

Table ____ : Parking and Transportation Recommendations

Topics	What is Already Being Done?	Recommendations for Future Action	Responsible Groups
Development Parking Requirements			
Residential parking requirements	<ul style="list-style-type: none"> Recently adopted parking amendment reduced parking requirements for commercial uses; exempted University area from consideration PO district covers part of area, reducing parking requirements Informally enforcing 0.5 spaces/bedroom in U area Decreased allowed impervious surface, with text amendment 	<ul style="list-style-type: none"> Establish overlay district with 0.5 spaces/bedroom required for all residential development in District* Allow compact spaces to meet parking requirements in smaller developments* Revisit parking area design requirements and enforcement to avoid unattractive yards* Potentially provide reductions in parking requirements in exchange for high quality bicycle and scooter parking and shared cars* 	<ul style="list-style-type: none"> CPED Planning Public Works Transportation
Shared commercial parking	<ul style="list-style-type: none"> Already allowed by city ordinance in some situations Parking amendment eliminated required off-street parking for Dinkytown and Stadium Village development U of M allows free parking in ramps evenings and Sundays 	<ul style="list-style-type: none"> Encourage creative shared parking arrangements for commercial uses as part of district parking strategy and through the development review process Pursue parking study or studies for District area to assess parking utilization and needs, as well as opportunities for sharing facilities 	<ul style="list-style-type: none"> Business associations U of M Parking & Transportation Public Works Transportation
On-Street Parking			
Illegal parking	<ul style="list-style-type: none"> Ongoing enforcement efforts citywide 	<ul style="list-style-type: none"> Work with neighborhood groups to identify offenders and ticket them, including parking illegally in critical parking areas and in no-parking areas (on lawns, intersections, etc.) Modify the permitting and renewal process to make it harder for people to illegally transfer permits and easier to identify offenders Consider using parking fines to staff increased enforcement in District** 	<ul style="list-style-type: none"> Public Works Transportation Neighborhoods

		<ul style="list-style-type: none"> • Increase enforcement at strategic times, such as the beginning of semesters** • Combine and coordinate City and U of M enforcement efforts to maximize impact 	
Critical parking areas	<ul style="list-style-type: none"> • Process in place allows property owners to petition city (with 70% agreement) to establish critical parking areas 	<ul style="list-style-type: none"> • Revisit existing critical parking areas to ensure they are appropriate • Encourage landowners to pursue critical parking districts as needed, particularly in areas with substantial commuter parking • Clarify rules regarding who must sign petition (property owner or tenants) to enact critical parking* • Pursue a parking study to determine parking costs and utilization rates in the District** 	<ul style="list-style-type: none"> • Neighborhoods • Public Works Transportation
Parking permits	<ul style="list-style-type: none"> • Permits issued for residents based on number of licenses, with allowance for visitors 	<ul style="list-style-type: none"> • Encourage larger developments to provide parking on site and opt not to participate in parking permit programs, so as to not overwhelm available spots • Monitor and limit total number of critical parking permits issued for residential developments to better reflect parking supply in surrounding area* 	<ul style="list-style-type: none"> • Public Works Transportation
Metered parking	<ul style="list-style-type: none"> • Spaces being lost by CCLRT project and related road projects • Parking inventories and assessments being done as part of CCLRT planning effort • City testing new meter technologies to make parking easier and more efficient 	<ul style="list-style-type: none"> • Minimize removal of on street parking in commercial districts and investigate alternatives • Identify additional areas where new parking meters could be added to help replace those that have been lost 	<ul style="list-style-type: none"> • Met Council • Public Works Transportation • Business associations
Commuter Parking			
Park and ride lots for	<ul style="list-style-type: none"> • Some park and ride based bus 	<ul style="list-style-type: none"> • Work with Metro Transit to increase options 	<ul style="list-style-type: none"> • U of M Parking &

