Business Schools
- Newspaper Publishing
- Commercial Recreation (200 feet from residential districts)

**Note:** All B-3 uses are subject to performance standards of Code Section 43.33 requiring that they not be objectionable by reason of “odor, dust, smoke, cinders, fumes, noise, vibration, refuse matter, or water carried waste,” and that uses be conducted within buildings except for the incidental display of merchandise, loading/unloading, parking and the outdoor display or storage of vehicles.

### ANALYSIS

**1. Was there an error or oversight in approval of original (1959) zoning of the site?**

No, current R-1 zoning was applied to the site in accordance with appropriate State and local enabling laws, existing in 1959. Additionally, this initial classification was consistent with recommendations of the 1959 Comprehensive Plan calling for “medium density” residential use of the requested rezoning parcels and surrounding neighborhood.

**2. Have there been changes in area development patterns, since original 1959 zoning that may serve to support rezoning?**

As reflected under the Base Data Section (Neighborhood Zoning History), land use patterns immediately adjacent to both parcels, at their north (Highway 14-61), south (Lake Boulevard), and west (Johnstone’s residential development) sides have remained stable since 1959, while property to the east has experienced a transition to commercial (auto dealership/service) uses. Beyond this immediate neighborhood, land northerly of Highway 14-61 has transformed from a (1959) planned medium density residential area, to a highway oriented commercial center.

In addition to the previous, both parcels, given their relationship to Highway 14-61, have been, indirectly impacted by changes occurring within the Highway corridor. The more notable of these including:

- A significant rise in vehicular traffic flow. Given most recent (2011) MnDOT data, the stretch of highway adjacent to the rezoning site, generated an average daily count of 18,300 vehicles per day. This compares with vehicle totals of 3590 in 1958 and 16,800 in 1999.
- As noted under the Base Data Section, the construction of the Vila Street (signalized) intersection in the early to mid 90s, does promote a certain level of “stop and go” traffic noise between it and other controlled intersections to the west.

Although these factors may be “secondary” to the rezoning request, they should be considered as part of its evaluation.

**3. Would potential uses of requested B-3 zoning impose “undue hardship” (relating to noise, odors, etc.) on neighboring properties?**

A summary of uses, permitted under current R-1, and requested B-3 zoning was presented under the Base Data Section. As noted from this, requested B-3 zoning would permit an auto dealership use **if** structural and auto display areas

are separated from any residential zoning district by a minimum 50 foot wide buffer. Presuming approval of this request, such a buffer would be applicable to the west side of 1258 Parkview Avenue, and to the south and west sides of 794 Johnstone Street. Outside of the buffer requirement, code is silent as to how it should be treated to mitigate incidental (light, noise, and visual) impacts resulting from the dealership use. However, this detail is one that may, along with other specific site development issues, be “better addressed” during the projects site plan review process. It is noted that although this process is typically administrative, the Commission could request its own formal review in order to ensure that details and concerns, in part deriving from the rezoning process are addressed. It is recommended that this requirement be conditioned on any recommendation to approve zoning.

Although this request does relate to a specific/desired use for the rezoning site, the Commission is “traditionally” advised to consider potential impacts of all other uses that may be permitted under requested zoning. In part, this advice is based upon the fact that once property is rezoned, unless otherwise restricted in some way, any use permitted under the new zoning class would be possible on the property. As applied to this case, the transition from R-1 to B-3 zoning is significant. As the City’s least restrictive commercial class, the B-3 district would permit virtually any commercial use imaginable, with all bringing varying degrees of “impact”. Although staff generally feels that the majority of impacts, resulting from most of these uses, could reasonably be mitigated, it cannot guarantee that some unforeseen (permitted) use may surface that generates unreasonable (undue) impacts. With that uncertainty, denial of the request could be warranted.

As an option to a blanket denial, following discussion with the City Attorney, staff is suggesting that the Commission (City) could base its analysis solely on the applicants intended auto dealer use for effected parcels. Following this analysis, if it was concluded that the use could reasonably be designed to “fit in” with the neighborhood, “contingent approval” of the request could be granted. Under this approach, the Commission would, following its analysis of the “intended use” for properties, tie a rezoning recommendation to certain performance requirements similar to what was done with initial site rezoning occurring several months ago. In this discussion, the Commission might also suggest/recommend various strategies that would serve to mitigate anticipated neighborhood concerns pertaining to the use. Again, these strategies would be “certified” during subsequent site plan review of the modified project.

**4. Would the public interest be better served if rezoning was considered within another area?**

In part, the purpose of zoning is to achieve the highest and best use of land. If this can be accomplished without compromising neighborhood characteristics/stability, overall positive values (needed land and tax base) result.

In this case, the request has been submitted by an auto dealer whose dealership is being displaced by the Winona Bridge Project. Given the sites orientation/access to a major highway, limited supplies of City commercial land for needed to accommodate auto dealer uses, and that it abuts land, owned by the petitioner, (already used for auto dealership purposes) the selection of this site, for auto dealer expansion, is completely logical. Again, if land use issues and concerns, resulting from the commercial/residential “relationship” at the sites west side, can be reasonably addressed, increased benefits may result.

**5. Could the rezoning be construed as being spot zoning?**

Spot zoning occurs if one of the following tests are met:

A. The rezoning action results in benefits that are only realized by the petitioner.

As previously noted, this request relates to the petitioners need to find an alternative site for their GM auto dealership. Again, this use is required to relocate because of the Winona Bridge Project. Approval of the request would certainly benefit the petitioner. At the same time, it would serve to retain an established/viable business within the City, leading to expanded employment and, presuming that significant land use conflicts do not result, tax base opportunities, benefitting all citizens.

B. The rezoning is considered to be arbitrary, capricious, or unreasonable.

Given that the rezoning site would serve to expand (be part of) existing auto dealership use to the east, and is oriented towards, with direct access to, Highway 14-61 to the north, the request is not unreasonable.

C. Rezoning is not consistent with goals and objectives of the 2007 Comprehensive Plan.

The City 2007 Comprehensive Plan reflects General Commercial use of the neighborhood extending to, but not including, “developed portions” of the Johnstone Addition. Since approval of this request will compromise two developed lots of the addition, the Commission should fully discuss this inconsistency before acting on the request. In part, the purpose of this discussion would serve to overlay anticipated use “impacts” with available “mitigation strategies” in defining whether approval of the request would or would not, have significant negative effects on the stability of the neighborhood. A Commission finding that anticipated impacts may be fully addressed/mitigated to the point where neighborhood stability will not be compromised, could serve to support an approval recommendation. On the other hand, a Commission finding that anticipated impacts are uncertain, and may compromise neighborhood integrity/stability could support a negative recommendation.

### RECOMMENDATION

In summary, the analysis has concluded that:

1. No error or oversight was made in original 1959 zoning of the site.
2. Since original zoning, changes in neighborhood zoning, and land use patterns, have occurred.
3. Approval of the rezoning could open the site to virtually any commercial use. Although all may offer varying degrees of potential neighborhood impacts, the analysis made no firm determination that some of these uses could result in impacts classified as “undue”.
4. Provided that rezoning will not somehow undermine the integrity/stability of the immediate neighborhood, consideration of the request, for an expanded auto dealership site, is not an unreasonable idea.
5. Although Spot zoning is not evident, the Commission will need to address a noted inconsistency between approval of the request and the Comprehensive Plan. Although this inconsistency, does not necessarily mean that the request should be denied, it does require a meaningful discussion as to how the commercial encroachment might impact, or not impact, the stability of the neighborhood. In part, this discussion may result in the identification of certain strategies/requirements that could be used in mitigating noted impacts.

Given the previous, the following options are available to the Commission:

1. Recommend approval of the application. Under this option, staff recommends that it be conditioned on the following:
  - a. The westerly side of any parcel, that is proposed to be rezoned B-3, shall be retained as R-1. In accordance with City Code Section 43.37 (b), the purpose/intent of this exclusion being to restrict vehicular traffic flow between the Johnstones Addition and the adjoining auto dealer redevelopment site to the east.
  - b. Vehicular access between the rezoning site and Lake Boulevard shall not be permitted. This condition is consistent with previous commercial zoning approvals located easterly of the current rezoning site.
  - c. Require that all land parcels, to be developed/used for the GMC auto dealership, be combined into a single parcel.
  - d. Commission approval of any site plan mitigation strategy that would serve to address identified neighborhood impacts resulting from commercial use of rezoning site

Although any modifications to the present (approved) GMC development site plan will require additional full review by the Commission at a later point, segments (ie: Scope and detail of 50' buffer landscaping, silt and pond fence, etc.) could be “locked in” as a condition of zoning approval. In

addition to these, the Commission could specify other information it would like to see on full plan when it returns for review.

