MEMORANDUM

To: City Planning Commission, Committee of the Whole

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Subject: Proposed Zoning Code Text Amendment: Built Form Regulations – Floor Area Ratio, Building Height, and General Approach to Increases and Bonuses

Built Form Regulations and Timeline

CPED staff is analyzing zoning code changes that would implement the built form policies of Minneapolis 2040, the City’s new comprehensive plan that took effect on January 1, 2020. As the City approaches major revisions to its zoning regulations, implementation of built form guidance has been prioritized as a key step that will align our zoning regulations with Minneapolis 2040 while meeting a number of key goals spelled out in the comprehensive plan. Built form policies are a critical part of the City’s plan to diversify the city’s housing options, accommodate additional residents and jobs, and combat climate change.

As commissioners will recall, the comprehensive plan includes two maps that are particularly significant in terms of guiding the development of new zoning districts: a future land use map and a built form map. Built form regulations will govern issues such as building height, floor area ratio (FAR), setbacks, lot coverage, impervious surface, and transitions. Selected design guidance from the comprehensive plan will also be codified. These issues will be addressed largely through built form overlay districts that will cover the entire city. In addition to code text changes, this process will include a rezoning study that will focus primarily on mapping a series of new overlay districts. In addition to working with a Minneapolis 2040 Implementation Steering Committee, which includes council members Schroeder, Gordon, and Reich, staff will regularly attend Committee of the Whole meetings to present draft materials and receive feedback. CPED and City Communications have developed an approach to receiving feedback from a variety of stakeholders throughout the process. The intent is that this process will conclude with City Council adoption of ordinance changes around the end of this year. Base zoning districts—implementing the land use map—will be drafted and mapped at a future date.

Existing regulations governing built form (e.g., height, setbacks) will be removed from the base zoning districts—the R, OR, C, B4, and I districts. New overlay districts would align with the built form categories shown in the comprehensive plan’s Built Form Map, with one exception. A Transportation built form overlay district is not proposed.

Regulations implementing Minneapolis 2040 are intended to provide a greater degree of predictability related to the scale of new buildings allowed in different contexts, including neighborhood interiors, corridors, production/employment areas, downtown, and other areas served by high-frequency transit.
At this time, these changes have not yet been formally introduced by the City Council. As noted above, CPED will incrementally bring proposed built form regulations to the City Planning Commission for review and discussion, culminating in a comprehensive zoning code amendment. Initially, staff is seeking feedback about proposed standards governing FAR, building height, and the general approach to increases and bonuses.

**Floor Area Ratio**

FAR regulations govern the overall floor area of a building relative to the size of the property where the building is located. A property with a maximum FAR of 2.0 could be developed in ways that include a two-story building that covers an entire property or a four-story building that covers half of the property, among other scenarios. These rules work in conjunction with other standards (height, setbacks, lot coverage, site plan review standards, etc.) to determine how building bulk can be distributed on a particular property. Noteworthy issues and aspects related to maximum FAR are discussed below.

- **FAR maximums, generally.**

  CPED has compiled a significant amount of data related to development projects approved over a recent four-year period. This data has been used to help inform proposed FAR maximums. Generally, proposed FAR maximums are set near the FAR of an “average” development project that aligns with the maximum height of each built form district. For example, the proposed maximum FAR in Corridor 6 closely aligns with the average FAR of recent six-story developments. CPED staff is working on SketchUp modeling to help inform further refinements to these standards.

  CPED has developed proposed FAR maximums that create two separate categories in each built form district: (1) maximums that apply when the base zoning is R or OR; and (2) maximums that apply to all other districts. Recall that a Corridor 4 built form overlay district, for example, will be mapped over both residential and commercial properties. The R and OR zoning districts have limits on lot coverage and impervious surfaces while all other districts do not. Therefore, draft regulations with the same FAR limits applied across residential and commercial zoning districts seem inadequate to address these differing contexts. With “across-the-board” FAR rules that would apply the same limit to both residential and commercial contexts, there is a danger that the limits would be too flexible in R and OR Districts or too restrictive in all other districts.

  Proposed development projects with floor area in excess of a typical project would be expected to provide features that would achieve FAR bonuses. Bonuses are discussed in more detail below. It’s worth noting that approximately 55% of major development projects in recent years have required bonuses in order to achieve their approved floor area. That does not include developments that would have qualified for bonuses but didn’t need them in order to achieve their approved FAR. Approximately 30% of major development projects requested variances to increase their maximum allowed FAR. That includes many of the projects that were also awarded bonuses.

  CPED aims to substantially reduce the number of FAR variances sought in the future (as well as other types of variances for new development). This can be accomplished by achieving better alignment between FAR regulations and comprehensive plan policies, which will allow the City to take a stricter approach to FAR variances while still meeting policy objectives. In the past,
comprehensive plans have not been as clear about the allowed locations of taller buildings outside of downtown Minneapolis. Therefore, the city hasn’t had zoning districts outside of downtown that include FAR regulations geared toward taller buildings. As a result, many conditional use permits to increase allowed building height were also accompanied by substantial FAR variances. Proposed regulations offer an opportunity to draft new FAR rules that better align with clear policies related to building height.

- **1-3 unit buildings.**

Single-family homes, duplexes, and triplexes would continue to have a maximum FAR of 0.5 in the Interior 1 and, Interior 2 built form districts. Staff proposes slightly higher and graduated FAR increases for duplexes and triplexes in Interior 3—0.6 for duplexes and 0.7 for triplexes. Small-scale multi-family developments (with four or more units) allowed in Interior 2 and Interior 3 Districts would have a more flexible FAR—i.e., higher than 0.5. In the case of Interior 2, they would also have minimum and maximum lot size regulations that differ from those governing 1-3 unit buildings. One remaining question is whether FAR in 1-3 unit residential buildings should be regulated differently than other building types in the corridor districts.

