CPED STAFF REPORT

Prepared for the City Planning Commission
CPC Agenda Item #4
November 1, 2016

REZONING STUDY AND ZONING CODE TEXT AMENDMENT SUMMARY

Project Name:	Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study
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Ward:	7, 8 and 10
Neighborhoods:	Lowry Hill, Lowry Hill East, East Isles, ECCO, CARAG, Lyndale, Whittier, Stevens Square
Existing Land Use Features:	*Activity Center: Uptown, Lyn-Lake, Lake and Nicollet*
	Commercial Corridor: Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, Lagoon Avenue, Lake Street
	Major Shopping Center:
Zoning Plate Numbers:	18, 24, 25
Zoning Code Section:	Chapter 521, Zoning Districts and Maps Generally
	Chapter 551, Overlay Districts

BACKGROUND

On January 29, 2016, Council Members Bender and Goodman introduced a zoning code text amendment for Chapter 521, Zoning Districts and Maps Generally and Chapter 551, Overlay Districts in order to amend Pedestrian Oriented Overlay District regulations and expand Pedestrian Oriented Overlay Districts to include additional properties along, and in the vicinity of Hennepin Avenue, Lyndale Avenue South, Nicollet Avenue, and West Franklin Avenue: 1. Chapter 521 Zoning Districts and Maps Generally. 2. Chapter 551 Overlay Districts.

The purpose of the 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 the design of accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

The purpose of the amendment is to ensure the development in the area is meeting the goals and vision identified in the City's adopted small area plans for these areas; specifically to include making the areas safe, engaging, and interesting for pedestrians. The project area includes portions that are covered by three small area plans (*The Midtown Minneapolis Small Area Plan*, adopted in 2005; *The Uptown Small Area Plan*, adopted in 2008; *The Lyn-Lake Small Area Plan* adopted in 2009). Along with *The Minneapolis Plan for Sustainable Growth*, these small area plans, provide the policy framework that supports the preliminary staff recommendations for this project.

The project has three components: (1) A zoning code text amendment that creates a new Pedestrian Oriented Overlay District for the Hennepin Lyndale Lagoon and Lake area and removes the Lake and Hennepin area (2) A zoning code text amendment that amends the general provisions of the Pedestrian Oriented Overlay District (3) A rezoning of property to add and apply the proposed Pedestrian Oriented Overlay District.

REZONING STUDY PROCESS

The Minneapolis Plan for Sustainable Growth calls for standards that helps make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level. It calls for principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide "eyes on the street". Additionally *The Minneapolis Plan for Sustainable Growth* states that new and expanded auto-oriented uses in the city should be limited so impacts on the form and character of commercial areas and neighborhoods can be minimized. It also states that they should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

The Minneapolis Plan for Sustainable Growth provides a framework for growth and through developing a typology of places within the City. This framework is represented by Land Use Features. The project area includes three of these types of Land Use Features

- Activity Center: Uptown, Lyn-Lake, Lake and Nicollet
- Commercial Corridor: Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, Lagoon Avenue, Lake Street
- Major Retail Center: Hiawatha & Lake

Commercial Corridors have historically been prominent commercial destinations in the city. They are envisioned to accommodate intensive levels of commercial and mixed uses. Specifically, *The Minneapolis Plan for Sustainable Growth* call for heights of new buildings to be at least two stories, the development of high density housing and discouraging uses that diminish the transit and pedestrian character of the corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

Activity Centers have similar guidance in *The Minneapolis Plan for Sustainable Growth;* policies call for active uses on the ground floor of buildings, heights of new buildings to be at least two stories, and discouraging uses that diminish the transit and pedestrian character of the corridors, such as some automobile services and drive-through facilities.

The policies from *The Minneapolis Plan for Sustainable Growth* and the policies from the three adopted small area plans in the project area (*The Midtown Minneapolis Plan* adopted in 2005; *The Uptown Small Area Plan*, adopted in 2008; *The Lyn-Lake Small Area Plan* adopted in 2009) create the policy framework in to evaluate properties considered for inclusion in the Pedestrian Oriented Overlay and the creation of additional standards to guide the use and development of properties within the Pedestrian Oriented Overlay.

Rezoning Boundary

CPED recommends adding the Pedestrian Oriented Overlay District to properties along Hennepin and Lyndale Avenues from approximately Franklin Avenue to 31st Street West. The extent of this proposal is in influenced by existing conditions, existing zoning, and the Commercial Corridor Land Use Feature designation of the Hennepin and Lyndale Avenues.

CPED recommends adding the Pedestrian Oriented Overlay District to properties along Lagoon Avenue and Lake Street from approximately West Calhoun Parkway to Interstate 35 W. The extent of this proposal is in influenced by existing conditions, existing zoning, and the Commercial Corridor designation of the Lagoon Avenue and Lake Street.

Additionally, the staff recommends adding the Pedestrian Oriented Overlay District to properties that are within the Activity Centers of Uptown, Lyn-Lake, and Nicollet and Lake.

Zoning Code Text Amendment

Pedestrian Oriented Overlay Districts include a set of standards that apply to properties in every Pedestrian Oriented Overlay District in the City. These standards include:

- Prohibiting the following uses where they are currently allowed by the base zoning: drive-through facilities, automobile services uses (such as auto repair, gas stations, car rental, car washes) and transportation uses (such as taxicab services and bus garage and maintenance facilities).
- Allowing fast food restaurants in buildings existing on the creation of the ordinance (not in a new building).
- Requiring buildings to be located no farther than 8 feet from the front property line.
- Requiring buildings to have at least 40 percent of their ground floor building wall facing public streets to have windows.
- Prohibiting pole signs, backlit awning signs, and backlit insertable panel projecting signs.
- Limiting parking lots to 60 feet or less of street frontage.
- Reducing the minimum and maximum off-street parking requirement for non-residential uses to 75 percent of the parking requirement for that use.

CPEDs analysis of adopted policy and existing conditions led to the creation of additional standards for the rezoning study area. In the Pedestrian Oriented Overlay District, geographic areas that require additional standards are called out as specific enumerated "areas." Hennepin and Lake is currently one of those areas. CPED recommends the removal of the Hennepin and Lake area and its sole standard and the replacement of a new area called the "Hennepin Lyndale Lagoon and Lake area" which will cover the extent of the properties in recommended rezoning. The specific zoning code text amendments can be found in attachment 3 and are discussed below.

CPED recommends using several standards for the Hennepin, Lyndale, Lagoon, and Lake area that have been used in other enumerated geographic areas of the Pedestrian Oriented Overlay District elsewhere around the city, such as West Broadway, Central and Lowry, and Nicollet and Franklin. These include:

- Prohibiting the alteration or replacement of a building that results in the reduction of stories in that building (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).
- Establishing minimum floor area of one and minimum building height of two stories.
- Prohibiting principal parking lots (This provision applies to principal, not accessory surface parking lots and does not apply to parking facilities such as parking ramps).
- Removing the requirement for non-commercial uses to provide accessory parking.

CPED also recommends several new standards that have not been applied elsewhere in the City, but are needed to realize the adopted policies in the small area plans and the wider policy intentions of the adopted comprehensive plan.

- Allowing Minor Automobile Repair (where allowed by the underlying base zoning district) with specific design standards including all storage of vehicles and materials to be done entirely to the rear of the property or within the building and prohibiting vehicle access doors facing Hennepin Lyndale Lagoon or Lake Street. The building will be required to comply with other requirements of the proposed ordinance which include minimum floor area ratio (FAR) and height as well as building placement. The standard PO District prohibits all automobile service uses including car washes, auto repair, and automobile convenience facilities (gas stations). This consideration stems from language in the Uptown Small Area Plan that states "Local serving

auto-oriented uses such as auto repair shops should be supported; however, property owners are encouraged to design their properties to be pedestrian friendly."

- Requiring operational principal building entrances, in the case of corner lots, to be located with 25 feet of the corner of the building and placed along Hennepin, Lyndale Nicollet Lagoon or Lake Streets.
- Increasing the FAR density bonus for mixed use buildings, enclosed parking, and affordable housing from 20 percent to 25 percent.
- Allowing non-residential uses to utilize the FAR bonus for being mixed use (ground floor commercial, non-residential above) and having enclosed parking. The Uptown Small Area Plan and Midtown Minneapolis Plan both encourage non-residential uses to provide "daytime population" by encouraging office developments in the Activity Centers. They state that non-residential developments "will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retails uses and restaurants."
- Establishing a base maximum height of four stories or 56 feet. This would allow parcels zoned C1 to build to this height as of right. All the other base zoning districts in the study area allow development to be four stories of 56 feet in height or greater as of right.
- Prohibiting curb cuts, in the case of corner lots, along Hennepin, Lyndale, Nicollet, Lagoon and Lake Street.
- Elimination of the Office Residence District 15 foot front yard setback and the established front yard setback requirements. This will require buildings to be located closer to the front property line to help engage the building with the street/public realm and help foster a continuous street wall along commercial corridors. This would also eliminate conflicting setback requirements for properties in the Office Residence District or properties adjacent to residential uses.

The removal of the Lake and Hennepin area and addition of the Hennepin, Lyndale, Lagoon, and Lake area in the Pedestrian Oriented Overlay District results in the removal of the sole standard of the Lake and Hennepin area. This standard is:

(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.

Travel Demand Management Plans on small, single-use commercial projects have not yielded any substantial traffic mitigation measures. Additionally, the City of Minneapolis Public Works Department currently requires a TDM if a development proposal significantly changes the uses of the site, which has been the case with most new development in the study area. As such, larger development projects with potential traffic impacts will still require a TDM.

During the course of the rezoning study, CPED identified the need to add standard and revise standards of the existing Pedestrian Oriented Overlay order to further the policies of *The Minneapolis Plan For Sustainable Growth*. The CPED recommended changes would apply to *all* Pedestrian Oriented Overlay Districts in the City of Minneapolis. CPED recommends the following changes in the existing standards of the Pedestrian Oriented Overlay District.

- Amending 551.120 Building façade by requiring that the bottom of any window used to satisfy the ground floor window requirement for nonresidential uses may not be more than two (2) feet above the adjacent grade. The existing Site Plan Review standard is four (4) feet above the adjacent grade.
- Amending 551.140 Accessory Parking (b) Dimensions by reducing the linear street frontage of a parking lot from 60 feet to 40 feet. This is currently in the standards of the Nicollet & Franklin area Pedestrian Oriented Overlay District.
- Amending 551.140 Accessory Parking by adding a Bicycle Parking Requirement for nonresidential uses that states: Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per two thousand (2,000) square feet of gross floor area, whichever is greater. This is currently in the standards of the Nicollet & Franklin area Pedestrian Oriented Overlay District.

Nonconforming Uses

The standards of the Pedestrian Oriented Overlay District prohibit drive-through facilities, automobile services uses and transportation uses. This rezoning study and text amendment would result in properties containing 29 nonconforming uses in the area within the rezoning study district boundaries, including:

- Drive-throughs: 10
- Automobile convenience facility (gas station): 8
- Auto repair: 8 including 2 major automobile repair establishments and 6 minor automobile repair establishments.
- Automobile sales: 2
- Car Wash: 1

PUBLIC INPUT

On June 1, 2016, CPED hosted a public meeting to introduce the public to the intent and purpose of the Pedestrian Oriented Overlay District, the standards of the Pedestrian Oriented Overlay District, and discuss ideas and concepts that staff was considering for the project area.

Affected property owners were notified by mail of the beginning of the 45-day public review period on September 2, 2016, and of the upcoming City Planning Commission public hearing on November 1, 2016. During the review period, recommendations for amending the text and boundary of the Hennepin, Lyndale, Lagoon, and Lake PO district were made available on the project's webpage.

During the comment period CPED received 26 written comments and several more phone and email inquiries regarding the rezoning study. A summary document with all the comments received is included in the attachments, See Attachment 5.

At the request of Lake Street Council, staff attended their board meeting on September 15, 2016. At the request of the Lowry Hill East Neighborhood Association (LHENA), staff attended a public meeting on October 12, 2016, hosted by LHENA for all the neighborhoods that are within the rezoning study area.

PURPOSE OF TEXT AMENDMENT

What is the reason for the amendment?

To preserve and encourage the pedestrian character of the properties in the project area 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.

What problem is the amendment designed to solve?

The intent is to encourage development that is in keeping with existing adopted policy in the area. Recent developments in the area identified a need to have more guidance in the Zoning Ordinance to encourage this desired development pattern.

What public purpose will be served by the amendment?

Ensuring that minimum standards for scale of development are met will support the existing physical framework for corridor businesses and encourage pedestrian comfort and safety.

What problems might the amendment create?

It is intended that this ordinance amendment will effectively eliminate the potential for new, single-story development in the corridor. This may impact various areas of the project area differently, in areas where the market is not as strong the requirement for multi-story development may be perceived as slowing redevelopment. However, adopted city policy calls for this multi-story development in the project area and with this in mind, these development sites should not be under-developed when new construction is proposed.

TIMELINESS OF TEXT AMENDMENT

Is the amendment timely?

The amendment is intended to implement policies from the Midtown Minneapolis Plan (2005), the Uptown Small Area Plan (2008) and the Lyn-Lake Small Area Plan (2009) as well as implement the policies of the City's Comprehensive Plan, The *Minneapolis Plan for Sustainable Growth which was adopted in 2009*. Adopting ordinance changes at this time is appropriate given those adopted policies, planned infrastructure investment and the market conditions present in the area.

Is the amendment consistent with practices in surrounding areas?

The ordinance amendment is partly intended to create greater language consistency between various geographically specific pedestrian oriented overlay regulations. Additionally, the proposed ordinance amendment includes and incorporates many of the standards of the existing Nicollet and Franklin area of the Pedestrian Oriented Overlay District which are adjacent to this new, consolidated district.

Are there consequences in denying this amendment?

Denying this amendment would result in not being able to fully administer the adopted policies of the plans in the area through the zoning code. It would allow development that is not in keeping with adopted policy.

FINDINGS AS REQUIRED BY THE MINNEAPOLIS ZONING CODE

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

The rezoning recommendations are consistent with and implement policies from the Midtown Minneapolis Plan (2005), the Uptown Small Area Plan (2008) and the Lyn-Lake Small Area Plan (2009) as well as implement the policies of the City's Comprehensive Plan, *The Minneapolis Plan for Sustainable Growth*.

Designated land use features found in the study area include:

- Activity Center: Uptown, Lyn-Lake, Lake and Nicollet
- Commercial Corridor: Hennepin Avenue, Lyndale Avenue South, Nicollet Avenue, Lagoon Avenue, Lake Street
- Major Retail Center: Lake and Nicollet

The following general land use policies of the *Minneapolis Plan for Sustainable Growth* apply:

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.

1.1.4 Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives.

1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.

1.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide "eyes on the street".

Land Use Policy 1.7: Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.

1.7.3 Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

1.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.

1.10.5 Encourage the development of high-density housing on Commercial Corridors.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.

1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.

1.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.

Land Use Policy 1.16: Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle and foot traffic

1.16.1 Encourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Major Retail Centers and neighboring residential areas.

1.16.2 Incorporate principles of traditional urban design in new and phased development, including buildings that reinforce the street wall, have windows that provide "eyes on the street", and principal entrances that face the public sidewalks.

1.16.3 Encourage and implement buffering to lessen potential conflicts between uses in Major Retail Centers and surrounding areas.

1.16.4 Ensure the provision of high quality transit, bicycle and pedestrian access to Major Retail Centers.

1.16.5 Support district parking strategies in Major Retail Centers, including shared parking facilities, uniform signage for parking facilities, and other strategies.

Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

2.3.5 Continue to enforce standards for building placement and design based primarily on the needs of pedestrians.

2.3.7 Minimize and consolidate driveway curb cuts as opportunities arise, and discourage curb cuts where alleys are available.

Transportation Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

2.5.3 Continue to integrate bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.

2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.

2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

Urban Design Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.

10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

Urban Design Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.

10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

The following policies from the *Midtown Minneapolis Plan (2005)* apply:

- "Buildings should include regularly spaced windows and doors on all exposed sides to establish rhythmic articulation, provide visual interest, and eliminate blank walls" "Figure 15 indicates ground-level street frontages that should contain retail uses. All sites shown in shading on the plan should be multi-story structures. Upper floors may be either office or residential uses as-of-right," p. 15
- "Building frontages should be consistent address the street with a build-to line defined by the public right-of-way (the sidewalk);" p. 16
- "Ensure application of Midtown-specific parking standards and regulations that are supportive of a transit-oriented district." p. 16
- "Future construction of new commercial and mixed use buildings along this segment of Lake Street will need to adjust the build-to line three feet to seven feet south of the sidewalk that will be constructed with the Lake Street Reconstruction project. This will ensure that this segment of Lake Street will have adequate sidewalk widths (10 to 14 feet) in the future." p.21
- Minimizing the number of driveways on Lake Street that provide direct vehicular access to adjacent property; instead, access should be provided from side streets, adjacent alleys and parallel streets, if available." p.34
- "Parking lots associated with new development should be located in back (to the rear) of buildings and never on corners. Landscaping should be provided to provide a buffer between parking lots and residential uses that may be across the alley" p.34
- "Support the concept of higher intensity mixed use development at major intersections (e.g., Nicollet, I-35W, and Chicago Avenue intersections with Lake Street)"
- "Building heights should reinforce a pattern of highest intensity development at major intersection nodes and comparatively lower intensity development between the nodes"

The following policies from the *Uptown Small Area Plan (2008)* apply:

- The Core of Uptown should remain at Hennepin Avenue and Lake Street. The Activity Center should be mixed-use, containing entertainment, hotels, restaurants, shopping and destination uses, as well as (local and national) retailers on the ground floor of all buildings. Upper floors should contain residential and office uses."

  "The Plan recommends increasing daytime population by encouraging office developments in the Activity Center. Non-Residential developments will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retails uses and restaurants." p. 51-52.

- "Many single-story retail buildings, especially those that do not face the street and have a suburban character, should be replaced, over time, with more urban buildings – buildings that face the street and have parking behind." p.64
- "Where the sidewalk is less than ten feet wide, buildings should be set back from the property five to eight feet in order to widen the sidewalk and allow for outdoor seating, small plazas, and forecourts." p. 64
- "Local serving auto-oriented uses such as auto repair shops should be supported; however, property owners are encouraged to design their properties to be pedestrian friendly." p.64
- "Private parking for all new developments should either be underground, at the rear of the property, or in a surface lot in the interior of the block." p.64
- "Reducing curb cuts will maximize on-street parking, improve pedestrian safety, improve traffic flow, and create opportunities for new infill development." p.64
- "New developments should create a strong urban street wall of two to four stories. Greater height will be rare given the small parcels and triangular block patterns. However, on larger blocks taller buildings may rise to 84 feet mid-block and along Hennepin Avenue." p.65

The following policies from the *Lyn-Lake Small Area Plan (2009)* apply:

- "Between West 26th Street and West 28th Street, Lyndale Avenue South is likely to have more intense development than some portions of the street to the north because 26th and 28th Streets provide quick access across the city. These blocks can provide a transition between the Activity Center and areas to the north."
- "Between West 24th Street and West 26th Street, there are more residential uses than in other sections of Lyndale Avenue South. Since there is a somewhat solid stretch of homes in these blocks, efforts should also be made to preserve the existing fabric and feel of the street, and when possible retain the existing building stock. Commercial uses may be appropriate in order to allow the existing structures to remain. If new development is proposed, the scale and design should complement the existing residential structures."
- "Between West Franklin Avenue and West 24th Street there are buildings with larger footprints and more off-street parking. This development is typical of a Commercial Corridor, but as properties are redeveloped access and aesthetics should be improved."
- The intersection of West Franklin Avenue and Lyndale Avenue South is a gateway to Southwest Minneapolis, and improvements should be made. Roadway alignments north of West Franklin Avenue make this area uncomfortable for pedestrians and limit development options. This area should be studied in greater detail in the context of the larger connections between Hennepin Avenue, Lyndale Avenue South, and Interstate 94."
- "No matter what the use, bringing buildings to the front of the parcels and placing parking in back as the current zoning code requires will improve the pedestrian comfort in the area and create a safer environment by providing more activity along the street." P.45
- Lyndale to Blaisdell Area, Buildings along West Lake Street should be designed with an abundance of windows and uses within the building should interact with the sidewalk." p.45
- Activity Center guidance "a minimum Floor Area Ratio of 1.0 should be added to the Pedestrian Oriented Overlay district to discourage buildings that are less than two stories tall" p.41

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

The recommended zoning changes affect 1,044 properties. That being the case, it is not in the interest of a single property owner. The recommendations implement plans that involved the participation of multiple stakeholders.