- e. Provide for the permanent retention and maintenance of the required 50 foot buffer, regardless of future use of the GMC development site.

In order to ensure that the previous requirements are fulfilled/implemented, staff further recommends that they be subject to a development agreement, restrictive covenants, or other document suggested by the City Attorney. Further, such documents should be drafted prior to submittal of the Commission's recommendation to Council (for its subsequent hearing of the request).

2. Recommend denial of the full request in accordance with staff discussion occurring under part 5 (c). This action should include specific reasons for it.
3. Modify all/part of the request.
4. Table the request for further information (other stated purpose).

#### Hearing Notice Process and Public Feedback to Date

Per City Code Section 43.31, following applicants November 12<sup>th</sup> submittal of the rezoning application, notice was published in the Winona Daily News on November 14<sup>th</sup>, and sent to all property owners within 350 feet of both parcels on November 13<sup>th</sup>. Published notice certifications, along with a listing of properties notified, are attached as Exhibit H.

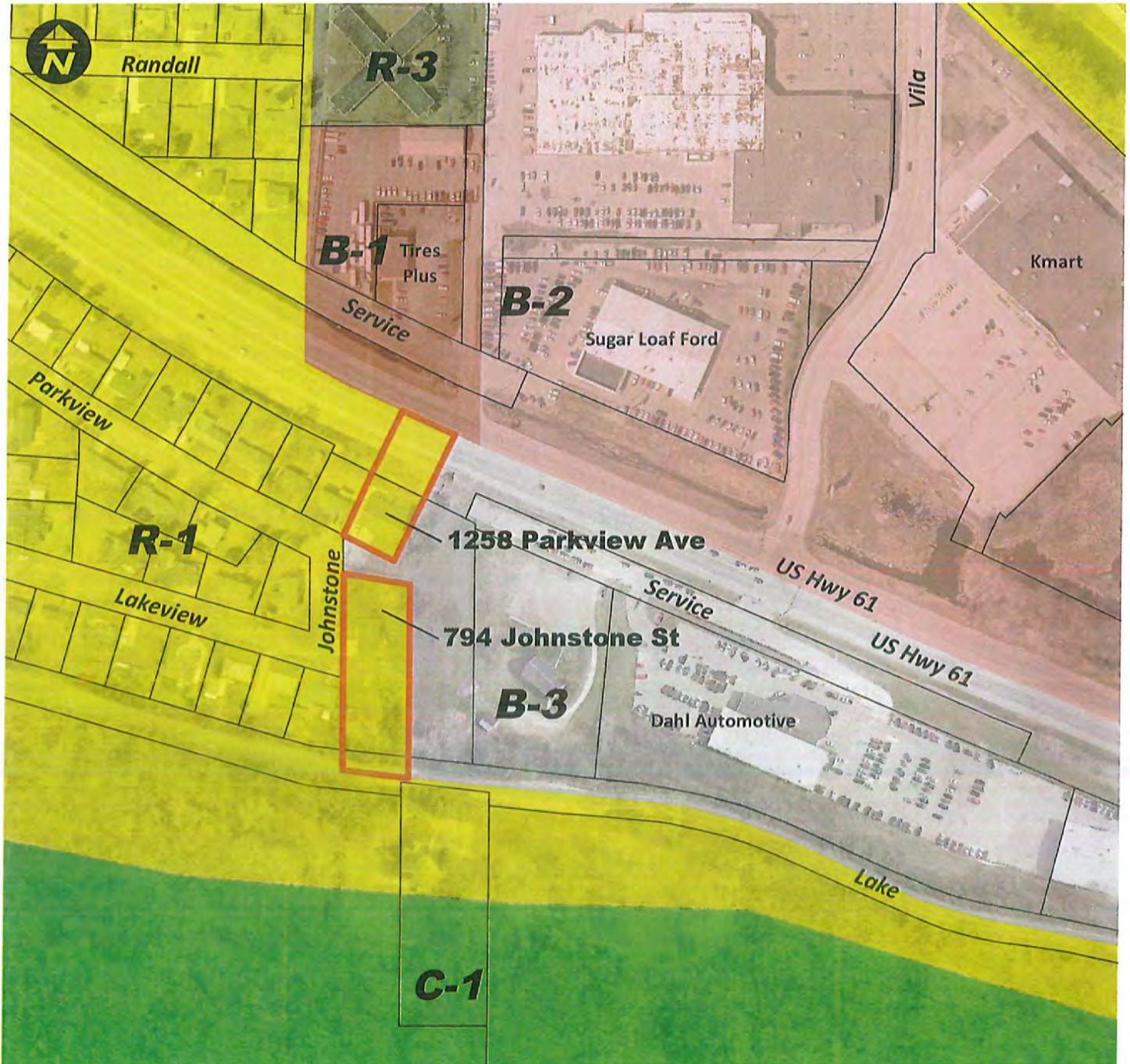
Attachments



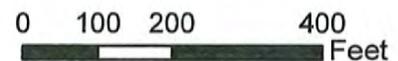
# Requested Zone Change R-1 to B-3

# A

 Requested Zone Area



This map was compiled from a variety of sources. This information is provided with the understanding that conclusions drawn from such information are solely the responsibility of the user. The GIS data is not a legal representation of any of the features depicted, and any assumptions of the legal status of this map is hereby disclaimed.



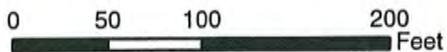
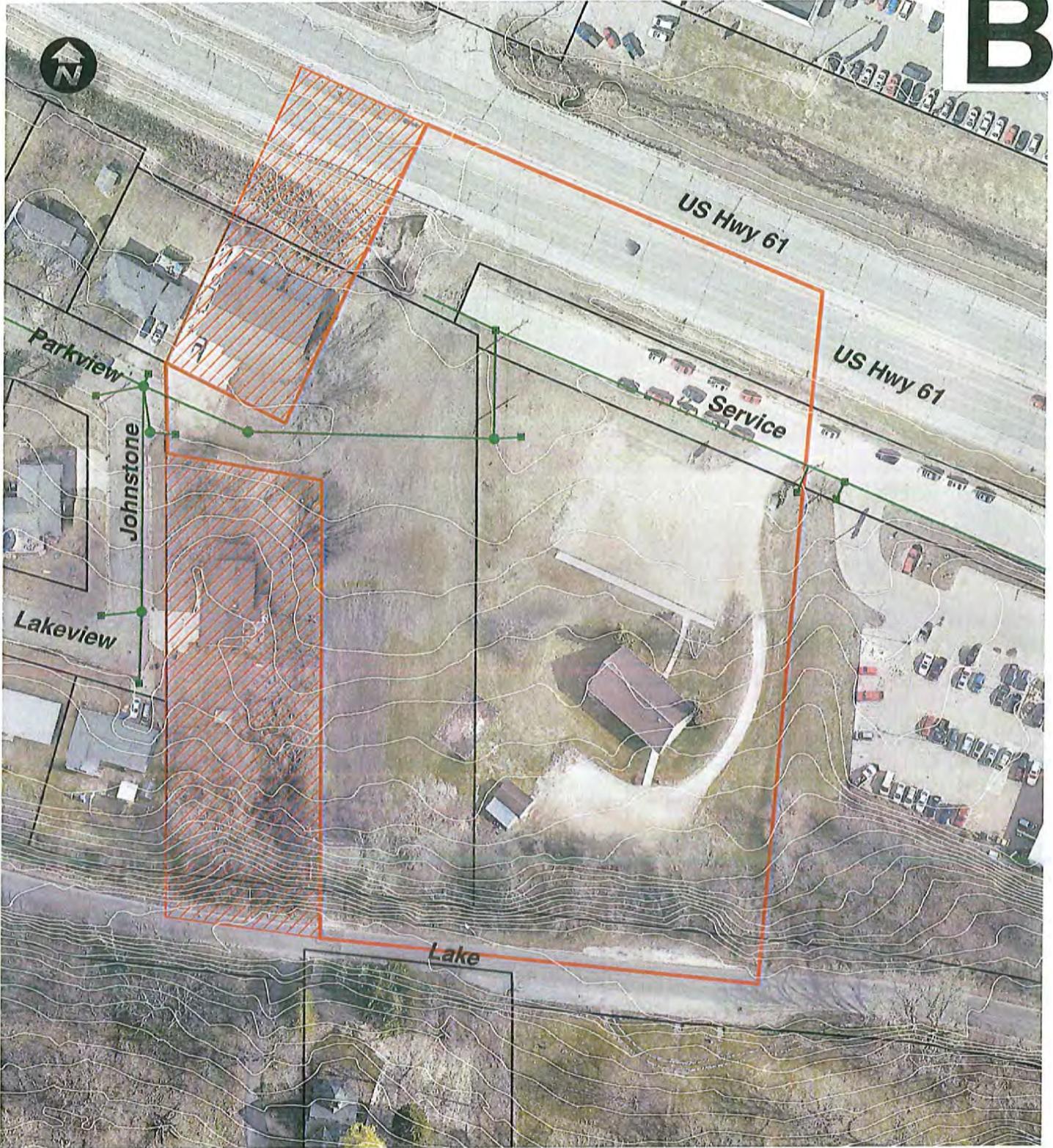
October 27, 2014