- **Enclosed off-street parking floor area.**

CPED proposes an ordinance change that would count enclosed parking as floor area that must fit within a maximum FAR unless such parking is underground. Historically, parking enclosed within a building has been exempted from floor area calculations. This change would recognize that above-grade parking contributes to building bulk just like any other use. As noted below, enclosed parking would continue to result in a floor area bonus.

- **Downtown FAR regulations.**

Areas in and around the downtown core include unique issues related to FAR. The city’s largest buildings are expected and encouraged in downtown, with towers that exceed one million square feet in size and that are not subject to zoning limits on building height. Downtown bonuses and premiums are discussed below. Existing regulations in the B4-1, B4S, and B4C districts gradually include stricter FAR regulations surrounding a relatively compact core (where the most flexible FAR is found in B4-2). Minneapolis 2040 generally guides the City toward expanding the downtown core with the Core 50 built form district. CPED staff is still analyzing draft FAR regulations and bonuses/premiums for the downtown area. Further, staff is considering whether it would be appropriate for a segment of the North Loop to continue to limit height but not floor area (like the current B4N District), particularly in those areas where historic district guidelines recommend singular, rectangular volumes without stepbacks along public streets. The historic massing of a 10-story building that might be appropriate in areas designated Transit 10 in the Warehouse District might not be ideal in Transit 10 districts in other parts of the city.

- **FAR minimums.**

Certain built form districts recommend minimum building heights to align with high-frequency transit access and other factors. Minimum FAR regulations will likely align with and supplement minimum heights. FAR minimums have historically been limited to certain Pedestrian Oriented Overlay Districts, transit station areas, and downtown zoning districts. Minimum FAR regulations are proposed starting in Corridor 6 and continuing through the higher-intensity districts.
Bonuses

Development that falls within built form district parameters spelled out in Minneapolis 2040 will generally achieve the plan’s policy goals for said district. When there are requests made for individual development projects to exceed certain standards, including floor area limits, the City must decide what the process will be for those requests to be considered, and what the potential benefits and tradeoffs might be. Density bonuses allow developments to increase their allowed floor area in exchange for providing features that exceed minimum ordinance requirements and that go even further toward achieving certain policy goals. The additional floor area allowed through a bonus is intended to act as an incentive to incorporating those additional features while at least partly offsetting the additional cost. In some cases, bonuses are intended to directly mitigate any impact associated with the increased floor area. Considerations regarding bonuses generally include: which bonuses to offer, what standards must be met to achieve each bonus, what should the value be of each bonus, and what should the overall limit be on the amount of bonus/FAR increase that may be obtained.

Outside the downtown districts, the zoning ordinance currently offers three density bonuses: 1) enclosed parking; 2) mixed commercial-residential buildings; and 3) affordable housing. Enclosed parking and mixed-use bonuses have been awarded quite frequently. CPED proposes to retain and refine these bonuses while also considering additional bonus options. Note that the affordable housing bonus has not been effective largely because the cost to developers has significantly exceeded the benefit of additional floor area. Staff has been considering the relationship between the new Inclusionary Housing ordinance and the affordable housing bonus. This is discussed below. While additional bonuses would be offered, staff proposes to limit the overall number of bonuses that any single project may earn in order to ensure that increases are reasonable and consistent with the intent of each built form district.

The value of each bonus could influence how many bonuses would be offered in certain zoning districts. For example, if bonuses are set at a lower value of 10 percent, staff would recommend that the ordinance provide the ability to earn a higher number of bonuses, subject to a cap on the number that may be earned. In most districts, the cap would be three bonuses, with a lower cap in lower-intensity districts like Interior 3 and Corridor 3. Under the current proposal, no bonuses would be offered in Interior 1 and Interior 2 districts.

In districts that would allow bonuses, CPED had considered approaches that would offer across-the-board increases of 15 percent per bonus. However, CPED is recommending a more nuanced approach that would be tailored to the intent of each built form district. The approach would also make it less complicated to calculate bonuses while making bonuses easier to understand and easier for staff to administer. Similar to downtown premiums, a bonus would simply be a number that is added to the base FAR. In the Corridor 4 District, for example, each bonus would grant additional FAR of 0.4. For each bonus awarded, 0.4 would simply be added to the base FAR of 2.0 where the underlying zoning is residential. With one bonus, the maximum FAR becomes 2.4. With two bonuses, the maximum FAR becomes 2.8. If a project is able to achieve the limit of three bonuses, the maximum FAR would be 3.2.

With the recommended approach, the percent increase per bonus—for the sake of comparison to the current approach to bonuses—would range from 12.5 to 21.66. Most bonuses would be worth less than the 20 percent that is currently offered. Bonuses equivalent to 20 percent or more would be limited to Corridor 4 and Corridor 6. There are a couple of reasons why most proposed bonuses would be worth a lower amount than current bonuses. First, the ordinance would allow a wider range of bonuses. While three bonuses have historically been available, only two have been practical to achieve, and only one—enclosed parking—has been practical to achieve in districts where commercial uses are prohibited. Therefore, even with bonuses set at a lower value, a larger menu of bonuses will offer more reasonable
opportunities to achieve significant increases in FAR. Second, if indeed it becomes more practical to
achieve three bonuses, allowing buildings to exceed 1.6 times their base FAR (i.e., the equivalent of three
20 percent bonuses) could prove excessive in some districts if the base FAR is set at a limit that reasonably
reflects the policies of each built form district.

CPED will return to the City Planning Commission to discuss specific proposals regarding the number and
type of proposed bonuses. Staff is working to more thoroughly develop the relationship between different
types of incentives.

The table below shows CPED’s proposal for base FAR and bonuses in each built form district. Note:
Transportation and Parks built form districts are not shown below. Minneapolis 2040 notes the following
guidance for the Transportation district: "Buildings in the Transportation built form district should
generally conform to the districts adjacent to it on the map." Staff expects that the Parks built form district
will have a maximum FAR of 0.5, which aligns with the lowest-density residential districts.

