



**Request for City Council Committee Action
From the Department of Community Planning & Economic Development**

Date: January 6th, 2005

TO: Council Member Gary Schiff, Zoning and Planning Committee

Prepared by: Michael Larson, Senior Planner, Phone 612-673-2423

Presenters in Committee: Michael Larson, Senior Planner

Approved by Barbara Sporlein, Director, Planning _____

Subject: Pedestrian Oriented Overlay District Text and Map Amendments (Title 20, Chapters 521 and 551) related to neighborhood LRT station areas

RECOMMENDATION:

Notwithstanding the staff recommendation, the City Planning Commission recommended that the City Council adopt the alternative text amendment for the Cedar Riverside, Franklin Avenue, Midtown, 38th Street and 46th Street station areas only, subject to:

1. The alternative FAR language of all new development shall be 1.0
2. Staff direction to consider prohibiting surface parking lots as a principal use.

Notwithstanding the staff recommendation, the City Planning Commission recommended that the City Council adopt the findings and approve the zoning map amendments for the Cedar Riverside, Franklin Avenue, Midtown, 38th Street and 46th Street station areas only.

Previous Directives:

City Council Resolution 2004R-140 (April 2nd, 2004) directing CPED-Planning Division to undertake a zoning study and propose zoning changes in neighborhood Transit Station Areas.

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

- ___ Action provides increased revenue for appropriation increase
- ___ Action requires use of contingency or reserves
- ___ Other financial impact (Explain):
- ___ Request provided to the Budget Office when provided to the Committee Coordinator

Community Impact

Ward: 2, 6, 9, 12

Neighborhood Notification: All neighborhood groups notified

City Goals:

- Create an environment that maximizes economic development opportunities within Minneapolis by focusing on the City's physical and human assets
- Foster the development and preservation of a mix of quality housing types that is available, affordable, meets current needs, and promotes future growth

Comprehensive Plan: Addressed in staff report to Planning Commission

Zoning Code: Addressed in staff report to Planning Commission

Living Wage/Job Linkage: n/a

Background/Supporting Information

Background and supporting information is contained in the accompanying staff report to the Planning Commission. In addition, proposed text and map amendments, as amended by the Planning Commission on December 13th, are attached in ordinance format.

Attachments:

- Staff report to City Planning Commission, December 13th, 2004
- Zoning Text Amendment: Amending Title 20, Chapter 551 of the Minneapolis Code of Ordinances related to the Zoning Code: Overlay Districts
- Zoning Map Amendments: Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances related to the Zoning Code: Zoning Districts and Maps Generally

Community Planning and Economic Development -- Planning Division Report

Zoning Code Text Amendment
Hiawatha LRT Neighborhood Station Area Rezoning Study
Phase 1: Pedestrian Oriented Overlay District

Date: December 13th, 2004

Initiator of Amendment: Council Member Schiff

Date of Introduction at City Council: April 2nd, 2004

Wards: 2, 6, 9, 12

Neighborhood Organizations:

- Corcoran Neighborhood Organization
- East Phillips Improvement Coalition (EPIC)
- Longfellow Community Council (LCC)
- Nokomis East Neighborhood Association (NENA)
- Seward Neighborhood Group
- Standish-Ericsson Neighborhood Association (SENA)
- West Bank Community Coalition

Planning Staff and Phone: Mike Larson, Senior Planner, 612-673-2423

Intent of the Ordinance:

The intent of the ordinance is to implement *Transit Station Area* policies of the Minneapolis Plan related to land use, density, building form and placement, accessory parking, and bicycle parking.

Appropriate Section(s) of the Zoning Code:

Chapter 551, Article II: Pedestrian Oriented PO Overlay District
NEW: 551.175. Transit Station Areas (attached)

Existing Zoning: Various primary district designations and overlay district boundaries

Proposed Zoning for Map Amendment: Pedestrian Oriented Overlay District for Transit Station Areas

Zoning Plate Numbers: 20, 21, 26, 27, 33, 34, 40

Zoning Code Text Amendment

Background:

State statute requires municipalities to develop consistency between zoning and its comprehensive plan. The City has amended its comprehensive plan, the Minneapolis Plan, to designate the areas around each of the six neighborhood stations as *Transit Station Areas*. Furthermore, more extensive station area planning has occurred, addressing appropriate future land uses, densities, urban design and infrastructure needs.

This is the first of two phases of zoning amendments in *Transit Station Areas*. This first phase proposes amendments to, and application of, the Pedestrian Oriented (PO) Overlay District within each *Transit Station Area*. A new Section 551.175 creates additional provisions regarding development in these areas. As requested by the City Planning Commission at its November 18th, 2004 Committee of the Whole Meeting, alternative language and rationale for minimum Floor Area Ratio requirements are attached. The second phase of the study in 2005 will result in recommendations for changes to primary zoning district designations.

Extensive research analyzed the strengths and weaknesses of the Minneapolis Zoning Code related to the objectives of transit-oriented development adjacent to and within close proximity to light rail stations. This information is summarized in the document produced by the Planning Division of CPED, entitled "*The Role of Zoning in Implementation of Transit-Oriented Development (TOD) in the Hiawatha Corridor*". Furthermore, this effort was supplemented by research on the impact of existing regulations on recent development projects as well as a review of the requirements of peer cities. Information about the study and its proposals has been provided on the City's web site (www.ci.minneapolis.mn.us/lrtrezoning), and a public open house about the proposed changes was held on November 16th, 2004. Recent presentations to the Committee of the Whole occurred on these matters on August 26th and November 18th, 2004.

Alternative Floor Area Ratio Language

The proposed text amendment includes a minimum floor area ratio (FAR) of 0.50 for all new development. CPED-Planning Division recommends a minimum density requirement to implement public policy objectives related to density in the LRT station areas. The City Planning Commission requested information on possible alternative requirements related to minimum FAR and lot size, which is included as an attachment to this report.

Purpose for the Amendment:

What is the reason for the amendment?

What problem is the amendment designed to solve?

What public purpose will be served by the amendment?

The amendment will support Minneapolis Plan policies related to the development of higher-density, mixed-use and pedestrian-oriented districts in and around neighborhood light rail transit stations. The specific amendments to the PO Overlay District for *Transit Station Areas* address the following policy-related concerns, which are not otherwise addressed in the zoning code:

- Minimum density requirement and greater density bonuses to encourage traditional urban form and to support pedestrian activity and transit ridership
- Reductions in parking requirement related to higher anticipated use of transit, walking and bicycling
- Bicycle parking requirements to encourage and support bicycle use

Though the results of individual station area planning work differ, and the underlying zoning varied, the proposed amendment addresses the following universal problems:

- Potential for low density industrial uses (i.e., warehouse-type uses) in favor of uses that benefit from and support pedestrian activity and transit ridership
- Potential low-density commercial development (e.g., small commercial uses on large parcels) in areas appropriate for higher-density development and where there is immediate or anticipated future market for higher density residential or mixed uses
- Lack of adequate bicycle parking in areas planned for greater bicycle use
- Potential oversupply of parking, particularly for larger-scale uses, which would discourage walking, bicycling and transit use
- Potential for numerous variances for projects that meet policy objectives related to density and accessory parking

What problems might the amendment create?

CPED-Planning Division has considered potential problems created by additional regulations and has proposed language intended to minimize these concerns while addressing public policy objectives. These include:

- *Creation of non-conforming uses:* In its proposal, CPED-Planning Division has limited the number of additional types of prohibited uses to self-service storage. Furthermore, the proposed language limits the size of, rather than prohibit outright, wholesaling, warehousing and distribution as well as furniture moving and storage. These uses, allowed in Industrial and C4 Districts, are the most inconsistent with policies related to (employment) density and transit-orientation.
- *Variance applications related to minimum FAR:* CPED-Planning Division has reviewed a number of development projects and has concluded that it is feasible for most uses to meet both the minimum FAR requirement as well as other zoning code requirements such as accessory parking.
- *Parking:* It is the experience and conclusion of CPED-Planning Division that the parking allowances and limitations are commensurate with the range of parking appropriate for the types and sizes of uses in the *Transit Station Areas*. For smaller-scale uses, parking allowances are likely to reduce the number of variances for existing uses. For larger-scale uses, the parking allowance brings parking requirements closer in alignment with other cities with LRT and with staff experience that minimum parking requirements for larger-scale uses may, in some cases, be more than needed.

Timeliness:

Is the amendment timely?

Is the amendment consistent with practices in surrounding areas?

Are there consequences in denying this amendment?

The full extent of the Hiawatha Line opened for service on December 4th, 2004. Development, both transit-oriented and otherwise, is occurring near the stations. Staff conducted informational interviews and reviewed the regulations of a group of peer cities with light rail transit. The proposed provisions are used in various forms in cities throughout the country. A summary memo of this work, dated August 12th, 2004 was distributed to the Planning Commission for prior review.

The following are the primary consequences of denying this amendment:

- Potential low-density and/or automobile-oriented land uses where there is policy direction and market support for uses that benefit from and support transit use
- An oversupply of parking, particularly for larger-scale uses, thereby discouraging transit-oriented use and occupancy
- A lack of adequate bicycling parking thereby discouraging bicycle use and ridership
- Burdens for developers related to variance applications for projects that are supported by Minneapolis Plan policies

Comprehensive Plan:

How will this amendment implement the Comprehensive Plan?

The specific amendments to the PO Overlay District for Transit Station Areas address the following Minneapolis Plan policies and implementation steps related to density, land uses, accessory parking, and bicycle use.

Minneapolis Plan Policies and Implementation Steps	Applicable New PO Overlay District Provision
4.18 / 9.36 Minneapolis will encourage both a density and mix of land uses in TSAs that both support ridership for transit as well as benefit from its users.	
Implementation Steps	
Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.	Criteria uses for mapping new PO Overlay Districts in Transit Station Areas. Addressed by increasing relevant density bonuses from 20% to 30%. Primary district zoning, which establishes base density, will be addressed in second phase of zoning study.
Recruit land uses that value convenient access to downtown Minneapolis or other institutional or employment centers that are well served by transit.	Addressed by prohibiting self-service storage and by limiting the size of warehousing, wholesaling & distribution as well as furniture moving & storage.

4.21 / 9.39 Minneapolis recognizes that parking is a necessary part of the urban environment, but will limit the amount, location and design of parking in TSAs in order to encourage and support walking, bicycling, and transit use.	
Implementation Steps	
Allow reductions in minimum off-street parking requirements.	Addressed by parking maximum of 150% of minimum.
8.6 Minneapolis will follow a policy of “Transit First” in order to build a more balanced transportation system than the current one.	
Implementation Steps	
Focus transit services and development growth along transit corridors.	Criteria uses for mapping new PO Overlay Districts in Transit Station Areas. Addressed by increasing relevant density bonuses from 20% to 30%. Primary district zoning, which establishes base density, will be addressed in second phase of zoning study.
8.11 Minneapolis will continue to enhance the opportunities for cyclist movement.	
Implementation Steps	
Make it safer, easier and more convenient to cycle in the city by expanding and maintaining lanes, paths, trails, and parking facilities for cyclists.	Addressed by new non-residential and multi-family bicycle parking requirements.
Integrate bike amenity requirements, such as bike lockers and showers for cyclist employees, into the zoning code.	Addressed by new non-residential and multi-family bicycle parking requirements.