# PROPOSED REZONE R-1 TO B-3



# Requested Rezone Area w/ Contours

# B

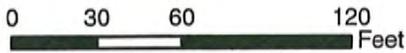
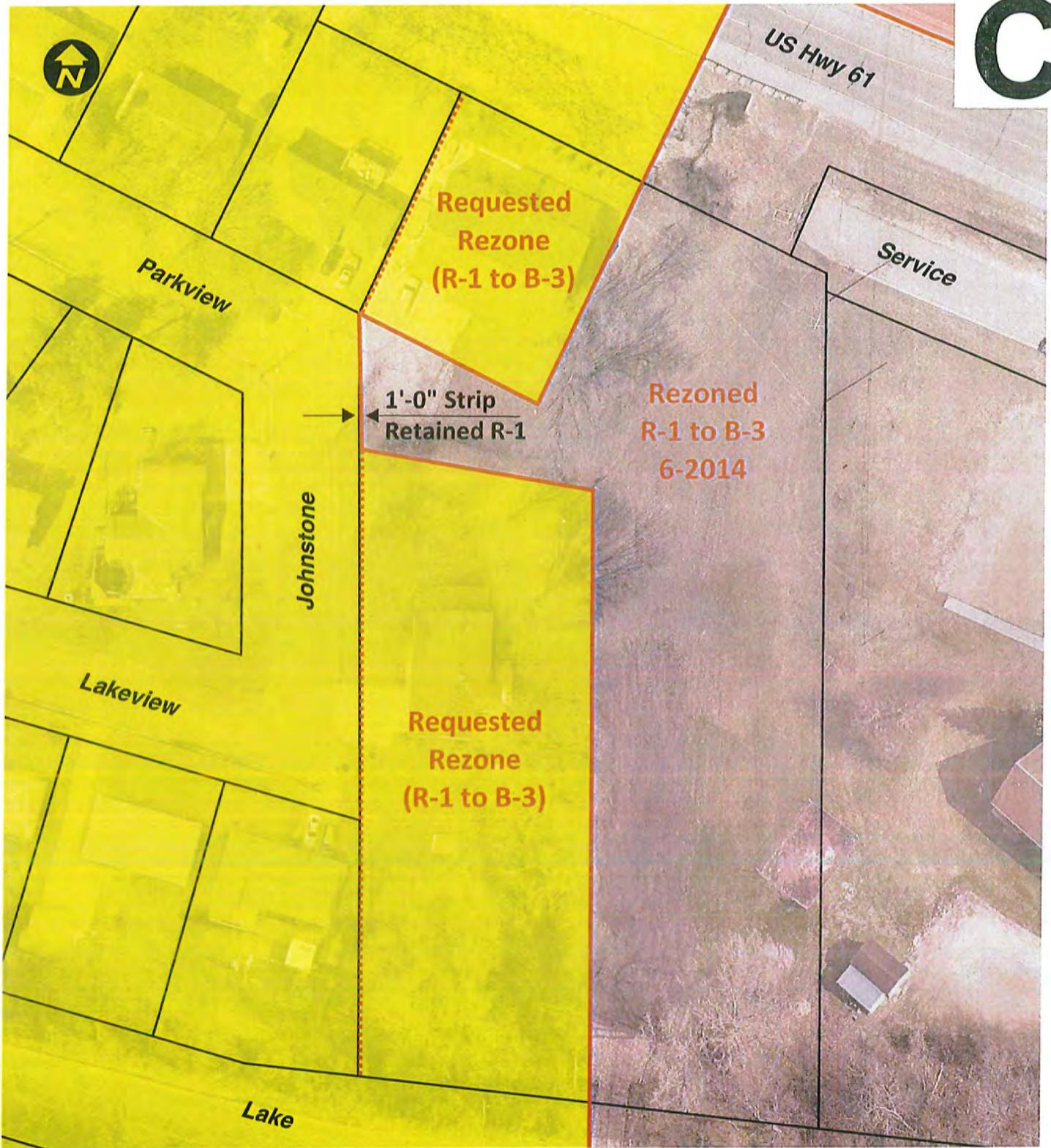


-  Requested Rezone Area (R-1 to B-3)
  -  Area Rezoned, 6/2014 (R-1 to B-3)
  -  storm catchbasin
  -  storm manhole
  -  storm sewer mains
- October 2014**

This map was compiled from a variety of sources. This information is provided with the understanding that conclusions drawn from such information are solely the responsibility of the user. The GIS data is not a legal representation of any of the features depicted, and any assumptions of the legal status of this map is hereby disclaimed.

# Land Retained as R-1 Zoning District

# C

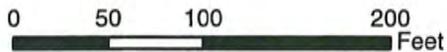
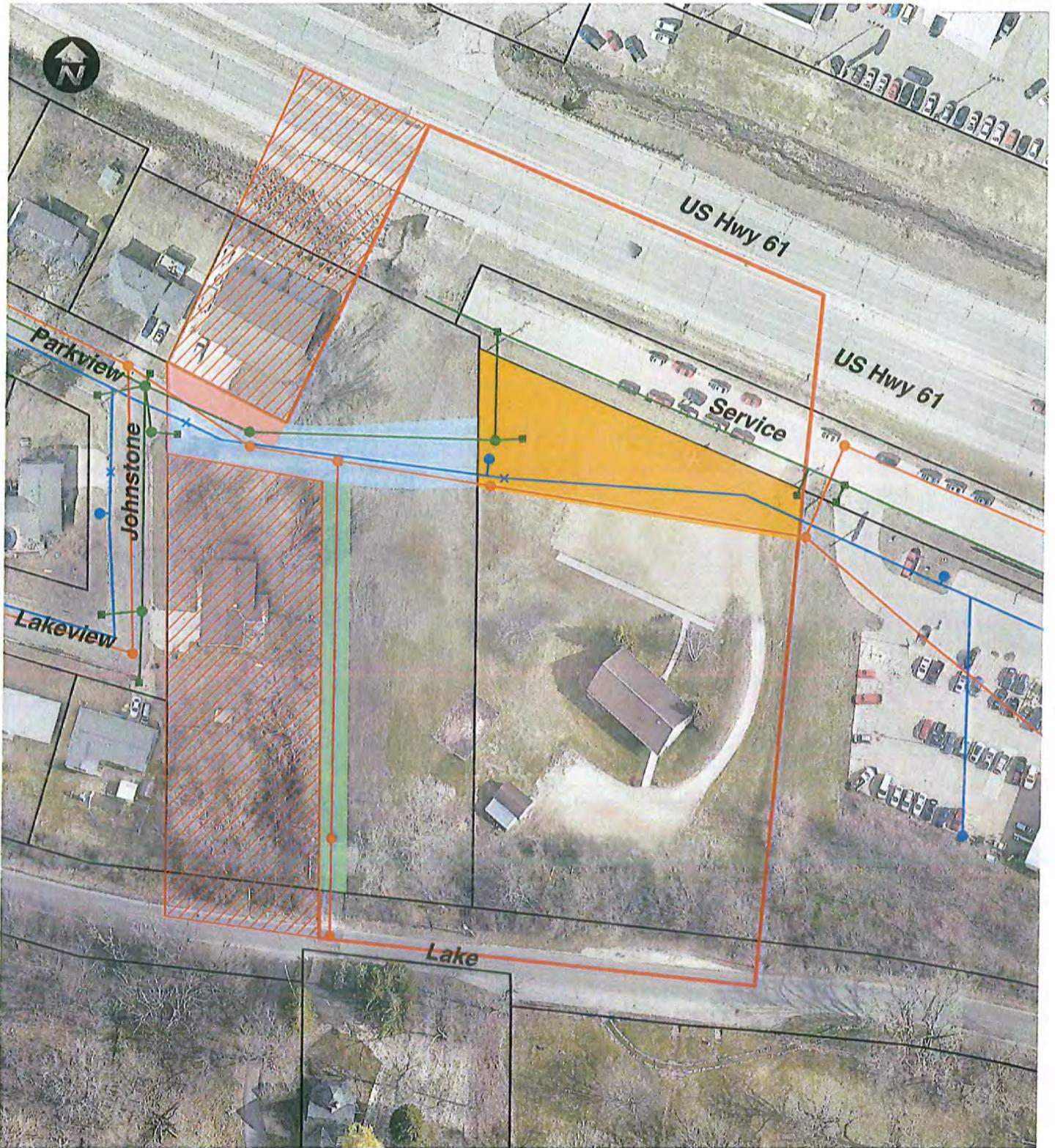