<table>
<thead>
<tr>
<th>Built form district</th>
<th>Base Zoning District</th>
<th>Allowed FAR</th>
<th># of allowed bonuses and value per bonus</th>
<th>1 bonus</th>
<th>2 bonuses</th>
<th>3 bonuses</th>
<th>Max achievable FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior 1</td>
<td>R, OR</td>
<td>0.5</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.5</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>1.4</td>
<td>(0.5 for 1-3 units)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.4</td>
</tr>
<tr>
<td>Interior 2</td>
<td>R, OR</td>
<td>0.8</td>
<td>(0.5 for 1-3 units)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.8</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>1.4</td>
<td>(0.5 for 1-3 units)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.4</td>
</tr>
<tr>
<td>Interior 3</td>
<td>R, OR</td>
<td>1.4</td>
<td>(0.5 sf; 0.6 duplex; 0.7 triplex)</td>
<td>Max of 1 bonus. Value = 0.2 per bonus. No bonuses for 1-3 units.</td>
<td>1.6</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>1.6</td>
<td>(0.5 sf; 0.6 duplex; 0.7 triplex)</td>
<td>Max of 1 bonus. Value = 0.2 per bonus. No bonuses for 1-3 units.</td>
<td>1.8</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Corridor 3</td>
<td>R, OR</td>
<td>1.5</td>
<td>Max of 2 bonuses. Value = 0.25 per bonus</td>
<td>1.75</td>
<td>2</td>
<td>-</td>
<td>2</td>
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<tr>
<td>All other districts</td>
<td></td>
<td>1.75</td>
<td>Max of 2 bonuses. Value = 0.25 per bonus</td>
<td>2</td>
<td>2.25</td>
<td>-</td>
<td>2.25</td>
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<tr>
<td>Built form district</td>
<td>Base Zoning District</td>
<td>Allowed FAR</td>
<td># of allowed bonuses and value per bonus</td>
<td>1 bonus</td>
<td>2 bonuses</td>
<td>3 bonuses</td>
<td>Max achievable FAR</td>
</tr>
<tr>
<td>--------------------</td>
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</tr>
<tr>
<td>Corridor 4</td>
<td>R, OR</td>
<td>2</td>
<td>Max of 3 bonuses. Value = 0.4 per bonus</td>
<td>2.4</td>
<td>2.8</td>
<td>3.2</td>
<td>3.2</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>2.2</td>
<td></td>
<td>2.6</td>
<td>3</td>
<td>3.4</td>
<td>3.4</td>
</tr>
<tr>
<td>Corridor 6</td>
<td>R, OR</td>
<td>3</td>
<td>Max of 3 bonuses. Value = 0.65 per bonus</td>
<td>3.65</td>
<td>4.3</td>
<td>4.95</td>
<td>4.95</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>3.2</td>
<td></td>
<td>3.85</td>
<td>4.5</td>
<td>5.15</td>
<td>5.15</td>
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<tr>
<td>Transit 10</td>
<td>R, OR</td>
<td>5</td>
<td>Max of 3 bonuses. Value = 0.8 per bonus</td>
<td>5.8</td>
<td>6.6</td>
<td>7.4</td>
<td>7.4</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>5.2</td>
<td></td>
<td>6</td>
<td>6.8</td>
<td>7.6</td>
<td>7.6</td>
</tr>
<tr>
<td>Transit 15</td>
<td>R, OR</td>
<td>6</td>
<td>Max of 3 bonuses. Value = 0.9 per bonus</td>
<td>6.9</td>
<td>7.8</td>
<td>8.7</td>
<td>8.7</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>6.2</td>
<td></td>
<td>7.1</td>
<td>8</td>
<td>8.9</td>
<td>8.9</td>
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<tr>
<td>Transit 20</td>
<td>R, OR</td>
<td>7</td>
<td>Max of 3 bonuses. Value = 1 per bonus</td>
<td>7.8</td>
<td>8.8</td>
<td>9.8</td>
<td>9.8</td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>7.2</td>
<td></td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Transit 30</td>
<td></td>
<td>8</td>
<td>Downtown premiums</td>
<td></td>
<td></td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Core 50</td>
<td></td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Production</td>
<td></td>
<td>3</td>
<td>Value = 0.75 per bonus. Consider production-specific bonuses?</td>
<td>3.75</td>
<td>4.5</td>
<td>5.25</td>
<td>5.25</td>
</tr>
<tr>
<td>Parks</td>
<td></td>
<td>0.5</td>
<td>No bonuses</td>
<td></td>
<td></td>
<td></td>
<td>0.5</td>
</tr>
</tbody>
</table>
Staff is in the process of developing details about the specific bonuses that will be recommended. The preliminary menu of options includes the following:

Existing bonuses with revised standards:
- Enclosed parking
- Affordable housing
- Mixed use commercial/residential

Newly proposed bonuses:
- Durable construction
- Environmental sustainability
- Enhanced ecological function
- Enhanced public realm
- Grocery store
- Childcare center

Floor Area Premiums

In addition to the bonuses discussed above, downtown zoning districts currently authorize a range of floor area “premiums” that provide additional floor area in exchange for developments incorporating a variety of features. These premiums offer substantial increases in allowed building size in areas where the city’s largest buildings are expected and encouraged. CPED is in the process of revising these premiums. Staff will likely propose certain revisions to premiums and recommend that they be made available in the Core 50 and Transit 30 Districts. While staff does not anticipate a complete overhaul of existing premiums, some will be revised while new premiums will likely be added. Staff will bring these draft regulations to a future meeting.

Building Height

Height regulations govern the overall height of buildings and structures. The focus of the height regulations in the built form overlay districts will be on principal buildings. Height requirements will be updated to reflect the new height guidance in the comprehensive plan.

- Maximum height. Maximum height in stories is clearly spelled-out in each built form district in the comprehensive plan. Maximum height will be regulated by stories and feet as is currently required in the zoning code.