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 proposed changes to overlay zoning designations are guided by adopted small area plans and the Comprehensive Plan. These plans and policies consider the growth and evolution of the entire area, including integration with, and transition between surrounding land uses.

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.**

The proposed zoning identifies reasonable changes to fulfill long-term land use objectives of adopted city plans. Existing base zoning districts are not proposed to change, so changes to the uses allowed are limited to those additionally regulated in the proposed overlay district.

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.**

Since the area was last evaluated as part of a rezoning study in 2009 there has been a change in the trend of development. The rezoning study area is quite broad and as such covers more than one market area which has experience different trends in development. The area within the existing Pedestrian Oriented Overlay District has experienced significant redevelopment with high intensity mixed use development. Properties along Hennepin Avenue north of 28th Street have experienced redevelopment resulting in the replacement of one story development with new one story development. Lyndale Avenue has experienced several redevelopment proposals, with most not yet resulting in new development. Lake Street, east of Lyndale, has not experienced significant redevelopment at this time. The expansion and consolidation of the overlay districts ensures that future development continues to occur in a manner that is compatible with the area and is consistent with the adopted plans for the area.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development:

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 map amendment for the rezoning of parcels in the attached exhibits, amending Chapter 521. Staff further recommends that the City Planning Commission and City Council adopt the above

findings and **approve** the zoning code text amendment, amending Chapter 521, Zoning Districts and Maps Generally and Chapter 551, Overlay Districts.

ATTACHMENTS

1. Proposed Zoning Text Ordinance: Chapter 551, Overly Districts
2. Proposed Zoning Text Ordinance and Maps: Chapter 521, Zoning Districts and Maps Generally
3. Comments received during public comment period

ORDINANCE

By Bender and Goodman

Amending Title 20 of the Minneapolis Code of Ordinances relating to Zoning Code.

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

Section 1. That Section 551.120 of the above-entitled ordinance be amended to read as follows:

551.120. Building façade. (a) *Window area*. At least forty (40) percent of the first floor façade 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. The bottom of any window used to satisfy the ground floor window requirement for nonresidential uses may not be more than two (2) feet above the adjacent grade.

(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. Backlit awnings and canopies shall be prohibited.

Section 2. That Section 551.140 of the above-entitled ordinance be amended to read as follows:

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~~forty (~~6~~40) feet of street frontage, excluding any required landscaping and screening.

(c) *Shared parking*. The development of shared parking is encouraged, subject to the provisions of Chapter 541, Off-Street Parking and Loading.

(d) *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.

(e) *Minimum and maximum number of accessory parking spaces*. The minimum off-street parking requirement for nonresidential uses shall be seventy-five (75) percent of the minimum requirement specified in Chapter 541, Off-Street Parking and Loading. The maximum off-street parking allowance for nonresidential uses shall be seventy-five (75) percent of the maximum allowed as specified in Chapter 541, Off-Street Parking and Loading, provided that a development with one (1) or more nonresidential uses shall not be restricted to fewer than ten (10) total accessory parking spaces on a zoning lot.

(f) *Bicycle parking*. Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per two thousand (2,000) square feet of gross floor area, whichever is greater.

Section 3. That Section 551.150 of the above-entitled ordinance be amended to read as follows:

551.150. ~~Lake and~~ Hennepin, Lyndale, Lagoon, and Lake area. The following additional regulations shall govern development within the contiguous PO Overlay District along Hennepin Avenue, Lyndale Avenue South, Lagoon Avenue, and Lake Street, ~~in and around the intersection of West Lake Street and Hennepin Avenue South, with an eastern boundary of Bryant 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.~~*Prohibited uses.* Principal parking lots shall be prohibited.

(2) *Automobile repair, minor*. Notwithstanding the general provisions of the pedestrian oriented overlay district, minor automobile repair is allowed as a conditional use provided the following conditions are met:
a. The use is allowed in the primary zoning district.
b. All vehicle and material storage occurs entirely within the building or is located entirely to the rear of the principal structure and is not visible from the public street.
c. Vehicle access doors shall not face Hennepin Avenue, Lyndale Avenue South, Lagoon Avenue or Lake Street.

(3) *Building placement.* Notwithstanding the provisions of Chapter 547, Office Residence Districts and Chapter 548, Commercial Districts, minimum front yard requirements shall not apply, and the first floor of buildings shall be located not more than eight (8) feet from the front lot line.

(4) *Building entrance.* On a corner lot, an operational principal entrance shall be located no more than twenty-five (25) feet from the location where the property lines intersect at the street corner.

(5) *Building alteration.* The alteration of an existing building shall not result in a reduction of the existing number of stories.

(6) *Building bulk requirements.* (a) New development in Commercial districts, Industrial districts, the OR2 High Density Office Residence District, and the OR3 Institutional Office Residence District shall be subject to a minimum floor area ratio of one (1.0). Individual phases of a phased development may be less than this minimum, provided the entire development meets the minimum requirement.

(b) Buildings shall be a minimum of two (2) full floors in height. For purposes of this provision, a mezzanine shall not count as a floor. This requirement does not apply to the expansion of buildings existing on the effective date of this ordinance.

(7) *Density bonuses.* Notwithstanding the provisions of Chapter 546, Residence Districts, Chapter 547, Office Residence Districts and Chapter 548, Commercial Districts, all new development is eligible for the following bonuses:

a. *Bonus for enclosed parking*. The maximum floor area ratio may be increased by twenty-five (25) percent if all parking is provided within the building, entirely below grade, or in a parking garage of at least two (2) levels.

b. *Bonus for mixed use buildings*. The maximum floor area ratio may be increased by twenty-five (25) percent where residential, office or hotel uses are located above a ground floor in which at least fifty (50) percent of the gross floor area is devoted to commercial uses.

c. *Bonus for affordable housing*. The maximum floor area ratio of new cluster developments and new multiple-family dwellings of five (5) units or more may be increased by twenty-five (25) percent if at least twenty (20) percent of the dwelling units meet the definition of affordable housing.

(8) *Building height.* Notwithstanding the provisions of Section 548.230, the maximum height of principal structures located in the C1 Neighborhood Commercial District shall be four (4) stories or fifty-six (56) feet, whichever is less.

(9) *Off-street parking.* Nonresidential uses shall not be required to provide accessory off-street parking facilities.

(10) *Vehicular access.* On a corner lot, curb cuts are prohibited along Hennepin Avenue, Lagoon Avenue, Lyndale Avenue South, and Lake Street. Where a corner lot is adjacent to two of the streets listed above, a curb cut may be allowed.

By Bender & Goodman

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 above-entitled ordinance be amended by changing the zoning districts for the parcels of land listed below and identified on Zoning District Plates 8, 24 and 25; pursuant to MS 462.357:

