

Department of Community Planning and Economic Development – Planning Division
Zoning Code Text and Map Amendments
Southeast Minneapolis Industrial (SEMI) and University & 29th Avenue SE Rezoning Study

Date: March 5, 2007

Initiator of Amendment: Council Member Gordon

Date of Introduction at City Council: February 9, 2007

Planning Staff and Phone: Jennifer Jordan, (612) 673-3859; Hilary Dvorak, (612) 673-2639

Ward: 2

Neighborhood Organization: Prospect Park East River Road Improvement Association

Intent of the Ordinance: The purpose of the amendment is to consider rezoning to add the Transit Station Area Pedestrian Oriented Overlay District to parcels along the University Avenue SE corridor consistent with city-adopted plans for the area and to consider base zoning changes for seven parcels.

Appropriate Section(s) of the Zoning Code: Chapter 521: Zoning Districts and Maps Generally; Chapter 551: Overlay Zoning Districts and Maps Generally

Existing Zoning: Various primary district designations and the Industrial Living Overlay District

Proposed Zoning for Map Amendment: See attached map and parcel listing within report

Zoning Plate Numbers: 22

Background and Public Process:

State statute requires municipalities to develop consistency between zoning and its comprehensive plan. The area proposed for zoning changes is covered by two plans. The SEMI Master Plan was adopted by the City Council July 2001 and a comprehensive plan amendment was approved by the Metropolitan Council August 2006. The University Avenue SE & 29th Avenue SE Development Objectives and Design Guidelines documents were adopted by the City Council February 9, 2007 and will be incorporated into the comprehensive plan as part of the 2008 comprehensive plan update process currently underway.

Staff conducted field work and analysis from June 2006 through September 2006. It was determined that, with a few exceptions, the current base zoning was appropriate and that application of a Transit Station Area Pedestrian-Oriented Overlay District would be the best way to implement adopted small area plans for the corridor and to prepare for future development in advance of the Central Corridor LRT line. Staff then prepared a draft map for community input and discussion and posted it on the CPED Planning Division website.

Staff presented the draft map and ordinance language internally at CPED Planning Division staff meetings and at the following neighborhood-based meetings:

- Prospect Park East River Road Zoning Committee – October 17, 2006
- Southeast Economic Development (SEED) Committee – December 12, 2006
- Rezoning study open house – January 9, 2007

An open house for property owners, businesses, residents and interested parties was held to explain the proposed zoning changes in detail and to give opportunity for questions and input. Notice for the open house was given to all property owners and taxpayers that were within a ½ mile radius from the 29th Avenue SE & University Avenue SE intersection. Approximately 65 individuals attended and no major objections were raised against applying the Transit Station Area Pedestrian-Oriented Overlay district to the proposed parcels.

Parcels Proposed for Transit-Station Area Pedestrian-Oriented Overlay District

Eighty-eight (88) parcels are proposed to have the Transit-Station Area Pedestrian-Oriented Overlay District applied. The full parcel list is attached to the end of this report. Of those parcels, fourteen (14) would be non-conforming under the additional overlay district regulations. Five (5) parcels are non-conforming under the base zoning district regulations and would remain nonconforming under the additional overlay district regulations. The base zoning districts for this collection of parcels includes I1 Light Industrial, C1 Neighborhood Commercial District, C2 Neighborhood Corridor Commercial District, C3A Community Activity Center District, OR1 Neighborhood Office Residence District, and OR2 High Density Office Residence District. One parcel has the Industrial Living Overlay District.

Detail on Non-Conforming Parcels

The table below shows the detail on the specific parcels that would become or remain non-conforming uses under the proposed Transit Station Area Pedestrian-Oriented Overlay District. For the industrial properties, a wholesaling, warehouse and distribution use over 30,000 square feet in size causes the non-conformity. The two top factors driving the non-conformity for the majority of commercial uses is the presence of a drive-through or an auto repair or convenience use. These non-conforming uses would be permitted to continue operation with the application of the Transit Station Area Pedestrian-Oriented Overlay District and future expansion for some of these uses could still occur. It is important to note that prohibited uses in the Transit Station Area Pedestrian-Oriented Overlay District such as drive-through facilities, automobile services uses and transportation uses would not be permitted to expand except as authorized by section 531.50 and approved by the City Planning Commission.