Recommendation of the Planning Division of CPED:

The Planning Division of CPED recommends that the City Planning Commission and City Council adopt the above findings and **approve** the proposed text amendment.

Zoning Map Amendment

Applicable zoning code provisions: Chapter 551, Article II: Pedestrian Oriented PO Overlay District

Background: This Zoning Map Amendment proposes the designation of the Pedestrian Oriented (PO) Overlay District for areas adjacent to and contiguous with each *Transit Station Area*, as designated in the Minneapolis Plan. This proposal is presented concurrently with the text amendment above. Please refer to the background above for information on the multi-phased rezoning study. Potential change to primary district designations will occur in a second phase in 2005.

The boundaries of the proposed districts are informed by the following general principles. Staff did not consider parcels outside ½ mile from the station unless a portion of the block fell within this area. Staff conducted field work in each station area to evaluate and adjust our boundaries prior to posting on the web site for public review. In general, the boundaries capture:

- Parcels adjacent to LRT stations
- Corridors designed by the Minneapolis Plan as *Commercial Corridors* or *Community Corridors* (e.g, Cedar Avenue, Franklin Avenue, Lake Street, 38th Street)
- Zoned or planned industrial employment uses, blocks of which fall within ¼ mile of the station
- Established City redevelopment districts where higher density or mixed-use development is anticipated
- Parcels designated in master planning processes that call for higher density and mixed-use development

Findings as required by the Minneapolis Zoning Code:

1. Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The purpose of the PO Pedestrian Oriented Overlay District is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses. The proposed text amendments applicable to *Transit Station Areas* build upon the existing regulations with provisions that are appropriate to *Transit Station Areas*. In summary, the provisions of the PO Overlay District accomplish the following:

- Prohibits or limits of automobile oriented or low job density industrial uses
- Prohibits fast food restaurants, except where located in existing storefront buildings
- Regulates building placement
- Regulates building façade
- Prohibits of certain types of signage
- Regulates the location of and impact of accessory parking
- Increases relevant density bonuses
- Establishes minimum Floor Area Ratio (FAR)
- Reduces accessory parking requirement

- Establishes bicycle parking requirement

The application of the PO District, including amendments related to *Transit Station Areas*, addresses the following Minneapolis Plan policies and implementation steps relevant to zoning:

Minneapolis Plan Policies and Implementation Steps	Applicable PO Overlay District Provision or Other Zoning Code Provisions
<p>4.18 / 9.36 Minneapolis will encourage both a density and mix of land uses in TSAs that both support ridership for transit as well as benefit from its users.</p>	
<p>Implementation Steps</p>	
<p>Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.</p>	<p>Criteria uses for mapping new PO Overlay Districts.</p> <p>Addressed by increasing relevant density bonuses from 20% to 30%. Primary district zoning, which establishes base density, will be addressed in second phase of zoning study.</p>
<p>Ensure that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.</p>	<p>Currently addressed by Zoning Code through provision included in Site Plan Review and setback requirements.</p> <p>Appropriate primary district designations will be addressed in second phase of zoning study.</p>
<p>Support the development of new housing types in the TSA, including townhomes, mansion apartments, garden apartments, granny flats/carriage houses, and multi-family residential buildings.</p>	<p>Currently addressed by Zoning Code primary districts.</p> <p>Appropriate primary district designations will be addressed in second phase of zoning study.</p>
<p>Support and encourage small-scale, pedestrian-oriented services and retail uses to locate near stations and within mixed-use buildings to serve transit riders and the immediate neighborhood (e.g., day care centers, cafés, dry cleaners, convenience grocery, etc.).</p>	<p>Allowed by primary districts or to be addressed in second phase of zoning study.</p>
<p>Recruit land uses that value convenient access to downtown Minneapolis or other institutional or employment centers that are well served by transit.</p>	<p>Addressed by prohibiting self-service storage and by limiting the size of warehousing, wholesaling & distribution as well as furniture moving & storage.</p>
<p>Discourage automobile services and drive-through facilities from locating or expanding in these designated areas.</p>	<p>Addressed by prohibiting drive-through facilities.</p>
<p>4.19 / 9.37 Minneapolis will require design standards for TSAs that are oriented to the pedestrian and bicyclist and that enforce traditional urban form.</p>	
<p>Implementation Steps</p>	
<p>Ensure that TSA building and site design is oriented to the pedestrian (e.g., reinforcing street walls, anchoring street corners, creating semi-</p>	<p>Addressed by building placement and façade</p>

public outdoor spaces, creating visual interest, providing adequate fenestration, and ensuring that principal building entrances open onto public sidewalks).	provisions as well as Site Plan Review requirements
Preserve traditional urban form where it currently exists within TSAs, and encourage new development to relate to this context. (See description of traditional urban form in <i>Chapter 9, City Form</i>)	Addressed by multiple provision of PO Overlay District, including minimum FAR and building placement/façade provisions as well as prohibitions and limitations on automobile oriented uses.
Ensure that new development and renovation of existing structures adhere to the principles of Crime Prevention Through Environmental Design (CPTED) (See description of building form and context in <i>Chapter 9, City Form</i> .)	Addressed by building placement and façade provisions as well as Site Plan Review requirements
Ensure that TSA development is well integrated into the surrounding neighborhoods through attention to building design, landscaping, and transitions in density and land use.	Currently addressed by Zoning Code through provision included in Site Plan Review and setback requirements. Appropriate primary district designations will be addressed in second phase of zoning study.
4.21 / 9.39 Minneapolis recognizes that parking is a necessary part of the urban environment, but will limit the amount, location and design of parking in TSAs in order to encourage and support walking, bicycling, and transit use.	
Implementation Steps	
Establish upper limits on the amount of off-street parking so that walking, bicycling and transit use are not discouraged.	Addressed by parking maximum of 150% of minimum.
Allow reductions in minimum off-street parking requirements.	Addressed by parking reduction allowances for Transit Station Areas.
Support shared use of parking by commercial uses with different peak periods of parking demand.	Already addressed in Chapter 541 of Zoning Code.
Restrict the location of off-street parking for new development to the side or rear of buildings, so that there are direct connections between the public sidewalk and the principal entrances of buildings.	Addressed by accessory parking provisions of the PO Overlay District as well as Site Plan Review.
Limit the amount of street frontage for new off-street parking lots and require landscaping between parking lots and public sidewalks.	Addressed by accessory parking provisions of the PO Overlay District as well as Site Plan Review.
Provide density bonuses for land uses that provide parking underground or within structures.	Addressed by increasing relevant density bonuses from 20% to 30%.
Limit parking facilities in neighborhoods that are exclusively for the use of transit riders.	The proposed regulations would not place limitations on principal parking facilities, which could serve transit riders as well as other uses in the area. Such facilities could be limited in the future if they were found to preclude policy objectives related to transit use, land use, density and urban design.
8.6 Minneapolis will follow a policy of “Transit First” in order to build a	

more balanced transportation system than the current one.	
Implementation Steps	
Focus transit services and development growth along transit corridors.	Criteria uses for mapping new PO Overlay Districts. Addressed by increasing relevant density bonuses from 20% to 30%. Primary district zoning, which establishes base density, will be addressed in second phase of zoning study.
8.11 Minneapolis will continue to enhance the opportunities for cyclist movement.	
Implementation Steps	
Make it safer, easier and more convenient to cycle in the city by expanding and maintaining lanes, paths, trails, and parking facilities for cyclists.	Addressed by new non-residential and multi-family bicycle parking requirements.
Integrate bike amenity requirements, such as bike lockers and showers for cyclist employees, into the zoning code.	Addressed by new non-residential and multi-family bicycle parking requirements.

2. Whether the amendment is in the public interest and is not solely for the interest of a single property owner.

The proposed map amendments reflect considerable long-range planning efforts related to light rail transit over the last several years, which have included significant public involvement. They address Minneapolis Plan policies and implementation steps, including those articulated in adopted station area master plans. The proposed new districts would apply to approximately 1,100 parcels of land.

3. Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.

The regulations of the PO Overlay District, including the proposed new provisions, address universal concerns related to land use and development in each of the *Transit Station Areas*. They specifically address areas zoned or planned for higher density and/or mixed-uses, particularly contiguous area near the station and/or along important corridors/pedestrian routes.

Certain areas are mapped where the new regulations would have no immediate impact because the provisions are not relevant to the use and/or primary district. These are areas, however, where future development may include higher-density and/or mixed-use development (e.g., along community corridors with parcels designated as R1A). This decision was based on the mapping criteria identified above. Primary zoning designations may be changed in the second phase of the study, or by application, in which case the new rules become relevant.

The proposed language for *Transit Station Areas* does, however, consider instances where the regulations would not be appropriate to specific uses or the primary zoning district. The following are examples:

Minimum FAR not applicable to the Residence or ORI District

Residence Districts have a maximum FAR of 0.50 for certain uses, which would be inconsistent with a minimum FAR. Preventing low-density residential uses in areas planned for future higher-density and/or mixed-use development can be achieved through changes in primary district designations, which will occur in the second phase of the study.

Minimum FAR not applicable to existing development

Existing buildings, including any expansion thereof, will not be required to meet a minimum FAR.

4. Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.

With a few exceptions, the mapping of the PO Overlay District would not alter the list of permitted or conditional uses in the primary zoning district. While there are instances of newly prohibited uses (e.g., automobile-oriented uses and self-service storage), many other non-residential and/or residential uses would continue to be allowed as permitted or conditional uses.

5. Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.

The proposed map amendments herein address broad areas, not the zoning classification of particular properties. The advent of light rail transit changes the policy context as well as market potential of property in around LRT station areas. The PO Overlay District regulations address policy and plan objectives for the neighborhood *Transit Station Areas*. Prospective changes to primary zoning district designations will be proposed in the second phase of the study in 2005.

RECOMMENDATIONS OF THE PLANNING DIVISION OF CPED

The Planning Division of the Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning of parcels in the attached maps with the Pedestrian Oriented (PO) Overlay Zoning District, including the replacing existing PO Overlay District boundaries included therein.

Attachments:

- Existing PO Overlay District text, Page 11
- Proposed text amendment, Page 14

- Alternative FAR language and rationale, Page 16
- Public comments, Page 19
- Proposed PO Overlay District maps, Page 23

Attachment: Current PO Overlay District Text

ARTICLE II. PO PEDESTRIAN ORIENTED OVERLAY DISTRICT

551.60. Purpose. The PO Pedestrian Oriented Overlay District is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

551.70. Established boundaries. The boundaries of the PO Overlay District shall be the areas shown on the official zoning map.