..... 1'-0" Strip, Retained as R-1

This map was compiled from a variety of sources. This information is provided with the understanding that conclusions drawn from such information are solely the responsibility of the user. The GIS data is not a legal representation of any of the features depicted, and any assumptions of the legal status of this map is hereby disclaimed.

# Requested Rezone Area

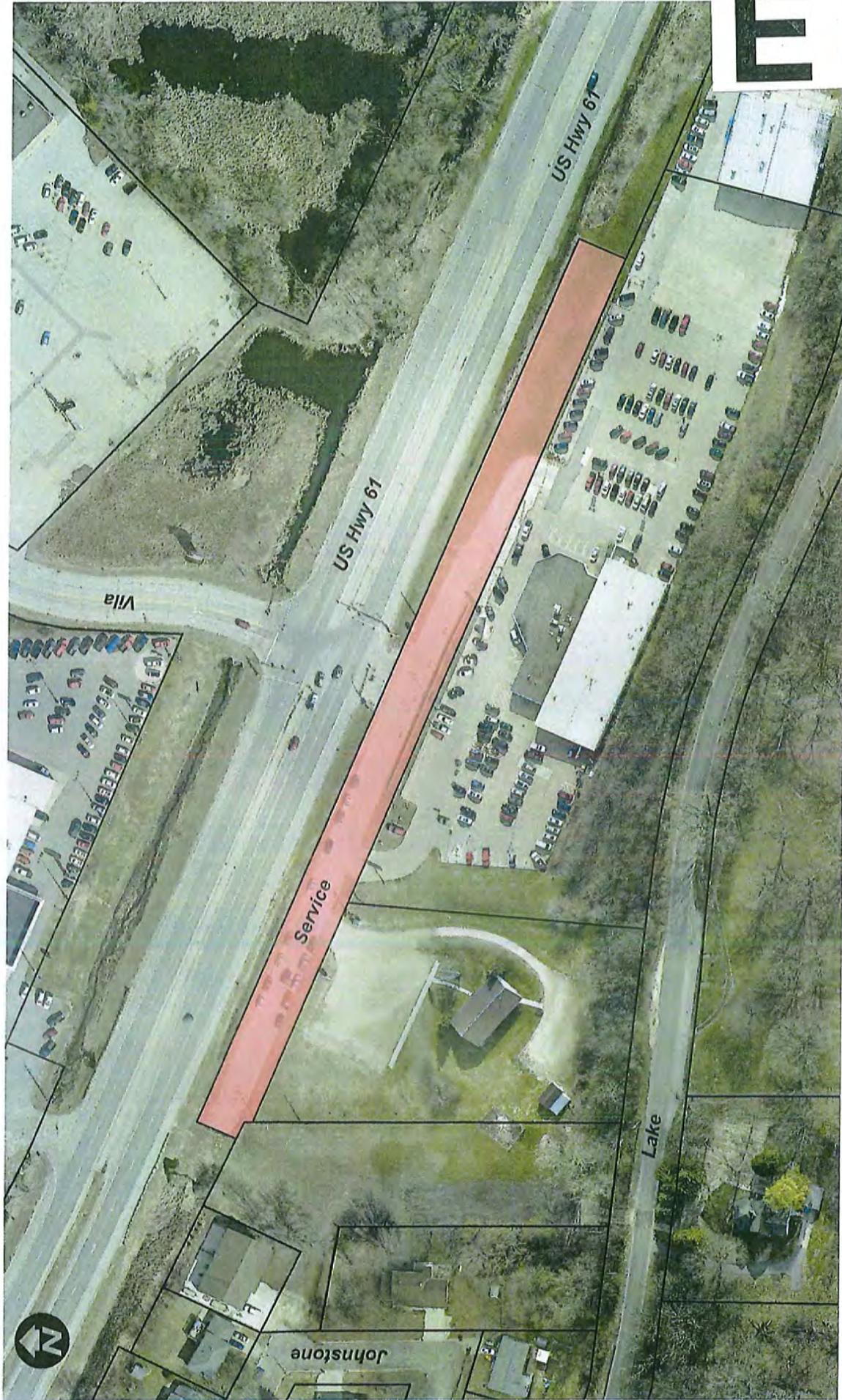
# D



-  Requested Rezone Area (R-1 to B-3)
  -  Area Rezoned, 6/2014 (R-1 to B-3)
  -  storm catchbasin
  -  storm manhole
  -  storm sewer mains
- October 2014**