Non-Conforming Parcels					
PID	House Number	House Fraction	Street	Primary Zoning	Non-Conforming?
3002923240063	150		26TH AVE S E	I2	Yes - size of industrial warehouse/distribution use
3002923240063	150		26TH AVE S E	I2	Yes - size of industrial warehouse/distribution use
3002923130030	2901		4TH ST S E	I1	Yes - size of industrial warehouse/distribution use
3002923410019	61		BEDFORD ST S E	R4	Yes - base zoning only; currently used as a commercial use
3002923240027	2520		UNIVERSITY AVE S E	C3A	Yes - due to bank drive through; already NC with base zoning
3002923240018	2700		UNIVERSITY AVE S E	C1	Yes - due to auto-oriented use; already NC with base zoning
3002923130053	2812		UNIVERSITY AVE S E	C2	Yes – due to auto repair use
3002923130029	2929		UNIVERSITY AVE S E	I1	Yes - due to auto repair uses and size of industrial warehouse/distribution use
3002923140041	3033		UNIVERSITY AVE S E	C2	Yes - due to bank drive through

Non-Conforming Parcels					
PID	House Number	House Fraction	Street	Primary Zoning	Non-Conforming?
3002923140053	3117		UNIVERSITY AVE S E	C2/R1A	Yes - due to bank drive through
3002923410025	3326		UNIVERSITY AVE S E	C1	Yes - due to auto repair; already NC with base zoning; Note: existing minor automobile repair use is not nonconforming in the C1 District if it has continuously and legally operated since prior adoption of the zoning code in 1999
3002923410049	3357		UNIVERSITY AVE S E	C1	Yes - due to auto convenience; already NC with base zoning
3002923410115	3410		UNIVERSITY AVE S E	C2	Yes - due to bank drive through
3002923230157	1016		WASHINGTON AVE S E	C2	Yes - due to fast food drive through

Parcels Proposed for Base Zoning Changes

Wholesale change of the base zoning for the corridor is not proposed as part of this study but base zone changes are proposed for a few parcels. Seven (7) parcels are proposed for changes to base zoning. The first parcel proposed for base zoning changes is a land-locked parcel that is currently zoned R4 Multiple-Family Residential District and is proposed to be changed to C2 Neighborhood Corridor Commercial District. The parcel addresses as 2900 ½ University Avenue SE and is proposed to be developed in conjunction with an adjacent parcel that fronts on University Avenue SE.

The next five parcels are proposed for base zoning changes in order to correct a situation in which there are two different zoning districts occurring on one parcel. The parcel at 3000 University Avenue SE currently houses the Textile Center and is a combination of OR2 High Density Office Residence District and R4 Multiple-Family Residential zoning districts. The parcel at 3008 University Avenue SE is currently used as a commercial office and is also a combination of OR2 High Density Office Residence District and R4 Multiple-Family Residential zoning districts. The parcel at 3014 University Avenue SE is currently used as a commercial office and is also a combination of OR2 High Density Office Residence District and R4 Multiple-Family Residential zoning districts. The parcel at 3329 University Avenue SE contains a parking lot and a medical clinic and is a combination of OR1 Neighborhood Office Residence District and C1 Neighborhood Commercial District. The parcel at 1025 Delaware Avenue SE is currently vacant land and is a combination of C2 Neighborhood Corridor Commercial District and C3A Community Activity Center District.

The final parcel proposed for base zoning changes results from a written request from the current property owner asking that the city to change the zoning from C2 Neighborhood Corridor Commercial District to C3A Community Activity Center District as part of this rezoning study process. CPED Planning Division staff evaluated the requested zoning change and believes the change is appropriate because the property is in close proximity to the Stadium Village Activity Center and future LRT transit station for Stadium Village. The parcel at 2428 Delaware Street SE is currently used as a surface parking lot.