551.80. Eligible areas outside of established boundaries. Any person having a legal or equitable interest in property located outside of the established boundaries may file a petition to request the addition of the PO Overlay District classification in the manner provided for zoning amendments in Chapter 525, Administration and Enforcement. The following criteria shall be considered when designating a PO Overlay District:

- (1) The level of pedestrian interest and activity.
- (2) The variety of retail sales and services activities.
- (3) The extent to which properties have limited or no front setbacks.
- (4) The availability of public transit service in the area.

551.90. Prohibited uses. The following uses shall be prohibited in the PO Overlay District:

- (1) Drive-through facilities.
- (2) Automobile services uses.
- (3) Transportation uses.

551.100. Fast food restaurants. Fast food restaurants shall be located only in storefront buildings existing on the effective date of this ordinance, provided further that no significant changes shall be made to the exterior of the structure and freestanding signs shall be prohibited.

551.110. Building placement. The placement of buildings shall reinforce the street wall, maximize natural surveillance and visibility, and facilitate pedestrian access and circulation. The first floor of buildings shall be located not more than eight (8) feet from the front lot line, except where a greater yard is required by this zoning ordinance. In the case of a corner lot, the building wall abutting each street shall be located not more than eight (8) feet from the lot line, except where a greater yard is required by this zoning ordinance. The area between the building and the lot line shall include amenities such as landscaping, tables and seating. Buildings shall be oriented so that at least one (1) principal entrance faces the public street rather than the interior of the site.

551.120. Building facade. (a) *Window area.* At least forty (40) percent of the first floor facade of any nonresidential use that faces a public street or sidewalk shall be windows or doors of clear or lightly tinted glass that allow views into and out of the building at eye level. Windows shall be distributed in a more or less even manner. Minimum window area shall be measured between the height of two (2) feet and ten (10) feet above the finished level of the first floor.

(b) *Awnings and canopies.* Awnings and canopies are encouraged in order to provide protection for pedestrians and shall be placed to emphasize individual uses and entrances. Back-lighted awnings and canopies shall be prohibited.

551.130. Prohibited on-premise signs. The following on-premise signs shall be prohibited in the PO Overlay District:

- (1) Pole signs.
- (2) Back-lighted awning and canopy signs.
- (3) Back-lighted insertable panel projecting signs.

551.140. Accessory parking. (a) *Location.* On-site accessory parking facilities shall be located to the rear or interior side of the site, within the principal building served, or entirely below grade.

- (b) *Dimensions.* Parking lots shall be limited to not more than sixty (60) feet of street frontage.
- (c) *Driveways.* The driveway width for all parking facilities shall not exceed twenty (20) feet of street frontage.
- (d) *Shared parking.* The development of shared parking is encouraged, subject to the provisions of Chapter 541, Off-site Parking and Loading.
- (e) *Off-site parking.* When off-site parking is allowed as specified in Chapter 541, Off-Street Parking and Loading, parking may be located an additional five hundred (500) feet from the use served, subject to the requirements of Chapter 541, Off-Street Parking and Loading, governing the location of off-site parking.
- (f) *Maximum number of accessory parking spaces.* The number of accessory parking spaces for nonresidential uses shall not exceed one hundred fifty (150) percent of the minimum required parking spaces, as specified in Chapter 541, Off-Street Parking and Loading, or ten (10) spaces, whichever is greater, except where it is determined by the zoning administrator that such excess parking spaces serve to provide parking for another use or uses subject to the requirements of this section.

551.150. Lake and Hennepin area. The following additional regulations shall govern development within the PO Overlay District in and around the intersection of West Lake Street and Hennepin Avenue South, as shown on the official zoning map:

- (1) *Travel demand management plan.* All development containing more than four thousand (4,000) square feet of new or additional gross floor area, or more than four (4) new or additional parking spaces, shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure. The planning director, in consultation with the city engineer, shall conduct the administrative

review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.

551.160. Dinkytown area. The following additional regulations shall govern development within the PO Overlay District in and around the intersection of Fourth Street Southeast and Fourteenth Avenue Southeast, as shown on the official zoning map:

- (1) *Off-street parking.* Nonresidential uses shall not be required to provide accessory off-street parking facilities, provided that existing accessory parking facilities shall not be reduced below the requirements for a similar new use, or if existing accessory parking facilities are less than the requirements specified in Chapter 541, Off-Street Parking and Loading, they shall not be reduced further.

551.170. Central and Lowry area. The following additional regulations shall govern development within the PO Overlay District in and around the intersection of Central Avenue Northeast and Lowry Avenue Northeast, as shown on the official zoning map:

- (1) *Drive-through banking facilities.* Notwithstanding any other provision to the contrary, an existing drive-through banking facility may be rebuilt or may add one (1) additional drive-through lane provided the drive-through banking facility or additional drive-through lane is located within the boundaries of the zoning lot existing on the effective date of this ordinance, and subject to all other applicable regulations of this zoning ordinance.
- (2) *Building alteration or replacement.* The alteration of an existing building shall not result in a reduction of the existing number of stories (e.g., a two-story building shall not be reduced to a one-story building or be replaced by less than a two-story building).

(2002-Or-089, § 1, 8-23-02; 2004-Or-088, § 1, 8-6-04)

Attachment: Proposed PO Overlay Text Amendment

Amending Title 20, Chapter 525 of the Minneapolis Code of Ordinances relating to Zoning Code: Overlay Districts.

The City Council of The City of Minneapolis do ordain as follows:

Section 1. That Chapter 525 of the Minneapolis Code of Ordinances be amended by adding thereto a new Section 551.175 to read as follows:

551.175. Transit Station Areas. The following additional regulations shall govern development within PO Overlay Districts in and around the following transit stations, as shown on the official zoning map:

Cedar-Riverside LRT Station
Franklin Avenue LRT Station
Lake Street/Midtown LRT Station
38th Street LRT Station
46th Street LRT Station
50th Street/Minnehaha Park LRT Station
VA Medical Center LRT Station

- (1) Prohibited Uses. Self Service Storage uses shall be prohibited.
- (2) Wholesaling, warehousing and distribution; Furniture moving and storage. Uses shall be limited to thirty thousand (30,000) square feet of gross floor area.
- (2) Density bonuses. Where the primary zoning district provides a density bonus, such bonus shall be thirty (30) percent.
- (3) Minimum floor area. Except in the Residence and OR1 Districts, the minimum floor area ratio of all new development shall be five-tenths (0.5). Individual phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this ordinance.
- (4) Off-street parking. (a) Nonresidential uses. The minimum off-street parking requirement shall be seventy five (75) percent of the number specified in Chapter 541, Off-Street Parking and Loading.

(b) Multiple-Family Dwellings. The minimum off-street parking requirement shall be ninety (90) percent of the number specified in Chapter 541, Off-Street Parking and Loading.
- (5) Bicycle parking requirement. (a) Nonresidential uses. Each nonresidential use shall provide a minimum of two (2) bicycle parking spaces or one (1) space for each ten (10) accessory automobile parking spaces, whichever is greater.

(b) *Multiple-Family Dwellings.* For multi-family residential uses, a minimum of one secured bicycle parking space shall be provided for each dwelling unit. Bicycle parking spaces shall be in enclosed and secured or supervised areas providing protection for each bicycle from theft, vandalism and weather.

Attachment: Alternative Minimum Density (FAR) Requirements

Arguments can be made for alternative minimum FAR requirements based on the impact of the regulation vis-à-vis the developing urban environment. Alternative proposals should take into consideration the public policy objectives of density and urban form in *Transit Station Areas*, relationship to primary district regulations, and the impact on the marketplace. The principal public policy concerns relate to the present demand for both market-rate and affordable housing, and the concomitant public policy objectives of supporting transit use and transit-oriented development.

The primary concern in addressing minimum density in the PO Overlay District is that Commercial Districts allow potentially low density uses which could otherwise be located on smaller sites or with other uses (such as residential) in mixed-use projects. Commercial Districts allow a range of commercial as well as residential uses at various densities, but the districts neither mandate mixed-uses nor prescribe minimum densities. CPED-Planning Division staff conclude that commercial-only uses are appropriate in the proposed PO Overlay Districts, but that a reasonable minimum FAR is justifiable. A minimum FAR can preserve certain sites for housing and/or mixed-use projects, thereby steering commercial uses projects to more suitable sites or within mixed-use buildings.

Use of a minimum FAR requirement is uncommon, and CPED-Planning believes that such a tool should be applied judiciously. Where FAR minimums are used, 0.50 is a common standard. In proposing a minimum FAR of 0.50 for Commercial, Industrial and OR2 and OR3 Districts, the objective is to not to mandate mixed-use, but to create a more efficient land use pattern in the station environs. This is a minimum FAR threshold where most commercial and industrial uses could still meet their parking requirement on-site and in an economical way (i.e., a surface lot).

This attachment provides additional information and rationale should the Planning Commission conclude that a higher FAR minimum for larger sites is appropriate. Commissioners should note that CPED-Planning Division staff will also address station area densities in the second phase of the rezoning study. Primary district rezoning to districts such as R6 and OR3 will accomplish similar objectives by prohibiting commercial uses or restricting them to mixed-use buildings. Furthermore, staff are exploring a mixed-use building requirement for the C3A District.

Impact of alternative FAR requirements

FAR of 0.50

A minimum FAR of 0.50 would limit low-density, stand-alone uses in commercial and industrial districts. This regulation, combined with an accessory parking maximum, prevents small-scale uses from locating on large lots, which would be contrary to public policy objectives for higher density development near transit. This regulation preserves these parcels for other uses, such as larger scale or multi-tenant commercial/industrial and/or mixed-use projects. The broad application of the PO Overlay District makes 0.50 a reasonable FAR minimum for most parcels. Most existing stand-alone commercial uses do not meet this threshold. Examples of commercial projects that meet this minimum include the following, and which may be appropriate for LRT station areas:

Commercial projects that meet minimum FAR of 0.50

Use	Lot Size (sq. ft.)	FAR
Agora Market (two-story retail)	11,692	0.58
City County Federal Credit Union	6,200	0.61*
Kowalski's Chicago Avenue	18,090	0.64*
Walgreens Lake Street	18,595	0.58
Uptown Row (two-story commercial)	49,499	0.72
50 th & France (two-story retail/office)	42,100	1.01**

*Leased shared parking area not included calculations. **Includes underground parking.

FAR of 1.0

Most multiple-family and mixed-use buildings with a residential component easily meet this threshold. However, industrial and commercial uses would have difficulty meeting this requirement. New industrial uses are typically one-story, and the cost of underground parking may preclude new industrial uses in areas planned for such uses. Given the greater parking requirements of commercial uses, some type of structured or underground parking would be necessary at this scale.

A minimum FAR of 1.0 would all but mandate residential uses as part of projects. This is because the market for multi-story, commercial-only projects (namely office buildings) outside of downtown is limited. If high density residential or mixed-use is planned and expected, changing the primary district zoning (to, for example, R6 or OR3) is an alternative strategy to applying an FAR minimum of 1.0 to all areas.