commuters	routes serve U of M campus (e.g. routes 111, 114, 272, and 652)	for commuting from park and rides, and market options to potential users <ul style="list-style-type: none"> • Work with U of M to encourage use of shuttle service from underutilized lots 	Transportation <ul style="list-style-type: none"> • Metro Transit
Carpooling and vanpooling	<ul style="list-style-type: none"> • U of M and Metro Transit have existing programs to promote this as an option. 	<ul style="list-style-type: none"> • Create incentives for people to use these options 	<ul style="list-style-type: none"> • U of M Parking & Transportation • Metro Transit
Remote long term parking	<ul style="list-style-type: none"> • Some remote lots available with U of M shuttle service 	<ul style="list-style-type: none"> • Identify and encourage use of remote long-term parking lots for occasional users living near campus, with connections to Metro Transit or U of M buses 	<ul style="list-style-type: none"> • U of M Parking & Transportation • Metro Transit
Pay-per-use parking	<ul style="list-style-type: none"> • Variety of ramps and lots available through U of M system 	<ul style="list-style-type: none"> • Investigate ways to make paying per use easier and more convenient for drivers, as opposed to unlimited contract options 	<ul style="list-style-type: none"> • Public Works Transportation • U of M Parking & Transportation
On-campus resident parking	<ul style="list-style-type: none"> • Pay parking available for students living on campus 	<ul style="list-style-type: none"> • Discourage first-year students living on campus from having cars • Construct additional parking (or make other parking arrangements) to accompany any new or expanded on-campus housing 	<ul style="list-style-type: none"> • U of M Parking & Transportation
Alternative Modes			
Incorporating facilities in development	<ul style="list-style-type: none"> • PUD text amendment provides guidance for bike facilities • New standards for bicycle parking in parking text amendment • Electric vehicle text amendment • On campus bike and pedestrian facilities and programs 	<ul style="list-style-type: none"> • Implement requirements and incentives for accommodating bicycle facilities into new development – racks, lockers, showers, etc. • Ensure that parking for alternative vehicles (e.g. bicycles, motorcycles, scooters, possibly electric vehicles) is incorporated into new and improved parking facilities 	<ul style="list-style-type: none"> • CPED Planning • U of M Parking & Transportation
Promoting walking, biking and transit	<ul style="list-style-type: none"> • Ongoing, funded City plans for improvements to bicycle and pedestrian network • CCLRT planning effort, including 	<ul style="list-style-type: none"> • Promote bicycling, walking, and transit as viable options in the District for transportation • Continue to improve and expand high 	<ul style="list-style-type: none"> • Metro Transit • Public Works Transportation • U of M Parking &

	planned stations, U of M multimodal center	quality, connected alternative transportation networks that offer travelers convenient and viable options**	Transportation
Neighborhood-serving development	<ul style="list-style-type: none"> • Ongoing commercial and mixed use redevelopment projects 	<ul style="list-style-type: none"> • Promote neighborhood-serving commercial development in the area to make it more convenient to walk, bike, and ride transit to these destinations • Work with developers to identify local underserved markets for goods and services 	<ul style="list-style-type: none"> • CPED Business Development • Neighborhood associations
Car sharing programs	<ul style="list-style-type: none"> • Existing car-sharing programs (e.g. Zipcar on U of M campus) • Language in proposed PUD amendment regarding accommodation of shared cars 	<ul style="list-style-type: none"> • Continue to promote car-sharing as a viable option • Work on developing solutions for conveniently accommodating shared cars on the site of new and existing developments 	<ul style="list-style-type: none"> • U of M Parking & Transportation • Public Works Transportation
Affordable bus passes	<ul style="list-style-type: none"> • Transit pass programs, including U Pass and Metro Pass, serving students and employees • Continual growth in pass usage at U of M since program inception 	<ul style="list-style-type: none"> • Support the continuation of access to affordable passes for students, residents, and employees 	<ul style="list-style-type: none"> • U of M Parking & Transportation • Metro Transit • Business associations
Telecommuting	<ul style="list-style-type: none"> • New eWorkPlace pilot program offers employers opportunity to learn about telecommuting options; U of M is a partner • Existing U of M telecommuting options 	<ul style="list-style-type: none"> • Identify ways to enable and encourage telecommuting by employees working at University District area employers 	<ul style="list-style-type: none"> • U of M administration • Business associations
Special Events Parking			
Off-campus parking	<ul style="list-style-type: none"> • Ongoing work group addressing range of stadium issues including parking 	<ul style="list-style-type: none"> • Work with enforcement staff regarding plan for accommodating parking during events - including tailgating • Enforce parking violations during special events, both on and off campus 	<ul style="list-style-type: none"> • Public Works Transportation • U of M Parking & Transportation • Regulatory Services