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1000 22ND ST W	3302924110087	OR2		PO
1316 25 1/2 ST W	3302924130094	C2		PO
707 25TH ST W, 707A	3302924140247	OR2		PO
707 25TH ST W, 707B	3302924140257	OR2		PO
709 25TH ST W, 709A	3302924140248	OR2		PO
709 25TH ST W, 709B	3302924140258	OR2		PO
1311 25TH ST W	3302924130088	C1		PO
610 26TH ST W	3402924230211	C1		PO
1325 27TH ST W	3302924420190	R6		PO
601 28TH ST W	3402924330165	R5	PO	PO
609 28TH ST W	3402924330166	R5	PO	PO
711 28TH ST W	3302924440021	R4	PO	PO
717 28TH ST W	3302924440022	R4	PO	PO
1414 28TH ST W	3302924420019	C2		PO
1425 28TH ST W, 101	3302924340415	OR2	SH	PO, SH
1425 28TH ST W, 102	3302924340152	OR2	SH	PO, SH
1425 28TH ST W, 103	3302924340153	OR2	SH	PO, SH
1425 28TH ST W, 105	3302924340154	OR2	SH	PO, SH
1425 28TH ST W, 106	3302924340155	OR2	SH	PO, SH
1425 28TH ST W, 107	3302924340156	OR2	SH	PO, SH
1425 28TH ST W, 108	3302924340157	OR2	SH	PO, SH
1425 28TH ST W, 108	3302924340444	OR2	SH	PO, SH
1425 28TH ST W, 109	3302924340158	OR2	SH	PO, SH
1425 28TH ST W, 110	3302924340159	OR2	SH	PO, SH
1425 28TH ST W, 111	3302924340160	OR2	SH	PO, SH
1425 28TH ST W, 114	3302924340445	OR2	SH	PO, SH
1425 28TH ST W, 115	3302924340162	OR2	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1425 28TH ST W, 116	3302924340436	OR2	SH	PO, SH
1425 28TH ST W, 117	3302924340164	OR2	SH	PO, SH
1425 28TH ST W, 118	3302924340165	OR2	SH	PO, SH
1425 28TH ST W, 119	3302924340166	OR2	SH	PO, SH
1425 28TH ST W, 120	3302924340167	OR2	SH	PO, SH
1425 28TH ST W, 121	3302924340168	OR2	SH	PO, SH
1425 28TH ST W, 122	3302924340169	OR2	SH	PO, SH
1425 28TH ST W, 123	3302924340170	OR2	SH	PO, SH
1425 28TH ST W, 201	3302924340171	OR2	SH	PO, SH
1425 28TH ST W, 202	3302924340172	OR2	SH	PO, SH
1425 28TH ST W, 203	3302924340173	OR2	SH	PO, SH
1425 28TH ST W, 205	3302924340174	OR2	SH	PO, SH
1425 28TH ST W, 206	3302924340175	OR2	SH	PO, SH
1425 28TH ST W, 207	3302924340437	OR2	SH	PO, SH
1425 28TH ST W, 208	3302924340177	OR2	SH	PO, SH
1425 28TH ST W, 209	3302924340178	OR2	SH	PO, SH
1425 28TH ST W, 210	3302924340179	OR2	SH	PO, SH
1425 28TH ST W, 211	3302924340180	OR2	SH	PO, SH
1425 28TH ST W, 214	3302924340181	OR2	SH	PO, SH
1425 28TH ST W, 215	3302924340182	OR2	SH	PO, SH
1425 28TH ST W, 216	3302924340183	OR2	SH	PO, SH
1425 28TH ST W, 217	3302924340341	OR2	SH	PO, SH
1425 28TH ST W, 217	3302924340184	OR2	SH	PO, SH
1425 28TH ST W, 218	3302924340185	OR2	SH	PO, SH
1425 28TH ST W, 219	3302924340186	OR2	SH	PO, SH
1425 28TH ST W, 220	3302924340477	OR2	SH	PO, SH
1425 28TH ST W, 221	3302924340188	OR2	SH	PO, SH
1425 28TH ST W, 222	3302924340189	OR2	SH	PO, SH
1425 28TH ST W, 223	3302924340190	OR2	SH	PO, SH
1425 28TH ST W, 223	3302924340349	OR2	SH	PO, SH
1425 28TH ST W, 301	3302924340297	OR2	SH	PO, SH
1425 28TH ST W, 301	3302924340191	OR2	SH	PO, SH
1425 28TH ST W, 302	3302924340192	OR2	SH	PO, SH
1425 28TH ST W, 303	3302924340193	OR2	SH	PO, SH
1425 28TH ST W, 305	3302924340194	OR2	SH	PO, SH
1425 28TH ST W, 306	3302924340195	OR2	SH	PO, SH
1425 28TH ST W, 307	3302924340196	OR2	SH	PO, SH
1425 28TH ST W, 308	3302924340197	OR2	SH	PO, SH
1425 28TH ST W, 309	3302924340198	OR2	SH	PO, SH
1425 28TH ST W, 310	3302924340199	OR2	SH	PO, SH
1425 28TH ST W, 311	3302924340480	OR2	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1425 28TH ST W, 314	3302924340294	OR2	SH	PO, SH
1425 28TH ST W, 314	3302924340201	OR2	SH	PO, SH
1425 28TH ST W, 315	3302924340202	OR2	SH	PO, SH
1425 28TH ST W, 316	3302924340203	OR2	SH	PO, SH
1425 28TH ST W, 316	3302924340364	OR2	SH	PO, SH
1425 28TH ST W, 317	3302924340204	OR2	SH	PO, SH
1425 28TH ST W, 318	3302924340205	OR2	SH	PO, SH
1425 28TH ST W, 319	3302924340206	OR2	SH	PO, SH
1425 28TH ST W, 320	3302924340207	OR2	SH	PO, SH
1425 28TH ST W, 321	3302924340208	OR2	SH	PO, SH
1425 28TH ST W, 322	3302924340209	OR2	SH	PO, SH
1425 28TH ST W, 323	3302924340210	OR2	SH	PO, SH
1425 28TH ST W, 401	3302924340211	OR2	SH	PO, SH
1425 28TH ST W, 402	3302924340212	OR2	SH	PO, SH
1425 28TH ST W, 405	3302924340434	OR2	SH	PO, SH
1425 28TH ST W, 406	3302924340215	OR2	SH	PO, SH
1425 28TH ST W, 406	3302924340351	OR2	SH	PO, SH
1425 28TH ST W, 407	3302924340421	OR2	SH	PO, SH
1425 28TH ST W, 408	3302924340350	OR2	SH	PO, SH
1425 28TH ST W, 408	3302924340217	OR2	SH	PO, SH
1425 28TH ST W, 409	3302924340218	OR2	SH	PO, SH
1425 28TH ST W, 410	3302924340219	OR2	SH	PO, SH
1425 28TH ST W, 410	3302924340273	OR2	SH	PO, SH
1425 28TH ST W, 411	3302924340220	OR2	SH	PO, SH
1425 28TH ST W, 411	3302924340358	OR2	SH	PO, SH
1425 28TH ST W, 414	3302924340221	OR2	SH	PO, SH
1425 28TH ST W, 415	3302924340222	OR2	SH	PO, SH
1425 28TH ST W, 416	3302924340223	OR2	SH	PO, SH
1425 28TH ST W, 416	3302924340302	OR2	SH	PO, SH
1425 28TH ST W, 417	3302924340224	OR2	SH	PO, SH
1425 28TH ST W, 418	3302924340420	OR2	SH	PO, SH
1425 28TH ST W, 419	3302924340431	OR2	SH	PO, SH
1425 28TH ST W, 420	3302924340227	OR2	SH	PO, SH
1425 28TH ST W, 421	3302924340228	OR2	SH	PO, SH
1425 28TH ST W, 422	3302924340229	OR2	SH	PO, SH
1425 28TH ST W, 423	3302924340424	OR2	SH	PO, SH
1425 28TH ST W, 501	3302924340353	OR2	SH	PO, SH
1425 28TH ST W, 501	3302924340231	OR2	SH	PO, SH
1425 28TH ST W, 502	3302924340416	OR2	SH	PO, SH
1425 28TH ST W, 503	3302924340233	OR2	SH	PO, SH
1425 28TH ST W, 505	3302924340234	OR2	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1425 28TH ST W, 506	3302924340235	OR2	SH	PO, SH
1425 28TH ST W, 506	3302924340286	OR2	SH	PO, SH
1425 28TH ST W, 507	3302924340236	OR2	SH	PO, SH
1425 28TH ST W, 507	3302924340338	OR2	SH	PO, SH
1425 28TH ST W, 508	3302924340237	OR2	SH	PO, SH
1425 28TH ST W, 509	3302924340293	OR2	SH	PO, SH
1425 28TH ST W, 509	3302924340318	OR2	SH	PO, SH
1425 28TH ST W, 509	3302924340238	OR2	SH	PO, SH
1425 28TH ST W, 510	3302924340239	OR2	SH	PO, SH
1425 28TH ST W, 511	3302924340240	OR2	SH	PO, SH
1425 28TH ST W, 511	3302924340359	OR2	SH	PO, SH
1425 28TH ST W, 514	3302924340241	OR2	SH	PO, SH
1425 28TH ST W, 515	3302924340242	OR2	SH	PO, SH
1425 28TH ST W, 516	3302924340243	OR2	SH	PO, SH
1425 28TH ST W, 517	3302924340244	OR2	SH	PO, SH
1425 28TH ST W, 517	3302924340283	OR2	SH	PO, SH
1425 28TH ST W, 518	3302924340354	OR2	SH	PO, SH
1425 28TH ST W, 518	3302924340245	OR2	SH	PO, SH
1425 28TH ST W, 519	3302924340347	OR2	SH	PO, SH
1425 28TH ST W, 519	3302924340246	OR2	SH	PO, SH
1425 28TH ST W, 520	3302924340247	OR2	SH	PO, SH
1425 28TH ST W, 521	3302924340478	OR2	SH	PO, SH
1425 28TH ST W, 522	3302924340291	OR2	SH	PO, SH
1425 28TH ST W, 522	3302924340249	OR2	SH	PO, SH
1425 28TH ST W, 523	3302924340250	OR2	SH	PO, SH
1425 28TH ST W, 601	3302924340251	OR2	SH	PO, SH
1425 28TH ST W, 601	3302924340290	OR2	SH	PO, SH
1425 28TH ST W, 602	3302924340252	OR2	SH	PO, SH
1425 28TH ST W, 605	3302924340342	OR2	SH	PO, SH
1425 28TH ST W, 605	3302924340253	OR2	SH	PO, SH
1425 28TH ST W, 606	3302924340254	OR2	SH	PO, SH
1425 28TH ST W, 607	3302924340255	OR2	SH	PO, SH
1425 28TH ST W, 608	3302924340256	OR2	SH	PO, SH
1425 28TH ST W, 609	3302924340439	OR2	SH	PO, SH
1425 28TH ST W, 610	3302924340258	OR2	SH	PO, SH
1425 28TH ST W, 610	3302924340345	OR2	SH	PO, SH
1425 28TH ST W, 611	3302924340259	OR2	SH	PO, SH
1425 28TH ST W, 611	3302924340360	OR2	SH	PO, SH
1425 28TH ST W, 614	3302924340427	OR2	SH	PO, SH
1425 28TH ST W, 615	3302924340300	OR2	SH	PO, SH
1425 28TH ST W, 615	3302924340261	OR2	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1425 28TH ST W, 616	3302924340262	OR2	SH	PO, SH
1425 28TH ST W, 617	3302924340263	OR2	SH	PO, SH
1425 28TH ST W, 617	3302924340312	OR2	SH	PO, SH
1425 28TH ST W, 618	3302924340418	OR2	SH	PO, SH
1425 28TH ST W, 619	3302924340481	OR2	SH	PO, SH
1425 28TH ST W, 620	3302924340438	OR2	SH	PO, SH
1425 28TH ST W, 621	3302924340429	OR2	SH	PO, SH
1425 28TH ST W, 622	3302924340319	OR2	SH	PO, SH
1425 28TH ST W, 622	3302924340268	OR2	SH	PO, SH
1425 28TH ST W,	3302924340355	OR2	SH	PO, SH
1425 28TH ST W, C01	3302924340371	OR2	SH	PO, SH
1425 28TH ST W, G1	3302924340456	OR2	SH	PO, SH
1425 28TH ST W, G100	3302924340369	OR2	SH	PO, SH
1425 28TH ST W, G101	3302924340370	OR2	SH	PO, SH
1425 28TH ST W, G11	3302924340280	OR2	SH	PO, SH
1425 28TH ST W, G12	3302924340281	OR2	SH	PO, SH
1425 28TH ST W, G13	3302924340282	OR2	SH	PO, SH
1425 28TH ST W, G15	3302924340284	OR2	SH	PO, SH
1425 28TH ST W, G16	3302924340285	OR2	SH	PO, SH
1425 28TH ST W, G18	3302924340287	OR2	SH	PO, SH
1425 28TH ST W, G19	3302924340288	OR2	SH	PO, SH
1425 28TH ST W, G2	3302924340271	OR2	SH	PO, SH
1425 28TH ST W, G23	3302924340292	OR2	SH	PO, SH
1425 28TH ST W, G27	3302924340296	OR2	SH	PO, SH
1425 28TH ST W, G3	3302924340272	OR2	SH	PO, SH
1425 28TH ST W, G30	3302924340299	OR2	SH	PO, SH
1425 28TH ST W, G32	3302924340301	OR2	SH	PO, SH
1425 28TH ST W, G35	3302924340304	OR2	SH	PO, SH
1425 28TH ST W, G36	3302924340305	OR2	SH	PO, SH
1425 28TH ST W, G37	3302924340306	OR2	SH	PO, SH
1425 28TH ST W, G39	3302924340308	OR2	SH	PO, SH
1425 28TH ST W, G40	3302924340309	OR2	SH	PO, SH
1425 28TH ST W, G41	3302924340310	OR2	SH	PO, SH
1425 28TH ST W, G42	3302924340311	OR2	SH	PO, SH
1425 28TH ST W, G45	3302924340432	OR2	SH	PO, SH
1425 28TH ST W, G46	3302924340315	OR2	SH	PO, SH
1425 28TH ST W, G47	3302924340316	OR2	SH	PO, SH
1425 28TH ST W, G5	3302924340274	OR2	SH	PO, SH
1425 28TH ST W, G53	3302924340322	OR2	SH	PO, SH
1425 28TH ST W, G54	3302924340323	OR2	SH	PO, SH
1425 28TH ST W, G56	3302924340325	OR2	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1425 28TH ST W, G57	3302924340326	OR2	SH	PO, SH
1425 28TH ST W, G58	3302924340327	OR2	SH	PO, SH
1425 28TH ST W, G59	3302924340328	OR2	SH	PO, SH
1425 28TH ST W, G6	3302924340275	OR2	SH	PO, SH
1425 28TH ST W, G60	3302924340329	OR2	SH	PO, SH
1425 28TH ST W, G61	3302924340330	OR2	SH	PO, SH
1425 28TH ST W, G62	3302924340331	OR2	SH	PO, SH
1425 28TH ST W, G63	3302924340332	OR2	SH	PO, SH
1425 28TH ST W, G64	3302924340333	OR2	SH	PO, SH
1425 28TH ST W, G66	3302924340335	OR2	SH	PO, SH
1425 28TH ST W, G67	3302924340336	OR2	SH	PO, SH
1425 28TH ST W, G68	3302924340337	OR2	SH	PO, SH
1425 28TH ST W, G70	3302924340339	OR2	SH	PO, SH
1425 28TH ST W, G77	3302924340346	OR2	SH	PO, SH
1425 28TH ST W, G79	3302924340348	OR2	SH	PO, SH
1425 28TH ST W, G8	3302924340277	OR2	SH	PO, SH
1425 28TH ST W, G83	3302924340352	OR2	SH	PO, SH
1425 28TH ST W, G87	3302924340356	OR2	SH	PO, SH
1425 28TH ST W, G9	3302924340278	OR2	SH	PO, SH
1425 28TH ST W, G92	3302924340361	OR2	SH	PO, SH
1425 28TH ST W, G93	3302924340362	OR2	SH	PO, SH
1425 28TH ST W, G96	3302924340365	OR2	SH	PO, SH
1425 28TH ST W, G97	3302924340366	OR2	SH	PO, SH
1425 28TH ST W, G98	3302924340483	OR2	SH	PO, SH
1425 28TH ST W T01	3302924349006	OR2	SH	PO, SH
1425 28TH ST W, T01	3302924340138	OR2	SH	PO, SH
1425 28TH ST W, T02	3302924340482	OR2	SH	PO, SH
1425 28TH ST W, T03	3302924340140	OR2	SH	PO, SH
1425 28TH ST W, T04	3302924340141	OR2	SH	PO, SH
1425 28TH ST W, T05	3302924340142	OR2	SH	PO, SH
1425 28TH ST W, T06	3302924340143	OR2	SH	PO, SH
1425 28TH ST W, T07	3302924340144	OR2	SH	PO, SH
1425 28TH ST W, T08	3302924340145	OR2	SH	PO, SH
1425 28TH ST W, T09	3302924340422	OR2	SH	PO, SH
1425 28TH ST W, T10	3302924340147	OR2	SH	PO, SH
1425 28TH ST W, T11	3302924340148	OR2	SH	PO, SH
1425 28TH ST W, T12	3302924340455	OR2	SH	PO, SH
1425 28TH ST W, T14	3302924340150	OR2	SH	PO, SH
13 29TH ST W	3402924340093	I1		PO
17 29TH ST W	3402924340097	I1		PO
612 31ST ST W	0302824220088	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2813 ALDRICH AVE S	3302924440020	R5	PO	PO
2831 ALDRICH AVE S	3302924440079	R6	PO	PO
2835 ALDRICH AVE S	3302924440126	R6	PO	PO
2920 ALDRICH AVE S	3302924440362	C3A	PO	PO
2925 ALDRICH AVE S,	3302924440372	C3A	PO	PO
3013 ALDRICH AVE S	0402824110024	R4		PO
2901 BLAISDELL AVE S	3402924340096	I1		PO
2917 BRYANT AVE S	3302924440128	C2	PO	PO
2920 BRYANT AVE S	3302924440091	C2	PO	PO
2924 BRYANT AVE S	3302924440094	C2	PO	PO
2928 BRYANT AVE S	3302924440095	C2	PO	PO
2929 BRYANT AVE S	3302924440109	C2	PO	PO
2932 BRYANT AVE S	3302924440096	C2	PO	PO
2935 BRYANT AVE S	3302924440108	C2	PO	PO
2936 BRYANT AVE S	3302924440097	C2	PO	PO
3008 BRYANT AVE S	0402824110049	C2	PO	PO
3009 BRYANT AVE S	0402824110043	C2	PO	PO
1917 COLFAX AVE S	2802924440045	R4		PO
1925 COLFAX AVE S	2802924440042	C1		PO
2900 COLFAX AVE S	3302924440365	C2	PO	PO
3008 COLFAX AVE S	0402824110089	OR1	PO	PO
3009 COLFAX AVE S	0402824110056	C2	PO	PO
3011 1/2 COLFAX AVE S	0402824110057	C2	PO	PO
2011 DUPONT AVE S	3302924110002	C1		PO
2200 DUPONT AVE S	3302924120188	C1		PO
2301 DUPONT AVE S	3302924110176	OR2		PO
2415 EMERSON AVE S	3302924130117	C1		PO
2417 EMERSON AVE S 101	3302924139002	R6		PO
2417 EMERSON AVE S, 101	3302924130181	R6		PO
2417 EMERSON AVE S, 102	3302924130182	R6		PO
2417 EMERSON AVE S, 103	3302924130183	R6		PO
2417 EMERSON AVE S, 104	3302924130184	R6		PO
2417 EMERSON AVE S, 105	3302924130185	R6		PO
2417 EMERSON AVE S, 106	3302924130186	R6		PO
2417 EMERSON AVE S, 107	3302924130187	R6		PO
2417 EMERSON AVE S, 108	3302924130188	R6		PO
2417 EMERSON AVE S, 109	3302924130189	R6		PO
2421 EMERSON AVE S, 100	3302924130190	R6		PO
2421 EMERSON AVE S, 101	3302924130191	R6		PO
2421 EMERSON AVE S, 102	3302924130192	R6		PO
2421 EMERSON AVE S, 103	3302924130193	R6		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2421 EMERSON AVE S, 104	3302924130194	R6		PO
2421 EMERSON AVE S, 105	3302924130195	R6		PO
2421 EMERSON AVE S, 106	3302924130196	R6		PO
2421 EMERSON AVE S, 107	3302924130197	R6		PO
2421 EMERSON AVE S, 108	3302924130198	R6		PO
2421 EMERSON AVE S, 109	3302924130199	R6		PO
2526 EMERSON AVE S	3302924130204	R6		PO
2916 EMERSON AVE S	3302924430057	C3A	PO	PO
2938 EMERSON AVE S C	3302924439001	C3A	PO	PO
2938 EMERSON AVE S, C	3302924430144	C3A	PO	PO
2938 EMERSON AVE S, E	3302924430146	C3A	PO	PO
3005 EMERSON AVE S	0402824120011	C2	PO	PO
3008 EMERSON AVE S	0402824120188	C2	PO	PO
3009 EMERSON AVE S	0402824120010	OR1	PO	PO
615 FRANKLIN AVE W	3402924220047	C2		PO
902 FRANKLIN AVE W	2802924440015	R6		PO
905 FRANKLIN AVE W	3302924110069	OR2		PO
1009 FRANKLIN AVE W	3302924110001	C1		PO
2515 FREMONT AVE S	3302924130012	C2		PO
2896 FREMONT AVE S	3302924430137	C3A	PO	PO
2900 FREMONT AVE S,	3302924430222	C3A	PO	PO
2900 FREMONT AVE S,	3302924430223	C3A	PO	PO
2900 FREMONT AVE S, C	3302924430196	C3A	PO	PO
2900 FREMONT AVE S, D	3302924430197	C3A	PO	PO
2900 FREMONT AVE S, E	3302924430198	C3A	PO	PO
2900 FREMONT AVE S, F	3302924430199	C3A	PO	PO
2900 FREMONT AVE S, G	3302924430200	C3A	PO	PO
2900 FREMONT AVE S, H	3302924430201	C3A	PO	PO
2900 FREMONT AVE S, I	3302924430202	C3A	PO	PO
2900 FREMONT AVE S, J	3302924430203	C3A	PO	PO
2900 FREMONT AVE S, K	3302924430204	C3A	PO	PO
2900 FREMONT AVE S, L	3302924430205	C3A	PO	PO
2900 FREMONT AVE S, M	3302924430206	C3A	PO	PO
2900 FREMONT AVE S, O	3302924430208	C3A	PO	PO
2900 FREMONT AVE S, P	3302924430209	C3A	PO	PO
2900 FREMONT AVE S, Q	3302924430210	C3A	PO	PO
2900 FREMONT AVE S TRACT	3302924439004	C3A	PO	PO
2900 FREMONT AVE S,TRACT	3302924430220	C3A	PO	PO
2900 FREMONT AVE S,TRACT	3302924430221	C3A	PO	PO
2901 FREMONT AVE S	3302924430121	C3A	PO	PO
2917 FREMONT AVE S	3302924430060	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2928 FREMONT AVE S	3302924430097	C3A	PO	PO
3012 FREMONT AVE S	0402824120215	C3A	PO	PO
2812 GARFIELD AVE S	3402924330167	R2B	PO	PO
2816 GARFIELD AVE S	3402924330168	R2B	PO	PO
2820 GARFIELD AVE S	3402924330169	R2B	PO	PO
2824 GARFIELD AVE S	3402924330170	R2B	PO	PO
2828 GARFIELD AVE S	3402924330008	R2B	PO	PO
2900 GARFIELD AVE S	3402924330080	R1A		PO
2902 GARFIELD AVE S	3402924330079	C3A	PO	PO
2904 GARFIELD AVE S	3402924330081	C3A	PO	PO
2908 GARFIELD AVE S	3402924330082	C3A	PO	PO
2908 GARFIELD AVE S	3402924330083	C3A	PO	PO
2916 GARFIELD AVE S	3402924330085	C3A	PO	PO
2920 GARFIELD AVE S	3402924330087	C3A	PO	PO
2924 GARFIELD AVE S	3402924330088	C3A	PO	PO
2928 GARFIELD AVE S	3402924330089	C3A	PO	PO
2932 GARFIELD AVE S	3402924330100	C3A	PO	PO
2936 GARFIELD AVE S	3402924330101	C3A	PO	PO
2940 GARFIELD AVE S	3402924330102	C3A	PO	PO
2944 GARFIELD AVE S	3402924330103	C3A	PO	PO
2956 GARFIELD AVE S	3402924330196	C3A	PO	PO
3001 GARFIELD AVE S	0302824220073	C4		PO
3004 GARFIELD AVE S	0302824220076	C3A	PO	PO
3005 GARFIELD AVE S	0302824220072	C4		PO
3009 GARFIELD AVE S	0302824220070	C4		PO
2613 GIRARD AVE S	3302924420158	OR2		PO
2621 GIRARD AVE S	3302924420210	R6		PO
2633 GIRARD AVE S	3302924420166	R6		PO
2915 GIRARD AVE S,	3302924430213	C3A	PO	PO
2919 GIRARD AVE S,	3302924430214	C3A	PO	PO
2923 GIRARD AVE S,	3302924430215	C3A	PO	PO
1900 HENNEPIN AVE	2802924440033	OR2		PO
1908 HENNEPIN AVE	2802924440034	OR2		PO
1912 HENNEPIN AVE	2802924440035	C1		PO
1916 HENNEPIN AVE	2802924440036	C1		PO
1920 HENNEPIN AVE	2802924440325	C1		PO
1924 HENNEPIN AVE	2802924440038	C2		PO
1930 HENNEPIN AVE	2802924440266	C1		PO
1934 HENNEPIN AVE	2802924440267	C1		PO
2013 HENNEPIN AVE	3302924110084	C2		PO
2100 HENNEPIN AVE	3302924110003	C1		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2101 HENNEPIN AVE	3302924110146	C2		PO
2107 HENNEPIN AVE	3302924110085	OR2		PO
2112 HENNEPIN AVE	3302924110004	C2		PO
2120 HENNEPIN AVE	3302924110005	C2		PO
2121 HENNEPIN AVE	3302924110086	OR2		PO
2201 HENNEPIN AVE	3302924110089	OR2		PO
2210 HENNEPIN AVE	3302924120189	C1		PO
2212 HENNEPIN AVE	3302924120185	C2		PO
2300 HENNEPIN AVE	3302924120112	C1		PO
2309 HENNEPIN AVE	3302924120176	C1		PO
2330 HENNEPIN AVE	3302924120113	C1		PO
2400 HENNEPIN AVE	3302924130105	C2		PO
2401 HENNEPIN AVE	3302924130110	C2		PO
2405 HENNEPIN AVE	3302924130217	C2		PO
2408 HENNEPIN AVE	3302924130106	C2		PO
2409 HENNEPIN AVE	3302924130118	C1		PO
2412 HENNEPIN AVE	3302924130040	C2		PO
2414 HENNEPIN AVE	3302924130042	C2		PO
2416 HENNEPIN AVE	3302924130107	C2		PO
2420 HENNEPIN AVE	3302924130277	C2		PO
2426 HENNEPIN AVE	3302924130039	C2		PO
2431 HENNEPIN AVE	3302924130155	C1		PO
2440 HENNEPIN AVE	3302924130065	C2		PO
2441 HENNEPIN AVE	3302924130002	C1		PO
2448 HENNEPIN AVE	3302924130069	C2		PO
2500 HENNEPIN AVE	3302924130087	C2		PO
2501 HENNEPIN AVE	3302924130013	C2		PO
2504 HENNEPIN AVE	3302924130086	C1		PO
2508 HENNEPIN AVE	3302924130089	C1		PO
2512 HENNEPIN AVE	3302924130090	C1		PO
2516 HENNEPIN AVE	3302924130091	C1		PO
2519 HENNEPIN AVE	3302924130011	R6		PO
2520 HENNEPIN AVE	3302924130093	C1		PO
2525 HENNEPIN AVE	3302924130202	R6		PO
2528 HENNEPIN AVE	3302924130096	C2		PO
2532 HENNEPIN AVE	3302924130097	C2		PO
2548 HENNEPIN AVE	3302924130098	C2		PO
2600 HENNEPIN AVE	3302924420175	C2	SH	PO, SH
2601 HENNEPIN AVE	3302924420155	C2		PO
2605 HENNEPIN AVE	3302924420156	C2		PO
2609 HENNEPIN AVE	3302924420157	OR2		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2616 HENNEPIN AVE	3302924420176	C2	SH	PO, SH
2617 HENNEPIN AVE	3302924420159	C1		PO
2626 HENNEPIN AVE	3302924420234	C2	SH	PO, SH
2640 HENNEPIN AVE	3302924420231	C2	SH	PO, SH
2641 HENNEPIN AVE	3302924420172	C1		PO
2642 HENNEPIN AVE	3302924420181	C2	SH	PO, SH
2645 HENNEPIN AVE	3302924420171	C2		PO
2650 HENNEPIN AVE	3302924420233	C2	SH	PO, SH
2653 HENNEPIN AVE	3302924420170	C2		PO
2700 HENNEPIN AVE	3302924310075	C2	SH	PO, SH
2715 HENNEPIN AVE	3302924420187	R6		PO
2716 HENNEPIN AVE	3302924310077	OR2	SH	PO, SH
2717 HENNEPIN AVE	3302924420125	C1		PO
2723 HENNEPIN AVE	3302924420124	C1		PO
2729 HENNEPIN AVE	3302924420025	C2		PO
2730 HENNEPIN AVE	3302924310146	C2	SH	PO, SH
2733 HENNEPIN AVE	3302924420024	C2		PO
2736 HENNEPIN AVE	3302924310003	OR2		PO
2737 HENNEPIN AVE	3302924420023	C2		PO
2741 HENNEPIN AVE	3302924420022	C2		PO
2742 HENNEPIN AVE	3302924310004	OR2		PO
2745 HENNEPIN AVE	3302924420021	C2		PO
2748 HENNEPIN AVE	3302924310005	C1		PO
2749 HENNEPIN AVE	3302924420020	C2		PO
2801 HENNEPIN AVE	3302924430033	C3A		PO
2809 HENNEPIN AVE	3302924430032	C3A		PO
2813 HENNEPIN AVE	3302924430141	C3A		PO
2819 HENNEPIN AVE	3302924430124	C3A	PO	PO
2820 HENNEPIN AVE	3302924340136	C3A	PO	PO
2825 HENNEPIN AVE	3302924430041	C3A	PO	PO
2828 HENNEPIN AVE	3302924340137	C3A	PO	PO
2829 HENNEPIN AVE	3302924430040	C3A	PO	PO
2833 HENNEPIN AVE	3302924430039	C3A	PO	PO
2841 HENNEPIN AVE	3302924430135	C3A	PO	PO
2880 HENNEPIN AVE	3302924340132	C3A	PO	PO
2900 HENNEPIN AVE	3302924340130	C3A	PO	PO
2901 HENNEPIN AVE	3302924430086	C3A	PO	PO
2907 HENNEPIN AVE	3302924430084	C3A	PO	PO
2910 HENNEPIN AVE	3302924340060	C3A	PO	PO
2916 HENNEPIN AVE	3302924340061	C3A	PO	PO
2919 HENNEPIN AVE	3302924430085	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2929 HENNEPIN AVE	3302924430088	C3A	PO	PO
2939 HENNEPIN AVE	3302924430094	C3A	PO	PO
2941 HENNEPIN AVE	3302924430093	C3A	PO	PO
2945 HENNEPIN AVE	3302924430092	C3A	PO	PO
3000 HENNEPIN AVE	0402824210002	C3A	PO	PO
3003 HENNEPIN AVE	0402824120217	C3A	PO	PO
3006 HENNEPIN AVE	0402824210003	C3A	PO	PO
3008 HENNEPIN AVE	0402824210004	C3A	PO	PO
3016 HENNEPIN AVE	0402824210005	C3A	PO	PO
3018 HENNEPIN AVE	0402824210006	C3A	PO	PO
3022 HENNEPIN AVE	0402824210007	C3A	PO	PO
3024 HENNEPIN AVE	0402824210070	C3A	PO	PO
3027 HENNEPIN AVE	0402824120216	C3A	PO	PO
3028 HENNEPIN AVE	0402824210071	C3A	PO	PO
3032 HENNEPIN AVE	0402824210072	C3A	PO	PO
3040 HENNEPIN AVE	0402824210187	C3A	PO	PO
3100 HENNEPIN AVE	0402824210081	C1	PO	PO
3101 HENNEPIN AVE	0402824120128	C1	PO	PO
3104 HENNEPIN AVE	0402824210082	C1	PO	PO
3105 HENNEPIN AVE	0402824120127	C1		PO
3109 HENNEPIN AVE	0402824120126	C1		PO
3115 HENNEPIN AVE	0402824120125	C1		PO
2910 HOLMES AVE S	3302924340055	C3S	PO	PO
3009 HOLMES AVE S	0402824210185	C3A	PO	PO
3013 HOLMES AVE S	0402824210011	C3A	PO	PO
3014 HOLMES AVE S 1	0402824219003	C3A	PO	PO
3014 HOLMES AVE S, 1	0402824210196	C3A	PO	PO
3014 HOLMES AVE S, 2	0402824210197	C3A	PO	PO
3014 HOLMES AVE S, 101	0402824210198	C3A	PO	PO
3014 HOLMES AVE S, 102	0402824210199	C3A	PO	PO
3014 HOLMES AVE S, 103	0402824210200	C3A	PO	PO
3014 HOLMES AVE S, 104	0402824210201	C3A	PO	PO
3014 HOLMES AVE S, 201	0402824210202	C3A	PO	PO
3014 HOLMES AVE S, 202	0402824210203	C3A	PO	PO
3014 HOLMES AVE S, 203	0402824210204	C3A	PO	PO
3014 HOLMES AVE S, 204	0402824210205	C3A	PO	PO
3017 HOLMES AVE S	0402824210010	C3A	PO	PO
3021 HOLMES AVE S	0402824210009	C3A	PO	PO
3027 HOLMES AVE S	0402824210080	C3A	PO	PO
3029 HOLMES AVE S	0402824210079	R4	PO	PO
3033 HOLMES AVE S	0402824210078	R4	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
3037 HOLMES AVE S	0402824210077	R4	PO	PO
3041 HOLMES AVE S	0402824210076	R4	PO	PO
3001 HUMBOLDT AVE S	0402824210179	C3A	PO	PO
3015 HUMBOLDT AVE S	0402824210178	C3A	PO	PO
3017 HUMBOLDT AVE S	0402824210020	C3A	PO	PO
3021 HUMBOLDT AVE S	0402824210019	C3A	PO	PO
3009 IRVING AVE S	0402824210029	C1	PO	PO
3017 IRVING AVE S	0402824210027	R3		PO
2915 JAMES AVE S	3302924340485	C1	SH	PO, SH
3000 JAMES AVE S	0402824220001	C1	SH	PO, SH
2915 KNOX AVE S	3302924330020	R6	SH	PO, SH
1104 LAGOON AVE	3302924430054	C3S	PO	PO
1210 LAGOON AVE	3302924430134	C3A	PO	PO
1211 LAGOON AVE, 201	3302924430150	C3A	PO	PO
1211 LAGOON AVE, 202	3302924430151	C3A	PO	PO
1211 LAGOON AVE, 203	3302924430152	C3A	PO	PO
1211 LAGOON AVE, 204	3302924430153	C3A	PO	PO
1211 LAGOON AVE, 205	3302924430154	C3A	PO	PO
1211 LAGOON AVE, 206	3302924430155	C3A	PO	PO
1211 LAGOON AVE, 207	3302924430156	C3A	PO	PO
1211 LAGOON AVE, 208	3302924430157	C3A	PO	PO
1211 LAGOON AVE, 209	3302924430158	C3A	PO	PO
1211 LAGOON AVE, 210	3302924430159	C3A	PO	PO
1211 LAGOON AVE, 211	3302924430160	C3A	PO	PO
1211 LAGOON AVE, 301	3302924430161	C3A	PO	PO
1211 LAGOON AVE, 302	3302924430162	C3A	PO	PO
1211 LAGOON AVE, 303	3302924430163	C3A	PO	PO
1211 LAGOON AVE, 304	3302924430164	C3A	PO	PO
1211 LAGOON AVE, 305	3302924430165	C3A	PO	PO
1211 LAGOON AVE, 306	3302924430166	C3A	PO	PO
1211 LAGOON AVE, 307	3302924430167	C3A	PO	PO
1211 LAGOON AVE, 308	3302924430168	C3A	PO	PO
1211 LAGOON AVE, 309	3302924430169	C3A	PO	PO
1211 LAGOON AVE, 310	3302924430170	C3A	PO	PO
1211 LAGOON AVE, 311	3302924430171	C3A	PO	PO
1211 LAGOON AVE, 401	3302924430172	C3A	PO	PO
1211 LAGOON AVE, 402	3302924430173	C3A	PO	PO
1211 LAGOON AVE, 403	3302924430174	C3A	PO	PO
1211 LAGOON AVE, 404	3302924430175	C3A	PO	PO
1211 LAGOON AVE, 405	3302924430176	C3A	PO	PO
1211 LAGOON AVE, 406	3302924430177	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1211 LAGOON AVE, 407	3302924430178	C3A	PO	PO
1211 LAGOON AVE, 408	3302924430179	C3A	PO	PO
1211 LAGOON AVE, 409	3302924430180	C3A	PO	PO
1211 LAGOON AVE, 410	3302924430181	C3A	PO	PO
1211 LAGOON AVE, 411	3302924430182	C3A	PO	PO
1211 LAGOON AVE, 501	3302924430183	C3A	PO	PO
1211 LAGOON AVE, 502	3302924430184	C3A	PO	PO
1211 LAGOON AVE, 503	3302924430185	C3A	PO	PO
1211 LAGOON AVE, 504	3302924430186	C3A	PO	PO
1211 LAGOON AVE, 505	3302924430187	C3A	PO	PO
1211 LAGOON AVE, 506	3302924430188	C3A	PO	PO
1211 LAGOON AVE, 507	3302924430189	C3A	PO	PO
1211 LAGOON AVE, 508	3302924430190	C3A	PO	PO
1211 LAGOON AVE, 509	3302924430191	C3A	PO	PO
1211 LAGOON AVE, 510	3302924430192	C3A	PO	PO
1211 LAGOON AVE, 511	3302924430193	C3A	PO	PO
1300 LAGOON AVE	3302924430116	C3A	PO	PO
1317 LAGOON AVE,	3302924430216	C3A	PO	PO
1320 LAGOON AVE	3302924439002	C3A	PO	PO
1320 LAGOON AVE,	3302924430195	C3A	PO	PO
1324 LAGOON AVE	3302924430139	C3A	PO	PO
1400 LAGOON AVE	3302924430133	C3A	PO	PO
1 LAKE ST E	0302824120161	C3S		PO
102 LAKE ST E	3402924430037	C2		PO
106 LAKE ST E	3402924430036	C2		PO
111 LAKE ST E	0302824120146	C3S		PO
112 LAKE ST E	3402924430035	C2		PO
115 LAKE ST E	0302824120148	C3S		PO
118 LAKE ST E	3402924430034	C2		PO
122 LAKE ST E	3402924430033	C2		PO
1 LAKE ST W, 3	0302824210212	C3S		PO
1 LAKE ST W, 45	0302824210258	C3S		PO
1 LAKE ST W, 201	0302824210326	C3S		PO
1 LAKE ST W, 202	0302824210324	C3S		PO
1 LAKE ST W, 203	0302824210420	C3S		PO
1 LAKE ST W, 204	0302824210287	C3S		PO
1 LAKE ST W, 205	0302824210288	C3S		PO
1 LAKE ST W, 206	0302824210289	C3S		PO
1 LAKE ST W, 207	0302824210219	C3S		PO
1 LAKE ST W, 207	0302824210144	C3S		PO
1 LAKE ST W, 208	0302824210327	C3S		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1 LAKE ST W, 209	0302824210222	C3S		PO
1 LAKE ST W, 209	0302824210146	C3S		PO
1 LAKE ST W, 210	0302824210465	C3S		PO
1 LAKE ST W, 211	0302824210225	C3S		PO
1 LAKE ST W, 211	0302824210148	C3S		PO
1 LAKE ST W, 212	0302824210290	C3S		PO
1 LAKE ST W, 213	0302824210291	C3S		PO
1 LAKE ST W, 214	0302824210292	C3S		PO
1 LAKE ST W, 215	0302824210237	C3S		PO
1 LAKE ST W, 215	0302824210152	C3S		PO
1 LAKE ST W, 216	0302824210282	C3S		PO
1 LAKE ST W, 217	0302824210321	C3S		PO
1 LAKE ST W, 218	0302824210293	C3S		PO
1 LAKE ST W, 219	0302824210322	C3S		PO
1 LAKE ST W, 220	0302824210284	C3S		PO
1 LAKE ST W, 221	0302824210294	C3S		PO
1 LAKE ST W, 222	0302824210285	C3S		PO
1 LAKE ST W, 223	0302824210295	C3S		PO
1 LAKE ST W, 224	0302824210296	C3S		PO
1 LAKE ST W, 301	0302824210211	C3S		PO
1 LAKE ST W, 301	0302824210162	C3S		PO
1 LAKE ST W, 302	0302824210163	C3S		PO
1 LAKE ST W, 302	0302824210280	C3S		PO
1 LAKE ST W, 303	0302824210297	C3S		PO
1 LAKE ST W, 304	0302824210298	C3S		PO
1 LAKE ST W, 305	0302824210329	C3S		PO
1 LAKE ST W, 306	0302824210274	C3S		PO
1 LAKE ST W, 306	0302824210167	C3S		PO
1 LAKE ST W, 307	0302824210328	C3S		PO
1 LAKE ST W, 308	0302824210299	C3S		PO
1 LAKE ST W, 309	0302824210300	C3S		PO
1 LAKE ST W, 310	0302824210301	C3S		PO
1 LAKE ST W, 311	0302824210302	C3S		PO
1 LAKE ST W, 312	0302824210229	C3S		PO
1 LAKE ST W, 312	0302824210173	C3S		PO
1 LAKE ST W, 313	0302824210303	C3S		PO
1 LAKE ST W, 314	0302824210235	C3S		PO
1 LAKE ST W, 314	0302824210175	C3S		PO
1 LAKE ST W, 315	0302824210304	C3S		PO
1 LAKE ST W, 316	0302824210265	C3S		PO
1 LAKE ST W, 316	0302824210177	C3S		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1 LAKE ST W, 317	0302824210262	C3S		PO
1 LAKE ST W, 317	0302824210178	C3S		PO
1 LAKE ST W, 318	0302824210256	C3S		PO
1 LAKE ST W, 318	0302824210179	C3S		PO
1 LAKE ST W, 319	0302824210305	C3S		PO
1 LAKE ST W, 320	0302824210261	C3S		PO
1 LAKE ST W, 320	0302824210181	C3S		PO
1 LAKE ST W, 321	0302824210306	C3S		PO
1 LAKE ST W, 322	0302824210183	C3S		PO
1 LAKE ST W, 323	0302824210248	C3S		PO
1 LAKE ST W, 323	0302824210184	C3S		PO
1 LAKE ST W, 324	0302824210307	C3S		PO
1 LAKE ST W, 401	0302824210186	C3S		PO
1 LAKE ST W, 402	0302824210323	C3S		PO
1 LAKE ST W, 403	0302824210308	C3S		PO
1 LAKE ST W, 404	0302824210276	C3S		PO
1 LAKE ST W, 404	0302824210189	C3S		PO
1 LAKE ST W, 405	0302824210218	C3S		PO
1 LAKE ST W, 405	0302824210190	C3S		PO
1 LAKE ST W, 406	0302824210309	C3S		PO
1 LAKE ST W, 407	0302824210221	C3S		PO
1 LAKE ST W, 407	0302824210192	C3S		PO
1 LAKE ST W, 408	0302824210310	C3S		PO
1 LAKE ST W, 409	0302824210311	C3S		PO
1 LAKE ST W, 410	0302824210312	C3S		PO
1 LAKE ST W, 411	0302824210313	C3S		PO
1 LAKE ST W, 412	0302824210230	C3S		PO
1 LAKE ST W, 412	0302824210197	C3S		PO
1 LAKE ST W, 413	0302824210467	C3S		PO
1 LAKE ST W, 414	0302824210325	C3S		PO
1 LAKE ST W, 415	0302824210314	C3S		PO
1 LAKE ST W, 416	0302824210315	C3S		PO
1 LAKE ST W, 417	0302824210240	C3S		PO
1 LAKE ST W, 417	0302824210202	C3S		PO
1 LAKE ST W, 418	0302824210316	C3S		PO
1 LAKE ST W, 419	0302824210317	C3S		PO
1 LAKE ST W, 420	0302824210318	C3S		PO
1 LAKE ST W, 421	0302824210319	C3S		PO
1 LAKE ST W, 422	0302824210253	C3S		PO
1 LAKE ST W, 422	0302824210207	C3S		PO
1 LAKE ST W, 423	0302824210320	C3S		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1 LAKE ST W, 424	0302824210286	C3S		PO
10 LAKE ST W	3402924430141	C3S		PO
30 LAKE ST W	3402924340114	C3S		PO
100 LAKE ST W	3402924340117	C2		PO
103 LAKE ST W	0302824210130	C2		PO
117 LAKE ST W	0302824210079	C2		PO
118 LAKE ST W	3402924340021	C2		PO
120 LAKE ST W	3402924340022	C2		PO
130 LAKE ST W	3402924340023	C2		PO
200 LAKE ST W	3402924340258	C2		PO
201 LAKE ST W	0302824210013	C2		PO
201 LAKE ST W	0302824210012	C2		PO
201 LAKE ST W	0302824210011	C2		PO
201 LAKE ST W	0302824210014	C2		PO
221 LAKE ST W	0302824210132	C2		PO
224 LAKE ST W	3402924340293	C4		PO
301 LAKE ST W	0302824220001	C4		PO
310 LAKE ST W	3402924330146	C2		PO
312 LAKE ST W	3402924330178	I2		PO
313 LAKE ST W	0302824220216	C1		PO
318 LAKE ST W	3402924330147	C2		PO
400 LAKE ST W	3402924330133	C2		PO
401 LAKE ST W	0302824220215	C1		PO
404 LAKE ST W	3402924330132	C2		PO
410 LAKE ST W	3402924330135	C4		PO
413 LAKE ST W	0302824220207	C1		PO
414 LAKE ST W	3402924330134	C4		PO
419 LAKE ST W	0302824220048	C1		PO
429 LAKE ST W	0302824220047	C2		PO
501 LAKE ST W	0302824220211	C2		PO
505 LAKE ST W	0302824220212	C2		PO
510 LAKE ST W	3402924330185	C2		PO
514 LAKE ST W	3402924330120	C2		PO
515 LAKE ST W	0302824220213	C4		PO
516 LAKE ST W	3402924330121	C2		PO
520 LAKE ST W	3402924330122	C2		PO
600 LAKE ST W	3402924330197	C3A	PO	PO
601 LAKE ST W	0302824220075	C3A	PO	PO
607 LAKE ST W	0302824220074	C3A	PO	PO
611 LAKE ST W	0302824220100	C3A	PO	PO
701 LAKE ST W	0402824110185	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
705 LAKE ST W	0402824110186	C3A	PO	PO
710 LAKE ST W	3302924440014	C3A	PO	PO
711 LAKE ST W	0402824110184	C3A	PO	PO
714 LAKE ST W	3302924440147	C3A	PO	PO
721 LAKE ST W	0402824110187	C3A	PO	PO
801 LAKE ST W	0402824110183	C2	PO	PO
810 LAKE ST W	3302924440107	C2	PO	PO
813 LAKE ST W	0402824110046	C2	PO	PO
819 LAKE ST W	0402824110044	C2	PO	PO
821 LAKE ST W	0402824110045	C2	PO	PO
900 LAKE ST W	3302924440134	C2	PO	PO
901 LAKE ST W	0402824110047	C2	PO	PO
907 LAKE ST W	0402824110048	C2	PO	PO
912 LAKE ST W	3302924440120	C2	PO	PO
913 LAKE ST W	0402824110058	C2	PO	PO
917 LAKE ST W	0402824110059	C2	PO	PO
918 LAKE ST W	3302924440119	C2	PO	PO
1001 LAKE ST W	0402824110088	C2	PO	PO
1006 LAKE ST W	3302924440366	C2	PO	PO
1010 LAKE ST W	3302924440133	C2	PO	PO
1015 LAKE ST W	0402824110096	C2	PO	PO
1103 LAKE ST W	0402824120186	C2	PO	PO
1116 LAKE ST W	3302924430125	C3A	PO	PO
1121 LAKE ST W	0402824120012	C2	PO	PO
1200 LAKE ST W	3302924430106	C3A	PO	PO
1208 LAKE ST W	3302924430107	C3A	PO	PO
1220 LAKE ST W	3302924430128	C3A	PO	PO
1221 LAKE ST W	0402824120187	C2	PO	PO
1300 1/2 LAKE ST W	3302924430098	C3A	PO	PO
1300 LAKE ST W	3302924430099	C3A	PO	PO
1301 LAKE ST W	0402824120210	C3A	PO	PO
1320 LAKE ST W	3302924439003	C3A	PO	PO
1320 LAKE ST W,	3302924430211	C3A	PO	PO
1340 LAKE ST W,	3302924430212	C3A	PO	PO
1402 LAKE ST W	3302924430090	C3A	PO	PO
1404 LAKE ST W	3302924430089	C3A	PO	PO
1408 LAKE ST W	3302924430091	C3A	PO	PO
1433 LAKE ST W	0402824210015	C3A	PO	PO
1438 LAKE ST W	3302924340062	C3A	PO	PO
1439 LAKE ST W	0402824210014	C3A	PO	PO
1450 LAKE ST W	3302924340112	C3S	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1455 LAKE ST W	0402824210016	C3A	PO	PO
1460 LAKE ST W	3302924340057	C3S	PO	PO
1500 LAKE ST W	3302924340131	C1	PO	PO
1505 LAKE ST W	0402824210177	C1	PO	PO
1506 LAKE ST W	3302924340051	C1	PO	PO
1508 LAKE ST W 1	3302924349001	C1	PO	PO
1508 LAKE ST W, 1	3302924340484	C1	PO	PO
1513 LAKE ST W	0402824210030	C1	PO	PO
1514 LAKE ST W	3302924340049	C1	PO	PO
1516 LAKE ST W	3302924340048	C1	PO	PO
1517 LAKE ST W	0402824210031	C1	PO	PO
1523 LAKE ST W	0402824210032	C1	PO	PO
1600 LAKE ST W	3302924340039	C1	SH, PO	PO, SH
1601 LAKE ST W	0402824210033	C1	SH, PO	PO, SH
1608 LAKE ST W	3302924340038	C1	SH, PO	PO, SH
1612 LAKE ST W	3302924340037	C1	SH	PO, SH
1623 LAKE ST W	0402824210042	C1	SH	PO, SH
1700 LAKE ST W	3302924330013	C1	SH	PO, SH
1704 LAKE ST W	3302924330014	C1	SH	PO, SH
1708 LAKE ST W	3302924330015	C1	SH	PO, SH
1711 LAKE ST W	0402824220002	C1	SH	PO, SH
1714 LAKE ST W	3302924330016	C1	SH	PO, SH
1715 LAKE ST W	0402824220014	C1	SH	PO, SH
1716 LAKE ST W	3302924330017	R6	SH	PO, SH
1720 LAKE ST W	3302924330018	R6	SH	PO, SH
1721 LAKE ST W	0402824220013	C1	SH	PO, SH
1724 LAKE ST W	3302924330019	R6	SH	PO, SH
1728 LAKE ST W	3302924330021	C1	SH	PO, SH
1805 LAKE ST W 101	0402824229002	R4	SH	PO, SH
1805 LAKE ST W, 101	0402824220090	R4	SH	PO, SH
1805 LAKE ST W, 102	0402824220091	R4	SH	PO, SH
1805 LAKE ST W, 103	0402824220092	R4	SH	PO, SH
1805 LAKE ST W, 104	0402824220093	R4	SH	PO, SH
1805 LAKE ST W, 201	0402824220094	R4	SH	PO, SH
1805 LAKE ST W, 202	0402824220095	R4	SH	PO, SH
1805 LAKE ST W, 203	0402824220096	R4	SH	PO, SH
1805 LAKE ST W, 204	0402824220097	R4	SH	PO, SH
1805 LAKE ST W, 301	0402824220098	R4	SH	PO, SH
1805 LAKE ST W, 302	0402824220099	R4	SH	PO, SH
1805 LAKE ST W, 303	0402824220100	R4	SH	PO, SH
1805 LAKE ST W, 304	0402824220101	R4	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1805 LAKE ST W, 401	0402824220102	R4	SH	PO, SH
1805 LAKE ST W, 402	0402824220103	R4	SH	PO, SH
1805 LAKE ST W, 403	0402824220104	R4	SH	PO, SH
1805 LAKE ST W, 501	0402824220105	R4	SH	PO, SH
1805 LAKE ST W, 502	0402824220106	R4	SH	PO, SH
1805 LAKE ST W, 503	0402824220107	R4	SH	PO, SH
1805 LAKE ST W, 504	0402824220108	R4	SH	PO, SH
1805 LAKE ST W, 601	0402824220109	R4	SH	PO, SH
1805 LAKE ST W, 602	0402824220110	R4	SH	PO, SH
1805 LAKE ST W, 603	0402824220111	R4	SH	PO, SH
1805 LAKE ST W,	0402824220112	R4	SH	PO, SH
1805 LAKE ST W, P10	0402824220121	R4	SH	PO, SH
1805 LAKE ST W, P11	0402824220122	R4	SH	PO, SH
1805 LAKE ST W, P12	0402824220123	R4	SH	PO, SH
1805 LAKE ST W, P13	0402824220124	R4	SH	PO, SH
1805 LAKE ST W, P14	0402824220125	R4	SH	PO, SH
1805 LAKE ST W, P15	0402824220126	R4	SH	PO, SH
1805 LAKE ST W, P16	0402824220127	R4	SH	PO, SH
1805 LAKE ST W, P17	0402824220128	R4	SH	PO, SH
1805 LAKE ST W, P18	0402824220129	R4	SH	PO, SH
1805 LAKE ST W, P19	0402824220130	R4	SH	PO, SH
1805 LAKE ST W, P2	0402824220113	R4	SH	PO, SH
1805 LAKE ST W, P20	0402824220131	R4	SH	PO, SH
1805 LAKE ST W, P21	0402824220132	R4	SH	PO, SH
1805 LAKE ST W, P22	0402824220133	R4	SH	PO, SH
1805 LAKE ST W, P23	0402824220134	R4	SH	PO, SH
1805 LAKE ST W, P24	0402824220135	R4	SH	PO, SH
1805 LAKE ST W, P25	0402824220136	R4	SH	PO, SH
1805 LAKE ST W, P26	0402824220137	R4	SH	PO, SH
1805 LAKE ST W, P27	0402824220138	R4	SH	PO, SH
1805 LAKE ST W, P28	0402824220139	R4	SH	PO, SH
1805 LAKE ST W, P29	0402824220140	R4	SH	PO, SH
1805 LAKE ST W, P3	0402824220114	R4	SH	PO, SH
1805 LAKE ST W, P30	0402824220141	R4	SH	PO, SH
1805 LAKE ST W, P31	0402824220142	R4	SH	PO, SH
1805 LAKE ST W, P32	0402824220143	R4	SH	PO, SH
1805 LAKE ST W, P33	0402824220144	R4	SH	PO, SH
1805 LAKE ST W, P34	0402824220145	R4	SH	PO, SH
1805 LAKE ST W, P35	0402824220146	R4	SH	PO, SH
1805 LAKE ST W, P36	0402824220147	R4	SH	PO, SH
1805 LAKE ST W, P37	0402824220148	R4	SH	PO, SH

