

2007-Or-0012  
**AN ORDINANCE**  
**of the**  
**CITY OF**  
**MINNEAPOLIS**

By Schiff

**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 district for the following parcel of land, pursuant to MS 462.357:

That part of Parcel 1: That part of the Southwest Quarter of the Northwest Quarter of Section 13, Township 29, Range 24 and of Lot 1, Auditor's Subdivision No. 127, Hennepin County, Minn., and of the vacated portion of Polk Street Northeast, the entire tract being described as follows: Commencing at a point in the West line of Polk Street NE (now vacated) distant 492.9 feet South of the point of intersection of said West line of Polk Street NE with the Southwesterly right-of-way line of the Northern Pacific Railroad; thence Easterly to a point in the East line of said Polk Street NE distant 438.1 feet South of the point of intersection of said East line of Polk Street NE distant 438.1 feet South of the point of intersection of said East line of Polk Street NE with the Southwesterly line of the Northern Pacific Railway Company right-of-way; thence Easterly at a right angle to the East line of Polk Street NE (now vacated) at a distance of 133.7 feet; thence Northerly deflecting to the left at an angle of 89 degrees 46 minutes a distance of 39 feet; thence Northerly and Northwesterly on a 6 degree curve, convex to the Northeast, a distance of 344.0 feet, more or less, to a point in the Southwesterly line of the right-of-way of the Northern Pacific Railroad Company distant 95.4 feet Southeasterly from the point of intersection of said Southwesterly right-of-way line with the East line of Polk street NE; thence Northwesterly along the Southwesterly line of said railroad right-of-way to the point of intersection of said right-of-way line with a line drawn parallel with and 71.0 feet West of the West line of Polk Street NE; thence Southerly parallel with the West line of Polk Street NE a distance of 196.8 feet more or less, to the intersection with a line drawn parallel with the North line of the Southwest Quarter of the Northwest Quarter of said Section 13 from a point in the West line of Polk Street NE distant 355.0 feet North of the point of beginning; thence West parallel with the North line of the Southwest Quarter of the Northwest Quarter of said Section 13 a distance of 193.0 feet to the East line of Tyler Street NE; thence Southerly along the East line of Tyler Street NE a distance of 355.0 feet to the point of intersection with a line drawn West from the point of beginning and parallel with the North line of said Southwest Quarter of Northwest Quarter of Section 13; then East Parallel with the North line of said Southwest Quarter of

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Northwest Quarter of Section 13 a distance of 264 feet to the point of beginning. (Torrens Property, Certificate of Title no. 838724) (1229 Tyler St NE);

Parcel 2: That part of the Southwest Quarter of the Northwest Quarter of Section 13, Township 29, Range 24, described as commencing at a point on the West line of Polk Street Northeast distant 137.9 feet South along said West line from its intersection with the Southwesterly right-of-way line of the Northern Pacific Railway Company; thence West, parallel with the North line of said Southwest Quarter of the Northwest Quarter to an intersection with a line drawn parallel with and 71 feet West of the West line of Polk Street Northeast, said intersection being the actual point of beginning; thence West, parallel with the North line of said Southwest Quarter of the Northwest Quarter a distance of 193 feet, more or less, to the East line of Tyler Street Northeast; thence North along said East line 357.1 feet, more or less, to the Southwesterly right-of-way line of the Northern Pacific Railway Company; thence Southeasterly along said Southwesterly right-of-way line to its intersection with a line drawn parallel with and 71 feet West of the West line of Polk Street Northeast; thence South along the last described parallel line 196.8 feet, more or less, to the actual point of beginning. (Torrens Property, Certificate of Title No. 838724) (1331 Tyler St NE);

Parcel 3: That part of Lot 1, Auditor's Subdivision Number One Hundred Twenty-seven (127) Hennepin County, Minn. Described as commencing at a point on the Southwesterly right-of-way line of the Northern Pacific Railway Company where said right-of-way line intersects the East line of Polk Street Northeast (now vacated); thence Southeasterly along said Southwesterly right-of-way line (assumed to bear South 50 degrees 26 minutes East) a distance of 95.4 feet to the actual point of beginning of the land to be described; thence Southeasterly along the center line of a railroad spur track on a 6 degree curve having a radius of 955.37 feet, and a chord bearing of South 15 degrees 01 minutes East a distance of 179.86 feet; thence East in a straight line 164.6 feet more or less to a point on said Southwesterly right-of-way line, Southeasterly from the actual point of beginning; thence Northwesterly along said Southwesterly right-of-way line 273.9 feet to the actual point of beginning, according to the plat thereof on file and of record in the office of the Register of Deeds in and for Hennepin County, Minnesota (Abstract Property) (1308 1/2 Fillmore St NE).

Parcel 4: The Southwesterly 46.0 feet of The Burlington Northern and Santa Fe Railway Company's (formerly Northern Pacific Railway Company) 200.0 foot wide Station Ground Property at Minneapolis, Minnesota, being 100.0 feet wide on each side of said Railway Company's Main Track centerline as now located and constructed upon, over and across the NW 1/4 of Section 13, Township 20 North, Range 24 West of the 4th Principal Meridian, Hennepin County, Minnesota lying between two lines drawn parallel with and distant, respectively, 54.0 feet and 100.0 feet Southwesterly of, as measured at right angles from said Railway Company's Main Track centerline and bounded on the

Northwest by the Easterly extension of the North line of 14th Avenue NE, according to the recorded plat of Johnson's Addition to Minneapolis, and bounded on the Southeast by a line drawn parallel with and distant 8.5 feet Westerly of, as measured at right angles from said Railway Company's Crown iron Works Spur Track No. 1 centerline, as originally located and constructed, said Crown Iron Works Spur being located within the right of way of Polk Street, according to the recorded plat thereof (1361 Tyler St NE);

by adding the Industrial Living Overlay District (ILOD) to the existing I1 (1361 Tyler St NE) and I2 (1229, 1331 Tyler St NE and 1308 1/2 Fillmore St NE) Districts (Plate 10).

Certified as an official action of the City Council: *TS*

RECORD OF COUNCIL VOTE (X INDICATES VOTE)													
COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN	COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN
Ostrow	X						Glidden	X					
Gordon	X						Schiff	X					
Hofstede	X						Remington	X					
Johnson	X						Benson	X					
Samuels	X						Colvin Roy	X					
Lilligren	X						Hodges	X					
Goodman	X												

ADOPTED JAN 12 2007  
DATE

ATTEST *Mary Kay*  
CITY CLERK

☒ APPROVED ☐ NOT APPROVED ☐ VETOED

*[Signature]* JAN 16 2007  
MAYOR RYBAK DATE