Table ____ : Enforcement Recommendations

Topics	What is Already Being Done	Recommendations for Future Action	Responsible Groups
Increased regulatory enforcement	<ul style="list-style-type: none"> • Recently completed enforcement sweeps of District in 2003 and 2007-08 • Follow-up on sweeps, especially for violating properties • Flagging properties with illegal licenses in system • Now inspecting properties within 60 days of conversion to rental to identify problems • Catching properties without truth in housing reports and revoking licenses • Improved information on property violations available through 311 • New staffer focused on identifying unlicensed properties • New need for a rental license if advertising a property for rent • Planning annual nuisance sweeps during the summer 	<ul style="list-style-type: none"> • Increase regulatory enforcement actions in District related to livability violations, including repeating recently completed compliance sweeps and following up; include both businesses and residences** • Use information from sweeps to determine best path for future enforcement • Work with neighborhoods to improve reporting of (and response to) violations • Fund enforcement through fines issued and potentially fees for permits** • Pursue tiered system where properties with violations are inspected more frequently than those with none • Implement program to inspect rental properties when ownership changes* • Additional staff to increase enforcement actions** • Implement new online system to track violations and at risk properties** • Implement 2 strikes you're out for illegal renting • Implement new administrative processes to allow for quicker and more efficient hearing process than current citizen board 	<ul style="list-style-type: none"> • Regulatory Services • Neighborhood associations
Clarified expectations of landlords	<ul style="list-style-type: none"> • Some information already required/ provided through rental and development permitting processes • Information on occupancy and zoning included on rental license 	<ul style="list-style-type: none"> • Require disclosure of additional information for landlords regarding occupancy, maintenance, conduct, etc. • Educate landlords on the issue of over-occupancy, include making restrictions and penalties more explicit in permitting and 	<ul style="list-style-type: none"> • Regulatory Services

		<p>rental licensing process</p> <ul style="list-style-type: none"> • Encourage use of standard lease format, with improved disclosure of standards • Ensure lease language in properties with safety problems helps to address problems 	
Increasing penalties	<ul style="list-style-type: none"> • Penalties and consequences already in place 	<ul style="list-style-type: none"> • Review existing and potential penalties for violations (e.g. rental license revocation, loss of nonconforming rights, fines, etc.) to ensure they are substantial enough to be a deterrent without being overly punitive • Increase the base fee charged for a violation • Identify ways to ensure that tenants are held responsible for illegal actions, as well as landlords and property owners. 	<ul style="list-style-type: none"> • Regulatory Services
Tracking landlords	<ul style="list-style-type: none"> • City already is familiar with the records of major landlords in the District • Landlords cannot renew a rental license without first paying accrued fines on property • Landlords with license revocation cannot rent for 5 years • Improved information on property violations available through 311 	<ul style="list-style-type: none"> • Register and/or track landlords – possibly through licensing program – to be able to enforce standards more effectively; • Encourage voluntary certification process with neighborhoods (possibly with fees to pay for District services and upkeep • Make exception for small-scale landlords (own just one small rental property) • Identify approach to ensure that landlords do not use aliases, etc. to avoid tracking • Encourage the U of M to register/certify landlords of student housing 	<ul style="list-style-type: none"> • Regulatory Services
Improved criminal enforcement	<ul style="list-style-type: none"> • Ongoing public safety services provided • New noise standards for commercial properties 	<ul style="list-style-type: none"> • Identify ways to be more responsive to criminal activity, including noise, unlawful assembly, etc.** 	<ul style="list-style-type: none"> • Regulatory Services • Police • U of M public safety
Relative	<ul style="list-style-type: none"> • New regulatory approach requires 	<ul style="list-style-type: none"> • Monitor new approach to determine if it is 	<ul style="list-style-type: none"> • Regulatory

homesteads	rental licenses of relative homesteads	effective in addressing problems <ul style="list-style-type: none"> • If needed, pursue action at state legislature 	Services
Homeowners as landlords	<ul style="list-style-type: none"> • Currently no rental license required with limit of 2 roommates, unless renters in separate unit 	<ul style="list-style-type: none"> • Investigate need for homeowners living in a property to have a rental license to rent out rooms, and determine if/when this is needed 	<ul style="list-style-type: none"> • Regulatory Services
Prohibit outdoor upholstered furniture – unattractive feature on some properties in District	<ul style="list-style-type: none"> • Council recently declined to pass ordinance banning this furniture, saying existing laws are sufficient 	<ul style="list-style-type: none"> • Use existing laws and regulations to aid in removing dangerous and/or unsightly furniture • Increased focus in enforcement in identifying furniture to be removed, especially fire hazards and those in poor condition 	<ul style="list-style-type: none"> • Regulatory Services
Liquor licenses	<ul style="list-style-type: none"> • Liquor licenses required • Recent (related) noise ordinance was passed, impacting bars and restaurants 	<ul style="list-style-type: none"> • Address issues associated with growing concentration of alcohol-serving establishments in commercial districts • Consider further limiting number and/or type of liquor licenses 	<ul style="list-style-type: none"> • Regulatory Services
Mold and moisture problems	<ul style="list-style-type: none"> • City inspectors will investigate complaints regarding moisture problems on property which are causing mold 	<ul style="list-style-type: none"> • Educate residents, tenants, and landlords regarding their rights and responsibilities regarding property maintenance – particularly regarding moisture seepage and other problems impacting indoor air quality • Encourage reporting and follow-up regarding identified problems 	<ul style="list-style-type: none"> • Neighborhood associations • Regulatory Services