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
1805 LAKE ST W, P38	0402824220149	R4	SH	PO, SH
1805 LAKE ST W, P39	0402824220150	R4	SH	PO, SH
1805 LAKE ST W, P4	0402824220115	R4	SH	PO, SH
1805 LAKE ST W, P40	0402824220151	R4	SH	PO, SH
1805 LAKE ST W, P41	0402824220152	R4	SH	PO, SH
1805 LAKE ST W, P42	0402824220153	R4	SH	PO, SH
1805 LAKE ST W, P43	0402824220154	R4	SH	PO, SH
1805 LAKE ST W, P44	0402824220155	R4	SH	PO, SH
1805 LAKE ST W, P5	0402824220116	R4	SH	PO, SH
1805 LAKE ST W, P6	0402824220117	R4	SH	PO, SH
1805 LAKE ST W, P7	0402824220118	R4	SH	PO, SH
1805 LAKE ST W, P8	0402824220119	R4	SH	PO, SH
1805 LAKE ST W, P9	0402824220120	R4	SH	PO, SH
1915 LYNDALE AVE S	2702924330080	C2		PO
1925 LYNDALE AVE S	2702924330045	C2		PO
1936 LYNDALE AVE S	2802924440005	C2		PO
2004 LYNDALE AVE S	3302924110017	C2		PO
2005 LYNDALE AVE S	3402924220046	C2		PO
2008 LYNDALE AVE S	3302924110019	C1		PO
2009 LYNDALE AVE S	3402924220045	C2		PO
2012 LYNDALE AVE S	3302924110020	C1		PO
2014 LYNDALE AVE S	3302924110021	C1		PO
2015 LYNDALE AVE S	3402924220044	C2		PO
2017 LYNDALE AVE S	3402924220043	C2		PO
2018 LYNDALE AVE S	3302924110022	C1		PO
2100 LYNDALE AVE S	3302924110181	C1		PO
2105 LYNDALE AVE S	3402924220276	C2		PO
2110 LYNDALE AVE S	3302924110025	C1		PO
2116 LYNDALE AVE S	3302924110026	C2		PO
2200 LYNDALE AVE S	3302924110189	C1		PO
2205 LYNDALE AVE S	3402924220200	C2		PO
2209 LYNDALE AVE S	3402924220199	C2		PO
2217 LYNDALE AVE S	3402924220198	C2		PO
2220 LYNDALE AVE S	3302924110015	C1		PO
2225 LYNDALE AVE S	3402924220197	C1		PO
2300 LYNDALE AVE S 1	3302924119002	OR2		PO
2300 LYNDALE AVE S, 1	3302924110177	OR2		PO
2300 LYNDALE AVE S, 2	3302924110178	OR2		PO
2300 LYNDALE AVE S, 3	3302924110179	OR2		PO
2300 LYNDALE AVE S, 4	3302924110180	OR2		PO
2308 LYNDALE AVE S	3302924110134	OR2		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2309 LYNDALE AVE S A	3402924229008	C2		PO
2309 LYNDALE AVE S, A	3402924220267	C2		PO
2309 LYNDALE AVE S, B	3402924220268	C2		PO
2309 LYNDALE AVE S, C	3402924220269	C2		PO
2309 LYNDALE AVE S, D	3402924220270	C2		PO
2309 LYNDALE AVE S, E	3402924220271	C2		PO
2309 LYNDALE AVE S, F	3402924220272	C2		PO
2309 LYNDALE AVE S, G	3402924220273	C2		PO
2309 LYNDALE AVE S, H	3402924220274	C2		PO
2312 LYNDALE AVE S	3302924110147	OR2		PO
2317 LYNDALE AVE S	3402924220205	C1		PO
2320 LYNDALE AVE S	3302924110137	C1		PO
2325 LYNDALE AVE S	3402924220204	C1		PO
2400 LYNDALE AVE S	3302924140025	OR2		PO
2401 LYNDALE AVE S	3402924230184	C1		PO
2404 LYNDALE AVE S	3302924140026	OR2		PO
2405 LYNDALE AVE S	3402924230183	C1		PO
2408 LYNDALE AVE S	3302924140267	OR2		PO
2409 LYNDALE AVE S 1	3402924239004	C1		PO
2409 LYNDALE AVE S, 1	3402924230232	C1		PO
2409 LYNDALE AVE S, 2	3402924230233	C1		PO
2409 LYNDALE AVE S, 101	3402924230234	C1		PO
2409 LYNDALE AVE S, 102	3402924230235	C1		PO
2409 LYNDALE AVE S, 201	3402924230236	C1		PO
2409 LYNDALE AVE S, 202	3402924230237	C1		PO
2416 LYNDALE AVE S	3302924140029	OR2		PO
2417 LYNDALE AVE S	3402924230180	OR2		PO
2420 LYNDALE AVE S	3302924140030	OR2		PO
2421 LYNDALE AVE S	3402924230179	OR2		PO
2424 LYNDALE AVE S	3302924140031	OR2		PO
2425 LYNDALE AVE S	3402924230178	OR2		PO
2428 LYNDALE AVE S	3302924140108	OR2		PO
2429 1/2 LYNDALE AVE S	3402924230177	OR2		PO
2432 LYNDALE AVE S	3302924140109	OR2		PO
2433 LYNDALE AVE S	3402924230176	OR2		PO
2436 LYNDALE AVE S	3302924140110	OR2		PO
2437 LYNDALE AVE S	3402924230175	OR2		PO
2440 LYNDALE AVE S	3302924140111	OR2		PO
2441 LYNDALE AVE S	3402924230174	OR2		PO
2444 LYNDALE AVE S	3302924140112	OR2		PO
2445 LYNDALE AVE S	3402924230173	OR2		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2448 LYNDALE AVE S	3302924140113	OR2		PO
2449 LYNDALE AVE S	3402924230172	OR2		PO
2453 LYNDALE AVE S	3402924230171	OR2		PO
2457 LYNDALE AVE S	3402924230170	OR2		PO
2500 LYNDALE AVE S 2500A	3302924149001	OR2		PO
2500 LYNDALE AVE S, 2500A	3302924140239	OR2		PO
2500 LYNDALE AVE S, 2500B	3302924140249	OR2		PO
2501 LYNDALE AVE S	3402924230071	C1		PO
2502 LYNDALE AVE S, 2502A	3302924140240	OR2		PO
2502 LYNDALE AVE S, 2502B	3302924140250	OR2		PO
2504 LYNDALE AVE S, 2504A	3302924140241	OR2		PO
2504 LYNDALE AVE S, 2504B	3302924140251	OR2		PO
2506 LYNDALE AVE S,	3302924140280	OR2		PO
2506 LYNDALE AVE S, 2506B	3302924140252	OR2		PO
2507 LYNDALE AVE S	3402924230070	OR2		PO
2508 LYNDALE AVE S,	3302924140281	OR2		PO
2508 LYNDALE AVE S, 2508B	3302924140253	OR2		PO
2510 LYNDALE AVE S, 2510A	3302924140244	OR2		PO
2510 LYNDALE AVE S, 2510B	3302924140254	OR2		PO
2511 LYNDALE AVE S	3402924230069	OR2		PO
2512 LYNDALE AVE S, 2512A	3302924140245	OR2		PO
2512 LYNDALE AVE S, 2512B	3302924140255	OR2		PO
2514 LYNDALE AVE S, 2514A	3302924140246	OR2		PO
2514 LYNDALE AVE S, 2514B	3302924140256	OR2		PO
2515 LYNDALE AVE S	3402924230068	OR2		PO
2516 LYNDALE AVE S	3302924140121	C1		PO
2519 LYNDALE AVE S	3402924230067	OR2		PO
2520 LYNDALE AVE S	3302924140166	C1		PO
2523 LYNDALE AVE S	3402924230220	OR2		PO
2531 LYNDALE AVE S	3402924230219	OR2		PO
2533 LYNDALE AVE S	3402924230063	OR2		PO
2536 LYNDALE AVE S	3302924140167	OR2		PO
2539 LYNDALE AVE S	3402924230062	OR2		PO
2544 LYNDALE AVE S	3302924140298	C1		PO
2547 LYNDALE AVE S	3402924230061	C1		PO
2548 LYNDALE AVE S	3302924140175	C1		PO
2550 LYNDALE AVE S	3302924140176	C1		PO
2551 LYNDALE AVE S	3402924230213	C1		PO
2555 LYNDALE AVE S	3402924230212	C1		PO
2556 LYNDALE AVE S	3302924140177	C1		PO
2600 LYNDALE AVE S	3302924410170	C2		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2601 LYNDALE AVE S	3402924320150	C1		PO
2607 LYNDALE AVE S	3402924320149	C1		PO
2609 LYNDALE AVE S	3402924320148	OR2		PO
2612 LYNDALE AVE S	3302924410270	C4		PO
2613 LYNDALE AVE S	3402924320147	OR2		PO
2617 LYNDALE AVE S	3402924320146	OR2		PO
2620 LYNDALE AVE S	3302924410172	C1		PO
2621 LYNDALE AVE S	3402924320145	OR2		PO
2624 LYNDALE AVE S	3302924410173	C1		PO
2625 LYNDALE AVE S	3402924320144	OR2		PO
2629 LYNDALE AVE S	3402924320143	OR2		PO
2630 LYNDALE AVE S	3302924410175	C1		PO
2636 LYNDALE AVE S 1	3302924419002	C1		PO
2636 LYNDALE AVE S, 1	3302924410247	C1		PO
2636 LYNDALE AVE S, 2	3302924410248	C1		PO
2636 LYNDALE AVE S, 3	3302924410249	C1		PO
2636 LYNDALE AVE S, 4	3302924410250	C1		PO
2637 LYNDALE AVE S	3402924320142	OR2		PO
2640 LYNDALE AVE S	3302924410179	C1		PO
2641 LYNDALE AVE S	3402924320141	OR2		PO
2645 LYNDALE AVE S	3402924320140	OR2		PO
2649 LYNDALE AVE S	3402924320139	C1		PO
2650 LYNDALE AVE S	3302924410180	C1		PO
2700 LYNDALE AVE S	3302924410036	C1		PO
2701 LYNDALE AVE S	3402924320110	C1		PO
2705 LYNDALE AVE S	3402924320109	C1		PO
2708 LYNDALE AVE S	3302924410037	C1		PO
2709 LYNDALE AVE S	3402924320107	C1		PO
2711 LYNDALE AVE S	3402924320108	C1		PO
2712 LYNDALE AVE S	3302924410038	C1		PO
2716 LYNDALE AVE S	3302924410039	C1		PO
2717 LYNDALE AVE S	3402924320361	C1		PO
2723 LYNDALE AVE S	3402924320104	C2		PO
2724 LYNDALE AVE S	3302924410235	C1		PO
2727 LYNDALE AVE S	3402924320103	C2		PO
2736 LYNDALE AVE S	3302924410066	C1		PO
2740 LYNDALE AVE S	3302924410067	C1		PO
2743 LYNDALE AVE S A	3402924320414	C2		PO
2743 LYNDALE AVE S B	3402924329007	C2		PO
2743 LYNDALE AVE S, B	3402924320415	C2		PO
2743 LYNDALE AVE S, D	3402924320417	C2		PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
2743 LYNDALE AVE S, E	3402924320418	C2		PO
2743 LYNDALE AVE S, F	3402924320419	C2		PO
2743 LYNDALE AVE S, G	3402924320420	C2		PO
2744 LYNDALE AVE S	3302924410068	C4		PO
2746 LYNDALE AVE S	3302924410069	C1		PO
2752 LYNDALE AVE S	3302924410070	C1		PO
2800 LYNDALE AVE S 2800	3302924449003	C3A	PO	PO
2800 LYNDALE AVE S, 2800	3302924440369	C3A	PO	PO
2801 LYNDALE AVE S	3402924330176	C3A	PO	PO
2809 LYNDALE AVE S	3402924330175	C3A	PO	PO
2814 LYNDALE AVE S, 2802	3302924440370	C3A	PO	PO
2817 LYNDALE AVE S	3402924330209	C3A	PO	PO
2822 LYNDALE AVE S	3302924440141	C3A	PO	PO
2828 LYNDALE AVE S	3302924440137	C3A	PO	PO
2829 LYNDALE AVE S	3402924330011	C3A	PO	PO
2833 LYNDALE AVE S	3402924330009	C3A	PO	PO
2836 LYNDALE AVE S	3302924440078	C3A	PO	PO
2851 LYNDALE AVE S	3402924330099	R1A		PO
2900 LYNDALE AVE S	3302924449004	C3A	PO	PO
2900 LYNDALE AVE S,	3302924440371	C3A	PO	PO
2901 LYNDALE AVE S	3402924330098	C3A	PO	PO
2903 LYNDALE AVE S	3402924330192	C3A	PO	PO
2913 LYNDALE AVE S	3402924330094	C3A	PO	PO
2916 LYNDALE AVE S	3302924440006	C3A	PO	PO
2916 LYNDALE AVE S	3302924440005	C3A	PO	PO
2917 LYNDALE AVE S	3402924330093	C3A	PO	PO
2920 LYNDALE AVE S	3302924440146	C3A	PO	PO
2921 LYNDALE AVE S	3402924330092	C3A	PO	PO
2922 LYNDALE AVE S	3302924440121	C3A	PO	PO
2925 LYNDALE AVE S	3402924330091	C3A	PO	PO
2928 LYNDALE AVE S	3302924440010	C3A	PO	PO
2929 LYNDALE AVE S	3402924330090	C3A	PO	PO
2933 LYNDALE AVE S	3402924330112	C3A	PO	PO
2934 LYNDALE AVE S	3302924440011	C3A	PO	PO
2936 LYNDALE AVE S	3302924440012	C3A	PO	PO
2937 LYNDALE AVE S	3402924330111	C3A	PO	PO
2940 LYNDALE AVE S	3302924440013	C3A	PO	PO
2944 LYNDALE AVE S	3302924440015	C3A	PO	PO
2945 LYNDALE AVE S	3402924330195	C3A	PO	PO
2953 LYNDALE AVE S	3402924330107	C3A	PO	PO
2957 LYNDALE AVE S	3402924330105	C3A	PO	PO