Parcels Proposed for Base Zoning Changes						
PID	House Number	House Fraction	Street	Current Zoning	Proposed Zoning	Reason
3002923130008	2900	½	UNIVERSITY AVE S E	R4	C2	Land-locked parcel to be joined with 2910 University Avenue SE
3002923130039	3000		UNIVERSITY AVE S E	OR2/R4	OR2	To correct split zoning on lot
3002923130038	3008		UNIVERSITY AVE S E	OR2/R4	OR2	To correct split zoning on lot
3002923130047	3014		UNIVERSITY AVE S E	OR2/R4	OR2	To correct split zoning on lot
3002923410054	3329		UNIVERSITY AVE S E	C1/OR1	C1	To correct split zoning on lot
3002923240057	1025		DELAWARE ST S E	C2/C3A	C3A	To correct split zoning on lot
3002923240037	2428		DELAWARE ST S E	C2	C3A	As requested in writing by property owner; staff concur that C3A zoning is appropriate at this location

Findings as required by the Minneapolis Zoning Code:

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

The following comprehensive plan land use feature designations apply to this area: University Avenue SE is a designated Community Corridor, the University of Minnesota/SEMI area is a Growth Center, Bedford & University is a Neighborhood Commercial Node, SEMI is an Industrial Business Park Opportunity Area and the University area is a Transit Corridor. The proposed zoning amendment will support the evolution of the corridor into a Transit Station Area (TSA).

3. Marketplaces: Growth Centers

3.3 Minneapolis has adopted a Growth Center plan for the University of Minnesota/ SEMI area which guides land use decisions and investment in the area and recognizes the contributions from existing plans and planning processes.

Implementation Steps

- The SEMI Refined Master Plan gives policy guidance on the amount, location and relationships among housing, commercial and institutional land uses.
- Support the University of Minnesota's contribution to the city, in terms of providing employment, diversifying the economy and advancing technology.
- Promote moderate to high density housing of a variety of affordability levels and supporting commercial uses adjacent to the University of Minnesota.

4. Marketplaces: Neighborhoods

4.1 Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.

4.2 Minneapolis will coordinate land use and transportation planning on designated Community Corridors streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.

Implementation Steps

- Strengthen the residential character of Community Corridors by developing appropriate housing types that represent variety and a range of affordability levels.
- Promote more intensive residential development along these corridors where appropriate.
- Discourage the conversion of existing residential uses to commercial uses, but encourage the development of mixed-use residential dwelling units in commercial buildings where appropriate.
- Support the continued presence of small-scale retail sales and commercial services along Community Corridors.
- Ensure that commercial uses do not negatively impact nearby residential areas.

4.5 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small-scale retail sales and commercial services and are compatible with adjacent residential areas.

Implementation Steps

- Support the continued presence of small-scale retail sales and commercial services in Neighborhood Commercial Nodes.
- Direct other uses that act as neighborhood focal points (institutional, cultural or social) to locate at Neighborhood Commercial Nodes.
- Restrict auto-oriented, industrial or manufacturing activities that generate significant vehicular traffic, noise or air-borne impacts on residential neighbors.
- Promote medium density residential development around Neighborhood Commercial Nodes (see also Community Corridors policy in this chapter).
- Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.
- Ensure that commercial uses do not negatively impact nearby residential areas.
- Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.
- Promote traditional urban form in terms of building siting and massing when undertaking new development in Neighborhood Commercial Nodes. (See discussion of traditional urban form in Chapter 9.)
- Preserve traditional commercial storefronts at Neighborhood Commercial Nodes wherever possible.
- Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts, mitigated impacts on neighboring uses and shared use of parking facilities.
- Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes.

4.9 Minneapolis will grow by increasing its supply of housing.

Implementation Steps

- Support the development of new medium- and high-density housing in appropriate locations throughout the City.

4.10 Minneapolis will increase its housing that is affordable to low and moderate income households.

4.11 Minneapolis will improve the availability of housing options for its residents.

Implementation Steps

- Increase the variety of housing styles and affordability levels available to prospective buyers and renters.
- Provide and maintain moderate and high-density residential areas.
- Promote the development of housing suitable for people and households in all life stages, and that can be adapted to accommodate changing housing needs over time.
- Promote accessible housing designs to support persons with disabilities.
- Promote mixed-income housing development that offers a range of dwelling unit sizes and levels of affordability.

4.18 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

- Explore and pursue opportunities to integrate development with transit stations.
- 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.
- Ensure that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.
- 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.

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.).

Recruit land uses that value convenient access to downtown Minneapolis or other institutional or employment centers that are well served by transit.

Discourage automobile services and drive-through facilities from locating or expanding in these designated areas.

4.19 Minneapolis will require design standards for TSAs that are oriented to the pedestrian and bicyclist and that enforce traditional urban form.