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# Dahl License Agreement



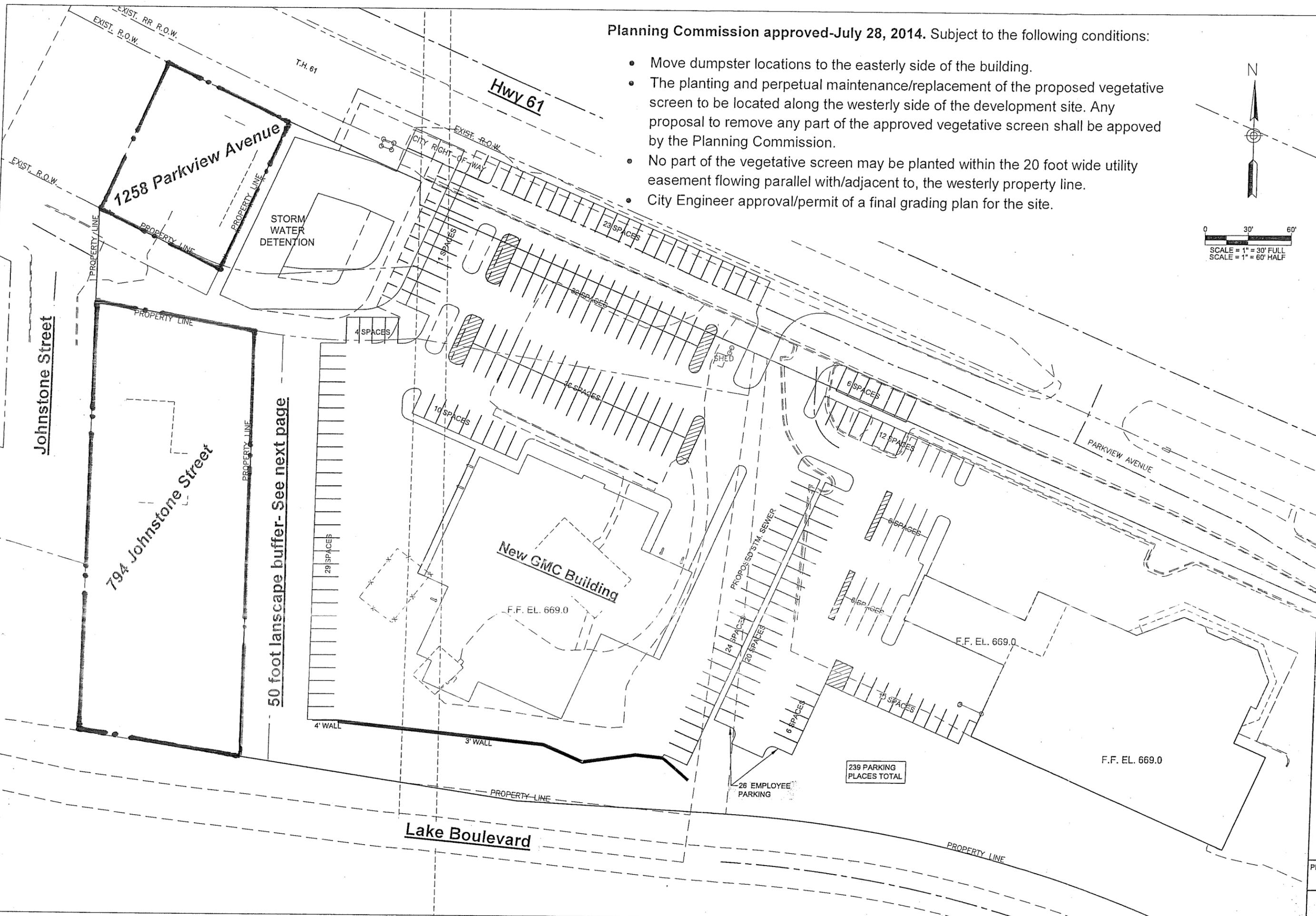
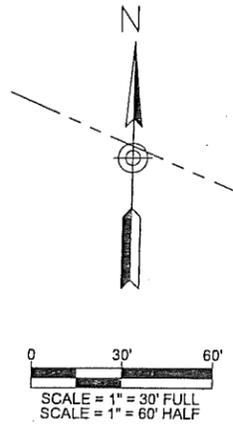
This map was compiled from a variety of sources. This information is provided with the understanding that conclusions drawn from such information are solely the responsibility of the user. The GIS data is not a legal representation of any of the features depicted, and any assumptions of the legal status of this map is hereby disclaimed.

May 2014

0 75 150 300 Feet

Planning Commission approved-July 28, 2014. Subject to the following conditions:

- Move dumpster locations to the easterly side of the building.
- The planting and perpetual maintenance/replacement of the proposed vegetative screen to be located along the westerly side of the development site. Any proposal to remove any part of the approved vegetative screen shall be approved by the Planning Commission.
- No part of the vegetative screen may be planted within the 20 foot wide utility easement flowing parallel with/adjacent to, the westerly property line.
- City Engineer approval/permit of a final grading plan for the site.



REVISION DATE	REVISION	REMARKS

FIELD BOOK: XXX  
 SCALE: AS SHOWN  
 DRAWN: SRS  
 CHECKED: DRG  
 DATE: 07/18/2014

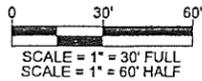
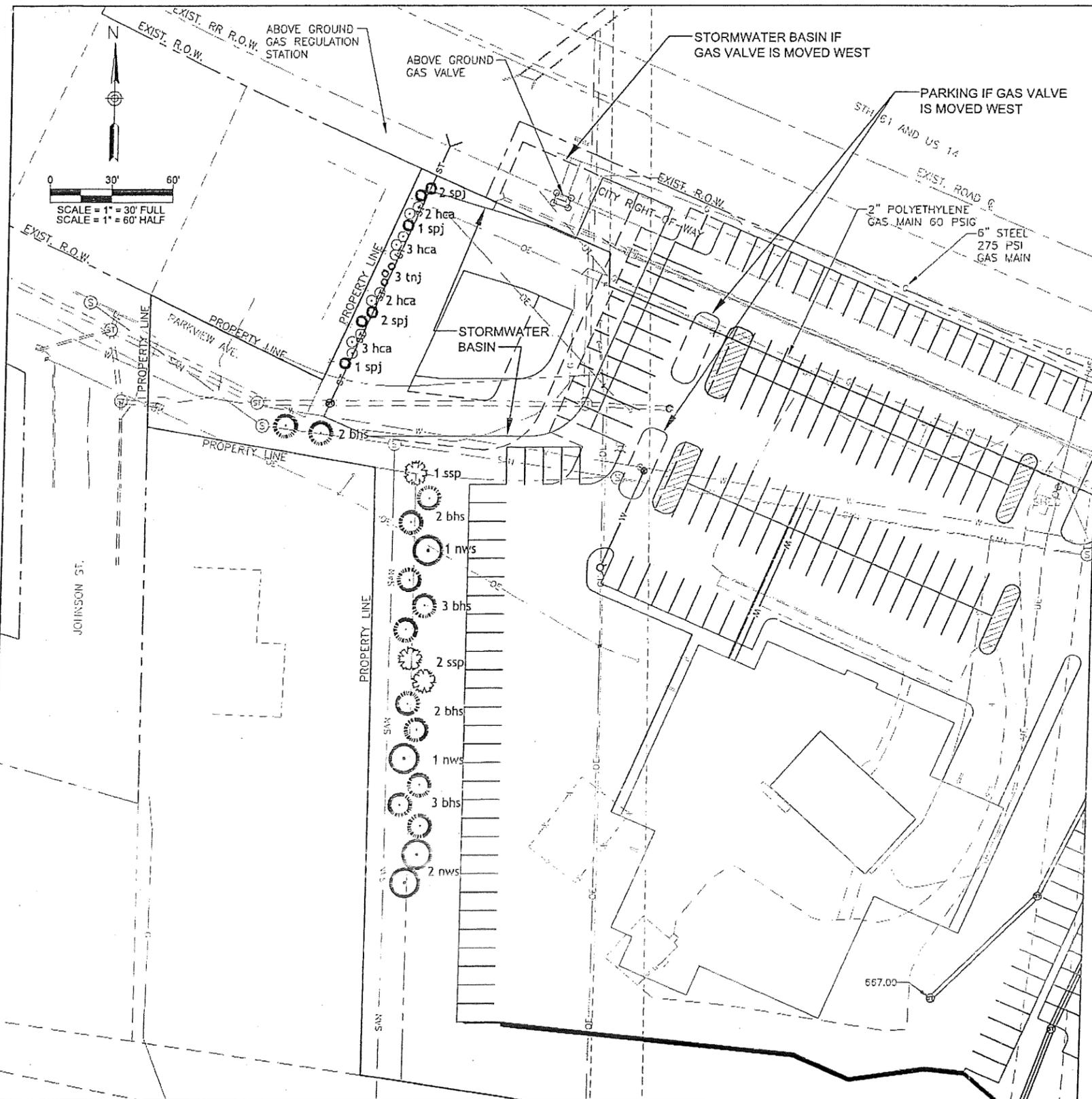
**DAVY ENGINEERING CO.**  
 LA CROSSE, WISCONSIN

**SITE PLAN**  
**DAHL GM**  
**WINONA, MINNESOTA**

PROJECT NUMBER  
 8214-001.020

SHEET NO.  
 X OF X

**F**



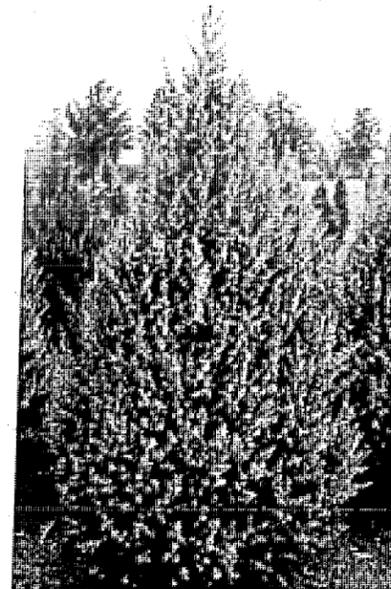
Plant Summary					
Conifer Evergreen					
Quantity	Code Name	Common Name	Scientific Name	Planting Size	Comments
6	spj	Star Power Juniper	<i>Juniperus communis 'Star Power'</i>	5' B&B	
3	tnj	Taylor Narrow Juniper	<i>Juniperus virginiana 'Taylor'</i>	#10	
4	nws	Norway Spruce	<i>Picea abies</i>	6' B&B	
15	bhs	Black Hills Spruce	<i>Picea glauca densata</i>	6' B&B	
3	ssp	Serbian Spruce	<i>Picea omorika</i>	6' B&B	
Shrub					
Quantity	Code Name	Common Name	Scientific Name	Planting Size	Comments
10	hca	Lucidus Cotoneaster	<i>Cotoneaster lucidus</i>	#5	