Rare examples of minimum FAR requirements of 1.0 include Portland's Gateway District and the Bloomington Central Station area, both planned for significant density. St. Paul will apply a minimum FAR of 1.0 for larger sites that can support higher density mixed-use development with its new Traditional Neighborhood-3 (TN3) zoning district.

FAR of 0.70

A minimum FAR of 0.70 could provide commercial-only projects with greater flexibility where a variance might otherwise be requested. For example, an FAR minimum of 0.70 could support two-story buildings with multiple commercial/office tenants where accessory parking is located to the rear of the building. An example of this is Uptown Row, a recent two-story commercial project on Lake Street with an FAR 0.72.

Lot Size Thresholds

CPED-Planning Division recommends a lot size threshold related to adoption of any higher minimum FAR requirement. CPED-Planning Division further recommends that this lot size be related to impact on urban form and/or the relationship to size restrictions for individual commercial uses.

Relationship to Street Frontage

Common configurations of commercially zoned land along Community and Commercial Corridors are included in the table below. It should be noted that stand-alone commercial uses in the C1 and C3A Districts can be as large as 6,000 square feet, which would involve a lot no larger than 12,000 square feet at a minimum FAR of 0.50. In the C2 District, uses can be as large as 30,000 square feet, which would be allowed on a lot size no larger than 40,000 square

feet. Stand-alone uses have been typically smaller than these limits and their lot sizes larger than an FAR of 0.50 would allow.

Use	Lot Size
Reverse corner lot + one adjoining lot	10,320
Maximum lot size allowed for 6,000 sq. foot use (C1 and C3A size limit) at 0.50 FAR	12,000
Reverse corner lot + two adjoining lots	15,480
Half block frontage w/ t-alley	16,575
Full block frontage w/ t-alley	33,150
Maximum lot size allowed for 30,000 sq. ft. use (C2 size limit) at 0.50 FAR	60,000

The following developments provide examples of marketplace activity, indicating a range of lot sizes and utilization. They include mixed-use projects on small lots, indicating a great current demand for housing. These examples also indicate market activity for commercial uses that require and/or provide larger amounts of parking.

Use	Lot Size (sq. ft.)	FAR
Credit Union, Franklin Ave.* (commercial)	6,200	0.61
Hiawatha Square (mixed-use)	9,988	1.88
Fulton Lofts (mixed-use)	10,078	1.92
Agora Market (2-story commercial.)	11,692	0.58
Arts Quarter Lofts (mixed-use)	15,964	2.80
Uptown City Apartments (mixed-use)	28,193	3.30
Oaks Hiawatha Station (mixed-use)	34,232	1.88
50 th & France (two-story retail/office)	42,100	1.01
Franklin Bakery (industrial/retail bakery)	42,960	0.46
Uptown Row (two-story commercial)	49,499	0.72
West River Commons (mixed-use)	53,360	1.94
CVS Central Ave. (pharmacy)	56,238	0.23

*figures don't include adjoining shared parking lease

Alternative FAR Language

CPED-Planning Division suggest the following template should the Planning Commission consider alternate FAR language:

- (3) *Minimum floor area.* Except in the Residence and OR1 Districts, the minimum floor area ratio of all new development shall be five-tenths (0.5) on lots less than X square feet and X on lots equal to or greater than X square feet. Individual phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this ordinance.

Attachment: Public Comments

Comment Cards from November 16th, 2004 Open House at Midtown YWCA:

Jean Buckley
4XXX 45th Ave. S.
Minneapolis, MN 55406

As part of the 46th St. Station plan this seems to meet our vision of a pedestrian friendly neighborhood and I strongly support the proposed changes. Commissioner McLaughlin has told our neighborhood that the county will consider a pedestrian bridge over Hiawatha. Please support and encourage this to happen for safety reasons.

Edith Den
PO Box XXXXX
Minneapolis, MN 55417

Slide show to fast. Could not read all the information before it moved on. Maps available for people to take home. Not informative. Too vague on plans and people affected by changes. Too vague on actual changes.

Beverly Conerton
36XX 46th Ave S.
Minneapolis, MN 55406
Email: beverlyconerton@aol.com

1. 551.90 Proh. Uses – it may be appropriate to include parking facilities as a prohibited use to prevent large areas of prime land from being turned into park and ride parking ramps.
2. 551.140 Accessory Parking – (b) Dimensions – 60 feet of street frontage seems like it is a lot of space for parking on the street front. (c) Driveways – a 20 foot wide seems like greater than needed. Is that normal for POD?

Brian Miller
Seward Redesign
2323 E. Franklin Ave.
Minneapolis, MN 55406
Email: brian@sewardredesign.org

Min. FAR should be at least 1.0; .5 is too low and would still permit construction of low-density buildings in station areas.

Max. Parking ratios should be no more than 100% of current requirements, not 150%. There is no reason to allow construction of surplus parking in TOD areas unless the idea is to create park and ride.

Kurt Kimber
43XX Longfellow Ave.
Minneapolis, MN 55407

1. We must get some pedestrian bridges over Hiawatha Ave. especially with all proposed redevelopment on the east side of Hiawatha.
 2. We have got to figure out how to do mixed income housing as part of the major redevelopment . This is a social justice issue.
-

Sean Goslewski
31XX 22nd Ave. S.
Minneapolis, MN 55407
Email: sustainability@visi.com

How to develop Target parking lot?
Allow carriage houses ½ mile.
Reduce parking requirement ½ mile.
Density bonus energy efficiency/geothermal

Palmer Van Beest
3748 Minnehaha Ave.
Minneapolis, MN 55406
Email: palmer@tapestryfolledance.org

The acoustics of the meeting site (YWCA) were atrocious. While I applaud your effort to distribute information the setting was a major detractor from this effort.

Bernie Waibel
2323 E. Franklin Ave.
Minneapolis, MN 55406
Email: Bernie@sng.org

Mike, is it possible that an FAR of .50 is too low as a proposed minimum? If we are promoting increased density and hoping for more mixed use, the FAR should be at least 1.0 and perhaps the ratio could be reduced further from the station to transition into the neighborhoods. Thanks for tonight's presentation!

Herb Weyrauch
54XX 34th Ave. S. #207
Minneapolis, MN 55417

Simplify! Simplify!! Simplify !!!

Power point presentation needs:

1. Better contrast. (turn off some overhead lights)
2. Allow more time to read last increment on screen

Dan (Alexander's Import Auto Repair)

2904 E. 35th St.

Minneapolis, MN 55406

Email: Aiari@aol.com

Please keep in mind that auto repair and public transportation have a link. When people drop cars off for service they need other means by which to get around. How about helping tie the two together? Show the people who have not used public transportation that it is not so bad. Give auto repair shops in the zone discount offers to draw people in? Or any type of incentive.

Comments by E-Mail:

Hi Mike,

Just read through the zoning overlay plan for the Lake Street LRT. Thank god I don't live in the plan area. Close though so I will be affected.

Just want to say that historically, the Cedar Riverside area suffered because of the hi density hi rise housing. Way to much crime and overpopulation issues. Now you will be creating the same situation all over again as an experiment to deal with population growth. It all sounds good but it isn't good to live anyplace with people squished in a small area without parking. Most of the new immigrants have cars- they value them. The projected population growth is supposed to be Hispanic and African. They like cars!

The other issue about parking is the fact that the city has already grandfathered a variety of businesses, churches and charter schools (of which we have many) parking spaces within the neighborhoods that don't exist. I don't know how you track this issue but in our area of Lake street every other business has between 2-15 grandfathered parking spaces. **Are you taking this into consideration?**

It's to bad that one area has to absorb all the changes, costs and growth for a city. You are asking one area to absorb it all. It is unfair.

My rant for Monday!

Candace Carlson
29XX 34th Ave. S.

Mike, Sandy, Gary, Peter,

I attended the Mpls Planning Dept's Pedestrian Overlay rezoning meeting for the Hiawatha corridor at the Midtown YWCA last week.

I was struck by the amount of proposed redevelopment planned for the east side of Hiawatha, between Hiawatha Ave and Minnehaha Ave and other nearby areas. This makes total sense, there's a lot of property ripe

for this type of renovation (and BTW, there's just not that much developable property west of Hiawatha). So, again, this makes total sense.

Given the burgeoning redevelopment slated for the east side of Hiawatha, I think there's an essential piece of infrastructure that needs to be funded and that's pedestrian bridges to give pedestrians on the east side of Hiawatha access to LRT.

During rush hour (when many pedestrians will be commuting) it's not uncommon to wait eight minutes or more to cross Hiawatha. I just can't believe that people wouldn't use a pedestrian bridge under these circumstances. A pedestrian bridge gives the pedestrian a known transit time to cross the highway (as opposed to the current situation, where it's difficult to predict when a ped can cross). A pedestrian bridge, in effect, gives pedestrians pre-emption over traffic. More correctly, it decouples ped traffic from vehicular traffic.

Even if pedestrian traffic were given the highest priority to cross the highway, Hiawatha is a tremendously wide roadway, scary with its number of lanes and the speed and magnitude of the traffic present. Worse, think about crossing it at this time of year when it's dark before 7:00 am and after 5:00 pm.

If we want to do pedestrian oriented development east of Hiawatha, then we've got to have adequate infrastructure to support the pedestrian traffic that will come with it. There is no way a major auto-oriented development would be allowed to proceed without adequate roadway support. Why should it be any different for infrastructure needed to support pedestrian oriented development?

At the minimum, we need ped bridges at the 38th and 46th LRT stations. Without them, we're not going to realize the bulk of the potential pedestrian oriented redevelopment we strive for. Instead there will be limited redevelopment that is cut-off from high quality transit which is only a few blocks away.

I would be very interested in any comments or feedback any of you may have on this topic.

Yours in making this great city a better place to live,

Kurt (Kimber)

Proposed Ordinance

By Schiff

Amending Title 20, Chapter 525 of the Minneapolis Code of Ordinances relating to Zoning Code: Overlay Districts.

The City Council of The City of Minneapolis do ordain as follows:

Section 1. That Chapter 525 of the Minneapolis Code of Ordinances be amended by adding thereto a new Section 551.175 to read as follows:

551.175. Transit Station Areas. The following additional regulations shall govern development within PO Overlay Districts in and around the following transit stations, as shown on the official zoning map:

Cedar-Riverside LRT Station
Franklin Avenue LRT Station
Lake Street/Midtown LRT Station
38th Street LRT Station
46th Street LRT Station

- (1) *Prohibited Uses.* The following uses shall be prohibited in the PO Overlay District:
 - a. Self service storage
 - b. Commercial parking lots, including the expansion of any existing commercial parking lot.
 - c. The conversion of any accessory parking lot to a commercial parking lot.
- (2) *Wholesaling, warehousing and distribution; Furniture moving and storage.* Uses shall be limited to thirty thousand (30,000) square feet of gross floor area.
- (2) *Density bonuses.* Where the primary zoning district provides a density bonus, such bonus shall be thirty (30) percent.
- (3) *Minimum floor area.* Except in the Residence and OR1 Districts, the minimum floor area ratio of all new development shall be one (1.0). Individual phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement. This requirement shall not apply to the expansion of buildings existing on the effective date of this ordinance.
- (4) *Off-street parking.* (a) *Nonresidential uses.* The minimum off-street parking requirement shall be seventy five (75) percent of the number specified in Chapter 541, Off-Street Parking and Loading.
 - (b) *Multiple-Family Dwellings.* The minimum off-street parking requirement shall be ninety (90) percent of the number specified in Chapter 541, Off-Street Parking and Loading.
- (5) *Bicycle parking requirement.* (a) *Nonresidential uses.* Each nonresidential use shall provide a minimum of two (2) bicycle parking spaces or one (1) space for each ten (10) accessory automobile parking spaces, whichever is greater.
 - (b) *Multiple-Family Dwellings.* For multi-family residential uses, a minimum of one secured bicycle parking space shall be provided for each dwelling unit. Bicycle parking spaces shall be in enclosed and secured or supervised areas providing protection for each bicycle from theft, vandalism and weather.