Implementation Steps

Ensure that TSA building and site design is oriented to the pedestrian (e.g., reinforcing street walls, anchoring street corners, creating semi-public outdoor spaces, creating visual interest, providing adequate fenestration, and ensuring that principal building entrances open onto public sidewalks).

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 *Chapter 9, City Form*)

Work in partnership with neighborhoods and businesses to enhance the safety and aesthetics of TSA streets and sidewalks through installation of streetscape elements (e.g., lighting, trees, and street furniture).

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 *Chapter 9, City Form*.)

Ensure that TSA development is well integrated into the surrounding neighborhoods through attention to building design, landscaping, and transitions in density and land use.

4.21 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.

Allow reductions in minimum off-street parking requirements.

Support shared use of parking by commercial uses with different peak periods of parking demand.

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.

Limit the amount of street frontage for new off-street parking lots and require landscaping between parking lots and public sidewalks.

Provide density bonuses for land uses that provide parking underground or within structures.

Use parking meters and other parking management practices to ensure an adequate supply and turnover of on-street parking for commercial activities.

Discourage long-term on-street parking by non-residents.

Work in partnership with the Metropolitan Council to evaluate and address the impact of automobile traffic and parking generated by the presence of transit stations.

Limit parking facilities in neighborhoods that are exclusively for the use of transit riders.

Work in partnership with other entities to identify opportunities for shared parking facilities to strategically support the development within TSAs.

8. Movement

8.7 Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers and along transit corridors.

Implementation Steps

Require that future growth centers be well served by reliable and convenient transit service.

Require that all major new developments located within the city facilitate transit access and service.

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 implement long-range planning efforts on behalf of the neighborhood and the city to support the University of Minnesota/SEMI area Growth Center and to prepare for development along the University Avenue SE corridor in conjunction with the Central Corridor LRT line. It is in the public interest to put regulations in place that will ensure that sites are redeveloped with pedestrian orientation, a minimum of impervious surfaces, and a mix of uses in order to promote integrated land uses with transit.

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 existing uses of the property and the base zoning are compatible with the proposed overlay zoning district. Land uses are expected to transition over time to a greater range of mixed-use and transit-oriented development as the Central Corridor LRT becomes operational.

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.

Application of the proposed Transit Station Area Pedestrian-Oriented Overlay District to this corridor is meant to guide the area as it transitions into a more pedestrian and transit-oriented area. Overall base zoning is proposed to remain unchanged in order to allow existing uses to retain existing base zoning rights. Intensification of base zoning can occur over time as individual properties are redeveloped. Nonconforming uses can continue to operate as is under the proposed overlay zoning.

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 Central Corridor LRT line is proposed to run along University Avenue connecting Minneapolis and St. Paul. The Central Corridor LRT line is currently in preliminary engineering and is estimated to start construction in 2010 with completion in 2013. As proven with the opening of the Hiawatha LRT line, development market interest and activity along the University Avenue SE corridor will increase. The proposed zoning changes are intended to shape this market interest to encourage compact, mixed-use development that addresses the plan objectives laid out in the SEMI Master Plan and the University & 29th Avenue SE Development Objectives Plan.

RECOMMENDATION OF THE DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT, PLANNING DIVISION:

Recommended Motion: The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning text and map amendment for the rezoning of parcels.

Attachments:

- List of parcels proposed for Transit-Station Area Pedestrian-Oriented Overlay District
- Proposed Ordinance Text
- MAP – Proposed Transit-Station Area Pedestrian-Oriented Overlay District boundaries
- MAP – Base Zoning
- MAP- Proposed Transit-Station Area Pedestrian-Oriented Overlay District boundaries with Non-Conforming Uses
- SEMI Master Plan Executive Summary
- University Avenue SE & 29th Avenue SE Development Objectives
- Letter from property owner at 2428 Delaware Street SE requesting base zoning change