BLACK HILLS SPRUCE



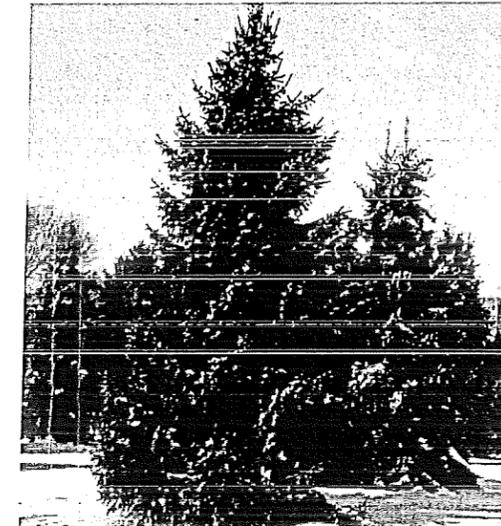
NORWAY SPRUCE



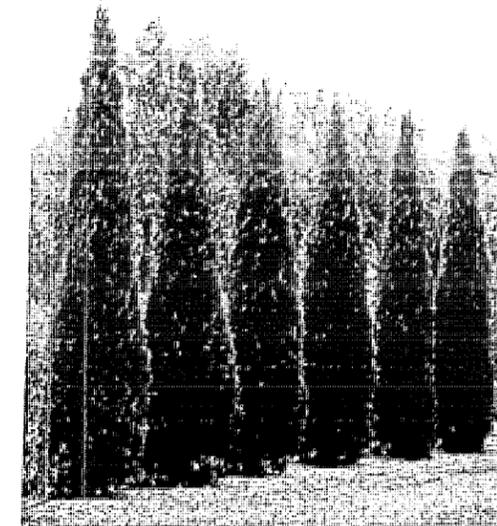
STAR POWER JUNIPER



LUCIDUS COTONEASTER



SERBIAN SPRUCE



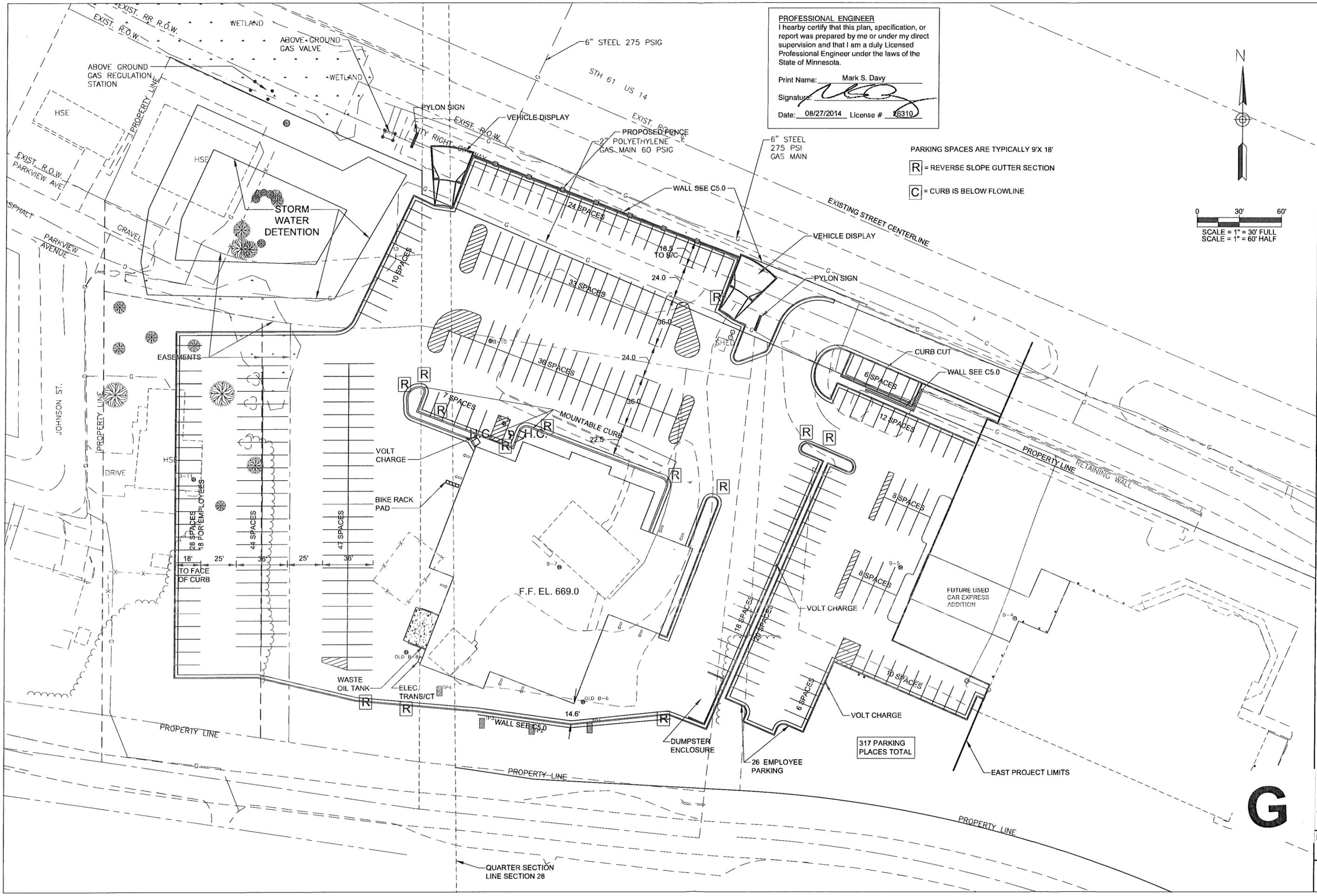
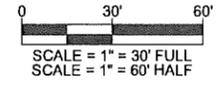
TAYLOR NARROW JUNIPER

DAVY ENGINEERING APPRECIATES THE ASSISTANCE AND PROFESSIONAL EXPERTISE PROVIDED FROM WINONA NURSERY WHILE PREPARING THE LANDSCAPE PLAN.

REVISION DATE	REVISIONS
FIELDBOOK: XXX	<b>DAVY ENGINEERING CO.</b> LA CROSSE, WISCONSIN 
SCALE: AS SHOWN	
DRAWN: SFS	
CHECKED: DRC	
DATE: 07/18/2014	
LANDSCAPING PLAN	
DAHL GM WINONA, MINNESOTA	
PROJECT NUMBER	8214-001.020
SHEET NO.	X OF X

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**PROFESSIONAL ENGINEER**  
 I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.  
 Print Name: Mark S. Davy  
 Signature: *[Signature]*  
 Date: 08/27/2014 License # 26310