**Amending Title 20, Chapter 521 of the Minneapolis Code of Ordinances
relating to Zoning Code: Zoning Districts and Maps Generally.**

The City Council of The City of Minneapolis do ordain as follows:

Section 1. That Section 521.30 of the Minneapolis Code of Ordinances be amended by applying the Pedestrian Oriented Overlay District to the following parcels of land, or portions thereof, listed below and identified on the attached proposed Overlay Zoning District Plates 20, 21, 26, 27, 33, and 34:

A. The following parcels in Plate 20:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
2602924430145 (PART)	E 88 FT OF LOTS 6 AND 7 BLK 9 C L WILLES ADDN	1115	19TH ST E
2602924340155		1100	FRANKLIN AVE E
3502924210042		1101	FRANKLIN AVE E
2602924340099		1112	FRANKLIN AVE E
3502924210198		1113	FRANKLIN AVE E
3502924210039		1119	FRANKLIN AVE E
3502924210040		1123	FRANKLIN AVE E
2602924430081		1300	FRANKLIN AVE E
3502924120168		1301	FRANKLIN AVE E
2602924430082		1304	FRANKLIN AVE E
2602924430083		1308	FRANKLIN AVE E
3502924120169		1311	FRANKLIN AVE E
2602924430080		1314	FRANKLIN AVE E

B. The following parcels in Plate 21:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
2602924140050		245	14TH AVE S
2602924140023		525	14TH AVE S
2602924430062		1915	14TH AVE S
2602924430194		1921	14TH AVE S
2602924110068		216	15TH AVE S
2602924140036		242	15TH AVE S
2602924140059		243	15TH AVE S
2602924140070		404	15TH AVE S
2602924140086		429	15TH AVE S
2602924410018		611	15TH AVE S
2602924430013		1909	15TH AVE S
2602924430014		1911	15TH AVE S
2602924430139		1913	15TH AVE S
2602924410043		620	16TH AVE S

2602924410033		701	16TH AVE S
2602924410032		707	16TH AVE S
3502924110008		2121	16TH AVE S
2602924410030		716	17TH AVE S
2602924440067		803	17TH AVE S
2602924440007		814	17TH AVE S
2602924440008		816	17TH AVE S
2602924440009		822	17TH AVE S
2602924440081		823	17TH AVE S
2602924440010		826	17TH AVE S
2602924440017		837	17TH AVE S
2502924230060		262	19TH AVE S
2502924230050		300	19TH AVE S
2502924230044		316	19TH AVE S
2502924320039		427	19TH AVE S
2502924330114		806	19TH AVE S
2502924330062		821	19TH AVE S
2502924330074		904	19TH AVE S
2502924330076		916	19TH AVE S
2502924330116		924	19TH AVE S
2602924440093		1600	19TH ST E
2502924230057		1826	2 1/2 ST S
2502924320415		511	20TH AVE S
2502924330164		900	20TH AVE S
2502924330096		905	20TH AVE S
2502924330095		915	20TH AVE S
2502924330094		925	20TH AVE S
2502924330089		904	21ST AVE S
2502924340043		911	21ST AVE S
2502924340042		919	21ST AVE S
2502924340041		923	21ST AVE S
2502924330090		924	21ST AVE S
3602924210476		2001	21ST AVE S
3602924220086		2011	21ST AVE S
3602924220106		2012	21ST AVE S
3602924220009		2100	21ST AVE S
3602924220088		2101	21ST AVE S
3502924120224		1404	21ST ST E
3502924120212		1504	21ST ST E
2502924340081		912	22ND AVE S
3602924210133		2020	22ND AVE S
3602924210132		2104	22ND AVE S
3602924210131		2112	22ND AVE S
3602924220039		1820	22ND ST E
3602924220040		1834	22ND ST E
3602924220022		1912	22ND ST E
3602924220021		1914	22ND ST E
3602924220051		1915	22ND ST E
2502924340078		901	24TH AVE S
2502924340071		911	24TH AVE S
2502924340070		915	24TH AVE S

2502924340069		917	24TH AVE S
2502924340058		921	24TH AVE S
3602924220042		1866	24TH ST E
3602924220043		1868	24TH ST E
2502924430061		910	25TH AVE S
2502924220118		1827	2ND ST S
2502924220036		1829	2ND ST S
2602924140080		1412	3RD ST S
2602924140054		1500	3RD ST S
2502924230064		1813	3RD ST S
2502924230059		1816	3RD ST S
2602924140067		1500	4TH ST S
2602924140072		1501	4TH ST S
2602924140085		1501	4TH ST S
2602924140084		1507	4TH ST S
2602924140009		1511	4TH ST S
2602924410002		1525	4TH ST S
2602924140064		1601	4TH ST S
2602924410004		1615	4TH ST S
2502924230063		1808	4TH ST S
2502924230041		1812	4TH ST S
2502924230042		1814	4TH ST S
2602924140087		1417	5TH ST S
2602924140082		1500	5TH ST S
2602924410067		1505	5TH ST S
2602924140083		1506	5TH ST S
2602924410066		1507	5TH ST S
2602924410065		1515	5TH ST S
2502924320101		1807	5TH ST S
2502924320014		1808	5TH ST S
2502924320102		1811	5TH ST S
2502924320222		1927	5TH ST S
2602924410021		1413	6TH ST S
2602924410062		1500	6TH ST S
2602924410038		1501	6TH ST S
2602924410063		1506	6TH ST S
2602924410039		1507	6TH ST S
2602924410064		1514	6TH ST S
2602924410040		1517	6TH ST S
2602924410014		1527	6TH ST S
2602924410006		1530	6TH ST S
2602924410005		1600	6TH ST S
2602924410007		1627	6TH ST S
2502924320112		1812	6TH ST S
2602924410009		1504	7TH ST S
2602924410010		1516	7TH ST S
2602924410060		1519	7TH ST S
2602924410011		1520	7TH ST S
2602924410023		1527	7TH ST S
2502924320140		1808	7TH ST S
2502924320142		1814	7TH ST S

2502924320143		1814	7TH ST S
2502924330088		1809	9TH ST S
2502924330117		2001	9TH ST S
2502924340067		2121	9TH ST S
2502924340077		2401	9TH ST S
2502924340076		2403	9TH ST S
2502924340075		2405	9TH ST S
2502924340074		2407	9TH ST S
2502924430142		2409	9TH ST S
2502924430141		2411	9TH ST S
2502924430140		2413	9TH ST S
2502924430139		2415	9TH ST S
2502924430138		2417	9TH ST S
2502924430137		2419	9TH ST S
2502924430136		2421	9TH ST S
2502924430135		2423	9TH ST S
2502924430143		2425	9TH ST S
3502924110016		2001	BLOOMINGTON AVE S
3502924120003		2008	BLOOMINGTON AVE S
3502924110160		2015	BLOOMINGTON AVE S
3502924120009		2020	BLOOMINGTON AVE S
2502924230075		221	CEDAR AVE S
2602924140056		240	CEDAR AVE S
2502924230078		245	CEDAR AVE S
2602924140055		246	CEDAR AVE S
2602924140005		300	CEDAR AVE S
2502924230038		301	CEDAR AVE S
2502924230035		305	CEDAR AVE S
2602924140006		308	CEDAR AVE S
2502924230061		309	CEDAR AVE S
2502924230067		317	CEDAR AVE S
2502924230068		321	CEDAR AVE S
2602924140088		322	CEDAR AVE S
2602924140002		326	CEDAR AVE S
2502924230039		329	CEDAR AVE S
2602924140061		400	CEDAR AVE S
2602924140020		404	CEDAR AVE S
2502924320453		405	CEDAR AVE S
2602924140077		408	CEDAR AVE S
2502924320011		413	CEDAR AVE S
2602924410057		414	CEDAR AVE S
2602924410048		416	CEDAR AVE S
2502924320414		427	CEDAR AVE S
2602924410058		500	CEDAR AVE S
2502924320104		501	CEDAR AVE S
2602924410059		504	CEDAR AVE S
2502924320106		507	CEDAR AVE S
2502924320105		509	CEDAR AVE S
2502924320103		515	CEDAR AVE S
2602924410037		518	CEDAR AVE S
2502924320111		519	CEDAR AVE S

2502924320110		521	CEDAR AVE S
2502924320612		523	CEDAR AVE S
2502924320133		601	CEDAR AVE S
2502924320456		605	CEDAR AVE S
2502924320134		607	CEDAR AVE S
2502924320136		611	CEDAR AVE S
2502924320135		613	CEDAR AVE S
2502924320352		619	CEDAR AVE S
2502924320613		629	CEDAR AVE S
2602924410042		636	CEDAR AVE S
2502924330159		815	CEDAR AVE S
2502924330017		825	CEDAR AVE S
2502924330018		829	CEDAR AVE S
2502924330086		901	CEDAR AVE S
2502924330112		905	CEDAR AVE S
2502924330083		913	CEDAR AVE S
2502924330082		917	CEDAR AVE S
3602924220001		2001	CEDAR AVE S
3602924220032		2001	CEDAR AVE S
3502924110007		2012	CEDAR AVE S
3602924220033		2019	CEDAR AVE S
3502924110001		2024	CEDAR AVE S
3502924110002		2028	CEDAR AVE S
3602924220034		2103	CEDAR AVE S
3602924220035		2105	CEDAR AVE S
3602924220036		2109	CEDAR AVE S
3602924220037		2113	CEDAR AVE S
2602924430148		1400	FRANKLIN AVE E
3502924120225		1401	FRANKLIN AVE E
2602924430070		1404	FRANKLIN AVE E
2602924430067		1406	FRANKLIN AVE E
2602924430068		1408	FRANKLIN AVE E
2602924430069		1410	FRANKLIN AVE E
2602924430190		1412	FRANKLIN AVE E
2602924430124		1416	FRANKLIN AVE E
2602924430123		1420	FRANKLIN AVE E
3502924120223		1425	FRANKLIN AVE E
2602924430020		1500	FRANKLIN AVE E
2602924430021		1504	FRANKLIN AVE E
3502924120211		1507	FRANKLIN AVE E
2602924430022		1510	FRANKLIN AVE E
3502924120005		1513	FRANKLIN AVE E
3502924120004		1515	FRANKLIN AVE E
3502924120002		1517	FRANKLIN AVE E
3502924120001		1519	FRANKLIN AVE E
3502924110015		1525	FRANKLIN AVE E
3502924110014		1529	FRANKLIN AVE E
2602924430193		1530	FRANKLIN AVE E
3502924110013		1533	FRANKLIN AVE E
3502924110012		1545	FRANKLIN AVE E
3502924110011		1551	FRANKLIN AVE E