Parcels Proposed for Transit Station Area Pedestrian Oriented (TSAPO) Overlay District							
PID	HOUSENUM	HOUSEFRACT	STREET	Primary Zoning	Non-Conforming?	LOT_SIZE	TOTAL_GBA
3002923240060	201		25TH AVE S E	C2	No	18554	9384
3002923240063	150		26TH AVE S E	I2	Yes - size of industrial warehouse/distribution use	108900	198713
3002923240063	150		26TH AVE S E	I2	Yes - size of industrial warehouse/distribution use	108900	62181
3002923240058	315		27TH AVE S E	I1	No	44872	33421
3002923210038	2328		4TH ST S E	I1	No	20367	19460
3002923210019	2609		4TH ST S E	I1	No	10890	
3002923210036	2613		4TH ST S E	I1	No	18112	16508
3002923130054	2635		4TH ST S E	I1	No	73116	38616
3002923130054	2635		4TH ST S E	I1	No	73116	29369
3002923130055	2721		4TH ST S E	OR2	No	63272	
3002923130026	2813		4TH ST S E	I1	No	32760	
3002923130030	2901		4TH ST S E	I1	Yes - size of industrial warehouse/distribution use	108852	92692
3002923130041	3000		4TH ST S E	I1	No	24900	
3002923130040	3001		4TH ST S E	I1	No	29970	23137
3002923140040	3024		4TH ST S E	I1	No	24851	7735
3002923410019	61		BEDFORD ST S E	R4	Yes, base zoning only	19912	8480
3002923410027	21		CLARENCE AVE S E	R1A	No	7780	2504
3002923240057	1025		DELAWARE ST S E	C2/C3A	No	23640	
3002923240037	2428		DELAWARE ST S E	C2	No	21687	
3002923240079	2508		DELAWARE ST S E	R6	No	117395	536630
3002923240077	2529		DELAWARE ST S E	C3A	No	14400	16218
3002923240016	2701		DELAWARE ST S E	R4	No	7665	4305
3002923240015	2707		DELAWARE ST S E	R4	No	7750	2160
3002923240014	2711		DELAWARE ST S E	R4	No	7750	1236
3002923240013	2713		DELAWARE ST S E	R4	No	7750	2808
3002923240012	2717		DELAWARE ST S E	R4	No	7650	1812

Parcels Proposed for Transit Station Area Pedestrian Oriented (TSAPO) Overlay District							
PID	HOUSENUM	HOUSEFRACT	STREET	Primary Zoning	Non-Conforming?	LOT_SIZE	TOTAL_GBA
3002923240010	2721		DELAWARE ST S E	R4	No	7500	2484
3002923140013	2		MALCOLM AVE S E	I1	No	33108	8213
3002923240011	215		ST MARYS AVE	R4	No	5000	6156
3002923210035	2301		UNIVERSITY AVE S E	OR2	No	31548	13871
3002923220031	2315		UNIVERSITY AVE S E	OR2	No	9636	
3002923220068	2324		UNIVERSITY AVE S E	C2	No	26250	4492
3002923210037	2329		UNIVERSITY AVE S E	OR2	No	25185	26254
3002923210042	2407		UNIVERSITY AVE S E	C3A	No	68926	53829
3002923240024	2408		UNIVERSITY AVE S E	C3A	No	9570	25740
3002923240061	2418		UNIVERSITY AVE S E	C3A	No	18605	25740
3002923240026	2424		UNIVERSITY AVE S E	C3A	No	9570	25740
3002923210043	2425		UNIVERSITY AVE S E	C3A	No	33931	5352
3002923240076	2500		UNIVERSITY AVE S E	OR2	No	55382	18258
3002923240059	2515		UNIVERSITY AVE S E	C3A	No	185853	404996
3002923240027	2520		UNIVERSITY AVE S E	C3A	Yes - due to drivethrough; already NC with base zoning	32000	12000
3002923240054	2600		UNIVERSITY AVE S E	C3A	No	40920	30164
3002923240030	2630		UNIVERSITY AVE S E	C2	No	61380	41895
3002923240018	2700		UNIVERSITY AVE S E	C1	Yes - due to auto-oriented use; already NC with base zoning	23250	1940
3002923130048	2701		UNIVERSITY AVE S E	OR2	No	81189	73710
3002923240017	2720		UNIVERSITY AVE S E	OR2	No	31000	30619
3002923130049	2725		UNIVERSITY AVE S E	C3A	No	37560	4857
3002923130052	2804		UNIVERSITY AVE S E	OR2	No	24920	18792
3002923130044	2811		UNIVERSITY AVE S E	OR2	No	59597	9772
3002923130053	2812		UNIVERSITY AVE S E	C2	Yes - due to auto repair use	36843	16450
3002923130033	2828		UNIVERSITY AVE S E	C2	No	41052	32540