In the Interior 1 and 2 built form districts, no changes are proposed to the maximum height requirements for single-, two-, and three-family dwellings, and for cluster developments in the R1-R2B Districts. Given the desire for more development intensity to support transit systems in Interior 3 and the Corridor districts, there is a question about whether different height requirements for dwellings with one to three units and cluster developments should apply. Existing context is also being considered. The majority of Interior 3, Corridor 3 and Corridor 4 properties are occupied by small-scale residential structures that are currently zoned to only allow low intensity uses. Some Corridor 6 areas have similar context. It is expected that the base zoning will change in the future to allow additional building types (e.g. multiple family dwellings with more than 3 units) to better align with the built form categories. Since other uses will be allowed to be developed at a larger scale (e.g. 2.5 stories for a 3-unit dwelling versus 6 stories for a 4-unit
dwelling in Corridor 6), allowing more flexibility in the allowed height for dwellings with less than 4 units outside of Interior 1 and Interior 2 may be consistent with the intent of the districts.

For other types of projects (dwellings with more than 3 units and nonresidential projects), the draft maximums in feet (shown in the table below) would accommodate the vast majority of projects that have been previously approved at the same height levels in stories.

- For residential, mixed-use buildings, and hotels, the average per floor height is 11-12 feet (first floor heights are generally 16-20 feet tall and upper levels usually fall between 10-11 feet).

- Office, educational, medical, religious, cultural, and production buildings usually fall between 14-15 feet per floor.

The height maximums will not apply to general height exemptions already allowed. These exemptions can include parapets, rooftop equipment, and solar energy systems.

Additional height requirements will apply to properties in the Mississippi River Corridor Critical Area, shoreland areas, and the airport safety zones. In some areas, the height restrictions are more or less permissive than the built form districts. The more restrictive requirement will apply. All existing overlay districts will be evaluated to determine whether their height-related provisions should be amended or eliminated.

<table>
<thead>
<tr>
<th>District</th>
<th>Draft Height Maximums*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior 1</td>
<td>2.5 stories, 35 feet</td>
</tr>
<tr>
<td>Interior 2</td>
<td>2.5 stories, 35 feet</td>
</tr>
<tr>
<td>Interior 3</td>
<td>3 stories, 42 feet</td>
</tr>
<tr>
<td>Corridor 3</td>
<td>3 stories, 42 feet</td>
</tr>
<tr>
<td>Corridor 4</td>
<td>4 stories, 56 feet</td>
</tr>
<tr>
<td>Corridor 6</td>
<td>6 stories, 84 feet</td>
</tr>
<tr>
<td>Transit 10</td>
<td>10 stories, 140 feet</td>
</tr>
<tr>
<td>Transit 15</td>
<td>15 stories, 210 feet</td>
</tr>
<tr>
<td>Transit 20</td>
<td>20 stories, 280 feet</td>
</tr>
<tr>
<td>Transit 30</td>
<td>30 stories, 420 feet</td>
</tr>
<tr>
<td>Core 50</td>
<td>No limit</td>
</tr>
<tr>
<td>Parks</td>
<td>2.5 stories, 35 feet</td>
</tr>
<tr>
<td>Production</td>
<td>10 stories, 140 feet</td>
</tr>
</tbody>
</table>
*Maximum allowed heights for the following specific uses are drafted as follows:

<table>
<thead>
<tr>
<th>District</th>
<th>Single- and Two-family Dwellings</th>
<th>Three-family Dwellings</th>
<th>Cluster Developments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior 1 and Interior 2</td>
<td>2.5 stories, 28 feet, and the highest point of a gable, hip, or gambrel roof shall not exceed 33 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior 3 and Corridor 3</td>
<td>2.5 stories, 28 feet, and the highest point of a gable, hip, or gambrel roof shall not exceed 33 feet</td>
<td>3 stories, 42 feet (the general height limits of these districts)</td>
<td></td>
</tr>
<tr>
<td>All other districts</td>
<td></td>
<td>3 stories, 42 feet</td>
<td></td>
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</tbody>
</table>

- **Height Increases.** CPED is recommending that requests to increase maximum permitted height be evaluated either by an administrative application or variance as described below. The option available for increasing height would depend on location and the type of use.

  **Administrative Application**

  In the Corridor, Transit, Park and Production built form district descriptions, the comprehensive plan contains the following language: “Requests to exceed [X] stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.”

  Currently, requests to increase height for principal structures (except for single- and two-family dwellings and three-family dwellings located in the R1-R2B districts, which require a variance to increase maximum height) may be allowed by conditional use permit (CUP). The existing CUP findings do not adequately address the guidance of the comprehensive plan and can be unclear. The CUP process also lacks predictability (there is no limit on height increase requests) and is relatively discretionary. The following factors were considered in evaluating options for increasing height outside of the Interior Built Form Districts to ensure consistency with the new guidance:

  - Level of discretion required
  - Level of difficulty to obtain increased height
  - Level of predictability (both for developers and for neighbors of new development)
  - How to determine whether proposed height is reasonable while ensuring that policy goals are met
  - How the options would work with the proposed built form overlay districts

  For the Corridor, Transit, Park and Production built form districts, an administrative application (processed by CPED staff) is the recommended method for obtaining a height increase. However, obtaining an increase will be more difficult than it is now given the built form districts provide a substantially greater degree of clarity regarding height ranges than is prescribed in current ordinance processes. CPED also suggests that the amount of discretion involved needs to be reduced yet retain a clear ability to deny a request. The new administrative height increase process would contain two key components:

  - A maximum height increase—i.e., an upper limit on how much additional height may be requested—would apply in each district
• Clearly defined minimum thresholds for what needs to be done to further achieve comprehensive plan goals