REVISION DATE	REMARKS
09/18/2014	ADDED WEST 2 LOTS
09/30/2014	ROTATED BUILDING & SITE
10/28/2014	MOVED S. CURB & WALL

FIELDBOOK: 571 A  
 SCALE: AS SHOWN  
 DRAWN: SRS  
 CHECKED: DRC  
 DATE: 09-03-2014

**DAVY ENGINEERING CO.**  
 LA CROSSE, WISCONSIN

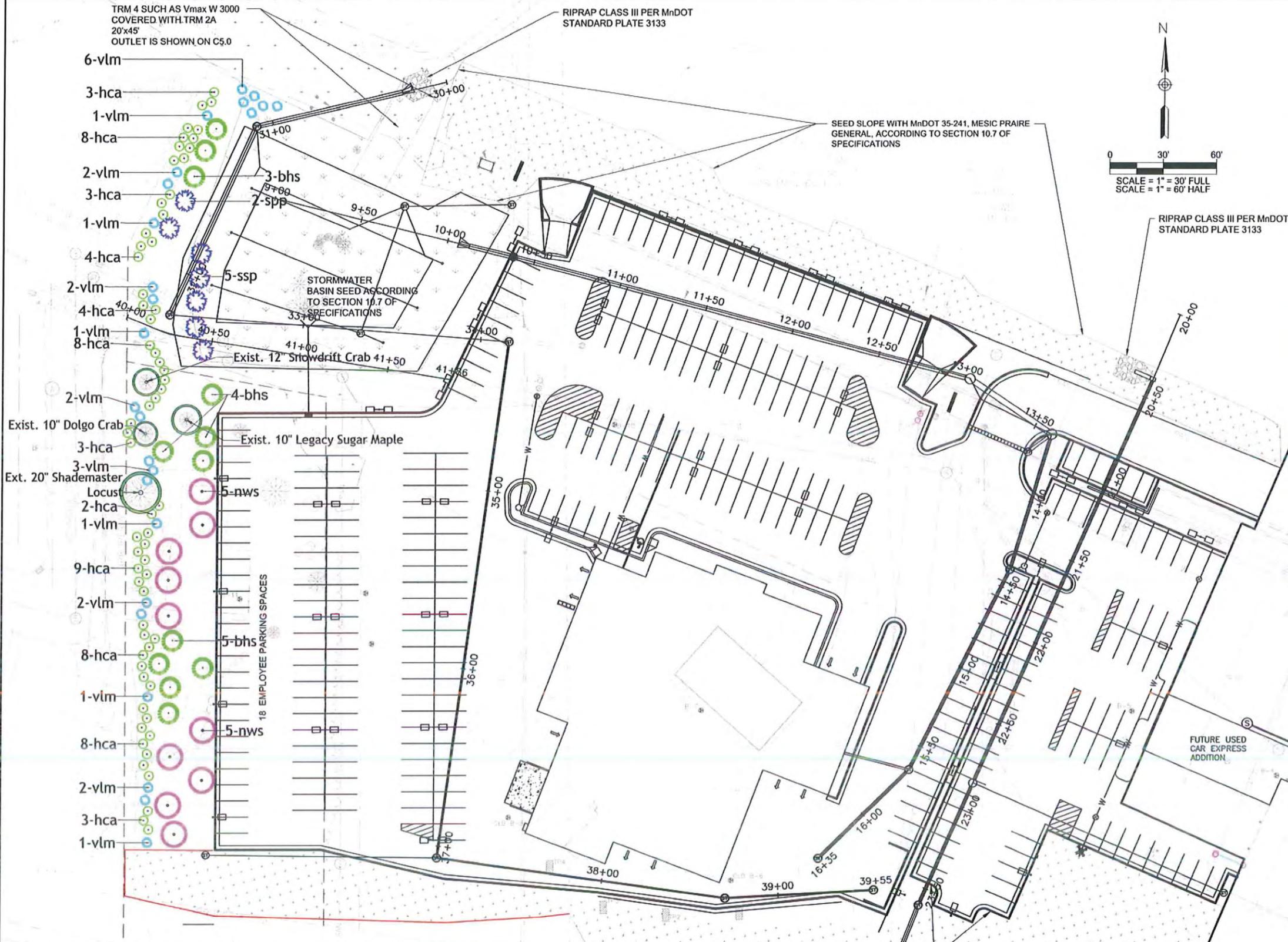
**SITE PLAN**  
**DAHL GM**  
**WINONA, MINNESOTA**

PROJECT NUMBER  
 8214-001.020

SHEET NO.  
**C1.0**

**G**

H:\AutoCad Drawings\2014\ND\Misc. D\Delhi Automotive\8214-001 Dahl Automotive\CAD Drawings\Civil\8214-001 PK SITE PLAN.dwg, 11/5/2014 11:45:18 AM, Adobe PDF



Plant Summary					
Conifer Evergreen					
Quantity	Code Name	Common Name	Scientific Name	Planting Size	Comments
10	nws	Norway Spruce	<i>Picea abies</i>	6' B&B	
12	bhs	Black Hills Spruce	<i>Picea glauca densata</i>	6' B&B	
7	ssp	Serbian Spruce	<i>Picea omorika</i>	6' B&B	
Shrub					
Quantity	Code Name	Common Name	Scientific Name	Planting Size	Comments
62	hca	Lucidus Cotoneaster	<i>Cotoneaster lucidus</i>	#5	
25	vlm	Mohican Viburnum	<i>Viburnum lantance 'Mohican'</i>	#5	

REVISION DATE	09/18/2014	REMARKS	ADDED WEST 2 LOTS
REVISION DATE	10/28/2014	REMARKS	MOVED BUILDING & BASIN
FIELDBOOK: XXX	SCALE: AS SHOWN	DRAWN: SRS	CHECKED: DRC
DATE: 08-27-2014			

**DAVY ENGINEERING CO.**  
 LA CROSSE, WISCONSIN

**LANDSCAPE PLAN**  
**DAHL GM**  
**WINONA, MINNESOTA**

PROJECT NUMBER  
 8214-001.020

SHEET NO.  
 C6.0

**G-2**

H:\AutoCad Drawings\2014\10\Misc. D:\Dahl Automotive\8214-001 Dahl Automotive\CAD Drawings\Civil\8214-001 PR LANDSCAPING.dwg, 11/5/2014 11:45:23 AM, Adobe PDF



**CITY HALL**

207 Lafayette Street  
P.O. Box 378  
Winona, MN 55987-0378  
FAX: 507/457-8212

H

November 13, 2014

Dear Property Owner:

During its meeting of November 10<sup>th</sup>, the City Planning Commission held a public hearing to consider a request from Automotive Enterprises, LLC to rezone property located at 794 Johnstone Street and 1258 Parkview Avenue from R-1 (One Family Residence) to B-3 (General Commercial). Following its hearing, the Commission, by majority vote of those present, recommended denial of the request to City Council on the basis of "uncertain impacts, and potential inconsistencies with the "Comprehensive Plan". Immediately following the Commission's action, and in response to neighborhood concerns expressed during the meeting, the applicant withdrew its initial rezoning petition noting a desire to rework intended plans for both parcels, and to discuss these with neighboring residents, prior to proceeding further.

On November 12<sup>th</sup>, the City received a second application from Automotive Enterprises, LLC, seeking B-3 zoning of both parcels. The Planning Commission is scheduled to hold a public hearing of this request in the Council Chambers of City Hall, on November 24, 2014, 4:30 p.m. As with the previous hearing, any person desiring to speak will be given an opportunity to do so at that time.

Should you have questions of this letter, please feel free to contact me at 457-8250.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Moeller", with a long horizontal flourish extending to the right.

Mark Moeller  
City Planner

Attachment

## NOTICE OF PUBLIC HEARING



DATE OF HEARING: Monday, November 24, 2014

PLACE OF HEARING: City Hall, Council Chambers

CONTACT PERSON: Mark Moeller, City Planner

SUBJECT: R-1 to B-3 Rezoning

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On Monday, November 24, 2014 at 4:30 p.m. in the Council Chambers of City Hall, the Winona City Planning Commission will hold a public hearing to consider a request to rezone property from R-1 (One-Family Residence District) to B-3 (General Commercial). The request has been submitted by Andrew Dahl, on behalf of Automotive Enterprises, LLC. Property involved in this request is generally defined as follows:

Properties located within Outlot 1, Johnstone's Addition, which are described by parcel identification numbers 32.255.0380 and 32.255.0390, and are presently referenced as 794 Johnstone Street and 1258 Parkview Avenue, Winona, MN, including abutting right-of-way for U.S. Highway 14-61, and Lake Boulevard.

Further information may be obtained by contacting the City of Winona, Department of Community Development, Room 210, City Hall, 207 Lafayette Street, Winona, MN, (507) 457-8250.