Table ____ : Design and Development Standards Recommendations

Topics	What is Already Being Done	Recommendations for Future Action	Responsible Groups
Design standards	<ul style="list-style-type: none"> Administrative review process was improved in last few years, using points system 	<ul style="list-style-type: none"> Modify administrative review standards to limiting use of unfinished wood on outside of home and being more specific regarding what meets front porch requirement* Work with staff to clearly communicate expectations to potential developers 	<ul style="list-style-type: none"> CPED Planning Regulatory Services
Administrative review process	<ul style="list-style-type: none"> Recent improvements to process, including adding points system 	<ul style="list-style-type: none"> Make administrative review process more stringent by requiring more points for approval, possibly more points available - possibly for neighborhood consultation or support* 	<ul style="list-style-type: none"> CPED Planning
Property management	<ul style="list-style-type: none"> City is limited to the degree this can be impacted 	<ul style="list-style-type: none"> Encourage the development of well-managed and supervised student housing through regulation and enforcement 	<ul style="list-style-type: none"> Neighborhood associations
Housing choice and variety	<ul style="list-style-type: none"> Support available for senior and affordable housing through various programs 	<ul style="list-style-type: none"> Encourage construction of life-cycle housing options and more balanced housing choices, including housing for families, and seniors 	<ul style="list-style-type: none"> CPED Housing CPED Planning
Preservation by district	<ul style="list-style-type: none"> Existing historic districts in Marcy Holmes, proposed one in Prospect Park 	<ul style="list-style-type: none"> Consider use of conservation districts, historic districts, or other tools to define community character and encourage development to comply with identified character, such as Prospect Park * 	<ul style="list-style-type: none"> CPED Planning – Preservation and Design
Prevent demolitions	<ul style="list-style-type: none"> Established process for reviewing proposed demolition of properties with potential historic value Regulatory process provides encourages efforts to rehab property, including providing flexibility when needed, in order to prevent demolition 	<ul style="list-style-type: none"> Discourage demolition of existing homes through regulations that incentivize remodeling and reusing these properties* Support local and state programs to fund historic building renovation and preservation Strengthen requirements for notification of neighbors to proposed demolition Encourage appropriate adaptive reuse of 	<ul style="list-style-type: none"> CPED Planning – Preservation and Design

		<p>large historic homes that maintains character and integrity</p> <ul style="list-style-type: none"> • Highlight successful projects in District to serve as guide for others 	
Over-occupancy	<ul style="list-style-type: none"> • Enforce legal occupancy limits on properties 	<ul style="list-style-type: none"> • Improve communications to landlords and renters regarding legal limits to occupancy and consequences of violations • Ensure consequences for property owners who do not comply 	<ul style="list-style-type: none"> • CPED Planning, Regulatory Services

Table ____ : Planning and Zoning Framework Recommendations

Topics	What is Already Being Done	Recommendations for Future Action	Responsible Groups
Zoning	<ul style="list-style-type: none"> • Several rezoning studies have been done for district in past 20 years, covering most of the area and largely down-zoning residential 	<ul style="list-style-type: none"> • Evaluate base zoning to determine if rezoning is needed to align with existing policy for the area* • Strengthen policy support for desired zoning through additional planning 	<ul style="list-style-type: none"> • CPED Planning
Planning and policy guidance	<ul style="list-style-type: none"> • Recent review of planning and zoning framework 	<ul style="list-style-type: none"> • Evaluate neighborhood, district, and citywide land use plans to determine context for decision making, and support planning efforts to fill in any policy gaps** 	<ul style="list-style-type: none"> • CPED Planning • University Alliance/U of M

Table ____ : Public Process Recommendations

Topics	What is Already Being Done	Recommendations for Future Actions	Responsible Groups
Public notification of projects	<ul style="list-style-type: none"> • Already required as part of administrative review • Recent expanded notifications through weekly planning applications reports (via email) 	<ul style="list-style-type: none"> • Ensure public notification requirements fulfilled through administrative and public hearing processes • Provide information regarding city review and approval processes to the public 	<ul style="list-style-type: none"> • CPED Planning • Regulatory Services • Business Information