The draft maximum limits on height increases are included in the table below. The intent of these limits is to prevent a height increase from exceeding the next highest built form district in order to ensure that increases are reasonable and consistent with the intent of each built form district. Currently, there is no cap on the increase that can be requested. Codified limits on height increases will make the process to increase height more predictable. Proposals that exceed the allowed height increase will need to amend the comprehensive plan and rezone the development site, both of which involve a public hearing process.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Height may be increased up to, but not exceed</td>
<td>4 stories, 56 feet</td>
<td>6 stories, 84 feet</td>
<td>10 stories, 140 feet</td>
<td>15 stories, 210 feet</td>
<td>20 stories, 280 feet</td>
<td>30 stories, 420 feet</td>
<td>50 stories, 700 feet</td>
<td>6 stories, 84 feet</td>
<td>20 stories, 280 feet</td>
</tr>
</tbody>
</table>

An exception will need to be built in for projects within these districts that already exceed the above limits. For these occasional situations where an addition is too small to trigger site plan review or a small-scale addition is proposed on an upper floor of a building that already exceeds the allowed height limits, CPED staff is recommending that the proposal would require an administrative height increase application, but the required amenities could be more proportional to the size of the addition. This modified process would only apply to projects adding up to 2,500 square feet in area and only one time in any 5-year period.

The clearly defined minimum thresholds will benefit the public and will need to be provided for a height increase to even be considered. This component is intended to be relatively non-discretionary for more equitable decision-making geographically. The amenities/benefits will have minimum standards that go above-and-beyond what is typically provided in development projects in order to further the goals of the comprehensive plan even more than what is allowed to be developed as laid out in the built form maps of the comprehensive plan. Although the proposed benefits and associated standards are still being developed, they will likely promote environmental sustainability, housing affordability and walkability. More benefits will need to be provided for larger requests to increase height. The types of benefits available will likely be limited by district as well. Considerations regarding which amenities will be available to increase height also include the value of the amenity and some relationship to height.

While the public amenities/benefits that will be required for height increases will be largely non-discretionary, the findings used to evaluate the height increase proposal will involve some discretion. CPED is updating the findings to not only address the discretionary aspect but to also ensure that they are specifically tailored to addressing height increases. How to evaluate the request to increase height, including human scale, transitions, shadowing, light, air and sky exposure, will be considered. Ultimately, the updated findings should allow for a higher quality building and development than could be achieved without the additional height.

CPED staff would process the height increase application concurrently with a site plan review application. If a height increase is approved, the authorized height and supporting findings will be included in the site plan review report. Any appeals of a decision to approve or deny a height
increase will proceed to the city council. This would allow the Planning Commission to focus on other aspects of the site plan review.

**Variances**

As indicated above, the administrative application would not be an option in the Interior built form districts. The guidance for the Interior built form districts does not contain language that suggests any flexibility related to maximum height. Therefore, a variance will need to be requested in these districts and the applicable findings will need to be met in order for the request to be granted. For all single- and two-family dwellings and three-family dwellings located in the R1-R2B districts, a variance will also be required to increase height. In general, a variance is more difficult to obtain than a CUP.

- **Story definition.** The zoning code includes a definition of story. The current definition considers floors that exceed 14 feet in height to be more than one story. An exception was written into the definition to allow taller first floors. However, there are commonly floor heights above the first floor that exceed 14 feet. This definition can often cause confusion. For example, a building with four floors that is defined as a six-story building has a very different meaning for someone who is not familiar with the definition and how it is applied. Staff is exploring ways to remove this requirement to rely more on the maximum requirement in feet since obtaining height increases will become more difficult. One challenge with changing the definition is that many yard requirements are based on the number of stories within a building. Potential yard and setback requirement amendments will be discussed at a future meeting.

The story definition also does not specify if a mezzanine is considered a story or not. When a mezzanine is or is not considered a story may be included in the updated definition.

- **Minimum height.** Certain built form districts require minimum building heights to in order to best take advantage of the access to transit, jobs, and goods and services that their locations provide. Those districts, along with the recommended height requirements, are included in the table below. The minimum height in feet should be feasible to obtain for projects in these districts since a taller first floor would generally be desired in these areas and should reinforce the desired street wall. Also, a taller first floor will likely be required for required ground floor commercial uses to ensure they are viable in destination mixed use areas.

<table>
<thead>
<tr>
<th>District</th>
<th>Corridor 6</th>
<th>Transit 10</th>
<th>Transit 15</th>
<th>Transit 20</th>
<th>Transit 30</th>
<th>Core 50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Height</td>
<td>2 stories, 20 feet</td>
<td>2 stories, 20 feet</td>
<td>4 stories, 40 feet</td>
<td>6 stories, 60 feet</td>
<td>10 stories, 100 feet</td>
<td>10 stories, 100 feet</td>
</tr>
<tr>
<td>Requirement</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Other height related standards.** Other height related requirements, such as tall building standards and transitions, will be discussed at a future meeting. They will be drafted in conjunction with working out the details for the updated findings to increase height and developing the amenities/benefits and associated minimum standards that will be required for an increase to be considered.
Applicable Policies:

The built form descriptions and maps can be found online on pages 67-79. Other relevant policies applicable to this discussion are included below.

Policy 1. Access to Housing: Increase the supply of housing and its diversity of location and types.

  e. In neighborhood interiors farthest from downtown that today contain primarily single-family homes, achieve greater housing supply and diversity by allowing small-scale residential structures with up to three dwelling units on an individual lot.

Policy 5. Visual Quality of New Development: Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.

  i. Regulate the height and bulk of buildings as represented on the built form map.

  o. Regulate setbacks, orientation, pattern, materials, height, and scale of small-scale residential buildings to ensure consistency with built-form guidance and existing context.

Policy 6. Pedestrian-Oriented Building and Site Design: Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.

  f. Consider the arrangement of buildings within a site to minimize the generation of wind currents at ground level.

  g. Encourage building placement that where possible enables solar access and allows light and air into the site and surrounding properties and supports energy efficient lighting.

  h. Encourage building placement and massing design that considers the impact of shadowing, particularly on public spaces, recognizing that extreme seasons make shaded areas alternately desirable at different times of year.