Address	PID	Existing Primary Zoning District	Existing Overlay Zoning District	New Overlay Zoning District
3001 LYNDALE AVE S	0302824220101	C3A	PO	PO
3006 LYNDALE AVE S	0402824110004	C3A	PO	PO
3008 LYNDALE AVE S	0402824110006	C3A	PO	PO
3009 LYNDALE AVE S	0302824220099	C3A	PO	PO
3012 1/2 LYNDALE AVE S	0402824110007	C3A	PO	PO
3012 LYNDALE AVE S	0402824110008	C3A	PO	PO
3013 LYNDALE AVE S	0302824220098	C3A	PO	PO
3015 LYNDALE AVE S	0302824220097	C3A	PO	PO
3016 LYNDALE AVE S	0402824110009	C3A	PO	PO
3017 LYNDALE AVE S	0302824220096	C3A	PO	PO
3020 LYNDALE AVE S	0402824110010	C3A	PO	PO
3023 LYNDALE AVE S	0302824220095	C3A	PO	PO
3025 LYNDALE AVE S	0302824220214	C3A	PO	PO
3034 LYNDALE AVE S	0402824110011	C3A	PO	PO
3035 LYNDALE AVE S	0302824220092	C3A	PO	PO
3036 LYNDALE AVE S	0402824110012	C3A	PO	PO
3037 LYNDALE AVE S	0302824220091	C3A	PO	PO
3039 LYNDALE AVE S	0302824220090	C3A	PO	PO
3040 LYNDALE AVE S	0402824110013	C3A	PO	PO
3047 LYNDALE AVE S	0302824220089	C3A	PO	PO
2851 NICOLLET AVE	3402924430004	R1A		PO
2857 NICOLLET AVE	3402924430179	C3S		PO
3000 NICOLLET AVE	0302824219000	C3S		PO
3000 NICOLLET AVE	0302824210135	C3S		PO
3018 NICOLLET AVE	0302824210136	C3S		PO
3030 NICOLLET AVE	0302824210134	C3S		PO
3031 NICOLLET AVE	0302824120162	C3S		PO
3004 PLEASANT AVE S	0302824220002	C1		PO