2602924440065		1800	FRANKLIN AVE E
2602924440015		1802	FRANKLIN AVE E
3602924220103		1845	FRANKLIN AVE E
2502924330093		2000	FRANKLIN AVE E
2502924330166		2020	FRANKLIN AVE E
3602924220102		2027	FRANKLIN AVE E
3602924210475		2111	FRANKLIN AVE E
3602924210451		2123	FRANKLIN AVE E
2502924340083		2124	FRANKLIN AVE E
2502924340082		2128	FRANKLIN AVE E
3602924210115		2129	FRANKLIN AVE E
2502924340051		2200	FRANKLIN AVE E
3602924210173		2201	FRANKLIN AVE E
3602924210172		2205	FRANKLIN AVE E
3602924210171		2209	FRANKLIN AVE E
3602924210157		2219	FRANKLIN AVE E
2502924340068		2220	FRANKLIN AVE E
3602924210156		2221	FRANKLIN AVE E
3602924210376 (PART)	LOT 1 AND N 32 FT OF LOT 2, BLOCK 1 OF MILWAUKEE MALL ADDN	2227	FRANKLIN AVE E
2502924340053		2300	FRANKLIN AVE E
3602924210061		2301	FRANKLIN AVE E
3602924210474		2307	FRANKLIN AVE E
3602924210058		2313	FRANKLIN AVE E
3602924210057		2317	FRANKLIN AVE E
3602924210418		2327	FRANKLIN AVE E
2502924340054		2328	FRANKLIN AVE E
3602924210415		2401	FRANKLIN AVE E
2502924430146		2424	FRANKLIN AVE E
3602924120196		2425	FRANKLIN AVE E
3602924120194		2429	FRANKLIN AVE E
2602924440063		1909	HIAWATHA AVE
3602924220003		2225	HIAWATHA AVE
2502924330115		1819	MINNEHAHA AVE
2502924330061		1901	MINNEHAHA AVE
2502924330012		1931	MINNEHAHA AVE
3602924220013		2001	MINNEHAHA AVE
3602924220097		2010	MINNEHAHA AVE
3602924220012		2101	MINNEHAHA AVE
3602924220011		2105	MINNEHAHA AVE
3602924220101		2112	MINNEHAHA AVE
3602924220020		2120	MINNEHAHA AVE
3602924220010		2121	MINNEHAHA AVE
3602924220052		2200	MINNEHAHA AVE
3602924220053		2204	MINNEHAHA AVE
3602924220054		2208	MINNEHAHA AVE
3602924220055		2212	MINNEHAHA AVE
3602924220056		2300	MINNEHAHA AVE
3602924220057		2304	MINNEHAHA AVE
3602924220058		2308	MINNEHAHA AVE

3602924220059		2310	MINNEHAHA AVE
3602924220060		2316	MINNEHAHA AVE
3602924220062		2320	MINNEHAHA AVE
3602924220061		2322	MINNEHAHA AVE
3602924220063		2330	MINNEHAHA AVE
2502924230001		1801	RIVERSIDE AVE
2502924320020		1813	RIVERSIDE AVE
2502924320019		1821	RIVERSIDE AVE
2502924230071		1822	RIVERSIDE AVE
2502924320018		1825	RIVERSIDE AVE
2502924320017		1829	RIVERSIDE AVE
2502924320040		1901	RIVERSIDE AVE
2502924320041		1919	RIVERSIDE AVE
2502924320356		2001	RIVERSIDE AVE
2502924320357		2021	RIVERSIDE AVE
2502924320073		2037	RIVERSIDE AVE
3602924220023		2115	SNELLING AVE
3602924220045		2200	SNELLING AVE
3602924220046		2206	SNELLING AVE
3602924220047		2210	SNELLING AVE
3602924220048		2214	SNELLING AVE
3602924220105		2215	SNELLING AVE
3602924220049		2218	SNELLING AVE
3602924220071		2223	SNELLING AVE
3602924220050		2304	SNELLING AVE
3602924220070		2309	SNELLING AVE
3602924220093		2317	SNELLING AVE
3602924220092		2323	SNELLING AVE
2602924110066		1406	WASHINGTON AVE S
2602924140046		1407	WASHINGTON AVE S
2602924140045		1413	WASHINGTON AVE S
2602924140081		1417	WASHINGTON AVE S
2602924140044		1419	WASHINGTON AVE S
2602924110067		1420	WASHINGTON AVE S
2602924140041		1421	WASHINGTON AVE S
2602924140043		1421	WASHINGTON AVE S
2602924140042		1423	WASHINGTON AVE S
2602924140037		1425	WASHINGTON AVE S
2602924140040		1425	WASHINGTON AVE S
2602924110076		1426	WASHINGTON AVE S
2602924140038		1427	WASHINGTON AVE S
2602924140035		1429	WASHINGTON AVE S
2602924140060		1501	WASHINGTON AVE S
2602924140058		1505	WASHINGTON AVE S
2602924140057		1509	WASHINGTON AVE S
2502924220344		1800	WASHINGTON AVE S
2502924230076		1807	WASHINGTON AVE S
2502924220030		1808	WASHINGTON AVE S
2502924220123		1814	WASHINGTON AVE S
2502924220117		1824	WASHINGTON AVE S
2502924230054		1825	WASHINGTON AVE S

C. The following parcels in Plate 26:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
0202824110225		3007	17TH AVE S
0202824110224		3011	17TH AVE S
0102824220021		3009	19TH AVE S
0102824220022		3011	19TH AVE S
0102824220025		3012	19TH AVE S
0102824220020		3013	19TH AVE S
0102824220019		3015	19TH AVE S
0102824220026		3016	19TH AVE S
0102824220018		3017	19TH AVE S
0102824220027		3020	19TH AVE S
0102824220028		3022	19TH AVE S
3602924330048		2809	20TH AVE S
3602924330049		2812	20TH AVE S
3602924330022		2821	20TH AVE S
3602924330025		2824	20TH AVE S
3602924330021		2831	20TH AVE S
3602924330020		2843	20TH AVE S
3602924330019		2845	20TH AVE S
3602924330018		2849	20TH AVE S
3602924330026		2850	20TH AVE S
3602924330017		2859	20TH AVE S
0102824220126		3000	20TH AVE S
0102824220014		3010	20TH AVE S
0102824220009		3013	20TH AVE S
0102824220016		3014	20TH AVE S
0102824220015		3016	20TH AVE S
0102824220008		3017	20TH AVE S
3602924330058		2800	21ST AVE S
3602924340068		2801	21ST AVE S
0102824220004		3008	21ST AVE S
0102824220005		3012	21ST AVE S
0102824220006		3016	21ST AVE S
3602924330046		1919	28TH ST E
3602924330061		2013	28TH ST E
3502924440215		2850	CEDAR AVE S
3502924440135		2904	CEDAR AVE S
3502924440136		2908	CEDAR AVE S
3502924440137		2916	CEDAR AVE S
3502924440212		2922	CEDAR AVE S
3602924330001		2925	CEDAR AVE S
3502924440211		2926	CEDAR AVE S
3502924440082		2930	CEDAR AVE S
3502924440083		2934	CEDAR AVE S
0102824220047		3005	CEDAR AVE S
0202824110004		3008	CEDAR AVE S

0102824220125		3011	CEDAR AVE S
0202824110005		3016	CEDAR AVE S
0102824220043		3017	CEDAR AVE S
0102824220042		3021	CEDAR AVE S
3502924440221		1700	LAKE ST E
0202824110246		1701	LAKE ST E
0202824110228		1709	LAKE ST E
0202824110209		1713	LAKE ST E
0202824110210		1715	LAKE ST E
0202824110233		1717	LAKE ST E
3502924440218		1804	LAKE ST E
0202824110013		1805	LAKE ST E
0202824110014		1807	LAKE ST E
0202824110012		1809	LAKE ST E
0202824110001		1813	LAKE ST E
0202824110003		1815	LAKE ST E
0202824110002		1817	LAKE ST E
3502924440084		1822	LAKE ST E
0102824220048		1825	LAKE ST E
0102824220034		1837	LAKE ST E
0102824220035		1839	LAKE ST E
0102824220033		1841	LAKE ST E
0102824220032		1845	LAKE ST E
0102824220024		1855	LAKE ST E
0102824220023		1901	LAKE ST E
0102824220010		2005	LAKE ST E
0102824220001		2011	LAKE ST E
0102824220003		2015	LAKE ST E
0102824220002		2019	LAKE ST E
0102824220036		3006	LONGFELLOW AVE
0102824220037		3008	LONGFELLOW AVE
0102824220031		3009	LONGFELLOW AVE
0102824220038		3012	LONGFELLOW AVE
0102824220030		3015	LONGFELLOW AVE
0102824220039		3016	LONGFELLOW AVE
0102824220029		3017	LONGFELLOW AVE
0102824220041		3020	LONGFELLOW AVE
0102824220040		3022	LONGFELLOW AVE

D. The following parcels in Plate 27:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
3602924340068		2801	21ST AVE S
0102824210110		3017	21ST AVE S
0102824210111		3004	22ND AVE S
0102824210061		3049	22ND AVE S
0102824210060		3055	22ND AVE S
0102824340074		3717	23RD AVE S
0102824340067		3742	23RD AVE S
0102824240013		3146	24TH AVE S

0102824430140		3740	25TH AVE S
0102824430227		3745	25TH AVE S
0102824430141		3746	25TH AVE S
3602924430048		2801	26TH AVE S
3602924430047		2805	26TH AVE S
3602924430046		2809	26TH AVE S
3602924430045		2815	26TH AVE S
3602924430044		2817	26TH AVE S
3602924430043		2821	26TH AVE S
3602924430036		2843	26TH AVE S
3602924430088		2850	26TH AVE S
3602924430091		2913	26TH AVE S
3602924430061		2941	26TH AVE S
0102824430161		3744	26TH AVE S
3602924430030		2800	27TH AVE S
3602924430031		2804	27TH AVE S
3602924430032		2808	27TH AVE S
3602924430033		2812	27TH AVE S
3602924430034		2816	27TH AVE S
3602924430035		2820	27TH AVE S
3602924430037		2828	27TH AVE S
3602924430038		2832	27TH AVE S
3602924430039		2836	27TH AVE S
3602924430040		2840	27TH AVE S
3602924430016		2845	27TH AVE S
3602924430082		2901	27TH AVE S
3602924430078		2935	27TH AVE S
0102824120095		3009	27TH AVE S
0102824120101		3010	27TH AVE S
0102824120102		3012	27TH AVE S
0102824120094		3013	27TH AVE S
0102824120093		3017	27TH AVE S
0102824120103		3028	27TH AVE S
0102824120104		3037	27TH AVE S
0102824430184		3748	27TH AVE S
3602924440181		2900	28TH AVE S
3602924430092		2912	28TH AVE S
3602924440198		2932	28TH AVE S
0102824110005		3106	28TH AVE S
0102824110006		3108	28TH AVE S
0102824110007		3116	28TH AVE S
0102824110008		3122	28TH AVE S
0102824440059		3753	28TH AVE S
3602924340070		2105	28TH ST E
3602924430049		2611	28TH ST E
0102824110113		3016	29TH AVE S
0102824110114		3020	29TH AVE S
0102824110115		3024	29TH AVE S
0102824110054		3030	29TH AVE S
0102824110052		3034	29TH AVE S
0102824440072		3725	29TH AVE S