Policy 97. Preserving and Enhancing Public Lakes and Waterways: Ensure ongoing preservation and improvement of the natural and built environment near the city's lakes and waterways.

  f. Regulate setbacks, orientation, pattern, materials, height and scale of new small scale residential buildings in a manner that is consistent with adjacent property.
**Feedback requested:**

1. Are proposed base FAR and bonuses are set appropriately to align with built form districts?

2. Staff intends to recommend that enclosed parking (at-grade and above-grade) be included in the FAR calculation and can discuss the implications of this if the commission has questions.

3. When we are considering applications to increase maximum height, should the ordinance allow FAR to be increased in some way other than a variance when doing so in conjunction with a height increase? Or should those developments be expected to achieve FAR bonuses and design their massing accordingly?

4. Are the proposed height minimums and maximums (in feet) where they should be?

5. Should the floor area and height restrictions for single-, two-, and three-family dwellings and cluster developments in the Interior 3, Corridor, Transit and Core Built Form Districts be less restrictive than in the Interior 1 and Interior 2 districts?

6. What is the Commission’s reaction to the proposed administrative process for height increases?

7. In considering how to further comprehensive plan goals with height increases, which of the following options is preferable? (For both options, more public benefits/amenities would need to be provided as height requests increase.)

   a. A menu of equally weighted public benefit options (similar to the framework for the current downtown floor area ratio premiums).

   b. Every project would need to provide certain general benefits. Beyond the general required benefits, there would be a menu of equally weighted public benefit options (again similar to the framework for the current downtown floor area ratio premiums).

8. In updating the findings, how to evaluate the requests to increase height, including human scale, transitions, shadowing, light, air and sky exposure, will be considered. Is there anything else that should be considered? What is most important when evaluating height increases? Are there any aspects that are not important and should not be included or should be de-emphasized?
<table>
<thead>
<tr>
<th>Built Form District</th>
<th>Base Zoning District</th>
<th>Allowed Base FAR</th>
<th># of allowed bonuses and value per bonus</th>
<th>1 bonus</th>
<th>2 bonuses</th>
<th>3 bonuses</th>
<th>Max achievable FAR</th>
<th>Min. FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior 1</td>
<td>R, OR</td>
<td>0.5</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.5</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>1.4 (0.5 for 1-3 units)</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.4</td>
<td>-</td>
</tr>
<tr>
<td>Interior 2</td>
<td>R, OR</td>
<td>0.8 (0.5 for 1-3 units)</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.8</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>1.4 (0.5 for 1-3 units)</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1.4</td>
<td>-</td>
</tr>
<tr>
<td>Interior 3</td>
<td>R, OR</td>
<td>1.4 (0.5 sf; 0.6 duplex; 0.7 triplex)</td>
<td>Max of 1 bonus. Value = 0.2 per bonus. No bonuses for 1-3 units.</td>
<td>1.6</td>
<td>-</td>
<td>-</td>
<td>1.6</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>1.6 (0.5 sf; 0.6 duplex; 0.7 triplex)</td>
<td>Max of 1 bonus. Value = 0.2 per bonus. No bonuses for 1-3 units.</td>
<td>1.8</td>
<td>-</td>
<td>-</td>
<td>1.8</td>
<td>-</td>
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<tr>
<td>Corridor 3</td>
<td>R, OR</td>
<td>1.5</td>
<td>Max of 2 bonuses. Value = 0.25 per bonus</td>
<td>1.75</td>
<td>2</td>
<td>-</td>
<td>2</td>
<td>-</td>
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<tr>
<td></td>
<td>All other districts</td>
<td>1.75</td>
<td>Max of 2 bonuses. Value = 0.25 per bonus</td>
<td>2</td>
<td>2.25</td>
<td>-</td>
<td>2.25</td>
<td>-</td>
</tr>
<tr>
<td>Corridor 4</td>
<td>R, OR</td>
<td>2</td>
<td>Max of 3 bonuses. Value = 0.4 per bonus</td>
<td>2.4</td>
<td>2.8</td>
<td>3.2</td>
<td>3.2</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>2.2</td>
<td>Max of 3 bonuses. Value = 0.4 per bonus</td>
<td>2.6</td>
<td>3</td>
<td>3.4</td>
<td>3.4</td>
<td>-</td>
</tr>
<tr>
<td>Corridor 6</td>
<td>R, OR</td>
<td>3</td>
<td>Max of 3 bonuses. Value = 0.65 per bonus</td>
<td>3.65</td>
<td>4.3</td>
<td>4.95</td>
<td>4.95</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>3.2</td>
<td>Max of 3 bonuses. Value = 0.65 per bonus</td>
<td>3.85</td>
<td>4.5</td>
<td>5.15</td>
<td>5.15</td>
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<td>Transit 10</td>
<td>R, OR</td>
<td>5</td>
<td>Max of 3 bonuses. Value = 0.8 per bonus</td>
<td>5.8</td>
<td>6.6</td>
<td>7.4</td>
<td>7.4</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>5.2</td>
<td>Max of 3 bonuses. Value = 0.8 per bonus</td>
<td>6</td>
<td>6.8</td>
<td>7.6</td>
<td>7.6</td>
<td>1</td>
</tr>
<tr>
<td>Transit 15</td>
<td>R, OR</td>
<td>6</td>
<td>Max of 3 bonuses. Value = 0.9 per bonus</td>
<td>6.9</td>
<td>7.8</td>
<td>8.7</td>
<td>8.7</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>6.2</td>
<td>Max of 3 bonuses. Value = 0.9 per bonus</td>
<td>7.1</td>
<td>8</td>
<td>8.9</td>
<td>8.9</td>
<td>1.5</td>
</tr>
<tr>
<td>Transit 20</td>
<td>R, OR</td>
<td>7</td>
<td>Max of 3 bonuses. Value = 1 per bonus</td>
<td>7.8</td>
<td>8.8</td>
<td>9.8</td>
<td>9.8</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>All other districts</td>
<td>7.2</td>
<td>Max of 3 bonuses. Value = 1 per bonus</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>Transit 30</td>
<td></td>
<td>8</td>
<td>Downtown premiums</td>
<td>TBD</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Core 50</td>
<td></td>
<td>16</td>
<td>TBD</td>
<td>TBD</td>
<td>4</td>
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<td></td>
<td></td>
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<tr>
<td>Production</td>
<td></td>
<td>3</td>
<td>Value = 0.75 per bonus. Consider ...</td>
<td>3.75</td>
<td>4.5</td>
<td>5.25</td>
<td>5.25</td>
<td>-</td>
</tr>
<tr>
<td>Parks</td>
<td></td>
<td>0.5</td>
<td>No bonuses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.5</td>
<td>-</td>
</tr>
</tbody>
</table>