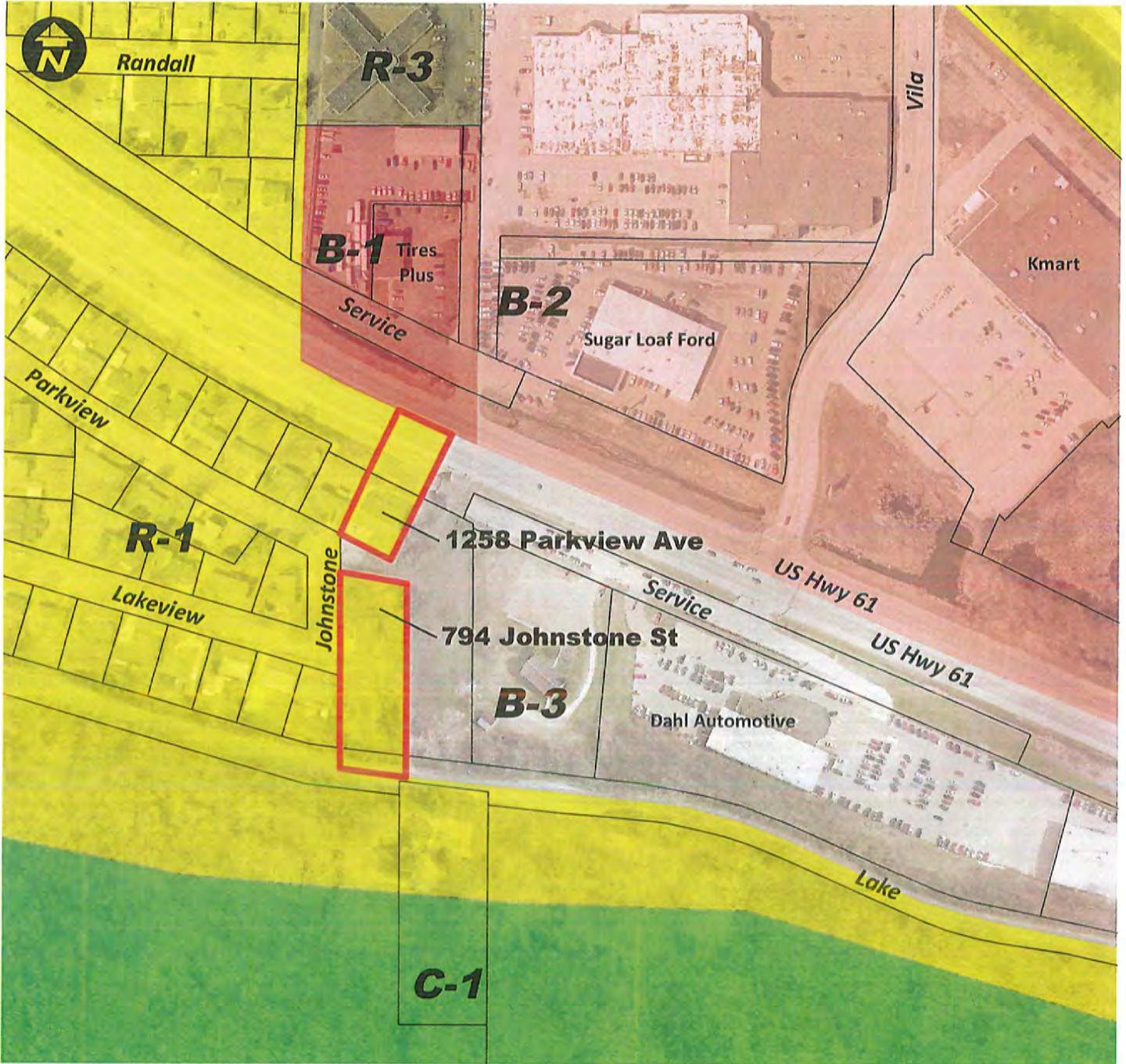
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DEPARTMENT OF COMMUNITY DEVELOPMENT  
CITY HALL, ROOM 210  
207 LAFAYETTE STREET  
WINONA, MINNESOTA 55987  
(507) 457-8250



# Requested Zone Change R-1 to B-3

 Requested Zone Area



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October 27, 2014

PIN	PROPERTY A	OWNER FIRS	OWNER_ADDR	OWNER CITY	OWNER STATE	OWNER ZIP
322550070	1296 PARKVIEW AVE	RICKY L PHILLIPS & PAMELA K PHILLIPS	1296 PARKVIEW AVE	WINONA	MN	55987
322550080	1290 PARKVIEW AVE	ANTHONY O ULBRECH & TERESA D ULBRECH	1290 PARKVIEW AVE	WINONA	MN	55987
322550090	1282 PARKVIEW AVE	ROBBIE D BROWN & TARA J BROWN	1282 PARKVIEW AVE	WINONA	MN	55987
322550100	1276 PARKVIEW AVE	SCOTT W TOLLESON & SHARON M TOLLESON	1276 PARKVIEW AVE	WINONA	MN	55987
322550110	1266 PARKVIEW AVE	CHUE VANG	1266 PARKVIEW AVE	WINONA	MN	55987
322550190	1285 PARKVIEW AVE	JOSEPH A PEPLINSKI & RUTH PEPLINSKI	1285 PARKVIEW AVE	WINONA	MN	55987
322550210	1300 LAKEVIEW AVE	CHRISTINA MEGAN NITTI	1300 LAKEVIEW AVE	WINONA	MN	55987
322550220	1275 PARKVIEW AVE	LYLE LATTMAN	1275 PARKVIEW AVE	WINONA	MN	55987
322550230	1292 LAKEVIEW AVE	EMERIT THOMPSON JR JULIE R THOMPSON	1292 LAKEVIEW AVE	WINONA	MN	55987
322550240	787 JOHNSTONE ST	TODD A BELL & CAROL E BELL	787 JOHNSTONE ST	WINONA	MN	55987
322550250	1286 LAKEVIEW AVE	MICHELE A DUFFY	1286 LAKEVIEW AVE	WINONA	MN	55987
322550320	1297 LAKEVIEW AVE	NORMAN G KOSTUCK JR & DEBORAH L KOSTUCK	1297 LAKEVIEW AVE	WINONA	MN	55987
322550330	1289 LAKEVIEW AVE	JAMES M CLAUSEN & KATHLEEN A SCHULER	1289 LAKEVIEW AVE	WINONA	MN	55987
322550340	1281 LAKEVIEW AVE	JOHN J HERMANN & ANN M HERMANN ET AL	1281 LAKEVIEW DR	WINONA	MN	55987
322550350	1271 LAKEVIEW AVE	MARK J KULAS	1271 LAKEVIEW AVE	WINONA	MN	55987
322550360	1265 LAKEVIEW AVE	DANIEL P STEVENS & DEANNA L STEVENS	1265 LAKEVIEW AVE	WINONA	MN	55987
	22 service drive mndot release 135					
322550380	794 JOHNSTONE ST	AUTOMOTIVE ENTERPRISES LLC	PO BOX 788	LA CROSSE	WI	54602
322550390	1258 PARKVIEW AVE	AUTOMOTIVE ENTERPRISES LLC	PO BOX 788	LA CROSSE	WI	54602
323151360	1201 SERVICE DR	AUTOMOTIVE ENTERPRISES LLC	711 3RD ST S	LA CROSSE	WI	54601
323151370	1225 LAKE BLVD W	WINONA CITY	207 LAFAYETTE ST PO BOX 378	WINONA	MN	55987
323205400	1257 LAKE BLVD W	WINSTON TRUST HELEN M WINSTON LIVING TRUST	16946 W 71st PLACE	ARVADA	CO	80007
323205470	1111 HIGHWAY 61 W	AUTOMOTIVE ENTERPRISES LLC	561 THEATER RD	ONALASKA	WI	54650
323205480	1213 GILMORE AVE	WINONA MALL INC ATTN: KENT HALL	PO BOX 607	CLEAR LAKE	IA	50428
323205510	1222 SERVICE DR W	B & J PARTNERSHIP	1222 SERVICE DR W	WINONA	MN	55987
324690010	1252 SERVICE DR	J PETER INVESTMENTS LLC	923 6TH STREET NW	ROCHESTER	MN	55901
324690030		B & J PARTNERSHIP	1222 SERVICE DR W	WINONA	MN	55987
324690020	1258 SERVICE DR	B & J PARTNERSHIP	1222 SERVICE DR W	WINONA	MN	55987
323204950		WINONA CITY	207 LAFAYETTE ST PO BOX 378	WINONA	MN	55987
322550370	1201 HIGHWAY 61 W	AUTOMOTIVE ENTERPRISES LLC	711 3RD ST S	LA CROSSE	WI	54601
	23 sercie drive mndot release 135					