0102824440083		3729	29TH AVE S
0102824440082		3731	29TH AVE S
0102824440081		3733	29TH AVE S
0102824440080		3737	29TH AVE S
0102824440079		3741	29TH AVE S
0102824440078		3745	29TH AVE S
0102824440077		3749	29TH AVE S
0102824440076		3753	29TH AVE S
0102824440058		3756	29TH AVE S
0102824440075		3757	29TH AVE S
3602924430042		2616	29TH ST E
3602924430041		2620	29TH ST E
3602924440109		2940	30TH AVE S
3602924440111		2946	30TH AVE S
0102824110036		3008	30TH AVE S
0102824120001		2716	31ST ST E
0102824110010		2716	31ST ST E
0102824110123		2730	31ST ST E
0102824110124		2800	31ST ST E
0102824110053		2818	31ST ST E
0102824210066		2318	32ND ST E
0102824120127		2610	32ND ST E
0102824130080		2701	33RD ST E
0102824140057		2801	33RD ST E
0102824130081		2800	34TH ST E
0102824410062		2811	34TH ST E
0102824410143		2817	35TH ST E
0102824410072		2904	35TH ST E
0102824410081		2905	35TH ST E
0102824410078		2900	36TH ST E
0102824440014		3001	36TH ST E
0102824440093		3001	37TH ST E
0102824440087		3101	37TH ST E
0102824440028		3104	37TH ST E
0102824440029		3108	37TH ST E
0102824440030		3112	37TH ST E
0602823330153		3205	37TH ST E
0602823330111		3212	37TH ST E
0602823330132		3217	37TH ST E
0602823330079		3236	37TH ST E
0102824340068		2230	38TH ST E
0102824340010		2318	38TH ST E
0102824340009		2328	38TH ST E
0102824430143		2402	38TH ST E
0102824430142		2410	38TH ST E
0102824430226		2510	38TH ST E
0102824430162		2512	38TH ST E
0102824430185		2600	38TH ST E
0102824430183		2612	38TH ST E
0102824430211		2700	38TH ST E
0102824430231		2716	38TH ST E

0102824440057		2814	38TH ST E
0102824440074		2916	38TH ST E
0102824440073		2922	38TH ST E
0602823330128		3116	38TH ST E
0602823330145		3210	38TH ST E
0602823330028		3308	38TH ST E
0102824410074		3400	DIGHT AVE
0102824440092		3532	DIGHT AVE
0102824410090		3547	DIGHT AVE
0102824410138		3556	DIGHT AVE
0102824410079		3600	DIGHT AVE
0102824440086		3716	DIGHT AVE
3602924340067		2803	HIAWATHA AVE
3602924340069		2820	HIAWATHA AVE
0102824120080		3147	HIAWATHA AVE
0102824120081		3161	HIAWATHA AVE
0102824130007		3351	HIAWATHA AVE
0102824420172		3401	HIAWATHA AVE
0102824420171		3415	HIAWATHA AVE
0102824420001		3441	HIAWATHA AVE
0102824410140		3463	HIAWATHA AVE
0102824410142		3501	HIAWATHA AVE
0102824440031		3601	HIAWATHA AVE
0102824440094		3745	HIAWATHA AVE
0102824440084		3752	HIAWATHA AVE
3602924340054		2104	LAKE ST E
0102824210109		2121	LAKE ST E
0102824210105		2225	LAKE ST E
0102824120124		2401	LAKE ST E
0102824120107		2421	LAKE ST E
0102824120126 (PART)	EXCLUDING THAT PORTION LYING SOUTH OF 32ND ST E AND NORTH OF 33RD ST E	2425	LAKE ST E
3602924430084		2500	LAKE ST E
3602924430087		2510	LAKE ST E
3602924420047		2510	LAKE ST E
3602924340062		2520	LAKE ST E
3602924430060		2610	LAKE ST E
0102824120097		2613	LAKE ST E
0102824120100		2619	LAKE ST E
0102824120099		2621	LAKE ST E
0102824120098		2629	LAKE ST E
3602924430077		2708	LAKE ST E
0102824120096		2709	LAKE ST E
3602924430090		2716	LAKE ST E
3602924440187		2726	LAKE ST E
0102824110122		2727	LAKE ST E
3602924440192		2800	LAKE ST E
0102824110130		2805	LAKE ST E
0102824110131		2813	LAKE ST E

0102824110112		2815	LAKE ST E
0102824110111		2825	LAKE ST E
0102824110110		2905	LAKE ST E
3602924440191		2912	LAKE ST E
3602924440110		2916	LAKE ST E
0102824110039		2919	LAKE ST E
0102824110038		2927	LAKE ST E
0102824110037		2931	LAKE ST E
0102824120028		3010	MINNEHAHA AVE
0102824120027		3012	MINNEHAHA AVE
0102824120037		3016	MINNEHAHA AVE
0102824120038		3020	MINNEHAHA AVE
0102824120039		3024	MINNEHAHA AVE
0102824120040		3028	MINNEHAHA AVE
0102824120041		3032	MINNEHAHA AVE
0102824120042		3036	MINNEHAHA AVE
0102824120043		3040	MINNEHAHA AVE
0102824120044		3044	MINNEHAHA AVE
0102824120045		3050	MINNEHAHA AVE
0102824120046		3052	MINNEHAHA AVE
0102824120047		3100	MINNEHAHA AVE
0102824120048		3100	MINNEHAHA AVE
0102824120002		3101	MINNEHAHA AVE
0102824120049		3104	MINNEHAHA AVE
0102824120050		3106	MINNEHAHA AVE
0102824120003		3111	MINNEHAHA AVE
0102824120051		3112	MINNEHAHA AVE
0102824120117		3113	MINNEHAHA AVE
0102824120118		3117	MINNEHAHA AVE
0102824120052		3120	MINNEHAHA AVE
0102824120053		3122	MINNEHAHA AVE
0102824120054		3124	MINNEHAHA AVE
0102824120055		3128	MINNEHAHA AVE
0102824120056		3130	MINNEHAHA AVE
0102824110125		3131	MINNEHAHA AVE
0102824120057		3132	MINNEHAHA AVE
0102824120058		3136	MINNEHAHA AVE
0102824120009		3140	MINNEHAHA AVE
0102824120010		3146	MINNEHAHA AVE
0102824120011		3152	MINNEHAHA AVE
0102824440002		3600	MINNEHAHA AVE
0602823330097		3601	MINNEHAHA AVE
0602823330098		3604	MINNEHAHA AVE
0602823330099		3608	MINNEHAHA AVE
0602823330100		3612	MINNEHAHA AVE
0602823330101		3616	MINNEHAHA AVE
0602823330102		3620	MINNEHAHA AVE
0602823330103		3628	MINNEHAHA AVE
0602823330104		3636	MINNEHAHA AVE
0602823330105		3640	MINNEHAHA AVE
0602823330106		3644	MINNEHAHA AVE

0602823330107		3648	MINNEHAHA AVE
0602823330155		3656	MINNEHAHA AVE
0602823330110		3662	MINNEHAHA AVE
0602823330082		3665	MINNEHAHA AVE
0602823330081		3669	MINNEHAHA AVE
0602823330080		3675	MINNEHAHA AVE
0602823330131		3700	MINNEHAHA AVE
0602823330024		3701	MINNEHAHA AVE
0602823330133		3704	MINNEHAHA AVE
0602823330154		3709	MINNEHAHA AVE
0602823330134		3710	MINNEHAHA AVE
0602823330135		3720	MINNEHAHA AVE
0602823330020		3721	MINNEHAHA AVE
0602823330136		3724	MINNEHAHA AVE
0602823330019		3725	MINNEHAHA AVE
0602823330137		3728	MINNEHAHA AVE
0602823330018		3729	MINNEHAHA AVE
0602823330138		3732	MINNEHAHA AVE
0602823330017		3733	MINNEHAHA AVE
0602823330139		3736	MINNEHAHA AVE
0602823330016		3737	MINNEHAHA AVE
0602823330140		3740	MINNEHAHA AVE
0602823330015		3741	MINNEHAHA AVE
0602823330025		3745	MINNEHAHA AVE
0602823330026		3745	MINNEHAHA AVE
0602823330141		3748	MINNEHAHA AVE
0602823330142		3750	MINNEHAHA AVE
0602823330027		3751	MINNEHAHA AVE
0602823330143		3752	MINNEHAHA AVE
0602823330144		3764	MINNEHAHA AVE
0102824120114		3000	SNELLING AVE
0102824120108		3001	SNELLING AVE
0102824120026		3023	SNELLING AVE
0102824120115		3024	SNELLING AVE
0102824120064		3033	SNELLING AVE
0102824120063		3041	SNELLING AVE
0102824120062		3043	SNELLING AVE
0102824120116		3104	SNELLING AVE
0102824120072		3104	SNELLING AVE
0102824120061		3105	SNELLING AVE
0102824120120		3118	SNELLING AVE
0102824120122		3131	SNELLING AVE
0102824120121		3138	SNELLING AVE
0102824120128		3140	SNELLING AVE
0102824130079		3300	SNELLING AVE
0102824140056		3307	SNELLING AVE
0102824140058		3308	SNELLING AVE
0102824140055		3311	SNELLING AVE
0102824140054		3315	SNELLING AVE
0102824140060		3316	SNELLING AVE
0102824140061		3320	SNELLING AVE