**Existing FAR**

- R1: 0.5
- R1A: 0.5
- R2: 0.5
- R2B: 0.5
- R3: 1
- R4: 1.5
- R5: 2
- R6: 3
- OR1: 1.5
- OR2: 2.5
- OR3: 3.5
- C1: 1.7
- C2: 1.7
- CSA: 2.7
- C4: 1.7
- B4N: n/a
- B4A-1: 4 or 8
- B4A-2: 8
- B4C-1: 4
- B4C-2: 8
- B4-1: 8
- B4-2: 16
- I1: 2.7
- I2: 2.7
- I3: 2.7
**Interior 2**

Maximum FAR for 1-3 unit buildings: 0.5  
Maximum FAR for 4 or more unit buildings in R/OR districts: 0.8  
Maximum FAR in all other districts: 1.4 (Commercial districts in Interior 2 are rare)  
No bonuses allowed  
FAR data for recent two- or two-and-a-half story buildings has not been compiled  
Similar existing district: R3 (1.0 FAR; 0.5 for 1-3 units)

**Example two-story project:**  
2407 2nd St NE  
FAR: 0.66  
Project includes only surface parking

---

**Interior 3**

Maximum FAR for single-family homes: 0.5  
Maximum FAR for duplexes: 0.6  
Maximum FAR for triplexes: 0.7  
Maximum FAR for four units or more in R/OR districts: 1.4  
Maximum FAR in all other districts: 1.6 (Commercial districts in Interior 2 are rare)  
Value of each bonus: 0.2  
One bonus allowed (enclosed parking) up to 1.6 (R/OR); 1.8 in all other districts  

Recent three-story buildings:  
- Mean FAR: 1.22; Median FAR: 1.2  
- Highest approved FAR: 1.9

Similar existing district: R4 (1.5 FAR)

**Example three-story project:**  
3535 Grand Ave S  
FAR: 1.42  
Project includes only surface parking
**Corridor 3**

Maximum FAR in R/OR districts: 1.5. With all bonuses: 1.75  
Maximum FAR in all other districts: 1.75 With all bonuses 2.0  
Value of each bonus: 0.25

Recent three-story buildings:
- Mean FAR: 1.23; Median FAR: 1.2
- Highest approved FAR: 1.9

Similar existing districts: R4 or OR1 (1.5 FAR)

**Example three-story project:**
5048 Ewing Ave S  
FAR: 1.42  
FAR with parking: 1.84

![Example three-story project](image)

---

**Corridor 4**

Maximum FAR in R/OR districts: 2  With all bonuses: 3.2  
Maximum FAR in all other districts: 2.2. With all bonuses: 3.4  
Value of each bonus: 0.4

Recent four-story buildings:
- Mean FAR: 1.98; Median FAR: 2.0
- Highest approved FAR: 2.77

Similar existing district: C2 (1.7 FAR) or OR2 (2.5 FAR)

**Example four-story project:**
3501 2nd Ave S  
FAR: 2  
FAR with parking: 2.32

![Example four-story project](image)
Corridor 6
Maximum FAR in R/OR districts: 3  With all bonuses: 4.95
Maximum FAR in all other districts: 3.2.  With all bonuses: 5.15
Value of each bonus: 0.65
Recent six-story buildings:
  - Mean FAR: 3.13; Median FAR: 3.1
  - Highest approved FAR: 4.6
Similar existing district: C3A (2.7 FAR)

Example six-story project:
1400 Nicollet Ave
FAR: 3.55
FAR with parking: 4.1

Transit 10
Maximum FAR in R/OR districts: 5  With all bonuses: 7.4
Maximum FAR in all other districts: 5.2.  With all bonuses: 7.6
Value of each bonus: 0.8
Similar existing district: N/A

Example seven- to 10-story project:
3012 Excelsior Blvd
8 stories
FAR: 4.57
FAR with parking: 5.13
**Transit 15**

Maximum FAR in R/OR districts: **6**  With all bonuses: **8.7**  
Maximum FAR in all other districts: **6.2**.  With all bonuses: **8.9**  
Value of each bonus: **0.9**  
Similar existing district: N/A

**Example 11 to 15-story project:**  
**247 Chicago Ave**  
14 stories  
FAR: **4.02**  
FAR with parking/loading: **4.8**

---

**Transit 20**

Maximum FAR in R/OR districts: **7**  With all bonuses: **9.8**  
Maximum FAR in all other districts: **7.2**.  With all bonuses: **10**  
Value of each bonus: **1.0**  
Similar existing district: N/A

**Example 16 to 20-story project:**  
**813 Portland Ave**  
18 stories  
FAR: **8.36**  
FAR with parking/loading: **8.45**
Transit 30
Maximum FAR: 8
Maximum FAR with all bonuses: TBD. Downtown premiums allow for substantial increase.
Similar existing district: B4-1 (8 FAR)

Example 21 to 30-story project:
240 Hennepin Ave
21 stories
FAR: 8.3
FAR with parking/loading: 8.86