Parcels Proposed for Transit Station Area Pedestrian Oriented (TSAPO) Overlay District							
PID	HOUSENUM	HOUSEFRACT	STREET	Primary Zoning	Non-Conforming?	LOT_SIZE	TOTAL_GBA
3002923130028	2829		UNIVERSITY AVE S E	OR2	No	63272	143830
3002923130008	2900	1/2	UNIVERSITY AVE S E	R4	No	6400	
3002923130024	2910		UNIVERSITY AVE S E	C2	No	28474	7640
3002923130029	2929		UNIVERSITY AVE S E	I1	Yes - due to auto repair uses and size of industrial warehouse/distribution use	141000	90171
3002923130039	3000		UNIVERSITY AVE S E	OR2/R4	No	17500	12720
3002923130042	3001		UNIVERSITY AVE S E	OR2	No	22192	31098
3002923130038	3008		UNIVERSITY AVE S E	OR2/R4	No	9750	9062
3002923130047	3014		UNIVERSITY AVE S E	OR2/R4	No	10275	6594
3002923130046	3018		UNIVERSITY AVE S E	OR2	No	6000	540
3002923130036	3020		UNIVERSITY AVE S E	OR2	No	6000	1520
3002923130035	3024		UNIVERSITY AVE S E	OR2	No	6000	2152
3002923420014	3028		UNIVERSITY AVE S E	OR2	No	6000	1536
3002923140041	3033		UNIVERSITY AVE S E	C2	Yes - due to drivethrough	21608	6036
3002923420013	3036		UNIVERSITY AVE S E	OR2	No	18650	16459
3002923140053	3117		UNIVERSITY AVE S E	C2/R1A	Yes - due to drive through	25230	5998
3002923410116	3121		UNIVERSITY AVE S E	OR1		5250	
3002923410065	3125		UNIVERSITY AVE S E	OR1	No	5200	1392
3002923410026	3300		UNIVERSITY AVE S E	OR2	No	42250	30644
3002923410064	3301		UNIVERSITY AVE S E	OR1	No	5100	6042
3002923410063	3307		UNIVERSITY AVE S E	OR1	No	5700	1712
3002923410061	3309		UNIVERSITY AVE S E	OR1	No	5100	3408
3002923410059	3315		UNIVERSITY AVE S E	OR1	No	5200	1584
3002923410118	3319		UNIVERSITY AVE S E	OR1	No	5200	
3002923410025	3326		UNIVERSITY AVE S E	C1	Yes - due to auto repair; already NC with base zoning Note: existing minor automobile repair use is	38630	8934

Parcels Proposed for Transit Station Area Pedestrian Oriented (TSAPO) Overlay District							
PID	HOUSENUM	HOUSEFRACT	STREET	Primary Zoning	Non-Conforming?	LOT_SIZE	TOTAL_GBA
					not nonconforming in the C1 District if it has continuously and legally operated since prior adoption of the zoning code in 1999		
3002923410054	3329		UNIVERSITY AVE S E	C1/OR1	No	21150	11990
3002923410024	3338		UNIVERSITY AVE S E	C1	No	27537	45968
3002923410125	3349		UNIVERSITY AVE S E	C1	No	38500	30282
3002923410021	3350		UNIVERSITY AVE S E	C1	No	12660	2400
3002923410050	3353		UNIVERSITY AVE S E	C1	No	15675	16678
3002923410049	3357		UNIVERSITY AVE S E	C1	Yes - due to auto convenience; already NC with base zoning	17763	2501
3002923410020	3400		UNIVERSITY AVE S E	C1	No	12750	15378
3002923410003	3401		UNIVERSITY AVE S E	I1	No	68206	25142
3002923410115	3410		UNIVERSITY AVE S E	C2	Yes - due to drive through	54665	22756
3002923410115	3410		UNIVERSITY AVE S E	C2	Yes - due to drive through	54665	2688
3002923230157	1016		WASHINGTON AVE S E	C2	Yes - due to drive through	33883	3909
3002923240056	1024		WASHINGTON AVE S E	C3A	No	15355	9782
3002923210039	1032		WASHINGTON AVE S E	C3A	No	4338	