		<ul style="list-style-type: none"> Expand online information available to the public on development applications being reviewed by the City and subsequent permits granted** 	Services
Student outreach	<ul style="list-style-type: none"> U-funded student neighborhood liaisons 	<ul style="list-style-type: none"> Improve outreach – through student, neighborhood, and U of M groups – to improve student-community relations; building on initiatives such as party pamphlet 	<ul style="list-style-type: none"> University Alliance/U of M Neighborhood associations
Landlord and developer outreach	<ul style="list-style-type: none"> Starting discussions via planning process 	<ul style="list-style-type: none"> Improved communication with landlords and developers regarding community expectations and standards for development and management, including limits on occupancy and expectations for communicating standards to tenants 	<ul style="list-style-type: none"> CPED Planning Regulatory Services Neighborhood associations
Role of District as reviewer	<ul style="list-style-type: none"> Initial discussions through Alliance 	<ul style="list-style-type: none"> Support role of District Alliance as reviewer of large projects, particularly those with regional impact 	<ul style="list-style-type: none"> CPED Planning University Alliance

* May require Minneapolis City Council action to implement

** Potentially large budgetary impact for City budget

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Gordon

**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 521.10(6) of the above-entitled ordinance be amended to read as follows:

- (6) Overlay Districts.
- PO Pedestrian Oriented Overlay District
- LH Linden Hills Overlay District
- IL Industrial Living Overlay District
- TP Transitional Parking Overlay District
- SH Shoreland Overlay District
- FP Floodplain Overlay District
- MR Mississippi River Critical Area Overlay District
- DP Downtown Parking Overlay District
- B4H Downtown Housing Overlay District
- DH Downtown Height Overlay District
- NM Nicollet Mall Overlay District
- HA Harmon Area Overlay District
- NP North Phillips Overlay District
- AP Airport Overlay District
- UA University Area Overlay District

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Gordon

**Amending Title 20, Chapter 551 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 Section 551.20 of the above-entitled ordinance be amended to read as follows:

551.20. Establishment of overlay districts. The overlay district names are:

- PO Pedestrian Oriented Overlay District
- LH Linden Hills Overlay District
- IL Industrial Living Overlay District
- TP Transitional Parking Overlay District
- SH Shoreland Overlay District
- FP Floodplain Overlay District
- MR Mississippi River Critical Area Overlay District
- DP Downtown Parking Overlay District
- B4H Downtown Housing Overlay District
- DH Downtown Height Overlay District
- NM Nicollet Mall Overlay District
- HA Harmon Area Overlay District
- NP North Phillips Overlay District
- AP Airport Overlay District
- UA University Area Overlay District

Section 2. That Chapter 551 of the Minneapolis Code of Ordinances be amended by adding thereto a new Article XVII, including new Sections 551.1290-551.1340, to read as follows:

ARTICLE XVII. UA UNIVERSITY AREA OVERLAY DISTRICT

551.1290. Purpose. The UA University Area Overlay District is established to ensure high quality residential development through site design and off-street parking regulations that acknowledge the unique demands placed on land uses near a major center of educational employment and enrollment.

551.1300. Established boundaries. The boundaries of the UA University Area Overlay District shall be the areas shown on the official zoning map.

551.1310. Definitions. As used in this article, the following definitions shall mean:

Bedroom. For the purpose of the UA University Area Overlay District, a bedroom shall be defined as any space that can operate as a sleeping area within a dwelling unit that is separated from open areas of the dwelling unit by interior walls, is greater than seventy (70) square feet, and is located along an exterior wall. Areas dedicated to other functions may be classified as bedrooms as determined by the Zoning Administrator. Studio and efficiency units, which have no internal walls separating living and sleeping spaces, will be considered to have one bedroom.

551.1320. Off-street parking. (a) *Minimum number of off-street parking spaces.* The minimum off-street parking requirement for residential uses shall be one-half (1/2) parking space per bedroom but not less than one (1) space per dwelling unit. Parking reductions allowed in the PO Pedestrian Oriented Overlay District shall be applied after calculating parking based on this provision.

(b) *Location.* Off-street parking for single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units shall be located entirely within the rear twenty-five (25) feet of the lot. Lots providing at least one (1) parking space in a detached accessory structure are not subject to this standard.