Section 2. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district boundaries so that they follow the centerline of public rights-of-way in a manner identified on maps accompanying the Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay Rezoning Study.

Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study

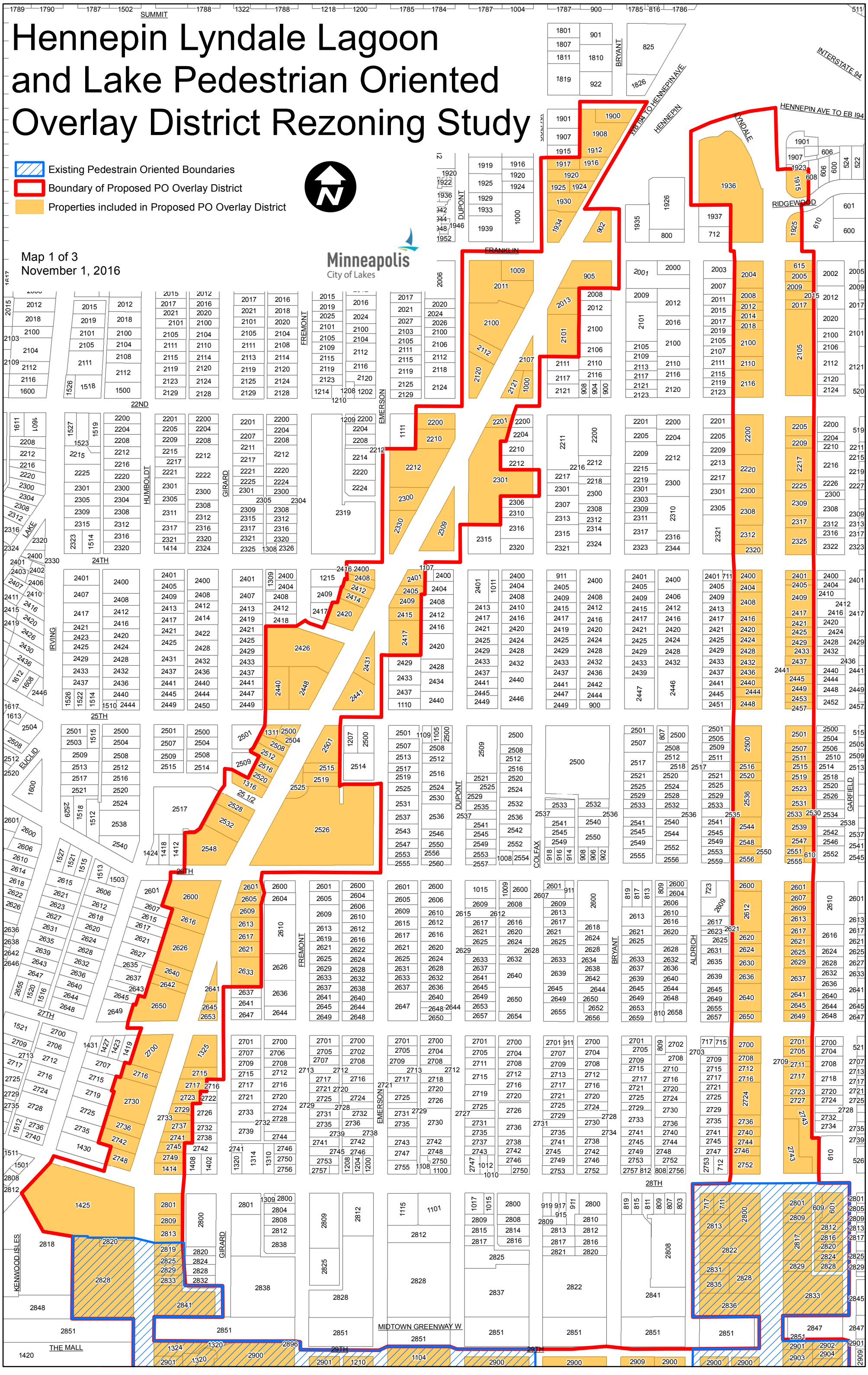
Existing Pedestrain Oriented Boundaries

Boundary of Proposed PO Overlay District

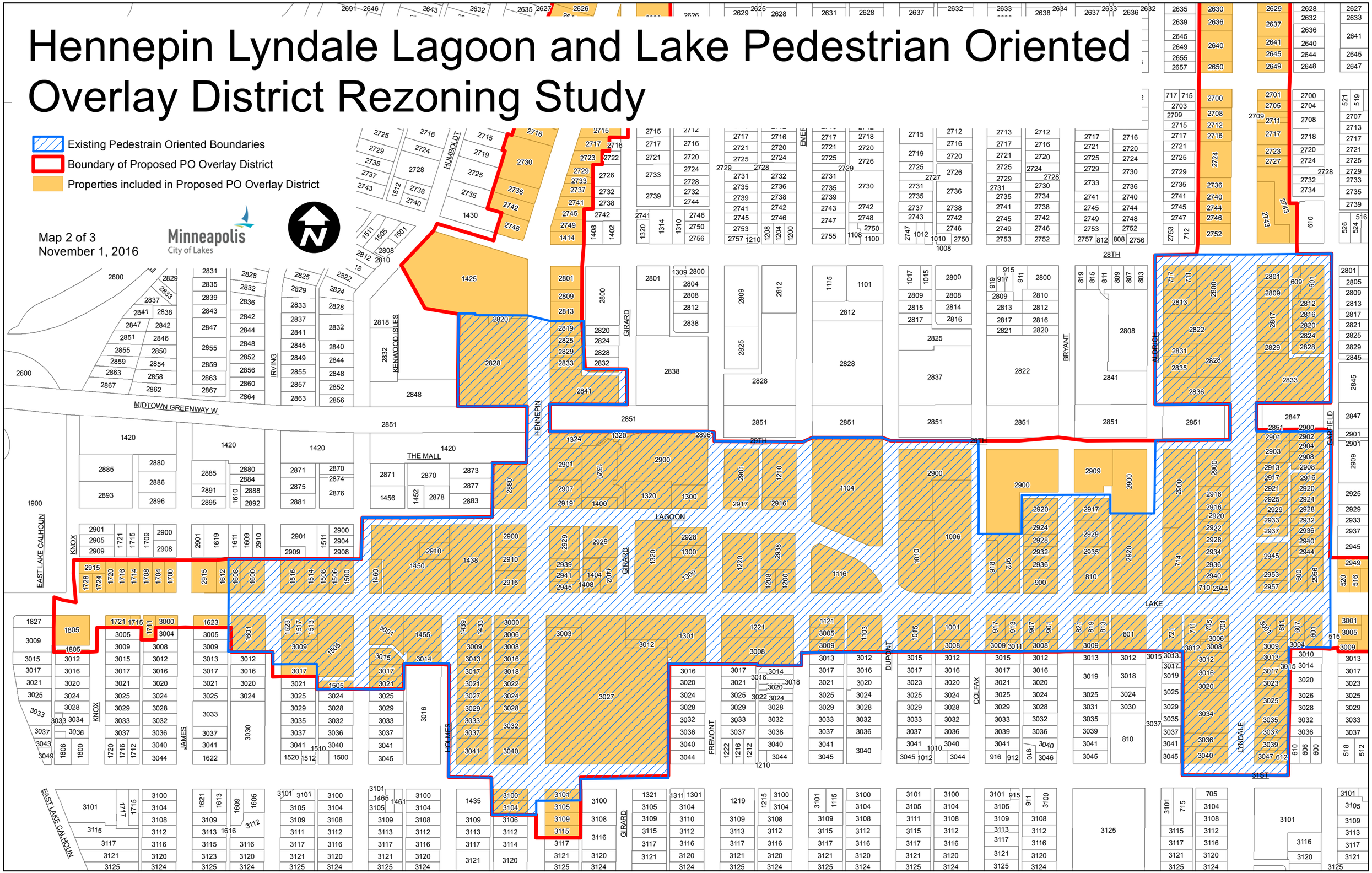
Properties included in Proposed PO Overlay District

Map 1 of 3
November 1, 2016

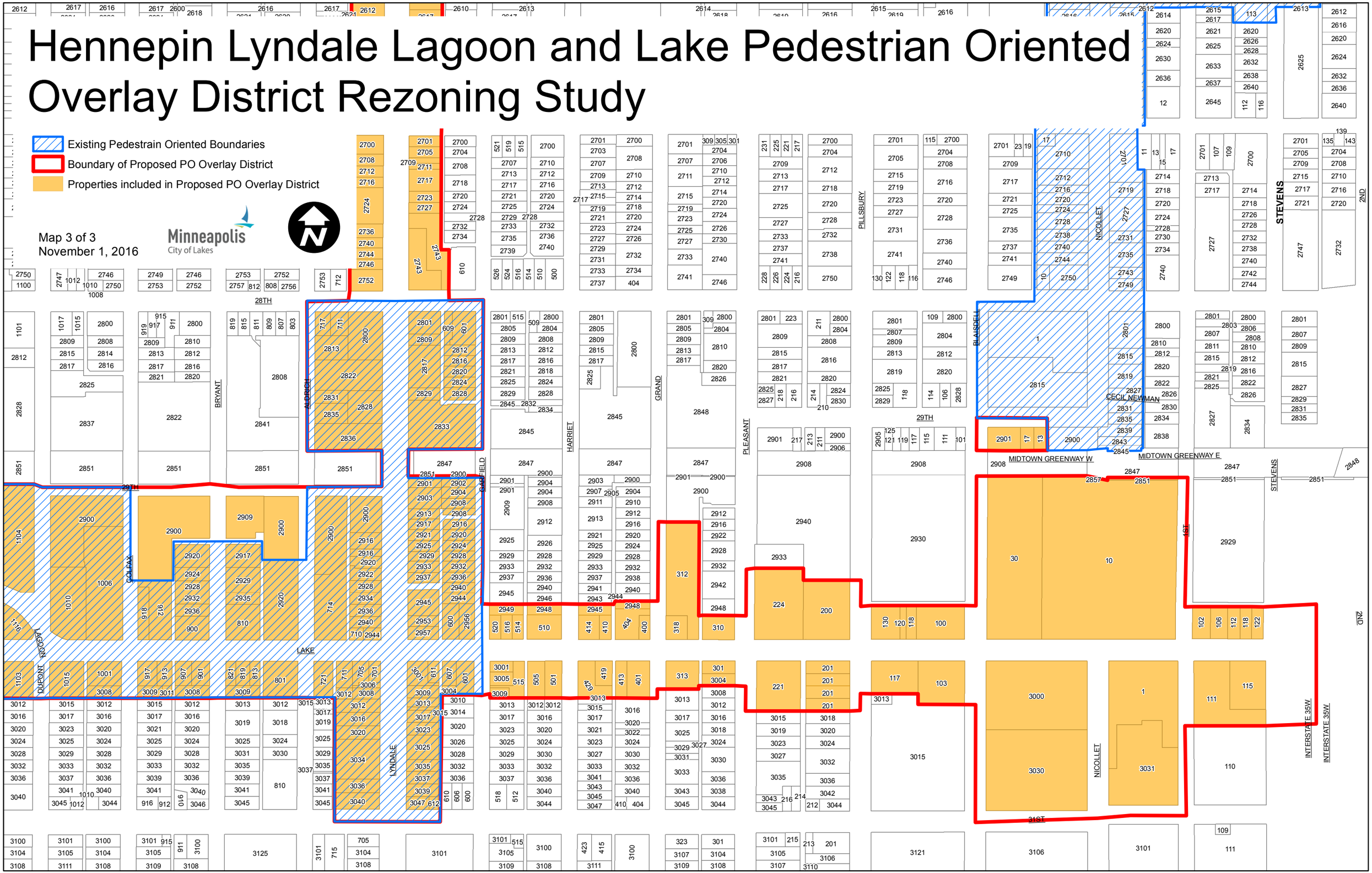
Minneapolis
City of Lakes



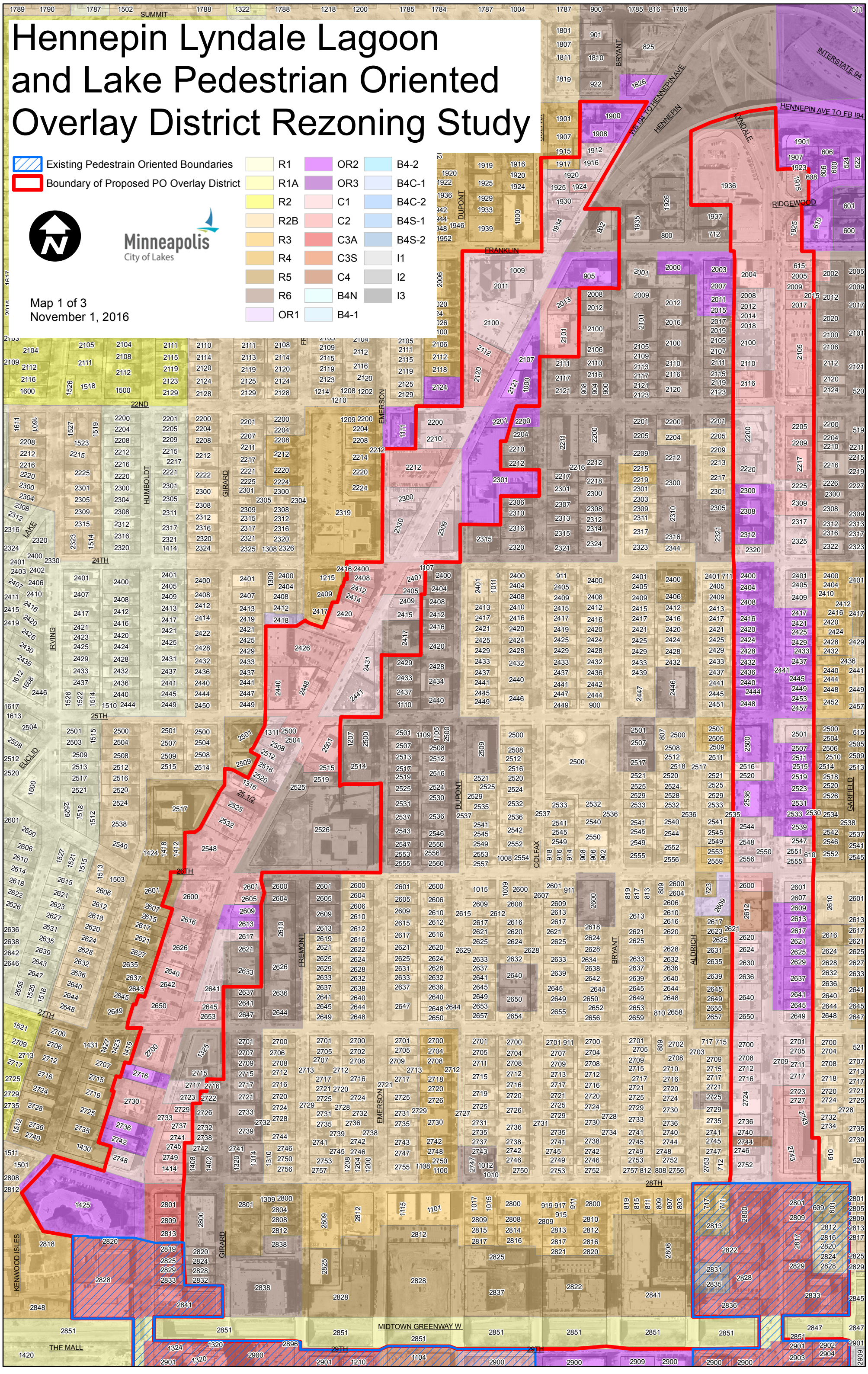
Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study