Core 50
Maximum FAR: 16
Maximum FAR with all bonuses: TBD. Downtown premiums allow for substantial increase.
Similar existing district: B4-2 (16 FAR)

Example project of 31 stories or taller:
30 3rd St S
35 stories
FAR: 12.73
All parking is located underground (except porte cochere and access ramp to underground parking)
Production
Maximum FAR: 3
Maximum FAR with all bonuses: 4.5
Similar existing district: I1, I2, I3 (2.7 FAR)

Example production project:
1977 W River Rd N
2 stories
FAR: 0.7
FAR with parking/loading: 1.22
FIGURE T1.4: BUILT FORM MAP Citywide

These maps provide an overview of the built form guidance, for parcel specific information refer to the online version at Minneapolis2040.com
**INTERIOR 3**

**BUILT FORM MAP**

**DESCRIPTION**

The Interior 3 district is typically applied in parts of the city closest to downtown, in the areas in between transit routes. It is also applied adjacent to select corridors and near METRO stations, serving as a transition to lower intensity residential areas.

Built Form Guidance: New and remodeled buildings in the Interior 3 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 3 stories.

---

**DRAFT FAR REGULATIONS**

<table>
<thead>
<tr>
<th>Base Zoning District</th>
<th>Base FAR Maximum</th>
<th>Max FAR with all bonuses</th>
<th>Min FAR</th>
<th>1 Bonus</th>
<th>2 Bonus</th>
<th>3 Bonus</th>
<th>Bonus % of base</th>
<th>Max/Base</th>
<th>FAR Recent Averages (Mean)</th>
<th>FAR Recent Averages (Median)</th>
<th>FAR Recent High Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>R, OR</td>
<td>1.4 *</td>
<td>1.6</td>
<td></td>
<td>1.6</td>
<td>-</td>
<td>-</td>
<td>14.2%</td>
<td>1.1</td>
<td>1.2</td>
<td>1.9</td>
<td></td>
</tr>
<tr>
<td>All other districts</td>
<td>0.6 *</td>
<td>1.8</td>
<td></td>
<td>1.8</td>
<td>-</td>
<td>-</td>
<td>12.5%</td>
<td>1.13</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 0.5 single family; 0.6 duplex; 0.7 triplex. No bonuses for 1-3 units.

---

**FAR SKETCHUP STUDY**

**R, OR districts**

- **Plan**
- **Axon**

- **Setbacks**
  - **All other districts**
  - **Plan**
  - **Axon**

---

**EXAMPLE PROJECT**

3535 Grand Ave S - Staff report

Image: Ryan Companies

<table>
<thead>
<tr>
<th>FAR</th>
<th>FAR w/Parking</th>
<th>Lot SF</th>
<th>Building SF</th>
<th>Stories</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.42</td>
<td>Surface parking</td>
<td>15,557 SF</td>
<td>18,933 SF</td>
<td>3</td>
<td>24</td>
</tr>
</tbody>
</table>

Similar existing district: R4 (1.5 FAR)

---

**LOT SIZE & COVERAGE**

All models assume setbacks similar to the current zoning code.

---

**STORIES**

<table>
<thead>
<tr>
<th>Max Stories</th>
<th>Min Stories</th>
<th>All models assume setbacks similar to the current zoning code.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1</td>
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</tr>
</tbody>
</table>
**DESCRIPTION**

The Corridor 4 district is typically applied along high frequency transit routes farther from downtown, that are on narrower rights of way, and on select streets with local transit service. It is also applied near downtown in areas between transit routes, and serves as a transition between lower intensity residential areas and areas immediately surrounding METRO stations.

Built Form Guidance: New and remodeled buildings in the Corridor 4 district should reflect a variety of building types on both small and moderate-sized lots, including on combined lots. Building heights should be 1 to 4 stories. Requests to exceed 4 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.
The Corridor 6 district is typically applied along high frequency transit routes as well as in areas near METRO stations. Built Form Guidance: New and remodeled buildings in the Corridor 6 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 2 to 6 stories. Building heights should be at least 2 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Corridor 6 district. Requests to exceed 6 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

**Example Project**
1400 Nicollet Ave - Staff report
The Transit 15 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown. Built Form Guidance: New and remodeled buildings in the Transit 15 district should reflect a variety of building types on both moderate and large sized lots. Building heights should be 4 to 15 stories. Building heights should be at least 4 stories in order to best take advantage of the access to transit, jobs, and goods and services provided by the Transit 15 district. Requests to exceed 15 stories will be evaluated on the basis of whether or not a taller building is a reasonable means for further achieving Comprehensive Plan goals.

**Example Project: 811 Washington**

**Base Zoning District**
- **R, OR districts**
  - Max Stories: 15
  - Min Stories: 4

**Max FAR with all bonuses**
- **3 lots:** 3.82
- **4 lots:** 3.95 (small sample size)
- **5 lots:** 4.02 (small sample size)

**All other districts**
- **3 lots:** 3.82
- **4 lots:** 3.95 (small sample size)
- **5 lots:** 4.02 (small sample size)

**Base FAR Maximum**
- **3 lots:** 3.06
- **4 lots:** 3.16
- **5 lots:** 3.26

**Max FAR with all bonuses**
- **3 lots:** 4.06
- **4 lots:** 4.16
- **5 lots:** 4.26

**Min FAR**
- **3 lots:** 3.86
- **4 lots:** 3.96
- **5 lots:** 4.06

**Setbacks**
- All models assume setbacks similar to the current zoning code.

**Lot Size & Coverage**
- All models assume lot size & coverage similar to the current zoning code.

**FAR Sketchup Study**
- **R, OR districts**
  - Plan
  - Axon
  - All other districts
  - Plan
  - Axon

**Similar existing district:** N/A

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**Transit 15**

**Built Form Map**

**Description**

The Transit 15 district is typically applied along high frequency transit routes, adjacent to METRO stations, in neighborhoods near downtown, and in downtown.