(c) *Dimensions.* Off-street parking for single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units shall comply with the following standards:

- (1) One hundred (100) percent of the required parking spaces may be provided as compact spaces.
- (2) Parking lots of one (1) or more spaces that encroach into the required interior side yard shall provide landscaping and screening not less than three (3) feet in height consistent with the provisions of section 530.170 of this ordinance.
- (3) Surface parking areas in the rear twenty five (25) feet of the lot shall have an interior side yard of not less than two (2) feet.
- (4) Surface parking areas shall have a rear yard of not less than two (2) feet. The rear yard may be reduced to zero (0) feet where adjacent to an alley.
- (5) Parking lots shall be defined by durable curbing material that allows for on site drainage of storm water runoff and discourages parking of vehicles on landscaped areas of a lot.

- (6) Lots providing at least one (1) parking space in a detached accessory structure are not subject to standards (1) through (4) above.

551.1330. Bicycle and motorized scooter parking. (a) *In general.* Residential uses shall provide at least one (1) bicycle or motorized scooter parking space per one (1) bedroom. Such bicycle or motorized scooter parking space shall not be located in any required yard or between the principal building and a public street.

(b) *Bicycle and motorized scooter parking incentive.* A multiple-family dwelling having three (3) or four (4) dwelling units that provides an enhanced shelter with space dedicated solely for bicycle or motorized scooter parking shall be granted a reduction in the off-street parking requirement of no more than one (1) space if the shelter complies with the following standards:

- (1) Notwithstanding Chapter 537, Accessory Uses and Structures, the enhanced shelter shall not be located in any required yard.
- (2) The enhanced shelter shall not be located between the principal building and a public street.
- (3) The enhanced shelter shall be enclosed on at least three (3) sides and covered to adequately protect bicycles from the elements.
- (4) The enhanced shelter shall utilize primary exterior materials that match the primary exterior materials of the principal structure.

551.1340. Shared vehicles. A multiple-family dwelling having three (3) or four (4) dwelling units that provides one (1) passenger automobile for common use by residents shall be granted a reduction in the off-street parking requirement of three (3) spaces provided the following standards are met:

- (1) A shared automobile may not be counted toward a parking requirement for more than one building or property.
- (2) The property must participate in a car sharing program that complies with program requirements determined by the zoning administrator.

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Gordon

**Amending Title 20, Chapter 530 of the Minneapolis Code of Ordinances
relating to Zoning Code: Site Plan Review**

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

Section 1. That Table 530-2 of the above-entitled ordinance be amended to read as follows:

Table 530-2 Standards for single and two-family dwellings and multiple-family dwellings having three (3) or four (4) dwelling units

<i>Points</i>	<i>Design Standard</i>
1	The structure includes an open, <u>covered</u> front porch of at least forty (40) <u>seventy (70)</u> square feet <u>that is not enclosed with windows, screens, or walls, provided</u> where there is at least one existing open front porch within one hundred (100) feet of the site. <u>The porch may include handrails not more than three (3) feet in height and not more than fifty (50) percent opaque. The finish of the porch shall match the finish of the dwelling or the trim on the dwelling. For the purpose of this section, raw or unfinished lumber shall not be a permitted on an open front porch.</u>

**AN ORDINANCE
OF THE
CITY OF MINNEAPOLIS**

By Gordon

**Amending Title 20, Chapter 535 of the Minneapolis Code of Ordinances
relating to Zoning Code: Regulations of General Applicability**

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

Section 1. That Table 535-1 of the above-entitled ordinance be amended to read as follows:

Table 535-1 Permitted Obstructions in Required Yards

<i>Type of Obstruction</i>	<i>Front or Corner Side Yard</i>	<i>Interior Side Yard</i>	<i>Rear Yard</i>
Open porches, projecting not more than six (6) feet into the required yard of a single or two-family dwelling provided that the total depth of the porch shall not exceed eight (8) feet. The porch <u>shall be covered</u> and may extend the width of the dwelling, provided it shall be no closer than three (3) feet from an interior side lot line and no closer than six (6) feet from a dwelling on an adjacent property. Such porch shall be no closer than ten (10) feet from the front lot line and no closer than five (5) feet from the corner side lot line. The porch shall not be enclosed with windows, screens or walls, but may include handrails not more than three (3) feet in height and not more than fifty (50) percent opaque. <u>The finish of the porch shall match the finish of the dwelling or the trim on the dwelling. For the purpose of this section, raw or unfinished lumber shall not be permitted on an open porch.</u>	P		