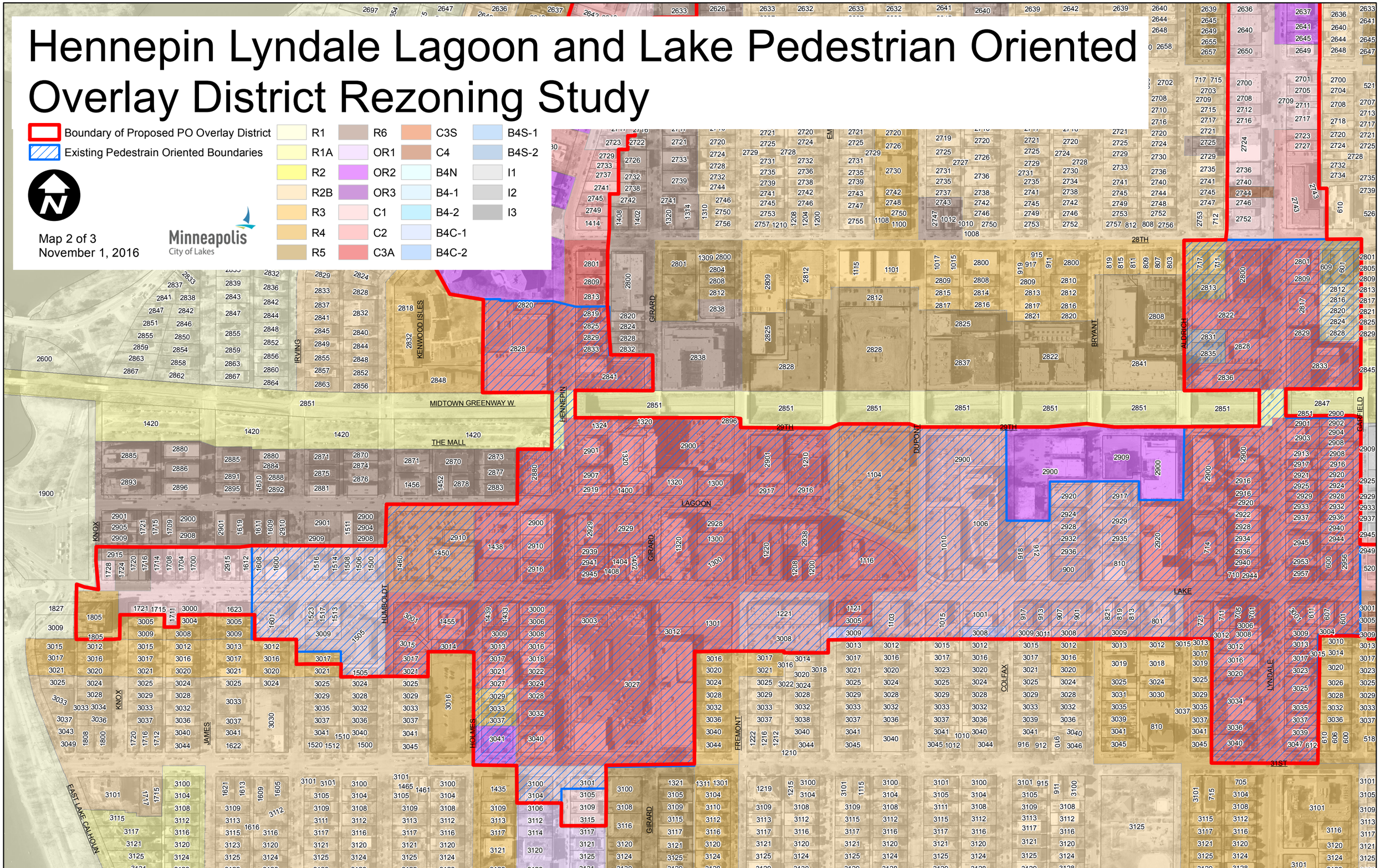
Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study



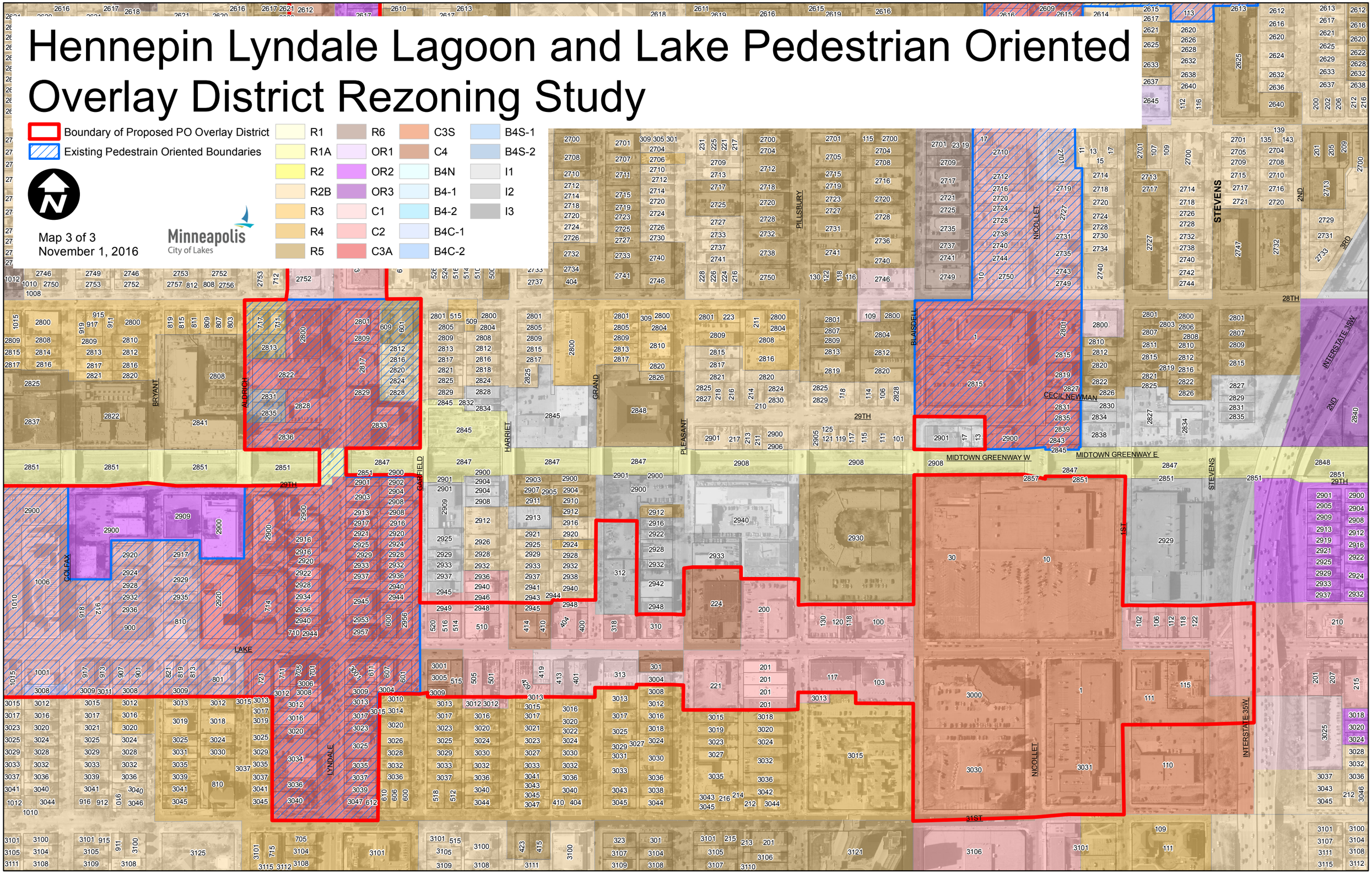
Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study



Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study



Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study



Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
8/25/2016	Steve Young	Brian, Regarding this rezoning study, please careful of the unintended consequences of banning automobile oriented uses such as drive thru lanes. Our community's elderly and families with young children depend on drive thru lanes for daily needs such as prescription drug purchases and banking needs. It's one thing to encourage pedestrian friendly uses; but to ban automobile oriented uses makes life very difficult for those who have physical challenges.
9/8/2016	Peter Robinson	Dear Mr. Schaffer, I have read the proposal for extending the pedestrian oriented portions of these areas. In general I feel they are headed in the right direction but do have one caution. It does appear that parking along the main arteries will be diminished - 40 ft lots instead of 60 for instance. Please consider the effect any diminution of parking on the main streets will have on the ancillary streets in their immediate neighborhood. I live at 2648 Garfield Ave, thus on the corner of 27th st. and Garfield. Already now people using commercial enterprises on Lyndale park on Garfield in spite of the fact that there are many apartment buildings on Garfield that do not have off street parking for their apartments. Parking is thus already at a premium on my street. The prohibition of parking within 30 feet of the stop sign on Garfield at 27th is already willfully ignored by many people heading for Lyndale, making that intersection more dangerous and control of fires more difficult as there is a fire hydrant also on that corner. While enhancing the pedestrian experience is a worthy goal it should not come at the expense of diminishing the pedestrian experience of those who actually live in the immediate neighborhood by increasing parking congestion of their streets. Please do take into account the fact that most of the pedestrians whose experience you are wanting to enhance have used a car to get to the areas before beginning their pedestrian experience and have to have some place to put it before walking about. Peter Robinson
9/8/2016	Sarah Elfering	Hi Brian - I reviewed the information on http://www.ci.minneapolis.mn.us/cped/projects/HennepinLyndaleLakeNicolletPOrezoning I am wondering if there is any plan to make crossing the street safer for pedestrians? Specifically, the corner of 25th and Lyndale is treacherous! Thanks!
9/9/2016	Nancy Gimmestad	As to prohibited uses, this is social engineering gone amok. Have you noticed the amount of traffic on Hennepin Avenue and the number of vehicles frequenting the gas stations at 25th and Hennepin? People do use automobiles and have every right to do so, even though social engineers do not approve of them. Gas stations as well as other automotive service businesses serve a significant segment of the population at convenient locations on routes they travel. They must not be prohibited any more than other businesses offensive to some should be prohibited. Similarly, drive-thru facilities, a convenience for many, must not be prohibited because of objections from a few. To prohibit automotive services and drive-thrus in a business district would be an outrageous instance of discrimination against people who drive automobiles. (No, I do not drive.)
9/10/2016	John Evans	Brian, I am a long time resident of Uptown - residing at 3241 Colfax Ave S. I strongly support all initiatives that add density and encourage walking, biking and public transit before cars. This includes support for the Pedestrian Oriented Overlay District proposed by Lisa Bender, my council member. Thanks, John Evans.
9/15/2016	Jason Dannenbring	Hi Brian, I just read about the proposal to expand the pedestrian overlay district to Hennepin and Lyndale and wanted to say that as a new resident of Minneapolis/East Isles (we just moved here from NYC), we are completely in favor of this! It's definitely a step in the right direction. We were very much surprised to hear about the Walgreens development, which seemed extremely backwards to us. Relative to other improvements along Hennepin, I would also love to see the Hennepin streetcar plans accelerated and, in my pipe-dream world, I'd also love to see Hennepin narrowed by one lane of traffic and the balance given to the sidewalks since they currently seem very narrow. This would make scale more akin to Grand Avenue (single lane w/ turn lane and parking both sides), but I realize that there are probably different traffic constraints on Hennepin than there are on Grand. Anyway, just wanted to send a note sharing some thoughts. Thanks for all of the work that you're doing!
9/15/2016	Michael Latour	Read the story on the proposal, keep my reply short. 1. Overall agree mostly with Steve Minn and his opinions. Especially the view on people driving cars and need for more parking not less. Feel all the changes allowing developers to reduce parking space is a buy out for campaign donations. Why did Lisa Goodman have to add more parking for the Burch development? That speaks loud and clear to the concern over parking!!! 2. Why all this concern over a suburban one story Walgreens? Where was all the concern when the building across the street from there was built? Where was the concern when the ugly building on 24th and Colfax was built. Why are some developments scrutinized more than others? Who's being payed off? Will this new overlay district just create a new boondoggle for politicians to extort money from developers to line their pockets?
9/15/2016	Sarah Humpage	Hi Brian, I saw the article about the proposed pedestrian overlays on and near Lyndale and Hennepin and the comment period. I just wanted to write to provide enthusiastic positive feedback for the plan. I'm a Whittier resident and the density in Whittier is exactly what drew me to the neighborhood when I moved here from DC 2 years ago. Now here's hoping we can get rid of the KMart.

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/21/2016	Paul Oberstar	Council women: My name is Paul Oberstar, a 32 owner year owner/operator of Paramount Collision Center and landlord to Enterprise Rent A Car at 224 West Lake Street. I am also a long time resident of the Linden Hills neighborhood. I strongly oppose the subject proposal. This property is one of the few on this section of West Lake that has received a significant amount of private investment in both real estate and equipment over a continuous period since 1996. It and several others like it should not be targeted to be zoned out of existence. According to the public assessor, it is being occupied at it's "highest and best use" with real estate taxes collected reflecting that definition. We are and have been exemplary business citizens since 1983. Our record will show a long, unblemished record at this location providing needed services for our customers in Minneapolis and surrounding areas. There are others like us. Taking away the economic value of property can be exercised by public entities in several ways. This proposal, appears to be an oblique way of imposing a perceived "greater good" to a neighborhood at the expense of totally stripping individual property owner/tenants of the enterprise value of their business'. The Minnesota Supreme Court has ruled on this issue in several cases. Given the above, I ask that you eliminate the proposal in its entirety. I am available to cordially discuss this at your convenience. My cell is 612 850 6637. Thank you. Paul Oberstar, Owner Paramount Master Collision,
9/21/2016	CARAG- Scott Engel	Cm Bender, & Brian, The CARAG Land Use & Transportation Committee met two weeks ago and discussed the proposed changes to the area's Pedestrian Overlay Districts. The group came up with a list of comments and suggestions that we thought would be addressed during an upcoming Public Meeting. I just learned that there will be no meeting about this, so I'm sending this information as informal input. This list has not been endorsed at a CARAG Neighborhood Meeting, but I hope you will consider the comments as the language gets revised. Would it be possible to get a written response to these comments that can be reviewed at the next Land Use Meeting on October 5? Best, Scott Engel CARAG Executive Coordinator (612) 823-2520 CARAG Land Use & Transportation Committee Draft Pedestrian-Oriented Overlay District Comments •A correlating plan for pedestrian-oriented public realm improvements should be put in place to be implemented when development and road maintenance occurs. For example, developers and Public Works staff should be encouraged to add bump-outs, durable crosswalk markings, and streetscape elements (i.e. boulevard trees, pedestrian-level lighting, benches, etc.) when projects occur within the district. •Extend the POD south of W. 31st Street on Hennepin Avenue to include the Bank of the Lakes properties, and consider extending it further to W. 36th Street. •Extend the POD south of W. 31st Street on Lyndal Avenue to include the Redeemer properties, and consider extending it further south to W. 36th Street. •Consider adding bonuses for things that make the pedestrian experience more appealing such as bonuses for constructing multiple storefronts/ primary doors per block face- not just for parking. •Pleased with the new FAR of 1, two-story building requirement, and reduction in the amount of street frontage allowed for parking lots
9/25/2016	Michael Friedman Susan Hasti	Brian, We are writing to let you know that we support the pedestrian overlay rezoning proposal, both in regard to goals and the proposed changes. We support the ability of the city to use zoning to improve the impact of new developments on environment and public health, which this proposal supports. Furthermore, neighborhood goals for density are best supported by greatly improved opportunity for housing on Lyndale and Hennepin, given the ideal transit access. We particularly appreciate the incentives within for affordable housing.
9/26/2015	Anna & David Ostenso	Dear Brian, We were pleased to read about the initial plans for a pedestrian overlay and new zoning in Uptown. We are a one-car family, who live in Linden Hills. David works from home and Anna works in Loring Park. We try to walk, bike and use public transportation as much as possible. We support any plans to improve the walkability of our city. Peace,

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/27/2016	Peter Mason	I'm writing to express my strong support for the proposed pedestrian overlay (PO) expansion. Where POs currently exist, pedestrians particularly are much safer and the walking experience is much more interesting. Of particular interest, I believe the Building Placement, Building Windows, and the Entrances recommendations are particularly great ideas. Two areas where the PO should be improved even more are Street Frontage and consolidating/limiting curb cuts. Having 60' parking street frontages (or even 40') is counter to what the PO is attempting to accomplish. Combined with consolidating/limiting/side street curb cut access only, this will only make the pedestrian experience even better. Limiting non-motorized and motorized conflict points is always a plus. This is a great idea that can be made even greater. Thank you.
9/28/2016	Larry Hopfenspirger	To whom it may concern: The undersigned represent two properties within the described PO Study boundaries, namely 501 W Lake Street, Minneapolis, MN 55408 and 201 W Lake Street, Minneapolis, MN 55408 (including 211 W. Lake St, 3004,3008,3012 Pillsbury Ave S.) Both are automotive related, therefore are impacted by the Study proposals. Lake Street has long been an automotive center serving the surrounding community and it continues to successfully serve our community. That success is prima facie evidence of the local needs being met. Most all of us have automobiles, yet there are the few who would rule out facilities to serve some of our mobility needs. Recently my wife's car needed some work on the right front fender. The I-394 facilities estimated the work at $1,450.00. The work was done on Lake Street for $475.00. Think about the local citizens that would suffer this kind of unnecessary burden, as well as distant transportation back and forth. We recognize that the current automotive uses would be "grandfathered", however the ultimate outcome is to remove the automotive uses from the PO designated areas, by restricting modifications and transfers, thereby depriving local residents of their necessary services. Recognition of the historic uses and character of the neighborhoods is very important, particularly when considering the local needs. Therefore, we support the PO designation, with the removal of the references to automotive uses as the most reasonable method of protecting the local community. Sincerely, Larry Hopfenspirger, Chief Manager September 28, 2016