0102824140062		3328	SNELLING AVE
0102824140063		3336	SNELLING AVE
0102824140064		3340	SNELLING AVE
0102824140066		3344	SNELLING AVE
0102824140065		3346	SNELLING AVE
0102824140067		3348	SNELLING AVE
0102824410061		3400	SNELLING AVE
0102824410135		3404	SNELLING AVE
0102824410136		3408	SNELLING AVE
0102824410130		3410	SNELLING AVE
0102824410131		3414	SNELLING AVE
0102824410065		3418	SNELLING AVE
0102824410066		3420	SNELLING AVE
0102824410067		3426	SNELLING AVE
0102824410068		3432	SNELLING AVE
0102824410132		3434	SNELLING AVE
0102824410133		3438	SNELLING AVE
0102824410070		3442	SNELLING AVE
0102824410144		3446	SNELLING AVE
0102824410145		3450	SNELLING AVE
0102824410073		3454	SNELLING AVE
0102824410080		3500	SNELLING AVE
0102824410134		3508	SNELLING AVE
0102824410084		3512	SNELLING AVE
0102824410137		3516	SNELLING AVE
0102824410088		3534	SNELLING AVE
0102824410089		3536	SNELLING AVE
0102824410091		3540	SNELLING AVE
0102824410092		3544	SNELLING AVE
0102824410093		3548	SNELLING AVE
0102824410094		3556	SNELLING AVE
0102824440090		3600	SNELLING AVE
0102824440012		3601	SNELLING AVE
0102824440091		3604	SNELLING AVE
0102824440015		3608	SNELLING AVE
0102824440011		3609	SNELLING AVE
0102824440010		3611	SNELLING AVE
0102824440016		3612	SNELLING AVE
0102824440009		3615	SNELLING AVE
0102824440017		3616	SNELLING AVE
0102824440008		3619	SNELLING AVE
0102824440018		3620	SNELLING AVE
0102824440007		3623	SNELLING AVE
0102824440019		3624	SNELLING AVE
0102824440006		3627	SNELLING AVE
0102824440020		3628	SNELLING AVE
0102824440005		3631	SNELLING AVE
0102824440021		3632	SNELLING AVE
0102824440004		3633	SNELLING AVE
0102824440022		3636	SNELLING AVE
0102824440003		3639	SNELLING AVE

0102824440023		3640	SNELLING AVE
0602823330117		3643	SNELLING AVE
0102824440024		3644	SNELLING AVE
0602823330116		3647	SNELLING AVE
0102824440103		3648	SNELLING AVE
0602823330115		3651	SNELLING AVE
0602823330114		3655	SNELLING AVE
0602823330113		3659	SNELLING AVE
0602823330112		3663	SNELLING AVE
0102824440088		3708	SNELLING AVE
0602823330152		3715	SNELLING AVE
0602823330118		3716	SNELLING AVE
0602823330151		3719	SNELLING AVE
0602823330119		3720	SNELLING AVE
0602823330120		3724	SNELLING AVE
0602823330121		3728	SNELLING AVE
0602823330150		3729	SNELLING AVE
0602823330122		3732	SNELLING AVE
0602823330123		3736	SNELLING AVE
0602823330149		3739	SNELLING AVE
0602823330124		3740	SNELLING AVE
0602823330148		3743	SNELLING AVE
0602823330125		3744	SNELLING AVE
0602823330126		3748	SNELLING AVE
0602823330127		3752	SNELLING AVE
0602823330146		3755	SNELLING AVE
0602823330129		3756	SNELLING AVE
0602823330147		3759	SNELLING AVE
0602823330130		3760	SNELLING AVE

E. The following parcels in Plate 33:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
1202824210120		3808	23RD AVE S
1202824120118		3805	24TH AVE S
1202824120239		3800	28TH AVE S
1202824110102		3801	28TH AVE S
1202824120240		3806	28TH AVE S
1202824110074		3800	29TH AVE S
1202824110033		3805	29TH AVE S
1202824110183		3801	30TH AVE S
1202824110198		3804	30TH AVE S
0702823340135		4536	36TH AVE S
1202824110001		2929	36TH ST E
1202824210257		2235	38TH ST E
1202824210118		2237	38TH ST E
1202824210119		2245	38TH ST E
1202824210117		2301	38TH ST E
1202824210092		2325	38TH ST E
1202824120119		2403	38TH ST E

1202824120090		2415	38TH ST E
1202824120091		2419	38TH ST E
1202824120089		2423	38TH ST E
1202824120238		2503	38TH ST E
1202824120060		2525	38TH ST E
1202824120059		2601	38TH ST E
1202824120057		2607	38TH ST E
1202824120058		2611	38TH ST E
1202824120029		2615	38TH ST E
1202824120030		2619	38TH ST E
1202824120031		2623	38TH ST E
1202824120027		2701	38TH ST E
1202824120028		2707	38TH ST E
1202824110197		2915	38TH ST E
0702823230086 (PART)	EXCLUDING THAT PORTION LYING SOUTH OF 41ST ST E	3047	38TH ST E
0702823220004		3115	38TH ST E
0702823220032		3117	38TH ST E
0702823220031		3121	38TH ST E
0702823220013		3209	38TH ST E
0702823220022		3308	39TH ST E
0702823220021		3312	39TH ST E
0702823220085		3230	40TH ST E
0702823220050		3232	40TH ST E
0702823230010		3233	40TH ST E
0702823240056		3415	40TH ST E
0702823240055		3419	40TH ST E
0702823230012		3320	41ST ST E
0702823310157		3413	42ND ST E
0702823310039		3501	42ND ST E
0702823310038		3505	42ND ST E
0702823310037		3509	42ND ST E
0702823310036		3515	42ND ST E
0702823310035		3517	42ND ST E
0702823310149		3520	43RD ST E
0702823220005		3800	DIGHT AVE
0702823220081		3830	DIGHT AVE
0702823230011		4008	DIGHT AVE
0702823310040		4212	DIGHT AVE
0702823310041		4216	DIGHT AVE
0702823310042		4216	DIGHT AVE
0702823310043		4222	DIGHT AVE
0702823310044		4224	DIGHT AVE
0702823310148		4234	DIGHT AVE
0702823310075		4238	DIGHT AVE
0702823310076		4242	DIGHT AVE
0702823310077		4246	DIGHT AVE
1202824110182		3815	HIAWATHA AVE
0702823220003		3915	HIAWATHA AVE
0702823220002		3961	HIAWATHA AVE

0702823230013		4001	HIAWATHA AVE
0702823230014		4041	HIAWATHA AVE
0702823310147		4225	HIAWATHA AVE
0702823310143		4251	HIAWATHA AVE
0702823220012		3800	MINNEHAHA AVE
0702823220011		3801	MINNEHAHA AVE
0702823220015		3836	MINNEHAHA AVE
0702823220016		3840	MINNEHAHA AVE
0702823220017		3844	MINNEHAHA AVE
0702823220018		3848	MINNEHAHA AVE
0702823220019		3852	MINNEHAHA AVE
0702823220020		3860	MINNEHAHA AVE
0702823210122		3867	MINNEHAHA AVE
0702823220068		3900	MINNEHAHA AVE
0702823210162		3907	MINNEHAHA AVE
0702823210161		3911	MINNEHAHA AVE
0702823210219		3912	MINNEHAHA AVE
0702823210220		3920	MINNEHAHA AVE
0702823210221		3924	MINNEHAHA AVE
0702823210222		3930	MINNEHAHA AVE
0702823210001		3936	MINNEHAHA AVE
0702823210002		3940	MINNEHAHA AVE
0702823210003		3944	MINNEHAHA AVE
0702823210004		3946	MINNEHAHA AVE
0702823210005		3948	MINNEHAHA AVE
0702823210006		3950	MINNEHAHA AVE
0702823210007		3960	MINNEHAHA AVE
0702823210008		3962	MINNEHAHA AVE
0702823210148		3965	MINNEHAHA AVE
0702823240054		4000	MINNEHAHA AVE
0702823240057		4004	MINNEHAHA AVE
0702823240058		4008	MINNEHAHA AVE
0702823240051		4009	MINNEHAHA AVE
0702823240059		4012	MINNEHAHA AVE
0702823240053		4015	MINNEHAHA AVE
0702823240060		4016	MINNEHAHA AVE
0702823240052		4019	MINNEHAHA AVE
0702823240061		4020	MINNEHAHA AVE
0702823240062		4032	MINNEHAHA AVE
0702823220030		3800	SNELLING AVE
0702823220033		3804	SNELLING AVE
0702823220034		3808	SNELLING AVE
0702823220035		3812	SNELLING AVE
0702823220036		3816	SNELLING AVE
0702823220037		3820	SNELLING AVE
0702823220038		3824	SNELLING AVE
0702823220039		3828	SNELLING AVE
0702823220040		3832	SNELLING AVE
0702823220041		3836	SNELLING AVE
0702823220029		3839	SNELLING AVE
0702823220042		3840	SNELLING AVE

0702823220028		3843	SNELLING AVE
0702823220043		3844	SNELLING AVE
0702823220027		3847	SNELLING AVE
0702823220044		3848	SNELLING AVE
0702823220026		3851	SNELLING AVE
0702823220045		3852	SNELLING AVE
0702823220025		3855	SNELLING AVE
0702823220046		3856	SNELLING AVE
0702823220024		3859	SNELLING AVE
0702823220047		3860	SNELLING AVE
0702823220023		3865	SNELLING AVE
1202824210256		3805	STANDISH AVE

F. The following parcels in Plate 34:

PID	PORTION THEREOF	HOUSE NUMBER	STREET
0702823310157		3413	42ND ST E
0702823340121		3601	44TH ST E
0702823340034		3603	44TH ST E
0702823310128		3612	44TH ST E
0702823340132		3602	45TH ST E
0702823340042		3800	46TH ST E
0702823340122		3800	46TH ST E
0702823430101		3810	46TH ST E
0702823430076		3910	46TH ST E
1802823120085		3939	46TH ST E
1802823120086		3941	46TH ST E
0702823430155		4022	46TH ST E
0702823310146		4311	HIAWATHA AVE
0702823340015		4401	HIAWATHA AVE
0702823340118		4439	HIAWATHA AVE
0702823340134		4501	HIAWATHA AVE
0702823340141		4525	HIAWATHA AVE
0702823340142		4547	HIAWATHA AVE
0702823340056		4558	HIAWATHA AVE
1802823120084		4601	HIAWATHA AVE
1802823120080		4641	HIAWATHA AVE
1802823120073		4641	HIAWATHA AVE
1802823120081		4701	HIAWATHA AVE
1802823120082		4757	HIAWATHA AVE
0702823430075		4554	MINNEHAHA AVE
0702823430154		4561	MINNEHAHA AVE
1802823120043		4601	MINNEHAHA AVE
1802823120046		4604	MINNEHAHA AVE
1802823120027		4737	MINNEHAHA AVE
1802823120065		4740	MINNEHAHA AVE
0702823310129		4300	SNELLING AVE
0702823310099		4334	SNELLING AVE

0702823310098		4338	SNELLING AVE
0702823310097		4346	SNELLING AVE
0702823310006		4352	SNELLING AVE
0702823310007		4356	SNELLING AVE
0702823310008		4360	SNELLING AVE
0702823340016		4400	SNELLING AVE
0702823340017		4406	SNELLING AVE
0702823340045		4412	SNELLING AVE
0702823340050		4412	SNELLING AVE
0702823340046		4416	SNELLING AVE
0702823340047		4420	SNELLING AVE
0702823430099		4540	SNELLING AVE
0702823430100		4544	SNELLING AVE
0702823430195		4555	SNELLING AVE
0702823430194		4559	SNELLING AVE