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/28/2016	Julia Curran	As a resident of the area included in the Hennepin/Lyndale/Nicollet PO Study, I'd like to express my strong support for the positive steps towards walkability therein. As a car-free-by-choice individual, I chose to live in this area because of its walkability potential and transit access. I've been in my current location for five years and in apartments in the proposed PO district for ten years. I strongly support efforts to expand and support walkable neighborhoods oriented to the high density of people living, working, going to school, walking, eating, going out, taking transit, biking, and otherwise spending time on these corridors. Many of the best structures are old ones that predate both restrictive downzoning and car-centric regulations, like the 20-unit, 0-parking, mixed use building I'm in. Moving us back towards street-oriented and people-centered design is really exciting. I particularly appreciate: 1. The maximum setback--on foot, I strongly prefer 0' (or a very active & still narrow courtyard/patio use to provide interest). Large setbacks hurt walkability and I'm glad to see the maximum setback reduced to 8'. 2. FAR restrictions and other restrictions keeping building height in place in case of teardown. 3. Eliminating curbcuts--I have been hit by a driver while on the sidewalk because the driver was watching for cars, not people. I've had a different driver get out of their vehicle to scream at me for being in the sidewalk when they were turning into a parking lot. The current frequent curbcuts on these streets is a one of the worst things about walking in Minneapolis; drivers are frequentl aggressive, and even more often totally blocking the sidewalk, forcing people on foot (including the elderly) into the street, often on icy sloped driveways. This alone would be an incredible quality of life improvement along Hennepin and Lyndale in particular. 4. Bicycle parking. I am encouraged to see this included, though I don't currently bike. I would like to see additional recommendations around bike parking, however, to ensure that it's done smartly. I've seen some poorly designed bike parking where the spaces are often too few and difficult to maneuver and the placement causes occasional conflict with foot traffic. For many of my friends who bike, the location, shape, and installation methods of the bicycle rack determines how safe they feel leaving their bikes there while inside a business. Many businesses have decent placement, but lack capacity for the volume they often see; if businesses have car parking, it would be good to see that tied to the space allotted to bike parking, to ensure people aren't being forced to drive because they can't lock their bikes safely. Additionally, I know a number of people with some disabilities who bike; I'd like to suggest that the guidelines for bike parking include accessibility accommodations to make sure that those who cannot lift their bikes or who have balance issues when on foot are also accommodated (perhaps handicap bike parking closer to the entrance of a commercial building). 5. Awnings. I'm glad to see these included. These are vital to walkability, particularly for the elderly. I'd also like to see low walls encouraged--these serve not just as resting points for residents who might need them (particularly elderly), but as points of engagement and interaction for children/toddlers. They encourage positive community interaction in a less formal way than benches. Additionally, I would like to encourage additional restrictions/guidelines for POs. 1. Prevent the loss of number of residential units in either renovation or reconstruction. Given the tight cap on number of residential units in neighborhood interiors in these areas, and given the benefits to walking of more (diverse) residents in an area, it's important to prevent the loss of units to larger (and more expensive) through consolidation of smaller, more affordable units into larger luxury ones or via rebuilds. 2. No parking requirements for either commercial or residential properties. I'm in an older building that does not provide parking for residents or for its commercial uses and both the apartments and the business are popular. I'm not sure why there would be a requirement for parking for either, given the walkability of these areas and the city's sustainability and equity goals. Commercia parking lots decrease walkability and quality of life regardless of the curbcuts on the major streets; they encourage idling vehicles, they detract from city life, and they are functionally dead space on otherwise vibrant corridors. 40' is an untenable length for a parking lot to be facing the street. 3. Reduce residential unit minimum sizes. My pre-WW2 building includes units below the current legal minimum square footage. My own unit is on the cusp in terms of size, I believe (~400'). Part of a PO--and its attraction for the many of us who live in these areas--is the density of amenities and options nearby. Keeping such a large minimum unit size in these areas forces up costs and reduces affordability without providing any benefits to the city or its residents. I would be happy living in a space 1/2 the size of my current one, particularly if it were a choice between that and being forced to move further away from a dense, walkable area. My walkable neighborhood serves many of the functions others depend on their much larger homes for: I entertain anc socialize at the many cafes, restaurants, and parks nearby; I often go to the library, coffee shops, breweries, or elsewhere if I don't feel like working from home as I usually do; I don't stockpile groceries or other items because I'm close to many stores. We need to reduce the large minimum residential unit size to better reflect the amount of space needed by individuals living in vibrant areas like mine. Otherwise, growing demand and legally-limited supply will force rents upwards and displace or exclude residents for whom location matters more than possessions. 4. Encourage small-scale, dense development. The most walkable areas are those where storefronts abut the sidewalk, with large windows, and with merchants and uses changing at maximum every 20'. Whatever the city can do to encourage this fine-grain variety would be a boon to walkability and vibrancy. This might include varying setbacks (or slight elevation changes), changing materials used, providing guidelines on placemaking, or offering carrots for developers who offer small and even micro spaces for incubating businesses. Additional small scale details make a huge difference when walking, particularly for those whose pace may be slower (children, the elderly, visitors, etc.)--whatever can be done to encourage variety, street-orientation, and smaller-scale businesses and residences helps reinforce a positive city street experience. 5. Revisit and raise or perhaps eliminate the height maximum to be revisited, particularly in light of the continued stringent restrictions on commercial activity and residential units in directly adjacent properties and neighborhoods. Without increasing the residential density of neighborhood interiors, with that density still decreasing both through proposed zoning and legal removal o (often affordable) units, and with the continuing reurbanization of Minneapolis, more and more households are finding themselves competing for very few and increasingly expensive apartments. So long as we only allow dense residential buildings on neighborhood exteriors and require a large minimum unit size, we are likely to see continuing displacement (and defacto exclusion in neighborhoods that have been historically exclusionary and self-segregating wealthy/white). We need to reduce regulatory barriers to access and inclusion for historically and currently marginalized groups. 6. Encourage/require/fund ADA accommodations and unit accessibility in all new residential buildings. 7. Encourage reuse and decrease waste by requiring or incentivizing adaptive reuse and deconstruction of older buildings, perhaps similar to what Portland is doing here. Thank you! Julia Curran

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/29/2016	Scott Snelling	Mr. Schaffer, I support the proposed pedestrian oriented overlay for lyndale, lake, lagoon, and Hennepin. Scott Snelling
9/29/2016	Steven Young	Brian, I understand you are receiving comments for the proposed Text Amendment for the Pedestrian Oriented (PO) Overlay District - Hennepin Lyndale & Lake Area and have the following comments: 551.90. - Prohibited uses. The prohibition of drive-through facilities in a PO District makes life for senior citizens and parents with infants difficult, particularly during inclement weather. It is critical that these people have convenient access to their daily needs, especially to non-discretionary services such as banking and drug stores. Given the large size of the proposed PO District, people with physical challenges will now be forced to drive farther for these and other services. Is the PO District now catering exclusively to able bodied adults? 551.100. - Fast food restaurants. Why are fast food restaurants prohibited from a PO District? I find it offensive that City leaders feel it's their place to decide what food its residents are allowed to eat. 551.150 Section 7 Minimum Floor Area. I oppose the FAR 1.0 and multi-story building requirements. Many of the buildings in this District are located on small lots where new multi-story buildings are not feasible for property owners. Ultimately, this provision will delay the healthy growth of the PO District. In addition to the existing Travel Demand Management Plan requirement, there are many provisions in this Text Amendment meant to restrict off-street parking. Any existing business owner can verify that the proposed PO District is not dense enough for their business to rely solely on customers arriving by foot or bike. Over time, businesses serving the needs of the surrounding community will move out of the PO District to areas where there is adequate parking; an unfortunate unintended consequence of this proposed Ordinance. The proposed PO District is much larger than the typical PO District in Minneapolis. There must be more consideration of this fact and how its sheer size will negatively affect the existing business and surrounding community. Thank you for your service, Steve
9/30/2016	Elizabeth Walke	Comments concerning the density initiative The current city pursuit of density is causing a significant decline in the livability of the surrounding neighborhoods. The de-facto rubber stamping of what had been C1 properties into multi-story projects is being pushed thru despite objections of current residents, depriving the community of due process. Areas such as Uptown have a wonderful eclectic, dynamic atmosphere due to a mix of single story and multiple story businesses and residence, though mandating taller buildings will certainly detract from this character. The commercial districts of Uptown have long stated that parking is already a significant problem and contributes to their challenge of attracting day time business traffic. The city planner's vilification of car parking is also having a detrimental effect as the spillover pushes more cars to be parked in the already congested residential neighborhoods. The current city planning policies evidently fail to comprehend that even the most pedestrian of us in the neighborhoods on occasion prefer to drive to our local bank, stores, etc. especially in the winter when the wind chill can hit 40 below zero. Mass transit in Minneapolis is lacking, and there does not seem to be much public support, i.e. funding to bring mass transit to an adequate level to support some of these proposed initiatives and offer a true alternative to American's love of driving. I am very concerned that the long term consequences of the proposed planning restrictions are being dismissed by city officials, blinded by a singular goal of increasing density. The unintended side effect of increased human density will be an increase in auto traffic density whether in the form of private cars, Uber, etc. which will actually detract from the current pedestrian friendly aspects of areas such as Uptown. Thank you, Elizabeth Walke – CARAG resident
9/30/2016	Philip Schwartz	As a bicyclist, pedestrian, and driver that lives near the proposed expansion of the proposed overlay district, I support the Hennepin Lyndale Nicollet Lake PO Overlay District!
9/30/2016	Ryan Johnson	Greetings, I'm writing to express my support of the proposed Pedestrian Overlay changes. I have summarized my thoughts in the attached PDF.

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Alex Cecchini	Hi Brian, I realized that I had not sent in comments on the proposed Uptown PO changes despite having attended the public meeting and weighing in as a PAC member. I want to support the proposal. It's a great step to making sure development matches city's stated goals on walkability, safety through design, transit use, and local economic development. While I know it's not likely this proposal will go any further, I believe the city should pursue: - At a minimum, extending this further down Hennepin Ave to 36th St - a stretch that includes many small-scale commercial and office uses already and has high-frequency bus service (and is also slated to be reconstructed in the next 5 years, which allows for a possible street design to complement development design requirements) - I'd like to see some of these requirements and by-right development strategies extended further into the neighborhoods than the parcels directly abutting the major streets. - These zoning recommendations make sense to be applied to every PO Overlay in the city - none seem specific to Uptown. Thanks for all your hard work on this,
9/30/2016	John Edwards	Brian, I'm writing to express my strong support for the PO proposal. I'm happy we'll be prioritizing people over cars in our neighborhoods. I appreciate yours and Council Member Bender's work on this plan.
9/30/2016	Chandra	Mr. Schaffer, I'm supportive of this expansion of the pedestrian overlay. I don't want to see more new one story or auto-centric buildings being constructed. Suburban style development that's hostile to pedestrians and local residents should be disincentivized in dense, walkable neighborhoods like mine. I'd like to see even more than four stories allowed by right on the exterior, or no height limit at all. In my experience as a pedestrian on Hennepin and Lyndale Avenues, the curb cuts are a real hazard. There are simply too many of them, and I'm glad this takes step to reduce them. I wish something could be done about all the existing curb cuts. I'd like to see reduced setbacks which would make for a more pleasant sidewalk environment. I support more bike parking that's done in a thoughtful way so as not to obstruct the sidewalk. Thank you, Chandra Ward 10 Resident

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Kris Martinson	Hello Brian, Please include this letter in the public comments section of the HennepinLyndaleLakeNicolletPOrezoning Study. To: Brian Schaffer, Mpls CPED Hi Brian, Thank you for answering my questions so promptly. You have been very helpful. I still am interested in looking at the parcels that I inquired about for a specific example. I know you'll get to it when you have the time. I don't think it is in the best interest of the City of Mpls to expand the PO district at this time or to change the current definition. You are calling this a Rezoning Study. What are you studying? Please provide all the documents of this study. I think a better study for the City would be to analyze what the impact would be on the City if all the current developments were 100% occupied. Here is the documentation of my second email to you - (I know you didn't get a chance to fully answer everything because I sent it last minute.) Sept. 30 Hi Brian, It helps me to understand the zoning by working with specifics. Taking PID' s 3402924330185 3402924330117 and 3402924330116 Combining these three parcels for a development: 1.) What is allowed as a development under the current zoning? What is the maximum height for any FAR configuration? What is the maximum height of a CUP for these combined parcels? (Any configuration of building to maximize height (underground parking ,etc.) 2.) What would change for this development under the new PO definition? 3.) What are all the definitions for affordable housing? 4.) If this development is Section 42 -- what would be allowed under the current zoning? How would this change under the new PO definition? Other Question: Does the Very High Density Comprehensive Plan Amendment (file 16-00153) be applied to the activity centers and growth centers at Hennepin & Lake, Lyndale & Lake, Nicollet & Lake, and other growth areas in South Mpls? Thanks, Kris Martinson Hi Kris, Thanks for your follow up. I appreciate that you are digging into this. I am out of town at conference without access to some the info I would need to look at the PIDs and as a result cannot full answer your first two questions right now. 1. Without the addresses I cannot really figure this out by PID with the tools available to me today. The table I provided you earlier can help you understand the FAR and height based on th zoning district of the site(s) you identified. The maximum as of right height is included in the table I provided you. A project can apply for a CUP to increase height and if that proposed height i evaluated through the required findings that I linked to in my previous email. 2. Without knowing the current site detail and its zoning I cannot answer this. 3. Affordable housing for purposes of meeting our bonus is defined in the zoning code as follows: “housing affordable to households whose income does not exceed fifty (50) percent of the metropolitan median household income, as determined by the U.S. Department of Housing and Urban Development. Housing must remain affordable continuously for a period of not less than fifteen (15) years to qualify as affordable housing.” 4. By Section 42 are you referring to the Low Income Housing Tax Credit LIHTC Program? If so, depending on if the affordability of the project meets the zoning code definition it would be subject to the 20 percent bonus (currently) and 25 percent bonus (draft recommendation). It should be noted that I believe the LIHTC has various levels of tax credits at different levels of affordability and one of those levels is 60% AMI and our zoning code definition is 50% AMI. Regards

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2106		To: Brian Schaffer Cc: CM Lisa Bender 30 September, 2016 Re: Hennepin Lyndale Nicollet Lake PO Study Following are my personal comments on the proposed Pedestrian Overlay Rezoning. Please include them in the public record received within the 45 day public comment period. First, I will address the lack of need for this type of code rezoning. Secondly, I will address what we do need in this area and, thirdly, I will speak to the harm that this proposed pedestrian overlay will cause specifically to the Wedge /Lowry Hill East neighborhood. Lack of Need This is an unnecessary change to our zoning code. It is too restrictive regarding types of business allowed while too un-restrictive on developers. It will not help pedestrians and it will definitely not make it more inviting or promote business and foot traffic. And, to be honest, it will make for a very boring streetscape, especially when the new buildings you are hoping for are constructed (the same setback on every building? Ugh). This proposal is a patch; an attempt to make a silk purse out of a sow's ear. What We Need We need to stop playing with the zoning and concentrate our time with real livability issues. Following is a list of what we do need and it does not come directly out of CPED. It needs to come from Hennepin County, Public Works, and the Park Board working in conjunction with CPED and the Ward 10 office. Also, we need a concentration on lowering the rents in the neighborhood (for businesses and housing) not raising them. Instead of forcing a design on buildings we need to redesign the street and public space itself. • More and better crosswalks, turn lanes, and traffic lights • More greenspace and trees between lots and on the boulevards • More grass and plants instead of concrete • Water drainage • New sewers – Lyndale between Lake St and I-94 has NOT been redone…ever • Green boulevards between sidewalk and street for safety and stormwater management o There are a lot of accidents, near accidents, and flooding • Lower rents for local businesses to thrive • Parking for local businesses to thrive • Better bus stops and shelters • More ADA accessibility • Safety safety safety for pedestrians, bikes, and motor vehicles Please don't call this a Pedestrian Overlay if it doesn't help the pedestrians. Harm to the Neighborhood The physical make-up of the Wedge/Lowry Hill East neighborhood is unique. It is a small but very dense neighborhood on a steep hillside. We are surrounded by extremely busy streets and already have many tall buildings. The air quality is already terrible throughout the neighborhood. Unless it is a major storm, the wind stays in the treetops. The eastern border of the neighborhood (Lyndale) is prone to flooding due to its previous incarnation as a swamp and Lake Blaisdell. With already existing shadowing we have a major issue with ice in the winter on the East-West street slopes and Lyndale. Lyndale is also a canyon for sound which echoes throughout the neighborhood. The parking lot placement at the rear of buildings would border the residential properties (back yards) on the interior, especially those north of 24th street that do not have alleys. In addition, this neighborhood has a history of environmental activism. We pride ourselves on our greenspace. We are an urban sanctuary for birds, butterflies, bees, and wildlife. We have gardens and grow our own food. We already have one of the warmest macro-environments in the city due to rampant construction, the "out" of the parkland dedication fee, pollution, and lack of air current. There will be less green space rather than more due to this plan affecting the wildlife and this continuous wall of new large buildings will cast shadows that will affect what greenspace we have left. All of these factors and more will continue to worsen as each new building is constructed side by side surrounding our neighborhood by a great unbroken wall. We have had a continuous loss of affordable housing in this neighborhood which, in turn, has led to the loss of diversity, not just in incomes but in ethnicity. Picture what will then come about if this plan is allowed to run its course; a walled community of rich, white people living on a hill. THIS IS A COMPELETELY UNACCEPTABLE OUTCOME. We cannot let this happen. Questions: • It has been mentioned that this is constituent driven and that this is due to the Walgreens on Hennepin. Who are the constituents? I have heard nothing about this being constituent driven until recently. This is confusing as everyone knows that CPED and the City Council have been pushing Pedestrian Overlays throughout the city long before the Walgreens project came up. • Why does CPED keep referring to the USAP for everything? Much of Lyndale and Hennepin on the north end of the Wedge Neighborhood is only mentioned, not really included. • Where are the parking lots venting into? Is it the side streets and the alleys? If so, we cannot handle the traffic and it will be highly unsafe for pedestrians, bikes, and other motor vehicles. • Was a real study done of this area? What is the comparison of our city with other similar cities like Omaha? And where is the data? Requests: • I request a full environmental impact study and economic study of how a continuous wall of as-of-right 4 story (or more with CUP) buildings with little green space and no gaps except the

Hennepin Lyndale Lagoon and Lake PO Rezoning: Comments Received during the Public Comment Period

Date	Name	Comment
9/30/2016	Andrew Degerstrom	Brian, I am writing to express strong support for the proposed Pedestrian Oriented Overlay expansion. In particular, I am very much in favor of the proposal of a minimum FAR requirement. I am very appreciative for all of the work that City staff have put into this project. The East Isles Residents Association is in support Pedestrian Oriented Overlay expansion, and I will have more to say on behalf of EIRA during the public hearing at the CPC on November 1. Thank you, Andrew Degerstrom President, East Isles Residents Association
10/3/2016	Allison Sharkey, Lake Street Council	Hi Brian, After conversations with business owners and developers in the area, we have comments on both the proposed amendments and the proposed geographic area. As far as the amendments, we are enthusiastic about (8) density bonuses and (2) allowance of enclosed auto repair. We also haven't heard concern about items 3 (building placement), 4 (window area), (5) entrance, (removal of 2nd story), (9) height, (11) vehicular access, and (13) bike parking. We have heard some concerns from business owners and developers about the following: (1) Principal parking lots. We support principal parking lots when shared. Shared lots can reduce parking lot area compared to each property providing its own parking. Parking ramps can be prohibitively expensive to construct, so we support property owners coming together to create shared parking however they can. (7)FAR. We have heard concern from developers about the 2 story requirement. It costs substantially more to construct a two story building than a one story building. In addition to general construction costs for the larger building, you also have significant expenses related to the addition of stairwells and an elevator; those components also result in a less efficient first floor. Architectural fees would also be increased. This substantial increased cost would make the site less desirable for an owner/operator who does not need a two-story concept. Many owner-operators are skilled in their specific area of business, but not in real estate in general – adding multiple levels would then require them to pay leasing commissions and attorneys to review leases, additional tenant improvement costs for tenants, etc. This requirement would limit the ability of small businesses to buy their own real estate, and instead encourages larger developers only to invest in Lake Street. (10) Reduction of lots from 60 to 40 feet of street frontage. There is concern among business people in the area about becoming over-prescriptive on parking, with resulting challenges like the need to add more paved surface to move vehicles to the back, and the possibility of making already challenging lots impossible to build on. Finally, we are not ready to support inclusion of the area east of Garfield in this particular overlay district. The proposed district covers very different areas in an identical fashion that ignores th economic and social diversity of the corridor. While the proposed area to the east certainly could benefit from increased density and a better pedestrian environment, the existing business mix, the current built environment, and current market conditions are different from those to the west. Using the same set of regulations for all areas of multiple districts is not appropriate. We would suggest some additional time to explore this area, and perhaps holding off until the future of the Kmart site project is more certain. This area struggles with under-investment in properties, and it may be preferable at this time to encourage quality renovation and construction as owners are able, rather than making reconstruction so challenging and expensive that owners are discouraged from improving their property. We have concerns about prohibition of auto-oriented uses in the area, and it is most likely not feasible to move most of this industry indoors. It is appropriate to retain auto repair jobs in this part of the city that has a long history with this industry. Our nearby car rental business probably also helps facilitate decreased car dependency. I would be happy to discuss these ideas more with you. Allison Sharkey Executive Director Lake Street Council | 919 E. Lake Street, Minneapolis, MN 55407